

Tips for Temporary Flight Restrictions (TFR) and Special Use Airspace

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KEYS TO SUCCESS

- ✈️ PLAN: Check TFRs at <http://TFR.FAA.GOV>, call FSS
- ✈️ TALK: to Air Traffic Control and monitor Guard (VHF 121.5)
- ✈️ SQUAWK: assigned discrete transponder code

FLIGHT PLANNING

- Review TFRs: <http://tfr.faa.gov>
(Nat'l Security TFRs on Twitter: [@VIP_TFR](https://twitter.com/VIP_TFR))
- Review NOTAMS: <https://pilotweb.nas.faa.gov/PilotWeb/> or <https://notams.aim.faa.gov/notamSearch>
... or get both TFRs and NOTAMS plus route weather and route brief at: 1-800-WX-BRIEF (www.1800wxbrief.com)
- Review Special Use Airspace along route: <https://sua.faa.gov>
- File a flight plan—IFR, VFR, DVFR, SVFR
- Update GPS / iPad / Electronic Apps

DURING FLIGHT

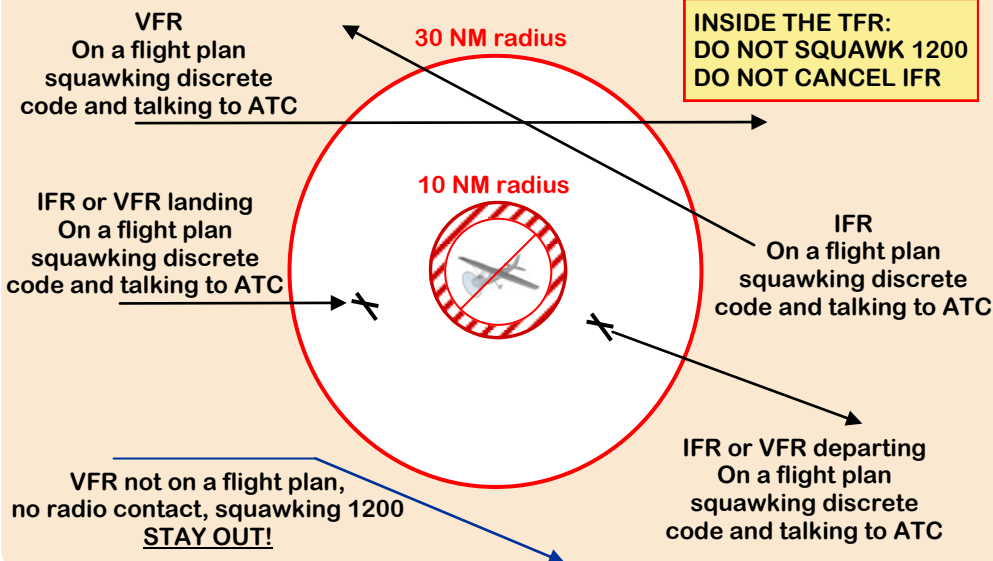
- Activate flight plan (prior to entering TFR)
- IFR or flight following w/discrete squawk
- Monitor 121.5 on back-up radio (if able)
- Get TFR updates from FSS (1-800-WX-BRIEF)

PLANNING REFERENCES

- Review Air Defense Identification Zone (ADIZ) procedures if flying into U.S. from abroad: https://www.faa.gov/air_traffic/publications/us_restrictions/airspace/#adiz
- Review Washington D.C. Special Flight Rules Area (SFRA) procedures if flying within 60 nm of KDCA: (Course ALC-405) <https://faasafety.gov>



These procedures describe a typical Security TFR.
Check published TFR NOTAM for any unique procedures.



North American Aerospace Defense Command (NORAD)
Get this kneboard and more at: www.norad.mil/general-aviation



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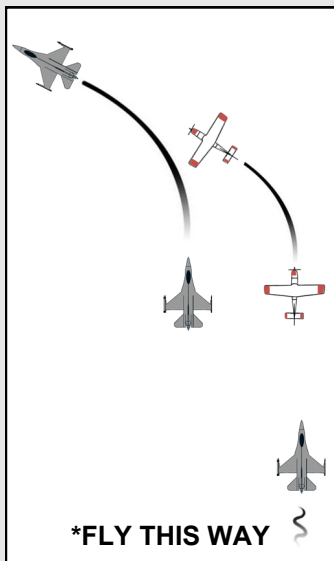
REASON GA AIRCRAFT ARE INTERCEPTED:

Entering restricted airspace and not talking to ATC

NORAD / FAA 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

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	<u>WARNING: TURN NOW</u> (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 the Aeronautical Information Manual 5-6-13 Interception Procedures: http://www.faa.gov/air_traffic/publications/media/aim.pdf