**FLIGHT PLANNING**

- Get route brief 1-800-992-7433 (WX-BRIEF)
- Weather, NOTAMs, TFRs
- Review Prohibited/Restricted/POA airspace along route: [http://www.seeandavoid.org](http://www.seeandavoid.org)
- Know where to find ATC frequencies
- Review lost communication procedures
- File a flight plan — IFR, DVFR, SVFR, VFR
- Current charts/sectionals and update GPS

**PLANNING REFERENCES**

- Review Washington D.C. Special Flight Area (SFRA) procedures if flying within 60 nm of KDCA: [https://faasafety.gov](https://faasafety.gov)

**DURING FLIGHT**

- Talk to ATC
- Squawk assigned discrete transponder code
- Activate flight plan
- Monitor 121.5 on back-up radio (if able)
- Get TFR updates from FSS

**DO’S AND DON’TS**

**DO:**
- Print the results of your research, including graphical TFRs, and have them with you in the airplane
- Check for TFRs, even on the way home
- Make a last-minute call to FSS before takeoff to see if any TFRs have popped up
- Use flight following when possible

**DON’T:**
- Skip a weather or route briefing from FSS, even for local flights

**NOTES:**

#1 REASON GA AIRCRAFT ARE INTERCEPTED:
Entering restricted airspace and not talking to ATC

**KEYS TO SUCCESS**

- PLAN: Check TFR NOTAMS at [http://TFR.FAA.GOV](http://TFR.FAA.GOV), call FSS
- TALK: to Air Traffic Control and monitor Guard (VHF 121.5)
- SQUAWK: assigned discrete transponder code

**Intercept Procedures**

- Typically two fighters approach from the stern -- you may only see one
- Fighter rocks wings to signal intercept
- Fighter responsible for safe separation

**Your Actions**

- Remain predictable – Altitude, heading, airspeed, don’t descend
- Acknowledge fighter with wing rock
- Talk to ATC
- Talk to fighter on 121.5

**Post Intercept**

- Comply with instructions
- Land where directed

**DAY INTERCEPT SIGNALS**

<table>
<thead>
<tr>
<th>Interceptor Signals</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fighter slow turn to desired heading</td>
<td>FLY THIS WAY</td>
</tr>
<tr>
<td>Fighter abrupt turn across nose to desired heading and may dispense flares</td>
<td>WARNING: TURN NOW (DIRECTION OF FIGHTER)</td>
</tr>
<tr>
<td>Fighter circles airport, lowers landing gear, overflies runway in direction of landing</td>
<td>LAND HERE</td>
</tr>
</tbody>
</table>

**NIGHT INTERCEPT SIGNALS**

<table>
<thead>
<tr>
<th>Interceptor Signals</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flash navigation lights</td>
<td>You have been intercepted</td>
</tr>
<tr>
<td>Turn on landing lights</td>
<td>Land here</td>
</tr>
</tbody>
</table>

**Your Signal**

<table>
<thead>
<tr>
<th>Your Signal</th>
<th>Meaning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flash navigation lights</td>
<td>I will comply</td>
</tr>
<tr>
<td>Turn on landing light</td>
<td>I will land</td>
</tr>
<tr>
<td>Flash landing light</td>
<td>Airport inadequate</td>
</tr>
<tr>
<td>Flash all lights regular</td>
<td>Can not comply</td>
</tr>
<tr>
<td>Flash all lights Irregular</td>
<td>Distress</td>
</tr>
</tbody>
</table>