



FEDERAL AVIATION ADMINISTRATION



**President Obama's  
Visit to Chicago  
May 27<sup>th</sup> – May 31<sup>st</sup>, 2010**

**FLIGHT ADVISORY**

Revised May 25, 2010. This is a reissue of this advisory to reflect the TFR reference point and coordination phone number issued in NOTAM FDC 0/1967.

President Obama will be visiting the Chicago Metropolitan Area from May 27<sup>th</sup> to May 31<sup>st</sup>, 2010. To ensure the airspace is secure during this visit, airspace restrictions will be in place around Chicago. The restrictions are designed to provide a safe and secure environment for the visit, but also ensure fair and equitable access to all airspace users to the greatest extent possible.

Pursuant to 49 USC 40103(b), the Federal Aviation Administration (FAA) classifies the airspace defined in this advisory and the published NOTAM as 'National Defense Airspace'. Pilots who do not adhere to the following procedures may be intercepted, detained and interviewed by law enforcement/security personnel. Any of the following additional actions may also be taken against a pilot who does not comply with the requirements or any special instructions or procedures announced in this NOTAM:

- A) The FAA may take administrative action, including imposing civil penalties and the suspension or revocation of airmen certificates; or
- B) The United States Government may pursue criminal charges, including charges under Title 49 of the United States Code, Section 46307; or
- C) The United States Government may use deadly force against the airborne aircraft, if it is determined that the aircraft poses an imminent security threat.

A Temporary Flight Restriction (TFR) will be in place over central Chicago as part of the security measures. The TFR reference point is located at 415414N/0873758W or the ORD110013.2 from the surface up to but not including 18,000 MSL and will consist of a 30NM outer ring and a 10NM inner core. The TFR will be in effect from May 27<sup>th</sup> until May 31<sup>st</sup>. The actual times for activation of the TFR have not been determined so the FAA recommends that all aircraft operators check NOTAMs frequently for possible changes and updates to this TFR prior to operations within this region.

Pursuant to Title 14, Section 91.141 of the Code of Federal Regulations, aircraft flight operations are prohibited except as specified below and/or unless authorized by ATC in consultation with the Air Traffic Security Coordinator via the Domestic Events Network (DEN).

- A. All aircraft operations within the 10NMR area(s) listed above, known as the inner core(s), are prohibited except for:

1. Approved law enforcement, military aircraft directly supporting The United States Secret Service (USSS) and the Office of the President of the United States, approved air ambulance flights.
  2. Regularly scheduled commercial passenger and all-cargo carriers operating under one of the following TSA-approved standard security programs/procedures: Aircraft Operator Standard Security Program (AOSSP), Full All-Cargo Aircraft Operator Standard Security Program (FACAOSSP), Model Security Program (MSP), Twelve Five Standard Security Program (TFSSP) All Cargo, or All-Cargo International Security Procedure (ACISP) and are arriving into and/or departing from 14 CFR Part 139 airports.
  3. All emergency/life saving flights (medical/law enforcement/firefighting) operations must coordinate with ATC prior to their departure at 847-289-1326 to avoid potential delays. This number will become active two hours prior to the activation of the NOTAM.
- B. DCA Access Standard Security Program (DASSP) holders may apply for access to this TFR using the special event waiver via <https://waiver.c3.faa.gov>. All applications must be submitted at **least 72 hours prior** to the aircraft departure. All flights conducted under this authorization must be operated by pilots vetted through the DASSP. All flights conducted under this authorization must depart from a DASSP gateway airport. Each aircraft operating under an authorization into this TFR must be searched by the TSA at the DASSP gateway airport prior to departure. All flights departing Chicago Midway International (KMDW) must be searched by TSA at KMDW. All passengers and crewmembers must provide valid government-issued photo identification to TSA at the gateway airport prior to departure. Positive pilot identification procedures will be in effect during this TFR. Pilots may be queried by ATC to verify identity. Upon departing the gateway airport, all aircraft must maintain radio contact with ATC and continuously squawk an ATC-assigned discrete transponder code. Intermediate stops are not authorized unless an emergency exists.
- C. All other aircraft not operating under TSA-approved standard security programs listed above and arriving KMDW must be security screened at a designated gateway airport and all flights departing KMDW must be screened by TSA at KMDW. These operators must apply for a special event waiver via <https://waiver.c3.faa.gov> at **least 72 hours prior** to the aircraft departure.
- D. All other aircraft requiring a waiver to access this TFR must apply using the special event waiver form at [http://www.tsa.gov/what\\_we\\_do/tsnm/general\\_aviation/airspace\\_waiver\\_forms.shtm](http://www.tsa.gov/what_we_do/tsnm/general_aviation/airspace_waiver_forms.shtm) (case sensitive - use lower case only). Gateway airports are established to accommodate these arriving flights into Chicago Midway International (KMDW). Aircraft must register for gateway access at least 72 hours prior to the planned flight. Aircraft departing KMDW during the TFRs must also register.
- E. Gateway airports have been created at Rockford International Airport (KRFD), Greater Peoria Regional Airport (KPIA) and South Bend Regional Airport (KSBN) by TSA to accommodate aircraft arriving into Chicago Midway International Airport (KMDW). During the effective times of this TFR, TSA screening will be available at KRFD, KPIA and KSBN daily 0800-2000 local. All passengers and crewmembers must provide valid government-issued photo identification to the TSA at the gateway airport prior to departure. Positive pilot identification procedures will be in effect during this TFR. Special ATC procedures and routes to and from these airports may be assigned prior to departure from a gateway airport. Upon departing the gateway airport, all aircraft must maintain radio contact with ATC and continuously squawk an ATC-assigned discrete transponder code. Intermediate stops are not authorized unless an emergency exists. IFR aircraft participating in a TSA-approved security programs listed in paragraph A and arriving or departing Chicago O'Hare International Airport (KORD) may transit the 10NM inner ring.
- F. For operations within the airspace between the 10 NMR and 30 NMR area(s) listed above, known as the outer ring(s): all aircraft operating within the outer ring(s) listed above are limited to aircraft

arriving or departing local airfields, and workload permitting, ATC may authorize transit operations. Aircraft may not loiter. All aircraft must be on an active IFR or VFR flight plan with a discrete code assigned by an air traffic control (ATC) facility. Aircraft must be squawking the discrete code prior to departure and at all times while in the TFR and must remain in two-way radio communications with ATC.

- G. For operations within this TFR, all USSS vetted aircraft operators based in the area and all emergency/life saving flight (air ambulance/law enforcement/firefighting) operations must coordinate with ATC prior to their departure at 847-289-1326 to avoid potential delays. This number will become active two hours prior to the activation of the NOTAM.
- H. The following operations are not authorized within this 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, seaplane operations, sightseeing operations, maintenance test flights, model aircraft operations, model rocketry, and unmanned aircraft systems (UAS).

### **WARNING**

**It is recommended that all aircraft operators check NOTAMS frequently throughout this event for possible changes and to ensure you have the latest procedures.**