

## SOURCES FOR INFORMATION ON CURRENT TFRs

AOPA's website: [www.aopa.org/whatsnew/notams.html](http://www.aopa.org/whatsnew/notams.html)

AOPA's Real-time Flight Planner: [www.aopa.org/flight\\_planner/](http://www.aopa.org/flight_planner/)

FAA <http://tfr.faa.gov/TFR/jsp/list.jsp>

BUREAU OF LAND MANAGEMENT <http://airspace.blm.gov>

FSS 1-800-WX-BRIEF

DUATS

## TRICKS AND TRAPS IN COPING WITH TFRs

### DO:

- ◆ Research and assess TFRs and other flight restrictions methodically and habitually.
- ◆ Make a last-minute call to FSS before takeoff to see if any TFRs have popped up.
- ◆ Check and print graphical Notams from AOPA, DUATS, FAA or BLM web sites.
- ◆ Use flight following when possible
- ◆ Print the results of your research and have them with you in the airplane

### DON'T:

- ◆ Count on ATC to keep you out of trouble.
- ◆ Skip a briefing, even for local flights
- ◆ Get lost in the garbage presented on DUATS.

If cited for a TFR violation file a NASA ASRS form immediately. Forms are available at <http://asrs.arc.nasa.gov/forms>

For additional advice contact AOPA Legal Services Plan 1-800-USA-AOPA or [www.aopa.org/legalservices](http://www.aopa.org/legalservices)

## THE ENFORCEMENT PROCESS

*Violation alleged to FAA  
FSDO Inspector Investigates*

*Violation Found*

*Violation not found  
Case closed*

*Inspector determines type of action to  
initiate based on guidelines*

*Recommends appropriate legal action*

### CIVIL PENALTY

- ◆ \$50,000 fine
- ◆ Applies only to flight crew and mechanics
- ◆ Can be negotiated and appealed

### CERTIFICATE ACTION

- ◆ Suspension through revocation
- ◆ Can be negotiated and appealed

### ADMINISTRATIVE ACTION

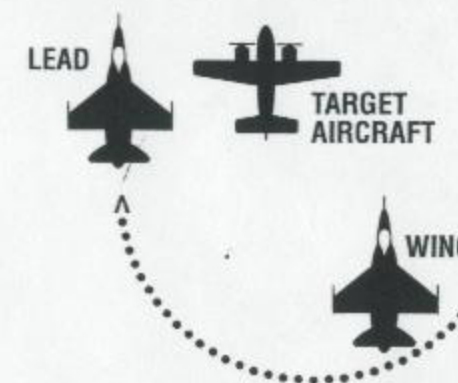
- ◆ Warning letter
- ◆ Letter of correction
- ◆ Remedial training

## BASIC INTERCEPT PROCEDURES IN RESPONSE TO A VIOLATION OF A TEMPORARY FLIGHT RESTRICTION (TFR)



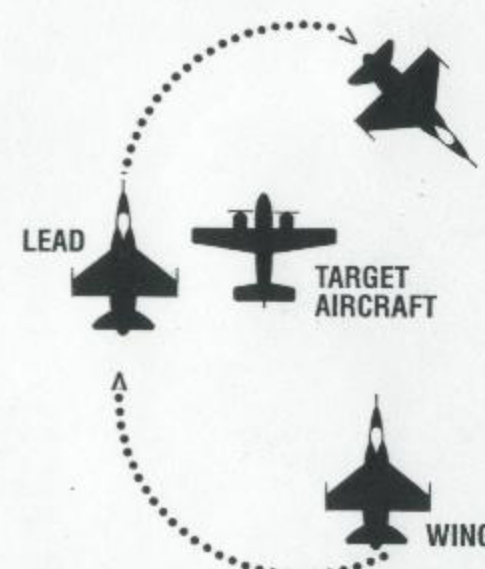
### PHASE 1: APPROACH

In two-ship formations, both will approach from the rear, with some vertical separation.



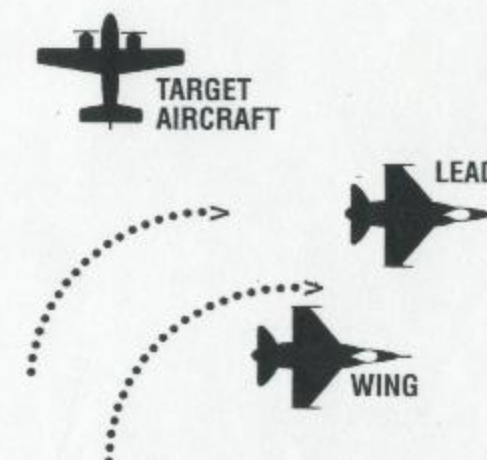
### PHASE 2: IDENTIFICATION

Lead or wing will move into target aircraft's field of view, usually on the left. Watch for signals.



### PHASE 2: ALTERNATE IDENTIFICATION

Lead or wing may circle a very slow aircraft, signaling when in the pilot's view.



### PHASE 3: POST INTERCEPT

After identification, lead will turn sharply away. Wing will remain clear and rejoin leader.

## INTERCEPTION SIGNALS

SIGNAL	MEANS	RESPONSE
<b>DAY:</b> Rocking wings <b>NIGHT:</b> Same with flashing nav lights	You've been intercepted follow me	Rock wings Tune 121.5 Mhz <b>NIGHT:</b> flash nav lights
<b>DAY or NIGHT:</b> Abrupt break-away from target aircraft	You may proceed	Rock wings
<b>DAY:</b> Circling airport overflying in direction of landing with gear down <b>NIGHT:</b> Same with landing lights on	Land here	Lower gear, follow intercepting aircraft