December 26, 2016

- PBI Departure
- PBI Arrival
- BCT CAYSL Arrival
- BCT Departure
PBIA & Mar-a-Lago

2.1 NM
POTUS TFR

Surface-17,999'

10 nm
Inner Core

30 nm
Outer Core
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)
- White Plains / Westchester Co. Airport (HPN)
- Teterboro Airport (TEB)
- Washington Dulles International Airport (IAD)

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

Buffer Zone

10L
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

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<thead>
<tr>
<th>PBI - TFR Rates</th>
<th>EAST</th>
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<td>Runway</td>
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## West Airport Capacity – VMC Mixed <12%

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**Runway Use Plan**

- **RWY 32**
  - Primary arrival all aircraft
  - No ILS - RNP only
  - GA must use (USSS) bad turn offs

- **RWY 28R**
  - Off-set arrival path
  - VRNP - charted visual
  - IRNP - est. 7 month to pub
  - ILS 28R emerg only - USSS APREQ
  - arrivals req increase space RWY 32
  - No GA arrivals

**Airport Construction**

- TWY C - in progress east side
- TWY A - in progress west side

Black is TFR rates
Blue is current rates
FXE & SUA Operations

IFR
Squawk & talk - normal

VFR
FXE - 2nm Cutout to Outer Core
SUA - Cutout being reviewed

Don’t enter TFR unless in process

Pattern aircraft stay outside TFR
or if unsure Squawk
FXE 7701
SUA 7702

Alert Area 291A
TFR NOTAM closes north 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?