



FEDERAL AVIATION ADMINISTRATION



## FLIGHT ADVISORY

8/29/05

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

The 60<sup>th</sup> ANNIVERSARY OF THE UNITED NATIONS, GENERAL ASSEMBLY (UNGA60) will be held in New York City from September 14 to September 28, 2005. Before and during the UNGA60, the President of the United States and a number of world leaders will arrive in the area for the event. 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 UNGA60, 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.

Two Temporary Flight Restriction (TFR) areas are part of the UNGA60 airspace security measures. One includes an inner ring designated as the New York Flight Restricted Zone (NY FRZ) with a special set of restrictions, and an outer ring designated as the New York Area Defense Identification Zone (NY ADIZ) with another set of restrictions. The second TFR identifies a 2 NM ring around the United Nations.

The NY FRZ is designated as a 7 NM Radius of New York City with a 2 NM cutout for Teterboro Airport.

The NY ADIZ is designated as the area between the NY FRZ and the following: LGA 20 NM, JFK 20 NM, and EWR 20 NM boundaries with a Class D Airspace around Westchester County, NY (HPN), Class D Airspace around Farmingdale Republic, NY (FRG) and Class D Airspace around Morristown (MMU) airports as depicted on the VFR TERMINAL AREA CHART, NEW YORK CLASS B AIRSPACE. Both the NY FRZ and NY ADIZ include the airspace from surface up to but not including FL 180.

Under no circumstances is this letter to be deemed as the definitive word regarding the NY FRZ and the NY ADIZ and associated procedures. These TFRs and procedures may be modified or cancelled as security requirements change. It is the responsibility of each pilot to be aware of all current notices to airmen (NOTAMs), and nothing in this letter is to preclude this responsibility. Pilots are required to contact FAA Automated Flight Service Station prior to flight to check for all current NOTAMS.

It can be expected that when the President of the United States is scheduled to be in New York City, these TFRs may be modified. Gateway Airports are being established for Helicopters authorized to operate to and depart from specific heliports within the NY FRZ on or about September 14<sup>th</sup>.

**NY FRZ:** Access to the inner core will be permitted as follows:

- Law enforcement and military aircraft.
- Emergency medical flight operations shall be coordinated in advance with the FAA Supervisor at the New York TRACON 516-683-2984, to avoid potential delays.
- Regularly scheduled 14 CFR Part 121, 125 and 129 commercial passenger and cargo aircraft that meet or exceed the Transportation Security Administration's (TSA's) Domestic Security Inspection Program (DSIP) Standards and are arriving or departing LaGuardia (LGA), Newark (EWR), and Kennedy (JFK) Airports.
- Teterboro Airport (TEB) will be provided a 2 NM "cut-out" allowing VFR/IFR arrivals and departures. All other VFR fixed wing operations will be prohibited.
- Other aircraft operations deemed appropriate by the United States Secret Service (USSS) will be permitted.
- **Failure to comply with any of the above requirements will involve Military/Law Enforcement response.**

**NY ADIZ:** Access to the outer core will be permitted as follows:

- All aircraft permitted to enter/exit the NY ADIZ shall be on an active IFR or **VFR Flight plan with a discrete code** assigned by ATC. Aircraft shall be squawking the discrete code prior to departure and at all times while in the TFR. In the event of a transponder failure, advise ATC and ATC will provide the direct course outside the lateral limits of the NY ADIZ. Aircraft are **NOT AUTHORIZED** to over fly the NY FRZ while attempting to exit.
- All aircraft entering or exiting the NY ADIZ TFR must remain in **two-way radio communications** with ATC. Operations are limited to aircraft **arriving or departing local airports**, ATC may authorize transit operations with USSS approval. Aircraft may not loiter.
- Teterboro airport (TEB) Farmingdale Republic, NY (FRG) and Westchester County, NY are authorized VFR/IFR arrivals and departures
- Morristown Airport (MMU) will be provided a specialized TFR that will permit VFR arrivals and departures to operate without flight plans from the boundary of the New York Class B Airspace to MMU and no further.
- No VFR General Aviation over flights will be authorized.
- **Failure to comply with any of the above requirements will involve Military/Law Enforcement response.**

Both within the NY FRZ and NY ADIZ, flight training, practice instrument approaches, aerobatic flight, glider operations, parachute operations, ultra light, hang gliding, balloon operations, agriculture/crop dusting, fish spotters, traffic reporting, news media, animal population control flight operations, banner towing, utility/pipeline patrol and commercial cargo carrier operations that fail to meet or exceed the TSA's domestic security inspection program standards; **ARE NOT AUTHORIZED.**

**Pursuant to 14 CFR Section 91.141 and 99.7, the following are in effect for both the NY FRZ and NY ADIZ:**

- Any person operating an aircraft within the NY ADIZ, immediately upon becoming aware of an inability to comply with the requirement to continuously transmit the assigned ATC transponder code, shall advise ATC and ATC will provide the direct course outside the lateral limits of the NY ADIZ. Aircraft are **NOT AUTHORIZED** to over fly the NY FRZ while attempting to exit.
- Any person operating an aircraft outside the NY ADIZ, if aware of an inability to comply with the requirement to continuously transmit the ATC assigned Transponder code shall not enter the NY ADIZ.
- Aero Medical, Law Enforcement, and Military aircraft engaged in an operation, which, if terminated would jeopardize human life, comprise national security, or result in a significant compromise to law enforcement efforts are exempt. Pilots are advised they are required to declare an emergency, and shall be required to provide justification at the completion of flight.

It is important that NOTAMs are reviewed frequently throughout this event, as they are SUBJECT TO CHANGE.

Pilots who have questions can contact the FAA Eastern Terminal Service Area at 718-977-6528. Press questions should be directed to Eastern Region Office of Public Affairs at 718-553-3015.

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