Guidelines for operating in temporary restricted (security) airspace

3 KEYS TO SUCCESS
☞ PLAN: Check NOTAMs (please see link below)
☞ TALK: to Air Traffic Control and monitor Guard (VHF 121.5)
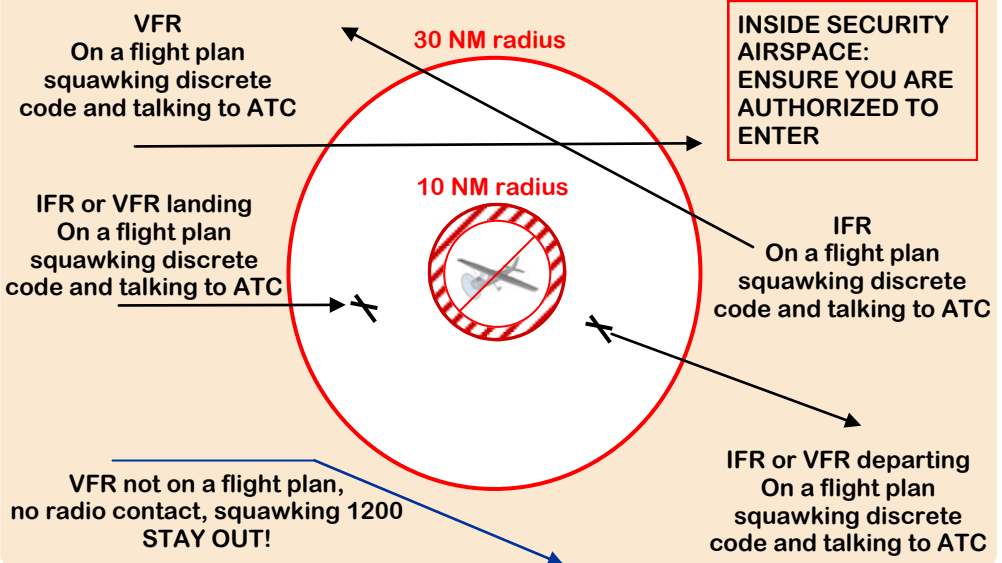☞ SQUAWK: assigned discrete transponder code

FLIGHT PLANNING

☐ Review Notice to Airmen (NOTAMs):
  https://flightplanning.navcanada.ca/ … or get NOTAMs plus route weather and route brief by calling 1-866-WX-BRIEF

☐ Review restricted airspace along route and, if applicable, obtain authorization to operate in the airspace as detailed in NOTAMs

☐ File a flight plan—IFR, VFR, DVFR and discreet transponder code prior to departure

☐ Update GPS / iPad / Electronic Apps

DURING FLIGHT

☐ Activate flight plan (prior to entering restricted airspace)
☐ IFR or flight following w/discrete squawk
☐ Monitor 121.5 on back-up radio (if able)
☐ Get Security Airspace updates from FSS (1-866-WX-BRIEF)

**These procedures describe a typical Security Airspace.
Check underlined restricted airspace for any unique procedures.**

VFR
On a flight plan squawking discrete code and talking to ATC

30 NM radius

INSIDE SECURITY AIRSPACE: ENSURE YOU ARE AUTHORIZED TO ENTER

10 NM radius

**IFR or VFR landing
On a flight plan squawking discrete code and talking to ATC**

**IFR
On a flight plan squawking discrete code and talking to ATC**

**VFR not on a flight plan, no radio contact, squawking 1200
STAY OUT!**

**IFR or VFR departing
On a flight plan squawking discrete code and talking to ATC**

North American Aerospace Defense Command (NORAD)
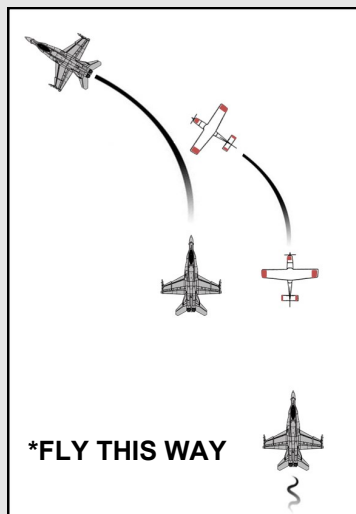Get this kneeboard and more at: www.NORAD.mil/GeneralAviation

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NORAD INTERCEPT PROCEDURES

Intercept Procedures

- Typically two fighters approach from the stern -- you may only see one
- Fighter rocks wings to signal intercept
- Fighter responsible for safe separation

Your Actions

- Remain predictable – Altitude, heading, airspeed, don't descend
- Acknowledge fighter with wing rock
- Talk to ATC
- Talk to fighter on 121.5

Post Intercept

- Comply with instructions
- Land where directed

*FLY THIS WAY

DAY INTERCEPT SIGNALS

Interceptor Signals	Meaning
Fighter slow turn to desired heading	*FLY THIS WAY
Fighter abrupt turn across nose to desired heading and may dispense flares	WARNING: TURN NOW (DIRECTION OF FIGHTER)
Fighter circles airport, lowers landing gear, overflies runway in direction of landing	LAND HERE

NIGHT INTERCEPT SIGNALS

Interceptor Signals	Meaning	Your Signal	Meaning
Flash navigation lights	You have been intercepted	Flash navigation lights	I will comply
Turn on landing lights	Land here	Turn on landing light	I will land
		Flash landing light	Airport inadequate
		Flash all lights regular	Can not comply
		Flash all lights irregular	Distress

For more intercept information, reference Transport Canada Aeronautical Information Manual, Search-and-Rescue 4.7, Interception Procedures: http://www.tc.gc.ca/media/documents/ca-publications/AIM-2016-1-E-ACCESS.pdf