

TFR CAUTION – WHAT IS YOUR ELECTRONIC DEVICE DISCLAIMER?

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Every weekend, I have received calls from distraught dispatchers and frantic pilots telling me that their Garmin or other devices do not have the correct TFRs on them. TFRs that were cancelled the night before “are still there!” TFRs that have been modified “have disappeared!!” TFRs that are new are “not shown!” I have begun to notice a trend and decided to check out various device manuals. What I have discovered is that each device seems to have a disclaimer associated with it. Garmins, XM Radio in flight, Foreflight, I-Pads with applications, Wing X Pro, etc all have disclaimers when it comes to Temporary Flight Restrictions. For example, a device with “TODS” might have a disclaimer such as “CAUTION: This TFR Overlay Display System (TODS) is updated Monday thru Friday 1100-0030 UTC and Saturday thru Sunday 1230-1930 UTC. CONFIRM DATA CURRENCY THROUGH ALTERNATE SOURCES AT OTHER TIMES. For interpretation of this TFR contact your local FSS.

To put it simply, the devices are NOT kept accurate in real time evenings and weekends. I contacted FAA headquarters and they have said that pilots need to read their manual for the dates and hours of their service and to check the disclaimers. Here are a few links for disclaimer, incidents and Garmin manual statements on the currency of TFR information for GPS devices. So heads up and know that the data on electronic devices could be an issue. The Interagency Aviation Accident Prevention Bulletin (IA APB 13-01) “Take your iPad Flying” alludes to this issue.

A Garmin Manual disclaimer on current TFR data is found on page 8 at the bottom of the page.

https://www.faasafety.gov/files/events/WP/WP07/2013/WP0751289/Garmin_Pilot_Pilot_Guide.pdf

The following link for the Garmin 496 manual (page 6) has the TODS information stated:

<http://www.manualslib.com/manual/419764/Garmin-Gpsmap-496-Aviation-Gps-Receiver.html?page=6#manual>

The following link from NASA Ames has many reports of TFR incursions with pilots depending on electronic devices. <http://asrs.arc.nasa.gov/docs/rpsts/penetrat.pdf>

Here is a sampling of report synopsis that reference TFR intrusions and electronic devices.

- Pilot departing SQL reports inadvertently entering a TFR over a football stadium. The TFR did not appear in a DUAT's briefing and did not show up on the Garmin 696 with XM Radio in-flight TFR display.
- SR22 pilot reports inadvertently entering a TFR for a sports event. DET Tower had issued an advisory prior to TFR entry then issued instructions to exit quickly. The TFR was not included in the preflight briefing and did not show up on the moving map display.

- BE58 pilot reports being distracted while attempting to locate a TFR which was not in the pre-flight briefing and **wasn't showing up on Foreflight, nor on the XM wx display on his G600**. The result is inadvertent entry into DAY Class C airspace.
- C182 pilot reports inadvertently entering a TFR established for an airshow that was not published as a NOTAM and **did not appear on an iPad with ADS-B**.
- C210 pilot reports inadvertently entering a TFR which apparently moved from its' original NOTAM'ed position and **did not appear on a iPad using Stratus ADS-B in**.
- C182 pilot reports being intercepted by an F16 south of Chicago then informed after landing that he had flown through a TFR **that was shown as expired on his GPS display**.
- BE58 pilot reports being "buzzed" by an F16 as he is about to land. He is informed after landing that he has entered a VIP TFR **although it is not visible on Foreflight with Stratus or via ADS-B** (weather, NOTAMs, TFR's).
- C172 pilot reports inadvertent entry into a fire fighting TFR when he fails to see the NOTAM in the list provided by DUAT's. His **iPad with WingXPro also failed to display the TFR** both before and after the event.
- General Aviation pilot reports discovering airborne via his **Garmin 496** that a TFR has gone into effect 15 minutes earlier than expected. NOTAMs were not checked directly just prior to departure, relying instead on local AWOS.
- C414 pilot reports inadvertently entering a fire fighting TFR when his **G696 with XM does not depict an increase in the dimensions of the airspace that occurs after takeoff**.
- A PA22 pilot **watched a TFR expire on his Garmin GPS** as expected and departed for an airport previously below the TFR. Approaching destination he was advised that the TFR was still in effect.
- A general aviation pilot reports inadvertently entering a TFR and landing at the nearest airport when a call is heard on guard frequency. An iPad with Foreflight application was used for **planning and enroute navigation, but TFR did not appear**.
- SR22 Instructor reports inadvertently entering a TFR beneath ORD Class B during a VFR flight to PWK. **No TFR information appeared on the Garmin Perspective System** until after several reboots, after the fact.
- Cessna pilot reports inadvertently entering a TFR after **requesting the NOTAM on his iPhone**, but not seeing the complete description due to gaps in the text message.
- C172 pilot discovers that **his new iPad moving map application does not include TFR's**, after the fact.
- SR22 pilot departing ILG reports possibly entering the VIP TFR 5 NM north during departure. **G1000 MFD did not display the TFR** until the reporter was inside the lateral boundary.
- The pilot of a light twin reports being diverted to BVU after filing an IFR flight plan to LAS, due to a VIP TFR over LAS. The reporter departs two hours later intending to pick up his IFR clearance airborne and is informed he has violated the TFR. The aircraft was equipped with **a Garmin 880 MFD which did not display the TFR**.
- AA5 pilot reports inadvertently violating a TFR by not noticing it during **an iPad preflight and forgetting to plug in the Garmin antenna during the flight**.

- Light twin pilot discovers enroute that that the ForeFlight App on his ipad does not display TFR's.
- A light aircraft pilot reported a possible TFR violation when his XM Weather device failed to alert him to the area. The reporter mentioned lack of NOTAM and minimal assistance from ATC as factors.
- Helicopter pilot inadvertently entered a TFR while using a GPS device calibrated in statute miles instead of nautical miles.
- A light plane pilot reported encroaching on P40 restricted airspace unknowingly, even though the aircraft was equipped with advanced electronics. **The Reporter cited the advanced electronics as a hindrance to situational awareness rather than a help.**