

# 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

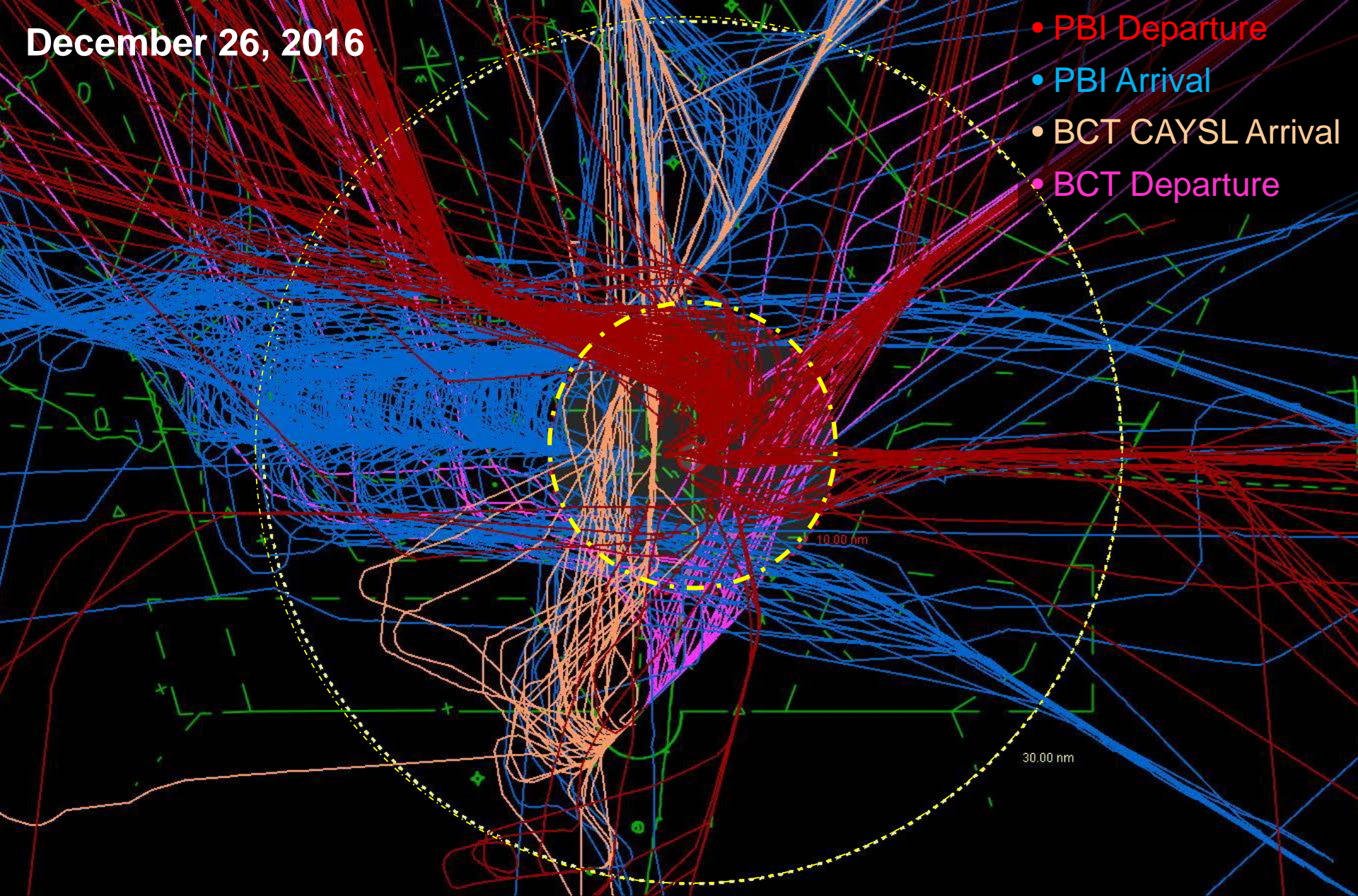


Federal Aviation  
Administration



December 26, 2016

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

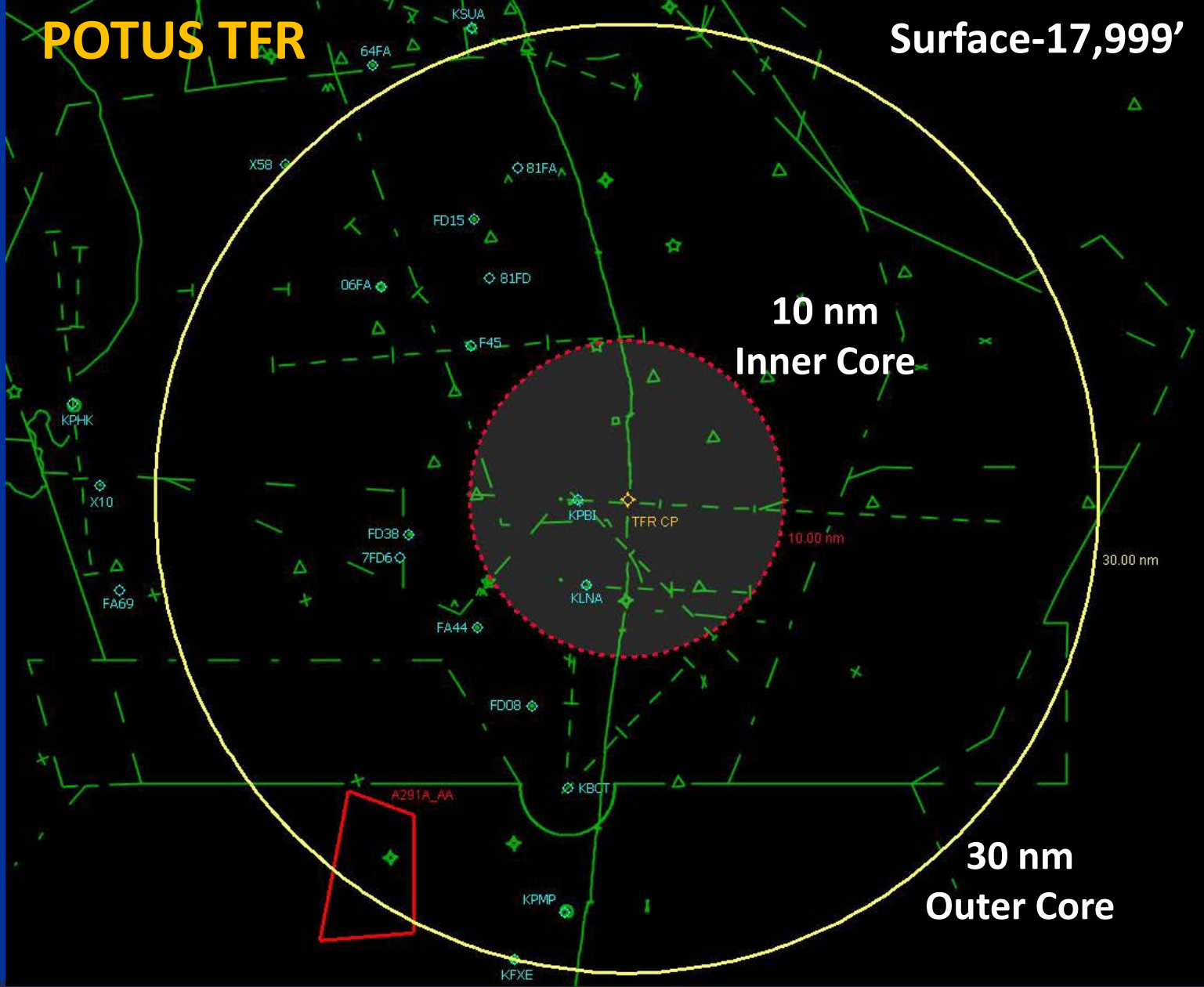


# PBIA & Mar-a-Lago



# 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

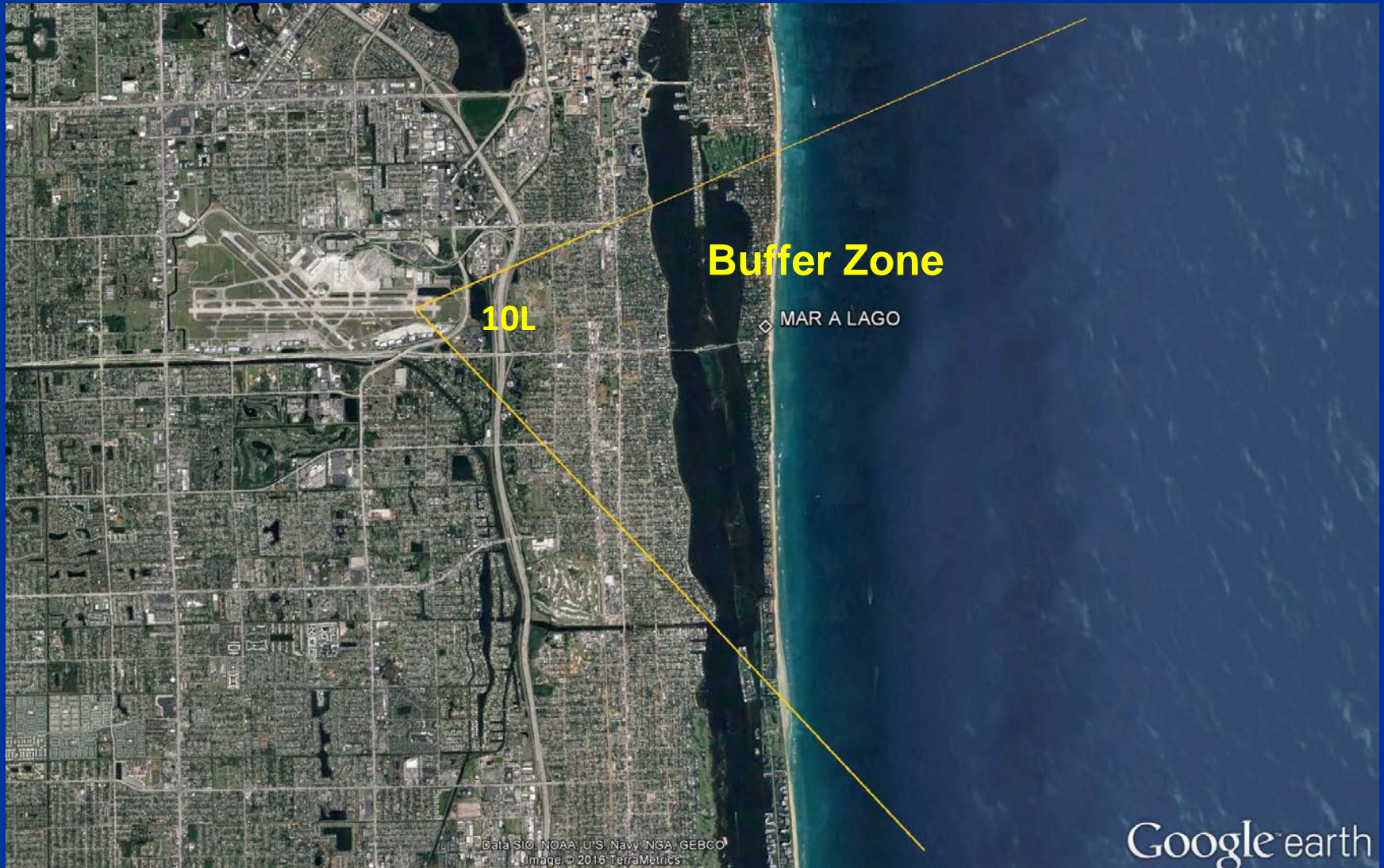
GA aircraft must use RWY 32, cannot use RWY 28R

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

RWY 28R modified arrival & avoid buffer zone

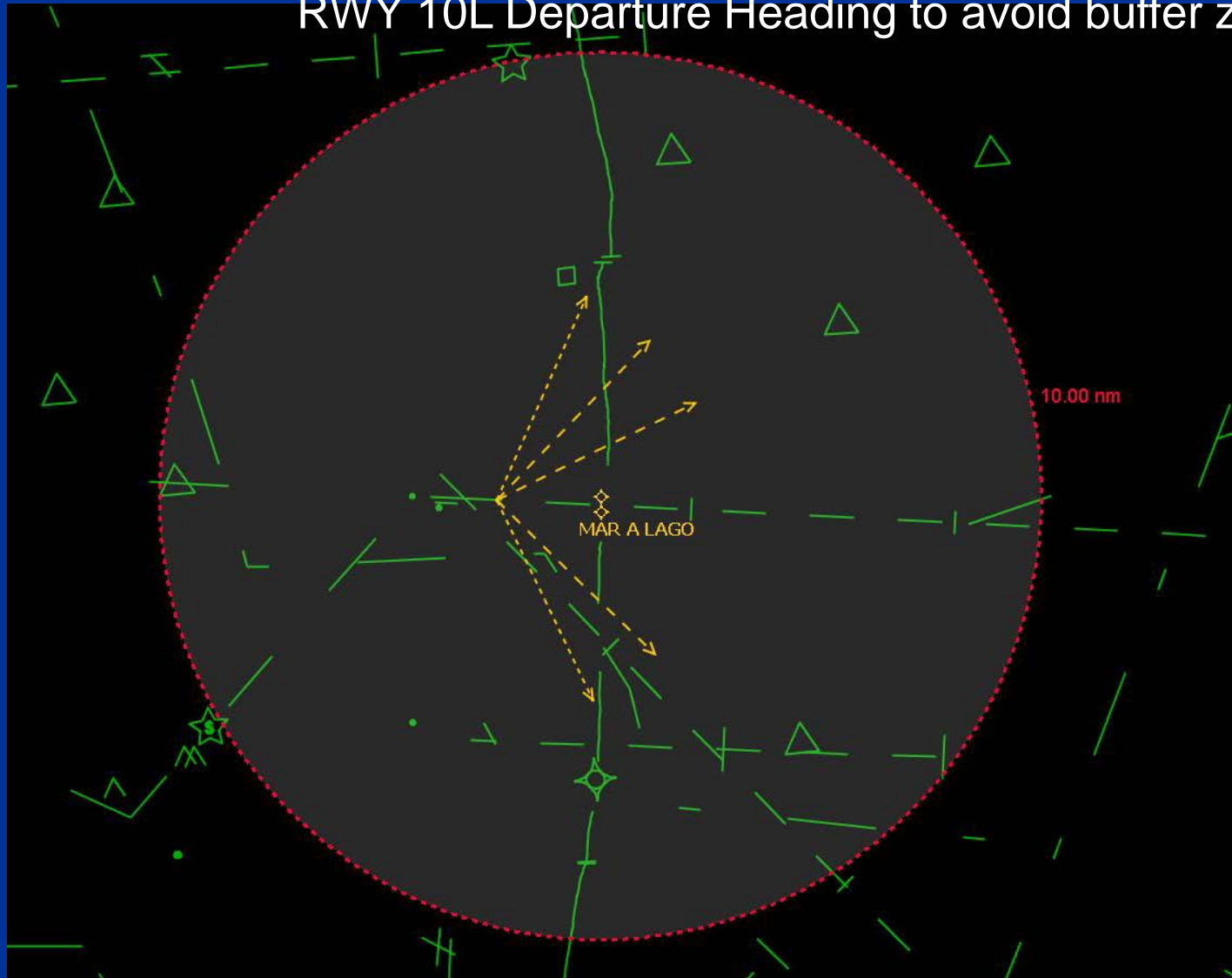


# PBI Departure Heading Avoid Buffer Zone



# TFR PBI Departures

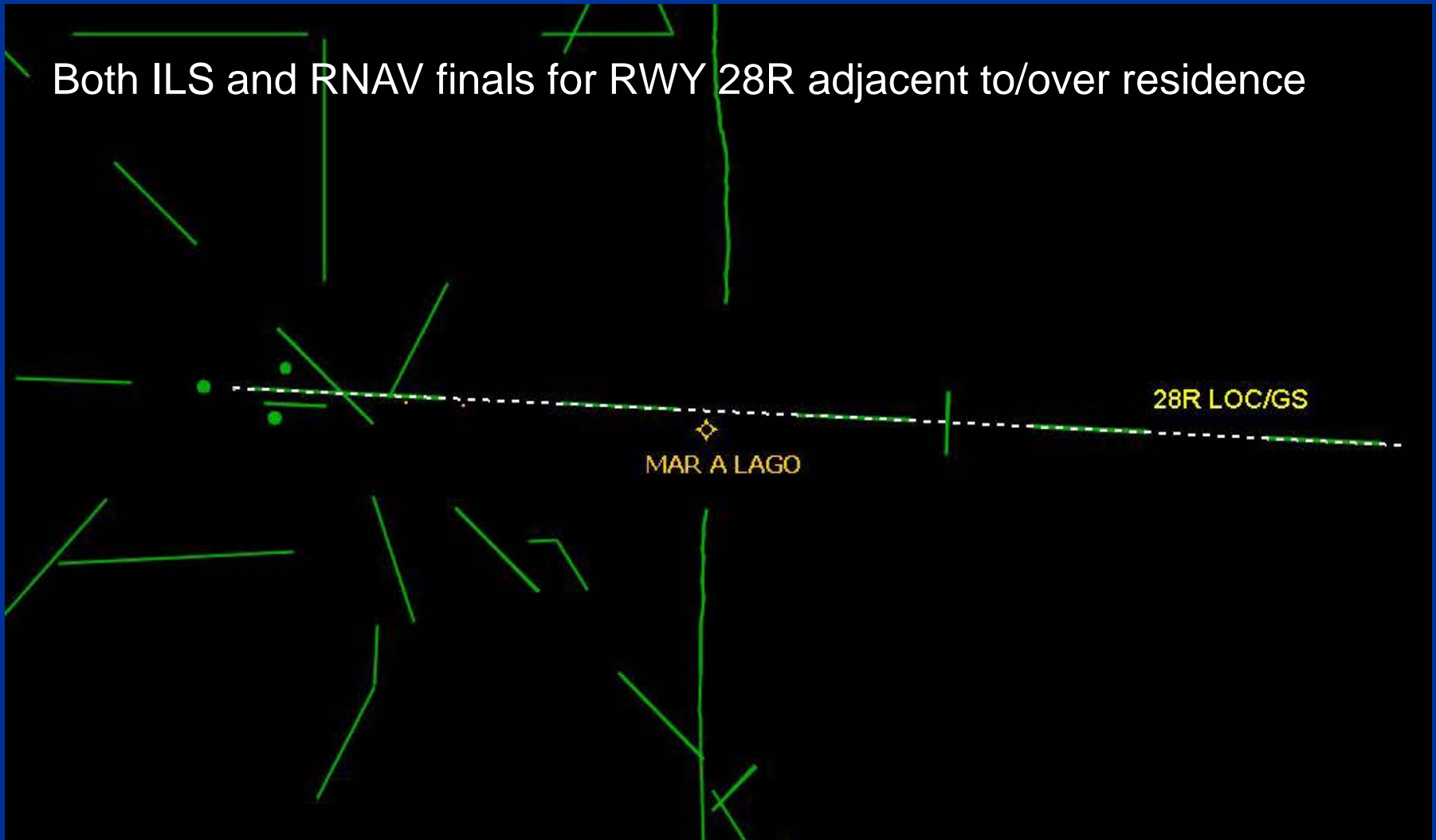
RWY 10L Departure Heading to avoid buffer zone



# TFR PBI Arrivals

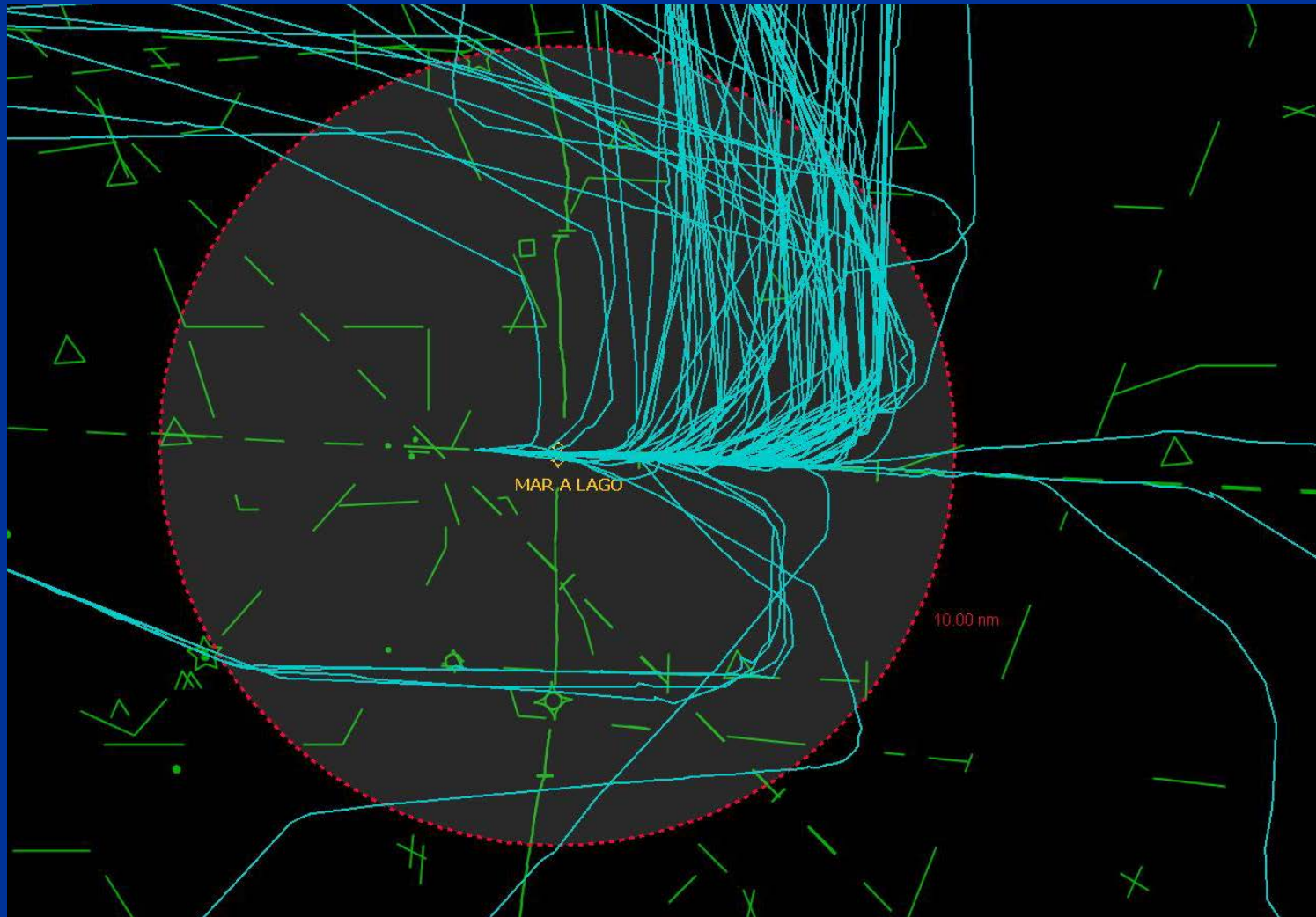
## RWY 28R Arrivals

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



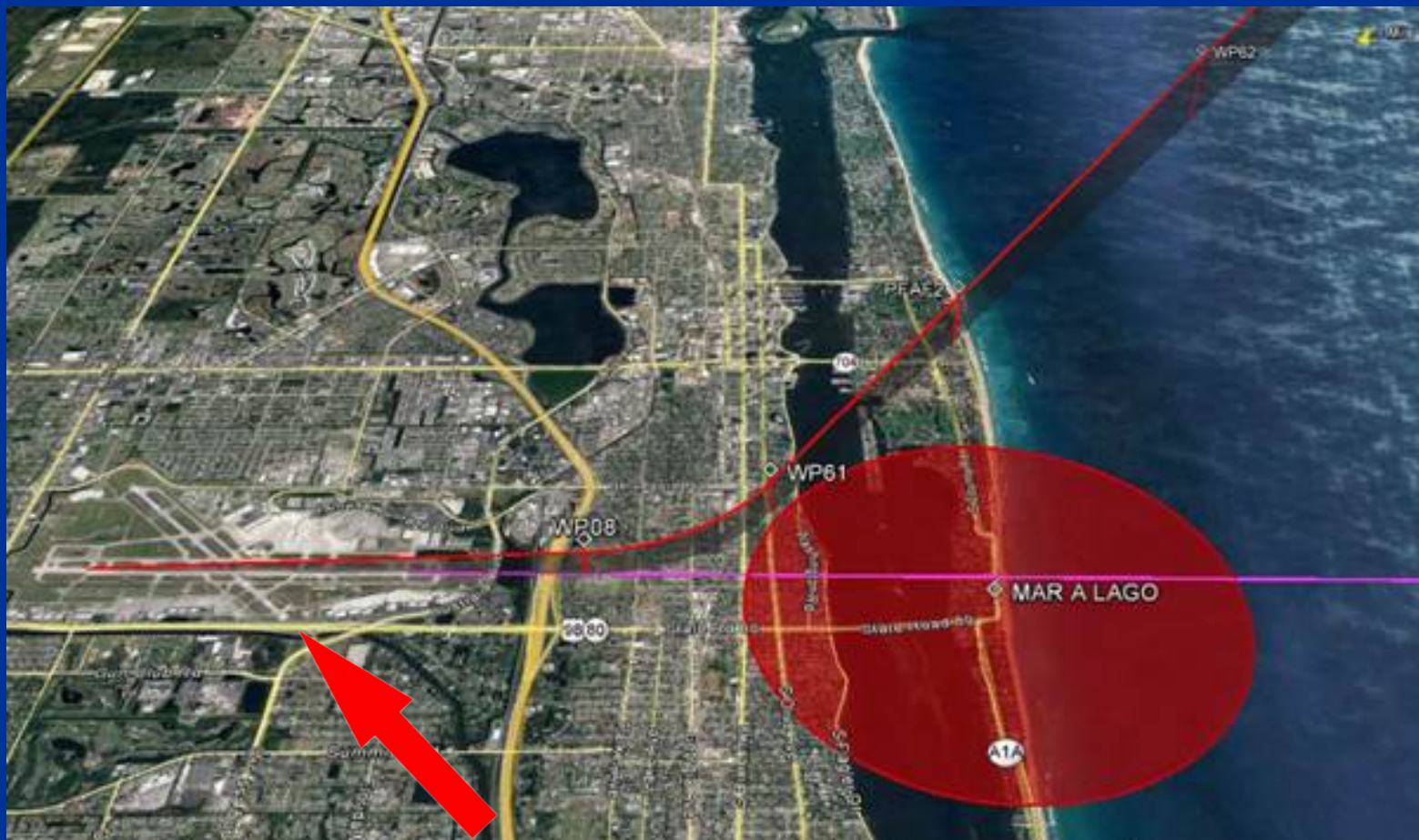
# TFR PBI Arrivals

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?

