



FIRC Stage 7

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Chapter 1

Overview

Since the events of September 11, 2001 and the establishment of the Transportation Security Administration (TSA), rules and regulations have been adopted by the Department of Homeland Security (DHS) that establishes a level of security associated with general aviation operations and flight training.

It is important for students and instructors to understand what part they play in the overall plan for our nation's security. It is important for flight instructors to know which airman certificates the TSA is interested in, the requirements for citizenship documentation, record keeping, foreign student processing, flight instructor and flight school security awareness training, and more.

The TSA regulations were established for general aviation flight training in 2004. Since then, TSA inspectors have been auditing flight training operations in order to determine if these security measures are being implemented by flight instructors and flight schools. TSA inspectors have enforcement authority and do not hesitate to use it if regulations are not followed. Instructors and flight schools can face enforcement action for noncompliance with TSA regulations that include suspension or revocation of certification, as well as fines that can be in the thousands of dollars.

TSA Requirements and Flight Training

With few exceptions, all students receiving flight training and all instructors providing flight training after October 20, 2004 must comply with the TSA Interim Final Rule 49 CFR Part 1552, Flight Training for Aliens and Other Designated Individuals; Security Awareness Training for Flight School Employees; Interim Rule.

A summary of this rule, as it applies to airplanes with a maximum takeoff weight of less than 12,500 pounds, follows.

These rules apply only to training leading to the issuance of a recreational, sport, or private pilot (single or multiengine) certificates; multiengine ratings at any level; or an instrument rating. These rules do not apply to flight reviews or proficiency checks.

Flight training is defined as instruction received from a flight school (this includes freelance instructors) in an aircraft or aircraft simulator excluding recurrent training, ground training, or demonstration flights for marketing purposes.

A candidate is a person that applies for flight training. Flight schools and instructors must determine if candidates are US Citizens, nationals or aliens.

An alien is any person not a citizen or national of the United States as mandated at 8 USC. 1101(a)(3). A national is a person who, though not a citizen of the US, owes permanent allegiance to the US, e.g. a resident of Puerto Rico, Guam, US Virgin Islands, etc.

Related Links:

49 CFR Part 1552: <http://bit.ly/gcI528>

Requirements for Citizenship and Documentation

U.S. citizens (whether by birth or naturalization) must present the flight school or flight instructor with evidence of U.S. citizenship. Evidence must be shown by one of the following:

- a valid, unexpired US Passport.
- an original birth certificate of the United States, American Samoa or Swains Island, and a government-issued picture ID.
- an original certification of birth abroad with raised seal (Form FS-545 or DS-1350) and a government-issued picture ID.

- an original certificate of U.S. citizenship with raised seal (Form N-560 or N-561), or a Certificate of Repatriation (Form N-581), and a government-issued picture ID.
- an original U.S. naturalization certificate with raised seal (Form N-550 or N-570) and a government-issued picture ID.

The instructor or flight school must document the proof of citizenship by either making the following endorsement in both the instructor's and student's logbook:

I certify that [student's name] has presented me a [type of document presented and the relevant control or sequential number on the document, if any] establishing that [he or she] is a U.S. citizen or national in accordance with 49 CFR 1552.3(h). [Date and instructor's signature and CFI number.], or by keeping a copy of the documents used to prove citizenship for five years.

Flight training may begin without delay once one of the above procedures has been complied with.

Foreign Student Processing

This program was instituted to comply with the 14 CFR 1552 requirement that alien flight students be checked by TSA prior to receiving flight instruction.

Prior to beginning training, the applicant must register on the Alien Flight Student Program's (AFSP) website. Initially they will be given a user name and password via e-mail. After receiving the user name and password, the student must log on to the TSA web site and submit the required information concerning their personal identification, passport and visa information, and details of the type of flight training they are seeking.

The training provider must indicate on the AFSP website if the candidate is known and has applied for training. All providers of instruction, both flight schools and independent instructors must register on TSA's website.

In addition, the applicant will need to submit the following:

- **Fingerprints** - Prints can be taken either electronically or by provided forms. After they are documented, the prints are sent to the American Association of Airport Executives, who then forwards a copy to the TSA. Additional instructions can be found on the TSA website's Fingerprint Instructions page.
- **\$130 application processing fee** - This fee must be paid by credit card on the TSA's website.
- **Photograph** - The TSA requires that the training provider take a photo of the applicant when they appear for their first day of flight training. The photo can either be uploaded to TSA's website or faxed to 703-542-1221.

A final determination of the candidate's eligibility status is not required prior to the start of flight training in aircraft less than 12,500 pounds maximum gross takeoff weight. However, TSA will send an e-mail confirming receipt of the fingerprints and fee, which does need to be received by the candidate and flight school before flight training is started. If TSA determines the student is a security threat, the school or instructor will be notified and training is to be stopped immediately.

Once approval is received, training must commence within 180 days or the candidate must resubmit their application. The previous application is not renewable or refundable.

Related Links:

Alien Flight Student Program (AFSP): <http://bit.ly/ffjfZy>

AFSP Flight School/Instructor Registration : <http://bit.ly/dVUHr0>

AFSP Fingerprint Instructions: <http://bit.ly/eLsaZf>

Flight Instructor/School Security Awareness

All flight instructors and flight school employees who come into direct contact with flight students must take both initial and annual recurrent security awareness training, regardless if that instructor or flight school trains foreign students.

Instructors and flight school employees (including ground instructors and administrative personnel) must receive the initial security awareness training by January 18, 2005. Employees hired after January 18, 2005, must receive the training within 60 days of being hired. Schools must maintain a record of this training for one year after the employee leaves the school. These records are subject to TSA and FAA audit. Flight schools, including freelance flight instructors, who fail to comply with these rules may be subject to enforcement action.

The TSA provides an initial security awareness course on their website that may be used to satisfy this requirement. It can be found at the link below.

Recurrent training is required annually in the same month that the initial training was received.

Inactive instructors are not required to take the training.

TSA regulations have a history of numerous revisions and clarifications; that is not expected to change in the future. It is highly recommended that instructors review the TSA website periodically for updates and changes.

Related Links:

TSA Security Awareness Course: <http://bit.ly/e5cLiQ>

TSA Recurrent Training Requirements: <http://1.usa.gov/fVmNV5>

TSA News and Updates: <http://bit.ly/gHIJSk>

Security-Related Special Use Airspace

Several significant airspace changes have resulted from the events of 9/11. Pilots-in-training depend on their instructors to guide them through the intricacies of the new and changing airspace regulations, and to make them aware of the consequences of violating those airspaces. "Floating" TFRs, particularly common during election years, are a significant challenge for pilots. New regulations regarding power plants and stadiums are now in place. Instructors must have a thorough knowledge about concepts entirely new to many GA pilots, such as the Washington, D.C. Flight Restricted Zone (FRZ) and Air Defense Identification Zone (ADIZ). In addition, all pilots must be made fully aware of intercept procedures. The consequences of violating airspaces have become much more severe and often allow little flexibility with respect to enforcement.

Chapter 2

Overview

Temporary Flight Restrictions (TFRs) are tools used by the Federal Aviation Administration to restrict aircraft operations within designated areas. Historically, TFRs have been used by air traffic management as a means of separating "non-participating" aircraft from those engaged in certain activities such as firefighting, rescue, and law enforcement operations. They have also been used to keep aircraft away from surface-based hazards that could impact safety of flight such as toxic gas spills or volcanic eruptions.

However, since September 11, 2001, TFRs, along with Air Defense Identification Zones (ADIZ) and Flight Restriction Zones (FRZ), have been widely used to restrict flights through certain airspace for reasons of national security. While TFRs may be triggered by different events, it is important that pilots familiarize themselves with each type of restriction and how it may impact their proposed flight. Of equal importance, pilots must know how best to gain information concerning TFRs before each flight. Inadvertent flight into a TFR not only places a pilot's certificate at risk, it also increases the chances of being intercepted by military or law enforcement aircraft. Even worse, straying into TFR airspace may increase the risk of a mid-air collision.

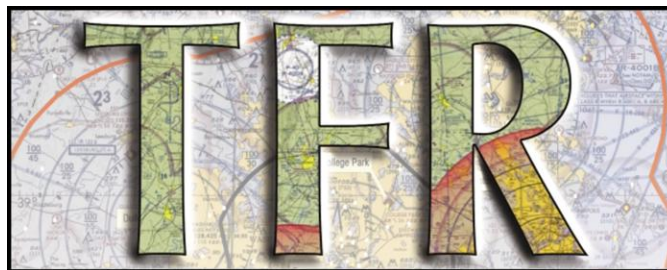
It is important to note that other factors have contributed to the increased number of TFRs throughout the national airspace system (NAS). One of these factors was a regulatory change that occurred, coincidentally, in September of 2001. Title 14 of the Code of Federal Regulations (14 CFR) part 91 was amended to include section 91.145: Management of Aircraft Operations in the Vicinity of Aerial Demonstrations and Major Sporting Events. With this change, events such as air shows involving high performance aircraft or military demonstration teams as well as major sporting events may now trigger the establishment of flight restrictions.

While federal agencies take great pains to limit the size and frequency of flight restrictions, factors such as forest fires and ongoing threats to national security have created an operational environment that calls for greater vigilance and planning on the part of general aviation pilots.

It is the pilot's responsibility to be aware of TFRs in their proposed area of flight. TFRs are issued as FDC NOTAMs beginning with the phrase "Flight Restrictions," and the FAA maintains a listing of current TFRs in textual and graphical form on its website (link below). However, your local FSS will have the most up-to-date information.

The term "TFR" is used generically to describe various types of restrictions within the national airspace system. However, it should be noted there are actually eight types of TFRs used throughout the NAS. Understanding the reasons for each is helpful in alerting pilots to the possibility of restrictions along their intended route of flight. What follows is a brief outline of each restriction.

The first three flight restrictions are issued under the authority of 14 CFR section 91.137: TFRs in the Vicinity of Disaster/Hazard Areas, and are intended to protect persons or property on the ground or in the air from a specific hazard. The restriction is issued to prevent low-flying aircraft from increasing that hazard, regardless of its nature.



Temporary Flight Restrictions

Related Links:

Listing of Current TFRs: <http://bit.ly/gOvKg0>

Protecting against a Hazard

14 CFR Section 91.137a(1): TFRs are issued under this paragraph when necessary to protect persons and property on the ground or in the air from a hazard associated with an incident on the surface. Examples include: toxic gas leaks or spills, volcanic eruptions, nuclear accidents, etc. A section 91.137a(1) TFR is the most restrictive of any issued under section 91.137. It prohibits all aircraft from operating in the designated area unless it is participating in disaster/hazard relief activities and is being operated under the direction of the official in charge of on-scene emergency response activities. Pilots may have noted that a number of existing TFRs were issued under 91.137a(1) for reasons of national security. These TFRs were put in place following the terrorist attacks of September 11, 2001 to protect various Department of Defense (DOD) installations such as military sites, chemical storage facilities or other high-profile areas that could be targeted in future terrorist attacks. Some of the original DOD restrictions have since been cancelled and the remaining TFRs are under review by the DOD and the FAA. The dimensions of these restrictions vary, but most are between three and five nautical miles in radius and extend upward to 3,000 or 5,000 feet above ground level.

Safety for Disaster Relief Aircraft

14 CFR Section 91.137a(2): TFRs issued under this paragraph are intended to provide a safe environment for the operation of disaster relief aircraft. Quite simply, these restrictions are meant to keep non-participating traffic away from aircraft engaged in firefighting activities, avalanche control, search and rescue activities, etc. Due to the nature of these restrictions, they may be in place for only a few hours or for several days. Pilots should also be aware that unlike most other TFRs, 91.137a(2) restrictions might not be circular in shape. Instead, their boundaries conform to the requirements of the agency coordinating relief activities. Although most pilots may not fly in an area designated in a section 91.137a(2) TFR, certain exceptions are outlined. Details concerning this and other regulations may be found online at [FAA.gov](http://www.faa.gov) (link below).

Related Links:

FAA.gov website: <http://1.usa.gov/e2LFsK>

Restricting Sightseeing above Incidents

14 CFR Section 91.137a(3): TFRs issued under this paragraph are intended to prevent the unsafe congestion of sightseeing aircraft above disaster/hazard incidents of limited duration, such as aircraft accident sites, that may generate a high degree of public interest. The restrictions in a section 91.137a(3) TFR are similar to those for 91.137a(2), except that aircraft carrying incident or event personnel may also operate in the area. For more details on use of these TFRs, including the additional information that must be included when filing a flight plan through such areas, pilots should familiarize themselves with 14 CFR section 91.137.

National Disaster Areas in the State of Hawaii

14 CFR Section 91.138: Temporary Flight Restrictions in National Disaster Areas in the State of Hawaii. This type of TFR is issued at the request of the Governor of the State of Hawaii when an inhabited area within a declared national disaster area in the State of Hawaii is in need of protection for humanitarian reasons. The FAA will issue a NOTAM designating the extent and duration of the TFR.

Proximity of the Presidential and Other Parties

14 CFR Section 91.141: Flight Restrictions in the Proximity of the Presidential and Other Parties. TFRs issued under this part are used to protect the President, Vice President or other public figures while traveling throughout the United States. Prior to September 11, 2001, such restrictions were very localized and rarely impacted general aviation pilots. However, ongoing security concerns have led to restrictions

much greater in size, forcing pilots to increase their awareness of Presidential movements. In many cases, Presidential TFRs with a 30 NM radius or greater have been established. It is also important to note that pilots flying in certain parts of the country face unique restrictions associated with section 91.141 TFRs. In Maryland for example, pilots must be aware of the airspace restrictions near Thurmont, Maryland. The Camp David Presidential retreat, surrounded by Prohibited Area P-40, is subject to a larger (usually 10 NM in radius) section 91.141 restriction during Presidential visits. Section 91.141 TFRs typically extend from the surface up to but not including flight level 180.



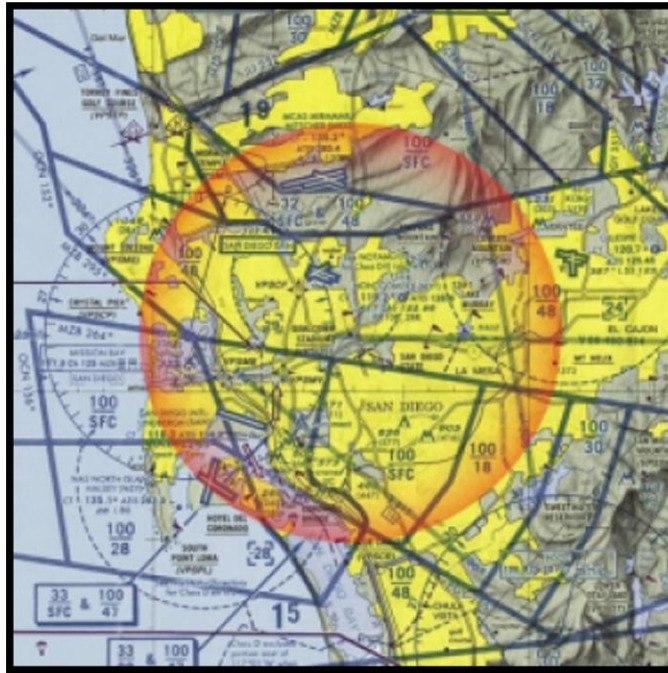
Prohibited Area P-40

Proximity of Space Flight Operations

14 CFR Section 91.143: Flight Limitations in the Proximity of Space Flight Operations. These TFRs are used to provide a safe environment for space launch operations. As a result, section 91.143 restrictions are typically found in Florida, New Mexico, and California (where most such activities take place). The NOTAMs which create these TFRs usually activate existing special use airspace (restricted and/or warning areas), or airspace adjacent to these areas. Since September 11, 2001, space shuttle launches have been accompanied by additional restrictions issued under section 99.7.

Proximity of Aerial and High-profile Events

14 CFR Section 91.145: Management of Aircraft Operations in the Vicinity of Aerial Demonstrations and Major Sporting Events. When deemed necessary by the FAA, section 91.145 provides for the issuance of a TFR during certain events, including aerial demonstrations (such as those involving the Blue Angels, Thunderbirds, Golden Knights, etc.), the Olympics, World Cup Soccer, the Super Bowl, etc. While section 91.145 restrictions are used in many of these instances, pilots should know that certain high-profile sporting events may receive larger restrictions, issued under section 99.7: Special Security Instructions, if determined necessary by appropriate federal security and law enforcement officials. If the President is in attendance, the event may be covered by additional restrictions issued under section 91.141. Generally, restrictions issued under section 91.145 encompass the minimum airspace needed for the management of aircraft operations near the event. For aerial demonstrations, the TFR will normally be limited to a five NM radius up to an altitude of 17,000 feet MSL (or 13,000 feet AGL for parachute demonstrations). For sporting events, the TFR will normally be limited to a three NM radius and 2,500 feet AGL.



High-profile Events

National Security

14 CFR Section 99.7: Special Security Instructions. This section allows the FAA to issue specific restrictions in the interest of national security. Prior to September 11, 2001, this section was rarely used. Since then, numerous TFRs have been established under the authority of this section. For example, TFRs have been used around cities (such as Chicago), over military facilities (such as the US Naval base in St. Marys, Georgia), and to protect space shuttle launch facilities in Florida. In other cases, section 99.7 TFRs have been issued in response to threat assessments affecting certain major sporting events such as the World Series, and over significant national landmarks such as the St. Louis Arch, the Statue of Liberty and Mount Rushmore. Pilots must also be aware of a standing notice issued under section 99.7 advising them to avoid the airspace above, or in proximity to, sites such as nuclear power plants, dams, refineries, industrial complexes, military installations and other similar facilities.

In addition, section 99.7 is the basis for restrictions around certain sporting facilities (often referred to as the "Sports NOTAM"). Except for limited cases specified in the NOTAM, all aircraft and parachute operations are prohibited at and below 3,000 feet AGL within a three NM radius of any stadium having a seating capacity of 30,000 or more people in which a Major League Baseball, National Football League, NCAA Division One football, or major motor speedway event is taking place. These restrictions are in effect one hour before the scheduled time of the event until one hour after the end of the event. All pilots should be aware that careful advance planning might be required to comply with these restrictions. Restrictions issued under section 99.7 may vary dramatically in size and there is no standard configuration. For space shuttle launch operations, pilots may expect restrictions with at least a 30 NM radius. Shuttle NOTAMs will also outline different operational restrictions and requirements depending on the distance from the launch facility. Pilots are urged to review such notices carefully when flying near central Florida.



National Security

Chapter 3

Washington D.c. Metropolitan Special Flight Rules

It is strongly recommended that all pilots flying under Visual Flight Rules (VFR) within 100 NM of the DCA VOR/DME complete special awareness training for the Washington DC Metropolitan Area. This training is mandatory for all pilots that fly under VFR within 60 NM of the DCA VOR/DME (14 CFR parts 61 and 91, effective February 9, 2009). This training is available in the Aviation Learning Center at <http://www.faasafety.gov>.

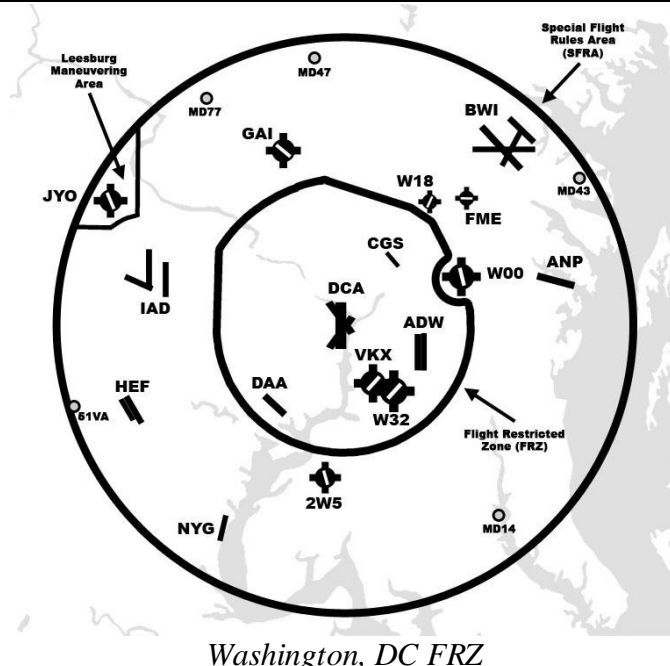
This Notice does not supersede restrictions pertaining to the use of airspace contained in FDC NOTAMs. Please check current NOTAMs to ensure you have the latest information.

Pursuant to 49 USC 40103(b), the FAA has established the DC SFRA area as 'National Defense Airspace'. Any person who does not comply with the requirements applicable to the DC SFRA may be intercepted, detained and interviewed by law enforcement and or security personnel. Any of the following additional actions may also be taken against a pilot who does not comply with the requirements, special instructions and procedures announced in this NOTAM:

- A) The FAA may take administrative action, including imposing civil penalties and the suspension or revocation of airmen certificates;
- B) The United States Government may pursue criminal charges, including charges under Title 49 of the United States Code, Section 46307;
- C) The United States Government may use deadly force against the airborne aircraft, if it is determined that the aircraft poses an imminent security threat.

This notice will replace NOTAM 0/9477 on **December 1, 2010, due to a change in restrictions.**

This NOTAM along with a separate NOTAM for the Leesburg Maneuvering Area provide additional special instructions for Subpart V, 14 CFR Part 93 for the Washington, D.C. Special Flight Rules Area (DC SFRA).



Washington, DC Metropolitan Area FRZ

Section 1. Overview.

1. In the interest of national security the FAA has codified special flight rules and flight restrictions for certain aircraft operations in the Washington, DC Metropolitan Area. The rules went into effect on February 17th, 2009. Additional special instructions required for operating in the Washington, DC Metropolitan Special Flight Rules Area (DC SFRA), (Subpart V, 14 CFR 93.337), are now published in two NOTAMs, one for the DC SFRA and another for that part of the DC SFRA known as the Leesburg Maneuvering Area.
2. The purpose of this advisory is to summarize the NOTAM that has been issued with the additional special instructions for the DC SFRA.
3. The codified rules can be found in the Code of Federal Regulations (CFR). One resource for the CFR is the Government Printing Office website at <http://www.gpoaccess.gov/cfr/index.html>.

Section 2. Additions to Definitions 14 CFR Section 93.335.

Washington, DC Metropolitan Area Special Flight Rules Area (DC SFRA) is that area of a irspace previously known as the DC Metropolitan Area Air Defense Identification Zone (DC ADIZ).

Washington, DC Metropolitan Area Flight Restricted Zone (DC FRZ) and the Leesburg Maneuvering are within and part of the DC SFRA.

The DC Flight Restricted Zone (DC FRZ) flight plan will fulfill the requirements for a DC SFRA flight plan. A pilot may file a DC FRZ flight plan with Flight Service at 866-225-7410 and identify them self using the confidential pilot identification code assigned to them or if flying under a waiver, their waiver number.

A DC SFRA flight plan will not fulfill the requirements for Visual Flight Rules (VFR) operations in the DC FRZ. A DC FRZ flight plan is required for VFR operations in the DC FRZ.

Pilots may not file a DC FRZ flight plan while airborne.

Section 3. Operating in the DC SFRA.

Additions to operating in the DC SFRA, 14 CFR Section 93.339

Aircraft operating in the DC SFRA must be equipped with an operable two way radio capable of communicating with ATC on appropriate radio frequencies or UNICOM. It is highly recommended that a pilot continuously monitor VHF frequency 121.5 or UHF frequency 243.0 for emergency instructions when operating an aircraft in the DC SFRA, either in an aircraft that is suitably equipped, or by use of portable equipment.

Any person operating an airborne aircraft under VFR within or transiting the DC SFRA/FRZ who is aware of an inability to comply with the requirement to maintain radio contact with ATC must immediately squawk 7600 and exit the DC SFRA/FRZ by the most direct lateral route unless;

The departure point is within the SFRA and the departure point is closer than the SFRA boundary, the pilot may return to the departure point by the most direct route.

If the departure point is within the FRZ and the aircraft is within 5 nm of the departure point, the pilot may return to the departure point by the most direct route. Otherwise exit the FRZ via the most direct route.

Any person operating an airborne aircraft under Instrument Flight Rules (IFR) within or transiting the DC SFRA/FRZ who is aware of an inability to comply with the requirement to maintain radio contact with ATC must continue the flight via the two-way radio communications failure procedures found in the FAA Aeronautical Information Manual or applicable Federal Aviation Regulations (FAR).

Aircraft departing airports within the SFRA with limited two-way radio communications must establish two-way communications as soon as feasible, normally within 2nm of departure point, after departure.

Pattern work operations at non-controlled tower airports within the SFRA (but not within the DC FRZ) must be conducted in accordance with 14 CFR section 93.339 (C) and the procedures specified in the most current Potomac TRACON Letter To Airmen on the subject. The letter can be found at:
http://www.faa.gov/about/office_org/headquarters_offices/ato/tracon/pct/

Section 4. Operating in the DC FRZ.

Additions to Operating in the DC FRZ 14 CFR Section 93.341. All Operations are prohibited within the FRZ (including transit) unless outlined below:

The following operations are not authorized within the DC FRZ: flight training, aerobatic flight, practice instrument approaches, glider operations, parachute operations, ultra light, hang gliding, balloon operations, tethered balloons, agriculture/crop dusting, animal population control flight operations, banner towing operations, maintenance test flights, model aircraft operations, model rocketry, float plane operations, Unmanned Aircraft Systems (UAS) and aircraft/helicopters operating from a ship or private/corporate yacht.

It is highly recommended that a pilot continuously monitor VHF frequency 121.5 or UHF frequency 243.0 for emergency instructions when operating an aircraft in the DC FRZ, either in an aircraft that is suitably equipped, or by use of portable equipment.

All Air Ambulance flights must obtain and comply with an FAA/TSA Waiver for operations within the FRZ airspace.

All U.S. State and Local Law Enforcement Aircraft must obtain and comply with an FAA/TSA Waiver for operations within the FRZ airspace.

DOD operators conducting VFR, rotary wing flights within the FRZ must contact the NCRCC at 866-598-9525 prior to entering the FRZ.

Approved DOD, LAW ENFORCEMENT, AND LIFEGUARD/AIR AMBULANCE operators may conduct training/maintenance flights within the DC FRZ with prior approval and coordination with the NCRCC at 866-598-9520. These operations are to be kept to a minimum consistent with flight safety and pilot proficiency.

The FAA Office of System Operations Security may exempt operators from restrictions based on criticality and timeliness of the mission requirements being performed.

Section 5. Operating in the DC FRZ, Ronald Reagan Washington National Airport (DCA):

Additions to Operating in the DC FRZ 14 CFR Section 93.341, operations at Ronald Reagan Washington National Airport (DCA):

Part 121 and 129 regularly scheduled air carrier flights with TSA approved Aircraft Operator Standard Security Program, Full All Cargo Aircraft Operator Standard Security Program or Model Security Program (MSP) and have specific authorization from the Department of Transportation (DOT), may land and depart Ronald Reagan Washington National Airport (DCA) herein referred to as DCA Approved Carriers.

DCA Approved Air Carriers, operating unscheduled, charter or additional sections may operate without a waiver under the following conditions:

All operations must be conducted in accordance with their TSA Aircraft Operators Standard Security Program (AOSSP) and must depart a TSA or equivalent Screened Terminal Gate.

The TSA NCRCC must be notified by telephone at least one hour prior to departure at 866-598-9520.

Unscheduled operations at DCA require a slot reservation per 14 CFR Part 93, subpart K. Additional information may be obtained in Advisory Circular (AC) 93-1.

All other flights must obtain an FAA/TSA waiver or DCA Access Standard Security Program (DASSP) Security Authorization. Eligible operations for a FAA/TSA Waiver are limited to: U.S. Government Operations (GOV), Elected Officials (ELO), Special Operations (SPO), DOD, Law Enforcement, Air Ambulance Flights or TSA Aircraft Operators Standard Security Program (AOSSP). Unscheduled operations at DCA require a slot reservation per 14 CFR Part 93, subpart K. Additional information may be obtained in Advisory Circular (AC) 93-1.

DOD and Federally owned and operated aircraft on an operational mission, with prior FAA approval, may land and depart DCA without a waiver. Approval from the FAA NCRCC must be obtained at least one hour prior to departure via telephone at 866-598-9522.

DOD and Federally owned and operated aircraft on a training or ferry flight may not land or depart DCA unless the operator has applied and received an FAA/TSA waiver.

Foreign state or diplomatic aircraft are not authorized to land or depart at DCA.

Section 6. Operating in the DC FRZ, Andrews AFB (ADW):

Additions to Operating in the DC FRZ 14 CFR Section 93.341, operations at Andrews AFB (ADW) and Davison Army Airfield (DAA):

DOD owned and operated aircraft may operate at ADW or DAA without an FAA/TSA waiver and are responsible for the security of their aircraft, crew and passengers.

Federally owned and operated aircraft may operate at ADW or DAA without an FAA/TSA waiver. These approved government operators are responsible for the security of their aircraft, crew and passengers and are required to notify the FAA NCRCC one hour prior to departure at 866-598-9522.

DCA Approved Carriers, operating unscheduled or charter flights into ADW or DAA, in support of U.S. Government operations may operate without a waiver under the following conditions:

All operations must be conducted in accordance with their TSA Aircraft Operators Standard Security Program (AOSSP), including departing from a TSA or equivalent screened terminal.

Notification to the TSA NCRCC via telephone at 866-598-9520 is required at least one hour prior to departure.

An FAA/TSA waiver is required for all State, local Government aircraft, DOD contract (including contract aircraft using military call signs), on demand passenger or cargo operations including all part 121, 125, 129, 135 flights landing and departing ADW or DAA not listed as a DCA Approved Carrier. Notification to the TSA NCRCC via telephone at 866-598-9520 is required at least one hour before departure.

14 CFR Section 93.341 (c)(4) states that prior permission may be required to land or depart Andrews Air Force Base, MD (ADW) or Davison Army Airfield (DAA). A Prior Permission Required (PPR) approval does not authorize entry into the FRZ or supersede the requirements of this NOTAM.

Foreign operated military or foreign State aircraft operations with a U.S. State Department Diplomatic Clearance, and a PPR, may land and depart only at ADW within the DC FRZ. DAA is not authorized for arrival or departure of foreign diplomatic flights.

Section 7. Clarification

In Subpart V, 14 CFR Section 93.343 (a)(2) a DC SFRA flight plan will not fulfill the requirements of a DC FRZ flight plan.

Section 8. Resources.

The Code of Federal Regulations can be found on the Government Printing Office website at <http://www.gpoaccess.gov/cfr/index.html>.

Direct any pilot procedural questions on the DC SFRA or FRZ to FAA System Operations Security at 9-AWA-ATS-NCRCC@faa.gov.

For those waivers and sections that require notification to the TSA NCRCC call 866-598-9520.

For those sections that require notification to the FAA NCRCC call 866-598-9522. The latest Potomac TRACON Letter to Airmen can be found at: <http://www.faa.gov/ats/potomac/>

Information about waiver applications and TSA Security Authorizations can be found at http://www.tsa.gov/what_we_do/tsnm/general_aviation/airspace_waivers.shtm (case sensitive use lower case only) or by contacting TSA at (571) 227-2071. Individuals may submit a request for a FAA waiver at <https://waiver.c3.faa.gov>.

After normal business hours, for emergency or short notice requests, contact TSA at 866-598-9520.

For operations in the DC FRZ pilots with a waiver or confidential pilot identification code, must call Flight Service at 866-225-7410 to file a DC FRZ flight plan.

Information on U.S. Diplomatic Clearance and Landing Authorization Procedures can be found at <http://useg.org/useg.html>.

Avoiding Restricted Airspace

Even with the many restrictions now in place throughout the NAS, it is unlikely that most pilots will find themselves in the midst of a TFR. This has led to a level of complacency however, contributing to a rise in the number of violations now being investigated. In addition, certain systemic difficulties and training issues have made it challenging for even the most conscientious of pilots to stay out of trouble. With that in mind, here are some strategies that can help you avoid TFR airspace.

First, know your area. Many security TFRs have been in place since September 11th, 2001, and have changed little (if at all). If you self-brief via DUATS, remember that some NOTAMs are cancelled and reissued. When a notice is reissued it is given a new number, so don't rely strictly on a NOTAM number if you have an ongoing restriction in your flight area. In addition, when a NOTAM is reissued the restrictions may or may not differ from those previously in place. Also, if you fly close to a national landmark, power plant, sporting facility or military base, you should be particularly vigilant for restrictions that may surround those areas.

Second, contact your nearest Flight Service Station and/or receive a DUATS briefing prior to *every* flight. It is very easy to become complacent, particularly when flying in familiar airspace or over short distances. Although the FAA tries to provide advance notice when possible, disaster, hazard or security situations may result in TFRs being issued or changed on very short notice. Also, because some restrictions are so large, even rural areas far from population centers may be enveloped by a TFR.

Next, even if you self-brief using DUATS, consider giving your local Flight Service Station a call. A DUATS briefing may include many pages filled with NOTAMs, most of which are likely not applicable to your flight. As a result, an important notice may be easily overlooked. A call to Flight Service can help keep you out of trouble. Just be certain to ask for flight restrictions along your route of flight.

If there are restrictions along or adjacent to your route of flight, have a sectional chart handy and plot it for reference before you depart. Given the importance of avoiding these TFRs, every pilot should keep a drafting compass among the items in their flight bag. This will help to accurately depict restrictions and hopefully keep you out of trouble. When plotting a TFR, remember that even a restriction not directly along your intended route of flight may become an issue. A weather diversion, improper wind correction, or en route change of destination could easily place you in an area you intended to avoid.

When plotting TFRs on a chart, certain procedures must be considered. Each time the compass is set to the appropriate radius, it is important to remember the scales used on each sectional chart are not precise. Also, the sectional is a graphical depiction of the surface environment, and because cartographers must take certain liberties in order to produce legible charts, objects may not be precisely where they appear on

the chart. Considering these factors, if your route of flight brings you very close to a plotted TFR, it is possible that you may actually find yourself in restricted airspace, even with highly accurate global positioning system (GPS) equipment. In short, give restricted airspace a generous berth. If it has been a while since you plotted a point on a chart using latitude/longitude coordinates, it would be wise to practice using an old chart. Even if you're off by only a few minutes or seconds, this could lead to a plot that is several miles off the mark.

Another point worth noting is that not all TFRs are the same size and shape. For example, firefighting TFRs may have an irregular shape with a large geographical footprint. If while planning a flight you see that your course takes you near a firefighting TFR, remember that fires can spread rapidly. Be aware of the wind direction, and know that the TFR can migrate (through the cancellation and issuance of new NOTAMs), enveloping your route of flight. Even if you are far from the smoke, aircraft engaged in firefighting activities may be operating at low levels flying to and from sources of water, refueling bases, etc. If there's a chance such a TFR could impact your flight, be certain to contact Flight Service while en route for frequent updates.

Also, remember that many TFRs are in place for a specified period of time, and that time is provided, unless otherwise specified, within the NOTAM using Coordinated Universal Time. If you plan to fly near such a TFR, make certain the time conversion is done properly to avoid a violation.

Finally, there are web resources available to help you in locating TFRs.

- Regulatory, informational and educational resources are located on the FAA's website.
- The Bureau of Land Management also maintains a website useful in tracking firefighting and other restrictions throughout the NAS.
- The Aircraft Owners and Pilots Association (AOPA) website contains links to many notices and graphical TFRs.
- The Air Safety Foundation also has an excellent online program titled "Know before You Go."
- The Experimental Aircraft Association (EAA) has teamed up with AeroPlanner to provide graphical TFRs and other flight planning tools.

Related Links:

FAA website: <http://1.usa.gov/e2LFsK>

Bureau of Land Management/Airspace: <http://on.doi.gov/ieHdWb>

AOPA: <http://bit.ly/f2HWju>

AOPA ASF "Know Before You Go": <http://bit.ly/e5CCLg>

AeroPlanner: <http://bit.ly/emaxrQ>

Summary

Although based upon the latest Air Traffic data at the time of publication, the information in the above websites are subject to change and clarification. Pilots are cautioned to check for the latest material before flying. You can find the most current FAA Internet-based TFR graphics and NOTAM information at FAA.gov.

To be fully prepared in case of an inadvertent TFR intrusion, pilots are encouraged to become thoroughly familiar with the interception procedures and signals contained in Chapter 5, Section 6 of the Aeronautical Information Manual. These resources, combined with sound planning and execution, will help ensure a safe, violation-free flight.

Related Links:

FAA website: <http://1.usa.gov/e2LFsK>

Aeronautical Information Manual: <http://1.usa.gov/icfSal>

Chapter 4

Overview

As the security of our nation is a priority taken very seriously with severe repercussions meted out to an aircraft offering a real or perceived threat, the following information is a verbatim copy of the intercept procedures from the AIM. We hope this information gives each instructor a better understanding of how to teach students what to expect if intercepted by military or government aircraft.

Identification intercepts during peacetime operations are vastly different than those conducted under increased states of readiness. Unless otherwise directed by the control agency, intercepted aircraft will be identified by type only. When specific information is required (i.e. markings, serial numbers, etc.) the interceptor aircrew will respond only if the request can be conducted in a safe manner. During hours of darkness or Instrument Meteorological Conditions (IMC), identification of unknown aircraft will be by type only. The interception pattern described below is the typical peacetime method used by air interceptor aircrews. In all situations, the interceptor aircrew will use caution to avoid startling the intercepted aircrew and/or passengers.



F-16 Intercept Aircraft

Intercept Phases

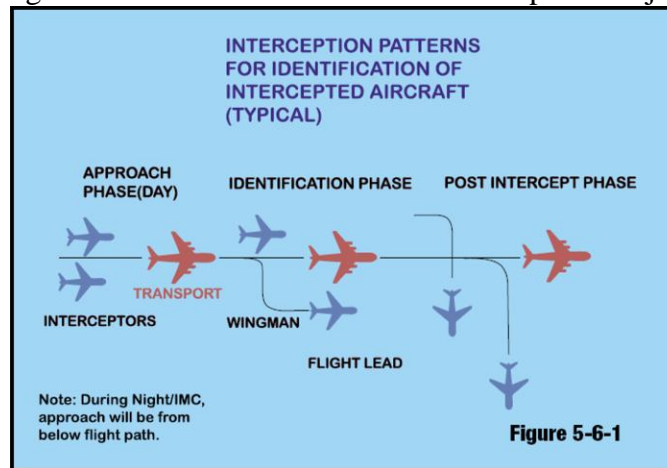
Phase One - Approach Phase: During peacetime, intercepted aircraft will be approached from the stern. Generally two interceptor aircraft will be employed to accomplish the identification. The flight leader and wingman will coordinate their individual positions in conjunction with the ground controlling agency. Their relationship will resemble a line abreast formation. At night or in IMC, a comfortable radar trail tactic will be used. Safe vertical separation between interceptor aircraft and unknown aircraft will be maintained at all times.

Phase Two - Identification Phase: The intercepted aircraft should expect to visually acquire the lead interceptor and possibly the wingman during this phase in visual meteorological conditions (VMC). The wingman will assume a surveillance position while the flight leader approaches the unknown aircraft. Intercepted aircraft personnel may observe the use of different drag devices to allow for speed and position stabilization during this phase. The flight leader will then initiate a gentle closure toward the intercepted aircraft, stopping at a distance no closer than absolutely necessary to obtain the information needed. The interceptor aircraft will use every possible precaution to avoid startling intercepted aircrew or passengers.

Additionally, the interceptor aircrews will constantly keep in mind that maneuvers considered normal to a fighter aircraft may be considered hazardous to passengers and crews of nonfighter aircraft. When interceptor aircrews know or believe that an unsafe condition exists, the identification phase will be

terminated. As previously stated, during darkness or IMC, identification of unknown aircraft will be by type only. Positive vertical separation will be maintained by interceptor aircraft throughout this phase.

Phase Three - Post Intercept Phase: Upon identification, the flight leader will turn away from the intercepted aircraft. The wingman will remain well clear and accomplish a rejoin with the leader.



Intercept Phases

Interception Communications

Positive communication between interceptor aircrews and the ground controlling agency is essential to ensure a successful intercept completion; flight safety is paramount. An aircraft which is intercepted by another aircraft shall take the following action immediately.

Follow the instructions given by the intercepting aircraft, interpret and respond to the visual signals. If possible, notify the appropriate air traffic services unit.

Attempt to establish radio communication with the intercepting aircraft or with the appropriate intercept control unit by making a general call on the UHF emergency frequency 243.0 MHz, and repeating that call on the VHF emergency frequency 121.5 MHz, if practicable, giving the identity and position of the aircraft and the nature of the flight.

If your aircraft is equipped with an SSR transponder, select MODE 3/A Code 7700, unless otherwise instructed by the appropriate air traffic services unit. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

Interception Signals

This information is available in both the printed AIM and the FAA's web site. The site contains the latest NOTAMs about flight restrictions and links to other air traffic publications.

Related Links:

Aeronautical Information Manual 5-6-4: <http://1.usa.gov/hTXvG5>

Special Law Enforcement Operations

Special law enforcement operations include in-flight identification, surveillance, interdiction, and pursuit activities performed in accordance with official civil and/or military mission responsibilities.

To facilitate accomplishment of these special missions, exemptions from specified sections of the Code of Federal Regulations have been granted to designated departments and agencies. However, it is each organization's responsibility to apprise ATC of their intent to operate under an authorized exemption before initiating actual operations.

Additionally, some departments and agencies that perform special missions have been assigned coded identifiers to permit them to apprise ATC of ongoing mission activities and solicit special air traffic assistance.

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