

# Headquarters CONR-1AF (AFNORTH)

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## *NORAD Intercept Procedures, Air Defense Identification Zone & Temporary Flight Restrictions*





# Overview



- **North American Aerospace Defense Command (NORAD) Mission**
- **Continental NORAD Region (CONR) Mission**
- **Air Defense Identification Zone (ADIZ) Operations**
- **Temporary Flight Restrictions (TFRs)**
- **Interception Procedures**
- **SeeandAvoid.org**
- **Bahamas**
- **Review**



# NORAD Regions



Alaska  
NORAD  
Region

**ANR**

**CANR**

Canadian  
NORAD  
Region

**NORAD**



**CONR**

Continental  
NORAD  
Region



# *NORAD Mission*



- The North American Aerospace Defense Command conducts
  - persistent aerospace warning,
  - aerospace coordination, and
  - maritime warning in the defense of North America.



# CONR Mission



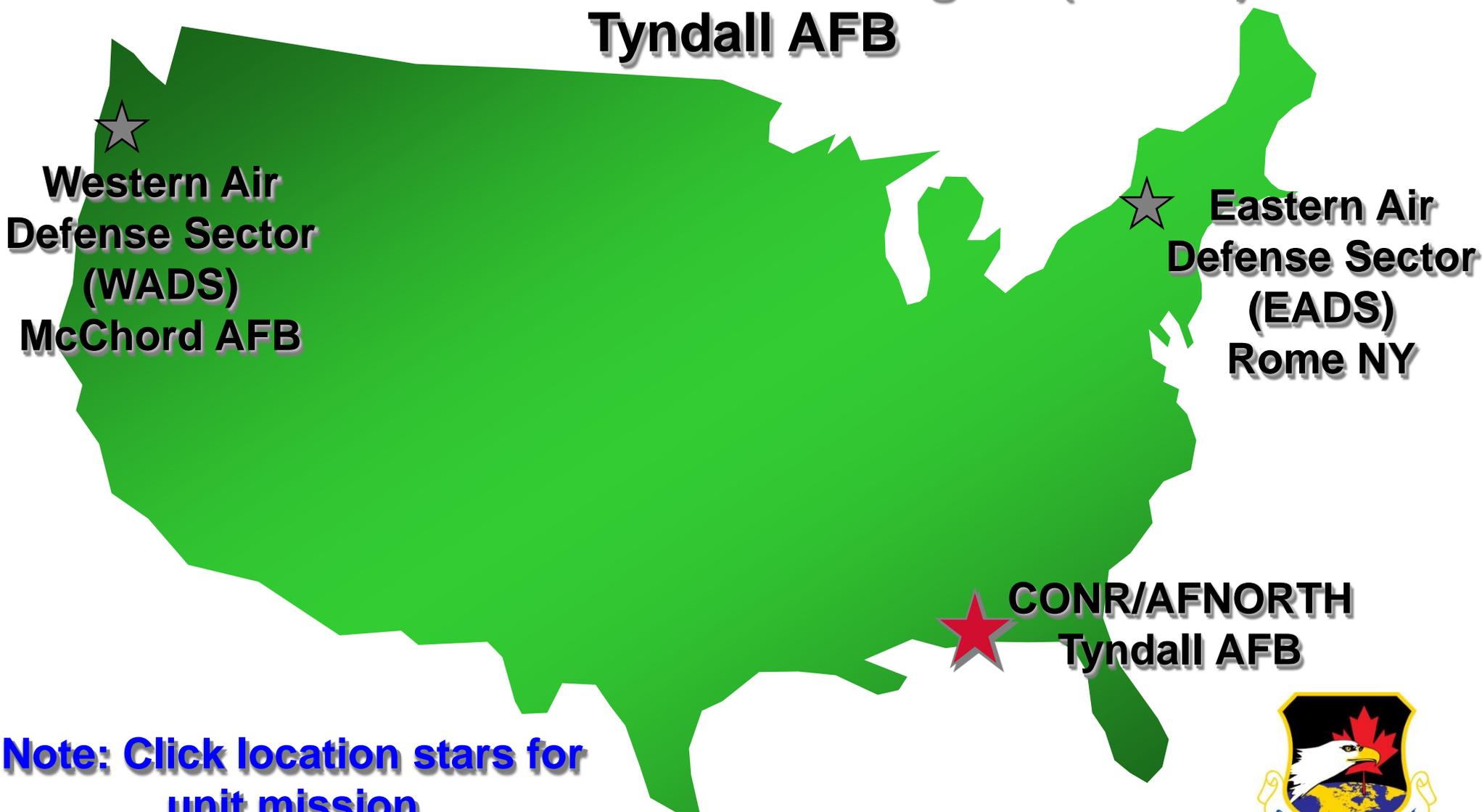
- CONR conducts sustained air and space operations within its assigned Area of Operations (AO) to
  - deter,
  - prevent, and if necessary
  - defeat hostile air attacks
- on Continental United States (CONUS), its citizens, and designated critical infrastructure.



# Assets and Forces Command & Control



## Continental US NORAD Region (CONR) Tyndall AFB



**Note: Click location stars for unit mission**



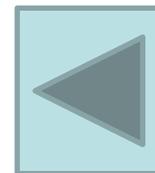


# WADS



WADS mission: The Western Air Defense Sector (WADS) is headquartered at McChord Air Force Base, Washington and is the larger of two Sectors responsible to the North American Aerospace Defense Command (NORAD) and the Continental NORAD Region for peacetime air sovereignty, strategic air defense, and airborne counter-drug operations in the continental United States.

WADS is a Washington Air National Guard unit which reports directly to AFNORTH/1<sup>st</sup> Air Force at Tyndall Air Force Base, Florida.

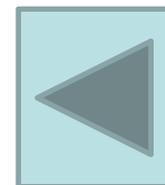




# EADS



EADS mission: Provides air sovereignty and executes counter-air operations over the eastern United States. Directs the employment of 178 sensors, 8 fighter alert locations, AWACS aircraft, a Battle Control Center (BCC), and joint air defense artillery assets to defend one million square miles, 16 major cities, and adjacent seas. Supports NORAD's Integrated Tactical Warning and Attack Assessment, NORTHCOM Homeland Defense Mission.

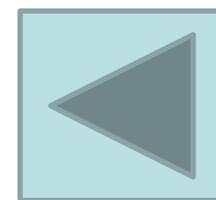




# CONR/AFNORTH



- With its headquarters at Tyndall Air Force Base, near Panama City, Florida, the 1st Air Force is one of four numbered air forces assigned to Air Combat Command. It has the responsibility of ensuring the air sovereignty and air defense of the continental United States (CONUS).
- As the CONUS geographical component of the binational North American Aerospace Defense Command (NORAD), it provides airspace surveillance and control and directs all air sovereignty activities for the continental United States.





# *CONUS Activity FY2007 – FY2009*



## Entire Continental United States

4015 Tracks of Interest (TOI)

TOI's Unknown Aircraft not talking or squawking

- Unknowns
- TFR Violators
- FAA Request for Assistance
- Suspect Tracks



***F-22 Raptors like this one have been used to conduct air patrols around Cape Canaveral during shuttle launches.  
F-22 fighter aircraft also patrol areas around critical infrastructure.***



***Fighter aircraft such as this F-15 conducted air patrols around Raymond James Stadium in Tampa in support of Super Bowl XLIII.***

***F-22, F-16 & F-15 fighter aircraft patrol areas around critical infrastructure and during special events.***



# *ADIZ Operations*



- In North America, the US and Canada are surrounded by an Air Defense Identification Zone (ADIZ), which is jointly administered by the civilian air traffic control authorities and the militaries of both nations, under the auspices of the North American Aerospace Defense Command or NORAD.
  - (The Canadian ADIZ when discussed separately is known as the CADIZ.)



# ADIZ Operations (Cont)



- The joint US/Canadian ADIZ, which is almost exclusively over water, serves as a national defense boundary for aerial incursions.
- Any aircraft that wishes to fly in or through the boundary must file either a Defense Visual Flight Rules (DVFR) flight plan or an Instrument Flight Rules (IFR) flight plan before crossing the ADIZ (14 CFR 99.11).



# ADIZ Operations (Cont)



- While approaching and crossing the North American ADIZ, aircraft must have an operational radar transponder and maintain two-way radio contact. (see 14 CFR 99.9 & 99.13)
- In the United States, the FAA handles the requests of international aircraft and Transport Canada handles Canadian requests.



# ADIZ Operations (Cont)



- Any aircraft flying in these zones without authorization may be identified as a threat and treated as an enemy aircraft, potentially leading to **interception by fighter aircraft.**



# *ADIZ* *Entry Procedures*



- **INBOUND PRIVATE AIRCRAFT: ADIZ REQUIREMENTS**

a. Unless otherwise authorized by ATC, no person may operate an aircraft into, within, or across an ADIZ unless that person has filed a flight plan with an appropriate aeronautical facility. (14 CFR 99.11(a))



# ADIZ

## Entry Procedures(Cont)



b. Unless otherwise authorized by ATC, no person may operate an aircraft into, within, or across an ADIZ unless that aircraft is equipped with a coded radar beacon transponder and automatic pressure altitude reporting equipment having altitude reporting capability that automatically replies to interrogations by transmitting pressure altitude information in 100-foot increments. (14 CFR 99.13(c))

- Pilots of aircraft entering the US through an ADIZ are required to comply with the provisions of 14 CFR 99.



# ADIZ Entry Procedures(Cont)



## Forward the following information:

1. Aircraft call sign.
2. Number and type of aircraft.
3. Altitude (within ADIZ).
4. True airspeed.
5. Time of departure.
6. Point of departure.
7. Destination.
8. ETA.
9. Remarks: DVFR discrete transponder code; estimated point of penetration of ADIZ (latitude/longitude or fix-radial-distance); estimated time of penetration of ADIZ.



# ADIZ

## Reporting Requirement Timeline



### 15 min from ADIZ

- Provide estimate for ADIZ
- Obtain discrete transponder code

### • Speed

- 100 kts – 25 nm
- 140 kts – 35 nm
- 180 kts – 45 nm

### • Freeport

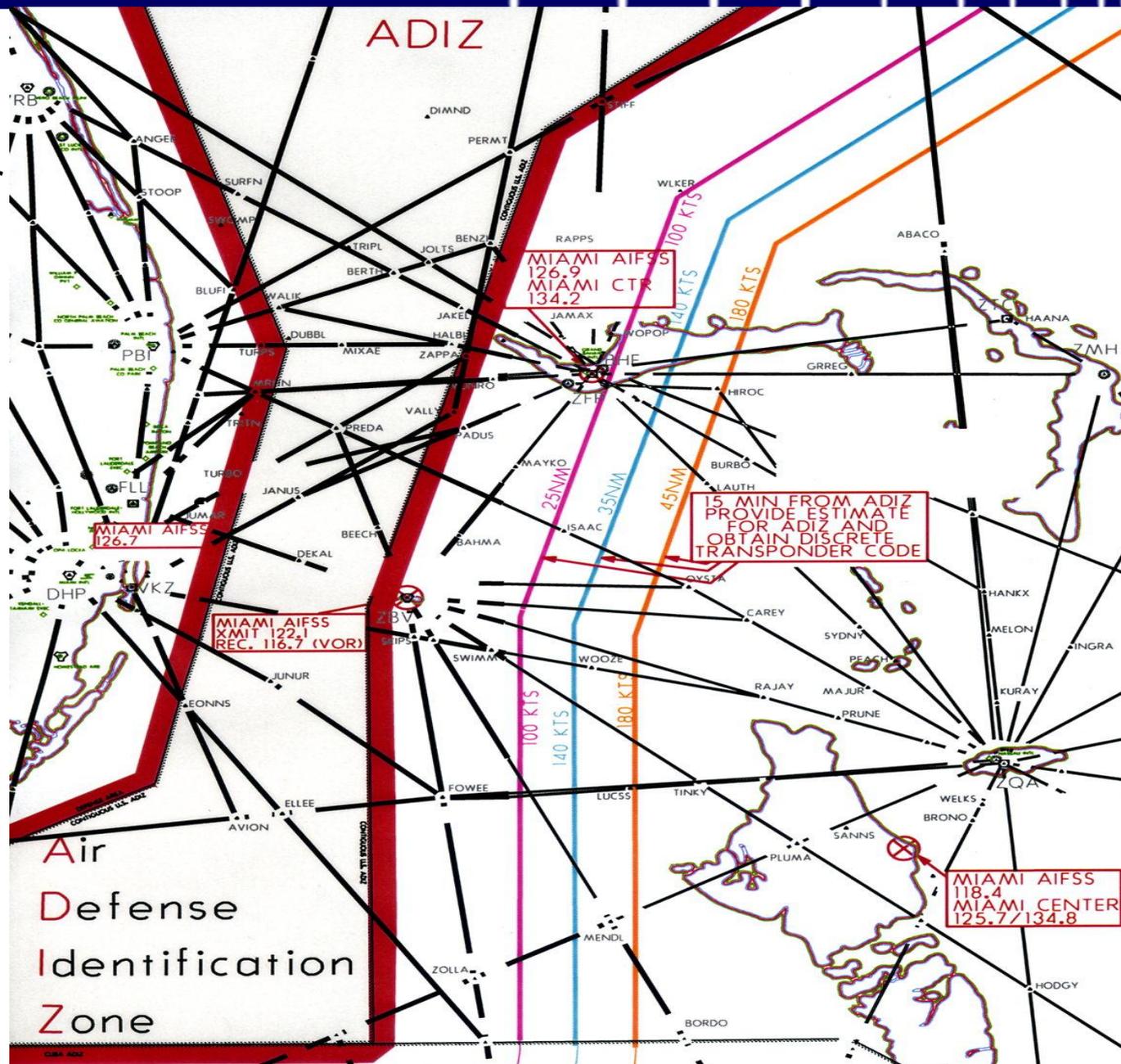
- Miami AIFSS
- Miami Center

### • Bimini

- Miami AIFSS
- Miami Center

### • Andros

- Miami AIFSS
- Miami Center





# How can you help? Pilot Compliance CFR 99



- File and activate flight plan (DVFR or IFR)
  - IAW CFR 99.11
- (a) Once clear of the airport & at altitude, you can activate your flight plan with: Nassau Radio or Miami Radio
- Ensure transponder is operational
  - IAW CFR 99.13
- Ensure two-way radio is functioning
  - IAW CFR 99.9



# How can you help? Pilot Compliance CFR 99 Cont.



- Provide position report – IAW CFR 99.15
  - (a) Report to (US) aeronautical facility before ADIZ penetration
  - (b) No appropriate reporting point – report at least 15 minutes before ADIZ penetration
  - (c) Departure airport too close to ADIZ to comply with paragraphs a and b – report immediately after takeoff
    - *(obtain a code immediately prior to takeoff)*
- NOTE: Contact Miami Flight Service via freq at Bimini, Freeport, and Andros, or obtain flight following from Miami Center. Remain on freq until assigned code.



# How can you help? Be Prepared



- **Unknown rider calls on GUARD (UHF 243.0 & VHF 121.5)**
  - “Unknown Rider, Unknown Rider, (Position ref NAVID) with amplifying information (Heading, Alt, Speed, M3)” if able
- **Is this me?**
  - If a possibility that it’s you – answer the radio call (authenticate is N/A)
  - If it’s not you – ATC will let you know
  - By identifying yourself **you may prevent a scramble**
    - A costly and dangerous mission!



# How can you help? Be Prepared



- **If it is you, expect the following questions:**
  - Who you are?
  - What is your point of origin?
  - What is your destination (where filed)?
  - Followed with course of action if any at all
- **If intercepted:**
  - Fighter aircraft may attempt to establish contact via radio on ***UHF 243.0 and/or VHF 121.5***
  - Contact appropriate ATC facility immediately
  - Watch for ICAO visual signals, Annex 2, “Rules of the Air”
  - Immediate compliance with fighter aircraft instructions is mandatory!



# TFR Information



## Temporary Flight Restrictions

The pertinent sections of the FAR (14 CFR Sections 91.137, 91.138, 91.139, 91.141, 91.143, 91.145, 99.7) describe **Temporary Flight Restrictions (TFR)**.

A TFR is a geographically-limited, short-term, airspace restriction, typically in the United States. Temporary flight restrictions often encompass major sporting events, natural disaster areas, air shows, space launches, and Presidential movements.

Before the 9/11 attacks, most TFRs were in the interest of safety to flying aircraft with occasional small restrictions for Presidential movements.

Since 9/11, TFRs have been routinely used to restrict airspace for 30 nautical miles around the President, with a 10-nautical-mile (20 km) radius no-fly zone for non-scheduled flights.



# *TFR Information*



## **Notice to all Airmen (NOTAMS):**

- TFRs, in conjunction with Presidential/VIP movement, can be issued with little advance notice.
- Pilots must check with flight service for ALL applicable NOTAMS immediately prior to flight.
- The TFR Map includes Presidential/VIP movement NOTAMS and other temporary flight restrictions, typically due to events, aerial demonstrations, and fire fighting/disaster/recovery operations.



# *TFR Information*



- **Notice to all Airmen (NOTAMS):**

- Some TFRs can be very complex in shape, movement, and duration.
- The TFR map must be complied with and all accompanying official text to understand the impact of restricted airspace on your flight plans.
- Violations will be processed by appropriate FAA Facility/FSDO Office.



# *Nationwide TFR Violations FY2007 – FY2009*



## **1,271 TFR Violators:**

- President's Campaign Schedule
- Presidential Visits for Disaster Relief
- Washington D.C. Special Flight Rules Area (DC SFRA)
- Short Notice TFRs



# TFR Avoidance Flight Planning



- Numerous websites have current TFRs displayed graphically:
  - <http://tfr.faa.gov/tfr2/list.html>
  - <http://www.aopa.org/whatsnew/notams.html>
  - <http://airspace.nifc.gov/mapping/nifc/index.cfm>
- Recommend contacting ATC facility – query TFR status (TFR may be extended beyond NOTAM)
- FSS brief – request a full brief which will include current TFR NOTAMS



# *Air Defense Scrambles*

## *Why Do We Scramble?*



- ADIZ Violations
- TFR Violations
- Threat to High Value Asset
- FAA Request for Assistance
- Airline Request for Assistance
- Customs & Border Patrol (CBP) Request (Suspect)



# Pilot Procedures if Intercepted by Military Fighters



1. Follow the instructions given by the intercepting aircraft
2. Notify ATC, if possible
3. Attempt to communicate with ATC on the emergency frequency ***UHF 243.0 and/or VHF 121.5***, giving the identity and position of your aircraft and the nature of the flight



# *Pilot Procedures if Intercepted by Military Fighters*



4. If equipped with a transponder, squawk 7700, unless otherwise instructed by ATC. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual or radio signals, request clarification while continuing to comply with the instructions given by the intercepting aircraft.

5. Here is a good site for reference material:

<http://www.aopa.org/asf/publications/intercept.pdf>



# In the Event of Interception

## ICAO Annex 2 – Rules of the Air



### Signals Initiated by Intercepting Aircraft

Intercepting A/C	Meaning	Intercepted A/C	Meaning
Rocking Aircraft & Flashing Navigational Lighting – after acknowledgement, slow level turn to desired heading	Intercepted follow me	Rocking Aircraft & Flashing Navigational Lighting – and <u>Following</u>	Understood will comply
Abrupt break-away by intercept aircraft – climbing turn of 90 degrees w/o crossing line of flight of intercepted A/C	You may proceed	Rocking the Aircraft	Understood will comply
Lowering landing gear, showing steady landing lights and overflying runway in use	Land at this aerodrome	Lowering landing gear, showing steady landing lights and following the intercepting aircraft – proceed to land	Understood will comply



# In the Event of Interception ICAO Annex 2 – Rules of the Air



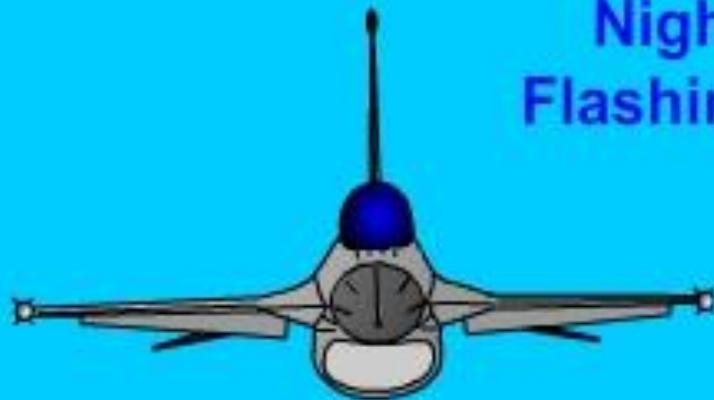
## Signals Initiated by **Intercepted Aircraft**

<b>Intercepted A/C</b>	<b>Meaning</b>	<b>Intercepting A/C</b>	<b>Meaning</b>
<b>Raising landing gear/flashing landing lights while passing over runway in use – continuing to circle runway in use</b>	<b>Aerodrome designated is inadequate</b>	<b>If desired that intercepted A/C follow to alternate – Intercepting A/C raises its gear</b>	<b>Understood follow me</b>
		<b>If decide to release intercepted A/C – Intercepting A/C uses Series 2 signals (You may proceed)</b>	<b>Understood you may proceed</b>
<b>Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights</b>	<b>Cannot comply</b>	<b>Rocking the Aircraft</b>	<b>Understood</b>
<b>Irregular flashing of all available lights</b>	<b>In distress</b>	<b>Series 2 (You may proceed) signals prescribed for intercepting aircraft</b>	<b>Understood</b>

# Interception Procedures

Intercepting aircraft rock wings

Intercepted aircraft Rocks wings



Night Operations:  
Flashing of Nav Lights



Means:

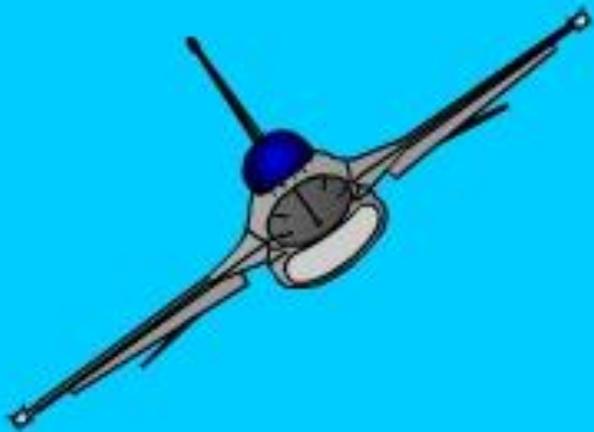
You have been intercepted

Means:

I Understand and will comply

# Interception Procedures

Intercepting aircraft performs an abrupt 90° climbing breakaway turn      Intercepted aircraft Rocks wings



**Means:**  
You may proceed



**Means:**  
I understand and will comply

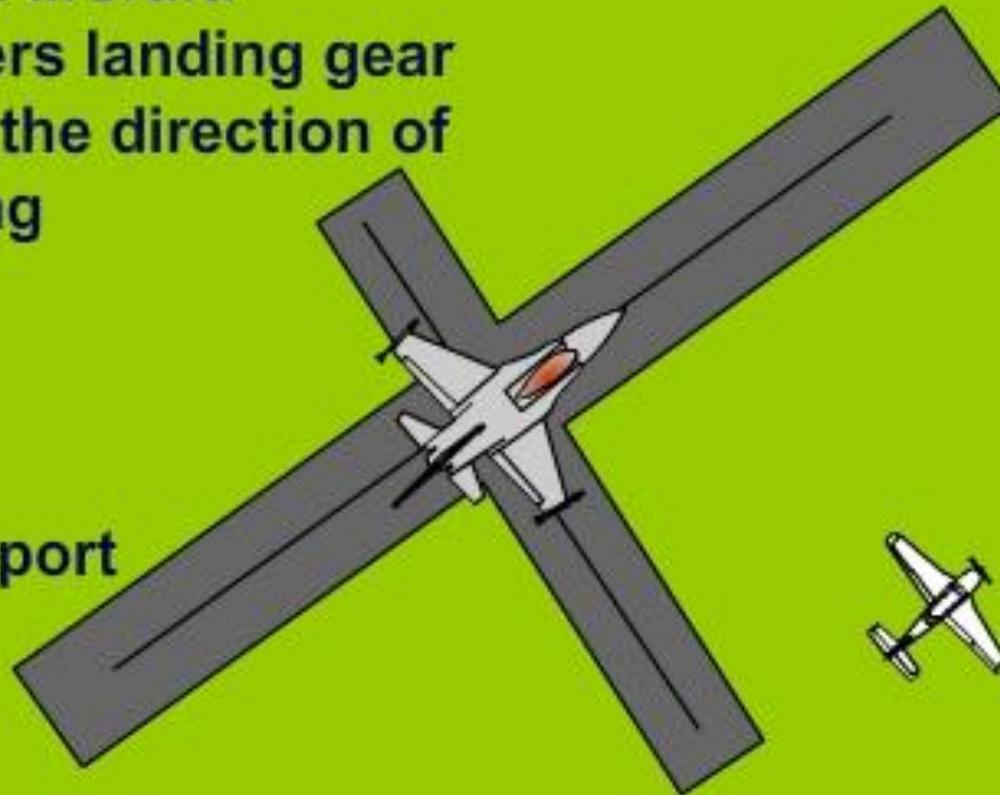
# Interception Procedures

**Intercepting Aircraft:**

**Circles airport, lowers landing gear  
overflies runway in the direction of  
landing**

**Means:**

**Land at this Airport**



**Intercepted Aircraft Response:  
Lower Landing Gear and land  
If runway Safe**

**Means:**

**I Understand and will Comply**

# Interception Procedures

**Intercepted Aircraft Signal:  
Raises Landing Gear over runway at  
1000'-2000' and continues  
to circle airport**

**Means:  
This Airport Inadequate**

**Night Operations:  
Flash Landing Lights  
While Over Runway**

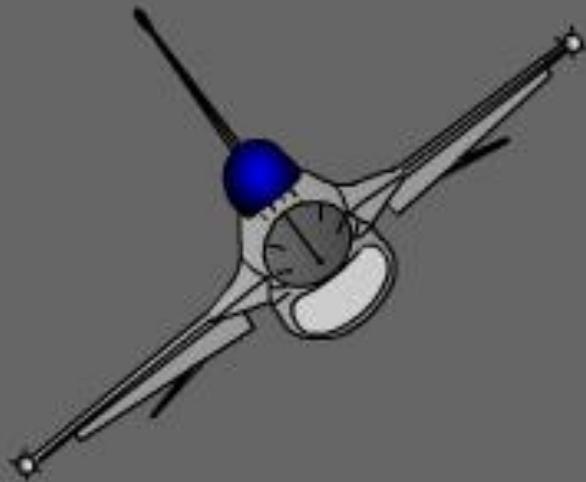


**Intercepting Aircraft Response:  
Will raise gear and use intercept  
procedures**

**Means:  
Understood, Follow Me**

# Interception Procedures

**Intercepting Aircraft:  
Performs Breakaway Manuever**



**Means:  
Understood**

**Intercepted Aircraft:  
Pilot Switches ON/OFF all  
Available Lights at  
Regular Intervals**



**Means:  
Cannot Comply  
OR  
In Distress**



# SeeandAvoid.org Pre-Flight Planning



- SeeandAvoid.org is a website that you should use for pre-flight planning of your VFR flight.
- On this website, you can look up
  - **airports,**
  - **military bases,**
  - **Military Operations Area (MOA),**
  - **Special use airspace,**
  - **Low level training routes, or**
  - **mid-air collision information.**



# SeeandAvoid.org Website



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START HERE

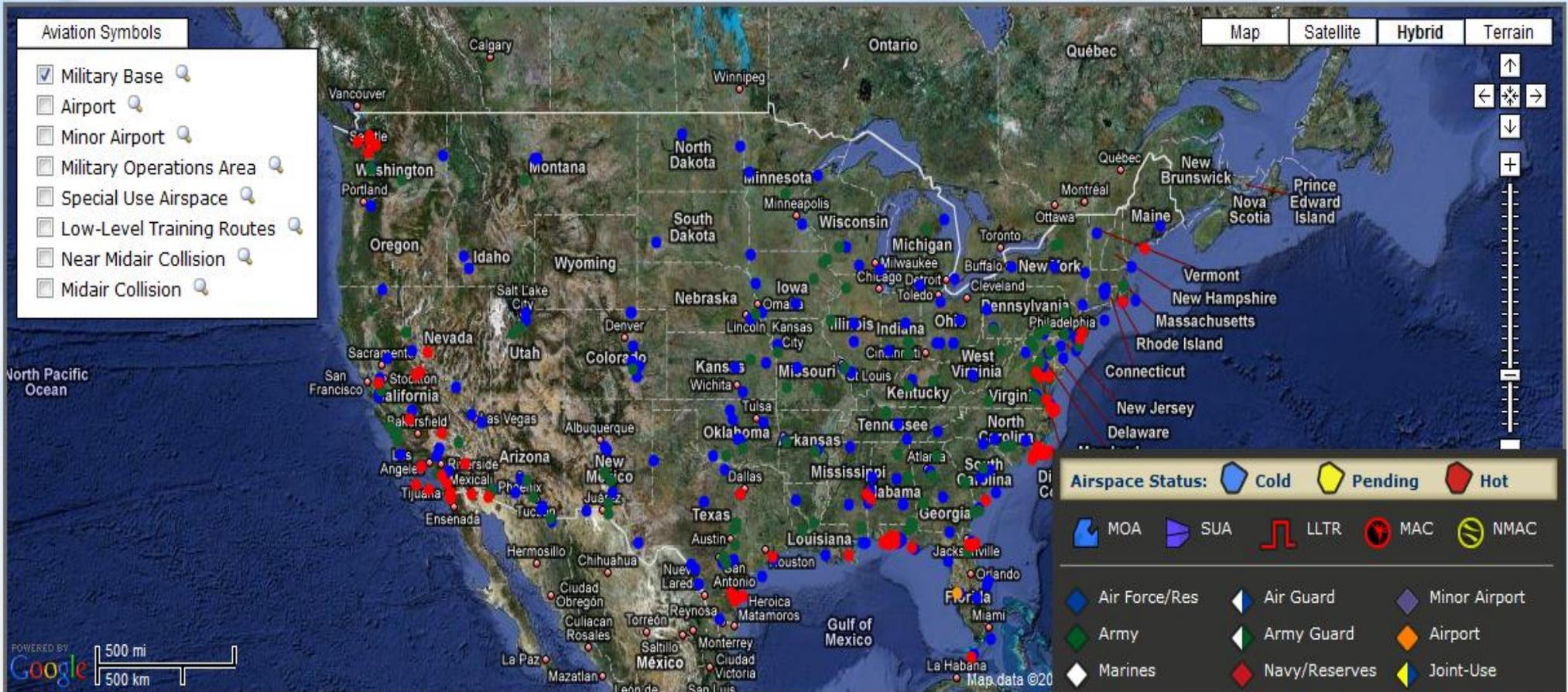
Search ICAO, Region or City Here

or

Select Map



- Aviation Symbols
- Military Base
  - Airport
  - Minor Airport
  - Military Operations Area
  - Special Use Airspace
  - Low-Level Training Routes
  - Near Midair Collision
  - Midair Collision



[CLICK HERE TO HIDE LEGEND](#)

Disclaimer: Not to scale. Do not use for Flight Navigation.

To join the National MACA Working group, or provide inputs for content, please e-mail the Chief of Aviation Safety, Air National Guard, at [admin@seeandavoid.org](mailto:admin@seeandavoid.org).

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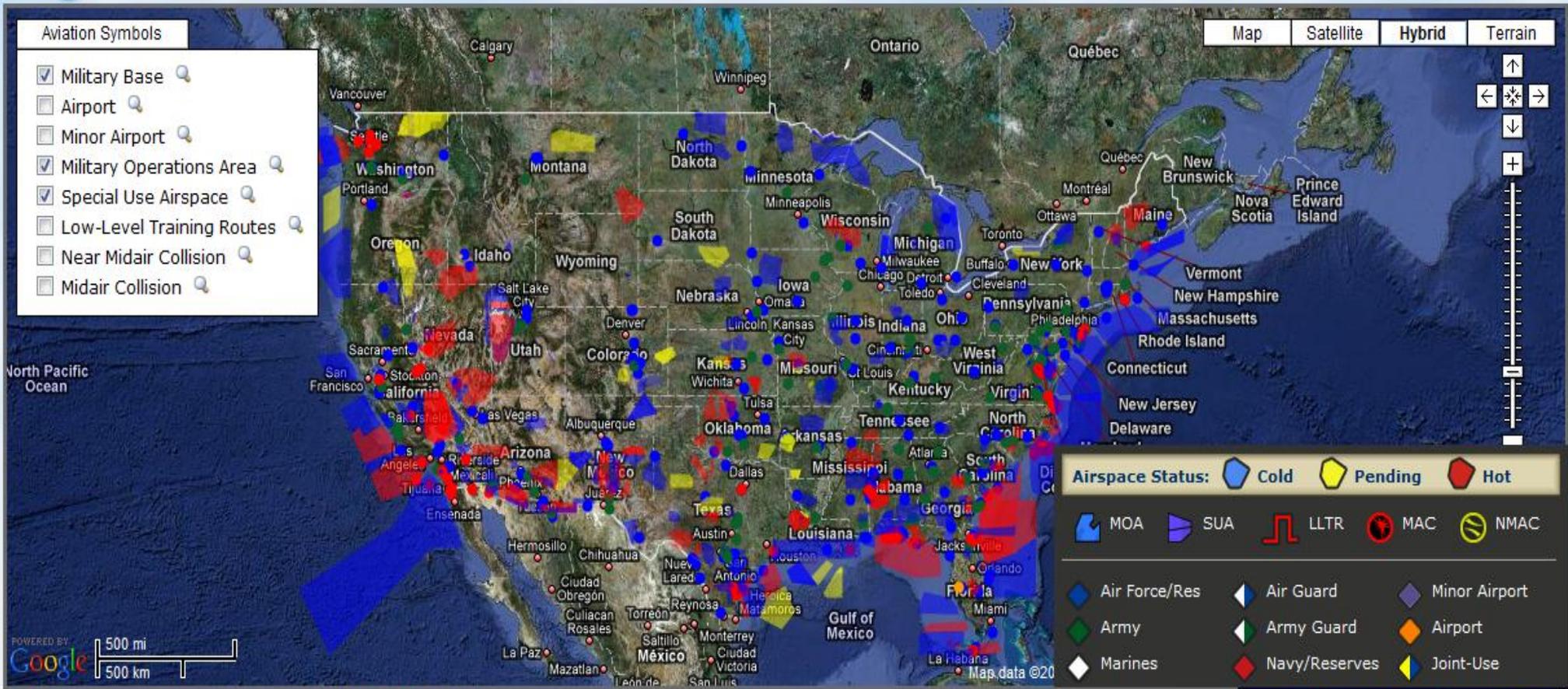
or

Select Map



### Aviation Symbols

- Military Base
- Airport
- Minor Airport
- Military Operations Area
- Special Use Airspace
- Low-Level Training Routes
- Near Midair Collision
- Midair Collision



Current Mouse Position - Latitude/Longitude : 52.589701, -137.373047  
Current Zoom Level: 4

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To join the National MACA Working group, or provide inputs for content, please e-mail the Chief of Aviation Safety, Air National Guard, at [admin@seeandavoid.org](mailto:admin@seeandavoid.org).

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# *SeeandAvoid.org*



- This is a valuable tool for pre-flight planning if you are going to be flying near any military bases or military training areas.
- It is updated daily with the times of active MOAs and/or low level training routes. It also shows points of contact (POC's) with phone numbers and frequencies.



# Bahaman Flight Planning Outward Bound – From US



- File a Flight Plan, [www.fltplan.com](http://www.fltplan.com) (DVFR or IFR)
- File an e-APIS (<https://eapis.cbp.dhs.gov/>) manifest outbound (we recommend doing the inbound at the same time)
- It is encouraged that all aircraft flying over water carry Coast Guard approved life jackets for each person onboard or life rafts.
  - For life preserver requirements see 14 CFR 91



# Bahaman Flight Planning Outward Bound – From US (cont)



- Activate Flight Plan before leaving Florida.
  - Palm Beach Approach
  - Miami FSS
  - Fort Lauderdale
  - Fort Pierce
- Prior to landing, close your flight plan with Nassau radio. In order to close you may call 1-800-WXBRIEF or Nassau 1-242-377-7176. You can also use the blue phone at your disposal at your airport of entry free of charge.



# Bahaman Flight Planning Outward Bound – From US (cont)



- Must land at an airport of entry (AOE) to clear customs and immigration.
- Need to turn in 3 copies of the C7A ([click here for PDF](#)) general declaration form as well as a Bahamas immigration card – 1 per person.
- By cooperating with customs and immigration they will be happy to help you.



# *Bahaman Flight Planning Outward Bound – From US (cont)*



- If you fly VFR, you can contact Miami Flight Service for flight following and issuing a discreet squawk code.
  - Fort Pierce
  - Palm Beach area
  - Fort Lauderdale Executive
  - Fort Lauderdale International
- Close VFR Flight Plan



# Bahaman Flight Planning Inward Bound – To US



- File e-APIS manifest (<https://eapis.cbp.dhs.gov/>)
- *You need to file the e-APIS manifest to return to US at least one hour prior to departure. This can be done one day or many weeks ahead of time. See attached index for more details.*
- You must depart from an Airport of Entry (AOE).
- File one copy of The Bahamas Customs (C7) ([click here for PDF](#)) and turn in the Bahamas Immigration carbon copy.



# *Bahaman Flight Planning Inward Bound – To US (cont)*



- Pay departure tax of \$20 per person.
- Call and advise U.S. Customs of your ETA via a land line and get “code” from the Customs Officer.
- File an International Flight Plan **242-377-7116** or **(1-800-WX-BRIEF)**.
  - If in the air, call Nassau Radio.



# *Bahaman Flight Planning Inward Bound – To US (cont)*



- Activate your flight plan with Nassau or Freeport Radio.
- If you are unable to do this, activate with Miami Radio. In Bimini, activate your flight plan or listen to Bimini VOR.
- VFR flights must receive a discrete transponder code from FSS before penetrating the ADIZ zone.
  - **Flight Service is responsible, not Approach Control.**



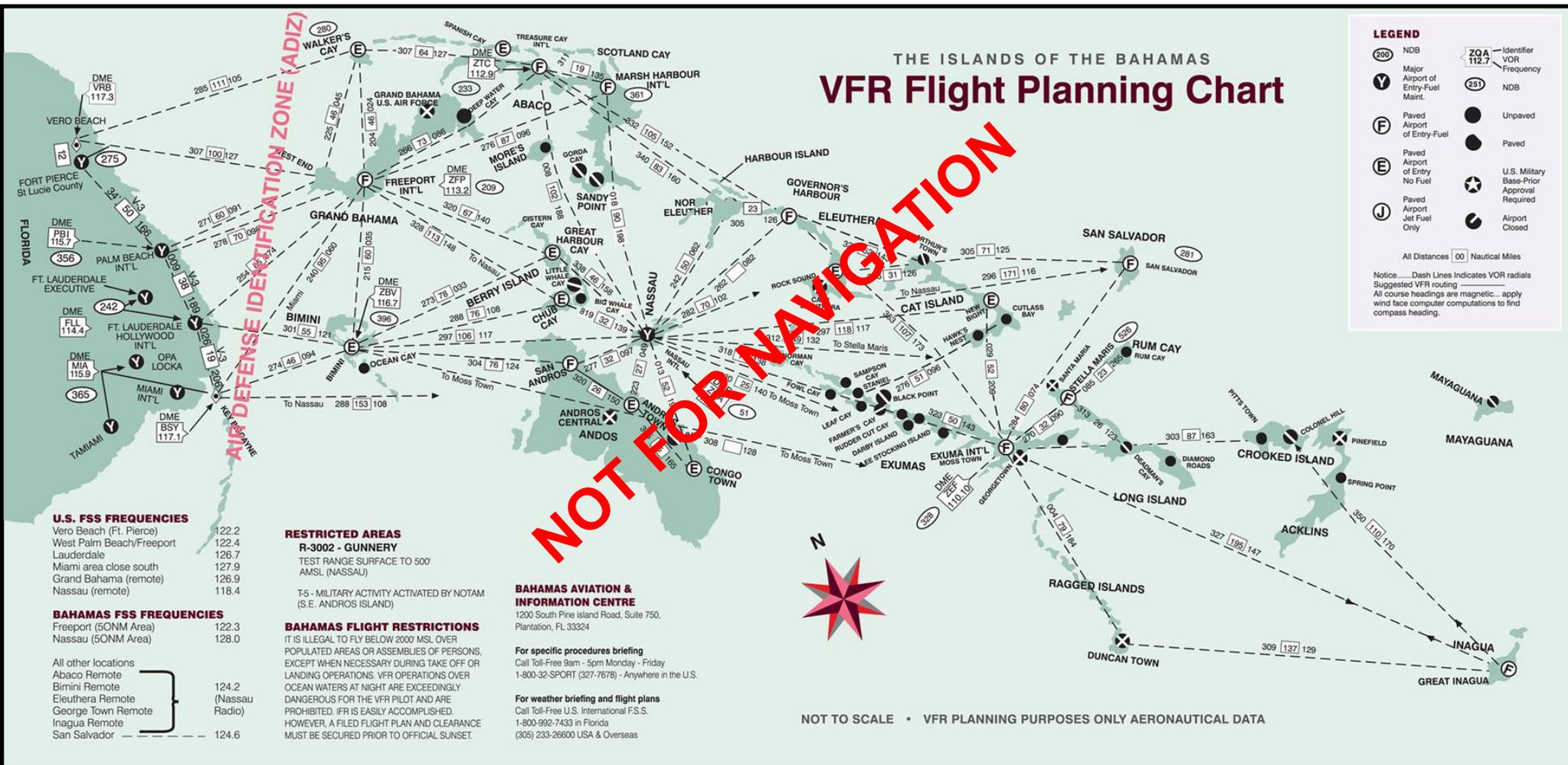
# *Bahaman Flight Planning Inward Bound – To US (cont)*



- Prior to landing, close your flight plan. If you are unable, close at Customs office with 1-800-WX – BRIEF.
- You must land at an Airport of Entry on the East Coast.
- Take all baggage out of airplane and proceed directly to Customs.
- Prepare the necessary documents, U.S. Arrival Report (pilots only) and Customs Declaration cards (1 per family).



# Bahama's VFR Flight Planning Chart





# *Bahama Activity FY2007 – FY2009*



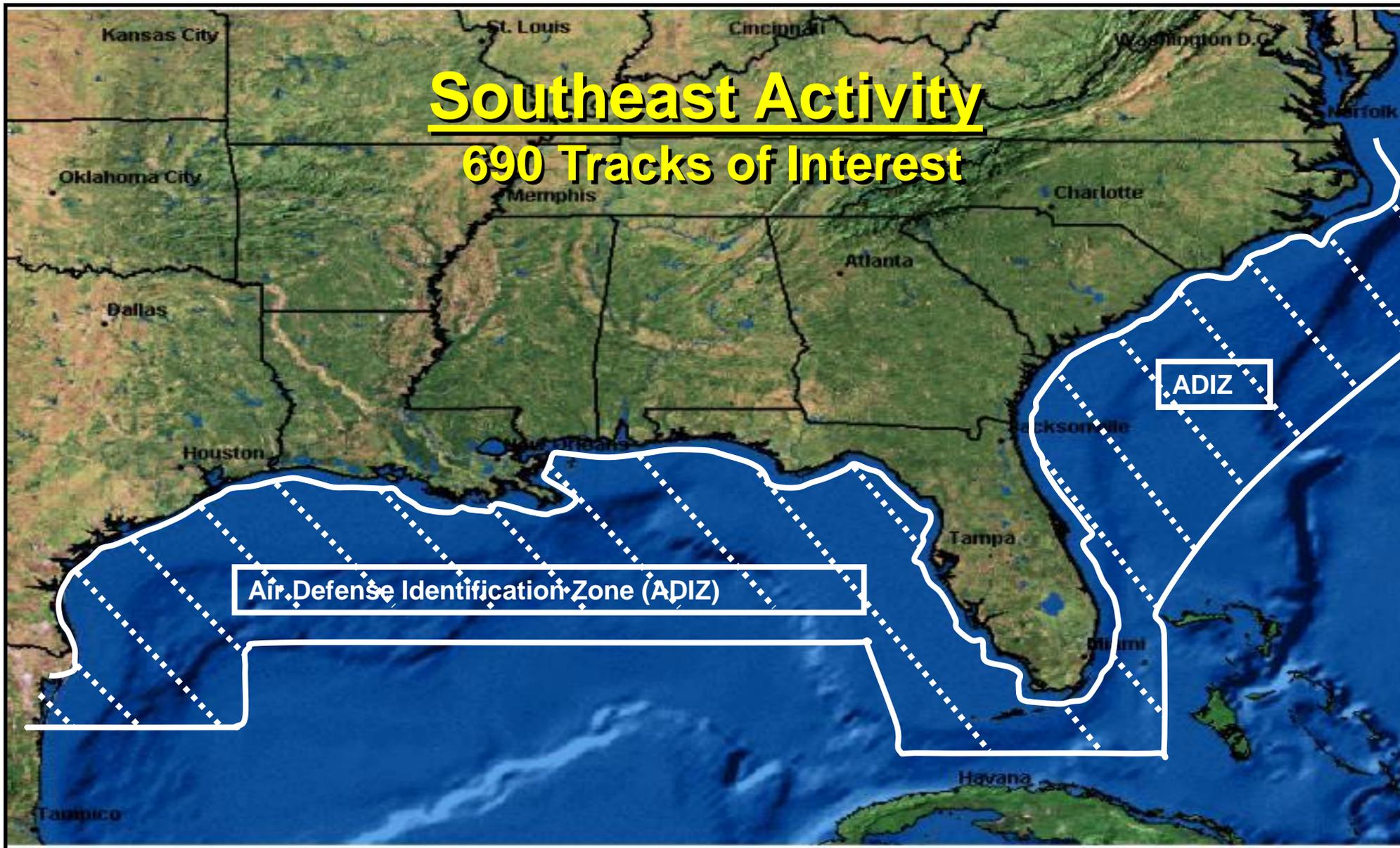
## Bahamian Corridor: Area with the most CONR Tracks of Interest

- Unknowns
- TFR Violators
- FAA Request for Assistance
- Suspect Tracks



# Southeast Activity

## FY2007 – FY2009





# *Review*

## *Things to Remember*



- NORAD Mission
- CONR Mission
- ADIZ Operations
  - Obtain a discrete transponder code from ATC
  - Position report 15 minutes prior to entering the ADIZ



# Review Things to Remember



- Temporary Flight Restrictions (TFRs)
  - Always check your NOTAMS and websites
  - Use flight following if VFR
- Know Interception Procedures / Monitor 121.5 and/or 243.0
  - AOPA quick reference guide
- SeeandAvoid.org
- Bahamas

# GOT SQUAWK?

Air Defense Identification Zone (ADIZ) violations occur daily, don't be the next intercept. When transiting the ADIZ:

- \* Squawk assigned discrete transponder code
- \* Check NOTAMs and Fly Informed
- \* Notify ATC before deviating
- \* File IFR or DVFR
- \* Contact ATC



CONUS ADIZ

[www.faa.gov](http://www.faa.gov)

[www.1af.acc.af.mil](http://www.1af.acc.af.mil)

[www.facebook.com/americasaoc](http://www.facebook.com/americasaoc)

[twitter.com/1stAF](https://twitter.com/1stAF)





## *For More Info*



- For more information about ADIZ & TOI's refer to:
- <http://www.faasafety.gov/>
- [http://www.faa.gov/air\\_traffic/publications/ifim/airspace/](http://www.faa.gov/air_traffic/publications/ifim/airspace/)



# *Questions to Test Your Understanding*



- We have developed a few questions to test your understanding of the material presented in this briefing
- Select the best answer for each question and then press the space bar to see the correct answer
- Click to the next slide to begin



# Question 1



- **What is the mission of the North American Aerospace Defense Command (NORAD)?**
  - a) Conducts persistent aerospace warning, aerospace coordination, and maritime warning in the defense of North America.
  - b) Conducts sustained air and space operations within its assigned Area of Operations (AO) to deter, prevent, and if necessary defeat hostile air attacks on Continental United States (CONUS), its citizens, and designated critical infrastructure.
  - c) Track Santa Claus
  - d) All of the Above



# Question 1



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## *Question 2*



- **What is the mission of Continental US NORAD Region (CONR)?**
  - a) Conducts persistent aerospace warning, aerospace coordination, and maritime warning in the defense of North America.
  - b) Conducts sustained air and space operations within its assigned Area of Operations (AO) to deter, prevent, and if necessary defeat hostile air attacks on Continental United States (CONUS), its citizens, and designated critical infrastructure.
  - c) Track Superman
  - d) All of the Above



## Question 2



- **What is the mission of Continental US NORAD Region (CONR)?**
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  - b) Conducts sustained air and space operations within its assigned Area of Operations (AO) to deter, prevent, and if necessary defeat hostile air attacks on Continental United States (CONUS), its citizens, and designated critical infrastructure.
  - c) Track Superman
  - d) All of the Above



## Question 3



- **What is the definition and purpose of the ADIZ?**
  - a) Automatic terminal information service - The continuous broadcast of recorded non-control information in selected terminal areas- Its purpose is to improve controller effectiveness and relieve frequency congestion by automating repetitive transmission of essential but routine information- FAA Pilot's Handbook.
  - b) Air defense identification zone - which is almost exclusively over water, serves as a national defense boundary for aerial incursions and is jointly administered by the civilian air traffic control authorities and the militaries under the auspices of the North American Aerospace Defense Command or NORAD.
  - c) Aircraft digital image zone – zone in which digital images are created of aircraft flying within restricted airspace of the United States.
  - d) None of the Above



## Question 3



- **What is the definition and purpose of the ADIZ?**
  - a) Automatic terminal information service - The continuous broadcast of recorded non-control information in selected terminal areas- Its purpose is to improve controller effectiveness and relieve frequency congestion by automating repetitive transmission of essential but routine information- FAA Pilot's Handbook.
  - b) Air defense identification zone - which is almost exclusively over water, serves as a national defense boundary for aerial incursions and is jointly administered by the civilian air traffic control authorities and the militaries under the auspices of the North American Aerospace Defense Command or NORAD.
  - c) Aircraft digital image zone – zone in which digital images are created of aircraft flying within restricted airspace of the United States.
  - d) None of the Above



## Question 4



- **Which CFR can you reference for information about flying into the US ADIZ?**
  - a) 14 CFR 91
  - b) 14 CFR 99
  - c) 14 CFR 98
  - d) 14 CFR 96



## Question 4



- **Which CFR can you reference for information about flying into the US ADIZ?**
  - a) 14 CFR 91
  - b) 14 CFR 99
  - c) 14 CFR 98
  - d) 14 CFR 96



## *Question 5*



- **What are the requirements for flying into the U.S. ADIZ (14 CFR 99.9 & 99.13)?**
  - a) Aircraft must have an operational radar transponder.
  - b) Aircraft must maintain two-way radio contact.
  - c) Aircraft must file a flight plan with an appropriate aeronautical facility.
  - d) All of the Above



## Question 5



- **What are the requirements for flying into the U.S. ADIZ (14 CFR 99.9 & 99.13)?**
  - a) Aircraft must have an operational radar transponder.
  - b) Aircraft must maintain two-way radio contact.
  - c) Aircraft must file a flight plan with an appropriate aeronautical facility.
  - d) All of the Above



## *Question 6*



- **What information has to be reported to ATC when you file a flight plan to enter the U.S. ADIZ?**
  - a) Aircraft call sign, N- Number and type of aircraft.
  - b) Altitude (within ADIZ) , True airspeed and destination.
  - c) Time of departure, Point of departure and ETA.
  - d) All of the Above



## Question 6



- **What information has to be reported to ATC when you file a flight plan to enter the U.S. ADIZ?**
  - a) Aircraft call sign, N- Number and type of aircraft.
  - b) Altitude (within ADIZ) , True airspeed and destination.
  - c) Time of departure, Point of departure and ETA.
  - d) All of the Above



## Question 7



- **If you are intercepted, what GUARD frequencies would you talk on?**
  - a) UHF 243.0 & VHF 121.5
  - b) UHF 234.0 & VHF 125.1
  - c) UHF 221.5 & VHF 143.0
  - d) UHF 234.0 & VHF 123.0



## Question 7



- **If you are intercepted, what GUARD frequencies would you talk on?**
  - a) UHF 243.0 & VHF 121.5
  - b) UHF 234.0 & VHF 125.1
  - c) UHF 221.5 & VHF 143.0
  - d) UHF 234.0 & VHF 123.0



## Question 8



- **When do you have to provide a position report prior to penetrating the ADIZ?**
  - a) 25 Minutes
  - b) 10 Minutes
  - c) 20 Minutes
  - d) 15 Minutes



## Question 8



- **When do you have to provide a position report prior to penetrating the ADIZ?**
  - a) 25 Minutes
  - b) 10 Minutes
  - c) 20 Minutes
  - d) 15 Minutes



## *Question 9*



- **A TFR is a geographically-limited, short-term, airspace restriction, typically in the United States and you can find more information about TFR's in 14 CRF 91?**
  - a) True
  - b) False



## Question 9



- **A TFR is a geographically-limited, short-term, airspace restriction, typically in the United States and you can find more information about TFR's in 14 CFR 91?**
  - a) True
  - b) False



## *Question 10*



- **Pilots must check with flight service for ALL applicable NOTAMS immediately prior to flight?**
  - a) True
  - b) False



# Question 10



- **Pilots must check with flight service for ALL applicable NOTAMS immediately prior to flight?**
  - a) True
  - b) False



# Question 11



- **What situations in the United States could result in a scramble of fighters?**
  - a) ADIZ Violations &/or TFR Violations
  - b) Threat to High Value Asset &/or FAA Request for Assistance
  - c) Airline Request for Assistance &/or Customs & Border Patrol (CBP) Request (Suspect)
  - d) All of the Above



# Question 11



- **What situations in the United States could result in a scramble of fighters?**
  - a) ADIZ Violations &/or TFR Violations
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  - c) Airline Request for Assistance &/or Customs & Border Patrol (CBP) Request (Suspect)
  - d) All of the Above



## Question 12



- **What should you do if you are intercepted by a military fighter aircraft and it starts rocking its wings & flashing its navigational lights?**
  - a) You should immediately start rocking your aircraft wings & flash navigational lighting and if the intercepting aircraft makes a turn follow him.
  - b) You should Ignore the fighter, he is just there to say hello.
  - c) You should call ATC and tell them you have a fighter aircraft following you around and ask them why this is happening to you.
  - d) You should just keep on flying, the fighter aircraft won't do anything, those live missiles on the aircraft are just for show.



## Question 12



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  - d) You should just keep on flying, the fighter aircraft won't do anything, those live missiles on the aircraft are just for show.



## Question 13



- **What should you do if you are intercepted by a military fighter and it lowers its landing gear then shows steady landing lights and overflies a runway in use?**
  - a) You should call ATC and tell them you have a fighter aircraft following you around and ask them why this is happening to you.
  - b) You should lower your landing gear, show steady landing lights and follow the intercepting aircraft, and proceed to land
  - c) You should ignore the fighter, he is just there to say hello.
  - d) You should just keep on flying, the fighter aircraft won't do anything, those live missiles on the aircraft are just for show.



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## Question 14



- **If you are intercepted by a military fighter aircraft and you start switching all of your available lights on and off (in a manner as to be distinct from flashing lights) what does this mean?**
  - a) You cannot comply to the instructions of the intercepting aircraft
  - b) You are in distress
  - c) Both A & B
  - d) None of the above



## Question 14



- **If you are intercepted by a military fighter aircraft and you start switching all of your available lights on and off (in a manner as to be distinct from flashing lights) what does this mean?**
  - a) You cannot comply to the instructions of the intercepting aircraft
  - b) You are in distress
  - c) Both A & B
  - d) None of the above



## Question 15



- **What website can you utilize for pre-flight planning on your VFR flight? On this site you can look up airports, military bases, Military Operations Area (MOA), special use airspace, low level training routes or mid-air collision information!**
  - a) SeeandAvoid.org
  - b) FlyforFree.com
  - c) Both A & B
  - d) None of the Above



## Question 15



- **What website can you utilize for pre-flight planning on your VFR flight? On this site you can look up airports, military bases, Military Operations Area (MOA), special use airspace, low level training routes or mid-air collision information!**
  - a) SeeandAvoid.org
  - b) FlyforFree.com
  - c) Both A & B
  - d) None of the Above



# *Congratulations! You are Briefed*

