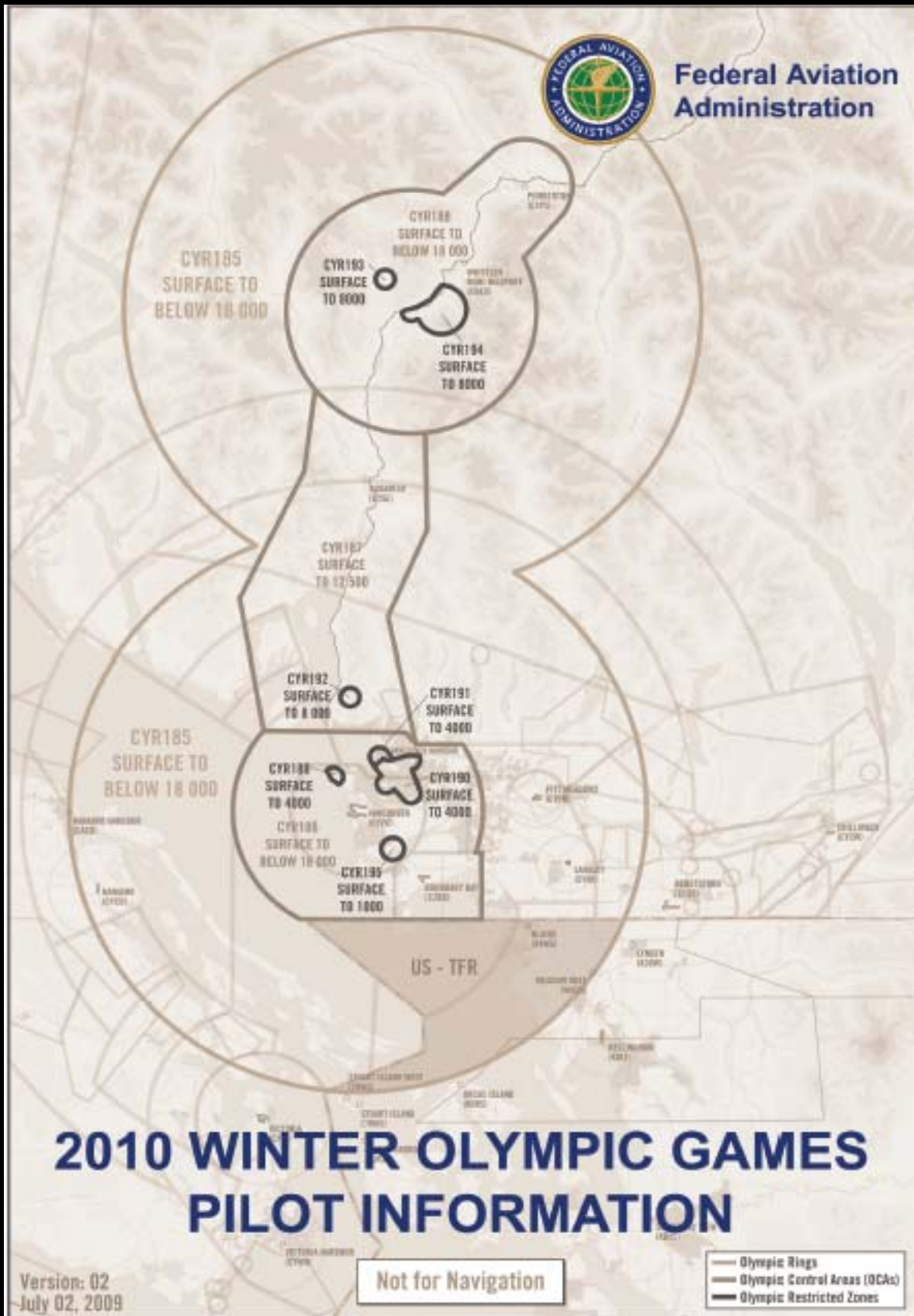




Federal Aviation
Administration



Fellow Airmen,

The 2010 Olympic and Paralympic Winter Games will be held this coming January 29 – March 24, 2010 in British Columbia, Canada. Associated with the Olympic Games will be a Temporary Flight Restriction (TFR) that will extend into the United States. *The restricted airspace will be in effect 24/7 during the entire period covered by the NOTAM.*

For safety and security reasons, Canada will establish restricted airspace - in the form of two conjoined Olympic Rings - within a 30 nautical mile (NM) radius of the Vancouver International Airport and the Whistler Athlete's Village, respectively. Within these rings there will be three Olympic Control Areas (OCA), and within the OCA's, seven Olympic Restricted Areas (ORA's). The restricted airspace has been designed to minimize the impact on the aviation industry to the extent possible, with the greatest restrictions to operations occurring in the Olympic Restricted Areas. Operations in these areas will be limited to emergency, security and authorized essential service and media aircraft only.

Pilots must remember that the TFR is comprised of two conjoined rings, each 30 NM in radius. The physical description of all the restricted airspace is contained in the NavCanada Airman Information Publication (AIP) located at: www.navcanada.ca You will see a banner displayed that you can click on to navigate to information related to the Vancouver 2010 Olympics.



Click on the “Olympic Rules and Information” button and then navigate to the “AIP Canada (ICAO) Supplements Banner”



The banner will open the AIP Canada (ICAO) Supplement entitled “*AIP Canada (ICAO) Supplement 37/09*”.

If you have no computer capability available, the FAA Flight Service Station (FSS) will have the complete NOTAM available. It is strongly recommended that you make every effort to access a computer and print the extensive NOTAM and NavCanada Supplement 37/09. The FAA NOTAM covering the TFR in the United States will be located at: <http://tfr.faa.gov/tfr2/list.html>

Remember to check NOTAMS before each flight as information may have changed!

GENERAL DESCRIPTION:

The Olympic TFR covers the airspace from the surface up to, but not including 18,000 feet MSL. In general, the southern circle of the TFR is centered on the Vancouver International Airport (YVR) and has a 30 NM radius. This radius will enter the U.S. just west of the LYNDEN Airport (38W) and arc southwest to a point just north of EASTSOUND/ORCAS ISLAND Airport (ORS) and then arc westward to STUART ISLAND WEST Airport (2WA3). The arc continues west northwest until it enters Canadian airspace again.

WARNING:

DO NOT use this rudimentary description for navigation or flight planning purposes. The security of the Olympic Games and the TFR is being taken very seriously. If you stray into the TFR, you will be intercepted by armed military aircraft

Pilots of VFR aircraft within Canadian and US domestic airspace departing inside, arriving inside, or transiting through the OCR's and the Olympic TFR must adhere to the operating rules and procedures that will be in place during the Olympic Games, including the filing of VFR flight plans and use of transponder codes. Additional restrictions are in place for activities within the OCA's. Complete information on operating rules and procedures are available in the AIP Canada (ICAO) Supplement. NOTAMS containing this information are scheduled to be published in December of 2009.

The following flight operations are prohibited within the Olympic TFR:

- Flight training, practice instrument approaches, aerobatic flight, glider operations, parachute operations, ultralight, hang gliding, balloon operations, agriculture/crop dusting, animal population control flight operations, banner towing operations, model aircraft operations, model rocketry, and Unmanned Aircraft Systems (UAS)
- No flight training will be allowed in the Birch Bay training area west of Bellingham, WA
- No loitering or scenic flights near the boundary of the TFR
- No Student Pilot solo flights within the TFR
- No takeoff and landing practice at the "Fringe Airports"
- No aerobatic flights including stalls, spins, and steep turns
- In the US TFR there will be no touch and go landings from any airport within the TFR

The following U.S. airports will be within the Olympic TFR: Point Roberts (1RL), Meadow Mist (WN35) and Waldronaire (90WA).

NOTE: IF YOUR AIRCRAFT IS NOT EQUIPPED WITH AN OPERATING MODE C OR MODE S TRANSPONDER AND TWO-WAY RADIO COMMUNICATION YOU WILL NOT BE ALLOWED TO FLY IN THE TFR, OR FROM THE FRINGE AIRPORTS THAT ARE LOCATED WITHIN THE TFR.

TRANSITING THE OLYMPIC TFR:

- Aircraft must be on an active VFR flight plan filed two hours prior to estimated departure time (ETD)
- Aircraft must be squawking an ATC assigned discrete code prior to departure and at all times while in the TFR
 - To obtain a discrete code contact Vancouver ACC (866-998-2010) at least 30 minutes prior to ETD
- Maintain two-way communication with ATC at all times
- **REMEMBER:** FILE, SQUAWK & TALK

AIRPORT RESTRICTIONS:

Point Roberts Airport (1RL): No flights are allowed from Point Roberts Airport (1RL) without filing a flight plan (either VFR or IFR) and obtaining an approved transponder squawk code prior to departure.

Special “fringe airports” have been approved for the following VFR operations:

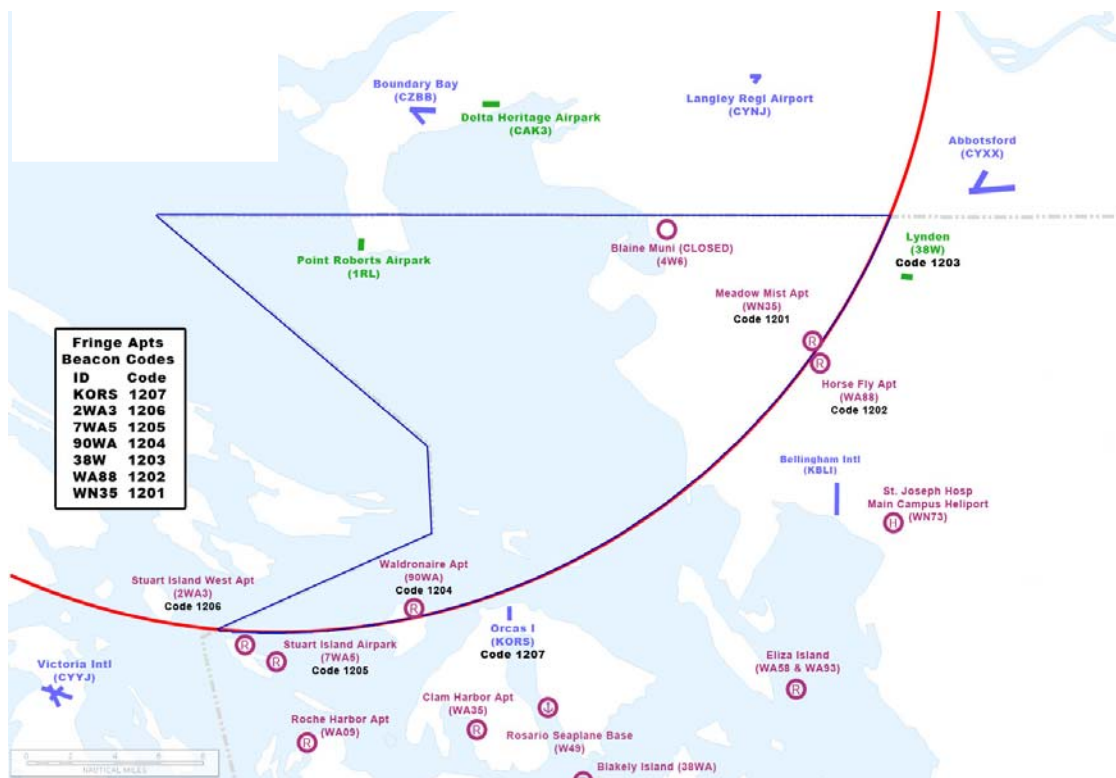
- Inside the TFR:
 - Meadow Mist Airport (WN35) and Waldronaire Airport (90WA):
 - **IF the pilot exits the TFR via the most direct route before proceeding on course, or if arriving, enters the TFR and proceeds to the destination via the most direct and shortest route:**
 - Pilots are not required to file a flight plan
 - The aircraft must squawk code:
 - Meadow Mist (WN35): 1201
 - Waldronaire (90WA): 1204
 - The specific transponder code indicates the pilot’s intent to arrive or depart the respective airport and exit or enter the TFR via the shortest route
 - Pilots are not required to contact ATC unless otherwise directed
- Outside the TFR:
 - Horse Fly Airport (WA88), Stuart Island Airpark (7WA5), Stuart Island West Airport (2WA3), Lynden Airport (38W), and Eastsound/Orcas Island Airport (KORS):
 - Pilots are not required to file a flight plan
 - Due to the proximity of the TFR boundary and to assist federal agencies in identifying aircraft and pilot intent, pilots arriving or departing these airports must squawk the specific corresponding airport transponder code:
 - Horse Fly Airport (WA88): 1202
 - Stuart Island Airpark (7WA5): 1205
 - Stuart Island West Airport (2WA3): 1206
 - Lynden Airport (38W): 1203
 - Eastsound/Orcas Island Airport (KORS): 1207

- The specific transponder code indicates the pilot's intent to arrive or depart the respective airport and exit or enter the TFR via the shortest route
- Pilots are not required to contact ATC unless otherwise directed

FRINGE AIRPORTS

TRANSPONDER CODE

| | |
|---------------------------------------|------|
| Meadow Mist Airport (WN35) | 1201 |
| Horse Fly Airport (WA88) | 1202 |
| Lynden Airport (38W) | 1203 |
| Waldronaire Airport (90WA) | 1204 |
| Stuart Island Airpark (7WA5) | 1205 |
| Stuart Island West Airport (2WA3) | 1206 |
| Eastsound/Orcas Island Airport (KORS) | 1207 |



FLIGHT PLANNING:

VFR flight plans for flights departing, arriving or transiting the Olympic Rings must be filed with NavCanada Kamloops Flight Information Centre 866-541-4101 or a FAA Flight Service Station (FSS) at 1-800-WX-BRIEF. Flight plans filed with DUAT(S) providers in Canada or the USA DO NOT meet the security requirements of the 2010 Winter Olympics.

DEPARTURE PROCEDURES:

If departing from within Canada, please refer to the Canadian AIP 37/09

If departing from US Domestic Airspace and are within the Olympic TFR pilots must:

- File a VFR flight plan with the FAA FSS at least two hours prior to the proposed departure time. The flight plan must include VFR route of flight information:
 - Route of flight is required for aircraft entering the Olympic Ring. The suggested procedure is to file to a navigational fix such as an aerodrome or NAVAID outside the Olympic Ring to the destination point within the Olympic Ring. Aircraft transiting the Olympic Ring should identify a navigational fix prior to entering and a navigational fix for exiting the Olympic Ring.
 - Route of flight is required for aircraft departing from an aerodrome or point within the Olympic Ring to a navigational fix or aerodrome outside the Olympic Ring.
- **Contact the Vancouver ACC (866-998-2010) at least 30 minutes prior to the proposed departure time to receive a transponder code.**
- Pilots must contact the FAA FSS with all changes to flight plans. Changes to the proposed departure time are especially important.
- Maintain two-way radio communication with ATC at all times
- If you are departing from one of the “fringe airports” and intend on flying within the TFR you must comply with all of these requirements.

If you depart from an airport not within the TFR and plan on entering the TFR you must:

- File a VFR flight plan with the FAA FSS at least two hours prior to the proposed departure time. The flight plan must include VFR route of flight information:
 - Route of flight is required for aircraft entering the Olympic Ring. The suggested procedure is to file to a navigational fix such as an aerodrome or NAVAID outside the Olympic Ring to the destination point within the Olympic Ring. Aircraft transiting the Olympic Ring should identify a navigational fix prior to entering and a navigational fix for exiting the Olympic Ring.
 - Route of flight is required for aircraft departing from an aerodrome or point within the Olympic Ring to a navigational fix or aerodrome outside the Olympic Ring.
- VFR aircraft must contact Vancouver Area Control Centre (ACC) at least 15 nautical miles (NM) prior to entering the Olympic Ring (CYR185) or prior to departing from an aerodrome or point within the Olympic Ring (CYR185) to receive a transponder code.
 - To receive a transponder code:
 - Aircraft arriving or transiting from the **east** are to contact Vancouver ACC on frequency 124.675
 - Aircraft arriving or transiting from the **west** are to contact Vancouver ACC on frequency 133.425
- Pilots must contact the FAA FSS with all changes to flight plans. Changes to the proposed departure time are especially important.
- Maintain two-way radio communication with ATC at all times
- If you are departing from one of the “fringe airports” and intend on flying within the TFR you must comply with all of these requirements

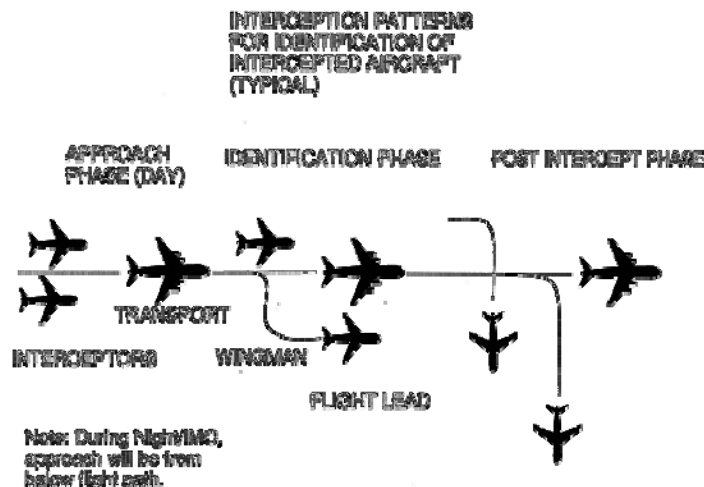
INTERCEPTION PROCEDURES (AIM 5-6-2):

General Information

- Identification intercepts during peacetime operations are vastly different than those conducted under increased states of readiness. Unless otherwise directed by the control agency, intercepted aircraft will be identified by type only. When specific information is required (i.e., markings, serial numbers, etc.) the interceptor aircrew will respond only if the request can be conducted in a safe manner. During hours of darkness or Instrument Meteorological Conditions (IMC), identification of unknown aircraft will be by type only. The interception pattern described below is the typical peacetime method used by air interceptor aircrews. In all situations, the interceptor aircrew will use caution to avoid startling the intercepted aircrew and/or passengers.
- **All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on VHF guard 121.5 or UHF 243.0.** It is incumbent on all aviators to know and understand their responsibilities if intercepted. Additionally, if the U.S. military intercepts an aircraft and flares are dispensed in the area of that aircraft, **aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the intercept's visual ICAO signals.** Be advised that noncompliance may result in the use of force.

Intercept phases

- **Phase One - Approach Phase**
 - During peacetime, intercepted aircraft will be approached from the stern. Generally two interceptor aircraft will be employed to accomplish the identification. The flight leader and wingman will coordinate their individual positions in conjunction with the ground controlling agency. Their relationship will resemble a line abreast formation. At night or in IMC, a comfortable radar trail tactic will be used. Safe vertical separation between interceptor aircraft and unknown aircraft will be maintained at all times.
- **Phase Two - Identification Phase (AIM Figure 5-6-1)**



- The intercepted aircraft should expect to visually acquire the lead interceptor and possibly the wingman during this phase in visual meteorological conditions (VMC). The wingman will assume a surveillance position while the flight leader approaches the unknown aircraft. Intercepted aircraft personnel may observe the use of different drag devices to allow for speed and position stabilization during this phase. The flight leader will then initiate a gentle closure toward the intercepted aircraft, stopping at a distance no closer than absolutely necessary to obtain the information needed. The interceptor aircraft will use every possible precaution to avoid startling intercepted aircrew or passengers. Additionally, the interceptor aircrews will constantly keep in mind that maneuvers considered normal to a fighter aircraft may be considered hazardous to passengers and crews of non-fighter aircraft.
- When interceptor aircrews know or believe that an unsafe condition exists, the identification phase will be terminated. As previously stated, during darkness or IMC identification of unknown aircraft will be by type only. Positive vertical separation will be maintained by interceptor aircraft throughout this phase.
- **Phase Three - Post Intercept Phase**
 - Upon identification phase completion, the flight leader will turn away from the intercepted aircraft. The wingman will remain well clear and accomplish a rejoin with the leader or the intercepted aircraft could be escorted to a specific divert airport.

Communication interface between interceptor aircrews and the ground controlling agency is essential to ensure successful intercept completion. Flight Safety is paramount.

An aircraft which is intercepted by a North American Aerospace Defense Command (NORAD) fighter, helicopter, or other law enforcement aircraft shall immediately:

- Follow the instructions given by the intercepting aircraft, interpreting and responding to the visual signals.
- Notify, if possible, the appropriate air traffic services unit.
- Attempt to establish radio communication with the intercepting aircraft, or with the appropriate intercept control unit, by making a general call on the emergency 121.5 MHz frequency, giving the identity and position of the aircraft and the nature of the flight.
- If equipped with SSR transponder, select Mode 3/A Code 7700, unless otherwise instructed by the appropriate air traffic services unit. If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by visual or radio signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the instructions given by the intercepting aircraft.

REMEMBER: If you violate the TFR, you will be intercepted by a NORAD fighter jet aircraft, helicopter, or other law enforcement aircraft. (The national markings on the fighters will either be Canadian or U.S.)



This pamphlet is for informational purposes only. Each pilot should check the NOTAMS prior to each flight and if flying near the Olympic Games TFR you should be very familiar with the Canadian restricted airspace, the AIP, and the U.S. TFR that are in effect throughout the Olympic and Paralympic Winter Games.

Comprehensive Airspace Symposia will be held in Seattle and Bellingham, WA. Check www.FAASafety.gov for exact locations and more information.

- Full Scale Briefing from NavCanada, FAA System Operations Security, FAA Flight Service, FAA Flight Standards, NORAD, Seattle Center, Seattle TRACON, NAS Whidbey RAPCON, CBP and TSA will be held at the following dates/times/locations:
 - 11/10/09: Museum of Flight @ Boeing Field , 1830-2100 PST
 - 12/2/09: Bellingham - Western Washington University, 1830-2100 PST
 - 12/3/09: Museum of Flight @ Boeing Field, 1830-2100 PST
- Local briefings by the FAA Safety Team will be held at the following dates/times/locations:
 - 11/12/09: Port Angeles Airport Terminal Briefing Room 1830 – 2030 PST
 - 11/13/09: Bremerton National Airport, Avian Flight Center 1830 – 2030 PST
 - 11/16/09: Port Townsend, Port Townsend Aircraft Services 1830 – 2030 PST
 - 11/17/09: Harvey Field, Snohomish WA 1900-2100 PST
 - 11/17/09: Friday Harbor, Westwind Aviation 1830-2030 PST
 - 11/18/09: Orcas Island, Airport Conference Room, 1830-2030 PST
 - 11/18/09: Olympia, Jorgensen Aviation 1830-2030 PST
 - 11/19/09: Puyallup, Clover Park Technical College, Aviation Training Center, 1830-2030 PST
 - 11/20/09: Chehalis, Central Aircraft Repair, 1830-2030 PST
 - 11/24/09: Everett Community College Aviation Trades Building C-80, Paine Field, 1830-2030 PST

Check www.FAASafety.gov for exact address and speakers.

Questions & Answers:

Q: What type of flight operations are not allowed within the TFR?

A: The following operations are not authorized within the TFR: flight training, practice instrument approaches, aerobatic flight, glider operations, parachute operations, ultralight, hang gliding, balloon operations, agriculture/crop dusting, animal population control flight operations, banner towing operations, model aircraft operations, model rocketry, and Unmanned Aircraft Systems (UAS).

Q: Can my student practice touch and go landings at an airport within the TFR?

A: No. Touch and go landings and solo student pilot flight operations at airports within the outer ring (Meadow Mist (WN35) and Waldronaire (90WA airports) are not authorized. The FAA considers this training.

Q: Can I practice instrument approaches at Bellingham (BLI) or other airports on the fringe of the TFR?

A: Practice instrument approaches at airports outside the outer ring would be permitted. However, if the approach would take the aircraft inside the outer ring, the pilot would have to be on a VFR or IFR flight plan and have a discrete beacon code assigned.

Q: I used Birch Bay as my VFR flight training area. Can I use it while the TFR is active?

A: No. No flight training or student pilot training is allowed inside the outer ring. Birch Bay is inside the outer ring.

Q: I'm a student pilot. Can I fly from an airport inside the outer ring and leave the TFR?

A: Yes. Nothing would prevent a student pilot from using the airport code to depart an airport inside the ring and immediately leave the TFR. The student pilot could then return to the airport using the airport code and the most direct route to the airport from the edge of the TFR.

Q: Can I fly Scenic flights or photo flights in the TFR?

A: No.

Q: Can I fly balloon or glider flights within the TFR?

A: No.

Q: Can I fly my Light Sport Aircraft (LSA) within the TFR?

A: If the LSA has an operable transponder, operable two-way radio communication capability with ATC and the pilot has filed a flight plan, it can fly within the outer ring. If the LSA does not have a transponder or a radio it can not fly from, or within the TFR.

Q: I'm based at East Sound/Orcas Island Airport. Can I fly directly to Meadow Mist Airport or Waldronaire Airport?

A: No. You must fly the shortest route to the respective airport **FROM THE EDGE** of the TFR's outer ring. You must circumnavigate the outer ring and using the correct transponder code for the desired airport enter the TFR at the closest point to the airport. When flying to Waldronaire or Meadow Mist there is no requirement to contact ATC or file a flight plane, however you must squawk the appropriate transponder code for the fringe airport and have an operable two-way radio communication radio, capable of contacting ATC.

Q: I'm a crop duster. Can I spray a field inside the TFR.

A: No. Crop dusting is prohibited inside the TFR.

Q: My airplane is an antique and it does not have an electrical system. I fly with a battery-powered hand-held VHF radio. Can I fly to or from the fringe airports?

A: No. Aircraft flying into or out of the Fringe Airports (those that have a special transponder code assigned to that particular airport) must have a radio capable of two-way communication with ATC, and an operable Mode C or S transponder squawking the appropriate code for the airport. No flight plan is required if you are departing or arriving the fringe airports via the most direct route to a point outside of the 30 NM radius.



www.faaafety.gov

