

The National FAA Safety Team Presents



**FAA
Safety Team**

Winter is Coming! And So Is The New President! Don't Get Busted On The Wilmington VIP/Security TFR

Presented to: **FAA Safety Webinar Participants**

By: **FAAST Rep Bill Doyle, CFI A&I, AGI, IGI**

Date: **Winter 2020-2021**

Updated 12/14/2020



How to Download this Presentation

- You can download this presentation at the link below.
 - http://williamjdoylejr.net/FAAST/TFRs/ILG_TFR/TFRs_Wilmington_DE_2021_01_20.pptx - **PowerPoint**
 - http://williamjdoylejr.net/FAAST/TFRs/ILG_TFR/TFRs_Wilmington_DE_2021_01_20.pdf - **PDF**
 - The links are case-sensitive
 - If prompted for a password, click the “Read Only” button
 - You can email me doylewj@ix.Netcom.com to request the link(s)



Presentation Agenda

- Purpose of Presentation
- Some FARs You Really Need to Understand: 91.103 & 91.141
- How to Get TFR Alerts
- TFR Awareness: VIP TFR at Wilmington, DE – Pre-01/20/2021
- TFR Awareness: VIP TFR at Wilmington, DE – 01/20/2021 and After
- Pre-Flight Planning: What You Can Do
- In-Flight Cautions with Avionics and Electronic Flight Bags (EFBs)
- Task Management
- Summary to Avoid TFRs and Getting Busted
- Intercept Procedures
- Appendix – Inflight Cautions with ForeFlight
- Appendix – SRM: The 5 P's
- Appendix – Airspace: A, B, C, & D



Purpose of Presentation



Purpose of Presentation

- This presentation is intended to give pilots a “heads up” of the coming flight restrictions (TFRs) when Joe Biden is inaugurated as President of the United States.
 - Effective Date and Duration of TFR
 - The TFR Effective Date is the date of the Inauguration (01/20/2021)
 - The TFR Duration will be at least until 01/20/2025
 - TFR Dimensions – **based on previous Presidential TFRs**
 - Vertical Dimension: Surface to 17,999 Feet AGL
 - Horizontal Dimension: Outer Ring (30 NM radius) and Inner Ring (10 NM radius)
 - TFR Procedures
 - This presentation uses the procedures from President Trump’s Bedminster TFR
 - The presentation will be updated once the FAA publishes President Biden’s Wilmington TFR



***Some FARs
You Really Need
to Understand***

-

14 CFR 91.103 – Preflight Action

***14 CFR 91.141 - Flight restrictions in the proximity
of the President and other parties***



14 CFR 91.103 – Preflight Action

- Each pilot in command shall, before beginning a flight, become *familiar with all available information concerning that flight. This information must include (BUT IS NOT LIMITED TO)* —
 - (a) For a flight under IFR or a flight not in the vicinity of an airport, **weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed**, and any known traffic delays of which the pilot in command has been advised by ATC;
 - (b) For any flight, **runway lengths at airports of intended use**, and the following takeoff and landing distance information:
 - (1) For civil aircraft for which an approved Airplane or Rotorcraft Flight Manual containing takeoff and landing distance data is required, the takeoff and landing distance data contained therein; and
 - (2) For civil aircraft other than those specified in paragraph (b)(1) of this section, other reliable information appropriate to the aircraft, relating to aircraft performance under expected values of airport elevation and runway slope, aircraft gross weight, and wind and temperature.



14 CFR 91.141 – Flight restrictions in the proximity of the President and other parties.

- No person may operate an aircraft over or in the vicinity of any area to be visited or traveled by **the President, the Vice President, or other public figures** contrary to the restrictions established by the Administrator and published in a Notice to Airmen (NOTAM).



Quickie Quiz

- How do the following FARs apply to you?
 - FAR 91.103?
 - FAR 91.141?



How to Get TFR Alerts (FAASafety.gov)



How to Get TFR Alerts

- Sign onto www.faaafety.gov
 - Log onto your existing account
 - If you don't have an account, you can create one.
- Click on “**My Preferences and Profile**”
- On **General** tab
 - Click “**Selected ATC Notices**” near bottom of screen
 - Click “**Save**”



How to Get TFR Alerts

<http://www.faasafety.gov//>



Federal Aviation Administration

[Home](#) [About the FAASTeam](#)

1. Log onto FAASafety.gov

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FAASTeam

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- [The Buck Stops with Me](#)
- [Part 107 Small Unmanned Aircraft Systems \(small UAS\) Recurrent](#)
- [Part 107 Small Unmanned Aircraft Systems \(small UAS\) Initial](#)
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- Airman Registry
- Seminar Preferences
- Other
- Close My Account

These settings control your user account login (email address), how you receive email, and what types of email you will receive. **Make any changes and press "Save" at the bottom before moving to the next tab.** Click [here](#) to return to the Home Page.

FAASafety.gov Email Preferences

* Indicates Required entry

*** First Name**

*** Last Name**

Suffix

Display Name

*** Your Zip Code**
Where you live determines many of the emails you will receive.
 Check here if you do not have a valid U.S. Zip Code.

*** Email Type Preference**
Most email clients support HTML. If unsure, select 'plain text'.
Email Type Preference
 HTML
 Plain Text

*** Email Notification Preferences**
Select the types of notifications you wish to receive automatically. *NOTE:* You may also want to review the 'Certificates & Ratings' tab above to make sure you receive relevant email notifications.

<input type="checkbox"/> Aerial Application (Agricultural Operations)	<input checked="" type="checkbox"/> Airports - General & Safety Information
<input checked="" type="checkbox"/> Airworthiness	<input checked="" type="checkbox"/> Changes to FAA Safety.gov
<input checked="" type="checkbox"/> Designated Pilot Examiner	<input checked="" type="checkbox"/> FAA Charting Information
<input type="checkbox"/> FAA Job Opening Announcements	<input checked="" type="checkbox"/> FAA Newsletters
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<input type="checkbox"/> Helicopter Operations	<input type="checkbox"/> InFO - Information for Operators
<input checked="" type="checkbox"/> Local Air Safety Information	<input checked="" type="checkbox"/> New Airspace Concerns
<input checked="" type="checkbox"/> New Event Notifications	<input checked="" type="checkbox"/> Repair Station
<input checked="" type="checkbox"/> Runway Safety Information	<input type="checkbox"/> Safety Stream - AMTs
<input checked="" type="checkbox"/> Safety Stream - Instructors	<input checked="" type="checkbox"/> Safety Stream - Pilots
<input type="checkbox"/> SAFO - Safety Alerts for Operators	<input checked="" type="checkbox"/> Selected ATC Notices
<input type="checkbox"/> sUAS - Small Unmanned Aircraft System	<input type="checkbox"/> Unapproved Parts Notification
<input checked="" type="checkbox"/> Vip	

How to Get TFR Alerts

How to Get TFR Alerts

- Sample email alert



FAASafety.gov

"VIP Movement Notification - [REDACTED]" - FAASafety.gov

To [REDACTED]

i If there are problems with how this message is displayed, click here to view it in a web browser.
Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.

[REDACTED]
[REDACTED]
10NMR/30NMR - 17999 MSL

Specific instructions and restrictions are available at <http://tfr.faa.gov> once the NOTAM has been issued.

*Depicted TFR data may not be a complete listing. Pilots should not use the information on this website for flight planning purposes. For the latest information, call your local Flight Service Station at 1-800-WX-BRIEF.

This notice is being sent to you because you selected "Selected ATC Notices" in your preferences on FAASafety.gov. If you wish to adjust your selections, log into <https://www.faa.gov/Users/pub/preferences.aspx> where you can update your preferences.



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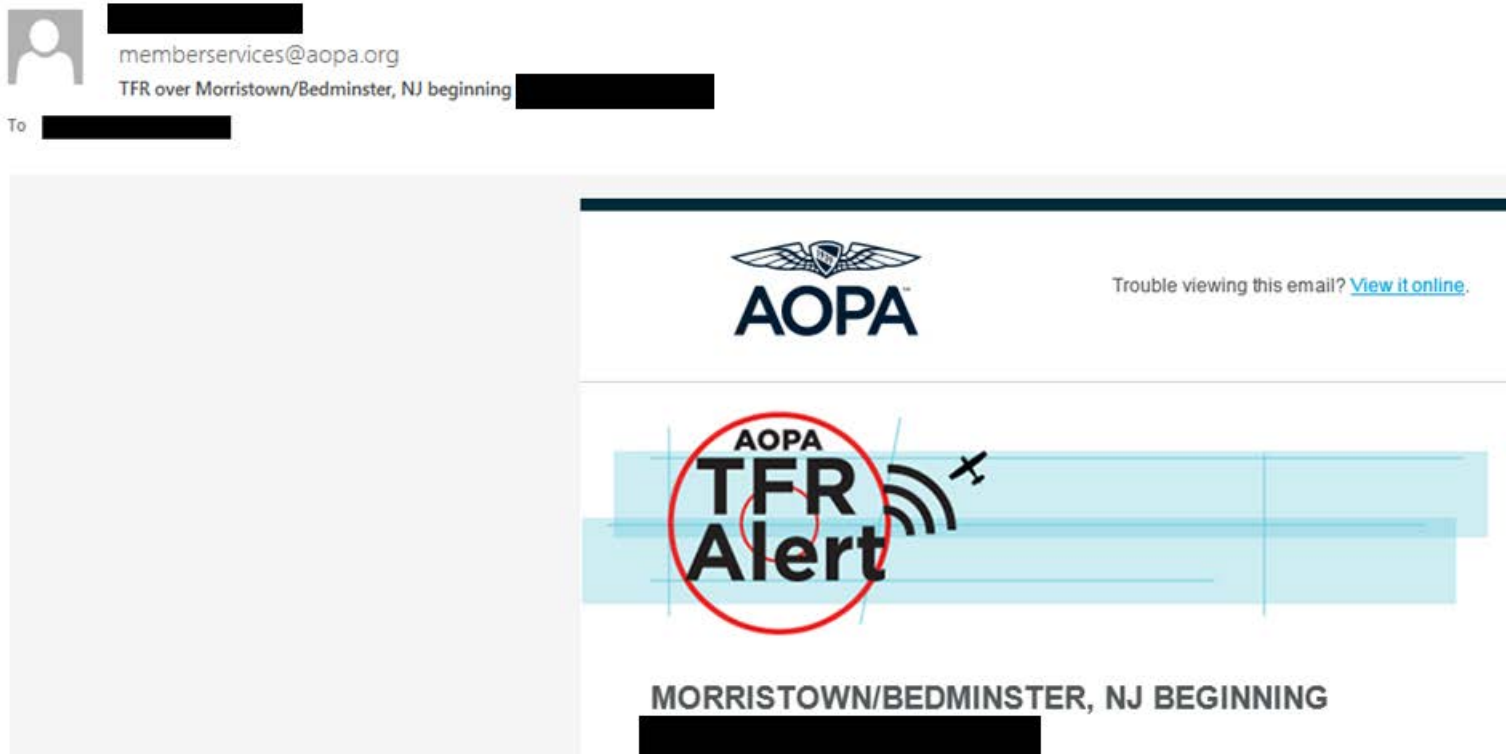
How to Get TFR Alerts from AOPA

- This an automatic benefit of membership in AOPA (www.aopa.org)
 - If TFRs are planned for your area, AOPA will send you an email alert
 - If you do not want these alerts, you can contact AOPA Member Services at 1-800-872-2672 and opt out (**not recommended**)
- The next slide shows the first page of the AOPA email alert on the Morristown/Bedminster TFR



How to Get TFR Alerts

- Sample email alert from AOPA



Quickie Quiz

- How can you find out about upcoming TFRs?
 - When and how they are announced?
 - Before you fly?
 - While you are in the air?



TFR Awareness



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AOPA TFR Awareness

AOPA Foundation

You Can Fly

Air Safety Institute

Finance

Insurance

Legal & Medical

Pilot Information Center

Pilot Gear Store



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TFRs

Airport Directory

Drone Pilot Resources

Aviation Job Board

AOPA App

STORIES

... bringing sims to users

... ndness

... th battle on aviation's radar

... ividual team flights

Latest news: Coronavirus impacting GA

PRISON TIME FOR ALLEGED DRONE HELICOPTER COLLISION?

- Enter <https://www.aopa.org>
 - Click “Pilot Resources”
 - Click “TFRs”



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AOPA TFR Awareness

The screenshot shows the AOPA website's navigation bar with the following links: AOPA Foundation, You Can Fly, Air Safety Institute, Finance, Insurance, Legal & Medical, Pilot Information Center, and Pilot Gear Store. The AOPA logo is on the left, and there are buttons for 'JOIN NOW', 'AOPA CREDIT CARD', 'Donate', and 'Login'. Below the navigation bar, the main menu includes: MEMBERSHIP, TRAVEL, PILOT RESOURCES (highlighted with a red box), NEWS & MEDIA, TRAINING & SAFETY, ADVOCACY, and COMMUNITY. A dropdown menu for 'PILOT RESOURCES' is open, listing: View all Pilot Resources, Pilot Information Center, BasicMed, Medical Resources, Aircraft & Ownership, TFRs (highlighted with a red box), Airport Directory, Drone Pilot Resources, Aviation Job Board, and AOPA App. The background features a drone and a news article titled 'PRISON TIME FOR ALLEGED DRONE HELICOPTER COLLISION?'. On the right, there is a 'STORIES' section with a 'Latest news: Coronavirus impacting GA'.

- Enter in one step
 - <https://www.aopa.org/go-fly/tfrs>



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AOPA TFR Awareness

<https://www.aopa.org/go-fly/tfrs>

AOPA Foundation

You Can Fly

Air Safety Institute

Finance

Insurance

Legal & Medical

Pilot Information Center

Pilot Gear Store



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MEMBERSHIP

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PILOT RESOURCES

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ADVOCACY

COMMUNITY

Home > Pilot Resources > TFRs

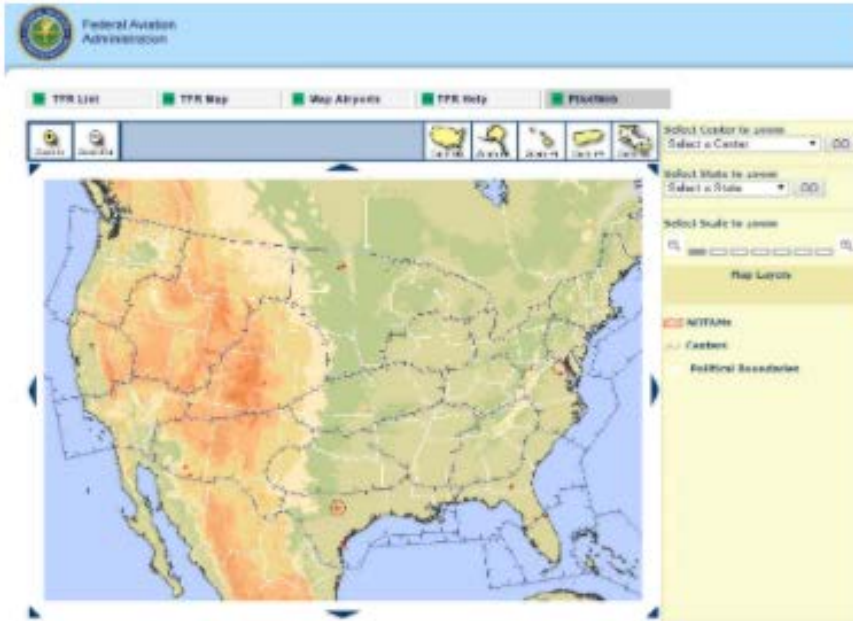
TFRS

Temporary flight restrictions (TFRs) have become more common in the post-9/11 heightened security environment, and often pop up on very short notice. Pilots should check notams before each flight by contacting flight service and/or using the FAA DUAT System program.



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TFR Awareness



TFR information

Pilots should obtain up-to-date information about TFRs from the FAA or flight service. Here are some quick links to official sources of TFR information.

[VIEW THE FAA TFR MAP](#)



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TFR Awareness

Educational airspace resources

Brush up on your knowledge of airspace, including TFRs, download a kneeboard guide for intercept procedures, learn about requirements for flying through the outer ring of some TFRs, and see what it's like to fly into the Washington, D.C., Flight Restricted Zone.

- **Washington, D.C., Metropolitan Area Special Flight Rules Area and D.C. Flight Restricted Zone online course** : This course satisfies the training requirement to fly VFR within 60 nautical miles of the DCA VOR/DME.
- **Filing Washington, D.C., Flight Restricted Zone/"DC-3" Flight Plans**
- **Know Before You Go online course**
- **See and Avoid MACA Pamphlet**
- **FAA TFR list**
- **UAS Flight Restriction Information**
- **Sporting Event TFR Venues**
- **Leidos flight service**
- **Tips for temporary flight restriction and special use airspace**
- **Clarification of flight training during a standard VIP TFR**
- **NORAD/FAA intercept procedures**

**Enter <http://tfr.faa.gov>
to go directly to the
FAA's TFR List**

**Click on any of
these links for
more
information**



TFR Awareness Wilmington, DE Prior to 01/20/2021



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VIP TFR at Wilmington, DE – Pre-01/20/2021

- Valid
 - From 11/29/2020 to 01/20/2021
- Location
 - Dupont (DQO) VORTAC 008° Radial at 5.6 NM
- Dimensions
 - Width = 3NM Radius
 - Height = Surface to 2,999 Feet AGL



VIP TFR at Wilmington, DE – Pre-01/20/2021

[XML](#) [AIMS](#) **NOTAM Number :** **FDC 0/5858** [Download shapefiles](#)

Issue Date : November 29, 2020 at 0040 UTC
Location : WILMINGTON, Delaware near DUPONT VORTAC (DQO)
Beginning Date and Time : November 29, 2020 at 1715 UTC
Ending Date and Time : January 20, 2021 at 1700 UTC
Reason for NOTAM : Temporary flight restrictions for VIP Movement
Type : VIP
Replaced NOTAM(s) : N/A

Jump To: [Affected Areas](#)
[Operating Restrictions and Requirements](#)
[Other Information](#)

Affected Area(s)

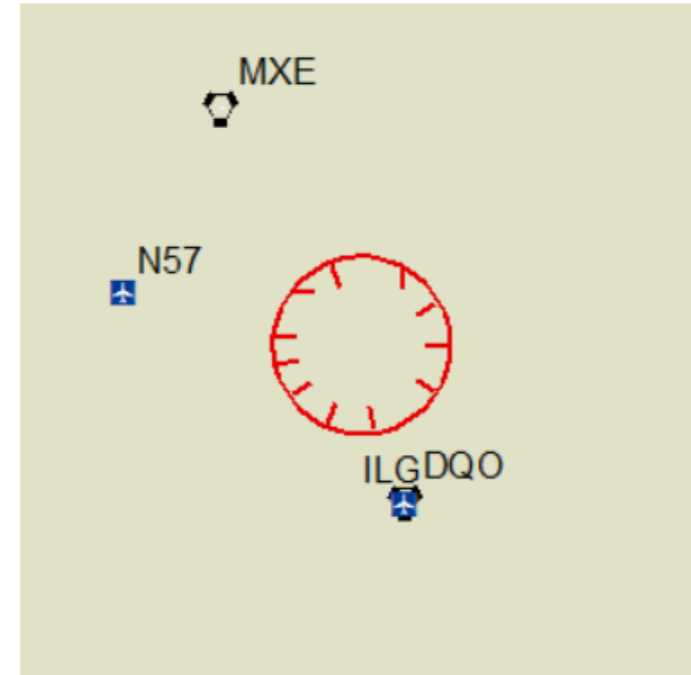
[Top](#)

Airspace Definition:

Center: On the DUPONT VORTAC (DQO) 008 degree radial at 5.6 nautical miles. (Latitude: 39°46'15"N, Longitude: 75°36'38"W)
Radius: 3 nautical miles
Altitude: From the surface up to and including 2999 feet AGL

Effective Date(s):

From November 29, 2020 at 1715 UTC (November 29, 2020 at 1215 EST)
To January 20, 2021 at 1700 UTC (January 20, 2021 at 1200 EST)



[Click for Sectional](#)

[NOTAM Text](#)

***** Check NOTAMS often *****



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VIP TFR at Wilmington, DE – Pre-01/20/2021

Operating Restrictions and Requirements

Top

No pilots may operate an aircraft in the areas covered by this NOTAM (except as described).

Except the flight operations listed below:

1. AIRCRAFT ARRIVING OR DEPARTING KILG AIRPORT.
2. LAW ENFORCEMENT, FIREFIGHTING, AND MEDEVAC/AIR AMBULANCE FLIGHTS ON ACTIVE MISSIONS.
3. AIRCRAFT OPERATIONS NECESSITATED FOR SAFETY OR EMERGENCY REASONS.
4. ALL AIRCRAFT APPROVED TO OPERATE WITHIN THE TFR MUST BE SQUAWKING AN ATC DISCRETE CODE AT ALL TIMES WHILE IN THE TFR AND MUST REMAIN IN TWO-WAY RADIO COMMUNICATIONS WITH ATC.
5. UAS OPERATORS WHO DO NOT COMPLY WITH APPLICABLE AIRSPACE RESTRICTIONS ARE WARNED THAT PURSUANT TO 10 U.S.C. SECTION 130I AND 6 U.S.C. SECTION 124N, THE DEPARTMENT OF DEFENSE (DOD), THE DEPARTMENT OF HOMELAND SECURITY (DHS) OR THE DEPARTMENT OF JUSTICE (DOJ) MAY TAKE SECURITY ACTION THAT RESULTS IN THE INTERFERENCE, DISRUPTION, SEIZURE, DAMAGING, OR DESTRUCTION OF UNMANNED AIRCRAFT DEEMED TO POSE A CREDIBLE SAFETY OR SECURITY THREAT TO PROTECTED PERSONNEL, FACILITIES, OR ASSETS.
6. THE SYSTEM OPERATIONS SUPPORT CENTER (SOSC), IS THE COORDINATION FACILITY FOR GOVERNMENT AGENCIES AND IS AVAILABLE DAILY FROM 0700-2300 EASTERN, PHONE 202-267-8276 FOR COORDINATION.
7. THE FAA RECOMMENDS THAT ALL AIRCRAFT OPERATORS CHECK NOTAMS FREQUENTLY FOR POSSIBLE CHANGES TO THIS TFR PRIOR TO OPERATIONS WITHIN THIS REGION. OPERATORS MAY REVIEW THE TFR DETAILS ON THE INTERNET AT [HTTPS://TFR.FAA.GOV/](https://tfr.faa.gov/) OR [HTTPS://WWW.1800WXBRIEF.COM](https://www.1800wxbrief.com). IF QUESTIONS REMAIN, CONTACT FLIGHT SERVICE AT 800-992-7433.

Other Information:

Top

ARTCC: ZDC - Washington Center
Authority: Title 14 CFR section 91.141

***** Check NOTAMS often *****



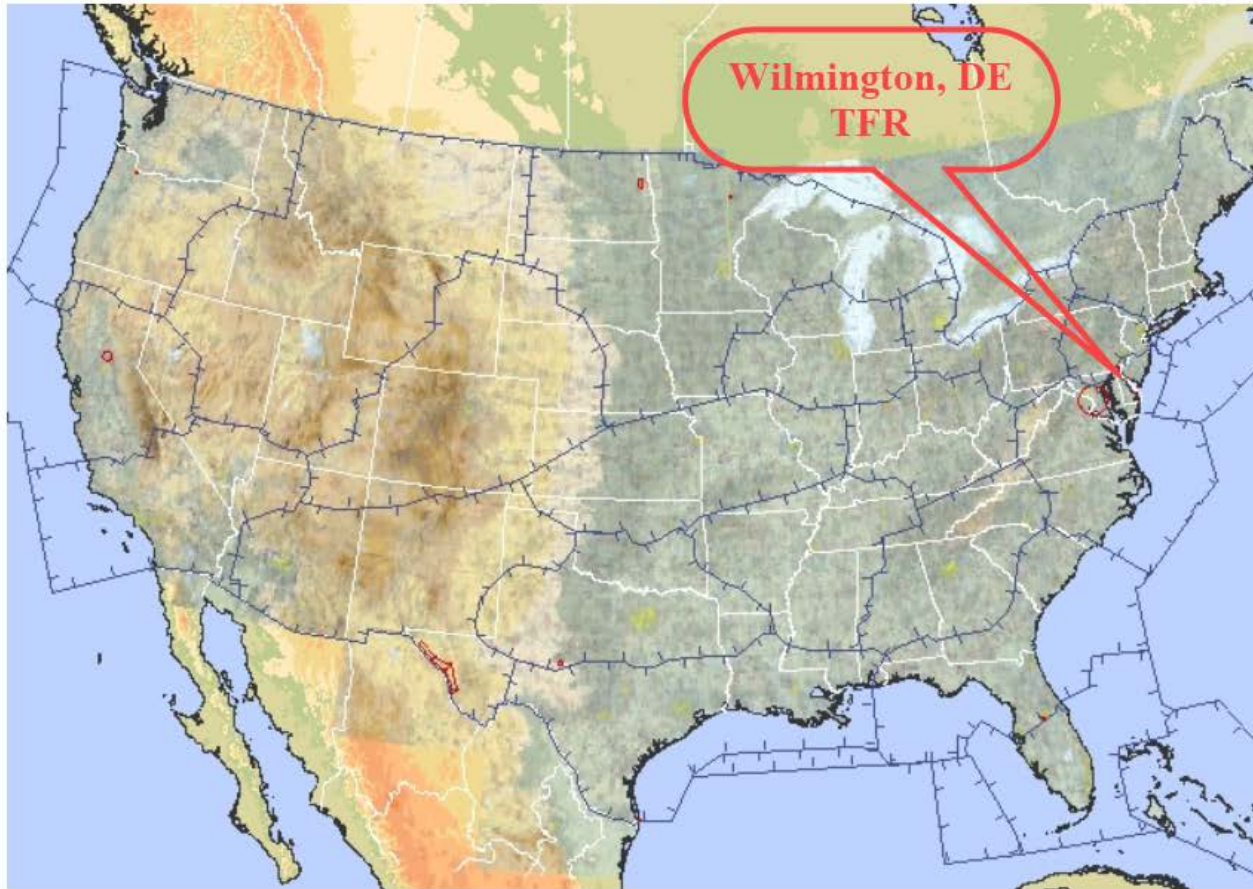
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•FAA TFR Map

[TFR List](#) [TFR Map](#) [Map Airports](#) [TFR Help](#) [NOTAM SEARCH](#)

Zoom In Zoom Out

Zoom US Zoom AK Zoom HI Zoom PR Zoom CB



Select Center to zoom
Select a Center GO

Select State to zoom
Select a State GO

Select Scale to zoom

Map Layers

- NOTAMs
- Centers
- Political Boundaries

***** Check NOTAMS often *****



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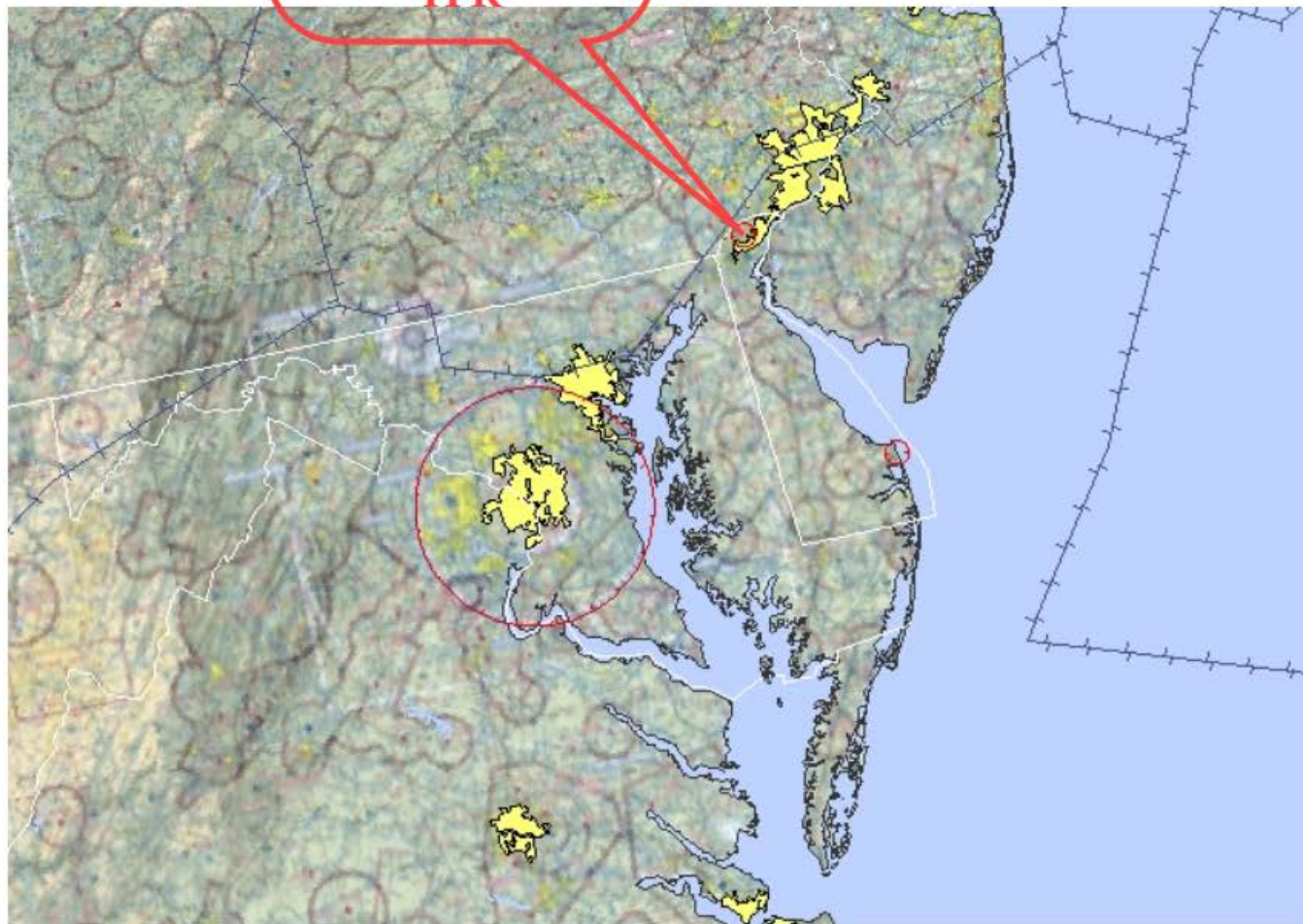
•FAA TFR Map

- TFR List
- TFR Map
- Map Airports
- TFR Help
- NOTAM SEARCH

Zoom In Zoom Out

Wilmington, DE TFR

Zoom US Zoom AK Zoom HI Zoom PR Zoom CB



Select Center to zoom
Select a Center [v] Go

Select State to zoom
Select a State [v] Go

Select Scale to zoom
[magnifying glass icon] [scale bars] [magnifying glass icon]

Map Layers

- NOTAMs
- Military Operating Areas
- Prohibited, Warning Restricted, Alert Areas
- Major Cities
- Interstates
- Centers
- Rivers
- Political Boundaries


***** Check NOTAMS often *****



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FAA TFR List – Filtering Technique

- Enter <http://tfr.faa.gov>
- In **State** window
 - Click **drop-down menu** button
 - Select “**Delaware**”
 - Click “**GO**” button
- See results below and on next slide

Date	NOTAM	Facility	State	Type	Description	Zoom
11/29/2020	0/5858	ZDC	DE	VIP	WILMINGTON, DE, Sunday, November 29, 2020 through Wednesday, January 20, 2021 Local	



•FAA TFR List – Filtered by State (Delaware)

Map interface showing Delaware with a red circle around Wilmington. The interface includes zoom controls (Zoom In, Zoom Out), a toolbar with regional zoom options (Zoom US, Zoom AK, Zoom HI, Zoom PR, Zoom CB), and a sidebar with filters for center, state, and scale. A legend titled 'Map Layers' lists various features like NOTAMS, Military Operating Areas, and Major Cities. A callout bubble points to a zoom icon in the table below.

Date	NOTAM Facility	State	Type	Description	Zoom
11/29/2020	0/5858	ZDC	DE VIP	WILMINGTON, DE, Sunday, November 29, 2020 through Wednesday, January 20, 2021 Local	

***** Check NOTAMS often *****



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**TFR Awareness
Wilmington, DE
Starting on 01/20/2021**



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VIP TFR at Wilmington, DE – 01/20/2021 and After

- The FAA has not yet announced this TFR. The characteristics and restrictions shown are based previous Presidential TFRs
- Valid
 - From 01/20/2021 for at least 4 years
- Location
 - Dupont (DQO) VORTAC 008° Radial at 5.6 NM
- Dimensions
 - Width
 - Inner Ring (**No Fly Zone**) = 10NM Radius
 - Outer Ring = 30NM Radius
 - Height = Surface to 17,999 Feet AGL
- See next slide for illustration of TFR on Washington Sectional





10 NM Inner Ring
No Fly Zone

30 NM Outer Ring

CAUTION
HIGH SPEED AND TRANSPORT
CATEGORY AIRCRAFT OPERATING
WITHIN 25 NM OF DOWNS AFB
DOWNS APPROACH 133.425

ATC Communication Rules
All Airborne Pilots to Echo

RESTRICTED AREA - R-4001A
CLASS B
CAUTION
CARE EXCLUDED FROM CLASS B
RESTRICTED AREA - R-4001B
CLASS C
CAUTION
CARE EXCLUDED FROM CLASS C
RESTRICTED AREA - R-4001C
CLASS D
CAUTION
CARE EXCLUDED FROM CLASS D

NOTICE TO AIRMEN
CLASS B
RESTRICTED AREA - R-4001A
CLASS B
CAUTION
CARE EXCLUDED FROM CLASS B
RESTRICTED AREA - R-4001B
CLASS C
CAUTION
CARE EXCLUDED FROM CLASS C
RESTRICTED AREA - R-4001C
CLASS D
CAUTION
CARE EXCLUDED FROM CLASS D

VIP TFR – Wilmington, DE Starting 01/20/2021

- **All operations within the Inner Ring, **No-Fly Zone**, 10 NM (Area B), are prohibited except for:**
 - Approved law enforcement, military aircraft directly supporting the United States Secret Service (USSS) and the office of the President of the United States
 - Approved air ambulance flights
 - Regularly scheduled commercial passenger and all-cargo carriers operating under one of the following TSA-Approved standard security programs/procedures:
 - aircraft operator standard security program (AOSSP)
 - full all-cargo aircraft operator standard security program (FACAOSSP)
 - model security program (MSP)
 - twelve five standard security program (TFSSP) all cargo
 - all-cargo international security procedure (ACISP) and are arriving into and/or departing from 14 cfr part 139 airports.
 - All emergency/life saving flight (medical/law enforcement/firefighting) operations must coordinate with ATC prior to their departure at **516-683-2966** to avoid potential delays.



VIP TFR – Wilmington, DE Starting 01/20/2021

- For operations within the airspace between the Inner Ring, 10 NM (Area B), and the 30 NM Outer Ring (Area A):
 - All aircraft operating within the Outer Ring are limited to aircraft arriving or departing local airfields
 - Workload permitting, ATC may authorize transit operations
 - Aircraft may not loiter
 - All aircraft must be on an active IFR or VFR flight plan with a discrete transponder code assigned by an Air Traffic Control (ATC) facility
 - Aircraft must be squawking the discrete transponder code prior to departure and at all times while in the TFR
 - Aircraft must remain in two-way radio communications with ATC



VIP TFR – Wilmington, DE Starting 01/20/2021

- **Unauthorized operations within this TFR:**
 - Flight training
 - Practice instrument approaches
 - Aerobatic flight
 - Glider operations
 - Seaplane operations
 - Parachute operations
 - Ultralight, hang gliding, and balloon operations
 - Agriculture/crop dusting
 - Animal population control flight operations



VIP TFR – Wilmington, DE Starting 01/20/2021

- **Unauthorized operations within this TFR (continued):**
 - Banner towing operations
 - Sightseeing operations
 - Maintenance test flights
 - Model aircraft operations
 - Model rocketry
 - Unmanned aircraft systems (UAS) - drones
 - Utility and pipeline survey operations



VIP TFR
(Wilmington, DE)
Starting 01/20/2021

Most Likely Affected Public Use Airports

Check NOTAMS Often



VIP TFR at Wilmington, DE – 01/20/2021 and After

- **Affected Public Use Airports**
 - **10 NM Ring**
 - KILG – New Castle
 - DQO – Dupont VORTAC
 - N57 – New Garden
 - **30 NM Ring**
 - VCN – Cedar Lake VOR
 - 0W3 – Harford County
 - 17N – Cross Keys
 - 19N – Camden County (borderline)
 - 28N – Vineland Downtown
 - 29N – Krolinger



VIP TFR at Wilmington, DE – 01/20/2021 and After

- **Affected Public Use Airports (continued)**

- **30 NM Ring (continued)**

- 58M – Claremont
- 7N7 – Spitfire Aerodrome
- KEVY – Summit
- KLOM – Wings
- KMQS – Chester County
- KPHL – Philadelphia International
- KPTW – Heritage
- KOQN – Brandywine Regional
- MD1 – Massey
- N10 – Perkiomen Valley



VIP TFR at Wilmington, DE – 01/20/2021 and After

- **Affected Public Use Airports (continued)**
 - **30 NM Ring (continued)**
 - N47 – Pottstown
 - N48 – Horsham Valley (Heliport)
 - N81 – Hammonton
 - O03 – Morgantown
- **Excluded Public Use Airports (Cutouts)**
 - If any airports are excluded, they will be identified when the FAA announces the TFR.



Departure & Arrival Procedures for *VIP TFRs*

At Non-Towered Airports

Check NOTAMS Often



VFR Departure Procedures for VIP TFRs at Non-Towered Airports

- Make sure you have filed your VFR flight plan before calling for your clearance
- LEIDOS (Flight Service) has a national number that you can use to get your clearance and squawk code
 - You can call 1-800-WXBRIEF (1-800-992-7433)
 - Flight Service will do everything necessary to get you your clearance and squawk code
 - Recommend using a cell phone
 - You can do this from the cockpit of your airplane
 - If your headset and your cell phone both support Blue Tooth, you can filter out engine noise



VFR Departure & Arrival Procedures for VIP TFRs at Non-Towered Airports

- AOPA Air Safety Institute is working to update its guidance on Flight Service. In the meantime, they suggest you visit the Leidos YouTube playlist for ...
 - <https://www.aopa.org/training-and-safety/online-learning/online-courses/flight-service>



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GO FLY

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TRAINING & SAFETY

ADVOCACY

COMMUNITY

MEMBERSHIP

Home > Training & Safety > Online Learning > Online Courses > Flight Service

Flight Service

The AOPA Air Safety Institute is working to update our guidance on Flight Service. In the meantime, we encourage you to visit the Leidos YouTube playlist for training and instructional guides to navigate the Flight Service features.

[FLIGHT SERVICE PLAYLIST](#)

Click here



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VFR Departure & Arrival Procedures for VIP TFRs at Non-Towered Airports

- Be thoroughly aware of whatever practices that ATC uses for your airport.
 - As necessary, review these practices with a flight instructor at your airport
 - Sometimes ATC may use an airport just outside the 30 NM ring as a gateway.
 - Suggest that you contact ATC while you are flight planning to see if there is a gateway airport.



IFR Departure Procedures for VIP TFRs at Non-Towered Airports

- At some non-towered airports it is not possible to establish radio communications with ATC on the ground. Examples are:
 - Doylestown (KDYL)
 - Greenwood Lake (4N1)
- So what can you do?
 - Make sure you have the phone number for the ATC facility
 - You can get this phone number from Flight Service by calling 800-992-7433 (800-WX-BRIEF)
 - Recommend using a cell phone
 - You can do this from the cockpit of your airplane
 - If your headset and your cell phone both support Blue Tooth, you can filter out engine noise



IFR Departure Procedures for VIP TFRs at Non-Towered Airports

- Make sure you have filed your IFR flight plan before calling for your clearance
- Your clearance should be something like what is shown below
 - “Cessna 12345, cleared from the Doylestown Airport (KDYL) to the (Destination) Airport via Direct Yardley VOR (then rest of route), climb and maintain x,000 expect y,000 One Zero minutes after departure. Departure frequency is 1xx.xx, Squawk xxxx.”
 - Read back the clearance
- See next slide



IFR Departure Procedures for VIP TFRs at Non-Towered Airports

- After you correctly read back the clearance, Clearance Delivery will probably ask you how much time you need.
- Give them a realistic estimate. This includes the following:
 - Setting up the route of flight in your avionics
 - Preselecting your altitude if your airplane is so equipped
 - Entering the squawk code in your transponder
 - Entering the departure frequency in COM1 Standby
 - Taxiing to the departure runway
 - Doing your run-up.
- Clearance Delivery may tell you to call them back for a release.
 - Don't ask for a release until all of your pre-departure tasks are completed.



IFR Departure Procedures for VIP TFRs at Non-Towered Airports

- When you get the release, it will be something like this:
 - “Cessna 12345, current time is xx:xx Zulu, released at yy:yy Zulu, void if not off by zz:zz Zulu.”
 - As soon as Clearance Delivery says “current time is,” look at your watch to see the current time in local time (EST).
 - This will give you a perspective on the time window you have.
 - If you are getting close to your void time,
 - Call Clearance Delivery
 - Tell them you need a new release
 - **Remember there is a TFR in effect**
 - **Don’t try to play “Beat the clock!”**



Departure Procedures for VIP TFRs at Non-Towered Airports

- If you take off within the constraints of your clearance and release time, you should not have any problems.
- Make sure your transponder is set to ALT with assigned squawk code
- As you depart the pattern,
 - Make sure the departure frequency is your Active COM1 frequency
 - As soon as workload permits and you reach a safe altitude
 - Call the departure frequency and check in with them.
- You should be able to get a sense of the optimum altitude for calling ATC from:
 - Your prior approaches to this airport
 - Your flight instructor
- Other factors to consider are:
 - Workload when departing into VMC
 - Workload when departing into IMC



VIP TFR
(Wilmington, DE)
01/20/2021 or Later

Quickie Quiz

Check NOTAMS Often



Quickie Quiz – Wilmington TFR

- The Wilmington VIP TFR is active. You are on an IFR flight plan from KDYL to KMQS. You are on the ILS Runway 29 approach to KMQS. You are inbound from EFECO (FAF) and you have the airport in sight. What do you do next?
 - A. Cancel IFR, **squawk 1200** and do the visual.
 - B. Continue the approach. The Tower will close the flight plan for you after you land.
 - C. Continue the approach. Contact Philadelphia Clearance Delivery to close the flight plan **after you land** via radio on frequency 125.6 or via phone at 800-354-9884 or 215-492-4122.
 - D. KMQS is inside the 30 NM Ring. You are not authorized to land at KMQS.



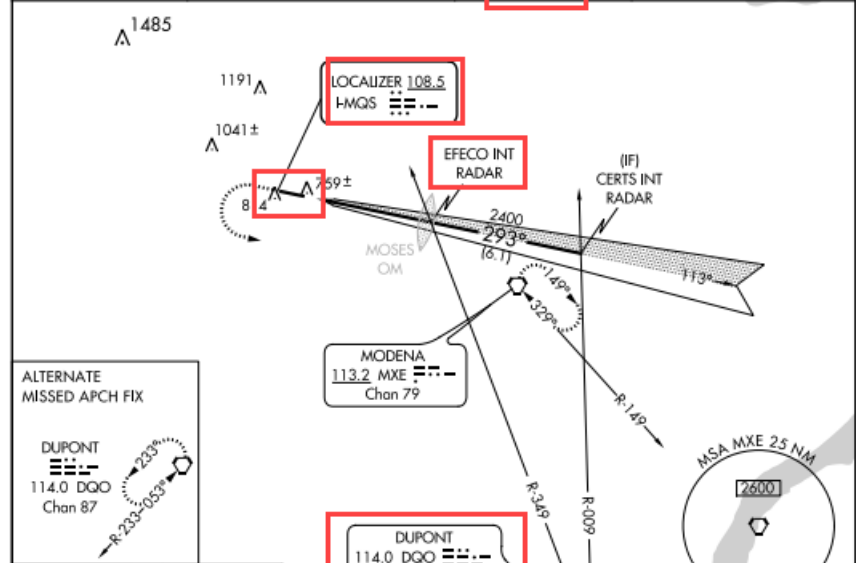
Quickie Quiz – Wilmington TFR

COATESVILLE, PENNSYLVANIA AL-5134 (FAA) 20142

LOC I-MQS 108.5	APP CRS 293°	Rwy Idg 5400 TDZE 660 Apt Elev 660	ILS or LOC RWY 29 CHESTER COUNTY G O CARLSON (MQS)
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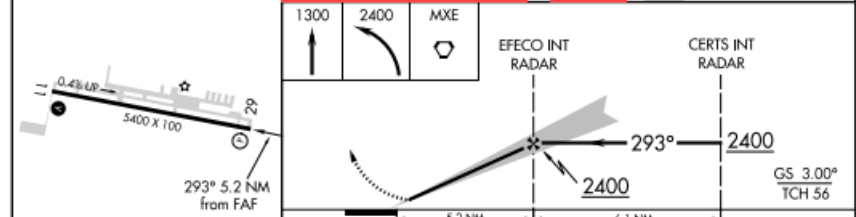
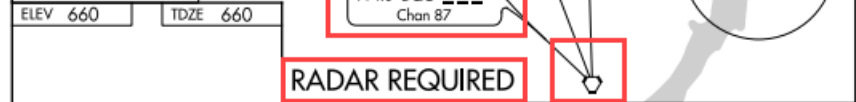
⚠ Rwy 29 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Pottstown-Limerick altimeter setting and increase all DA 98 feet, and all MDA 100 feet, S-ILS 29 visibility ¼ mile all Cats, S-LOC 29 visibility Cats C and D ½ mile, and Circling visibility Cat C and D ½ mile.
 MISSED APPROACH: Climb to 1300 then climbing left turn to 2400 direct MXE VORTAC and hold.

AWOS-3 126.25	PHILADELPHIA APP CON 124.35 319.15	CLNC DEL 125.6	UNICOM 122.7 (CTAF)
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NE-4, 03 DEC 2020 to 31 DEC 2020

NE-4, 03 DEC 2020 to 31 DEC 2020



HIRL Rwy 11-29				
REIL Rwy 11-29				
FAF to MAP 5.2 NM				
Knots	60	90	120	150
Min:Sec	5:12	3:28	2:36	2:05
			1:44	
CATEGORY	A	B	C	D
S-ILS 29	919-1 259 (300-1)			
S-LOC 29	1040-1	380 (400-1)	1040-1½ 380 (400-1½)	
CIRCLING	1140-1	480 (500-1)	1220-1½ 560 (600-1½)	1260-2 600 (600-2)

COATESVILLE, PENNSYLVANIA CHESTER COUNTY G O CARLSON (MQS)
 Amdt 7A 07DEC17 39°59'N - 75°52'W ILS or LOC RWY 29

A Safety Team

Quickie Quiz – Wilmington TFR

- The Wilmington VIP TFR is active. You are on the ground at KWAY. You want to fly to KMQS on an IFR flight plan. What do you need to do?
 - A. File an IFR flight plan.
 - B. Call Millville (MIV) Flight Service Station (FSS) at 1-800-WXBRIEF.
 - C. Get a clearance, a discreet squawk code, and a release time.
 - D. All of the above.
 - E. None of the above.



Quickie Quiz – Wilmington TFR

- The Wilmington VIP TFR is active. You are planning a flight from KMQS to KTTN. Is it okay to open your flight plan in the air after you depart KMQS?
 - A. Yes, you can initially squawk 1200 then get a discrete squawk in the air after you open your flight plan.
 - B. No, the TFR requires you to open your flight plan (both VFR and IFR) and obtain a discrete squawk code **on the ground prior to departing** KMQS, which is in 30 NM Outer Ring.
 - C. KMQS is in the **10 NM Radius No Fly Zone**.



Quickie Quiz – Wilmington TFR

- The Wilmington VIP TFR is active. You are on the ground at Greenwood Lake Airport (4N1). You want to fly to KMQS on an IFR flight plan. What do you need to do?
 - A. File an IFR flight plan.
 - B. Call Flight Service 1-800-WXBRIEF on your cell phone.
 - C. Get a clearance, a discreet squawk code, and a release time.
 - D. All of the above.
 - E. None of the above.



Pre-Flight Planning What Can You Do?



• First Steps

Pre-Flight Planning

- Determine departure, destination, and route of flight
- Get a weather briefing for the route of flight
- **Determine whether there are any TFRs along route of flight. Are there VIP TFRs or Stadium TFRs?**
- Perform a risk assessment for the flight

• What's Next?

- Create a NavLog, either manually or electronically, for each flight leg
 - Magnetic Course (MC), Magnetic Heading (MH), and Wind
 - Time and Distance
 - Fuel burned
- Determine fuel requirements and whether to land and refuel enroute
- **Determine safe altitude for each leg, recognizing airspace and TFRs**
- Determine how to get in-flight advisories
- Determine CTAF, Tower, ATIS, and ASOS frequencies for route of flight



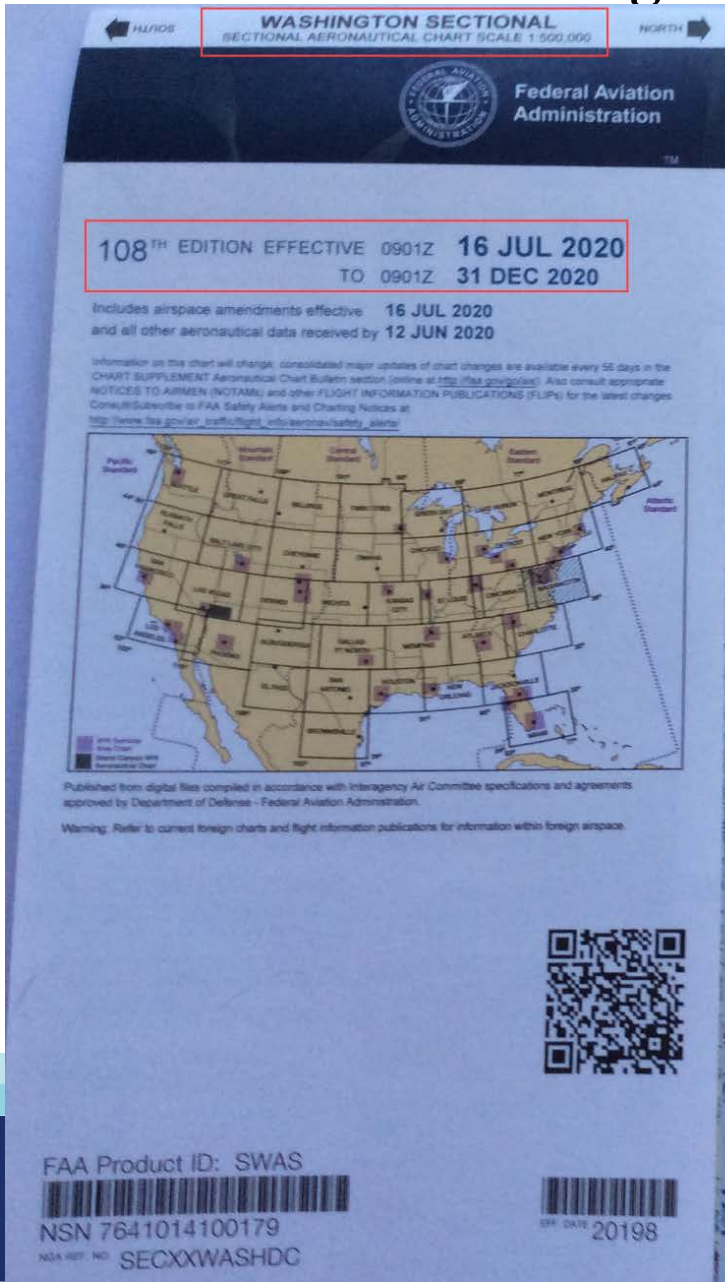
Pre-Flight Planning Tools

- **Ground-based pre-flight planning**
 - ForeFlight (iPad or iPhone) or
 - iFlightPlanner for AOPA (previously AOPA Flight Planner) or
 - **DUATS (discontinued; use iFlightPlanner for AOPA)**
 - Sectional and TAC Charts
 - **Washington Sectional – recommend drawing the Wilmington TFR on your sectional**
 - See next slide for tools to draw the TFR on your Washington Sectional
 - New York Sectional
 - Philadelphia TAC



Pre-Flight Planning Tools

Tools to Draw Wilmington TFR on your Washington Sectional



Flight Management Tools

- **Air-based Flight Monitoring & Navigation**
 - Know fuel on board and burn rate in GPH
 - ForeFlight (iPad or iPhone)
 - Is your OS/IOS current?
 - Are your Apps current?
 - Have you downloaded the most current charts and approach plates?
 - Is your battery at full charge?
 - Did you pre-flight your EFB the night before your flight?
 - Do you connect to a Stratus in flight?
 - **If not, do you know the limitations of your iPhone or iPad?**
 - Sectional and TAC Charts (paper) – Are they open?
 - **Washington Sectional – recommend drawing the Wilmington TFR on your sectional**
 - New York Sectional
 - Philadelphia TAC



In-Flight Advisories

- **How to Contact Flight Service – Source: Flight Service**
 - In Eastern Pennsylvania, call Williamsport Radio on 122.2
 - In New Jersey and Delaware, call Millville Radio on 122.2
 - If bad reception, try Leesburg Radio on 122.2



In-Flight Advisories

- **How to Request Flight Following – Source: ForeFlight and Charts**
 - From over/near KMQS, call Philadelphia Approach on 124.35
 - From over/near KDYL, call Philadelphia Approach on 123.8
 - From over/near KPNE, call Philadelphia Approach on 123.8
 - From over/near KTTN, call Philadelphia Approach on 123.8
 - From over/near KMIV, call Atlantic City Approach on 124.6
 - From over/near N14, call McGuire Approach on 126.475
 - North of Lake Nockamixon, call Allentown Approach
 - 3,000 feet and below at 119.65
 - Above 3,000 feet at 124.45



Task Management



FAA Safety Team

Task Management

- **Goals**
 - Reduce workload in flight
 - Maintain Situational Awareness
- **What You Can Do**
 - Do flight planning at home
 - Make a NAV Log for planned route of flight
 - Consider iFlightPlanner for AOPA (<https://iflightplanner.aopa.org/My/>)
 - Print the NAV Log in a kneeboard format
 - Develop a radio strategy – **Get Flight Following Where Possible**
 - COM1 Active & Standby – CTAFs, Control Towers, Approach Controls
 - COM2 Active & Standby – Ground Control, Clearance Delivery, ATIS, ASOS, 121.5
 - NAV1, NAV2 Active & Standby – VORs along route of flight
 - Make a list of frequencies to be used prior to flight, set up on the ground
 - Have checklist(s) handy, refer to them as needed
 - Have sectional charts handy and open to route of flight



Task Management

- **How to Prioritize and Lighten Workload**
 - Make sure you are aware of TFRs and/or NOTAMS and can comply with them
 - Preset as much as possible
 - Learn how to effectively trim the airplane
 - Use autopilot pilot, if available, on enroute phase, but don't neglect hand-flying skills
 - Organize cockpit for placement of charts and NAV logs
 - Things you can do when 25 miles out from destination airport
 - Put ASOS for destination in COM2 Active
 - You will hear the ASOS when in range
 - Decide if the surface winds are within your capabilities and the airplane's
 - Put CTAF or Tower in COM1 Active (act in accordance with IFR flight plan)
 - Listening to traffic you will get a sense of runway being used
 - Things you can do when 10 miles out from destination airport
 - Perform pre-landing checklist
 - Set up for the approach to the landing runway



Quickie Quiz

- How do you use task management in your airplane?



**Summary
to
Avoid TFRs
and
Getting Busted**



Summary to Avoid TFRs and Getting Busted

- **Preliminaries**
 - Register for TFR alerts
 - Know limitations of your airplane's avionics as well as your EFB's
 - Keep your avionics and EFB software and databases up to date and your subscriptions current
 - Keep your backup paper charts current
- **Before You Leave Home for the Airport**
 - Get an electronic briefing
 - Get a telephone briefing from LEIDOS – (800) 992-7433
 - **Specifically ask if there are TFRs: VIP TFRs, Stadium TFRs**
 - File an IFR flight plan, if you are instrument rated, instrument current and your airplane is instrument equipped/capable
 - You can file IFR even when it is severe clear



Summary to Avoid TFRs and Getting Busted

- **When You Get to the Airport**
 - Get an updated briefing
 - Do a thorough pre-flight inspection
 - Get as much fuel as you can carry within weight and balance limitations
 - Enter your route of flight in avionics and EFB before starting engine
- **After Takeoff**
 - Activate flight plan and/or request flight following
 - **If airport underneath TFR, will need to activate before takeoff**
 - Do what you can to automate your workload
 - Get in-flight advisories to determine location of TFRs
 - Request course/altitude change as necessary to avoid TFRs



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

3

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 get both TFRs and NOTAMS plus route weather and route brief by calling
[1-800-WX-BRIEF](tel:1-800-WX-BRIEF)
- Review Special Use Airspace along route:
<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

PLANNING REFERENCES

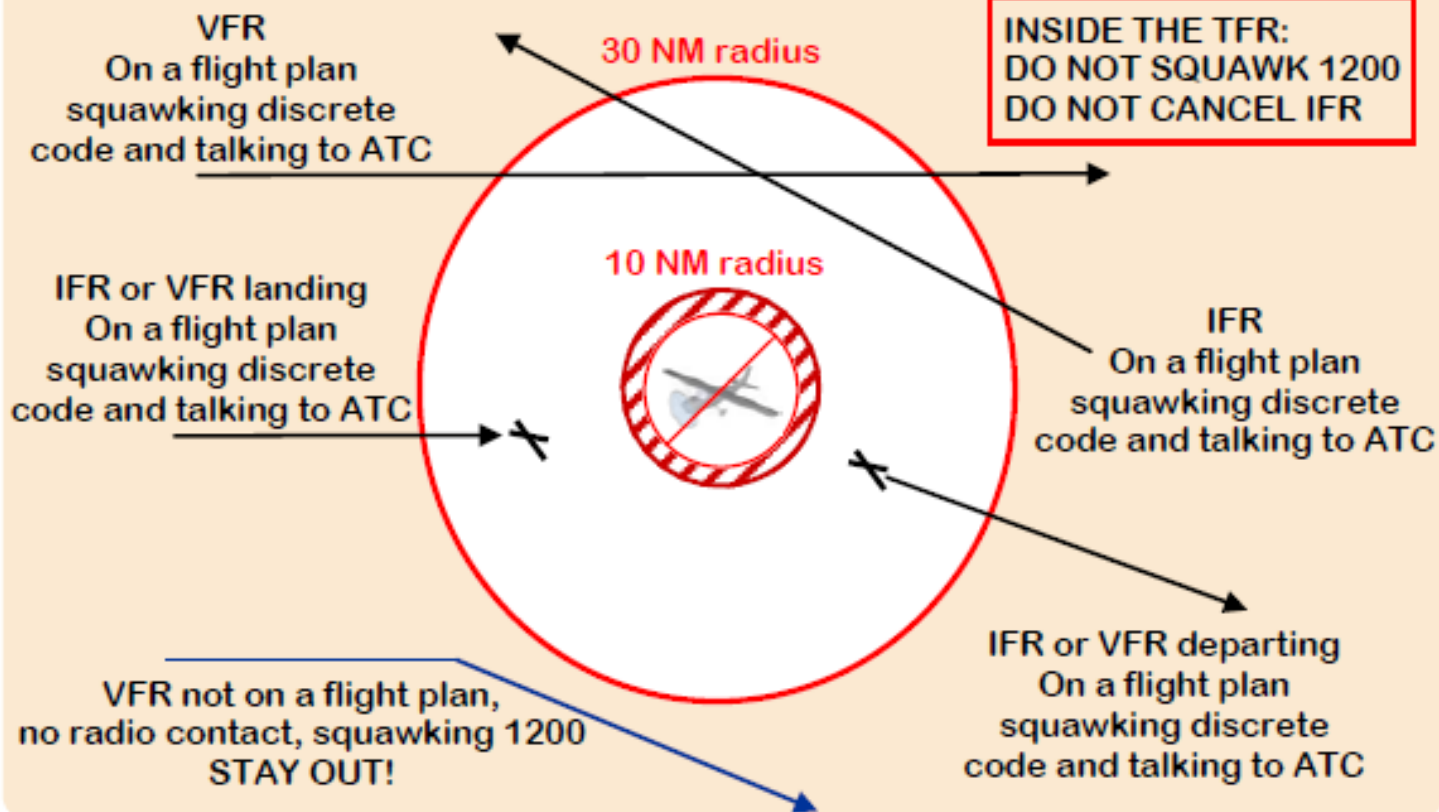
- Review Air Defense Identification Zone (ADIZ) procedures if flying into U.S. from abroad:
http://www.faa.gov/air_traffic/publications/us_restrictions/airspace/#adiz
- Review Washington D.C. Special Flight Rules Area (SFRA) procedures if flying within 60 nm of KDCA: (Course ALC-405)
<https://faasafety.gov>



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



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



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



FAA Safety Team

NORAD & FAA Intercept Procedures



NORAD & FAA Intercept Procedures

#1

REASON GA AIRCRAFT ARE INTERCEPTED:

Entering restricted airspace and not talking to ATC

- Get Intercept Procedures “Knee Board Card” at link below.
 - <https://www.aopa.org/-/media/files/aopa/home/go-flying/tfrs/noradandfaainterceptprocedures.pdf?la=en>



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NORAD & FAA Intercept Procedures

NORAD / FAA INTERCEPT PROCEDURES

Intercept Procedures

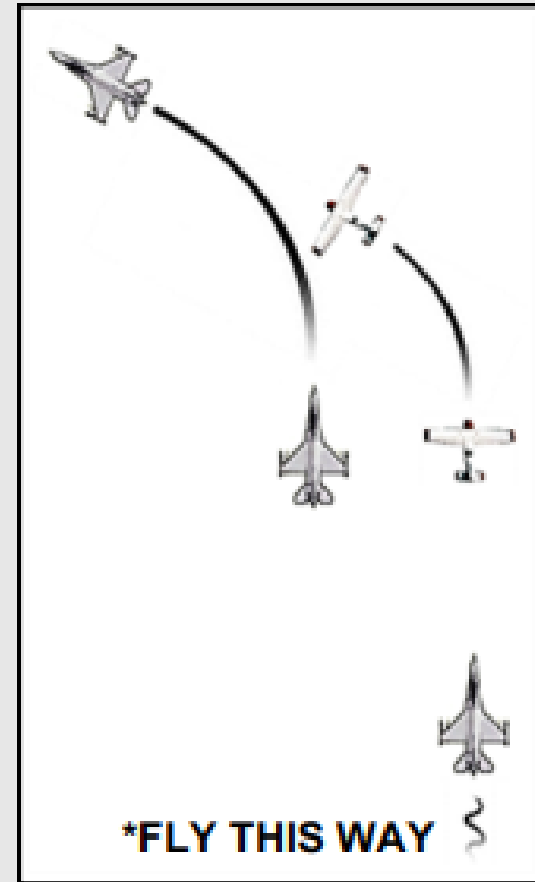
- Typically two fighters approach from the stern -- you may only see one
- Fighter rocks wings to signal intercept
- Fighter responsible for safe separation

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



NORAD & FAA Intercept Procedures

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 5-6-2: www.faa.gov/air_traffic/publications/atpubs/aim/aim0506.html%20aim0506.html.2



References and Information

- **Electronic Code of Federal Regulations – Title 14 Chapter I-- Federal Aviation Administration, Department of Transportation**
 - **Subchapter D – Airmen**
 - [Electronic Code of Federal Regulations \(eCFR\)](#)
 - Scroll down and click on Part 61
 - **Subchapter F – Air Traffic and General Operating Rules**
 - [Electronic Code of Federal Regulations \(eCFR\)](#)
 - Scroll down and click on Part 91



Parting Thoughts



FAA Safety Team

The Three Most Useless Things to a Pilot

- **The runway behind you**
 - **Moral:** know your aircraft's take-off minimums and calculate the weight and balance for your flight, your airport's runway length, density altitude, any obstacles to be cleared
- **The altitude above you**
 - **Moral:** know your aircraft's power settings for climb, cruise, and descent
- **The fuel on the ground below you**
 - **Moral:** know your aircraft's fuel capacity, fuel system, GPH burn rate, and winds aloft for the route of flight.
- **Utilize superior judgment to avoid needing to use superior skill**
 - **Moral:** know your aircraft's systems and how to use them



FAASTeam
on
Winter is Coming!
And So Is The New President!
Don't Get Busted On The
Wilmington VIP/Security TFR

Questions?
Comments?
Ideas?



This Completes

**Winter is Coming!
And So Is The New President!
Don't Get Busted On The
Wilmington VIP/Security TFR**

FAA Customer Feedback Website

http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/qms/

**PHL FSDO FAAST Program Manager – Eric Sieracki -
Eric.Sieracki@faa.gov**



FAA Safety Team

Credits and Information



FAA Safety Team

References and Information

- **Author of Presentation – William J. Doyle, Jr.**
 - CFI A&I, AGI, IGI, Cessna CFAI
 - FAA FAAST Team Representative, PHL FSDO
- **Presentation for the Wilmington VIP TFR – Uses PowerPoint 2003 and Later**
 - If prompted for a password, click on the **Read Only** button
 - http://williamjdoylejr.net/FAAST/TFRs/ILG_TFR/TFRs_Wilmington_DE_2021_01_20.pptx - **PowerPoint**
 - http://williamjdoylejr.net/FAAST/TFRs/ILG_TFR/TFRs_Wilmington_DE_2021_01_20.pdf - **PDF**
- **Presentation for Bedminster, NJ TFR – Uses PowerPoint 2003 and Later**
 - If prompted for a password, click on the **Read Only** button
 - http://williamjdoylejr.net/FAAST/TFRs/TFRs_Bedminster_NJ_Spring_Summer_2019.ppt
- **Glossary for non-pilot friends or family – Uses Word 2003 and Later**
 - http://williamjdoylejr.net/FAAST/TFRs/ILG_TFR/Glossary.docx



FAA Handbooks

- **Airplane Flying Handbook (FAA-H-8083-3B)**
 - https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/airplane_handbook/media/airplane_flying_handbook.pdf
- **Pilots Handbook of Aeronautical Knowledge (FAA-H-8083-25A)**
 - https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/phak/



References and Information

- **AOPA Safety Advisor – Airspace for Everyone**
 - <http://www.aopa.org/-/media/Files/AOPA/Home/Pilot-Resources/ASI/Safety-Advisors/sa02.pdf>
- **AOPA Safety Advisor – Operations at Non-Towered Airports**
 - <http://www.aopa.org/-/media/Files/AOPA/Home/Pilot-Resources/ASI/Safety-Advisors/sa08.pdf>
- **AOPA Safety Advisor – Operations at Towered Airports**
 - <http://www.aopa.org/-/media/Files/AOPA/Home/Pilot-Resources/ASI/Safety-Advisors/sa07.pdf>
- **AOPA Safety Advisor – Do the Right Thing – Decision Making for Pilots**
 - <https://www.aopa.org/training-and-safety/online-learning/safety-spotlights/do-the-right-thing>
- **Tips for Temporary Flight Restrictions and Special Use Airspace**
 - <http://www.aopa.org/-/media/Files/AOPA/Home/Flight-Planning/TipsForTempFlightRestrictions.pdf>



References and Information (cont'd)

- **NTSB Accident Database**
 - http://www.nts.gov/_layouts/ntsb.aviation/index.aspx
- **Electronic Code of Federal Regulations – Title 14 Aeronautics and Space**
 - <http://www.ecfr.gov/cgi-bin/text-idx?SID=c709ce7f1eaf0f1b557578c87c378358&mc=true&tpl=/ecfrbrowse/Title14/14chapterI.tpl>
- **ALC-42: Airspace, Special Use Airspace and TFRs**
 - https://www.faasafety.gov/gslac/ALC/course_content.aspx?enroll=true&cID=42
- **ALC-62: Aeronautical Decision Making for VFR Pilots**
 - https://www.faasafety.gov/gslac/ALC/course_content.aspx?enroll=true&cID=62



Appendix



Appendix

In-Flight Cautions with

ForeFlight Mobile

Version 12.10.1



ForeFlight Mobile – In-Flight Cautions

- **ForeFlight Mobile on iPad or iPhone with no ADS-B receiver**
 - Will provide GPS positioning and GPS navigation data
 - Will ***not*** provide ADS-B data
 - Will ***not*** provide TFR data
 - ***High risk of pilot deviation and unauthorized TFR penetration***
 - ***Recommendations, if unable to get an ADS-B receiver***
 - ***Use the "Pack" feature before flight (while the iPad or iPhone is connected to the internet) to get TFR data available as of the time of the "Pack."***
 - ***See pages 185 – 188 of the Pilot's Guide to ForeFlight Mobile for more information on the "Pack" feature***

<http://www.foreflight.com/ipad/guide/pdf>



In-Flight Cautions – ForeFlight Mobile & Stratus ADS-B

Satellite Constellation



iPad or iPhone with ForeFlight Mobile



Stratus ADS-B Receiver with ForeFlight on iPad

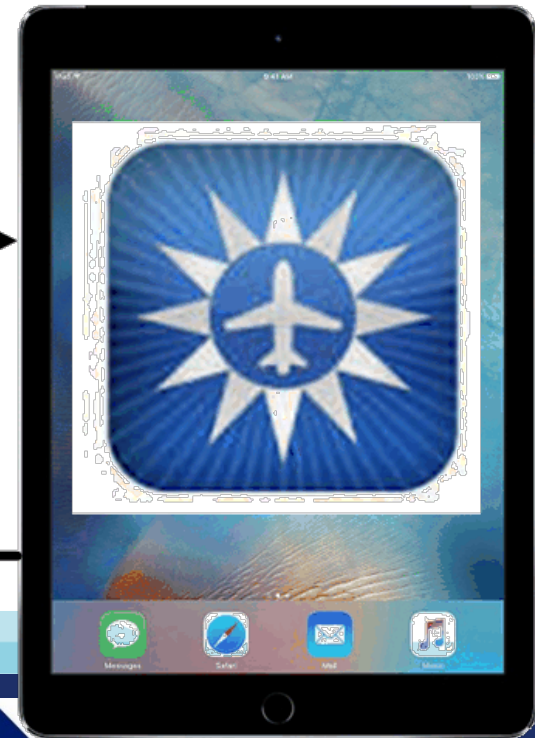
- GPS Positioning/GPS Navigation = Yes
- ADS-B = Yes
- TFRs = Yes

In-Flight Cautions – ForeFlight Mobile & iPad or iPhone

Satellite Constellation



iPad or iPhone with ForeFlight Mobile



ForeFlight on iPad or iPhone

- GPS Positioning/GPS Navigation = Yes
- ADS-B = **No**
- TFRs = **No**

Appendix SRM

-

Risk Management The 5 P's



SRM 5P Check

- **Plan**

- Weather
- Route
- **Publications – NOTAMS & TFRs**
- ATC Reroutes and Delays
- Fuel Remaining

- **Plane**

- Mechanical Status
- Inspection Status
- Automation Status
- Database Currency
- Circuit Breakers
- Backup Systems



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SRM 5P Check

- **Pilot**

- **Current Experience**

- **IMSAFE**

- **I** - Illness
 - **M** - Medication
 - **S** - Stress
 - **A** - Alcohol
 - **F** - Fatigue
 - **E** - Eating

- **Passengers**

- Pilots or Non-pilots
 - Nervous or Quiet
 - Experienced or New
 - Helpful or a Handful
 - Urgent or Optional
 - Business or Pleasure

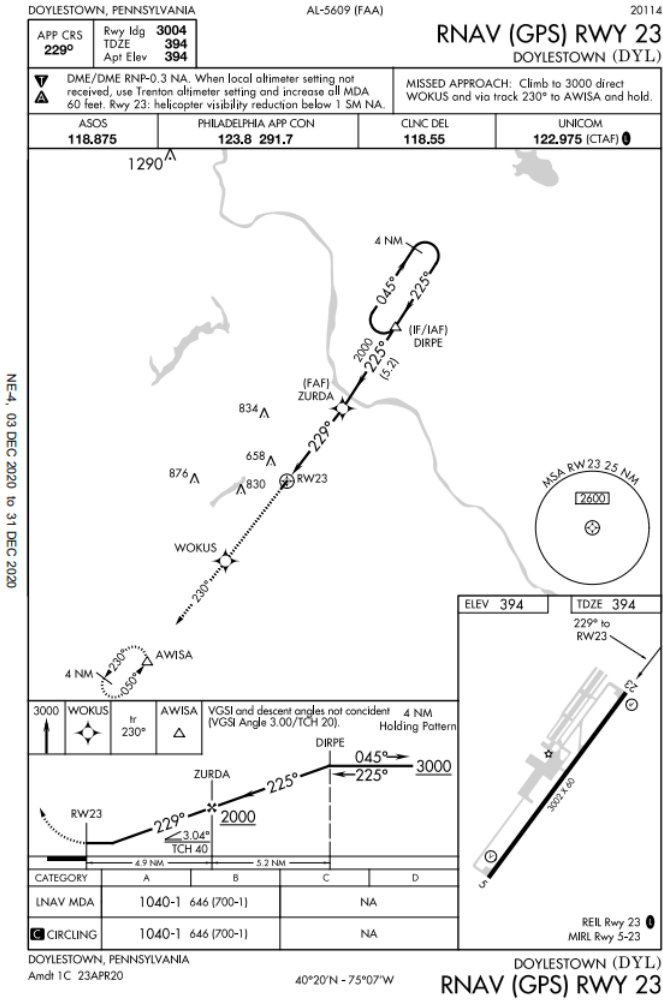


SRM 5P Check

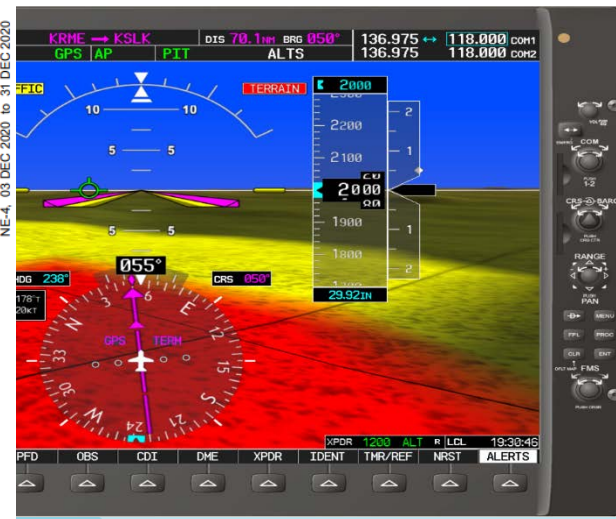
- Programming
 - Preprogram
 - Autopilot
 - GPS
 - MFD/PFD



- Anticipate
 - Likely Reroutes & Clearances
 - Crunch Points
 - Manual Backup
 - High terrain Encounters



- Ask Yourself
 - *What's it doing?*
 - *Why is it doing that?*
 - *Did I cause that?*



DOYLESTOWN (DYL)
RNAV (GPS) RWY 23



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Quickie Quiz

- How do you use the 5P's?
 - How do you “program” the systems in your airplane?
 - Do you have any backup systems? If so, what are they?
 - How do you analyze and troubleshoot issues?



SRM Decision Process

- At predetermined decision points consider your situation and the 5 P's
- Has anything changed since your original Go/No Go decision?
- Are there negative outcomes we could be exposed to?
 - Engine failure
 - Avionics failure
 - Missed approach
 - Pilot overload
 - Mistakes on approach / final
 - CFIT
 - Fuel exhaustion
 - Icing or loss of control



SRM Decision Process

- At predetermined decision points consider your situation and the 5 P's
- What can we do to minimize the increased risk associated with those outcomes?
 - Use automation to reduce workload / increase awareness.
 - Use MFD to maintain terrain awareness, etc
 - Use passengers to share workload / monitor environment
 - As needed, ask ATC for
 - A simpler approach
 - Single frequency approach
 - Vectors to final
 - Declare minimum fuel
 - Ask for altitude / routing change
 - Just say “unable” for "difficult" ATC requests



SRM Decision Process

- At predetermined decision points consider your situation and the 5 P's
- Prioritize tasks
 - If we can't do everything well, at least get the important things right.
 - What are they?
 - What can we shed?
 - Can I file IFR enroute?
- Is the resulting risk acceptable?
 - Would I have taken off knowing this was going to happen?
 - If not ...
 - Divert / terminate the flight early



Appendix – Airspace



Airspace Classifications

Pilot's Handbook of Aeronautical Knowledge

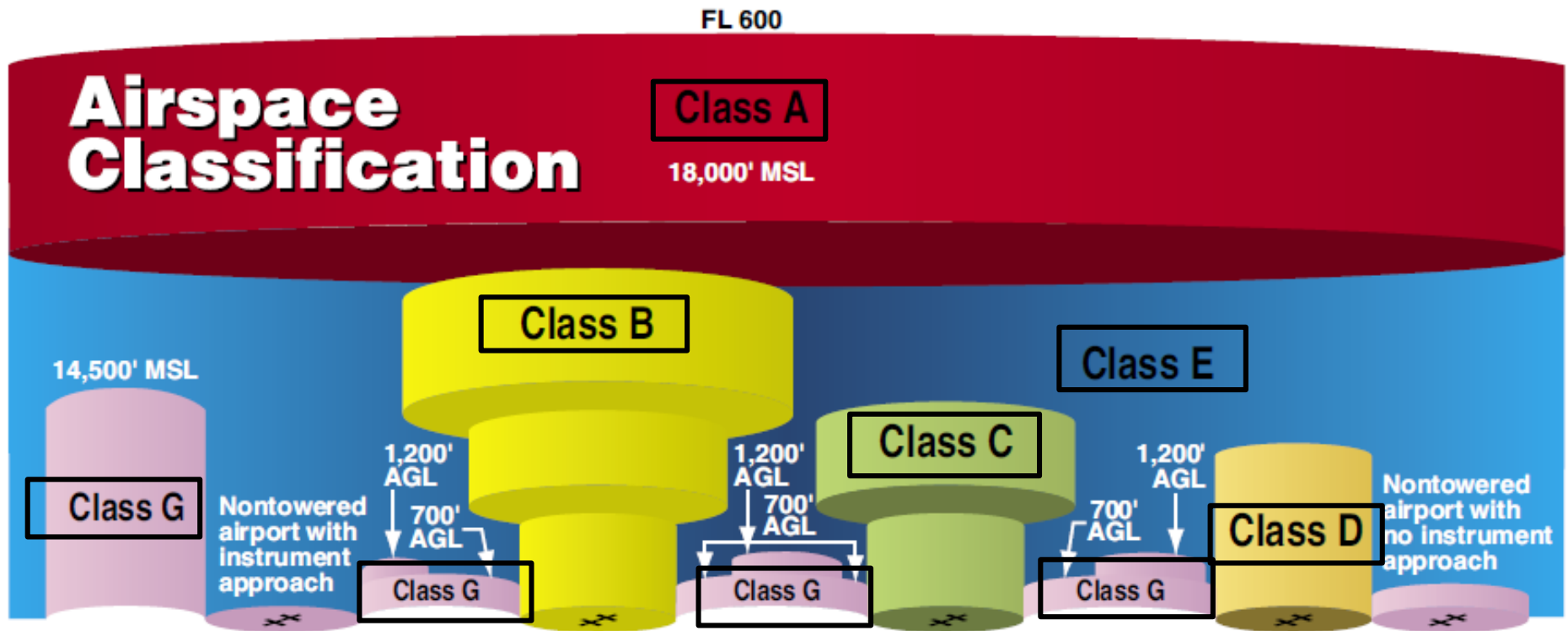


Figure 14-1. Airspace profile.

Airspace Classifications

Pilot's Handbook of Aeronautical Knowledge

- **Controlled Airspace**

- **Class A** – airspace from **18,000 feet MSL up to and including FL 600**. Operation in Class A airspace is conducted under instrument flight rules (**IFR**).
- **Class B** – generally from **surface to 10,000 feet MSL** surrounding busiest airports. Some Class B airspace resembles upside-down wedding cakes. An **ATC clearance is required** for all aircraft to operate in the area.
- **Class C** – generally from **surface to 4,000 feet** above the airport elevation (charted in MSL) surrounding those airports with a control tower, are serviced by a radar approach control, and have a certain number of IFR operations or passenger enplanements.
 - Airspace usually consists of a surface area with a five NM radius, an outer circle with a ten NM radius that extends from 1,200 feet to 4,000 feet above the airport elevation, and an outer area.
 - Each aircraft must **establish two-way radio communications with the ATC facility** providing air traffic services prior to entering the airspace and thereafter maintain those communications while within the airspace.



Airspace Classifications

Pilot's Handbook of Aeronautical Knowledge

- **Controlled Airspace (continued)**
 - **Class D** – generally airspace from the **surface to 2,500** feet above the airport elevation (charted in MSL) surrounding those airports that have an operational control tower.
 - Arrival extensions for instrument approach procedures (IAPs) may be Class D or Class E airspace.
 - Each aircraft must **establish two-way radio communications with the ATC facility** providing air traffic services prior to entering the airspace and thereafter maintain those communications while in the airspace.



Airspace Classifications

Pilot's Handbook of Aeronautical Knowledge

- **Controlled Airspace (continued)**
 - **Class E** – If airspace is not Class A, B, C, or D, and is controlled airspace, then it is Class E airspace.
 - Class E airspace extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace.
 - Class E airspace contains federal airways, airspace beginning at either 700 or 1,200 feet above ground level (AGL) used to transition to and from the terminal or enroute environment, and enroute domestic and offshore airspace areas designated below 18,000 feet MSL.
 - Unless designated at a lower altitude, Class E airspace begins at 14,500 feet MSL over the United States, including that airspace overlying the waters within 12 NM of the coast of the 48 contiguous states and Alaska, up to but not including 18,000 feet MSL, and the airspace above FL 600.



Quickie Quiz

- What do you need to do to fly your airplane in the airspace listed below?
 - Class A?
 - Class B?
 - Class C?
 - Class D?



Philadelphia (PHL) Class B Airspace



Philadelphia (PHL) Class B Airspace



8:40 AM EDT

REC

00:00

+

-

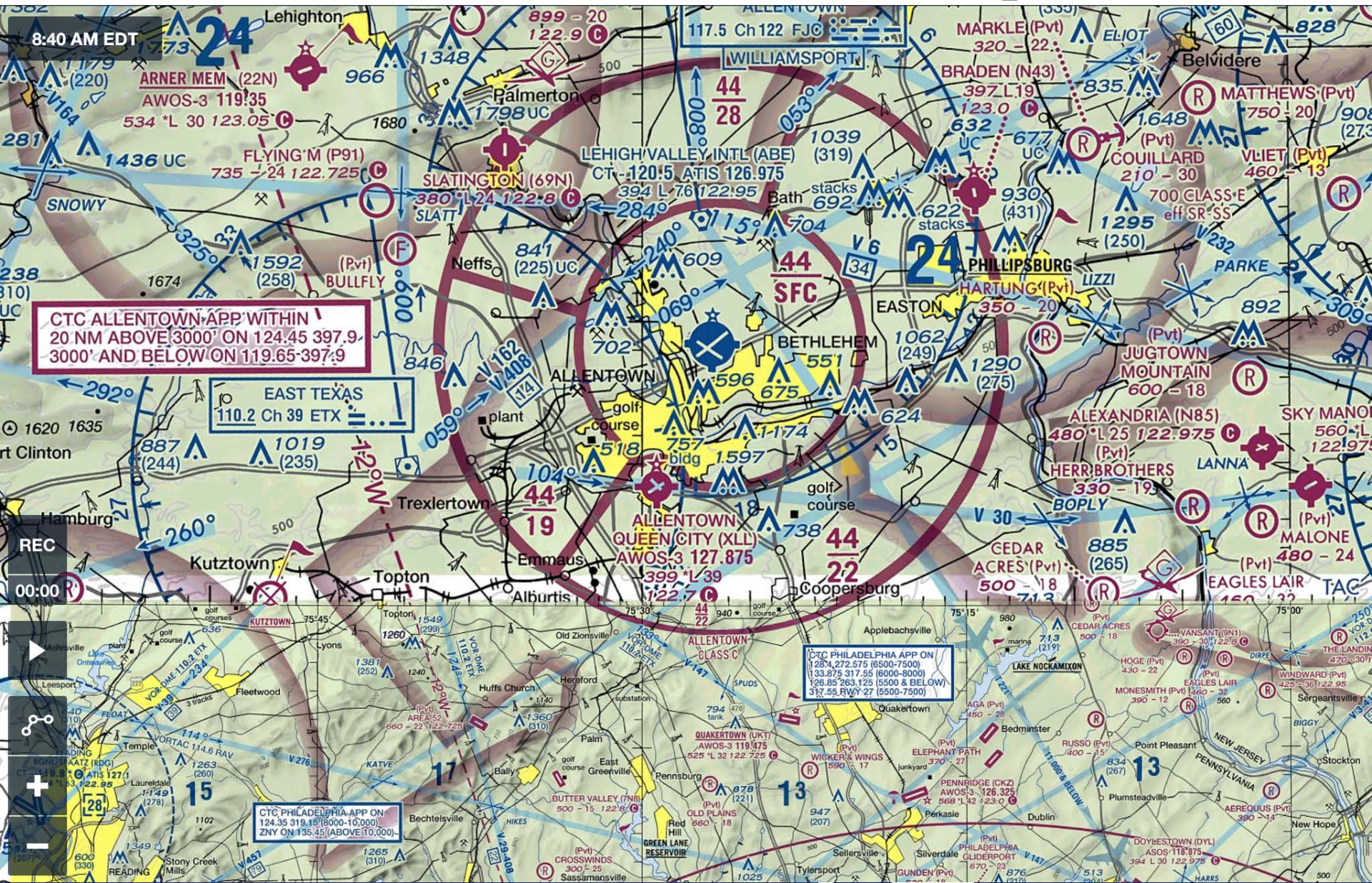
Class C Airspace

Allentown (ABE)

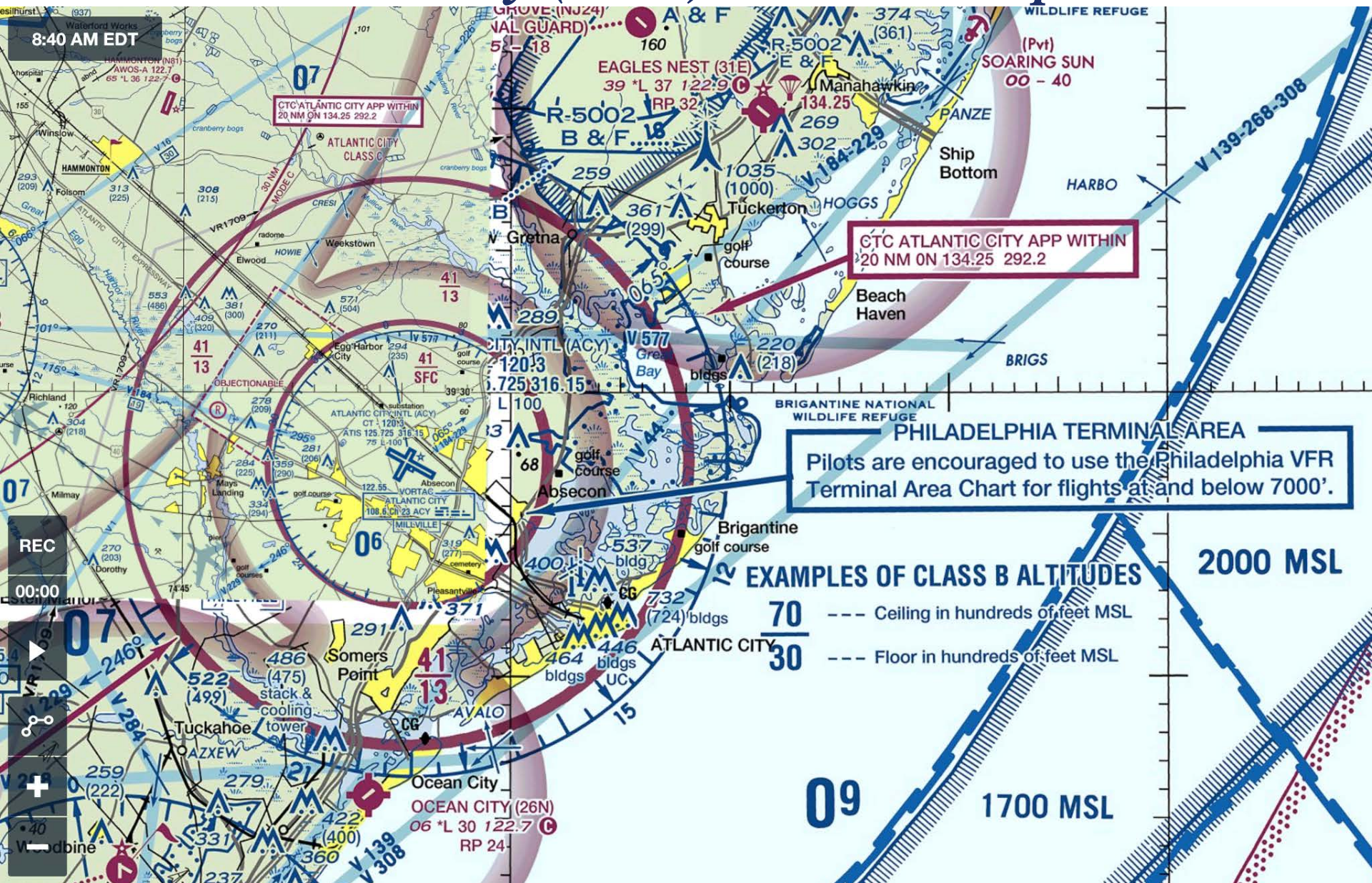
Atlantic City (ACY)



Allentown (ABE) Class C Airspace



Atlantic City (ACY) Class C Airspace



8:40 AM EDT

REC

00:00

40

Woodbine

CTC ATLANTIC CITY APP WITHIN 20 NM ON 134.25 292.2

CTC ATLANTIC CITY APP WITHIN 20 NM ON 134.25 292.2

PHILADELPHIA TERMINAL AREA
Pilots are encouraged to use the Philadelphia VFR Terminal Area Chart for flights at and below 7000'.

EXAMPLES OF CLASS B ALTITUDES

- 70 --- Ceiling in hundreds of feet MSL
- 30 --- Floor in hundreds of feet MSL

2000 MSL

09

1700 MSL



FAA Safety Team

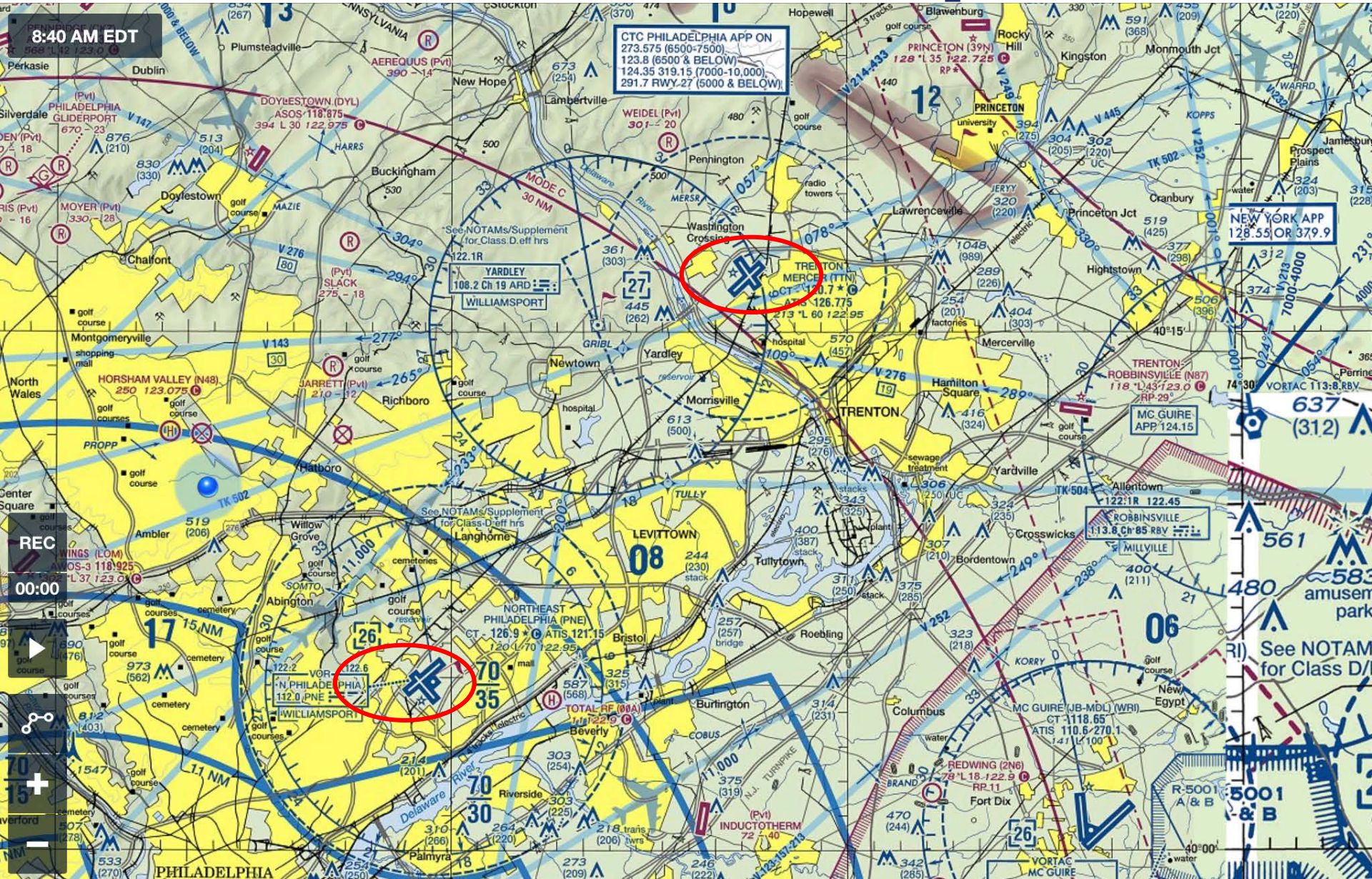
Class D Airspace

Philadelphia Northeast (PNE)

Trenton Mercer County (TTN)



PNE & TTN Class D Airspace



Proficiency and Peace of Mind

- Fly regularly with your CFI
- Practice to Perfection
- Document in WINGS



Thank you for attending

- You are vital members of our GA safety community

