

MAR-A-LAGO POTUS TFR

USER & STAKEHOLDER BRIEFING

By: PBI Air Traffic Control

Date: January 19, 2017

Pilot / Stakeholder Briefing - Mar-a-Lago TFR Procedures
January 19, 2017

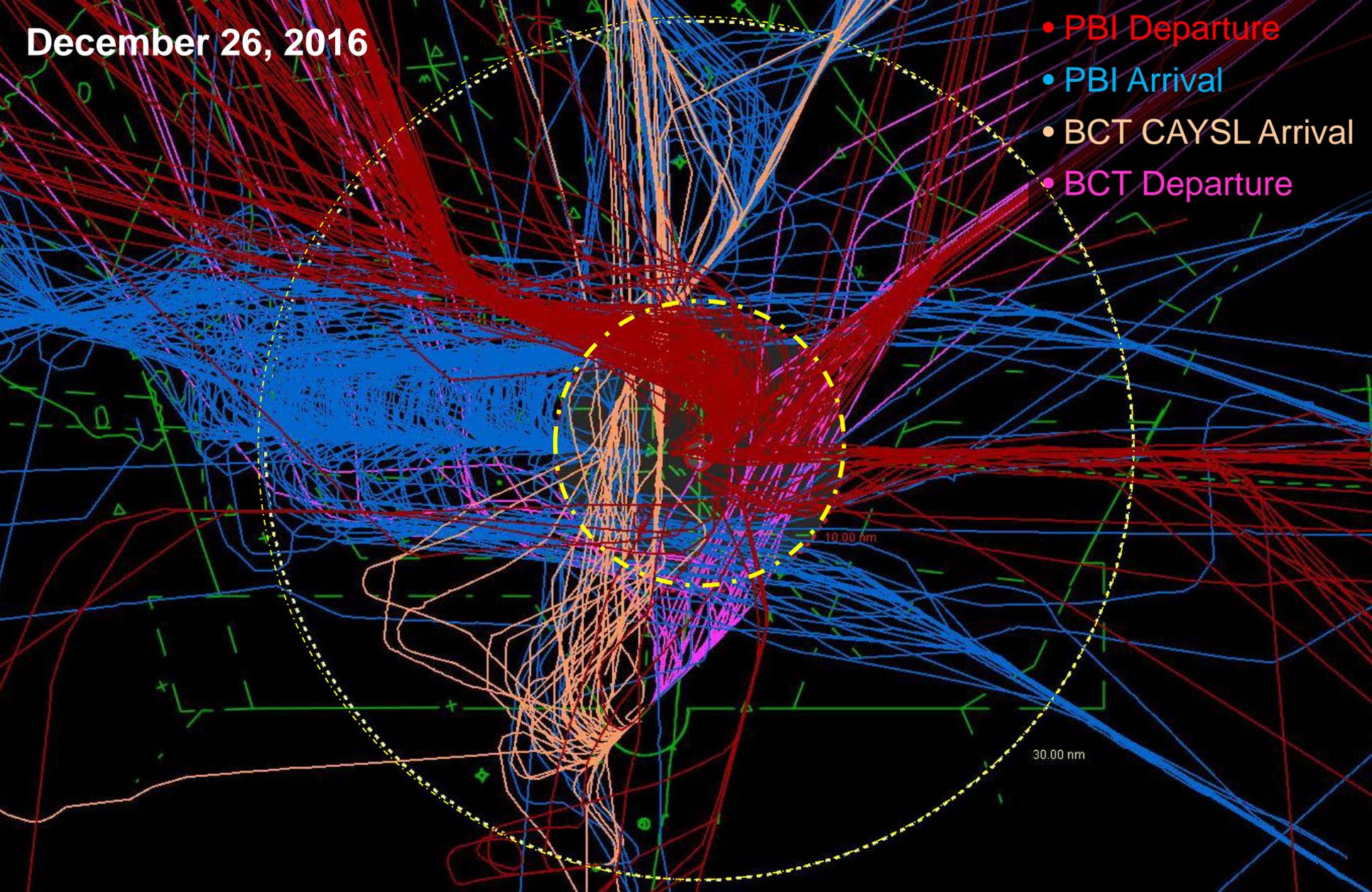


Federal Aviation
Administration



December 26, 2016

- PBI Departure
- PBI Arrival
- BCT CAYSL Arrival
- BCT Departure

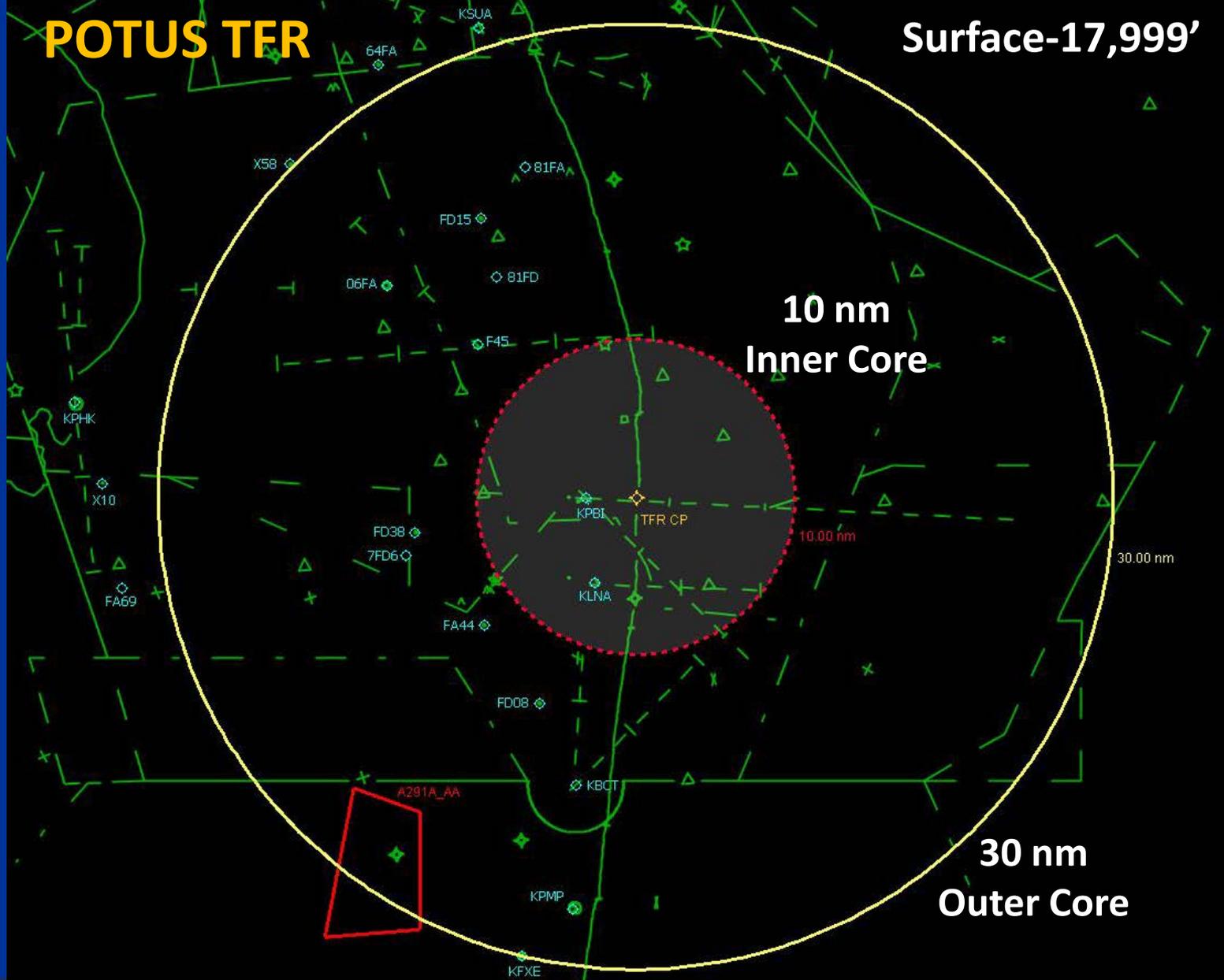


PBIA & Mar-a-Lago



POTUS TFR

Surface-17,999'



POTUS TFR Background

- Nov 17 **USSS defined TFR requirements** for the POTUS Mission at the Mar-a-Lago residence located 2.14 nm from PBIA
- Jan 5 USSS, TSA, PBIA DOA and FAA meet review the following procedures for meeting those requirements
- Jan 18 Follow Up Meeting for procedure & coordination development
- Jan 19 Pilot, user & stakeholder briefing scheduled
- Jan 20 POTUS TFR active only when POTUS in residence



TFR PROHIBITIONS

OPERATIONS *NOT AUTHORIZED*

- ❖ FLIGHT TRAINING
- ❖ PRACTICE INSTRUMENT APPROACHES
- ❖ AEROBATIC FLIGHT, GLIDER OPERATIONS, SEAPLANE OPERATIONS
- ❖ PARACHUTE OPERATIONS, ULTRALIGHT, HANG GLIDING
- ❖ BALLOON OPERATIONS
- ❖ BANNER TOWING OPERATIONS
- ❖ SIGHTSEEING OPERATIONS
- ❖ MAINTENANCE TEST FLIGHTS
- ❖ RC MODEL AIRCRAFT or MODEL ROCKETS
- ❖ UNMANNED AIRCRAFT SYSTEMS (UAS)
- ❖ * AGRICULTURE/CROP DUSTING, ANIMAL POPULATION CONTROL FLIGHTS
- ❖ * UTILITY AND PIPELINE SURVEY OPERATIONS



TFR Inner Core

10 nm Radius / Surface to 17,999'

ALL OPERATIONS ARE PROHIBITED

EXCEPT

- ❖ POTUS AIRCRAFT
- ❖ MILITARY AIRCRAFT SUPPORTING USSS
- ❖ APPROVED LAW ENFORCEMENT, AIR AMBULANCE & FIREFIGHTING OPS
- ❖ SCHEDULED COMMERCIAL & CARGO AIRCRAFT UNDER TSA STANDARD SECURITY PROGRAMS AND ARRIVE/DEPART PART 139 AIRPORTS
- ❖ GENERAL AVIATION AIRCRAFT USE “GATEWAY AIRPORT PROCEDURES”



TFR Gateway Procedures

Arrival Gateway Airports

Orlando International Airport (MCO)

Ft. Lauderdale International Airport (FLL)

Point of Departure > HPN, TEB and IAD (test program)

Departure (PBI) Gateway Screening

Available at Signature, Jet Aviation and NetJet FBOs

Atlantic Aviation restricted for AF1 parking (will be reviewed after 2 visits)

- Register with TSA to gateway screen 24 hrs before departing (phone # in NOTAM)
- Gateway screening by TSA daily from 0800-1700L
- Aircraft must maintain radio contact with ATC
- Continuously squawk ATC assigned discrete code
- No intermediate stops unless an emergency
- Once processed by TSA aircraft continuously monitored for compliance



Limited Operations not authorized **but may be considered**

- ❖ Local mission aircraft that cannot conduct point to point operations
 - FPL, Power Line, Pipe Line, Water Management
 - Sugar Field and Agriculture/Crop
- ❖ USSS, TSA and FAA Security review on “Case by Case basis and Real Time”
- ❖ Request 24-48 hours in advance
 - Contact PBI TRACON (561) 684-9047
 - Information will include date, time, mission intent, route on Google map, contact number to terminate
 - Flights must be scripted and predictable
 - Approvals subject to delay or change based on POTUS movements
- ❖ Gateway Procedures and TSA screening will always be required



TFR Inner Core Impacts

Palm Beach International Airport

No practice approaches

No coastline traffic

Departure headings RWY 10L/10R/14 to avoid buffer zone

All GA arrivals must use RWY 32

Arrivals using RWY 28R on modified flight path

All GA aircraft arriving/departing must use Gateway Procedures

Lantana Airport

No operations except arrivals from Gateway Airports

Options being reviewed to potentially allow limited operations

Gwinn Airport (UTX)

Flight testing restricted



TFR Outer Ring

10 - 30 NM Radius

SFC to 17,999

- ❖ Outer ring limited to arriving or departing local airports
- ❖ Overflights may be approved based on ATC workload and conditions
- ❖ Aircraft may not loiter, must fly point to point and
 - Must have an active flight plan - IFR or VFR
 - Squawking with the assigned discrete code prior to departure
 - Always remain in radio contact with ATC



PBIA Runway Use Plan

East

Depart RWY 10L/10R/14 with headings to avoid buffer zone

Arrive No change

West

Depart RWY 28R/28L

Arrive No overflight of buffer zone

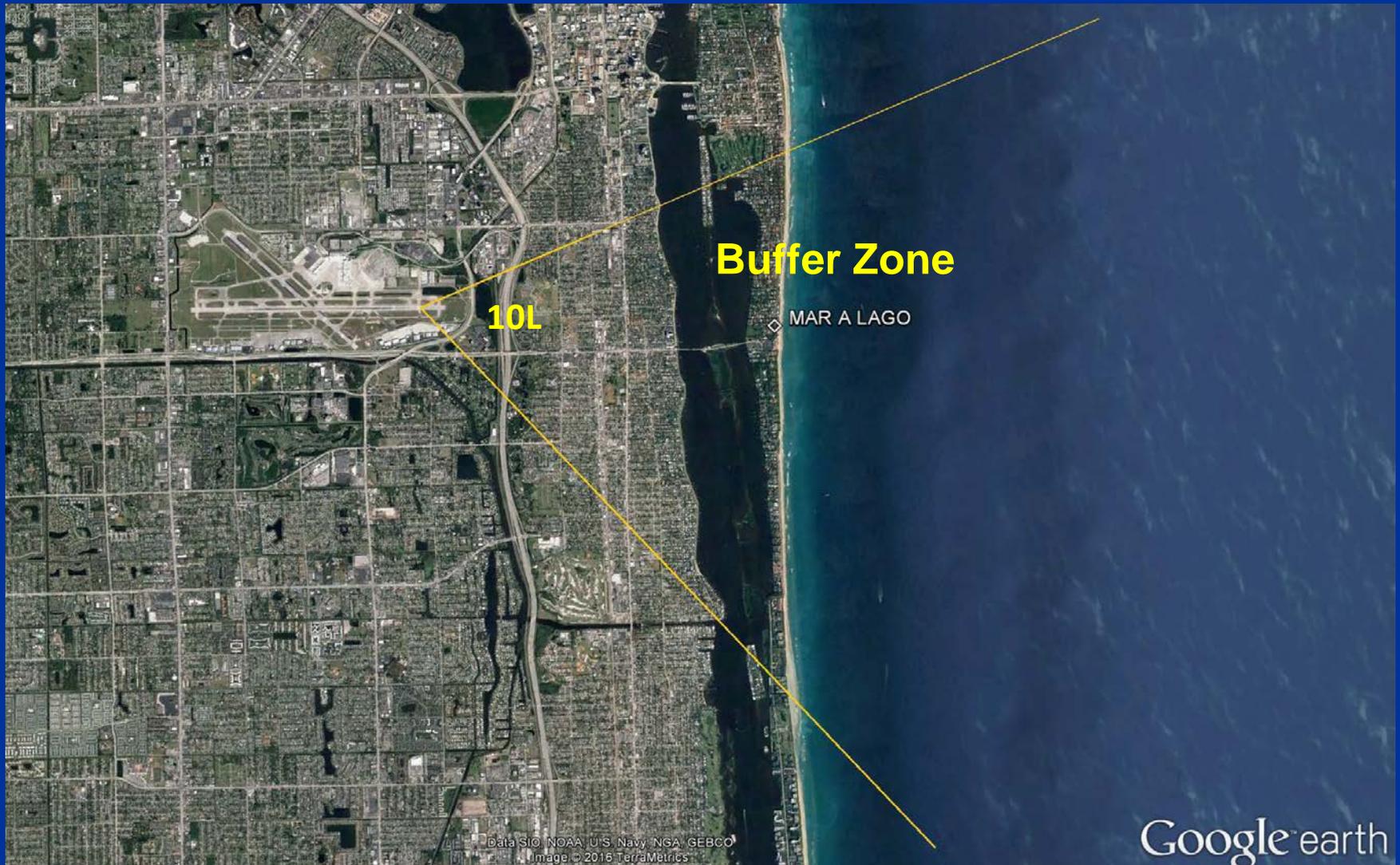
GA aircraft must use RWY 32, cannot use RWY 28R

Air carriers expect RWY 32 (6,517' available)

RWY 28R modified arrival & avoid buffer zone

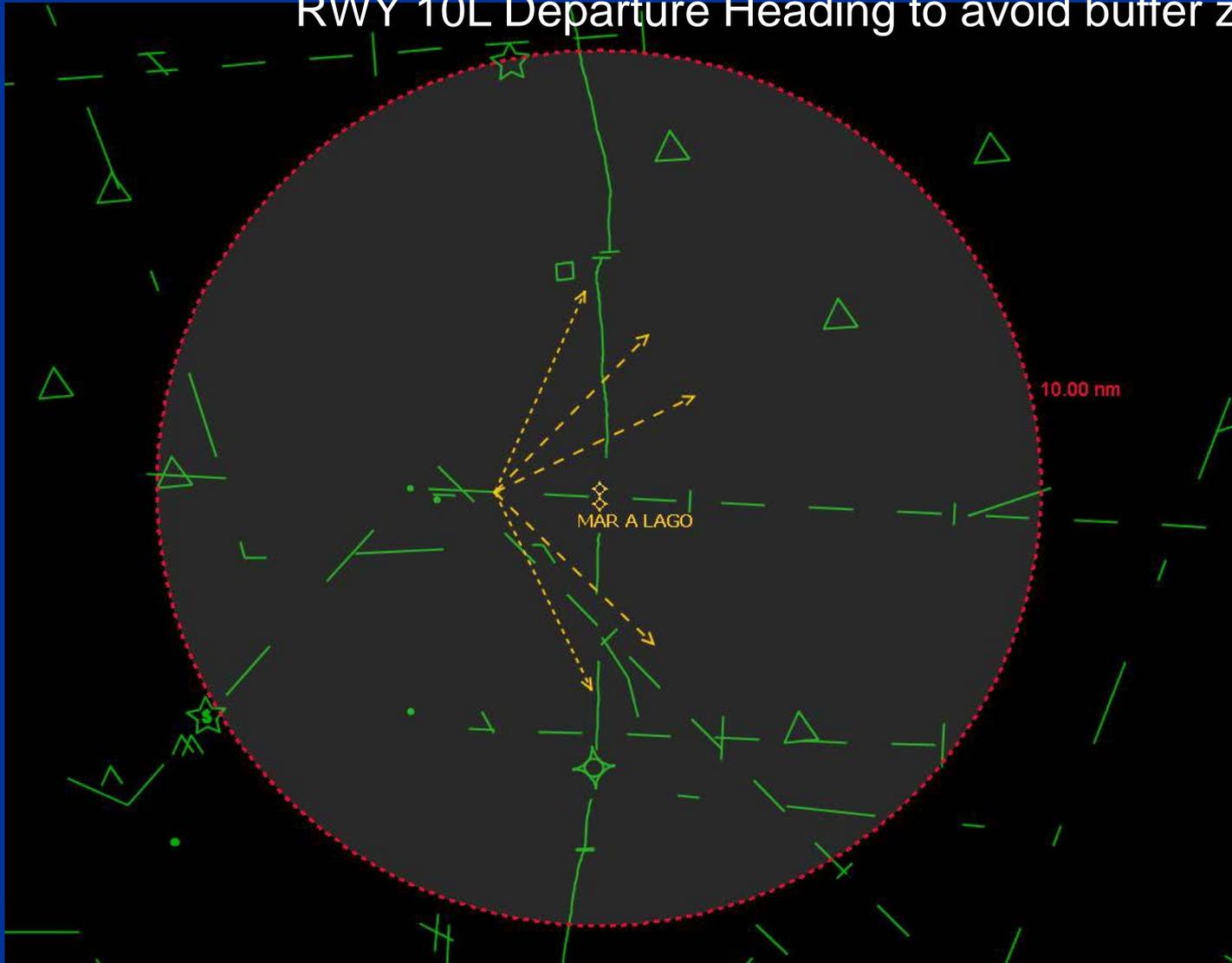


PBI Departure Heading Avoid Buffer Zone



TFR PBI Departures

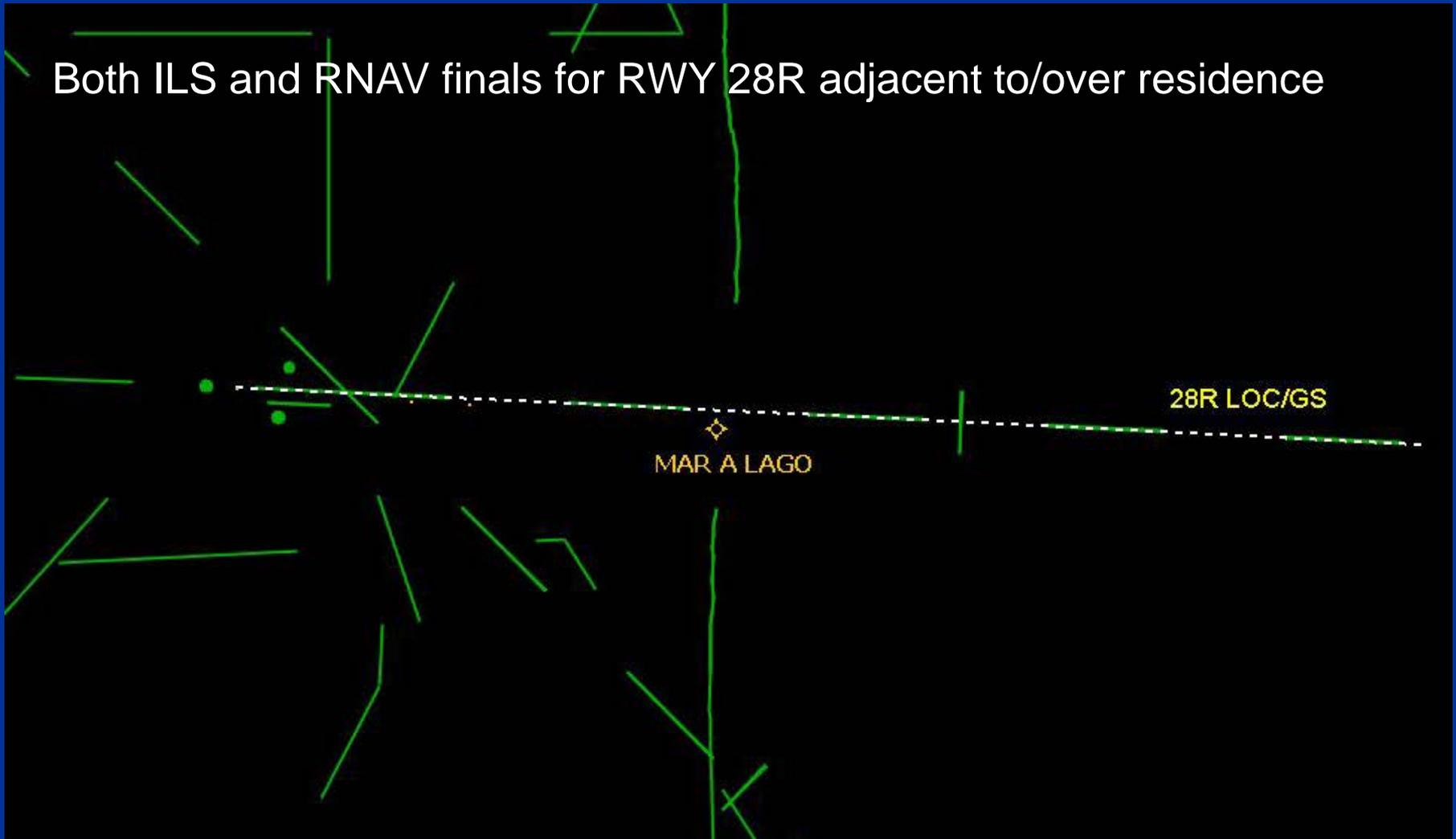
RWY 10L Departure Heading to avoid buffer zone



TFR PBI Arrivals

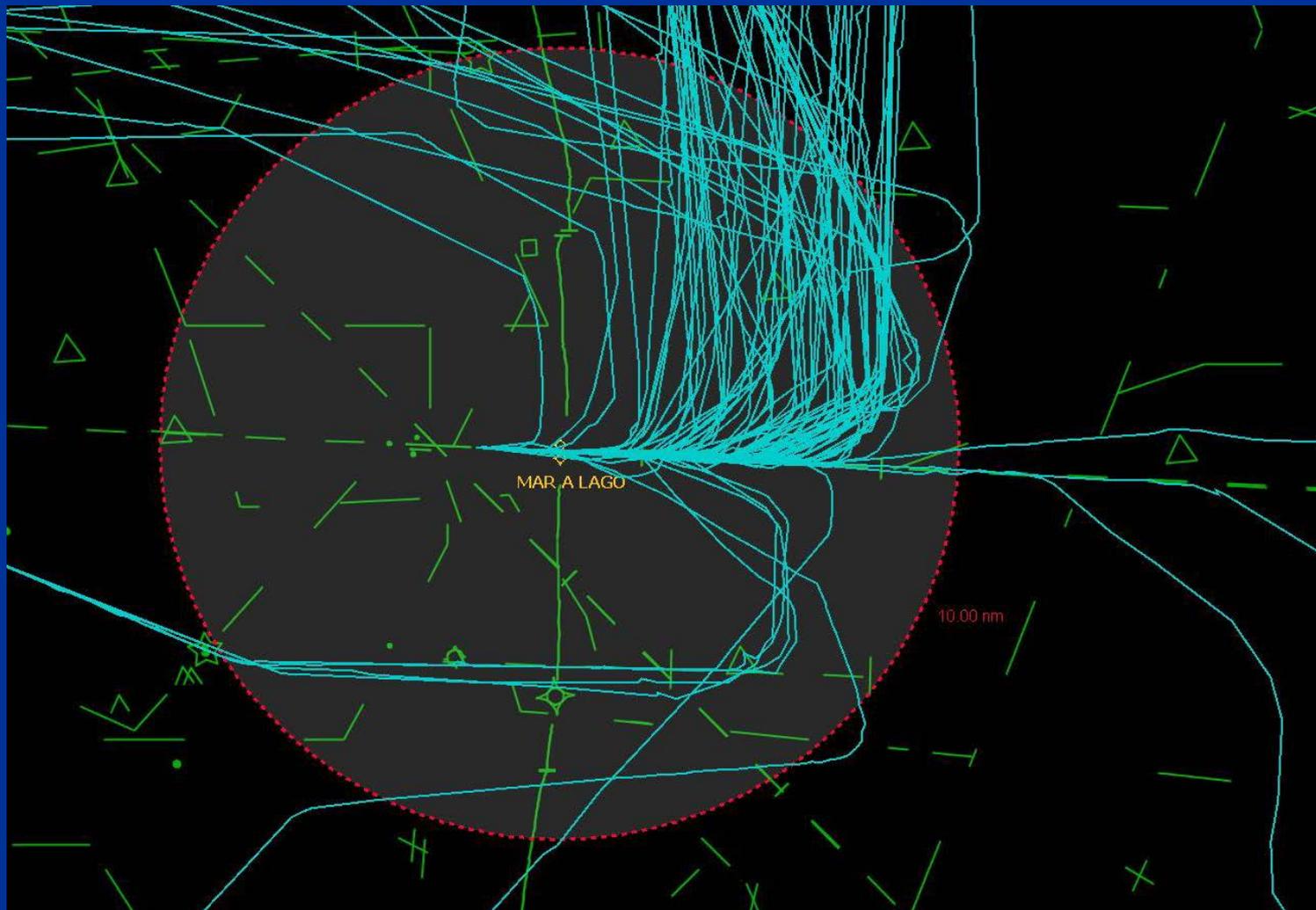
RWY 28R Arrivals

Both ILS and RNAV finals for RWY 28R adjacent to/over residence



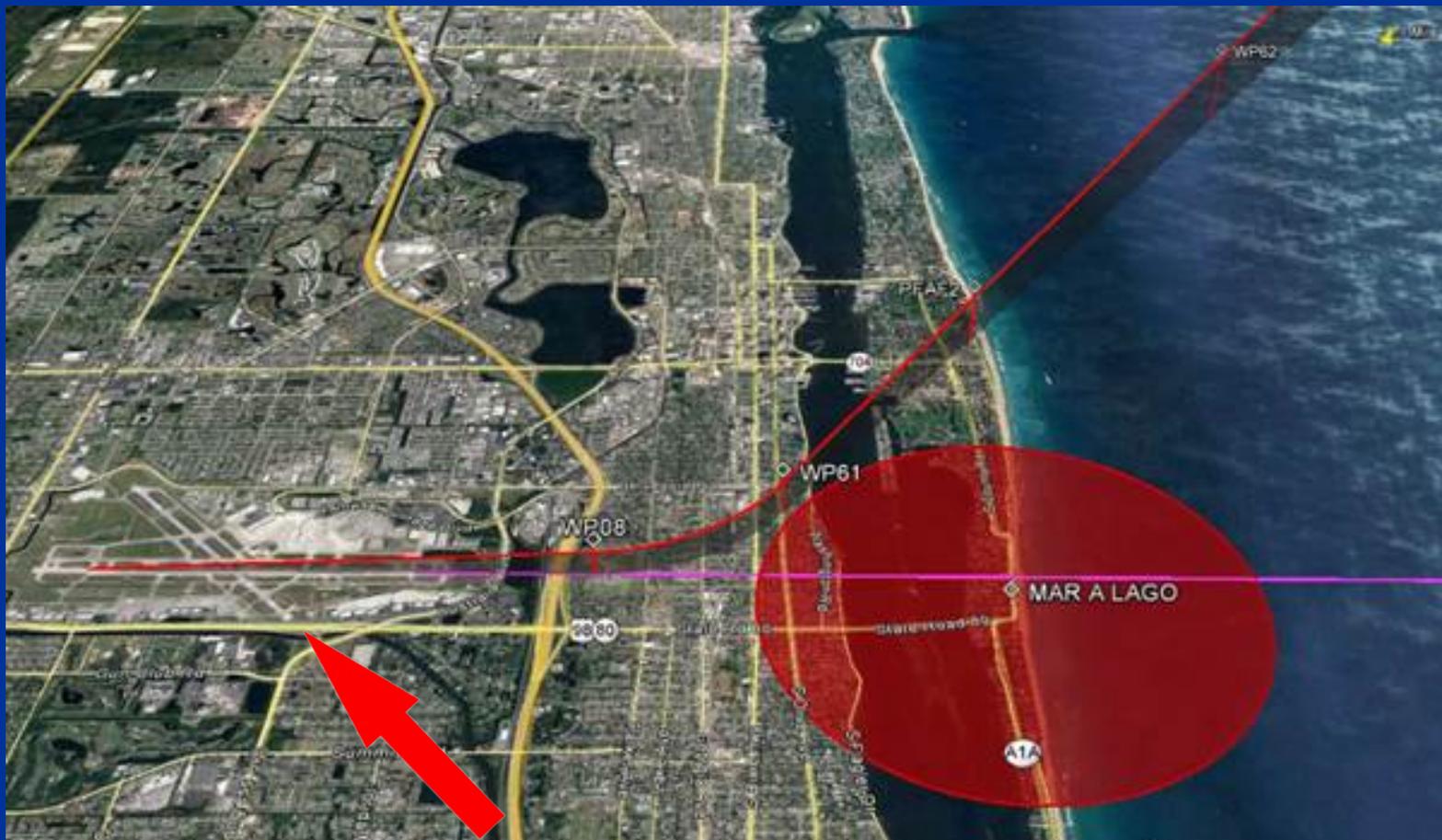
TFR PBI Arrivals

RWY 28R 12/22/2016



Arrive RWY 32 & RWY 28R VRNP Modified Approach

RWY 28 VRNP development by FAA & Southwest Airlines



East Airport Capacity – No Change

PBI - TFR Rates		EAST			Notes	
	Runway	AAR	ADR	Total		
VMC	Arrivals - Max				60	No change in East rates from normal operations
	10L	38	20			
	14	2				
	Mixed - Arrivals & Departures				60	
	10L	30	28			
	14	2				
	Departures - Max				64	
	10L	24	38			
	14	2				
MVMC	Arrivals - Max				56	All departure headings change Verify w/USSS > GA use RWY 10R PBI typically 75% East
	10L	34	20			
	14	2				
	Mixed - Arrivals & Departures				58	
	10L	28	28			
	14	2				
	Departures - Max				60	
	10L	22	36			
	14	2				
IMC	Arrivals - Max				48	
	10L	28	20			
	14					
	Mixed - Arrivals & Departures				52	
	10L	24	28			
	14					
	Departures - Max				56	
	10L	22	34			
	14					



West Airport Capacity – VMC Mixed <12%

WEST					Notes	
VMC	Arrivals - Max				50/62	Black is TFR rates Blue is current rates
	28R	4/24	20/24			
	32	26/4				
	Mixed - Arrivals & Departures				56/64	Runway Use Plan
	28R	4/28	28/32			
	32	24/4				
	Departures - Max				58/70	Arrive RWY 32 Depart RWY 28R New config for PBI controllers/FLMs Sequencing to 32 at PBI and 23 at BCT will be independent operations performed by 1 controller
	28R	4/24	34/42			
	32	20/4				
	MVMC	Arrivals - Max				50/60
28R		4/32	20/24			
32		26/4				
Mixed - Arrivals & Departures				56/60	Primary arrival all aircraft No ILS - RNP only	
28R		4/28	28/28			
32		24/4				
Departures - Max				60/68	GA must use (USSS) bad turn offs	
28R		4/24	34/40			
32		22/4				
IMC		Arrivals - Max				50/52
	28R	4/32	20/20			
	32	26/0				
	Mixed - Arrivals & Departures				56/56	Off-set arrival path VRNP - charted visual IRNP - est. 7 month to pub
	28R	4/28	28/28			
	32	24/0				
	Departures - Max				60/60	ILS 28R emerg only - USSS APREQ arrivals req increase space RWY 32 No GA arrivals
	28R	4/24	34/36			
	32	22/0				
						Airport Construction
					TWY C - in progress east side	
					TWY A - in progress west side	



This is Step #1 for 4 or 8 years

All processes will be reviewed and refined, if able,
with TFR experience & data

Safety, POTUS mission and community impacts
are priorities

Questions or Comments?

