



**FEDERAL AVIATION ADMINISTRATION
EASTERN TERMINAL SERVICE AREA
AIR TRAFFIC DIVISION
JAMAICA, NEW YORK
AUGUST 9, 2004**



FLIGHT ADVISORY NATIONAL SPECIAL SECURITY EVENT

UNTIL ACTUAL TFR NOTAM IS ISSUED, RESTRICTIONS, DATES/TIMES, ETC ARE SUBJECT TO CHANGE

The Republican National Convention (RNC) will be held in New York City from August 30 thru September 3, 2004. Before and during the RNC, a number of dignitaries will arrive in the area for the RNC. Because the event has been designated a National Special Security Event, the United States Secret Service (USSS) is the lead agency in charge of security design, planning and implementation.

To ensure the airspace is secure during this event, airspace restrictions will be in place around New York City. The restrictions are designed to provide a safe and secure environment for the RNC, but also ensure fair and equitable access to all airspace users, to the greatest extent possible. The restrictions will allow commercial flight operations to continue and are designed to minimize the impact on private pilots.

Three Temporary Flight Restriction (TFR) areas are part of the RNC airspace security measures. The three areas include: **1)** a 7 Nautical Mile Radius (NMR) of 404501N/0735938W or the LGA VOR/DME 263006, **2)** the New York (NY) Class Bravo (B) Airspace 20 NM boundary from LaGuardia (LGA), Kennedy (JFK) and Newark (EWR) Airports, and **3)** the Morristown, NJ Airport (MMU) Ingress/Egress Procedures Area.

7 NMR TFR

Description: A 7 NMR of 404501N/0735938W OR the LGA VOR/DME 263006, up to but not including FL180, excluding a 2 NMR of 405055N/740344W or Teterboro VOR/DME, at and below 2000 feet MSL.

All aircraft operations are prohibited within the 7 NMR except for the following operations and as described below:

- Law enforcement and military aircraft in direct support of the USSS.
- Emergency medical flight operations coordinated in advance with the FAA Supervisor, at the New York TRACON, at (516) 683-2984.
- Regularly scheduled commercial passenger aircraft operating in compliance with their approved Transportation Security Administration (TSA) Aircraft Operator Standard Security Program (AOSSP) and cargo aircraft that meet or exceed the TSA'S Domestic Security Integration Program (DSIP) and are arriving into and/or are departing from 14 CFR PART 139 airports (LGA, EWR, and JFK).

- VFR helicopter operations arriving and departing the West 30th Street Heliport (JRA), 34th Street Heliport (6N5), and Port Authority-Downtown-Manhattan/Wall Street Heliport (JRB) that have been security screened at a Gateway Airport, between the hours of 1100 UTC until 2300 UTC (0700 Local-1900 Local). Overflights of Manhattan are not permitted.
- Only VFR/IFR arrivals and departures will be permitted at Teterboro Airport (TEB).
- Other aircraft operations approved by the United States Secret Service (USSS) will be permitted.
- All aircraft shall squawk a discrete transponder code assigned by ATC. All aircraft shall squawk the discrete transponder code prior to departure and at all times within the TFR. In the event of a transponder failure, the pilot shall advise ATC and ATC will provide the most direct course to outside the lateral limits of the TFR.
- All aircraft must remain in two-way radio communications with ATC.

NY Class B TFR

Description: The NY Class B TFR is designated as the area between the 7NMR and the NY Class B LGA 20 NM, JFK 20 NM, and EWR 20 NM boundaries from the surface, up to but not including FL180. The airspace within a 3 NMR of 404400N/732330W or DPK VOR/DME 241005 at and below 2000 Feet MSL and within a 3 NMR of 410500N/734125W or CMKVOR/DME 215013 at and below 2000 Feet MSL, is excluded for arrival and departures only to/from Farmingdale Republic, NY (FRG) and Westchester County, NY (HPN) Airports.

Procedures for aircraft operating within the NY Class B TFR:

1. Fixed wing aircraft shall be on an active IFR or VFR flight plan filed with an AFSS.
2. All aircraft shall squawk a discrete transponder code assigned by ATC. All aircraft shall squawk the discrete transponder code prior to departure and at all times within the TFR. In the event of a transponder failure, the pilot shall advise ATC and ATC will provide the most direct course to outside the lateral limits of the TFR.
3. All aircraft must remain in two-way radio communications with ATC.
4. Fixed wing operations are limited to aircraft arriving or departing local airfields and ATC may authorize transit operations that have been pre-approved by the USSS. Aircraft may not loiter.
5. Helicopter operations are permitted to land and depart local airfields and transit the airspace from 7 NMR to the Class B 20 NM boundary provided pilots comply with Part B., 2. and 3. above. Helicopters may not loiter.
6. Emergency medical flight operations coordinated in advance with the FAA Supervisor, at the New York TRACON, at (516) 683-2984.

Other Unauthorized Operations: The following aeronautical operations are not authorized within the New York Class B Airspace LGA 20 NM, JFK 20 NM, and EWR 20 NM boundaries, up to but not including FL 180: flight training, practice instrument approaches, aerobatic flight, glider operations, parachute operations, ultralight, hang gliding, balloon operations, agriculture/crop dusting, fish spotters, animal population control flight operations, banner towing operations, utility line/pipeline inspection flights, Part 101 operations, model aircraft operations, model rocketry, remotely operated aircraft, unmanned aerial vehicles and commercial cargo carrier operations that fail to meet or exceed the TSA'S Domestic Security Inspection Program Standards.

MMU Ingress/Egress Procedures Area

Description: The MMU Ingress/Egress Procedures Area is defined as follows: That airspace at and below the ceiling of the MMU Class Delta (D) airspace (at and below 2700 feet MSL) as depicted on the VFR Terminal Area Chart, New York.

Additionally, the ingress/egress procedures area extends to the northwest of MMU and is defined as follows: that airspace below the floor of the New York Class B Airspace (below 3000 feet MSL) bounded on the north by a line 2 nautical miles north of Highway Route 10 and bounded on the south by a line 4 nautical miles south of Highway Route 10. The MMU ingress/egress procedures area abuts the MMU Class Delta airspace to the east and continues west to the New York Class B 20 nautical mile arc. The following coordinates further define the MMU Ingress/Egress procedures area: beginning at 405210N/742045W, to 405430N/743010W, to 404900N/743445W, to 404730N/743010W, to the point of beginning.

Pilots arriving/departing within the MMU Ingress/Egress Procedures Area must comply with the following procedures:

- a. Operations are strictly limited to aircraft arriving to or departing from MMU and only apply during timeframes when the MMU Air Traffic Control Tower is open, from 1100 UTC until 0230 UTC (0700 Local-2230 Local). During the timeframes when the MMU Air Traffic Control Tower is closed, from 0231 UTC until 1059 UTC (2231 Local-0659 Local), pilots must comply with all of the requirements of the NY Class B TFR including the requirement to file a VFR/IFR flight plan.
- b. Transit operations are not authorized. Aircraft may not loiter.
- c. Pilots arriving/departing MMU shall receive and continuously transmit an ATC assigned beacon code prior to entering the MMU Ingress/Egress Procedures Area.
- d. Aircraft arriving/departing MMU shall enter and exit the MMU Ingress/Egress Procedures Area, to/from the northwest via the Class B 20 Nautical Mile arc (between coordinates 404900N/743445W to 405430N/743010W). Pilots unable to comply with this routing must comply with all of the requirements of the NY Class B TFR, including the requirement to file a VFR/IFR flight plan.
- e. Pilots arriving/departing within the MMU Ingress/Egress Procedures Area must establish two-way radio communications with MMU Air Traffic Control Tower on frequency 118.1 or 353.9, and remain in two-way radio communications with MMU Air Traffic Control Tower at all times.
- f. Flight training, practice instrument approaches, aerobatic flight, glider operations, parachute operations, ultralight, hang gliding, balloon operations, agricultural crop

dusting, animal population control flight operations, banner towing operations, Part 101 operations, model aircraft operations, model rocketry, remotely operated aircraft, unmanned aerial vehicles and any other operation that is not an arrival or departure to/from MMU are not authorized.

Manhattan Heliport Procedures: JRA, 6N5 and JRB will be permitted to remain operational from 0700 to 1900 Local, from Monday, August 30, 2004 to Wednesday, September 1, 2004. No operations are authorized from 0700 Thursday, September 2, 2004 until 0659 Local Friday, September 3, 2004. VFR helicopters that intend to operate at these locations are required to abide by the following procedures:

- All helicopters intending to land at JRA, 6N5 and JRB must first land at one of two established "Gateway" airports. The Gateway airports are MMU and FRG.
- At the Gateway Airport, it can be expected that the appropriate law enforcement personnel will search each aircraft and screen each passenger.
- Once the screening is completed, the helicopter will be permitted to depart and will be assigned a predetermined route and discrete beacon code.
- Two-way communications must be maintained with ATC at all times while airborne.
- Helicopters arriving and departing JRA, 6N5 and JRB will not be permitted to make intermediate stops prior to landing in Manhattan, unless an emergency exists.
- Helicopters departing from JRA, 6N5 and JRB, can expect to have their occupants screened as well.
- Once a helicopter departs the lateral limits of the 7 NMR TFR that aircraft cannot re-enter the 7 NMR TFR until the aircraft is re-screened at a Gateway airport.
- Overflights of Manhattan are not permitted.

General: Pre-assigned beacon codes issued by the New York TRACON, are suspended within a 7 NMR of 404501N/0735938W or the LGA VOR/DME 263006, up to but not including FL180, for the duration of these TFRs, except for law enforcement and military aircraft directly supporting the United States Secret Service (USSS).

It is important that Notices to Airmen (NOTAMs) are reviewed frequently throughout this event, as they are subject to change. The TFRs and procedures will be modified or cancelled as security requirements change. It is the responsibility of each pilot to be aware of all current NOTAMs and this advisory does not relieve pilots of this responsibility. Pilots are required to contact an FAA Automated Flight Service Station prior to flight to check for all current NOTAMS.

Failure to comply with any of the above requirements will trigger a response by the military/law enforcement.

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