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

### 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](http://tfr.faa.gov)
  - (Nat'l Security TFRs on Twitter: @VIP_TFR)
- Review NOTAMS:
  - [https://pilotweb.nas.faa.gov/PilotWeb/](https://pilotweb.nas.faa.gov/PilotWeb/)
  - [https://notams.aim.faa.gov/notamSearch](https://notams.aim.faa.gov/notamSearch)
  - or get both TFRs and NOTAMs plus route weather and route brief by calling 1-800-WX-BRIEF ([www.1800wxbrief.com](http://www.1800wxbrief.com))
- Review Special Use Airspace along route: [https://sua.faa.gov](https://sua.faa.gov) or [http://www.seeandavoid.org](http://www.seeandavoid.org)
- 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)

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### PLANNING REFERENCES
- Review Washington D.C. Special Flight Rules Area (SFRA) procedures if flying within 60 nm of KDCA: (Course ALC-405) [https://faasafety.gov](https://faasafety.gov)

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

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

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

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

**INSIDE THE TFR:**
- DO NOT SQUAWK 1200
- DO NOT CANCEL IFR

**10 NM radius**
- **IFR or VFR departing**
  - On a flight plan, squawking discrete code and talking to ATC

**30 NM radius**
- **IFR or VFR landing**
  - On a flight plan, squawking discrete code and talking to ATC

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

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

NIGHT INTERCEPT SIGNALS

<table>
<thead>
<tr>
<th>Interceptor Signals</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flash navigation lights</td>
<td>You have been intercepted</td>
</tr>
<tr>
<td>Turn on landing lights</td>
<td>Land here</td>
</tr>
<tr>
<td>Your Signal</td>
<td>Meaning</td>
</tr>
<tr>
<td>Flash navigation lights</td>
<td>I will comply</td>
</tr>
<tr>
<td>Turn on landing light</td>
<td>I will land</td>
</tr>
<tr>
<td>Flash landing light</td>
<td>Airport inadequate</td>
</tr>
<tr>
<td>Flash all lights regular</td>
<td>Can not comply</td>
</tr>
<tr>
<td>Flash all lights irregular</td>
<td>Distress</td>
</tr>
</tbody>
</table>

For more intercept information, reference the Aeronautical Information Manual 5–6–2 Interception Procedures: [http://www.faa.gov/air_traffic/publications/#manuals](http://www.faa.gov/air_traffic/publications/#manuals)