MAR-A-LAGO TFR PROCEDURES

PBI PLAYBOOK

Presented to: Pilots and Stakeholders
By: USSS and FAA
Date: November 20, 2019
• PBI Departure
• PBI Arrival
• BCT CAYSL Arrival
• BCT Departure

Traffic 12-26-2016
• PBI Departure
• PBI Arrival
• BCT CAYSL Arrival
• BCT Departure

Traffic 12-26-2017
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Chapter 1

The TFR
PILOT & STAKEHOLDER TFR NOTIFICATION PROCESS

Notification by FAA Security or USSS

- Unofficial — preliminary work behind scenes
- Official — Start contacts/coordination
  - TFR Alert Bulletin via SPANS
  - TFR NOTAM Official Notification
  - PBI Network email blast
  - PBI Outreach—Pilot briefings and phone notification to airports and private strips within or adjacent to TFR
  - FAA Safety Team – FAAST email blast
TFR KNOWNS

- TFR only in effect when POTUS is in residence at Mar-A-Lago
- Known TFR Center Point and Distance
- Defined TFR
  - 10 NM Inner Core
  - 10 – 30 NM Outer Core
  - SFC –17,999 MSL
- Primary TFR
- Secondary TFRs
TFR Inner Core

- 10 NM Radius SFC to 17,999

ALL AIRCRAFT OPERATIONS ARE **PROHIBITED** EXCEPT FOR:

- **MILITARY AIRCRAFT** DIRECTLY SUPPORTING USSS AND THE OFFICE OF THE PRESIDENT OF THE UNITED STATES.

- COORDINATED and APPROVED LAW ENFORCEMENT, AIR AMBULANCE AND FIREFIGHTING OPERATIONS MUST RECEIVE APPROVAL PRIOR TO ENTERING THIS AIRSPACE

- REGULARLY SCHEDULED **COMMERCIAL PASSENGER AND ALL-CARGO CARRIERS** OPERATING UNDER TSA-APPROVED STANDARD SECURITY PROGRAMS AND ARE ARRIVING INTO AND/OR DEPARTING FROM 14 CFR PART 139 AIRPORTS.
TFR Gateway Procedures

ARRIVAL

- Inbound gateway screening Orlando International Airport (MCO) and Ft Lauderdale (FLL)
- Pre-arrival screening from HPN, TEB, and IAD
- Aircraft must maintain radio contact with ATC and continuously squawk an ATC assigned discrete code. Intermediate stops while enroute are not authorized unless an emergency exists.

PBI DEPARTURE: 4 gateway locations (FBOs) at PBI for departures.

ALL

- TSA screening available **1300-2200 UTC (0800-1700 local)**.
- Aircraft operators must register with TSA for gateway screening no less than **24 hours** prior to their scheduled departure time. Reservations for screening may be made by calling TSA at **561-616-9650**.
- Once processed by TSA; TSA will broadcast aircraft identification, ATC squawk and intentions over DEN.
Gateway Process Reminders

- Provide Government-issued Identification for all passengers and crew
- No Firearms
- No Explosives
- No Combustible Materials
TFR GA Information

Gateway Airport & Other Programs

- USSS defined requirements in 49 CFR 1542
- Maryland 3 Airports – mandated by Congress
- DCA Only - DAASP (DC Access Standard Security Program)
- Leesburg – outer core edge = FCE or SUA

Permanent TFRs
Class B, C or D Airspace
Permanent Assets and knowns in place
TFR Inner Core Impacts

PBI
No US Customs POE (Ramp closes ETA -3 hrs)
No practice approaches
No Coastline traffic
No PBI bridge traffic (VFR)
Restricted departure headings for 10L/14
Restricted arrivals to 28R
No GA aircraft unless TSA Screened

BCT
CAVSL STAR—Vectored off
VOR/DME A—Vectors to final only
RNAV Rwy 23 Y—No transition over PBI/SOBPO
RNAV Rwy 23 Z—No transition over WEPOM
PERMT departures—Out TURPS

TRACON
V531/V3 overflight east operations
BLUFI STAR—non part 139 operators

PBI Helicopters Operations
Nexgen—PBI to JUNO
Chopper 5
Okeelanta (SUGAR)
SFWMD

LNA
No LNA Departures
Arrivals TSA Screened

Gwinn
Testing restricted
TFR Outer Ring

- 10 - 30 NM Radius SFC to 17,999
  - All aircraft operating within the outer ring(s) are limited to aircraft arriving or departing local airfields
  - Workload permitting, ATC may authorize transit operations.
  - Fly straight, level and predictable.
  - Aircraft may not loiter.
  - All aircraft must be on an active IFR or filed VFR flight plan with a discrete code assigned by an ATC facility. Aircraft must be squawking the discrete code prior to departure and at all times while in the TFR and must remain in two-way radio communications with ATC.
TFR PROHIBITIONS

THE FOLLOWING OPERATIONS ARE **NOT AUTHORIZED** WITHIN THIS TFR:

- FLIGHT TRAINING; PRACTICE INSTRUMENT APPROACHES
- AEROBATIC FLIGHT; GLIDER OPERATIONS
- PARACHUTE OPERATIONS; ULTRALIGHT; HANG GLIDING
- BALLOON OPERATIONS
- SIGHTSEEING OPERATIONS
- MAINTENANCE TEST FLIGHTS
- RADIO CONTROLLED MODEL AIRCRAFT OPERATIONS or MODEL ROCKETRY
- UNMANNED AIRCRAFT SYSTEMS (UAS)
- *BANNER TOWING OPERATIONS
- *AGRICULTURE/CROP DUSTING; ANIMAL POPULATION CONTROL FLIGHT
- *UTILITY AND PIPELINE SURVEY OPERATIONS
  - *Case by Case Basis
  - *TFR Local Flight Request
  - *Operational Transponder Required
# TFR Local Flight Request

**PBI TFR LOCAL FLIGHT REQUEST**

- **Date:** 
- **Time of Flight:** 
- **Company Name & Purpose of Flight:** 
- **Pilot Name:** 
- **Pilot Phone Number (to immediately terminate flight if required by USSS):** 
- **Call Sign:** 
- **Departure Airport or Location:** 
- **Route of Flight / Destination:** 
- **Flight Plan filed with FSS:** Yes [ ] No [ ]
- **Radio:** Yes [ ] No [ ]
- **Transponder Equipped (Including Agriculture Aircraft):** Yes [ ] No [ ]
- **Google Earth Map with Route Provided in this Request:** Yes [ ] No [ ]
- **Person Making Request- Contact Information:** 
  - **Phone:** 
  - **Email:** 

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**Submit Requests 24 Hours in Advance**

- Monday - Friday from 7:00 – 3:00 In advance via email to all of the following email addresses: 
  - Matthew.deak@faa.gov
  - Shane.T.Abern@faa.gov
  - Dana.R.Bunch@faa.gov
  - Ryan.warren@faa.gov

- Other requests should be made by: 
  - Fax this worksheet & Google Earth Map 
  - Fax (561) 275-1498 
  - Then call the TRACON Watch Supervisor 
  - Phone (561) 684-9047

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**COORDINATION:**

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<th>USSS</th>
<th>Date</th>
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**Squawk:** 
**Start Time:** 
**Terminate:**

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Revised 10/23/2018
Letter to Airmen
Transponder Requirement – All Aircraft

DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
Palm Beach Tower
3550 Belvedere Road
West Palm Beach, FL 33406

Issued: 10/07/2019 1853 (UTC) Palm Beach Tower
Effective: 11/01/2019 1200 (UTC)
Letter to Airmen: LTA-PBI-8

Subject: TFR Transponder Requirement Including Agriculture Aircraft
Cancellation: 10/31/2021 1200 (UTC)

In accordance with 14 CFR 91.141, Flight Restrictions in the Proximity of the Presidential and Other Parties, United States Secret Service (USSS) and FAA establish temporary Flight restrictions (TFR) via NOTAM requiring all aircraft operating within the designated TFR to squawk a discrete code prior to departure and at all times while in the TFR. USSS will no longer grant TFR waivers to allow aircraft operations within the TFR without operational transponders, all aircraft will be required to squawk a discrete code while in the TFR.

Mathew Deak
Air Traffic Manager, Palm Beach Tower
FXE and SUA Operations

- **IFR - Squawk & Talk Normal**
- **VFR**
  - FXE 2 NM Cutout to Outer Core
  - SUA 2 NM Cutout to Outer Core
  - Pattern aircraft stay outside TFR
  - Aircraft squawk Mode 3 as assigned in the pattern
TFR Over Trump National Golf Club Jupiter

Remains Active
Chapter 2

TFR PBI Departures
The Buffer

2.1 NM

1 NM Radius

1 NM No Fly Bubble
TFR PBI Departures

RWY 10L Departures issued radar vectors
TFR PBI Departures

10L Departure Headings

- Props H030
- Jets H050 - Primary
- Jets H070 - Alternate
- Jets H140
- Props H160
TFR BCT Departures

TFR Routes
BCT North/West/Northwest
Departures vectored northwest

Current

BCT PERMT

340

055

30.00 nm

10.00 nm
TFR PBI East Arrivals

RWY 10L/14 Arrivals

Go Around Missed Approach

H070

Go Around Missed Approach

H140

MAR LARGO

Google Earth
TFR PBI West Arrivals

Current RWY 28R Arrivals

Both ILS and SI RNAV finals adjacent to residence
PBI – Normal West Arrivals
Normal BCT CAYSL Arrivals
TFR Routes - West Arrivals
PBI RWY 32 – BCT RWY 23

SFC-4000

PBI BCT Flow

PBI

BCT

SFC-4000

PBI

PBI

PBI

PBI

BCT

BCT
TFR PBI West Arrivals
RWY 28R Offset Approaches

Restricted to Air Carrier/Cargo Only

RNAV (RNP) W RWY 28R
RNAV (GPS) X RWY 28R

Published May 25, 2017
BCT Volume Plan
PBI Arrivals may enter 10NM ring

BCT Arrivals must remain clear
Chapter 4

TFR Runway Use Plan
TFR Runway Use Plan

- Increased use of runway 10L
  - Tail wind up to 8 knots
  - Calm Wind Use

- West Operation
  - Primary: **RWY 32 All Arrivals &** RWY 28R Departures
  - IFR minimums:  
    - RWY 32 RNAV LPV (400-1)
    - RWY 32 RNAV LNAV (500 1½)
    - RWY 28R ILS (200-¾)
    - RWY 28R (GPS) X (600-1¼) *
    - RWY 28R (RNP) W (800-2½) *

* Restricted to aircraft which cannot accept RWY 32
# TFR Runway Use Plan

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<tr>
<th>PBI - TFR Rates</th>
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<th>Notes</th>
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**Notes**

- Black is TFR rates
- Blue is current rates

- **Runway Use Plan**
  - Arrive RWY 32
  - Depart RWY 28R
  - New config for PBI controllers/FLMs

- **RWY 32**
  - Primary arrival all aircraft - AC & GA
  - GA must arrive RWY 32 (USSS)
  - RNP only - no ILS
  - bad turn offs

- **RWY 28R**
  - No GA arrivals
  - ILS 28R emerg only - USSS APREQ
  - Off-set arrival path .85 nm north
  - X (RNP) - charted May 2017
  - Y (GPS) - charted May 2017
  - arrivals req increase space RWY 32

- **Airport Construction**