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Advisory Circular

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Change:

TEMPORARY FLIGHT RESTRICTIONS (TFR)

1. PURPOSE. This advisory circular is a result of an amendment to Section 91.91, Temporary Flight Restrictions (TFR), of the Federal Aviation Regulations (FAR), which will become effective June 6, 1985.

This circular describes the types of conditions under which the Federal Aviation Administration (FAA) may impose TFR's. It also explains which FAA elements have been delegated authority by the Administrator to issue TFR's and lists the types of responsible agencies/offices from which the FAA will accept requests to establish TFR's. Examples of Notices to Airmen (NOTAM) for each type of TFR are also provided in this circular.

2. REFERENCES. Part 91 of the FAR and Amendment No. 91.186 which amends FAR Section 91.91, Temporary Flight Restrictions.

3. DISCUSSION.

a. Regulatory Reasons for TFR. The purposes for designating an area within which TFR's apply are to:

(1) protect persons and property in the air or on the surface from an existing or imminent hazard associated with an incident on the surface when the presence of low flying aircraft would magnify, alter, spread, or compound that hazard;

(2) provide a safe environment for the operation of disaster relief aircraft; or

(3) prevent an unsafe congestion of sightseeing aircraft above an incident or event which may generate a high degree of public interest.

b. Authority.

(1) Except for hijacking situations, when the conditions of paragraphs a.(1) or a.(2) above are involved, the NOTAM implementing TFR's may only be implemented by or through the area manager at the air route traffic control center (ARTCC) having jurisdiction over the area concerned.

(2) TFR's involving the conditions of paragraph a.(3) above may only be established at the direction of the regional air traffic division manager having oversight of the airspace concerned.

(3) When hijacking situations are involved, TFR's will be implemented through the FAA Washington Headquarters Office of Civil Aviation Security. The appropriate FAA air traffic element, upon receipt of the request, will establish TFR's under paragraph a.(1).

c. Disaster Control Authorities.

(1) TFR's may be recommended or requested for the conditions under paragraph a.(1) by military major command headquarters, regional directors of the Office of Emergency Planning, Civil Defense State Directors, State Governors, or other similar authority.

(2) TFR's may be recommended or requested for the conditions under paragraph a.(2) by:

(a) military commanders serving as regional, subregional, or Search and Rescue (SAR) coordinators;

(b) military commanders directing or coordinating air operations associated with disaster relief; or

(c) civil authorities directing or coordinating organized relief air operations. This includes representatives of the Office of Emergency Planning, U.S. Forest Service, and State aeronautical agencies.

(3) TFR's may be recommended or requested for conditions under paragraph a.(3) by those authorities listed above or by State, county, or city government entities.

d. Degree of Restrictions.

(1) NOTAM's issued pursuant to FAR 91.91 are regulatory actions and all restrictions issued must consider the impact on nonparticipating aircraft operations. Accordingly, restrictions will be kept to a minimum by the FAA consistent with achievement of the necessary objective. Requests for NOTAM's which will cite FAR 91.91(b) (for conditions under paragraph a.(1)) must originate with one of the sources listed in paragraph c.(1), as resulting restrictions prohibit all flight in the designated area except for those participating in hazard relief activities. Situations warranting such extreme restrictions include, but are not limited to:

(a) Toxic gas leaks or spills, flammable agents, or fumes which if fanned by rotor or propeller wash could endanger persons or property on the surface, or if entered by an aircraft could endanger persons or property in the air.

(b) Imminent volcano eruptions which could endanger airborne aircraft and occupants.

(c) Nuclear accident or incident.

(d) Hijackings.

(2) Request for TFR's which would cite FAR 91.91(c) (for conditions under paragraph a.(2)) will only be honored for situations involving air rescue or air relief activities. Such activities include:

(a) Forest fires which are being fought by releasing fire retardants from aircraft.

(b) Aircraft relief activities following a disaster (earthquake, tidal wave, flood, etc.).

(3) The amount of airspace needed to protect persons and property or provide a safe environment for rescue/relief aircraft operations can normally be limited to within 2,000 feet above the surface and within a 5 nautical mile radius.

(4) Normally, incidents occurring within an airport traffic area or terminal control area (TCA) can be handled through existing procedures and should not require the issuance of TFR's under FAR 91.91. However, the air traffic manager, or his designee, may make a determination that FAR 91.91 restrictions are appropriate and advise the ARTCC accordingly.

e. Pilot Compliance with FAR 91.91 Restrictions. It is the pilot's responsibility to comply with FAR 91.91 when planning flight for, or conducting flight in, an area where TFR's are in effect.

f. Coordination.

(1) Air traffic facilities will coordinate their efforts to the maximum extent possible in rendering assistance to the agency conducting relief activity, pilots engaged in airborne relief operations, and the official in charge of on-scene emergency response activities.

(2) The facilities receiving information concerning requests/direction will maintain a chronological log of all related actions. The ARTCC will request the following information, as appropriate, from the notifying agency/office:

(a) Name and organization of person recommending or requesting TFR's.

(b) Brief description of the situation.

(c) Estimated duration of restrictions.

(d) Name of agency responsible for on-scene emergency activities and telephone or other communications contact.

(e) A description of the affected area by reference to prominent geographical features depicted on aeronautical charts if possible, otherwise, by geographical coordinates and VOR/DME fix when the latter is available.

(f) Description of material or activity posing a hazard to persons and property in the air.

(g) Description of hazard that would be magnified, spread, or compounded by low flying aircraft or rotor wash.

(h) Nature of airborne relief, proposed aircraft operations, and location of relief aircraft base.

(i) Contact point or radio frequency for handling news media requests to operate at altitudes used by relief aircraft.

(3) If a request for a temporary flight restricted area is not approved as requested, indicate the basis for the nonapproval. Also indicate any alternative procedures utilized.

g. Coordination Facility Designation. The ARTCC will designate the flight service station (FSS) nearest the incident site as the "coordination facility" and will forward the information contained in f. above to that station for NOTAM dissemination. When a large area is involved, such as one which might be caused by a flood or forest fire, the coordination facility will normally be the FSS nearest the emergency control operations base. When FAA communications assistance is required, the designated FSS will function as the primary communications facility for coordination between emergency control authorities and affected aircraft. The ARTCC may act as liaison for the emergency control authorities if adequate communications cannot be established between the designated FSS and the relief organization.

h. ATC Authorized Operations. Only when flight restrictions are implemented under FAR 91.91(c) or (d), may ATC authorize operations in the areas that would be otherwise prohibited and only when such flights are conducted under instrument flight rules (IFR). The appropriate ARTCC/air traffic control tower manager will, however, ensure that such authorized flights do not hamper activities or interfere with the event for which restrictions were implemented. However, this provision is not to be interpreted as authority to authorize local IFR flights into the affected area.

NOTE: The air traffic facility may relay authorizations from the on-scene emergency response official in cases where news media aircraft operations are approved at the altitudes used by relief aircraft.

i. Message Content. To preclude misunderstanding, the implementing NOTAM will contain the information listed below as appropriate. The FAR is explicit as to what operations are prohibited, restricted, or allowed. Embellishment, no matter how well intended, is contrary to regulations. Therefore, the facility originating TFR's will format NOTAM's in accordance with the instructions below.

(1) The introductory phrase "FLIGHT RESTRICTIONS (list appropriate location name or geographical references) EFFECTIVE (time/date) UNTIL (termination time/date)." When the actual termination time/date cannot be determined but can be approximated, use the estimated time/date. However, in natural disasters, such as an earthquake, use the phrase "UNTIL FURTHER NOTICE" in lieu of a termination time/date. "PURSUANT TO FAR 91.91 (appropriate subparagraph letter) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT. . .;"

(2) A clear definition of the area in statute miles.

(3) The altitudes affected.

(4) The FAA coordination facility and commercial telephone number.

(5) The reason for the TFR's.

NOTE: In cases of sensitive incidents, such as a hijacking, general terms, such as RESCUE OPERATIONS IN PROGRESS will be sufficient.

(6) The agency directing the relief activities and commercial telephone number.

(7) Other information considered appropriate by the issuing authority.

j. Examples.

(1) FAR 91.91(b) Restrictions:

FLIGHT RESTRICTIONS PEPPARD, VIRGINIA, EFFECTIVE IMMEDIATELY UNTIL 1200 GMT JANUARY 20, 1984. PURSUANT TO FAR 91.91(b) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT. RESCUE OPERATIONS IN PROGRESS. ONLY RELIEF AIRCRAFT OPERATIONS UNDER THE DIRECTION OF THE DEPARTMENT OF DEFENSE ARE AUTHORIZED IN THE AIRSPACE AT AND BELOW 5,000 FEET MSL WITHIN A 2-MILE RADIUS OF FALSETTI AFB, PEPPARD, VIRGINIA. COMMANDER, FALSETTI AFB, IN CHARGE (897) 946-5543. FERNALD FSS IS THE FAA COORDINATION FACILITY (792) 555-6141.

(2) FAR 91.91(c) Restrictions:

FLIGHT RESTRICTIONS 25 MILES EAST OF BECKER, IDAHO, EFFECTIVE IMMEDIATELY UNTIL 2359 JANUARY 20, 1984. PURSUANT TO FAR 91.91(c) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN A 4-MILE RADIUS OF THE INTERSECTION OF COUNTY ROADS 564 and 315 AT AND BELOW 3,500 FEET MSL TO PROVIDE A SAFE ENVIRONMENT FOR FIRE FIGHTING AIRCRAFT OPERATIONS. DAVIS COUNTY SHERIFF'S DEPARTMENT (792) 555-8122 IS IN CHARGE OF ON-SCENE EMERGENCY RESPONSE ACTIVITIES. ARCHER FSS (792) 555-1618 IS THE FAA COORDINATION FACILITY.

(3) FAR 91.91(d) Restrictions:

FLIGHT RESTRICTIONS CAREY, TENNESSEE, DUE TO OLYMPIC ACTIVITY. EFFECTIVE 1100 GMT JUNE 18, 1984, UNTIL 0200 GMT JULY 19, 1984. PURSUANT TO FAR 91.91(d) TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT WITHIN A 3-MILE RADIUS OF THE SYLVESTER SPORTS COMPLEX AT AND BELOW 2,500 FEET MSL. THE TENNESSEE DEPARTMENT OF TRANSPORTATION IS IN CHARGE (423) 772-6331. LEAH FSS (423) 555-6742 IS THE FAA COORDINATION FACILITY.

k. Revisions and Cancellations.

(1) When restrictions are necessary beyond the published termination date/time, the ARTCC will ensure that a revised NOTAM and appropriate cancellation are issued.

(2) When the ARTCC within whose area the restrictions are established receives information from the air traffic division (ATD) or the agency that requested the restrictions that the restrictions are no longer required, the ARTCC will cancel them. If the information is received by another facility, that facility will notify the ARTCC which will take appropriate action.

(3) When it is obvious that the restrictions are no longer required but no information to that effect has been received, the ARTCC will ascertain the status of the restrictions from the ATD or agency that requested the restrictions.



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