



[OFF]

FLG1976 07OCT2024 KSGF-KDCA A320 GFENX RELEASE 2057 06OCT24
OFF 1 SPRINGFIELD-BRANSON -RONALD REAGAN WASHINGTON NATL
WX PROG 0715 0718 0721 OBS 0612 0612 0612

ATC C/S FLG1976 KSGF/SGF KDCA/DCA CRZ SYS CI 11
07OCT2024 GFENX 1630/1650 1843/1851 GND DIST 826
FENIX A320 CFM / CFM56-5B4/P STA 1855 AIR DIST 757
CTOT:.... G/C DIST 778

MAXIMUM TOW 73500 LAW 64500 ZFW 61000 AVG WIND 289/042
ESTIMATED TOW 67525 LAW 62776 ZFW 59989 AVG W/C P036
AVG ISA P008
AVG FF KGS/HR 2504
FUEL BIAS P00.0
TKOF ALTN

ALTN KMDT
FL STEPS KSGF/0350/

DISP RMKS PLANNED OPTIMUM FLIGHT LEVEL

PLANNED FUEL

FUEL ARPT FUEL TIME

TRIP DCA 4749 0153
CONT 15 MIN 626 0015
ALTN MDT 1079 0026
FINRES 1082 0030

MINIMUM T/OFF FUEL 7536 0305

EXTRA 0 0000

T/OFF FUEL 7536 0305
TAXI SGF 230 0020

BLOCK FUEL SGF 7766
PIC EXTRA
TOTAL FUEL
REASON FOR PIC EXTRA

FMC INFO:
FINRES+ALTN 2161
TRIP+TAXI 4979

NO TANKERING RECOMMENDED (P)

I HEREWITH CONFIRM THAT I HAVE PERFORMED A THOROUGH SELF BRIEFING
ABOUT THE DESTINATION AND ALTERNATE AIRPORTS OF THIS FLIGHT
INCLUDING THE APPLICABLE INSTRUMENT APPROACH PROCEDURES, AIRPORT
FACILITIES, NOTAMS AND ALL OTHER RELEVANT PARTICULAR INFORMATION.

DISPATCHER: RUBY MAE

PIC NAME: FLIGGITY

TEL: +1 800 555 0199

PIC SIGNATURE:



ALTERNATE ROUTE TO: FINRES 1082
APT TRK DST VIA FL WC TIME FUEL

KMDT/31 008 104 DCT EMI V3 VINNY DCT GRAMO 130 M004 0026 1079
DCT

MEL/CDL ITEMS DESCRIPTION

ROUTING:

ROUTE ID: DEF RTE
KSGF/32 DCT SGF J98 FAM DCT PXV J112 IIU J78 HVQ TRUPS5 KDCA/33

DEPARTURE ATC CLEARANCE:
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OPERATIONAL IMPACTS

WEIGHT CHANGE UP 1.0	TRIP P 0064 KGS	TIME M 0000
WEIGHT CHANGE DN 1.0	TRIP M 0059 KGS	TIME M 0000
FL CHANGE UP FL1	TRIP P 0025 KGS	TIME M 0000
FL CHANGE DN FL1	TRIP P 0046 KGS	TIME P 0000
FL CHANGE DN FL2	TRIP P 0165 KGS	TIME P 0001
SPD CHANGE CI 0	TRIP M 0019 KGS	TIME P 0001
SPD CHANGE CI 50	TRIP P 0072 KGS	TIME M 0002

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ATIS:.
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RVSM: ALT SYS LEFT:

STBY:

RIGHT:

-----TIMES

	ESTIMATED	SKED	ACTUAL
OUT	1630Z/1130L	1630Z/1130LZ
OFF	1650Z/1150L	1650Z/1150L	.....Z
ON	1843Z/1443L	1847Z/1447L	.....Z
IN	1851Z/1451L	1855Z/1455L	.....Z
BLOCK TIME	0221	0225	.....

-----WEIGHTS

	EST	MAX	ACTUAL	
PAX	168		.....
CARGO	2.5		.....
PAYLOAD	16.0		.....
ZFW	60.0	61.0	.....
FUEL	7.8	9.5	.....	POSS EXTRA 1.7
TOW	67.5	69.2	LDG.....	
STAB TRIM			.....
LAW	62.8	64.5	.....

-----TERRAIN CLEARANCE CHECK

DD CHECK - TERRAIN CLEARANCE CHECK DISABLED

DP CHECK - TERRAIN CLEARANCE CHECK DISABLED



FLIGHT LOG

MOST CRITICAL MORA 06900 FEET AT FIMPA//MXSHR 02 AT TOC

AWY	FL	IMT	MN	WIND	OAT	EFOB	PBRN			
POSITION	LAT	EET	ETO	MORA	ITT	TAS	COMP	TDV	AFOB	ABRN
IDENT	LONG	TTLT	ATO	DIS	RDIS	GS	SHR	TRP		
FREQ										
SPRINGFIELD	N3714.7	...	35	018					7.5	0.2
KSGF	W09323.3	0000	...	021			M012			
				826	347				....	....
DCT				104	081	.55	335/017	07	7.1	0.7
SPRINGFIELD	N3721.4	0004	...	36	081		M012	P13		
SGF	W09320.0	0004	...	18	808	347		527	....	....
116.90										
J98				319	084	.78	293/036	M40	6.0	1.8
TWRAY	N3736.1	0015	...	38	083		P030	P09		
TWRAY	W09100.9	0019	...	111	697	494		520	....	....
J98				350	085	.78	296/042	M47	5.7	2.0
T O C	N3739.6	0004	...	33	083	457	P035	P08		
	W09023.3	0023	...	30	667	492	2	521	....	....
J98				350	084	.76	296/042	M47	5.7	2.1
FARMINGTON	N3740.4	0001	...	32	081	444	P035	P08		
FAM	W09014.0	0024	...	7	660	479	2	522	....	....
115.70										
INDIANAPOLIS FIR/UIR										
-KZID	N3752.5	0011	...							
	W08817.2	0035	...	93	567					
DCT				350	087	.76	296/043	M47	5.1	2.6
POCKET CITY	N3755.7	0004	...	30	083	444	P035	P08		
PXV	W08745.7	0039	...	25	542	479	2	520	....	....
113.30										
J112				350	089	.76	298/044	M47	4.6	3.2
LOUISVILLE	N3806.2	0013	...	32	084	443	P035	P08		
IIU	W08534.6	0052	...	104	438	478	2	514	....	....
114.80										
J78				350	091	.75	287/044	M48	4.3	3.5
DACOS	N3812.3	0008	...	34	084	441	P040	P07		
DACOS	W08414.5	0100	...	63	375	481	2	510	....	....
J78				350	100	.75	284/046	M48	3.8	4.0
CHARLESTON	N3821.0	0014	...	49	092	440	P043	P07		
HVQ	W08146.2	0114	...	117	258	483	2	510	....	....
117.40										
TRUPS5				350	101	.75	281/052	M48	3.5	4.2
FIMPA	N3818.9	0006	...	69	092	438	P051	P07		
FIMPA	W08046.0	0120	...	47	211	489	2	507	....	....



AWY POSITION IDENT FREQ	LAT LONG	EET TTLT	ETO ATO	FL MORA DIS	IMT ITT RDIS	MN TAS GS	WIND COMP SHR	OAT TDV TRP	EFOB AFOB	PBRN ABRN

WASHINGTON	FIR/UIR									
-KZDC	N3818.6	0000	...							
	W08039.7	0120	...	4	207					
TRUPS5				350	075	.75	280/054	M47	3.3	4.5
DILNN	N3816.3	0006	...	66	066	439	P053	P08		
DILNN	W07943.9	0126	...	45	162	492	2	516	....	....
TRUPS5				350	087	.75	279/052	M47	3.2	4.6
SEALZ	N3825.4	0003	...	64	077	440	P043	P08		
SEALZ	W07917.4	0129	...	23	139	483	2	505	....	....
TRUPS5				350	087	.75	279/052	M47	3.2	4.6
RANJR	N3828.0	0001	...	53	077	439	P048	P08		
RANJR	W07902.3	0130	...	12	127	487	2	505	....	....
TRUPS5				350	010	.75	279/052	M47	3.1	4.7
JARHD	N3830.0	0002	...	UNK	000	439	P048	P08		
JARHD	W07851.1	0132	...	9	118	487	2	505	....	....
TRUPS5				350	088	.76	279/052	M47	3.1	4.7
T O D	N3830.0	0000	...	52	078	447	M011	P08		
	W07851.1	0132	...	0	118	436	2	505	....	....
TRUPS5				321	088	.78	284/054	M43	3.1	4.7
PJAAE	N3831.9	0001	...	61	078		P048	P06		
PJAAE	W07839.3	0133	...	9	109	509		504	....	....
TRUPS5				283	087	.78	283/049	M35	3.1	4.7
USAAY	N3834.3	0002	...	61	077		P044	P07		
USAAY	W07823.8	0135	...	12	97	513		500	....	....
TRUPS5				261	077	.76	286/045	M30	3.1	4.7
WEEDU	N3835.9	0001	...	44	067		P039	P07		
WEEDU	W07814.7	0136	...	7	90	502		500	....	....
TRUPS5				235	078	.72	293/040	M24	3.0	4.7
SUPRT	N3838.9	0001	...	33	067		P027	P08		
SUPRT	W07805.6	0137	...	8	82	470		500	....	....
TRUPS5				194	058	.65	289/034	M14	3.0	4.7
OOURR	N3844.0	0002	...	33	048		P025	P10		
OOURR	W07749.7	0139	...	13	69	439		500	....	....
TRUPS5				169	075	.62	280/027	M08	3.0	4.8
TRUPS	N3849.3	0001	...	33	064		P016	P11		
TRUPS	W07742.0	0140	...	8	61	414		500	....	....
TRUPS5				127	130	.57	294/025	01	3.0	4.8
LETZZ	N3854.7	0002	...	25	119		P016	P11		
LETZZ	W07727.0	0142	...	13	48	388		499	....	....



AWY				FL	IMT	MN	WIND	OAT	EFOB	PBRN
POSITION	LAT	EET	ETO	MORA	ITT	TAS	COMP	TDV		
IDENT	LONG	TTLT	ATO	DIS	RDIS	GS	SHR	TRP	AFOB	ABRN
FREQ										
TRUPS5				102	130	.54	300/023	06	3.0	4.8
RLLLL	N3850.9	0001	...	25	119		P023	P11		
RLLLL	W07718.3	0143	...	8	40	380		499	....	....
TRUPS5				070	188	.43	313/022	08	3.0	4.8
VCTRY	N3845.7	0002	...	23	177		P021	P07		
VCTRY	W07706.8	0145	...	10	30	302		499	....	....
TRUPS5				045	024	.41	319/017	07	2.9	4.8
HEROO	N3837.6	0001	...	24	013		P013	P01		
HEROO	W07706.4	0146	...	8	22	281		499
TRUPS5									2.8	5.0
RONALD REAG	N3851.1	0007	...							
KDCA	W07702.3	0153	...	22				

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WIND INFORMATION

CLIMB

350 297/042 -47
310 292/035 -38
200 307/017 -13
150 334/017 -01
100 336/017 +08

T O C

390 292/047 -52
370 294/045 -49
350 296/042 -47
330 295/039 -43
310 290/036 -38

FAM

390 292/047 -52
370 294/045 -49
350 296/042 -47
330 295/039 -43
310 290/036 -38

PXV

390 290/049 -52
370 292/047 -50
350 296/044 -47
330 296/041 -44
310 293/038 -39

IIU

390 286/050 -52
370 292/047 -50
350 300/044 -48
330 302/041 -44
310 298/038 -39

DACOS

390 282/050 -52
370 283/047 -50
350 287/044 -48
330 290/041 -44
310 295/039 -40

HVQ

390 281/057 -52
370 281/053 -50
350 284/049 -48
330 286/045 -44
310 288/043 -40

FIMPA

390 280/060 -52
370 280/057 -50
350 281/052 -48
330 282/048 -45
310 284/046 -41

DILNN

390 279/059 -51
370 279/057 -49
350 280/053 -47
330 282/051 -44
310 283/048 -41

SEALZ

390 279/058 -52
370 278/056 -49
350 279/052 -47
330 279/050 -44
310 280/049 -41

RANJR

390 279/058 -52
370 278/056 -49
350 279/052 -47
330 279/050 -44
310 280/049 -41

JARHD

390 279/058 -52
370 278/056 -50
350 279/052 -47
330 279/050 -44
310 280/049 -41

T O D

390 279/058 -52
370 278/056 -50
350 279/052 -47
330 279/050 -44
310 280/049 -41

DESCENT

350 279/052 -47
310 283/052 -41
200 291/035 -15
150 284/023 -04
100 305/020 +06

**[ATC Flight Plan]**-----
ICAO FLIGHT PLAN

FF KZKCZQZX KZIDZQZX KZDCZQZX

062057 CYULSBFP

(FPL-FLG1976-IS

-A320/M-SDE3FGHIRWY/LB1

-KSGF1630

-N0444F350 DCT SGF J98 FAM DCT PXV J112 IIU J78 HVQ TRUPS5

-KDCA0143 KMDT

-PBN/A1B1C1D1O1S1 DOF/241007 REG/GFENX EET/KZID0035 KZDC0121 OPR/FLG
PER/C RMK/TCAS)



[Additional Info]

D I S P A T C H B R I E F I N G I N F O 9E1976 KSGF/KDCA



[Runway Analysis]

TAKEOFF AND LANDING REPORT FLG 1976 KSGF-KDCA 06OCT24
TLR-1 SEQ-112969215 06OCT24 2057Z
A/C G-FENX FENIX A320 CFM CFM56-5B4/P BEW/CG 44029/.....

/// TAKEOFF DATA ///

APT	PRWY	POAT	PWIND	PQNH	PMRTW	FLP	MT	V1	VR	V2	PTOW	MFPTW	LIMIT
KSGF	32	28.0	347M07	30.12	7350	1	49	40	43	44	6753	6925	AFM

RMKS FLEX - SEL TEMP 49
BLEEDS ON

RWY	OAT	WIND	QNH	MRTW	FLP	V1	VR	V2	PWR	CONFIG/CONDITION
-----	-----	------	-----	------	-----	----	----	----	-----	------------------

----- ACARS RUNWAYS -----										
RWY	ACARS	LENGTH	PMTOW	NOTES						
02		7003	7296	ILS 109.90						
14		8000	7223	ILS 109.70						
20		7003	7223							
32		8000	7350							

----- DRY RWY - PTOW - CALM WIND -----										
RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT		
02	7201	41	FLEX - BLEEDS ON	1	137	142	143	FLD		
14	7350	47	FLEX - BLEEDS ON	1	140	143	144	AFM		
20	7185	41	FLEX - BLEEDS ON	1	137	142	143	FLD		
32	7350	48	FLEX - BLEEDS ON	1	141	143	144	AFM		

----- DRY RWY - PTOW PLUS 2000 - CALM WIND -----										
RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT		
02	7201	30	TOGA - BLEEDS ON	1	139	142	145	FLD		
14	7350	43	FLEX - BLEEDS ON	1	141	144	145	AFM		
20	7185	29	TOGA - BLEEDS ON	1	138	142	145	FLD		
32	7350	44	FLEX - BLEEDS ON	1	141	144	145	AFM		

----- WET RWY - PTOW - CALM WIND -----										
RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT		
02	7203	41	FLEX - BLEEDS ON	2	128	135	138	FLD		
14	7350	45	FLEX - BLEEDS ON	1	135	142	143	AFM		
20	7203	41	FLEX - BLEEDS ON	2	127	135	138	FLD		
32	7350	45	FLEX - BLEEDS ON	1	136	142	143	AFM		

----- WET RWY - PTOW PLUS 2000 - CALM WIND -----										
RWY	MTOW	MT	CONFIG	FLP	V1	VR	V2	LIMIT		
02	7203	30	TOGA - BLEEDS ON	2	128	135	140	FLD		
14	7350	41	FLEX - BLEEDS ON	1	136	144	145	AFM		
20	7203	29	TOGA - BLEEDS ON	2	128	135	140	FLD		
32	7350	41	FLEX - BLEEDS ON	1	136	144	145	AFM		

/// LANDING DATA ///

APT	PRWY	POAT	PWIND	PQNH	PMRLW	FLP	PLDW	LIMIT
KDCA	33	24.0	331M10	29.98	6450	FULL	6278	AFM

RMKS NONE



RWY OAT WIND QNH MRLW FLP VREF PWR CONFIG/CONDITION

----- ACARS RUNWAYS -----

RWY	ACARS	LENGTH	PMRLW	NOTES
01		6869	6450	ILS 109.90
04		4800	6450	
15		5204	6450	
19		6869	6450	ILS 109.90
22		4400	6450	
33		5204	6450	

----- FLAPS FULL - PACKS ON - NO ENROUTE ICING -----

DRY RWY / WET RWY

	01	04	15	19
OAT	6869 FT	4800 FT	5204 FT	6869 FT
19	6450A/6450A	6450A/6111F	6450A/6450A	6450A/6450A
/ 24	6450A/6450A	6450A/6013F	6450A/6450A	6450A/6450A
29	6450A/6450A	6450A/5903F	6450A/6450A	6450A/6450A
HW/10KT	0/ 0	0/ 378	0/ 0	0/ 0
TW/10KT	0/ 0	-145/-1415	0/-1245	0/ 0

	22	33
OAT	4400 FT	5204 FT
19	6450A/5475F	6450A/6450A
/ 24	6450A/5364F	6450A/6450A
29	6450A/5256F	6450A/6450A
HW/10KT	0/ 404	0/ 0
TW/10KT	-795/-----	0/-1233

----- LANDING DISTANCE - FLAPS FULL - MAX MANUAL BRAKING -----

		ACTUAL		FACTORED	
LDW	VREF	DRY	WET	DRY	WET
6100	131	2826	3682	3878	4862
6200	132	2865	3733	3938	4936
/ 6300	133	2900	3778	3992	5002
6400	134	2935	3825	4046	5069
6500	135	2971	3871	4101	5136
HW/KT		-17	-22	-20	-26
TW/KT		52	68	80	99

END TAKEOFF AND LANDING REPORT FLG 1976 KSGF-KDCA 06OCT24



[Airport WX List]

KSGF --> KDCA 9E 1976 / 07OCT2024
LIDO/WEATHER SERVICE DATE : 06Oct2024 TIME : 20:57 UTC

AIRMETs:

No Wx data available

SIGMETs:

No Wx data available

Tropical Cyclone SIGMETs:

No Wx data available

Volcanic Ash SIGMETs:

No Wx data available

Departure:

KSGF/SGF SPRINGFIELD-BRANSON NATL

SA 062052 35009G20KT 10SM CLR 28/04 A3012 RMK AO2 SLP188
T02830039 56014

FT 061721 0618/0718 35011KT P6SM SKC
FM062100 36012KT P6SM SKC
FM070000 35007KT P6SM SKC

Destination:

KDCA/DCA RONALD REAGAN WASHINGTON NATL

SA 062052 18007KT 10SM FEW050 24/14 A2998 RMK AO2 SLP152
T02440144 56024

FT 061720 0618/0724 17010KT P6SM FEW025 FEW050
FM062000 19007KT P6SM FEW050 FEW250
FM070600 21006KT P6SM SCT120
FM071000 30007KT P6SM SCT200
FM071300 32010KT P6SM FEW250
FM071900 32011G22KT P6SM SKC

Destination Alternates:

KMDT/MDT HARRISBURG INTL

SA 061956 18007KT 10SM FEW250 24/12 A2997 RMK AO2 SLP148
T02440117

FT 061722 0618/0718 18004KT P6SM SKC
FM070200 15004KT P6SM BKN250
FM070500 30005KT P6SM SCT080
FM071500 32015G25KT P6SM SCT040

AIRPORTLIST ENDED



[NOTAM]

LIDO-NOTAM-BULLETIN INCLUDES NOTAM, COMP NOTAM AND AIP-REGULATION
VALID: 2410071630 - 2410072218 STD(EOBT)+TRIP+ALTN+3HRS
FLG 1976 /07OCT OFP-NR: 1
ROUTE: KSGF - KDCA ALTN: KMDT
N0444F350 DCT SGF J98 FAM DCT PXV J112 IIU J78 HVQ TRUPS5

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DEPARTURE AIRPORT - DETAILED INFO

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KSGF/SGF SPRINGFIELD-BRANSON NATL

+++++ AIRPORT +++++

A1299/24

SGF APRON AIR CARGO RAMP **WIP** CONST LGTD AND BARRICADED

A1294/24

SGF **TWY U** BTN 2200FT NORTH WEST OF **TWY C** AND 2450FT NORTH EAST OF
TWY U CLSD

+++++ RUNWAY +++++

A1332/24 VALID: 07-OCT-24 1300 - 07-OCT-24 2000

SGF **RWY 14/32 CLSD**

A1336/24 VALID: 07-OCT-24 1200 - 07-OCT-24 2100

SGF **RWY 14 ALS U/S**

A1337/24 VALID: 07-OCT-24 1200 - 07-OCT-24 2100

SGF **RWY 32 PAPI U/S**

A1339/24 VALID: 07-OCT-24 1200 - 07-OCT-24 2100

SGF **RWY 32 RWY END ID LGT U/S**

A1338/24 VALID: 07-OCT-24 1200 - 07-OCT-24 2100

SGF **RWY 14 PAPI U/S**

+++++ APPROACH PROCEDURES +++++

A1346/24

SGF IAP SPRINGFIELD-BRANSON NTL,
SPRINGFIELD, MO.

ILS OR LOC RWY 14, ORIG-C...

PROCEDURE NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM
WITH GPS,

SGF VORTAC OUT OF SERVICE.

A1345/24

SGF IAP SPRINGFIELD-BRANSON NTL,
SPRINGFIELD, MO.

ILS OR LOC RWY 2, AMDT 19...

MISSED APPROACH: CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 4600
DIRECT DGD **VORTAC** AND HOLD.

RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR ACFT EQUIPPED WITH
SUITABLE RNAV SYSTEM WITH GPS,

SGF VORTAC OUT OF SERVICE.

A1335/24 VALID: 07-OCT-24 1200 - 07-OCT-24 2100

SGF **NAV ILS RWY 14 U/S**



4/8550

IAP U.S. DOD SPRINGFIELD-BRANSON NTL, SPRINGFIELD,
MO. HI - **TACAN RWY 20**, AMDT 1...
CIRCLING **CAT** D MDA 1920/HAA 652, **CAT** E MDA 2080/HAA 812.
MONETT ALTIMETER CIRCLING **CAT** D MDA 2020/HAA 752, **CAT** E MDA
2180/HAA 912.

A1025/23

SGF IAP SPRINGFIELD-BRANSON NTL,
SPRINGFIELD, MO.
RNAV (GPS) **RWY 32**, AMDT 2B...
LNAV/VNAV DA 1670/HAT 402.

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DESTINATION AIRPORT - DETAILED INFO

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KDCA/DCA RONALD REAGAN WASHINGTON NATL

+++++ AIRPORT +++++

A3203/24 VALID: 07-OCT-24 1400 - 07-OCT-24 2000

DCA SVC MBST/WS DETECTION SYSTEM **NOT AVBL**

10/132

RWY 22 HLDG PSN SIGN AT **RWY 01/19** LEFT SIDE LGT
U/S

10/130

TWY A HLDG PSN SIGN FOR **RWY 4/22** LGT U/S

10/093

TWY J SFC PAINTED HLDG PSN SIGNS AT **RWY 15/33** NOT
MARKED

09/122

AIRSPACE SEE FDC 4/1783, 4/1789, 4/9433 ZDC
SECURITY INSTRUCTIONS

09/107

AIRSPACE SEE FDC 4/2565 ZDC SECURITY INSTRUCTIONS

08/740

OBST STACK LGT (ASN 2008-AEA-855-OE)
385708N0770908W (8.0NM NW DCA) 313FT (70FT AGL) **U/S**

08/739

OBST POLE LGT (ASN 2008-AEA-853-OE)
385703N0770902W (7.9NM NW DCA) 330FT (65FT AGL) **U/S**

A2306/24

DCA NAV VQK **NDB U/S**

A2303/24

/DCA/ NAV GTN **NDB U/S**

08/425

OBST POWER LINE LGT (ASN 2009-AEA-3364-OE)
384435N0771128W (9.8NM SW DCA) 316FT (125FT AGL) **U/S**

08/421

OBST POWER LINE LGT (ASN 2009-AEA-3366-OE)
384439N0771131W (9.8NM SW DCA) 301FT (135FT AGL) **U/S**

08/305

RWY 15/33 CL MARKINGS OBSC

08/249

TWY L EDGE MARKINGS BTN **RWY 15/33** AND **TWY N** NOT
STD

08/204

TWY N1 SFC PAINTED HLDG PSN SIGNS FOR **RWY 01/19**
NOT MARKED



08/203

TWY S SFC PAINTED HLDG PSN SIGNS FOR RWY 01/19 NOT
MARKED

08/202

TWY N SFC PAINTED HLDG PSN SIGNS FOR RWY 01/19 NOT
MARKED

08/182

OBST BLDG LGT (ASN 2018-AEA-6441-OE)
385213N0770235W (1.2NM NNW DCA) 78FT (67FT AGL) U/S

+++++ RUNWAY +++++

A3118/24

DCA RWY 01/19 1500FT BTN THR RWY 01 AND TWY F NOT GROOVED

A2412/24

DCA RWY 04 CLSD TO LDG

A2101/24

DCA RWY 22 CLSD EXC TAX AND XNG

A1653/24

DCA RWY 04 PAPI U/S

A1652/24

DCA RWY 22 PAPI U/S

A1492/24

DCA RWY 15/33 NOT GROOVED

A1265/24

DCA RWY 01/19 RCLL U/S

A3518/23

DCA RWY 01 RTZL U/S

+++++ SID +++++

A1986/24

DCA ODP RONALD REAGAN WASHINGTON NTL,
WASHINGTON, DC.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 8B...
ADD TAKEOFF OBSTACLE NOTE: RWY 22, TEMPORARY CRANE 125FT FROM DER,
218FT LEFT OF CENTERLINE, 135FT AGL/143FT MSL (2023-AEA-72-NRA).
TEMPORARY CRANE 412FT FROM DER, 294FT LEFT OF CENTERLINE, 135FT
AGL/142FT MSL (2023-AEA-73-NRA). TEMPORARY CRANE 98FT FROM DER,
406FT RIGHT OF CENTERLINE, 135FT AGL/146FT MSL (2023-AEA-70-NRA).
TEMPORARY CRANE 288FT FROM DER, 398FT RIGHT OF CENTERLINE, 135FT
AGL/142FT MSL (2023-AEA-74-NRA).

ALL OTHER DATA REMAINS AS PUBLISHED.

A1985/24

DCA SID RONALD REAGAN WASHINGTON NTL,
WASHINGTON, DC.

NATIONAL EIGHT DEPARTURE...

ADD TAKEOFF OBSTACLE NOTE: RWY 22, TEMPORARY CRANE 125FT FROM DER,
218FT LEFT OF CENTERLINE, 135FT AGL/143FT MSL (2023-AEA-72-NRA).
TEMPORARY CRANE 412FT FROM DER, 294FT LEFT OF CENTERLINE, 135FT
AGL/142FT MSL (2023-AEA-73-NRA). TEMPORARY CRANE 98FT FROM DER,
406FT RIGHT OF CENTERLINE, 135FT AGL/146FT MSL (2023-AEA-70-NRA).
TEMPORARY CRANE 288FT FROM DER, 398FT RIGHT OF CENTERLINE, 135FT
AGL/142FT MSL (2023-AEA-74-NRA).

ALL OTHER DATA REMAINS AS PUBLISHED.

**A0023/24**

DCA ODP RONALD REAGAN WASHINGTON NTL,
WASHINGTON, DC.
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 8B...
TAKE-OFF MINIMUMS: **RWY 19**, 300-1 1/2 OR STANDARD WITH MINIMUM
CLIMB OF 210FT PER NM TO 300.
ALL OTHER DATA REMAINS AS PUBLISHED.

A0021/24

DCA SID RONALD REAGAN WASHINGTON NTL,
WASHINGTON, DC.
NATIONAL EIGHT DEPARTURE...
TAKE-OFF MINIMUMS: **RWY 19**, 300-1 1/2 OR STANDARD WITH MINIMUM
CLIMB OF 210FT PER NM TO 300.
ALL OTHER DATA REMAINS AS PUBLISHED.

+++++ APPROACH PROCEDURES +++++

A2529/24

DCA NAV VWH **LOC** TYPE DIRECTIONAL AID **RWY 19** LOC/DME **U/S**

A1881/24

DCA IAP RONALD REAGAN WASHINGTON NTL,
WASHINGTON, DC.
RNAV (RNP) Z **RWY 19**, AMDT 3...
RNP 0.11 DA 536/HAT 523 ALL CATS. VISIBILITY ALL CATS 1 1/2. RNP
0.30 DA 586/HAT 573 ALL CATS. VISIBILITY ALL CATS 1 5/8. TEMPORARY
BARGE CRANES OPERATIONAL MONDAY - SATURDAY 0900Z - 2100Z. EXCEPT
WHEN ADVISED OTHERWISE BY ATCT. TEMPORARY BARGE CRANE 217FT MSL
1.21NM NORTH OF **RWY 19** (2024-AEA-49-OE). TEMPORARY BARGE CRANE
217FT MSL 1.25NM NORTH OF **RWY 19** (2024-AEA-51-OE). TEMPORARY BARGE
CRANE 217FT MSL 1.32NM NORTH OF **RWY 19** (2024-AEA-50-OE). TEMPORARY
BARGE CRANE 207FT MSL 1.05NM NORTH OF **RWY 19** (2024-AEA-7618-OE).

A1660/24

DCA IAP RONALD REAGAN WASHINGTON NTL,
WASHINGTON, DC.
LDA Z **RWY 19**, AMDT 4 ...
PROCEDURE NA.

+++++ STAR +++++

A2170/24

DCA STAR RONALD REAGAN WASHINGTON NATIONAL,
WASHINGTON, DC.
CAPSS THREE ARRIVAL NOTE: THHMP TRANSITION, ATC ASSIGNED ONLY. DO
NOT FILE.

=====
DESTINATION ALTERNATE AIRPORT(S)
=====

KMDT/MDT **HARRISBURG INTL**

+++++ AIRPORT +++++

A1515/24

MDT APRON CARGO APN **WIP** CONST ADJ SW SIDE LGTD AND BARRICADED

A1514/24

MDT APRON TXL H **CLSD** TO ACFT WINGSPAN MORE THAN 118FT



+++++ APPROACH PROCEDURES +++++

A1535/24 VALID: 07-OCT-24 1130 - 07-OCT-24 2000

MDT NAV ILS RWY 31 U/S

A1480/24

MDT NAV ILS RWY 13 U/S

A1113/24

MDT IAP HARRISBURG INTL, HARRISBURG, PA.

ILS OR LOC RWY 13 , AMDT 3A...

ILS RWY 13 (SA CAT I), AMDT 3A...

ILS RWY 13 (CAT II AND III), AMDT 3A...

MISSED APPROACH: CLIMB TO 1200 THEN CLIMBING LEFT TURN TO 3100 ON
HEADING 335 AND HAR VORTAC R-110 TO HAR VORTAC AND HOLD,
RAV VORTAC OUT OF SERVICE.**A0917/24**

MDT IAP HARRISBURG INTL, HARRISBURG, PA.

VOR RWY 31, AMDT 2C...

PROCEDURE NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM
WITH GPS,

RAV VORTAC OUT OF SERVICE.

A0916/24

MDT IAP HARRISBURG INTL, HARRISBURG, PA.

ILS OR LOC RWY 31, AMDT 1F...

MISSED APPROACH: CLIMB TO 2800 DIRECT ENOLA LOM AND HOLD. (ADF
REQUIRED) ,

RAV VORTAC OUT OF SERVICE.

A1237/23

MDT IAP HARRISBURG INTL, HARRISBURG, PA.

VOR RWY 31, AMDT 2C...

DME REQUIRED.

A1134/23

MDT IAP HARRISBURG INTL, HARRISBURG, PA.

RNAV (GPS) RWY 13, AMDT 1A...

CIRCLING VIS CAT A 1 1/4.

=====
EXTENDED AREA AROUND DEPARTURE
=====**KZKC KANSAS CITY FIR/UIR**

+++++ FIR/UIR +++++

10/073

OBST STACK (UNKNOWN) 390330N0892412W (12.3NM N

GRE) 1192FT (575FT AGL) NOT LGTD

4/4450

IL..AIRSPACE PLEASANT HILL, IL..TEMPORARY FLIGHT

RESTRICTIONS WI AN AREA DEFINED AS 1NM RADIUS OF 392820N0905448W
(STL330041.8) SFC-2000FT AGL NATURAL GAS RELEASE.

PURSUANT TO 14 CFR SECTION 91.137(A)(1) TEMPORARY FLIGHT

RESTRICTIONS ARE IN EFFECT. ONLY RELIEF AIRCRAFT OPERATIONS UNDER
DIRECTION OF PANHANDLE EASTERN PIPELINE COMPANY (DAN BARTON) ARE

AUTHORIZED IN THE AIRSPACE. PANHANDLE EASTERN PIPELINE COMPANY

(DAN BARTON) TELEPHONE 217-430-2511 IS IN CHARGE OF ON SCENE

EMERGENCY RESPONSE ACTIVITY. KANSAS CITY /ZKC/ ARTCC TELEPHONE

913-254-8500 IS THE FAA COORDINATION FACILITY.



4/4475

IL..AIRSPACE MILTON, IL..TEMPORARY FLIGHT
RESTRICTIONS WI AN AREA DEFINED AS 1NM RADIUS OF 393246N0903444W
(STL353041.3) SFC-2000FT AGL NATURAL GAS RELEASE. PURSUANT TO 14
CFR SECTION 91.137(A)(1) TEMPORARY FLIGHTRESTRICTIONS ARE IN
EFFECT. ONLY RELIEF AIRCRAFT OPERATIONS UNDER **DIRECTION** OF
PANHANDLE EASTERN PIPELINE COMPANY (DAN BARTON) ARE AUTHORIZED IN
THE AIRSPACE. PANHANDLE EASTERN PIPELINE COMPANY (DAN BARTON) TEL
217-430-2511 IS IN CHARGE OF ON SCENE EMERGENCY RESPONSE ACTIVITY.
ZKC KANSAS CITY /ZKC/ ARTCC TEL 913-254-8500 IS THE FAA CDN
FACILITY.

4/4474

IL..AIRSPACE MILTON, IL..TEMPORARY FLIGHT
RESTRICTIONS WI AN AREA DEFINED AS 1NM RADIUS OF 393040N0904326W
(STL343040.6) SFC-2000FT AGL NATURAL GAS RELEASE.
PURSUANT TO 14 CFR SECTION 91.137(A)(1) TEMPORARY FLIGHT
RESTRICTIONS ARE IN EFFECT. ONLY RELIEF AIRCRAFT OPERATIONS UNDER
DIRECTION OF PANHANDLE EASTERN PIPELINE COMPANY (DAN BARTON) ARE
AUTHORIZED IN THE AIRSPACE. PANHANDLE EASTERN PIPELINE COMPANY
(DAN BARTON) TELEPHONE 217-430-2511 IS IN CHARGE OF ON SCENE
EMERGENCY RESPONSE ACTIVITY. KANSAS CITY /ZKC/ ARTCC TELEPHONE
913-254-8500 IS THE FAA COORDINATION FACILITY.

10/046

AIRSPACE UAS WI AN AREA DEFINED AS 10NM RADIUS OF
372950N0983954W (13.7NM SE PTT) SFC-60FT AGL DLY 2300-0200

A0213/24

ZKC ROUTE ZKC ZAB.
J96 CIMARRON (CIM) **VORTAC**, NM TO GARDEN CITY (GCK) **VORTAC**, KS NA
EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

A0149/24

ZKC KS..ROUTE ZKC.
V9 ST LOUIS (STL) **VORTAC**, MO TO SPINNER (SPI) **VORTAC**, IL MOCA
2200.

A0144/24

ZKC ROUTE ZKC.
V532, V77 WICHITA (ICT) **VORTAC**, KS MCA 4400 SOUTHBOUND. ICT **VOR**
R-154 **UNUSABLE** BELOW 4400.

A0143/24

ZKC ROUTE ZKC.
V532 PIONEER (PER) **VORTAC**, OK TO WICHITA (ICT) **VORTAC**, KS MEA
4400.

A0142/24

ZKC ROUTE ZKC.
V77 PIONEER (PER) **VORTAC**, OK TO WICHITA (ICT) **VORTAC**, KS MEA 4400.

A0127/24

ZKC OK..ROUTE ZKC.
V280 MITBEE (MMB) **VORTAC**, OK R-015 TO CARKO INT, KS MEA 4100.

A0079/24

ZKC KS..ROUTE ZKC.
V280 STONS INT, KS TO WILSY INT, KS MEA 6000.
HUT **VOR** R-057 **UNUSABLE** BELOW 6000.

03/001

AIRSPACE UAS WI AN AREA DEFINED AS 5NM RADIUS OF
385614N0924806W (8NM W VER) SFC-400FT AGL

01/977

AIRSPACE HIGH SPEED ACFT WI AN AREA DEFINED AS
100NM RADIUS OF ICT SFC-10000FT DLY SR-SS

**01/023**

AIRSPACE HIGH SPEED ACFT WI AN AREA DEFINED AS
MAP021060 TO FAM022028 TO FAM107045 TO FAM206035 TO MAP214060 TO
MAP214053 TO MAP268035 TO MAP287044 TO MAP316036 TO MAP347040 TO
MAP011049 TO POINT OF ORIGIN SFC-10000FT AVOIDANCE ADZ

01/022

AIRSPACE HIGH SPEED ACFT WI AN AREA DEFINED AS
UIN357045 TO UIN077071 TO UIN079107 TO UIN093100 TO UIN112085 TO
UIN171053 TO UIN217037 TO UIN253057 TO UIN280063 TO POINT OF
ORIGIN SFC-10000FT AVOIDANCE ADZ

A0210/23

ZKC KS..ROUTE ZKC.
V280 CARKO INT, KS MCA 10000 NORTHEASTBOUND.
V280 CARKO INT, KS TO WIPET, KS MEA 10000.

A0163/23

ZKC AIRSPACE RDO ALTIMETER UNREL WI KANSAS CITY ARTCC
AIRSPACE SFC-5000FT AGL. AUTOLAND, HUD TO TOUCHDOWN, ENHANCED FLT
VISION SYSTEMS TO TOUCHDOWN NOT AUTHORIZED EXC FOR RDO ALTIMETER
TOLERANT ACFT AND ACFT USING APPROVED ALTERNATIVE METHODS OF
COMPLIANCE.HEL OPS REQUIRING RDO ALTIMETER DATA TO INCLUDE
OFFSHORE INSTRUMENT OPS, HOVER AUTOPILOT MODES, SAR AUTOPILOT
MODES, AND **CAT** A/B/PERFORMANCE CLASS TKOF AND LDG NOT AUTHORIZED
EXC FOR RDO ALTIMETER TOLERANT ROTORCRAFT AND ROTORCRAFT USING
APPROVED ALTERNATIVE METHODS OF COMPLIANCE. DUE TO 5G C-BAND
INTERFERENCE PLUS SEE AIRWORTHINESS DIRECTIVE2023-10-02,
2023-11-07 AND DOMESTIC NOTICES
F) SFC G) 5000FT AGL

A0137/23

ZKC KS..ROUTE ZKC.
V132, V502 DISKS, KS TO HUTCHINSON (HUT) **VOR/DME**, KS MOCA 3400.

A0136/23

ZKC MO..ROUTE ZKC.
V502 BRAYMER (BQS) **VOR/DME**, MO TO KIRKSVILLE (IRK) **VORTAC**, MO MEA
3000.

A0346/22

ZKC OK..ROUTE ZKC.
V14 TOTES, OK TO DROPS, OK MOCA 3100.

A0345/22

ZKC MO..ROUTE ZKC.
V14, V88 VICHY (VIH) **VOR/DME**, MO TO STEER, MO MOCA 2400.

+++++ RESTRICTED AIRSPACE +++++

10/722

AIRSPACE R4501H ACT SFC-3200FT

=====
EXTENDED AREA AROUND DESTINATION
=====

KZDC **WASHINGTON FIR/UIR**

+++++ FIR/UIR +++++

10/195 VALID: 07-OCT-24 1800 - 11-OCT-24 2359

AIRSPACE UAS WI AN AREA DEFINED AS 10NM RADIUS OF
382249.60N0781527W (12.8NM NW OMH) SFC-50FT AGL

10/198 VALID: 07-OCT-24 1600 - 07-OCT-24 2100

AIRSPACE UAS WI AN AREA DEFINED AS .25NM RADIUS OF
382955N0785223W (8.1NM N VBW) SFC-60FT

**10/152**

AIRSPACE AIRDROP WI AN AREA DEFINED AS RDU240030
TO RDU166027 TO FAY252026 TO SDZ161008 TO POINT OF ORIGIN
SFC-3000FT AGL DLY 1330-2230

10/186

AIRSPACE UAS WI AN AREA DEFINED AS 1NM RADIUS OF
345726N0773351W (7.8NM NNE OAJ) SFC-120FT AGL

10/200

AIRSPACE UAS WI AN AREA DEFINED AS 15NM RADIUS OF
385344N0753101W (5.2NM SW D74) SFC-125FT AGL DLY 1100-2359

A1969/24

ZDC SVC SEYMOUR JOHNSON APP OPN

A1968/24

ZDC AIRSPACE ADS-B, AUTO DEPENDENT SURVEILLANCE
REBROADCAST (ADS-R), TFC INFO SER BCST (TIS-B), FLT INFO SER
BCST (FIS-B) SER MAY NOT BE **AVBL** WI AN AREA DEFINED AS 40NM RADIUS
OF 400647N0773032W. AP AIRSPACE AFFECTED MAY INCLUDE CXY, HGR,
THV, N68, W35.
F) SFC G) 3000FT

09/987

AIRSPACE UAS WI AN AREA DEFINED AS 4NM RADIUS OF
383936N0803522W (4NM SE 48I) SFC-5000FT AGL WED THU FRI MON TUE
1000-2359

A1929/24

ZDC ROUTE ZDC.
V252 ROBBINSVILLE (RBV) **VORTAC**, NJ TO DUPONT (DQO) **VORTAC**, DE MEA
2200.

A1917/24

ZDC MD..ROUTE ZDC.
V123, V170, V268 SWANN INT, MD DISREGARD EMI R-129.
EMI **VORTAC** R-129 **UNUSABLE**.

A1916/24

ZDC MD..ROUTE ZDC.
V379 SMYRNA (ENO) **VORTAC**, DE R-251 TO DEALE, MD **DME** REQUIRED
EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
EMI **VORTAC** R-161 **UNUSABLE**.

09/659

AIRSPACE UAS WI AN AREA DEFINED AS 10NM RADIUS OF
381817.60N0774837.30W (11.6NM E OMH) SFC-50FT AGL

09/268

AIRSPACE UAS WI AN AREA DEFINED AS 2NM RADIUS OF
353208N0781706W (6NM NE JNX) SFC-400FT AGL

**A1763/24**

ZDC SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM REFERENCES THE WASHINGTON DC SPECIAL FLIGHT RULES AREA (SFRA). IN ADDITION TO SPECIAL SECURITY INSTRUCTIONS FOR AIRCRAFT OPERATIONS IN THE DC SFRA THAT ARE IN EFFECT PURSUANT TO 14 CODE OF FEDERAL REGULATIONS (CFR) SECTIONS 93.335, 93.337, 93.339, 93.341, 93.343, 93.345, AND 99.7, AND 49 UNITED STATES CODE (USC) SECTION 40103(B)(3) THE FOLLOWING RESTRICTIONS APPLY:

A. ALL VFR AIRCRAFT OPERATIONS FROM THE SURFACE UP TO BUT NOT INCLUDING FL180, MUST COMPLY WITH THE FOLLOWING DC SFRA SPEED RESTRICTIONS, EXCLUDING FAA-APPROVED DOD, DHS, LAW ENFORCEMENT, AND WAIVERED MEDEVAC/AIR AMBULANCE FLIGHTS:

B. WITHIN 30NM OF 385134N0770211W OR THE WASHINGTON DCA **VOR/DME** AIRCRAFT MUST MAINTAIN AN INDICATED AIRSPEED OF 180 KNOTS OR LESS. IF UNABLE, THE PILOT MUST CONTACT THE APPROPRIATE ATC FACILITY AND ADVISE THEM OF THE AIRCRAFTS OPERATIONAL LIMITATIONS;

C. BETWEEN 30NM RADIUS AND 60NM RADIUS OF 385134N0770211W OR THE WASHINGTON DCA **VOR/DME**, AIRCRAFT MUST MAINTAIN AN AIRSPEED OF 230 KNOTS OR LESS. IF UNABLE, THE PILOT MUST CONTACT THE APPROPRIATE ATC FACILITY AND ADVISE THEM OF THE AIRCRAFTS OPERATIONAL LIMITATIONS PRIOR TO FLYING WITHIN 60NM RADIUS OF THE WASHINGTON DCA VOR/DME; END PART 1 OF 2

ZDC SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

D. SPECIAL AWARENESS TRAINING FOR THE WASHINGTON DC METROPOLITAN AREA IS MANDATORY FOR ALL PILOTS THAT FLY UNDER VFR WITHIN 60NM OF THE DCA **VOR/DME** (14 CFR PARTS 61 AND 91, EFFECTIVE FEBRUARY 9, 2009).

THIS TRAINING IS **AVAILABLE** IN THE AVIATION LEARNING CENTER AT WWW.FAASAFETY.GOV. IT IS STRONGLY RECOMMENDED THAT ALL PILOTS FLYING UNDER VISUAL FLIGHT RULES (VFR) WITHIN 100NM OF THE DCA **VOR/DME** ALSO COMPLETE THIS TRAINING.

END PART 2 OF 2

**A1764/24**

ZDC SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

REFERENCES THE WASHINGTON DC SPECIAL FLIGHT RULES AREA (SFRA) ONLY AND EXCLUDES THE WASHINGTON DC AREA SPEED RESTRICTIONS THAT ARE NOW LOCATED IN A SEPARATE NOTAM. THIS NOTAM CANCELS FDC 4/1734. A SEPARATE NOTAM REFERENCES THE WASHINGTON DC FLIGHT RESTRICTED ZONE (FRZ) PROCEDURES AND OPERATIONS BY UNMANNED AIRCRAFT SYSTEMS (UAS), INCLUDING MODEL AIRCRAFT (HOBBYIST OR RECREATIONAL UAS ONLY), CIVIL AND COMMERCIAL OPERATIONS, AND PUBLIC OPERATIONS WITHIN THE SFRA. SPECIAL SECURITY INSTRUCTIONS FOR AIRCRAFT OPERATIONS IN THE DC SFRA ARE IN EFFECT PURSUANT TO 14 CODE OF FEDERAL REGULATIONS (CFR) SECTIONS 93.335, 93.337, 93.339, 93.341, 93.343, 93.345, AND 99.7, AND 49 UNITED STATES CODE (USC) SECTION 40103(B)(3). THIS NOTAM AND THREE RELATED NOTAMS REGARDING THE: DC FLIGHT RESTRICTED ZONE (FRZ); LEESBURG MANEUVERING AREA (LMA); AND UNMANNED AIRCRAFT SYSTEM (UAS) OPERATIONS IN THE DC SFRA, CLARIFY AND SUPPLEMENT THE OPERATING REQUIREMENTS PRESCRIBED BY THE CITED 14 CFR SECTIONS.

SECTION I. RESPONSE AND ENFORCEMENT: PURSUANT TO 49 USC 40103(B)(3), THE FAA HAS ESTABLISHED THE DC SFRA AS 'NATIONAL DEFENSE AIRSPACE'. PERSONS WHO DO NOT ADHERE TO THE PROCEDURES PRESCRIBED BY THE CITED 14 CFR SECTIONS AND THIS NOTAM MAY FACE THE FOLLOWING RESPONSE AND END PART 1 OF 9

ZDC SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

WASHINGTON, DC. ENFORCEMENT ACTIONS:

A. PILOTS OF AIRCRAFT THAT DO NOT ADHERE TO THE PROCEDURES IN THE SPECIAL SECURITY REQUIREMENTS CONTAINED IN THIS NOTAM MAY BE INTERCEPTED, AND/OR DETAINED AND INTERVIEWED BY FEDERAL, STATE, OR LOCAL LAW ENFORCEMENT, OR OTHER GOVERNMENT PERSONNEL.

B. PILOTS OF AIRCRAFT THAT DO NOT ADHERE TO THE PROCEDURES IN THE SPECIAL SECURITY REQUIREMENTS CONTAINED IN THIS NOTAM MAY FACE FAA ADMINISTRATIVE ENFORCEMENT ACTIONS, INCLUDING IMPOSING CIVIL PENALTIES AND THE SUSPENSION OR REVOCATION OF AIRMEN CERTIFICATES.

C. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES CONCERNING OPERATIONS IN THIS AIRSPACE MAY BE SUBJECT TO CRIMINAL PENALTIES UNDER 49 USC SECTION 46307.

D. THE U.S. GOVERNMENT MAY USE DEADLY FORCE AGAINST AN AIRCRAFT OPERATING IN THE DC SFRA, INCLUDING THE DC FRZ, IF IT IS DETERMINED THAT THE AIRCRAFT POSES AN IMMINENT SECURITY THREAT.

E. A VISUAL WARNING SIGNAL (VWS) FOR COMMUNICATING WITH VFR AIRCRAFT, INCLUDING DOD, LAW ENFORCEMENT, AND AEROMEDICAL OPERATIONS, IS DEPLOYED AND IS OPERATING WITHIN THE WASHINGTON DC SPECIAL FLIGHT RULES AREA (SFRA), INCLUDING THE FLIGHT RESTRICTED ZONE (FRZ). THE SIGNAL CONSISTS OF HIGHLY FOCUSED RED AND GREEN COLORED LIGHTS IN AN ALTERNATING RED/RED/GREEN SIGNAL PATTERN. THE BEAM IS NOT INJURIOUS TO THE EYES OF PILOTS/AIRCRAFTS OR PASSENGERS, REGARDLESS OF ALTITUDE OR DISTANCE FROM THE SOURCE.

ZDC SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

1. THIS SIGNAL MAY BE DIRECTED AT SPECIFIC AIRCRAFT SUSPECTED OF MAKING UNAUTHORIZED ENTRY INTO THE SFRA/FRZ AND ARE ON A HEADING OR FLIGHT PATH THAT MAY BE INTERPRETED AS A THREAT OR AT THE REQUEST OF THE FAA.

2. IF YOU ARE IN COMMUNICATION WITH AIR TRAFFIC CONTROL AND THIS SIGNAL IS DIRECTED AT YOUR AIRCRAFT, IMMEDIATELY COMMUNICATE WITH ATC THAT YOU ARE BEING ILLUMINATED BY A VISUAL WARNING SIGNAL.

3. IF THIS SIGNAL IS DIRECTED AT YOU AND YOU ARE NOT COMMUNICATING



WITH ATC, TURN TO A HEADING AWAY FROM THE CENTER OF THE FRZ/SFRA AS SOON AS POSSIBLE AND IMMEDIATELY CONTACT ATC ON AN APPROPRIATE FREQUENCY, OR IF UNSURE OF THE FREQUENCY, CONTACT ATC ON VHF GUARD 121.5 OR UHF GUARD 243.0.

SECTION II. OPERATING REQUIREMENTS: ALL AIRCRAFT FLIGHT OPERATIONS ARE PROHIBITED WITHIN THE DC SFRA UNLESS IN COMPLIANCE WITH 14 CFR SECTIONS 93.335, 93.337, 93.339, 93.341, 93.343, AND 93.345, AND THE END PART 3 OF 9

ZDC SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

FOLLOWING SUPPLEMENTAL SPECIAL SECURITY INSTRUCTIONS REQUIRED WASHINGTON, DC. PURSUANT TO 14 CFR SECTION 99.7 AND 49 USC SECTION 40103(B)(3):

A. APPLICATION OF DEFINITIONS IN 14 CFR SECTION 93.335:

1. A DC SFRA FLIGHT PLAN DOES NOT FULFILL THE REQUIREMENTS FOR VISUAL FLIGHT RULES (VFR).

2. A DC FRZ FLIGHT PLAN IS REQUIRED FOR VFR OPERATIONS IN THE DC FRZ. PILOTS MAY NOT FILE A DC FRZ FLIGHT PLAN WHILE AIRBORNE

B. ADDITIONS TO REQUIREMENTS IN 14 CFR SECTION 93.339 - DC SFRA:

1. AIRCRAFT OPERATING IN THE DC SFRA MUST BE EQUIPPED WITH AN OPERABLE TWO WAY RADIO CAPABLE OF COMMUNICATING WITH AIR TRAFFIC CONTROL (ATC) ON APPROPRIATE RADIO FREQUENCIES OR UNICOM. IT IS HIGHLY RECOMMENDED THAT A PILOT CONTINUOUSLY MONITOR VHF FREQUENCY 121.5 OR UHF FREQUENCY 243.0 FOR EMERGENCY INSTRUCTIONS WHEN OPERATING AN AIRCRAFT IN THE DC SFRA, EITHER IN AN AIRCRAFT THAT IS SUITABLY EQUIPPED, OR BY USE OF PORTABLE EQUIPMENT.

2. ANY PERSON OPERATING AN AIRBORNE AIRCRAFT UNDER VFR TO OR FROM, WITHIN, OR TRANSITING THE DC SFRA/FRZ WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO MAINTAIN RADIO CONTACT
END PART 4 OF 9

ZDC SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

WITH AIR TRAFFIC CONTROL (ATC) MUST IMMEDIATELY SQUAWK 7600 AND EXIT THE DC SFRA/FRZ BY THE MOST DIRECT LATERAL ROUTE EXCEPT WHEN THE WASHINGTON, DC. DEPARTURE POINT IS WITHIN THE DC SFRA AND THE DEPARTURE POINT IS CLOSER THAN THE DC SFRA BOUNDARY, THE PILOT MAY RETURN TO THE DEPARTURE POINT BY THE MOST DIRECT ROUTE.

3. ANY PERSON OPERATING AN AIRBORNE AIRCRAFT UNDER INSTRUMENT FLIGHT RULES (IFR) TO OR FROM, WITHIN, OR TRANSITING THE DC SFRA/FRZ WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO MAINTAIN RADIO CONTACT WITH ATC MUST CONTINUE THE FLIGHT IN COMPLIANCE WITH THE TWO-WAY RADIO COMMUNICATIONS FAILURE PROCEDURES FOUND IN THE FAA AERONAUTICAL INFORMATION MANUAL (AIM) AND/OR APPLICABLE CODE OF FEDERAL REGULATIONS (CFR).

4. ANY PERSON OPERATING AN AIRCRAFT TO OR FROM, WITHIN, OR TRANSITING THE DC SFRA WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO CONTINUOUSLY SQUAWK AN ATC ASSIGNED TRANSPONDER CODE MUST IMMEDIATELY ADVISE ATC AND COMPLY WITH ALL INSTRUCTIONS FROM ATC. IF UNABLE TO CONTACT ATC, PILOTS MUST EXIT THE DC SFRA/FRZ BY THE MOST DIRECT LATERAL ROUTE EXCEPT WHEN THE WASHINGTON, DC DEPARTURE POINT IS WITHIN THE SFRA AND THE DEPARTURE
END PART 5 OF 9

ZDC SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

POINT IS CLOSER THAN THE DC SFRA BOUNDARY, THE PILOT MAY RETURN TO THE DEPARTURE POINT BY THE MOST DIRECT ROUTE.

5. THE PROCEDURES IN SECTION II, SUBSECTION A, B, AND C DO NOT AUTHORIZE PENETRATION OF RESTRICTED AREAS OR PROHIBITED AREAS.

6. AIRCRAFT DEPARTING AIRPORTS WITHIN THE DC SFRA WITH LIMITED



TWO-WAY RADIO COMMUNICATIONS MUST ESTABLISH TWO-WAY COMMUNICATIONS AS SOON AS FEASIBLE, NORMALLY WITHIN 2NM OF THE DEPARTURE POINT.

7. PATTERN WORK OPERATIONS AT UN-CONTROLLED AIRPORTS WITHIN THE DC SFRA (BUT NOT WITHIN THE DC FRZ) MUST BE CONDUCTED IN ACCORDANCE WITH 14 CFR SECTION 93.339 (C) AND THE PROCEDURES SPECIFIED IN THE MOST CURRENT POTOMAC TRACON LETTER TO AIRMEN (LTA) ON THE SUBJECT. THE LETTER CAN BE FOUND AT:

[HTTPS://NOTAMS.AIM.FAA.GOV/NOTAMSEARCH/](https://NOTAMS.AIM.FAA.GOV/NOTAMSEARCH/) (SEARCH LOCATION PCT).

(A) ALL PILOTS WHO INTEND TO CONDUCT VFR TRAFFIC PATTERN WORK AT AN AIRPORT WITHIN THE DC SFRA (NOT WITHIN THE DC FRZ) WHICH DOES NOT HAVE AN OPERATING CONTROL TOWER OR WHEN THE CONTROL TOWER IS **CLOSED** MUST: (1) INCLUDE "PATTERN" IN SFRA FLIGHT PLAN REMARKS.

(2) PRIOR TO DEPARTURE, CONTACT POTOMAC TRACON VIA TELEPHONE NUMBER SPECIFIED IN THE LTA TO OBTAIN TRANSPONDER CODE AND ADVISE TRACON OF INTENT TO END PART 6 OF 9

ZDC SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

CONDUCT PATTERN WORK. WASHINGTON, DC. (3) INFORM ATC OF INTENT TO CONDUCT PATTERN WORK PRIOR TO CHANGING TO COMMON TRAFFIC ADVISORY FREQUENCY (CTAF) .

(B) UPON COMPLETION OF PATTERN WORK, PILOTS MUST CONTACT POTOMAC TRACON VIA TELEPHONE NUMBER SPECIFIED IN THE LTA TO ADVISE PATTERN WORK IS COMPLETE.

8. OPERATIONS BY UNMANNED AIRCRAFT SYSTEMS (UAS), INCLUDING MODEL AIRCRAFT (HOBBYIST OR RECREATIONAL USE ONLY), CIVIL AND COMMERCIAL OPERATIONS, AND PUBLIC OPERATIONS, ARE ONLY AUTHORIZED WITHIN THE DC SFRA, EXCLUDING THE DC FRZ, IF IN COMPLIANCE WITH THE SEPARATE FAA NOTAM, WHICH PRESCRIBES UAS-SPECIFIC OPERATING REQUIREMENTS IN THE DC SFRA.

9. ALL TESTING OF ADS-B OUT ON AIRCRAFT OR GROUND VEHICLES IN THE DC SFRA IS PROHIBITED.

SECTION III. RESOURCES:

A. THE CODE OF FEDERAL REGULATIONS CAN BE FOUND AT WWW.ECFR.GOV.

B. ANY PILOT QUESTIONS REGARDING DC SFRA OR FRZ PROCEDURES SHOULD BE DIRECTED TO THE FAA SYSTEM OPERATIONS SECURITY REPRESENTATIVE AT THE NATIONAL CAPITAL REGION COORDINATION CENTER (NCRCC) AT
END PART 7 OF 9

ZDC SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

9-ATO-NCRCC@FAA.GOV OR (866) 598-9522.

C. FOR THOSE WAIVERS AND REQUIREMENTS IN THIS NOTAM THAT REQUIRE WASHINGTON, DC. NOTIFICATION TO THE TSA AT THE NCRCC, CALL (866) 598-9520.

D. FOR THOSE WAIVERS AND REQUIREMENTS IN THIS NOTAM THAT REQUIRE NOTIFICATION TO THE FAA AT THE NCRCC, CALL (866) 598-9522.

E. THE LATEST POTOMAC TRACON (PCT) LETTER TO AIRMEN CAN BE FOUND AT: [HTTPS://NOTAMS.AIM.FAA.GOV/NOTAMSEARCH/](https://NOTAMS.AIM.FAA.GOV/NOTAMSEARCH/) (SEARCH LOCATION PCT).

F. INFORMATION ABOUT FAA/TSA AIRSPACE WAIVER APPLICATIONS AND TSA SECURITY AUTHORIZATIONS CAN BE FOUND AT

WWW.TSA.GOV/FOR-INDUSTRY/GENERAL-AVIATION OR BY CONTACTING TSA AT (571) 227-2071.

G. SPECIAL AWARENESS TRAINING FOR THE WASHINGTON DC METROPOLITAN AREA IS MANDATORY FOR ALL PILOTS THAT FLY UNDER VFR WITHIN 60NM OF THE DCA **VOR/DME** (14 CFR PARTS 61 AND 91, EFFECTIVE FEBRUARY 9, 2009). THIS TRAINING IS **AVAILABLE** IN THE AVIATION LEARNING CENTER AT WWW.FAASAFETY.GOV. IT IS STRONGLY RECOMMENDED THAT ALL PILOTS FLYING UNDER VISUAL FLIGHT RULES (VFR) WITHIN 100NM OF THE DCA **VOR/DME** ALSO COMPLETE THIS TRAINING.

END PART 8 OF 9



ZDC SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

H. INDIVIDUALS MAY SUBMIT A REQUEST FOR AN FAA WAIVER AT WAIVERS.FAA.GOV. AFTER NORMAL BUSINESS HOURS, FOR EMERGENCY OR SHORT NOTICE REQUESTS, CONTACT TSA AT THE NCRCC AT (866) 598-9520. WASHINGTON, DC.

I. THE TRANSPONDER REQUIREMENTS DESCRIBED IN THIS NOTAM ARE ESTABLISHED SOLELY FOR SECURITY TRACKING PURPOSES AND DO NOT IMPLY THE PROVISION OF ATC RADAR SERVICES, UNLESS ATC SERVICES ARE REQUESTED AND APPROVED.

J. THE COMMUNICATIONS REQUIREMENTS DESCRIBED IN THIS NOTAM ARE ESTABLISHED TO MAINTAIN THE ABILITY TO IMMEDIATELY COMMUNICATE SECURITY-BASED INSTRUCTIONS, NOT NECESSARILY FOR ATC SERVICES, UNLESS ATC SERVICES ARE REQUESTED AND APPROVED.

END PART 9 OF 9



4/2565

PART 1 OF 10 SECURITY INSTRUCTIONS, WASHINGTON,
DC.

THIS NOTAM

CANCELS FDC 0/0053 TO PROVIDE FLIGHT RESTRICTED ZONE (FRZ) INSTRUCTIONS. THIS NOTAM REFERENCES THE WASHINGTON DC FRZ. A SEPARATE NOTAM REFERENCES THE WASHINGTON DC SPECIAL FLIGHT RULES AREA (SFRA) PROCEDURES. SPECIAL SECURITY INSTRUCTIONS FOR AIRCRAFT OPERATIONS IN THE WASHINGTON DC FRZ, A PART OF THE DC SFRA, ARE IN EFFECT PURSUANT TO 14 CODE OF FEDERAL REGULATIONS (CFR) SECTIONS 93.335, 93.337, 93.339, 93.341, 93.343, 93.345, AND 99.7, AND 49 UNITED STATES CODE (USC) SECTION 40103(B)(3). THIS NOTAM AND THREE RELATED NOTAMS REGARDING THE: DC SFRA, EXCLUDING THE DC FRZ, WHICH IS ADDRESSED BY THIS NOTAM; THE LEESBURG MANEUVERING AREA (LMA); AND UNMANNED AIRCRAFT SYSTEM (UAS) OPERATIONS IN THE DC SFRA CLARIFY AND SUPPLEMENT THE OPERATING REQUIREMENTS PRESCRIBED BY THE CITED 14 CFR SECTIONS. SECTION I. RESPONSE AND ENFORCEMENT: PURSUANT TO 49 USC 40103(B)(3), THE FAA HAS ESTABLISHED THE DC FRZ, A PART OF THE DC SFRA, AS 'NATIONAL DEFENSE AIRSPACE'. PERSONS WHO DO NOT ADHERE TO THE PROCEDURES PRESCRIBED BY THE CITED 14 CFR SECTIONS AND THIS NOTAM MAY FACE THE FOLLOWING RESPONSE AND ENFORCEMENT ACTION OUTLINED: A. PILOTS OF AIRCRAFT THAT DO NOT ADHERE TO THE PROCEDURES IN THE SPECIAL SECURITY REQUIREMENTS CONTAINED IN THIS NOTAM MAY BE 2406241600-PERM
END PART 1 OF 10

PART 2 OF 10 SECURITY INSTRUCTIONS, WASHINGTON,
DC.

THIS NOTAM

INTERCEPTED, AND/OR DETAINED AND INTERVIEWED BY FEDERAL, STATE, OR LOCAL LAW ENFORCEMENT, OR OTHER GOVERNMENT PERSONNEL. B. PILOTS OF AIRCRAFT THAT DO NOT ADHERE TO THE PROCEDURES IN THE SPECIAL SECURITY REQUIREMENTS CONTAINED IN THIS NOTAM MAY FACE FAA ADMINISTRATIVE ENFORCEMENT ACTION, INCLUDING IMPOSING CIVIL PENALTIES AND THE SUSPENSION OR REVOCATION OF AIRMEN CERTIFICATES. C. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES CONCERNING OPERATIONS IN THIS AIRSPACE MAY BE SUBJECT TO CRIMINAL PENALTIES UNDER 49 USC SECTION 46307. D. THE U.S. GOVERNMENT MAY USE DEADLY FORCE AGAINST A FLIGHT OPERATING IN THE DC SFRA, INCLUDING THE DC FRZ, IF IT IS DETERMINED THAT THE AIRCRAFT POSES AN IMMINENT SECURITY THREAT. SECTION II. OPERATING REQUIREMENTS: ALL AIRCRAFT FLIGHT OPERATIONS ARE PROHIBITED WITHIN THE DC FRZ, A PART OF THE DC SFRA, UNLESS IN COMPLIANCE WITH 14 CFR SECTIONS 93.335, 93.337, 93.339, 93.341, 93.343, AND 93.345, AND THE FOLLOWING SUPPLEMENTAL SPECIAL SECURITY INSTRUCTIONS REQUIRED PURSUANT TO 14 CFR SECTION 99.7 AND 49 USC SECTION 40103(B)(3): A. APPLICATION OF DEFINITIONS IN 14 CFR SECTION 93.335: 1. A DC FRZ FLIGHT PLAN MUST BE FILED WITH THE WASHINGTON CENTER FLIGHT DATA UNIT (ZDC FDU) AT 703-771-3476. 2. 2406241600-PERM
END PART 2 OF 10

PART 3 OF 10 SECURITY INSTRUCTIONS, WASHINGTON,
DC.

THIS NOTAM

A DC FRZ FLIGHT PLAN IS REQUIRED FOR VISUAL FLIGHT RULES (VFR) OPERATIONS IN THE DC FRZ. PILOTS MAY NOT FILE A DC FRZ FLIGHT PLAN WHILE AIRBORNE. B. ADDITIONS TO REQUIREMENTS IN 14 CFR SECTION 93.341-DC FRZ: 1. AIRCRAFT OPERATING IN THE DC FRZ MUST BE EQUIPPED WITH AN OPERABLE TWO WAY RADIO CAPABLE OF COMMUNICATING WITH AIR TRAFFIC CONTROL (ATC) ON APPROPRIATE RADIO FREQUENCIES OR UNICOM. IT IS HIGHLY RECOMMENDED THAT A PILOT CONTINUOUSLY MONITOR VHF FREQUENCY 121.5 OR UHF FREQUENCY 243.0 FOR EMERGENCY INSTRUCTIONS WHEN OPERATING AN AIRCRAFT IN THE DC FRZ, EITHER IN AN AIRCRAFT THAT IS SUITABLY EQUIPPED, OR BY USE OF PORTABLE



EQUIPMENT. 2. AIRCRAFT OPERATING VFR WITHIN OR TRANSITING THE DC FRZ WHO BECOME AWARE OF AN INABILITY TO MAINTAIN RADIO CONTACT WITH ATC MUST IMMEDIATELY SQUAWK 7600 AND EXIT THE DC FRZ BY THE MOST DIRECT LATERAL ROUTE. A. IF THE DEPARTURE POINT IS WITHIN THE DC FRZ AND THE AIRCRAFT IS WITHIN 5 NM OF THE DEPARTURE POINT, THE PILOT MAY RETURN TO THE DEPARTURE POINT BY THE MOST DIRECT ROUTE. OTHERWISE, THE PILOT MUST EXIT THE DC FRZ VIA THE MOST DIRECT ROUTE. 3. ANY INSTRUMENT FLIGHT RULES (IFR) AIRCRAFT OPERATING WITHIN OR TRANSITING THE DC FRZ WHO BECOME AWARE OF AN INABILITY TO MAINTAIN RADIO CONTACT WITH ATC MUST CONTINUE THE

2406241600-PERM

END PART 3 OF 10

PART 4 OF 10 SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

FLIGHT IN COMPLIANCE WITH THE TWO-WAY RADIO COMMUNICATIONS FAILURE PROCEDURES FOUND IN THE FAA AERONAUTICAL INFORMATION MANUAL (AIM) AND/OR/ APPLICABLE FEDERAL AVIATION REGULATIONS (FAR). 4. AIRCRAFT OPERATORS WITHIN OR TRANSITING THE DC FRZ WHO BECOME AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO CONTINUOUSLY SQUAWK THE ATC ASSIGNED TRANSPONDER CODE MUST IMMEDIATELY ADVISE ATC AND COMPLY WITH ALL INSTRUCTIONS. IF UNABLE TO CONTACT ATC, PILOTS MUST EXIT THE DC FRZ WHEN THE DEPARTURE POINT IS WITHIN THE DC FRZ AND THE AIRCRAFT IS WITHIN 5 NM OF THE DEPARTURE POINT, THE PILOT MAY RETURN TO THE DEPARTURE POINT BY THE MOST DIRECT ROUTE. OTHERWISE, THE PILOT MUST EXIT THE DC FRZ VIA THE MOST DIRECT

ROUTE. 5. THE OPERATIONS LISTED BELOW ARE NOT AUTHORIZED WITHIN THE DC FRZ. IN LIMITED CASES, EXCEPTIONS TO THESE PROHIBITIONS MAY BE AUTHORIZED THROUGH THE FAA/TSA AIRSPACE WAIVER APPLICATION PROCESS. (A) FLIGHT TRAINING. (B) AEROBATIC FLIGHT. (C) PRACTICE INSTRUMENT APPROACHES. (D) GLIDER OPERATIONS. (E) PARACHUTE OPERATIONS (F) ULTRA LIGHT, HANG GLIDING. (G) BALLOON OPERATIONS. (H) TETHERED BALLOONS. (I) GRICULTURE/CROP DUSTING (J) ANIMAL POPULATION CONTROL FLIGHT OPERATIONS. (K) BANNER TOWING OPERATIONS. (L) MAINTENANCE TEST 2406241600-PERM

END PART 4 OF 10

PART 5 OF 10 SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

FLIGHTS. (M) UAS (INCLUDING MODEL AIRCRAFT, CIVIL, AND PUBLIC OPERATIONS). (N) MODEL ROCKETRY. (O) FLOAT PLANE OPERATIONS. (P) AIRCRAFT/HELICOPTERS OPERATING FROM A SHIP OR PRIVATE/CORPORATE YACHT. 6. TRANSIT FLIGHTS ARE PROHIBITED EXCEPT FOR APPROVED OPERATORS LANDING OR DEPARTING AIRPORTS WITHIN THE SFRA ON ESTABLISHED ATC PROCEDURES. 7. ALL STATE, AND LOCAL LAW ENFORCEMENT AND AIRCRAFT AIR AMBULANCE FLIGHTS MUST OBTAIN AND COMPLY WITH AN FAA/TSA WAIVER FOR OPERATIONS WITHIN THE DC FRZ. 8. DEPARTMENT OF DEFENSE (DOD), AND NATIONAL GUARD OPERATORS CONDUCTING VFR, ROTARY WING FLIGHTS IN THE DC FRZ MUST OBTAIN APPROVAL FROM THE FAA AT THE NCRCC AT 866-598-9525 PRIOR TO ENTERING THE FRZ. 9. APPROVED DOD, NATIONAL GUARD, LAW ENFORCEMENT, AND LIFEGUARD/AIR AMBULANCE OPERATORS MAY CONDUCT TRAINING/MAINTENANCE FLIGHTS WITHIN THE DC FRZ WITH PRIOR APPROVAL AND COORDINATION WITH THE FAA AT THE NCRCC AT 866-598-9522. THESE OPERATIONS ARE TO BE KEPT TO A MINIMUM CONSISTENT WITH FLIGHT SAFETY AND PILOT PROFICIENCY. 10. THE FAA OFFICE OF SYSTEM OPERATIONS SECURITY MAY EXEMPT OPERATORS FROM THE OUTLINED DC FRZ REQUIREMENTS BASED ON SAFETY, CRITICALITY, AND URGENCY OF THE PROPOSED FLIGHT. C. ADDITIONS TO REQUIREMENTS IN 14

2406241600-PERM

END PART 5 OF 10

PART 6 OF 10 SECURITY INSTRUCTIONS, WASHINGTON,



DC.

THIS NOTAM

CFR SECTION 93.341 - OPERATIONS AT RONALD REAGAN WASHINGTON NATIONAL AIRPORT (DCA): 1. PART 121 AND 129 REGULARLY SCHEDULED AIR CARRIER FLIGHTS OPERATING IN COMPLIANCE WITH A TRANSPORTATION SECURITY ADMINISTRATION (TSA) STANDARD SECURITY PROGRAM - THE APPROVED AIRCRAFT OPERATOR STANDARD SECURITY PROGRAM (AOSSP), MODEL SECURITY PROGRAM (MSP) OR FULL ALL CARGO AIRCRAFT OPERATOR STANDARD SECURITY PROGRAM (FACAOSSP) - AND HAVE SPECIFIC AUTHORIZATION FROM THE DEPARTMENT OF TRANSPORTATION (DOT), MAY LAND AND DEPART RONALD REAGAN WASHINGTON NATIONAL AIRPORT (DCA), AND ARE HEREIN REFERRED TO AS DCA APPROVED AIR CARRIERS. 2. DCA APPROVED AIR CARRIERS MAY OPERATE UNSCHEDULED, CHARTERS, NON-REVENUE, REPOSITIONING OR ADDITIONAL SEGMENTS WITHOUT A WAIVER UNDER THE FOLLOWING CONDITIONS: (A) ALL SECURITY MEASURES CONTAINED IN THE APPROVED TSA FULL PROGRAM (AOSSP) MUST BE APPLIED TO THE FLIGHT OPERATION. (B) ALL PASSENGERS AND CREW MUST ENPLANE FROM A STERILE AREA WHERE TSA CONDUCTS THE SCREENING, AND ALL INACCESSIBLE PROPERTY MUST BE SCREENED BY TSA. ALL AIRCRAFT MUST BE INSPECTED PRIOR TO ARRIVAL AT DCA. (C) THE TSA NCRCC MUST BE NOTIFIED BY TELEPHONE PRIOR TO DEPARTURE AT 866-598-9520. (D) ALL OTHER FLIGHTS MUST OBTAIN AN FAA/TSA WAIVER OR 2406241600-PERM
END PART 6 OF 10

PART 7 OF 10 SECURITY INSTRUCTIONS, WASHINGTON,
DC.

THIS NOTAM

DCA ACCESS STANDARD SECURITY PROGRAM (DASSP) SECURITY AUTHORIZATION. ELIGIBLE OPERATIONS FOR AN FAA/TSA WAIVER ARE LIMITED TO: (1) U.S. GOVERNMENT OPERATIONS (GOV). (2) ELECTED OFFICIALS (ELO). (3) SPECIAL OPERATIONS (SPO). (4) LAW ENFORCEMENT. (5) MEDEVAC/AIR AMBULANCE FLIGHTS. (6) FLIGHTS BEING OPERATED IN COMPLIANCE WITH ALL SECURITY MEASURES CONTAINED IN THE APPROVED TSA AOSSP BUT NOT OPERATED BY A DCA APPROVED AIR CARRIER. ALL PASSENGERS AND CREW MUST ENPLANE FROM A STERILE AREA WHERE TSA CONDUCTS THE SCREENING, AND ALL INACCESSIBLE PROPERTY MUST BE SCREENED BY TSA. ALL AIRCRAFT MUST BE INSPECTED PRIOR TO ARRIVAL AT DCA. (7). UNSCHEDULED OPERATIONS AT DCA REQUIRE A SLOT RESERVATION. SLOT RESERVATIONS AND ADDITIONAL INFORMATION MAY BE OBTAINED AT [HTTPS://WWW.FLY.FAA.GOV/ECVRS/INDEX.HTML](https://www.fly.faa.gov/ecvrs/index.html) (8). PER DOD REGULATIONS, RONALD REAGAN WASHINGTON NATIONAL AIRPORT (DCA) IS AN EMERGENCY USE ONLY FIELD FOR ALL DOD OWNED AND OPERATED AIRCRAFT. (9). DOD, NATIONAL GUARD, AND FEDERALLY OWNED AND OPERATED AIRCRAFT WITH A SPECIFIC DIRECTED MISSION REQUIREMENT TO LAND/DEPART DCA MUST OBTAIN APPROVAL FROM THE FAA NCRCC AT LEAST ONE HOUR PRIOR TO DEPARTURE VIA TELEPHONE AT 866-598-9522. (10). FOREIGN STATE OR DIPLOMATIC 2406241600-PERM
END PART 7 OF 10

PART 8 OF 10 SECURITY INSTRUCTIONS, WASHINGTON,
DC.

THIS NOTAM

AIRCRAFT ARE NOT AUTHORIZED TO LAND OR DEPART AT DCA. D. ADDITIONS TO REQUIREMENTS IN 14 CFR SECTION 93.341 - OPERATIONS AT ANDREWS AFB (ADW) AND DAVISON ARMY AIRFIELD (DAA): 1. DOD AND NATIONAL GUARD OWNED AND OPERATED AIRCRAFT MAY OPERATE AT ADW OR DAA WITHOUT AN FAA/TSA WAIVER AND ARE RESPONSIBLE FOR THE SECURITY OF THEIR AIRCRAFT, CREW, AND PASSENGERS. 2. FEDERALLY OWNED AND OPERATED AIRCRAFT MAY OPERATE AT ADW OR DAA WITHOUT AN FAA/TSA WAIVER. THE APPROVED GOVERNMENT OPERATORS ARE RESPONSIBLE FOR THE SECURITY OF THEIR AIRCRAFT, CREW, AND PASSENGERS AND ARE REQUIRED TO NOTIFY THE FAA AT THE NCRCC ONE HOUR PRIOR TO DEPARTURE AT 866-598-9522. 3. DCA APPROVED CARRIERS, OPERATING UNSCHEDULED OR CHARTER FLIGHTS INTO ADW OR DAA, IN SUPPORT OF U.S. GOVERNMENT



OPERATIONS MAY OPERATE WITHOUT A WAIVER UNDER THE FOLLOWING CONDITIONS: (A) ALL OPERATIONS MUST BE CONDUCTED IN ACCORDANCE WITH THEIR TSA AIRCRAFT OPERATORS STANDARD SECURITY PROGRAM (AOSSP), INCLUDING DEPARTING FROM A TSA OR EQUIVALENT SCREENED TERMINAL. (B) NOTIFICATION TO THE TSA AT THE NCRCC VIA TELEPHONE AT 866-598-9520 IS REQUIRED PRIOR TO DEPARTURE. 4. AN FAA/TSA WAIVER IS REQUIRED FOR ALL: (A) STATE GOVERNMENT AIRCRAFT. (B) LOCAL GOVERNMENT AIRCRAFT. (C) DOD CONTRACT OR 2406241600-PERM
END PART 8 OF 10

PART 9 OF 10 SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

NATIONAL GUARD CONTRACT INCLUDING CONTRACT AIRCRAFT USING MILITARY CALL SIGNS. (D) ON DEMAND PASSENGER OR CARGO OPERATIONS. (E) INCLUDING ALL PART 121, 125, 129, 135 FLIGHTS LANDING AND DEPARTING ADW OR DAA THAT ARE NOT OPERATED BY A DCA APPROVED CARRIER IN COMPLIANCE WITH A TSA APPROVED AOSSP. 5. NOTIFICATION TO THE TSA NCRCC VIA TELEPHONE AT 866-598-9520 IS REQUIRED PRIOR TO DEPARTURE. 6. 14 CFR SECTION 93.341 (C)(4) STATES THAT PRIOR PERMISSION MAY BE REQUIRED TO LAND OR DEPART ADW OR DAA. (A) A PRIOR PERMISSION REQUIRED (PPR) APPROVAL DOES NOT AUTHORIZE ENTRY INTO THE DC FRZ OR SUPERSEDE THESE NOTAM REQUIREMENTS. 7. FOREIGN OPERATED MILITARY OR FOREIGN STATE AIRCRAFT OPERATIONS WITH A U.S. STATE DEPARTMENT DIPLOMATIC CLEARANCE AND A PPR MAY LAND AND DEPART ONLY AT ADW WITHIN THE DC FRZ. DAA IS NOT AUTHORIZED FOR FOREIGN DIPLOMATIC FLIGHTS. E. ADDITIONS TO REQUIREMENTS IN 14 CFR SECTION 93.343: 1. OPERATIONS TO OR FROM COLLEGE PARK AIRPORT (CGS), POTOMAC AIRFIELD (VKX), (A) ALL AIRCRAFT ARRIVING/DEPARTING COLLEGE PARK AIRPORT (CGS) MUST ENTER/EXIT THE DC FRZ BETWEEN THE WASHINGTON /DCA/ **VOR/DME** 345 RADIAL AT 15 NM (390517N/771001.47W) AND THE WASHINGTON /DCA/ **VOR/DME** 105 RADIAL AT 13 NM (385011.25N/764538.40W). (B) ALL 2406241600-PERM
END PART 9 OF 10

PART 10 OF 10 SECURITY INSTRUCTIONS, WASHINGTON, DC. THIS NOTAM

AIRCRAFT ARRIVING/DEPARTING POTOMAC AIRFIELD (VKX), MUST ENTER/EXIT THE DC FRZ BETWEEN THE WASHINGTON /DCA/ **VOR/DME** 123 RADIAL AT 13 NM (384615.51N/764700.13W) AND THE WASHINGTON /DCA/ **VOR/DME** 202 RADIAL AT 13 NM (383853.26N/770555.13W). SECTION III. RESOURCES: A. ALL QUESTIONS REGARDING THESE PROCEDURES SHOULD BE DIRECTED TO THE FAA SYSOPS REPRESENTATIVE AT THE NCRCC AT 9-ATO-NCRCC@FAA.GOV OR (866) 598-9522. B. ALL WAIVERS, NOTAM REQUIREMENTS QUESTIONS AND EMERGENCY SHORT NOTICE REQUESTS CAN CONTACT THE TSA AT THE NCRCC, CALL (866) 598-9520. C. INDIVIDUALS MAY SUBMIT A REQUEST FOR AN FAA WAIVER AT [HTTP://WAIVERS.FAA.GOV](http://waivers.faa.gov) FOR BOTH MANNED AND UNMANNED AIRCRAFT OPERATIONS. D. FOR OPERATIONS IN THE DC FRZ, PILOTS WITH A WAIVER OR CONFIDENTIAL PILOT IDENTIFICATION CODE MUST CALL THE WASHINGTON CENTER FLIGHT DATA UNIT (ZDC FDU) AT 703-771-3476 TO FILE A DC FRZ FLIGHT PLAN. E. SPECIAL AWARENESS TRAINING FOR THE WASHINGTON DC METROPOLITAN AREA IS MANDATORY FOR ALL PILOTS THAT FLY UNDER VFR WITHIN 60 NM OF THE DCA **VOR/DME** (14 CFR PARTS 61 AND 91, EFFECTIVE FEBRUARY 9, 2009). THIS TRAINING IS **AVAILABLE** IN THE AVIATION LEARNING CENTER AT WWW.FAASAFETY.GOV.

2406241600-PERM

END PART 10 OF 10



4/1789

PART 1 OF 9 SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

CANCELS FDC 0/3929 TO PROVIDE SECURITY INSTRUCTIONS FOR AIRCRAFT OPERATIONS IN THE LEESBURG MANEUVERING AREA (LMA) OF THE WASHINGTON DC SPECIAL FLIGHT RULES AREA (SFRA) PURSUANT TO 14 CODE OF FEDERAL REGULATIONS (CFR) SECTIONS 93.335, 93.337, 93.339, AND 99.7, AND 49 UNITED STATES CODE (USC) SECTION 40103(B)(3). THIS NOTAM CLARIFIES AND SUPPLEMENTS THE OPERATING REQUIREMENTS FOR THE DC SFRA, INCLUDING THE DC FLIGHT RESTRICTED ZONE (FRZ), AND THOSE PRESCRIBED BY 14 CFR SECTION 93.339.

SECTION I. SPECIAL NOTES ON LMA:

A. THE OPERATING REQUIREMENTS PRESCRIBED BY THIS NOTAM ARE SPECIFIC TO THE LMA. COMPLIANCE WITH LMA REQUIREMENTS DOES NOT AUTHORIZE OPERATIONS IN THE DC SFRA OUTSIDE OF THE LMA, WHICH MUST BE IN COMPLIANCE WITH DC SFRA NOTAM AND 14 CFR SECTIONS 93.335, 93.337, 93.339, 93.341, 93.343, 93.345, AND 99.7.

B. THE LMA IS THE AREA DEFINED IN SECTION V OF THIS NOTAM.

C. THE LMA IS PART OF THE DC SFRA, WHICH THE FAA HAS ESTABLISHED AS 'NATIONAL DEFENSE AIRSPACE' PURSUANT TO 49 USC 40103(B)(3).

D. PERSONS OPERATING IN THE LMA WHO DO NOT ADHERE TO THE PROCEDURES PRESCRIBED BY 14 CFR SECTIONS 93.335, 93.337, 93.339, AND 99.7, AND 2406211735-PERM

END PART 1 OF 9

PART 2 OF 9 SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

THE FOLLOWING LMA-SPECIFIC SUPPLEMENTAL SPECIAL SECURITY INSTRUCTIONS MAY FACE RESPONSE AND ENFORCEMENT ACTIONS DESCRIBED BY THE DC SFRA AND DC FRZ NOTAMS.

SECTION II. OPERATING REQUIREMENTS (BASIC): ALL AIRCRAFT FLIGHT OPERATIONS ARE PROHIBITED WITHIN THE LMA, UNLESS IN COMPLIANCE WITH 14 CFR SECTIONS 93.335, 93.337, AND 93.339, AND THE FOLLOWING SUPPLEMENTAL SPECIAL SECURITY INSTRUCTIONS FOR THE LMA REQUIRED PURSUANT TO 14 CFR SECTION 99.7 AND 49 USC SECTION 40103(B)(3):

A. BASIC OPERATING REQUIREMENTS: AIRCRAFT ARE AUTHORIZED TO OPERATE IN THE LMA IF IN COMPLIANCE WITH ALL OF THE FOLLOWING CONDITIONS:

1. BE EQUIPPED WITH AT LEAST ONE OPERABLE TWO-WAY RADIO CAPABLE OF COMMUNICATING WITH POTOMAC TRACON (PCT) OR, WHEN OPERATIONAL, LEESBURG EXECUTIVE AIRPORT (JYO) TOWER ON APPROPRIATE RADIO FREQUENCIES.

2. BE EQUIPPED WITH AN OPERATING TRANSPONDER WITH AUTOMATIC ALTITUDE REPORTING CAPABILITY AS SPECIFIED UNDER 14 CFR SECTION 91.215.

3. MONITOR VHF GUARD 121.5 OR UHF GUARD 243.0, IF ABLE.

4. SQUAWK THE AIR TRAFFIC CONTROL (ATC) ASSIGNED TRANSPONDER CODE OR APPROPRIATE LMA BEACON CODE AT ALL TIMES. CODE 1200 IS NOT PERMITTED 2406211735-PERM

END PART 2 OF 9

PART 3 OF 9 SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

AT ANY TIME WITHIN THE LMA OR DC SFRA.

B. OPERATIONS BY UNMANNED AIRCRAFT SYSTEMS (UAS), INCLUDING MODEL AIRCRAFT (FOR HOBBYIST OR RECREATIONAL USE ONLY), CIVIL AND COMMERCIAL OPERATIONS, AND PUBLIC OPERATIONS, ARE ONLY AUTHORIZED IN THE LMA IF IN COMPLIANCE WITH THE SEPARATE UAS FAA NOTAM, WHICH PRESCRIBES UAS-SPECIFIC OPERATING REQUIREMENTS IN THE DC SFRA, INCLUDING THE DC FRZ. C. EXCEPT FOR FAA APPROVED DEPARTMENT OF DEFENSE (DOD), NATIONAL GUARD (NG), LAW ENFORCEMENT, AND WAIVERED MEDEVAC/AIR AMBULANCE OPERATIONS, ALL AIRCRAFT OPERATING UNDER VISUAL FLIGHT RULES (VFR) IN THE LMA ARE RESTRICTED TO AN INDICATED AIRSPEED OF 180 KNOTS OR LESS. IF UNABLE, THE PILOT MUST



CONTACT POTOMAC TRACON (PCT) AND ADVISE THEM OF THE AIRCRAFT'S OPERATIONAL LIMITATIONS PRIOR TO OPERATING IN THE LMA OR THE REST OF THE DC SFRA.

SECTION III. OPERATING REQUIREMENTS (VFR AT JYO): AIRCRAFT OPERATING UNDER VFR AT JYO MUST COMPLY WITH ALL OF THE FOLLOWING CONDITIONS: A. AIRCRAFT DEPARTING FROM OR LANDING AT JYO MUST:

1. SQUAWK TRANSPONDER CODE 1226;
2. WHEN JYO TOWER IS OPEN, PRIOR TO TAXING, ESTABLISH AND MAINTAIN 2406211735-PERM

END PART 3 OF 9

PART 4 OF 9 SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

TWO-WAY RADIO COMMUNICATIONS WITH THE GROUND CONTROL.

3. WHEN JYO TOWER IS OPEN, PRIOR TO ENTERING THE LEESBURG MANEUVERING AREA, ESTABLISH AND MAINTAIN TWO-WAY RADIO COMMUNICATIONS WITH THE TOWER.

4. WHEN JYO TOWER IS **CLOSED**, PRIOR TO DEPARTING JYO ANNOUNCE THE AIRCRAFT CALL SIGN, TYPE, AND INTENDED DEPARTURE **RUNWAY** ON THE PUBLISHED CTAF.

5. AFTER DEPARTING JYO, EXIT THE LMA VIA THE MOST DIRECT LATERAL ROUTE AND AVOID ENTERING THE REST OF THE DC SFRA.

6. WHEN JYO TOWER IS **CLOSED**, PRIOR TO ENTERING THE LMA PILOTS LANDING AT JYO MUST ANNOUNCE THE AIRCRAFT CALL SIGN, TYPE, AND INTENDED LANDING **RUNWAY** ON THE PUBLISHED CTAF.

7. PILOTS MUST ENTER THE LMA VIA THE MOST DIRECT ROUTE AND AVOID ENTERING REST OF THE DC SFRA.

8. PILOTS DEPARTING FROM OR LANDING AT JYO UNDER VFR OPERATIONS ARE NOT REQUIRED TO CONTACT PCT UNLESS OTHERWISE DIRECTED.

B. AIRCRAFT CONDUCTING TRAFFIC PATTERN OPERATIONS AT JYO MUST:

1. OBTAIN AND SQUAWK THE ASSIGNED TRANSPONDER CODE 1234 FROM JYO TOWER FOR PATTERN WORK OPERATIONS WHEN OPEN (OR OBTAIN A DISCREET 2406211735-PERM

END PART 4 OF 9

PART 5 OF 9 SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

CODE FROM PCT WHEN JYO TOWER IS CLOSED);

2. ESTABLISH AND MAINTAIN TWO-WAY RADIO COMMUNICATIONS WITH JYO TOWER, OR ON THE PUBLISHED CTAF FREQUENCY WHEN JYO TOWER IS

CLOSED. 3. OBTAIN ATC AUTHORIZATION TO PERFORM PRACTICE APPROACHES FROM JYO TOWER OR PCT WHEN JYO TOWER IS **CLOSED**. AUTHORIZATIONS WILL BE GRANTED WORKLOAD PERMITTING.

SECTION IV. OPERATING REQUIREMENTS (RADIO OR TRANSPONDER FAILURE WHILE OPERATING IN THE LMA): AIRCRAFT OPERATING IN THE LMA, WHICH EXPERIENCE RADIO OR TRANSPONDER PROBLEMS, MUST COMPLY WITH ALL OF THE FOLLOWING CONDITIONS:

A. ANY PERSON OPERATING AN AIRBORNE AIRCRAFT UNDER VFR TO OR FROM, WITHIN, OR TRANSITING THE DC SFRA/FRZ, INCLUDING THE LMA, WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO MAINTAIN RADIO CONTACT WITH ATC, MUST IMMEDIATELY SQUAWK 7600 AND EXIT THE DC SFRA/FRZ BY THE MOST DIRECT LATERAL ROUTE EXCEPT WHEN THE DEPARTURE POINT IS WITHIN THE DC SFRA AND THE DEPARTURE POINT IS CLOSER THAN THE DC SFRA BOUNDARY, THE PILOT MAY RETURN TO THE DEPARTURE POINT BY THE MOST DIRECT ROUTE.

B. ANY PERSON OPERATING AN AIRCRAFT UNDER INSTRUMENT FLIGHT RULES 2406211735-PERM

END PART 5 OF 9

PART 6 OF 9 SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

(IFR) IN OR TRANSITING THE DC SFRA, INCLUDING THE LMA, WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO MAINTAIN RADIO CONTACT WITH ATC OR CTAF MUST CONTINUE THE FLIGHT IN COMPLIANCE WITH THE TWO-WAY RADIO COMMUNICATIONS FAILURE



PROCEDURES FOUND IN THE FAA AERONAUTICAL INFORMATION MANUAL (AIM) AND/OR APPLICABLE CODE OF FEDERAL REGULATIONS (CFR). THESE PROCEDURES DO NOT AUTHORIZE PENETRATION OF RESTRICTED OR PROHIBITED AIRSPACE.

C. ANY PERSON OPERATING AN AIRCRAFT TO OR FROM, WITHIN, OR TRANSITING THE DC SFRA, INCLUDING THE LMA, WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO CONTINUOUSLY SQUAWK THE ATC ASSIGNED TRANSPONDER CODE MUST IMMEDIATELY ADVISE ATC AND COMPLY WITH ALL INSTRUCTIONS FROM ATC. IF UNABLE TO CONTACT ATC, PILOTS MUST EXIT THE DC SFRA/FRZ BY THE MOST DIRECT LATERAL ROUTE EXCEPT WHEN THE DEPARTURE POINT IS WITHIN THE DC SFRA AND THE DEPARTURE POINT IS CLOSER THAN THE DC BOUNDARY, THE PILOT MAY RETURN TO THE DEPARTURE POINT BY THE MOST DIRECT ROUTE.

D. THE PROCEDURES IN SECTION IV, SUBSECTIONS A, B, AND C DO NOT AUTHORIZE PENETRATION OF RESTRICTED AREAS OR PROHIBITED AREAS.

SECTION V. DEFINITIONS:

2406211735-PERM

END PART 6 OF 9

PART 7 OF 9 SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

A. FOR PURPOSES OF THIS NOTAM, A DC SFRA FLIGHT PLAN IS DEFINED IN 14 CFR PART 93.335.

B. THE LMA IS THE AREA, WHICH IS SITUATED WITHIN THE DC SFRA AND AROUND THE LEESBURG EXECUTIVE AIRPORT (JYO), BOUNDED BY A LINE BEGINNING AT THE WASHINGTON /DCA/ **VOR/DME** 299 DEGREE RADIAL AT 30 NM 390139.1N/0773826.7W; THENCE CLOCKWISE ALONG THE DCA 30 NM ARC TO THE 391242N/0772930W OR THE ARMEL /AML/ **VORTAC** 004 DEGREE RADIAL AT 16.6 NM; THENCE SOUTH VIA A LINE DRAWN TO THE 390303N/0772837W OR THE ARMEL /AML/ **VORTAC** 004 DEGREE RADIAL AT 7NM; THENCE COUNTERCLOCKWISE ALONG THE AML 7 NM ARC TO THE AML 331 DEGREE RADIAL AT 7 NM 390139.3N/0773325.5W; THENCE WEST VIA A LINE DRAWN TO THE POINT OF BEGINNING.

SECTION VI. RESOURCES:

A. THE CODE OF FEDERAL REGULATIONS CAN BE FOUND AT WWW.ECFR.GOV.

B. ANY PILOT QUESTIONS REGARDING DC SFRA OR FRZ PROCEDURES SHOULD BE DIRECTED TO THE FAA SYSTEM OPERATIONS SECURITY REPRESENTATIVE AT THE NATIONAL CAPITAL REGION COORDINATION CENTER (NCRCC) AT 9-ATO-NCRCC@FAA.GOV OR (866) 598-9522.

C. INFORMATION ABOUT FAA/TSA AIRSPACE WAIVER APPLICATIONS AND TSA 2406211735-PERM

END PART 7 OF 9

PART 8 OF 9 SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

SECURITY AUTHORIZATIONS CAN BE FOUND AT

WWW.TSA.GOV/FOR-INDUSTRY/GENERAL-AVIATION OR BY CONTACTING TSA AT (571) 227-2071.

D. INDIVIDUALS MAY SUBMIT A REQUEST FOR A FAA WAIVER AT WAIVERS.FAA.GOV. AFTER NORMAL BUSINESS HOURS, FOR EMERGENCY OR SHORT NOTICE REQUESTS, CONTACT TSA AT THE NCRCC AT (866) 598-9520.

E. THE TRANSPONDER REQUIREMENTS DESCRIBED IN THIS NOTAM ARE ESTABLISHED SOLELY FOR SECURITY TRACKING PURPOSES AND DO NOT IMPLY THE PROVISION OF ATC RADAR SERVICES, UNLESS ATC SERVICES ARE REQUESTED AND APPROVED.

F. THE COMMUNICATIONS REQUIREMENTS DESCRIBED IN THIS NOTAM ARE ESTABLISHED TO MAINTAIN THE ABILITY TO IMMEDIATELY COMMUNICATE SECURITY BASED INSTRUCTIONS, NOT NECESSARILY FOR ATC SERVICES, UNLESS ATC SERVICES ARE REQUESTED AND APPROVED.

G. SPECIAL AWARENESS TRAINING FOR THE WASHINGTON DC METROPOLITAN AREA IS MANDATORY FOR ALL PILOTS THAT FLY UNDER VFR WITHIN 60 NM OF THE DCA **VOR/DME** (14 CFR PARTS 61 AND 91, EFFECTIVE FEBRUARY 9, 2009). THIS TRAINING IS **AVAILABLE** IN THE AVIATION LEARNING CENTER AT WWW.FAASAFETY.GOV. IT IS STRONGLY RECOMMENDED THAT ALL PILOTS



FLYING 2406211735-PERM
END PART 8 OF 9
PART 9 OF 9 SECURITY INSTRUCTIONS, WASHINGTON, DC.
THIS NOTAM
UNDER VISUAL FLIGHT RULES (VFR) WITHIN 100 NM OF THE DCA **VOR/DME**
ALSO COMPLETE THIS TRAINING.
2406211735-PERM
END PART 9 OF 9



4/1783

PART 1 OF 7 SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

CANCELS FDC 9/1811 TO PROVIDE SPECIAL SECURITY INSTRUCTIONS FOR UNMANNED AIRCRAFT OPERATIONS (UAS) IN THE WASHINGTON DC SPECIAL FLIGHT RULES AREA (SFRA), INCLUDING THE DC FLIGHT RESTRICTED ZONE (FRZ). ADDITIONALLY, THIS NOTAM SUPPLEMENTS THE DC SPECIAL FLIGHT RULES AREA (SFRA), INCLUDING THE WASHINGTON DC FLIGHT RESTRICTED ZONE (FRZ) FDC NOTAMS WITH SPECIAL SECURITY INSTRUCTIONS, INCLUDING OPERATING REQUIREMENTS, THAT ARE SPECIFIC TO UAS OPERATIONS, INCLUDING OPERATIONS BY MODEL AIRCRAFT (HOBBYIST OR RECREATIONAL USE), CIVIL (INCLUDING COMMERCIAL), AND PUBLIC OPERATORS, IN THE DC SFRA PURSUANT TO 14 CODE OF FEDERAL REGULATIONS (CFR) SECTIONS 93.335, 93.337, 93.339, 93.341, AND 99.7, AND 49 UNITED STATES CODE (USC) SECTION 40103(B)(3).

SECTION I. SPECIAL NOTES ON UAS OPERATIONS IN THE DC SFRA:

A. THE FAA HAS ESTABLISHED THE DC SFRA, INCLUDING THE DC FRZ, PURSUANT TO 49 USC 40103(B)(3). PERSONS OPERATING UAS IN THE DC SFRA WHO DO NOT ADHERE TO THE PROCEDURES PRESCRIBED BY 14 CFR SECTIONS 93.335, 93.337, 93.339, 93.341, AND 99.7, AND THE FOLLOWING UAS-SPECIFIC SUPPLEMENTAL SPECIAL SECURITY INSTRUCTIONS MAY FACE RESPONSE AND ENFORCEMENT ACTIONS AS DESCRIBED IN THE DC SFRA AND DC 2406211710-PERM

END PART 1 OF 7

PART 2 OF 7 SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

FLIGHT RESTRICTED ZONE (FRZ) FDC NOTAMS.

B. UAS OPERATIONS ARE PROHIBITED IN THE DC FRZ UNLESS AN AIRSPACE WAIVER IS GRANTED IN ACCORDANCE WITH SECTION V, B. BELOW.

C. UAS OPERATORS WHO DO NOT COMPLY WITH APPLICABLE AIRSPACE RESTRICTIONS ARE WARNED THAT PURSUANT TO 10 U.S.C. SECTION 1301 AND 6 U.S.C. SECTION 124N, THE DEPARTMENT OF DEFENSE (DOD), THE DEPARTMENT OF HOMELAND SECURITY (DHS) OR THE DEPARTMENT OF JUSTICE (DOJ) MAY TAKE SECURITY ACTION THAT RESULTS IN THE INTERFERENCE, DISRUPTION, SEIZURE, DAMAGING, OR DESTRUCTION OF UNMANNED AIRCRAFT DEEMED TO POSE A CREDIBLE SAFETY OR SECURITY THREAT TO PROTECTED PERSONNEL, FACILITIES, OR ASSETS.

SECTION II. OPERATING REQUIREMENTS FOR DC SFRA (MODEL AIRCRAFT UAS OPERATIONS): ALL MODEL AIRCRAFT (FOR HOBBYIST OR RECREATIONAL USE ONLY) UAS OPERATIONS ARE PROHIBITED WITHIN THE DC SFRA UNLESS IN COMPLIANCE WITH ALL OF THE REQUIREMENTS LISTED BELOW. REFER TO SECTION VI OF THIS NOTAM FOR THE APPLIED DEFINITION OF MODEL AIRCRAFT OPERATIONS.

A. THE UAS IS REGISTERED AND MARKED AS REQUIRED BY THE FAA. REFER TO INSTRUCTIONS PROVIDED AT

2406211710-PERM

END PART 2 OF 7

PART 3 OF 7 SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

[HTTPS://WWW.FAA.GOV/UAS/GETTING_STARTED/REGISTER_DRONE](https://www.faa.gov/uas/getting_started/register_drone).

B. THE UAS WEIGHS LESS THAN 55 LBS, INCLUDING ALL ADDED EQUIPMENT (SUCH AS CAMERAS) ATTACHED TO THE AIRCRAFT.

C. OPERATIONS MUST REMAIN AT OR BELOW 400 FEET ABOVE GROUND LEVEL (AGL) UNLESS ISSUED A SIGNIFICANT GOVERNMENTAL INTEREST (SGI)

WAIVER ISSUED BY THE SYSTEM OPERATIONS SUPPORT CENTER (SOSC)

9-ATOR-HQ-SOSC@FAA.GOV

D. OPERATIONS MUST REMAIN WITHIN VISUAL LINE OF SIGHT OF THE OPERATOR AND IN COMPLIANCE WITH THE FOLLOWING:

1. OPERATIONS MUST BE CONDUCTED UNDER VISUAL METEOROLOGICAL CONDITIONS (VMC).

2. OPERATIONS MUST NOT BE CONDUCTED DURING NIGHT AS DEFINED IN 14 CFR SECTION 1.1.



3. FLIGHTS UNDER SPECIAL VISUAL FLIGHT RULES (SVFR) ARE NOT AUTHORIZED.

E. OPERATIONS MUST COMPLY WITH ALL RESTRICTIONS AND LIMITATIONS UNDER 49 USC 44809(A), (B) AND (C), EXCEPTIONS FOR LIMITED RECREATIONAL OPERATIONS OF UNMANNED AIRCRAFT.

F. OPERATIONS MUST NOT INTERFERE WITH AND MUST GIVE WAY TO MANNED
2406211710-PERM

END PART 3 OF 7

PART 4 OF 7 SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

AIRCRAFT.

G. MODEL AIRCRAFT UAS OPERATIONS ARE PROHIBITED IN THE DC FRZ.

SECTION III. OPERATING REQUIREMENTS FOR DC SFRA (CIVIL, INCLUDING COMMERCIAL, UAS OPERATIONS): ALL CIVIL, INCLUDING COMMERCIAL, UAS OPERATIONS ARE PROHIBITED WITHIN DC SFRA UNLESS IN COMPLIANCE WITH TITLE 14 CFR PART 107 OR THE OPERATOR'S APPLICABLE FAA GRANT OF EXEMPTION PURSUANT TO PUBLIC LAW 112-95, SECTION 333, AND FAA CERTIFICATE OF AUTHORIZATION OR WAIVER (COA) REFER TO SECTION VI OF THIS NOTAM FOR THE APPLIED DEFINITION OF CIVIL, INCLUDING COMMERCIAL, UAS OPERATIONS.

SECTION IV. OPERATING REQUIREMENTS FOR DC SFRA (PUBLIC UAS OPERATIONS): ALL PUBLIC UAS OPERATIONS ARE PROHIBITED WITHIN DC SFRA, UNLESS IN COMPLIANCE WITH THE OPERATOR'S APPLICABLE CERTIFICATE OF AUTHORIZATION (COA) OR WAIVER OR OPERATING UNDER TITLE 14 CFR PART 107. REFER TO SECTION VI OF THIS NOTAM FOR THE APPLIED DEFINITION OF PUBLIC UAS OPERATIONS.

SECTION V. ADDITIONAL GENERAL OPERATING REQUIREMENTS AND GUIDANCE FOR DC SFRA (ALL TYPES OF UAS OPERATIONS):

A. UAS OPERATIONS IN THE DC SFRA MUST NOT PENETRATE RESTRICTED
2406211710-PERM

END PART 4 OF 7

PART 5 OF 7 SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

AREAS, PROHIBITED AREAS, OR TEMPORARY FLIGHT RESTRICTIONS (TFR). RESTRICTED AND PROHIBITED AREAS ARE DEPICTED ON CHARTS **AVAILABLE** THROUGH THE FAA - REFER TO

WWW.FAA.GOV/AIR_TRAFFIC/FLIGHT_INFO/AERONAV. INFORMATION ON CURRENT TFR'S CAN BE OBTAINED AT [HTTP://TFR.FAA.GOV](http://TFR.FAA.GOV)

B. UAS OPERATIONS IN THE DC SFRA MUST NOT PENETRATE THE DC FRZ. UAS OPERATIONS ARE PROHIBITED IN THE DC FRZ UNLESS SPECIFICALLY AUTHORIZED VIA THE TSA/FAA AIRSPACE WAIVER PROCESS. CERTAIN COMMERCIAL AND PUBLIC UAS OPERATIONS ARE ELIGIBLE TO REQUEST AIRSPACE WAIVERS TO OPERATE IN THE DC FRZ. APPLICATION GUIDELINES CAN BE FOUND AT:

WWW.TSA.GOV/SITES/DEFAULT/FILES/UAS_FRZ_WAIVER_APPLICANTS_TSA_GUIDELINES.PDF

WWW.TSA.GOV/SITES/DEFAULT/FILES/UAS_FRZ_WAIVER_APPLICANTS_TSA_GUIDELINES.PDF

WWW.TSA.GOV/SITES/DEFAULT/FILES/UAS_FRZ_WAIVER_APPLICANTS_TSA_GUIDELINES.PDF

WWW.TSA.GOV/SITES/DEFAULT/FILES/UAS_FRZ_WAIVER_APPLICANTS_TSA_GUIDELINES.PDF

WWW.TSA.GOV/SITES/DEFAULT/FILES/UAS_FRZ_WAIVER_APPLICANTS_TSA_GUIDELINES.PDF

WWW.TSA.GOV/SITES/DEFAULT/FILES/UAS_FRZ_WAIVER_APPLICANTS_TSA_GUIDELINES.PDF

WWW.TSA.GOV/SITES/DEFAULT/FILES/UAS_FRZ_WAIVER_APPLICANTS_TSA_GUIDELINES.PDF

WWW.TSA.GOV/SITES/DEFAULT/FILES/UAS_FRZ_WAIVER_APPLICANTS_TSA_GUIDELINES.PDF 2406211710-PERM

END PART 5 OF 7

PART 6 OF 7 SECURITY INSTRUCTIONS, WASHINGTON, DC.



THIS NOTAM

(MUST BE LOWERCASE WHEN USING LINK).

C. UAS OPERATORS SHOULD BE AWARE OF OTHER NOTAMS, WHICH ADDRESS SECURITY SENSITIVE INCIDENTS, EVENTS, OPERATIONS, AND/OR LOCATIONS SUCH AS MILITARY OR OTHER FEDERAL FACILITIES, CERTAIN STADIUMS, POWER PLANTS, ELECTRIC SUBSTATIONS, DAMS, OIL REFINERIES, NATIONAL PARKS, EMERGENCY, SERVICES AND OTHER INDUSTRIAL COMPLEXES. IN ADDITION TO THE PREVIOUSLY MENTIONED LINK, INFORMATION REGARDING PUBLISHED NOTAMS CAN BE FOUND AT:

NOTAMS.AIM.FAA.GOV/NOTAMSEARCH/ D. UAS OPERATIONS MUST NOT INTERFERE WITH AND MUST GIVE WAY TO MANNED AIRCRAFT.

SECTION VI. DEFINITIONS:

A. MODEL AIRCRAFT UAS: UAS MUST MEET THE REQUIREMENTS PRESCRIBED BY PUBLIC LAW 112-95, SECTION 336, TO QUALIFY AS A MODEL AIRCRAFT, WHICH IS USED EXCLUSIVELY FOR HOBBYIST OR RECREATIONAL PURPOSES. UAS USED FOR COMMERCIAL ACTIVITY DO NOT QUALIFY AS MODEL AIRCRAFT.

B. CIVIL, INCLUDING COMMERCIAL UAS: CIVIL UAS OPERATIONS GENERALLY COMPRISE FLIGHTS CONDUCTED BY PRIVATE SECTOR ENTITIES FOR COMMERCIAL 2406211710-PERM

END PART 6 OF 7

PART 7 OF 7 SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM

PURPOSES. REFER TO TITLE 14 CFR PART 107 OR PUBLIC LAW 112-95, SECTION 333, FOR ADDITIONAL DETAILS ON UAS OPERATIONS THAT ARE ADDRESSED BY SECTION III OF THIS NOTAM.

C. PUBLIC UAS: PUBLIC UAS OPERATIONS GENERALLY INCLUDE GOVERNMENTAL OPERATIONS, INCLUDING DEPARTMENT OF DEFENSE (DOD) AND NATIONAL GUARD (NG) FLIGHTS. REFER TO 49 USC SECTION 40102(A) (41), WHICH PROVIDES THE DEFINITION OF "PUBLIC AIRCRAFT" AND 49 USC SECTION 40125 PROVIDES THE QUALIFICATIONS FOR PUBLIC AIRCRAFT STATUS.

SECTION VII. RESOURCES:

A. THE CODE OF FEDERAL REGULATIONS CAN BE FOUND AT WWW.ECFR.GOV.

B. ANY UAS OPERATOR QUESTIONS REGARDING DC SFRA OR FRZ PROCEDURES SHOULD BE DIRECTED TO THE FAA NATIONAL CAPITOL REGION COORDINATION CENTER (NCRCC) AT 866-598-9522.

C. FAA INFORMATION TO HELP UAS OPERATORS UNDERSTAND REQUIREMENTS AND RESTRICTIONS, WHICH COULD BE IN EFFECT AT THEIR INTENDED OPERATING LOCATION, IS **AVAILABLE** AT

[HTTPS://WWW.FAA.GOV/UAS/RECREATIONAL_FLIERS/WHERE_CAN_I_FLY/B4UFLY / 2406211710-PERM](https://www.faa.gov/uas/recreational_fliers/where_can_i_fly/B4UFLY/2406211710-PERM)

END PART 7 OF 7

**4/1285**

MD..ROUTE ZDC ZNY.

V268 WESTMINSTER (EMI) **VORTAC**, MD R-151 TO BALTIMORE (BAL) **VORTAC**, MD R-334 USE BAL **VOR** R-334. EMI **VORTAC** R-151 **UNUSABLE**.**A0289/24**

ZDC MD..ROUTE ZDC ZNY.

J211 WESTMINSTER (EMI) **VORTAC**, MD R-300 TO BUSTR, PA NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.EMI **VORTAC** R-300 **UNUSABLE**.**A0288/24**

ZDC MD..ROUTE ZDC ZNY.

V268 WESTMINSTER (EMI) **VORTAC**, MD R-151 TO BALTIMORE (BAL) **VORTAC**, MD R-334 USE BAL **VOR** R-334.EMI **VORTAC** R-151 **UNUSABLE**.**12/276**

AIRSPACE UAS WI AN AREA DEFINED AS 392116N0771018W

(FDK119010.8) TO 391418N0770251W (FDK132019.2) TO 390756N0765328W
(BAL266010.9) TO 390653N0765419W (BAL260012.0) TO 385935N0765932W
(BAL244018.8) TO 385904N0765852W (ADW345011.7) TO 385758N0770012W
(ADW334010.6) TO 385944N0770231W (ADW334013.2) TO 385604N0770715W
(ADW312013.9) TO 385831N0771414W (ADW309019.7) TO 390011N0771533W
(BAL260030.0) TO 390122N0771447W (BAL262028.2) TO 390206N0771645W
(FDK175023.0) TO 390433N0772748W (FDK197021.1) TO 390718N0773122W
(FDK184017.8) TO 390851N0773144W (FDK209018.0) TO 391052N0773038W
(FDK209016.0) TO 391315N0772733W (FDK204012.1) TO POINT OF ORIGIN
SFC-400FT AGL DLY 0001-2359

A1506/23

ZDC DE..ROUTE ZDC.

V29 DUPONT (DQO) **VORTAC**, DE R-181 TO SMYRNA (ENO) **VORTAC**, DE RESTRICTION CANCELLED DUPONT R-181 **UNUSABLE** BELOW 10000 USE SYMRNA R-360.DQO **VORTAC** RESTRICTION REMOVED.**A1445/23**

ZDC NC..ROUTE ZDC.

V128 SWIFT INT, WV TO BITES, WV MEA 7000.

HVQ **VOR/DME UNUSABLE** BELOW 7000 AT BITES.**A0823/23**

ZDC WV..ROUTE ZDC.

V38 ELKINS (EKN) **VORTAC**, WV MCA 4800 EASTBOUND.**A0544/23**

ZDC AIRSPACE RDO ALTIMETER UNREL WI WASHINGTON ARTCC

AIRSPACE EXC BEYOND 20NM FROM COASTLINE SFC-5000FT AGL. AUTOLAND,
HUD TO TOUCHDOWN, ENHANCED FLT VISION SYSTEMS TO TOUCHDOWN NOT
AUTHORIZED EXC FOR RDO ALTIMETER TOLERANT ACFT AND ACFT USING
APPROVED ALTERNATIVE METHODS OF COMPLIANCE. HEL OPS REQUIRING RDO
ALTIMETER DATA TO INCLUDE OFFSHORE INSTRUMENT OPS, HOVER AUTOPILOT
MODES, SAR AUTOPILOT MODES, AND **CAT** A/B/PERFORMANCE CLASS TKOF AND
LDG NOT AUTHORIZED EXC FOR RDO ALTIMETER TOLERANT ROTORCRAFT AND
ROTORCRAFT USING APPROVED ALTERNATIVE METHODS OF COMPLIANCE. DUE
TO 5G C-BAND INTERFERENCE PLUS SEE AIRWORTHINESS DIRECTIVE
2023-10-02, 2023-11-07 AND 5G C-BAND DOMESTIC NOTICES
F) SFC G) 5000FT AGL

A0396/23

ZDC NC..ROUTE ZDC ZTL.

V454 GIZMO, NC TO LIBERTY (LIB) **VORTAC**, NC MEA 3100.**A0395/23**

ZDC NJ..ROUTE ZDC.

V166 DUPONT (DQO) **VORTAC**, DE TO WOODSTOWN (OOD) **VORTAC**, NJ MEA 2100.V469 DUPONT (DQO) **VORTAC**, DE TO WOODSTOWN (OOD) **VORTAC**, NJ MEA 2100.

**A0238/23**

ZDC NC..ROUTE ZDC.

V157, V54 FAYETTEVILLE (FAY) **VOR/DME**, NC TO KINSTON (ISO) **VORTAC**,
NC NA . ISO R-256 **UNUSABLE**.**A0167/23**

ZDC ROUTE ZDC ZNY.

V210 SPERY, PA TO YARDLEY (ARD) **VOR/DME**, PA DISREGARD MOCA. MEA
3500.**A0815/24**

ZDC MD..AIRSPACE LAUREL, MD..LASER LGT RESEARCH WI AN
AREA DEFINED AS 390114N0764940W (BAL230012) SFC-FL600 AGL.
NASA/GODDARD SPACE CENTER GEOPHYSICAL AND ASTRONOMICAL
OBSERVATORY. THE SYSTEM IS INTERMITTENT, WITH POSSIBLE OPS
OCCURRING 24HRS A DAY, 7 DAYS A WEEK. THE LASER BEAM MAY BE
INJURIOUS TO
PILOTS/AIRCROWS AND PASSENGERS EYES FOR A DISTANCE FM SFC-FL600
AGL. HOWEVER, THIS SYSTEM USES A LASER HAZARD REDUCTION RADAR
SYSTEM THAT IS SLAVED TO THE TELESCOPE MOUNT, TO ENSURE THE LASER
IS DEACTIVATED IN THE EVENT AN ACFT APPROACHES. THE AREA WILL ALSO
BE MONITORED BY OBSERVERS AND THE LASER BEAM WILL BE TERMINATED IF
NONPARTICIPATING ACFT ARE DETECTED. LASER IRRADIANCE LEVELS WILL
NOT EXCEED THE MAXIMUM PERMISSIBLE EXPOSURE LEVELS WI THE LASER
FREE, CRITICAL, AND SENSITIVE ZONES. OTHER VISUAL EFFECTS, E.G.,
FLASHBLINDNESS, AFTER IMAGE, GLARE, AND DISTRACTION MAY OCCUR AT
GREATER DISTANCES. THE POTOMAC (PCT) TRACON TELEPHONE 540-349-7541
IS THE FAA COORDINATION FACILITY. 2302110000-2512312359
F) SFC G) FL600

02/137AIRSPACE UAS WI AN AREA DEFINED AS 1.1NM RADIUS OF
ILM068025 (6NM NE N21) SFC-1200FT AGL**8/3984**

SECURITY..SPECIAL SECURITY
INSTRUCTIONS..WASHINGTON DC FLIGHT RESTRICTED ZONE (DC FRZ) FLIGHT
PLANS MUST BE FILED WITH THE WASHINGTON CENTER FLIGHT DATA UNIT
(ZDC FDU) INSTEAD OF FLIGHT SERVICE AS REFERRED TO IN NOTAM
6/7196: LEESBURG AUTOMATED FLIGHT SERVICE STATION AS REFERRED TO
IN 49 CFR 1562.3, OR WASHINGTON HUB FLIGHT SERVICE STATION (FSS)
AS REFERRED TO IN 14 CFR 93.343, AND POTOMAC (PCT) LETTER TO
AIRMEN 19 (LTA-PCT-19). THIS NOTICE AMENDS NOTAM 6/7196, 49 CFR
1562.3, 14 CFR 93.343, AND POTOMAC (PCT) LETTER TO AIRMEN 19
(LTA-PCT-19) UNTIL SUCH TIME THESE INDIVIDUAL DOCUMENTS ARE
FORMALLY REVISED TO REFLECT THE CHANGE TO WASHINGTON CENTER FLIGHT
DATA UNIT (ZDC FDU) FROM REFERENCES TO FLIGHT SERVICE, LEESBURG
AUTOMATED FLIGHT SERVICE STATION, AND WASHINGTON HUB FLIGHT
SERVICE STATION (FSS). THERE ARE NO OTHER CHANGES TO DC FRZ
OPERATIONS OR PROCEDURES.

+++++ RESTRICTED AIRSPACE +++++

10/474 VALID: 07-OCT-24 2101 - 08-OCT-24 1159

AIRSPACE R6606 ACT SFC-FL230

10/505 VALID: 07-OCT-24 1130 - 07-OCT-24 2130

AIRSPACE R6602B ACT 4000FT-10999FT

10/507

AIRSPACE R6602A ACT SFC-3999FT

A1946/24

ZDC W50A ACT

F) SFC G) FL750

A1945/24

ZDC W50C ACT

F) SFC G) FL750

**A1944/24**

ZDC W110 ACT

F) SFC G) FL230

A1943/24

ZDC W122 ACT

F) SFC G) UNL

A1949/24

ZDC W50B ACT

F) SFC G) FL750

A1948/24

ZDC W72A ACT

F) SFC G) UNL

A1947/24

ZDC W386 ACT

F) SFC G) UNL

A1952/24

ZDC W107A ACT

F) SFC G) UNL

A1951/24

ZDC W107C ACT

F) SFC G) UP TO BUT NOT INCLUDING FL180

A1950/24

ZDC W72B ACT

F) SFC G) UNL



=====
EXTENDED AREA AROUND DESTINATION ALTERNATE AIRPORT(S)
=====

KZNY NEW YORK FIR/UIR

+++++ FIR/UIR ++++++

4/5241 VALID: 07-OCT-24 2100 - 09-OCT-24 0100

PART 1 OF 4 NY..AIRSPACE NEW YORK, NY..TEMPORARY
FLIGHT
RESTRICTIONS.

OCTOBER 7-8, 2024 LOCAL. PURSUANT TO 49 USC 40103(B)(3), THE
FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE
DEFINED IN THIS NOTAM AS 'NTL DEFENSE AIRSPACE'. PILOTS WHO DO NOT
ADHERE TO THE FOLLOWING PROC 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 RQMNTS OR ANY SPECIAL INSTRUCTIONS OR
PROC 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 49 USC SECTION 46307; OR

C) THE UNITED STATES GOVERNMENT MAY USE DEADLY FORCE AGAINST THE
AIRBORNE ACFT, IF IT IS DETERMINED THAT THE ACFT POSES AN IMMINENT
2410072100-2410090100

END PART 1 OF 4

PART 2 OF 4 NY..AIRSPACE NEW YORK, NY..TEMPORARY
FLIGHT
SECURITY THREAT.

PURSUANT TO 14 CFR 91.141, ALL ACFT FLT OPS INCLUDING REMOTE
CONTROLLED ACFT OPS ARE PROHIBITED: WI AN AREA DEFINED AS 5NM
RADIUS OF 404638N0735221W (LGA217000.4) SFC-4999FT AGL
EFFECTIVE 2410072100 UTC (1700 LOCAL 10/07/24) UNTIL 2410072215
UTC (1815 LOCAL 10/07/24).

WI AN AREA DEFINED AS 7NM RADIUS OF 404459N0735804W (LGA258005.0)
SFC-4999FT AGL

EFFECTIVE 2410072145 UTC (1745 LOCAL 10/07/24) UNTIL 2410090015
UTC (2015 LOCAL 10/08/24).

WI AN AREA DEFINED AS 5NM RADIUS OF 404638N0735221W (LGA217000.4)
SFC-4999FT AGL

EFFECTIVE 2410082315 UTC (1915 LOCAL 10/08/24) UNTIL 2410090100
UTC (2100 LOCAL 10/08/24).

EXC THE FLT OPS LISTED BLW:

2410072100-2410090100

END PART 2 OF 4

PART 3 OF 4 NY..AIRSPACE NEW YORK, NY..TEMPORARY
FLIGHT

1. ACFT MUST BE SQUAWKING AN ATC DISCRETE BEACON
CODE AT ALL TIMES WHILE IN THE TFR AND MUST REMAIN
IN TWO-WAY RADIO COM WITH ATC.

2. LAW ENFORCEMENT, FIREFIGHTING, AND MEDEVAC/AIR
AMBULANCE FLIGHTS ON ACT MISSIONS.

3. TRANSIENT OPS ARE AUTH FOR SAFETY OF FLT OR TO
MEET OPERATIONAL DEMANDS.

4. ACFT MAY NOT LOITER.

5. UAS OPR WHO DO NOT COMPLY WITH APPLICABLE
AIRSPACE RESTRICTIONS ARE WARNED THAT PURSUANT TO
10 U.S.C.SECTION 1301 AND 6 U.S.C.SECTION 124N,



THE DEPARTMENT OF DEFENSE(DOD), THE DEPARTMENT OF HOMELAND SECURITY(DHS) OR THE DEPARTMENT OF JUSTICE(DOJ) MAY TAKE SECURITY ACTION THAT RESULTS IN THE INTERFERENCE, DISRUPTION, SEIZURE, DAMAGING, OR DESTRUCTION OF UNMANNED ACFT DEEMED TO POSE A CREDIBLE SAFETY OR SECURITY THREAT TO PROTECTED PERSONNEL, FAC, OR ASSETS.

6. THE SYSTEM OPS SUPPORT CENTER (SOSC), IS THE 2410072100-2410090100

END PART 3 OF 4

PART 4 OF 4 NY..AIRSPACE NEW YORK, NY..TEMPORARY FLIGHT

CDN FAC FOR UAS OPS AND IS **AVBL** DLY FM 0700-2300 EASTERN, TEL 202-267-8276 FOR CDN.

7. THE FAA RECOMMENDS THAT ALL ACFT OPR CK NOTAMS FREQUENTLY FOR POSSIBLE CHANGES TO THIS TFR PRIOR TO OPS WI THIS REGION. OPR MAY REVIEW THE TFR DETAILS ON THE INTERNET AT [HTTPS://TFR.FAA.GOV/](https://tfr.faa.gov/) OR [HTTPS://WWW.1800WXBRIEF.COM](https://www.1800WXBRIEF.COM). IF QUESTIONS REMAIN, CONTACT FLT SERVICE AT 800-992-7433.

2410072100-2410090100

END PART 4 OF 4



10/146

AIRSPACE UAS WI AN AREA DEFINED AS 1NM RADIUS OF
402900.60N0774314.10W (12.4NM SSW RVL) SFC-150FT AGL



4/4724 VALID: 06-OCT-24 2215 - 07-OCT-24 1945

PART 1 OF 4 NY..AIRSPACE NEW YORK, NEW
YORK..TEMPORARY FLIGHT
RESTRICTIONS.

OCTOBER 6-7, 2024 LOCAL. PURSUANT TO 49 USC 40103(B)(3), THE
FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE
DEFINED IN THIS NOTAM AS 'NTL DEFENSE AIRSPACE'. PILOTS WHO DO NOT
ADHERE TO THE FOLLOWING PROC 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 RQMNTS OR ANY SPECIAL INSTRUCTIONS OR
PROC 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 49 USC SECTION 46307; OR

C) THE UNITED STATES GOVERNMENT MAY USE DEADLY FORCE AGAINST THE
AIRBORNE ACFT, IF IT IS DETERMINED THAT THE ACFT POSES AN IMMINENT
SECURITY THREAT.

PURSUANT TO 14 CFR 91.141, ALL ACFT FLT OPS INCLUDING REMOTE
CONTROLLED ACFT OPS ARE PROHIBITED: WI AN AREA DEFINED AS 5NM
2410062215-2410071945

END PART 1 OF 4

PART 2 OF 4 NY..AIRSPACE NEW YORK, NEW
YORK..TEMPORARY FLIGHT

RADIUS OF 404638N0735221W (LGA217000.4) SFC-4999FT AGL
EFFECTIVE 2410062215 UTC (1815 LOCAL 10/06/24) UNTIL 2410070130
UTC (2130 LOCAL 10/06/24).

WI AN AREA DEFINED AS 5NM RADIUS OF 404544N0735825W (LGA267005.0)
SFC-4999FT AGL

EFFECTIVE 2410062315 UTC (1915 LOCAL 10/06/24) UNTIL 2410071645
UTC (1245 LOCAL 10/07/24).

WI AN AREA DEFINED AS 5NM RADIUS OF 404114N0734418W (JFK037003.6)
SFC-4999FT AGL

EFFECTIVE 2410071430 UTC (1030 LOCAL 10/07/24) UNTIL 2410071830
UTC (1430 LOCAL 10/07/24).

WI AN AREA DEFINED AS 5NM RADIUS OF 404638N0735221W (LGA217000.4)
SFC-4999FT AGL

EFFECTIVE 2410071630 UTC (1230 LOCAL 10/07/24) UNTIL 2410071945
UTC (1545 LOCAL 10/07/24).

2410062215-2410071945

END PART 2 OF 4

PART 3 OF 4 NY..AIRSPACE NEW YORK, NEW
YORK..TEMPORARY FLIGHT

EXC THE FLT OPS LISTED BLW:

1. ACFT MUST BE SQUAWKING AN ATC DISCRETE BEACON
CODE AT ALL TIMES WHILE IN THE TFR AND MUST REMAIN
IN TWO-WAY RADIO COM WITH ATC.

2. LAW ENFORCEMENT, FIREFIGHTING, AND MEDEVAC/AIR
AMBULANCE FLIGHTS ON ACT MISSIONS.

3. TRANSIENT OPS ARE AUTH FOR SAFETY OF FLT OR TO
MEET OPERATIONAL DEMANDS.

4. ACFT MAY NOT LOITER.

5. UAS OPR WHO DO NOT COMPLY WITH APPLICABLE
AIRSPACE RESTRICTIONS ARE WARNED THAT PURSUANT TO
10 U.S.C.SECTION 130I AND 6 U.S.C.SECTION 124N,
THE DEPARTMENT OF DEFENSE(DOD), THE DEPARTMENT OF
HOMELAND SECURITY(DHS) OR THE DEPARTMENT OF
JUSTICE(DOJ) MAY TAKE SECURITY ACTION THAT RESULTS
IN THE INTERFERENCE, DISRUPTION, SEIZURE,
DAMAGING, OR DESTRUCTION OF UNMANNED ACFT DEEMED



TO POSE A CREDIBLE SAFETY OR SECURITY THREAT TO
PROTECTED PERSONNEL, FAC, OR ASSETS.

2410062215-2410071945

END PART 3 OF 4

PART 4 OF 4 NY..AIRSPACE NEW YORK, NEW
YORK..TEMPORARY FLIGHT

6. THE SYSTEM OPS SUPPORT CENTER (SOSC), IS THE
CDN FAC FOR UAS OPS AND IS **AVBL** DLY FM 0700-2300
EASTERN, TEL 202-267-8276 FOR CDN.

7. THE FAA RECOMMENDS THAT ALL ACFT OPR CK NOTAMS
FREQUENTLY FOR POSSIBLE CHANGES TO THIS TFR PRIOR
TO OPS WI THIS REGION. OPR MAY REVIEW THE TFR
DETAILS ON THE INTERNET AT [HTTPS://TFR.FAA.GOV/](https://tfr.faa.gov/) OR
[HTTPS://WWW.1800WXBRIEF.COM](https://www.1800wxbrief.com). IF QUESTIONS REMAIN,
CONTACT FLT SERVICE AT 800-992-7433.

2410062215-2410071945

END PART 4 OF 4

**A0372/24**

ZNY AIRSPACE ADS-B, AUTO DEPENDENT SURVEILLANCE
REBROADCAST (ADS-R), TFC INFO SER BCST (TIS-B), FLT INFO SER
BCST (FIS-B) SER MAY NOT BE **AVBL** WI AN AREA DEFINED AS 40NM RADIUS
OF 400647N0773032W. AP AIRSPACE AFFECTED MAY INCLUDE CXY, HGR,
THV, N68, W35.
F) SFC G) 3000FT

A0363/24

ZNY AIRSPACE ADS-B, AUTO DEPENDENT SURVEILLANCE
REBROADCAST (ADS-R), TFC INFO SER BCST (TIS-B), FLT INFO SER BCST
(FIS-B) SER MAY NOT BE **AVBL** WI AN AREA DEFINED AS 16NM RADIUS OF
420000N0762059W. AP AIRSPACE AFFECTED MAY INCLUDE CZG, SYR.
F) SFC G) 2999FT

A0325/24

ZNY AIRSPACE ADS-B, AUTO DEPENDENT SURVEILLANCE
REBROADCAST (ADS-R), TFC INFO SER BCST (TIS-B) SER MAY NOT BE **AVBL**
WI AN AREA DEFINED AS 40NM RADIUS OF 402744N0765239W. AP AIRSPACE
AFFECTED MAY INCLUDE THV, LNS, MDT, RVL, SEG, ZER, N71, N79, P34,
08N, 58N, 74N.
F) SFC G) 2999FT.

A0251/24

ZNY NY..ROUTE ZNY ZBW.
V139, V268 HAMPTON (HTO) **VORTAC**, NY R-236 TO MANTA INT, NJ NA
EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
HTO **VOR** R-236 **UNUSABLE**.

A0168/24

ZNY PA..ROUTE ZNY.
V116 GUYED, PA TO LACIE, PA NA EXCEPT FOR ACFT EQUIPPED WITH
SUITABLE RNAV SYSTEM WITH GPS. SFK **VOR/DME** R-106 **UNUSABLE** BEYOND
40 NM.

A0165/24

ZNY ROUTE ZNY.
V423 WILLIAMSPORT (FQM) **VOR/DME**, PA TO BINGHAMTON (CFB) **VOR/DME**,
NY MOCA 4300.

A0119/24

ZNY ROUTE ZNY ZOB.
V12 ZOTBI, PA TO LOMON, PA NA EXCEPT FOR ACFT EQUIPPED WITH
SUITABLE RNAV SYSTEM WITH GPS. JST **VOR** R-096 **UNUSABLE** BEYOND 25
NM.

A0118/24

ZNY ROUTE ZNY ZOB.
J152 MIROY, PA TO LOMON, PA NA EXCEPT FOR ACFT EQUIPPED WITH
SUITABLE RNAV SYSTEM WITH GPS. JST **VOR** R-096 **UNUSABLE** BEYOND 25
NM.

A0086/24

ZNY ROUTE ZNY.
V35 PHILIPSBURG (PSB) **VORTAC**, PA TO STONYFORK (SFK) **VOR/DME**, PA
MEA 4900.

4/1287

MD..ROUTE ZNY ZDC.
J211 WESTMINSTER (EMI) **VORTAC**, MD R-300 TO BUSTR, PA NA EXCEPT FOR
ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. EMI **VORTAC** R-300
UNUSABLE.

A0043/24

ZNY MD..ROUTE ZNY ZDC.
J211 WESTMINSTER (EMI) **VORTAC**, MD R-300 TO BUSTR, PA NA EXCEPT FOR
ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
EMI **VORTAC** R-300 **UNUSABLE**.

**A0042/24**

ZNY MD..ROUTE ZNY ZDC.

V268 WESTMINSTER (EMI) **VORTAC**, MD R-151 TO BALTIMORE (BAL) **VORTAC**, MD R-334 USE BAL **VOR** R-334.EMI **VORTAC** R-151 **UNUSABLE**.**A0041/24**

ZNY MD..ROUTE ZNY.

V166 WESTMINSTER (EMI) **VORTAC**, MD R-088 TO COP NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.EMI **VORTAC** R-088 **UNUSABLE**.**A0429/23**

ZNY PA..ROUTE ZNY.

J220 MICAH, PA TO COP NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. AML VDME R-009 **UNUSABLE** BEYOND 74 NM.**A0420/23**

ZNY NY..ROUTE ZNY.

V29 SCOFF, PA TO BINGHAMTON (CFB) **VOR/DME**, NY MEA 3800.**A0400/23**

ZNY ROUTE ZNY ZBW.

V16 KEEPM, NY TO CREAM, NY NA. CCC **VOR** R-274 AND R-057 **UNUSABLE**.**A0366/23**

ZNY PA..ROUTE ZNY.

V116 STONYFORK (SFK) **VOR/DME**, PA TO WILKES-BARRE (LVZ) **VORTAC**, PA MEA 4900.**A0363/23**

ROUTE ZNY

V147 WILKES-BARRE (LVZ) **VORTAC**, TO ELMIRA (ULW) **VOR/DME**, MEA 4900.**A0353/23**

ZNY PA..ROUTE ZNY.

T221 ALLENTOWN (FJC) **VORTAC**, PA TO LAAYK, PA GNSS MEA 4700.**A0270/23**

ZNY AIRSPACE RDO ALTIMETER UNREL WI NEW YORK ARTCC
AIRSPACE EXC BEYOND 20NM FROM COASTLINE SFC-5000FT AGL. AUTOLAND,
HUD TO TOUCHDOWN, ENHANCED FLT VISION SYSTEMS TO TOUCHDOWN NOT
AUTHORIZED EXC FOR RDO ALTIMETER TOLERANT ACFT AND ACFT USING
APPROVED ALTERNATIVE METHODS OF COMPLIANCE. HEL OPS REQUIRING RDO
ALTIMETER DATA TO INCLUDE OFFSHORE INSTRUMENT OPS, HOVER AUTOPILOT
MODES, SAR AUTOPILOT MODES, AND **CAT** A/B/PERFORMANCE CLASS TKOF AND
LDG NOT AUTHORIZED EXC FOR RDO ALTIMETER TOLERANT ROTORCRAFT AND
ROTORCRAFT USING APPROVED ALTERNATIVE METHODS OF COMPLIANCE. DUE
TO 5G C-BAND INTERFERENCE PLUS SEE AIRWORTHINESS DIRECTIVE
2023-10-02, 2023-11-07 AND 5G C-BAND DOMESTIC NOTICES
F) SFC G) 5000FT AGL

A0216/23

ZNY NY..ROUTE ZNY.

V184 FALON, NJ MRA FLAG AT FALON 4000.

JFK **VOR/DME** R-210 RESTRICTION.**A0181/23**

ZNY PA..ROUTE ZNY ZOB.

J110 BELLAIRE (AIR) **VOR/DME**, OH R-097 TO VINSE, PA MEA 20000
WESTBOUND EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH
GPS.J110 BELLAIRE (AIR) **VOR/DME**, OH R-097 TO VINSE, PA MEA 26000
EASTBOUND EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH
GPS.**A0169/23**

ZNY NY..ROUTE ZNY.

V576 HANCOCK (HNK) **VOR/DME**, NY TO DELANCEY (DNY) **VOR/DME**, NY MEA
4900.

**A0166/23**

ZNY NJ..ROUTE ZNY.
V433 METRO, NJ TO GRITY, NJ MOCA 1900.

A0087/23

ZNY NY..ROUTE ZNY.
V374 BINGHAMTON (CFB) **VOR/DME**, NY TO GAYEL, NY GNSS 4700 MOCA 4700.

A0084/23

ZNY NY..ROUTE ZNY ZBW.
V374, V39 VOLLU, NY TO CARMEL (CMK) **VOR/DME**, NY MEA 6500 EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
V39 SPARTA (SAX) **VORTAC**, NJ TO VOLLU, NY MEA 6500 EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
CMK **VOR** R-266 **UNUSABLE** , SAX VTAC R-084 **UNUSABLE** BELOW 6500.

A0083/23

ZNY NY..ROUTE ZNY ZBW.
V188 NYACK, NY TO CARMEL (CMK) **VOR/DME**, NY NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
CMK **VOR** R-255 **UNUSABLE**.

A0082/23

ZNY NY..ROUTE ZNY ZBW.
V3, V405, V419 FALLZ, NJ TO CARMEL (CMK) **VOR/DME**, NY NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
CMK **VOR** R-255 **UNUSABLE**.

A0068/23

ZNY ROUTE ZNY ZDC.
V210 SPERY, PA TO YARDLEY (ARD) **VOR/DME**, PA DISREGARD MOCA. MEA 3500.

A0067/23

ZNY ROUTE ZNY.
V210 SPERY, PA MCA 3500 EASTBOUND.

A0452/22

ZNY PA..ROUTE ZNY.
V576 PHILIPSBURG (PSB) **VORTAC**, PA TO WILLIAMSPORT (FQM) **VOR/DME**, PA MEA 4900.

A0580/11

QXXXX WHENEVER AN EASTBOUND NORTH ATLANTIC TRACK IS PUBLISHED THAT ORIGINATES AT JAROM OR TALGO, AIRCRAFT TRANSITIONING THE NEW YORK OCEANIC CTA AND PLANNING TO JOIN THE JAROM/TALGO TRACK MUST FILE A ROUTE FROM A POINT 42N OR SOUTH DIRECT TO 44N050W.

FOR EXAMPLE, NORTH ATLANTIC TRACK (NAT) X-RAY IS PUBLISHED VIA JAROM TALGO 44N050W 46N040W 48N030W 50N020W SOMAX ATSUR. THE FOLLOWING ROUTES WOULD BE FILED TO JOIN NATX:

1. AN AIRCRAFT WISHES TO JOIN NATX FROM M201. THE CORRECT ROUTE TO FILE IN THE NEW YORK CTA IS M201 DRYED 41N060W 44N050W NATX.
2. AN AIRCRAFT WISHES TO JOIN NATX FROM M202. THE CORRECT ROUTE TO FILE IN THE NEW YORK CTA IS M202 MUNNEY 41N060W 44N050W NATX.
3. AN AIRCRAFT WISHES TO JOIN NATX FROM M203. THE CORRECT ROUTE TO FILE IN THE NEW YORK CTA IS M203 SELIM 40N060W 44N050W NATX.

A0346/11

QXXXX THREE WAYPOINTS NAMED JISEL, EXXES AND CEETE HAVE BEEN ESTABLISHED IN WARNING AREA 107. THEY ARE PUBLISHED, BUT NOT CHARTED, AND EXIST IN AIRCRAFT S FLIGHT MANAGEMENT SYSTEMS. DUE TO THE FACT THAT WARNING AREA AIRSPACE IS NOT ALWAYS **AVAILABLE** FOR AIR TRAFFIC CONTROL USE, ROUTING OVER JISEL, EXXES OR CEETE MAY NOT BE FLIGHT PLANNED BY PILOTS OR OPERATORS. FOR ADDITIONAL INFORMATION REGARDING THESE WAYPOINTS, CONTACT CHRIS WINKELEER AT 631-468-1018 OR VIA E-MAIL AT CHRIS.WINKELEER@FAA.GOV. THIS NOTAM REPLACES NOTAM A0791/10

F) SFC G) UNL

**A0258/10**

QXXXX THIS NOTAM REVISES NOTAM A0379/09. NO PROCEDURAL CHANGES HAVE BEEN MADE. IT HAS BEEN EDITED FOR BREVITY.

WESTBOUND OCEANIC FLIGHT CLEARANCE PROCEDURES.

DUE TO REGIONAL AIR TRAFFIC CONTROL AUTOMATION SYSTEM COMPATIBLY PROBLEMS THE FOLLOWING MODIFICATION WERE MADE TO WESTBOUND OCEANIC FLIGHT CLEARANCE AND RECLEARANCE PROCEDURES IN THE NORTH ATLANTIC REGION ON MAY 11, 2009. THESE PROCEDURES ARE ONLY APPLIED WITHIN THE SHANWICK, GANDER, AND NEW YORK AREA CONTROL CENTERS AND CONTINUE IN FORCE AS FOLLOWS:

AIRCRAFT THAT WILL PROCEED SOUTH OF LATITUDE 39 NORTH AND WEST OF LONGITUDE 67 WEST WILL BE CLEARED TO THE FIRST NAMED FIX IN THE NEW YORK OCA THAT IS SPECIFIED IN THE AIRCRAFT'S FILED FLIGHT PLAN, FOLLOWED BY THE PHRASEOLOGY - VIA FLIGHT PLANNED ROUTE TO DESTINATION.

AIRCRAFT THAT WILL PROCEED SOUTH OF LATITUDE 20 NORTH AND EAST OF LONGITUDE 60 WEST WILL BE CLEARED TO THE LAST SET OF COORDINATES SPECIFIED IN THE AIRCRAFT'S FILED FLIGHT PLAN PRIOR TO LATITUDE 20 NORTH FOLLOWED BY THE PHRASEOLOGY - VIA FLIGHT PLANNED ROUTE TO DESTINATION.

END PART 1 OF 2

A0258/10 NOTAMN A) KZNY PART 2 OF 2 B) 1003121253 C) UFN E)

AIRCRAFT THAT HAVE BEEN TAKEN OFF THEIR FLIGHT PLANNED ROUTE WILL BE RECLEARED TO A FIX SPECIFIED IN THE AIRCRAFT'S FILED FLIGHT PLAN FOLLOWED BY THE PHRASEOLOGY VIA FLIGHT PLANNED ROUTE TO DESTINATION.

IT IS IMPERATIVE THAT OPERATORS FILE FLIGHT PLANS (FPL) AND FLIGHT PLAN CHANGE (CHG) MESSAGES THROUGH THE NEW YORK OCEANIC CTA/FIR USE THE ADDRESS KZWYZOZX. IT MUST BE NOTED THAT THE NEW YORK OCEANIC ADDRESS IS SEPARATE FROM THE NEW YORK DOMESTIC ADDRESS (KZNYZRZX). OPERATORS MAY FORWARD QUESTIONS TO:

SHANWICK ACC, FINLAY SMITH, (FINLAY.SMITH@NATS.CO.UK),
00-44-1292-692663

GANDER ACC, ROBERT FLEMING, (FLEMINR@NAVCANADA.CA),
(001)-709-651-5233

NEW YORK ACC, PETER EHRLEIN, (PETER.C.EHRLEIN@FAA.GOV),
(001)-631-468-1021

F) SFC G) UNL

END PART 2 OF 2

A0429/09

QXXXX BEACON CODE PROCEDURES IN THE WEST ATLANTIC ROUTE SYSTEM (WATRS) AREA

EFFECTIVE IMMEDIATELY, ALL AIRCRAFT TRANSITIONING INTO THE WEST ATLANTIC ROUTE SYSTEM (WATRS) VIA FIXED ATS ROUTES SHALL REMAIN ON THE LAST ATC-ASSIGNED BEACON CODE.

+++++ RESTRICTED AIRSPACE +++++

10/456 VALID: 07-OCT-24 1300 - 07-OCT-24 2100
AIRSPACE R5802B ACT SFC-13000FT

10/453 VALID: 07-OCT-24 1300 - 07-OCT-24 2100
AIRSPACE R5802C ACT 500FT AGL-16999FT

10/455 VALID: 07-OCT-24 1300 - 07-OCT-24 2100
AIRSPACE R5802A ACT 200FT AGL-5000FT

10/451 VALID: 07-OCT-24 1230 - 07-OCT-24 2100
AIRSPACE R5206 ACT SFC-5000FT



A0017/13

QRACA CHANGE IN NEW YORK CENTER OCEANIC CLEARANCE PROCEDURES BEGINNING ON 5 FEBRUARY 2013 AT 1200Z, NEW YORK CENTER WILL MODIFY THE PROCEDURES THAT ARE USED TO ISSUE OCEANIC CLEARANCES TO EASTBOUND AIRCRAFT ENTERING MINIMUM NAVIGATION PERFORMANCE STANDARD (MNPS) AIRSPACE. THESE PROCEDURES ONLY APPLY TO AIRCRAFT ENTERING THE NEW YORK CENTER OCEANIC CTA FROM A FAA FACILITY. THE PURPOSE OF THIS NOTAM IS TO EXPLAIN THESE CHANGES.

NORTH ATLANTIC (NAT) DOCUMENT 007, TITLED GUIDANCE CONCERNING AIR NAVIGATION IN AND ABOVE THE NORTH ATLANTIC MNPS AIRSPACE IS A GUIDANCE DOCUMENT PUBLISHED BY ICAO TO ASSIST USERS IN THE PROPER PROCEDURES TO BE USED WHEN OPERATING IN THE NAT. CHAPTER 5 OF DOCUMENT 007, TITLED OCEANIC ATC CLEARANCES, IS THE CHAPTER TO WHICH THESE CHANGES PERTAIN.

THERE ARE THREE COMPONENTS TO AN OCEANIC CLEARANCE. THEY ARE ROUTE, END PART 1 OF 3

ALTITUDE AND SPEED. IT IS THE DELIVERY METHOD OF THESE THREE COMPONENTS WHICH IS CHANGING. BEGINNING ON 5 FEBRUARY 2013, THE FAA WILL CONSIDER THE AIRPORT CLEARANCE WHICH AN AIRCRAFT RECEIVES ON THE GROUND AT ITS DEPARTURE AERODROME TO BE THE ROUTE PORTION OF THE OCEANIC CLEARANCE. ALTITUDE AND SPEED ASSIGNMENT WILL OCCUR PRIOR TO ENTRY INTO THE NEW YORK CENTER OCEANIC CTA. AS IS THE CURRENT OPERATING PROCEDURE, UNSOLICITED EN-ROUTE ROUTE, ALTITUDE OR SPEED CHANGES MAY OCCUR DUE TO CHANGING TRAFFIC SITUATIONS. AT ALL TIMES, THE LAST ASSIGNED ROUTE, ALTITUDE AND SPEED ARE TO BE MAINTAINED AND SHOULD BE CONSIDERED YOUR NEW OCEANIC PROFILE. HAVING RECEIVED ALL THREE COMPONENTS, THE REQUIREMENT TO RECEIVE AN OCEANIC CLEARANCE WILL HAVE BEEN MET.

FOR EXAMPLE:

AN AIRCRAFT HAS FILED AN FPL FROM MDSD TO EDDF. THIS WOULD TAKE THE FLIGHT FROM THE SANTO DOMINGO FIR, THROUGH THE MIAMI FIR AND THEN THE NEW YORK FIR BEFORE ENTERING SANTA MARIA. THE AIRPORT CLEARANCE END PART 2 OF 3

PROVIDED ON THE GROUND AT MDSD WOULD FULFILL THE ROUTE REQUIREMENT OF THE OCEANIC CLEARANCE. ONCE AIRBORNE AND IN THE MIAMI FIR, FINAL SPEED AND ALTITUDE ASSIGNMENT WILL BE GIVEN AFTER THE FLIGHT IS COORDINATED BETWEEN MIAMI AND NEW YORK.

IF A ROUTE, SPEED OR ALTITUDE CHANGE EN-ROUTE IS DESIRED, THEN AIRCRAFT SHOULD MAKE A REQUEST FROM THE ATC UNIT IN WHICH THEY ARE OPERATING. AT ALL TIMES, THE LAST ASSIGNED ROUTE, ALTITUDE AND SPEED ARE TO BE MAINTAINED.

TRACK MESSAGE IDENTIFICATION NUMBER (TMI) CONFIRMATION FOR AIRCRAFT FILING AN ABBREVIATED CLEARANCE IN LIEU OF THE TRACK COORDINATES WILL BE ACCOMPLISHED PRIOR TO REACHING THE TRACK ENTRY POINT. USERS ARE REMINDED OF THE REQUIREMENT TO FILE AN FPL AND ANY SUBSEQUENT CHANGES WITH NEW YORK OCEANIC AT KZWYZOZX, ALONG WITH ANY OTHER ATC FACILITIES THAT MAY REQUIRE SUCH FILING.

F) FL055 G) UNL

END PART 3 OF 3

+++++ ROUTE +++++

3/8452

PA..ROUTE ZNY.

V162 EAST TEXAS (ETX) **VOR/DME**, PA R-260 TO BOBSS INT, PA NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. ETX **VOR** R-260 **UNUSABLE**.



=====
AREA ENROUTE DEPARTURE - DESTINATION
=====

KZID INDIANAPOLIS FIR/UIR

+++++ FIR/UIR ++++++

4/4278

PART 1 OF 3 IN..AIRSPACE EVANSVILLE, IN..TEMPORARY
FLIGHT
RESTRICTIONS.

OCTOBER 6-12, 2024 LOCAL. PURSUANT TO 49 USC 40103(B)(3),
THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE
DEFINED IN THIS NOTAM AS 'NTL DEFENSE AIRSPACE'. ANY PERSON WHO
KNOWINGLY OR WILLFULLY VIOLATES THE RULES CONCERNING OPS IN THIS
AIRSPACE MAY BE SUBJECT TO CERTAIN CRIMINAL PENALTIES UNDER 49 USC
40103(B)(3). PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROC MAY
BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW
ENFORCEMENT/SECURITY PERSONNEL.

PURSUANT TO 14 CFR 99.7, SPECIAL SECURITY INSTRUCTIONS (SSI), ALL
UNMANNED ACFT SYSTEM (UAS) FLT OPS ARE PROHIBITED: WI AN AREA
DEFINED AS 1NM RADIUS OF 375850N0873550W (PXV065008.4) SFC-400FT
AGL

EFFECTIVE 2410061400 UTC (0900 LOCAL 10/06/24) UNTIL 2410130300
UTC (2200 LOCAL 10/12/24) DLY 1400-0300 (0900-2200 LOCAL).

EXC AS SPECIFIED BLW:

2410061400-2410130300

END PART 1 OF 3

PART 2 OF 3 IN..AIRSPACE EVANSVILLE, IN..TEMPORARY
FLIGHT

A. UAS OPS MAY BE AUTH WI THE DEFINED SSI AIRSPACE
IF IN COMPLIANCE WITH THE RQMNTS LISTED BLW: 1)

UAS OPS IN DCT SUPPORT OF AN ACT NTL DEFENSE,
HOMELAND SECURITY, LAW ENFORCEMENT, FIREFIGHTING,
SAR, OR DISASTER RESPONSE MISSION; 2) UAS OPS IN
SUPPORT OF EVENT OPS; 3) COMMERCIAL UAS OPS WITH A
VALID STATEMENT OF WORK; 4) MUST BE IN POSSESSION
OF AN APPROVED SPECIAL GOVERNMENTAL INTEREST(SGI)
AIRSPACE WAIVER; 5) AND COMPLY WITH ALL OTHER
APPLICABLE FEDERAL AVIATION REGULATIONS.

B. UAS OPR IDENTIFIED IN A.1, A.2 OR A.3 ABV MUST
APPLY FOR A SGI WAIVER VIA EMAIL AT
9-ATOR-HQ-SOSC@FAA.GOV.

C. UAS OPR WHO DO NOT COMPLY WITH APPLICABLE
AIRSPACE RESTRICTIONS ARE WARNED THAT PURSUANT TO
10 U.S.C.SECTION 130I AND 6 U.S.C.SECTION 124N,
THE DEPARTMENT OF DEFENSE(DOD), THE DEPARTMENT OF
HOMELAND SECURITY(DHS) OR THE DEPARTMENT OF
JUSTICE(DOJ) MAY TAKE SECURITY ACTION THAT RESULTS
2410061400-2410130300

END PART 2 OF 3

PART 3 OF 3 IN..AIRSPACE EVANSVILLE, IN..TEMPORARY
FLIGHT

IN THE INTERFERENCE, DISRUPTION, SEIZURE,
DAMAGING, OR DESTRUCTION OF UNMANNED ACFT DEEMED
TO POSE A CREDIBLE SAFETY OR SECURITY THREAT TO
PROTECTED PERSONNEL, FAC, OR ASSETS.

D. THE SYSTEM OPS SUPPORT CENTER (SOSC), IS THE
CDN FAC FOR OPR ACCESS AND IS **AVBL** DLY FM
0600-2359 EASTERN, TEL 202-267-8276 FOR CDN.



E. THE FAA RECOMMENDS THAT ALL ACFT OPR CK NOTAMS
FREQUENTLY FOR POSSIBLE CHANGES TO THIS TFR PRIOR
TO OPS WI THIS REGION. OPR MAY REVIEW THE TFR
DETAILS ON THE INTERNET AT [HTTPS://TFR.FAA.GOV/](https://tfr.faa.gov/) OR
[HTTPS://WWW.1800WXBRIEF.COM](https://www.1800wxbrief.com). IF QUESTIONS REMAIN,
CTC FSS, TEL 800-992-7433.
2410061400-2410130300
END PART 3 OF 3

**10/097**

AIRSPACE UAS WI AN AREA DEFINED AS 5NM RADIUS OF
390606N0854853W (9.8NM NW OVO) SFC-60FT AGL DLY 1200-2359

09/851

AIRSPACE UAS WI AN AREA DEFINED AS 4NM RADIUS OF
383936N0803522W (4NM SE 48I) SFC-5000FT AGL WED THU FRI MON TUE
1000-2359

10/016

AIRSPACE UAS WI AN AREA DEFINED AS 2.5NM RADIUS OF
394714N0832200W (9.7NM SE DET) SFC-225FT AGL DLY 1000-0200

A0250/24

ZID ROUTE ZID ZOB.

J43 ROSEWOOD (ROD) **VORTAC**, OH TO CARLETON (CRL) **VOR/DME**, MI COP 74
NM FROM ROD **VORTAC** AND 35 NM FROM CRL **VOR/DME**. CRL **VOR** R-197

UNUSABLE BEYOND 40 NM.

09/513

AIRSPACE NUMEROUS UAS WI AN AREA DEFINED AS .5NM
RADIUS OF 380729N0865423W (8.1NM SE HNB) SFC-500FT AGL DLY
1900-0400

09/041

AIRSPACE UAS WI AN AREA DEFINED AS 25NM RADIUS OF
381008N0865924W (5.5NM SSW HNB) SFC-200FT AGL DLY SR-SS

A0224/24

ZID OH..ROUTE ZID.

V144 APPLETON (APE) **VORTAC**, OH R-300 TO BUZZI, OH MOCA 2800.

TEMPORARY CRANE 1771 MSL 5.9NM SW OF APPLETON (APE) **VORTAC**
(2024-AGL-9234-OE).

07/898

AIRSPACE AIRDROP WI AN AREA DEFINED AS 3NM EITHER
SIDE OF A LINE FM SHB200031 TO SHB210019 SFC-2000FT TUE-THU
1600-0200

A0152/24

ZID KY..ROUTE ZID.

V310 LOUISVILLE (IIU) **VORTAC**, KY R-131 TO UNCKL, KY MEA 9000

EXCEPT FOR AIRCRAFT WITH SUITABLE RNAV SYSTEM WITH GPS.

A0151/24

ZID KY..ROUTE ZID.

V51 LIVINGSTON (LVT) **VOR/DME**, TN R-350 TO LOUISVILLE (IIU) **VORTAC**,
KY R-167 MEA 7000 EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV
SYSTEM WITH GPS.

A0099/24

ZID WV..ROUTE ZID.

J85 COP TO CHARLESTON (HVQ) **VOR/DME**, WV NA.

HVQ **VOR/DME** RESTRICTIONS.

A0188/23

ZID ROUTE ZID.

V7 POCKET CITY (PXV) **VORTAC**, IN TO PRINC, IN CHANGE DUAL MEA TO
READ 4500 NORTHBOUND, 2300 SOUTHBOUND.

A0128/23

ZID AIRSPACE RDO ALTIMETER UNREL WI INDIANAPOLIS ARTCC
AIRSPACE SFC-5000FT AGL. AUTOLAND, HUD TO TOUCHDOWN, ENHANCED FLT
VISION SYSTEMS TO TOUCHDOWN NOT AUTHORIZED EXC FOR RDO ALTIMETER
TOLERANT ACFT AND ACFT USING APPROVED ALTERNATIVE METHODS OF
COMPLIANCE.HEL OPS REQUIRING RDO ALTIMETER DATA TO INCLUDE
OFFSHORE INSTRUMENT OPS, HOVER AUTOPILOT MODES, SAR AUTOPILOT
MODES, AND **CAT** A/B/PERFORMANCE CLASS TKOF AND LDG NOT AUTHORIZED
EXC FOR RDO ALTIMETER TOLERANT ROTORCRAFT AND ROTORCRAFT USING
APPROVED ALTERNATIVE METHODS OF COMPLIANCE. DUE TO 5G C-BAND
INTERFERENCE PLUS SEE AIRWORTHINESS DIRECTIVE2023-10-02,
2023-11-07 AND DOMESTIC NOTICES
F) SFC G) 5000FT AGL



A0012/23

ZID IN..ROUTE ZID.

V53 HOUSE, IN MCA 10000 SOUTHEASTBOUND.

IIU **VORTAC** R-332 AT 64NM **UNUSABLE** BELOW 10000.

KZDC

WASHINGTON FIR/UIR

Please see section EXTENDED AREA AROUND DESTINATION



[Company NOTAM]

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CREW ALERT

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SB007/14

SUBJECT: AUTO COST INDEXES

WHEN PLANNING A COST INDEX, 2 OPTIONS ARE AVAILABLE. PILOTS MAY EITHER SELECT A SPECIFIC COST INDEX NUMBER FROM THE LIST, OR THEY MAY SELECT "AUTO". WHEN PLANNING AN "AUTO" COST INDEX, THE SYSTEM WILL REFERENCE THE SCHEDULED "TIME ENROUTE" OPTION AND ATTEMPT TO CHOOSE A COST INDEX WHICH CLOSELY MATCHES THIS VALUE. NOTE THAT THE "TIME ENROUTE" OPTION IS MEANT AS A GATE TO GATE TIME (AS INDICATED ON AN AIRLINE'S FLIGHT SCHEDULE, FOR EXAMPLE). IF A "TIME ENROUTE" OF 2:30 IS SELECTED, THE SYSTEM WILL SUBTRACT THE TAXI TIMES FROM THIS VALUE TO DETERMINE THE SCHEDULED AIR TIME. IT WILL THEN DETERMINE AND USE THE COST INDEX WHICH MATCHES THIS AIR TIME.

SB003/13

SUBJECT: FLIGHT RELEASE UNITS

ALL FLIGHT CREW: PLEASE PAY SPECIAL ATTENTION TO THE UNITS SELECTION WHEN GENERATING A FLIGHT PLAN. FAILURE TO IDENTIFY THE CORRECT UNITS WHEN REFUELING PRIOR TO FLIGHT CAN RESULT IN DEPARTING WITH INSUFFICIENT FUEL AND/OR AN ERRONEOUS PAYLOAD.

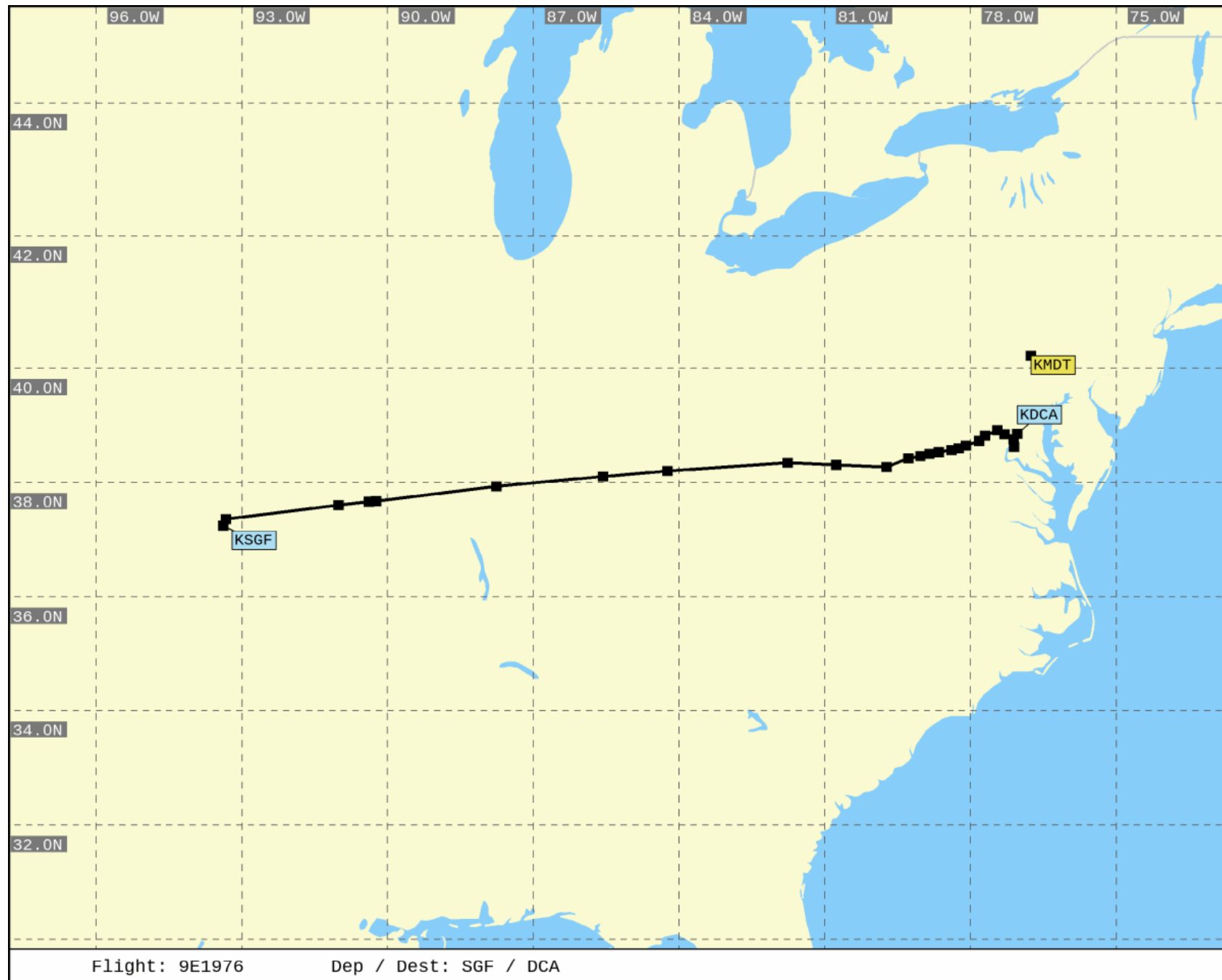
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CREW BULLETIN

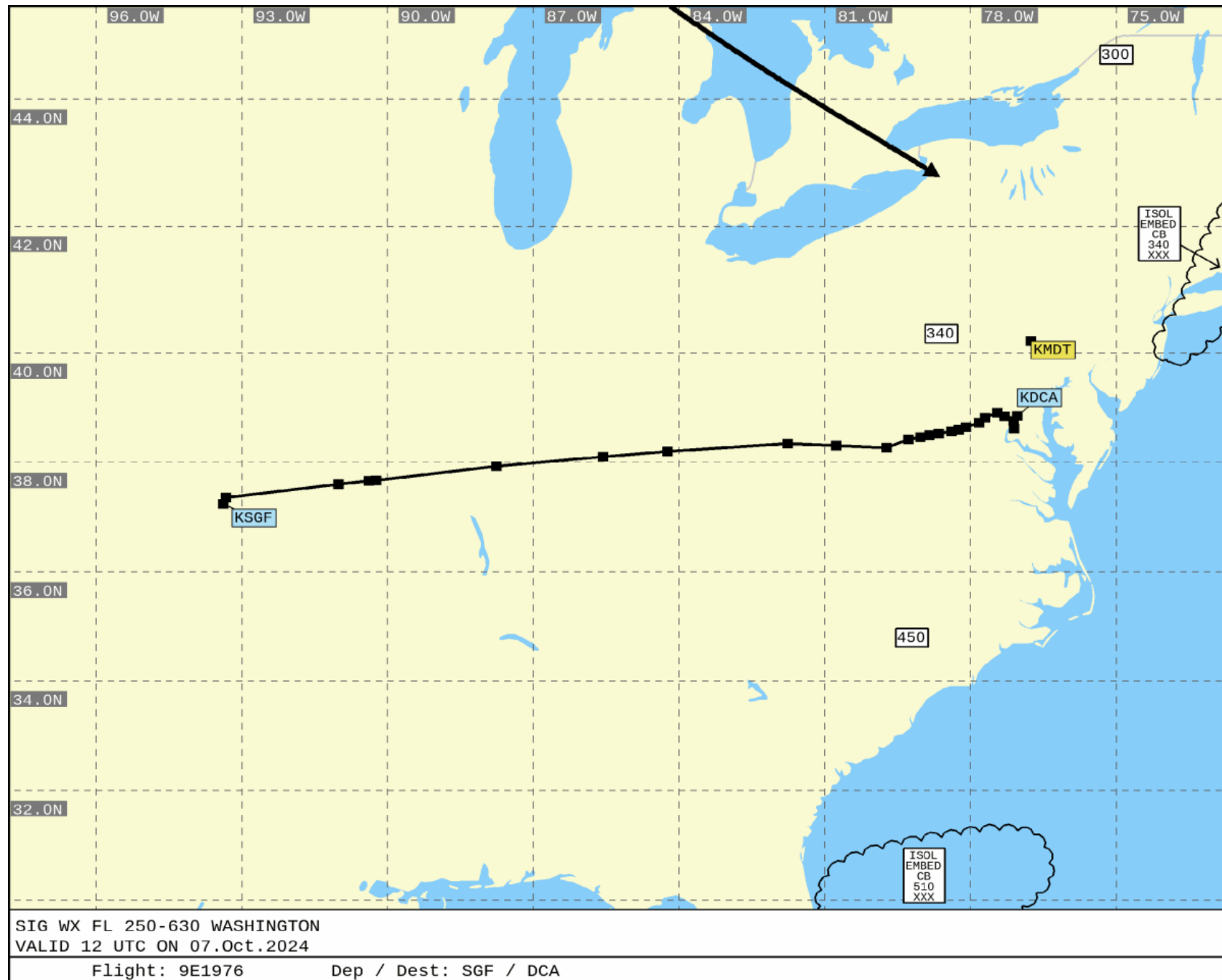
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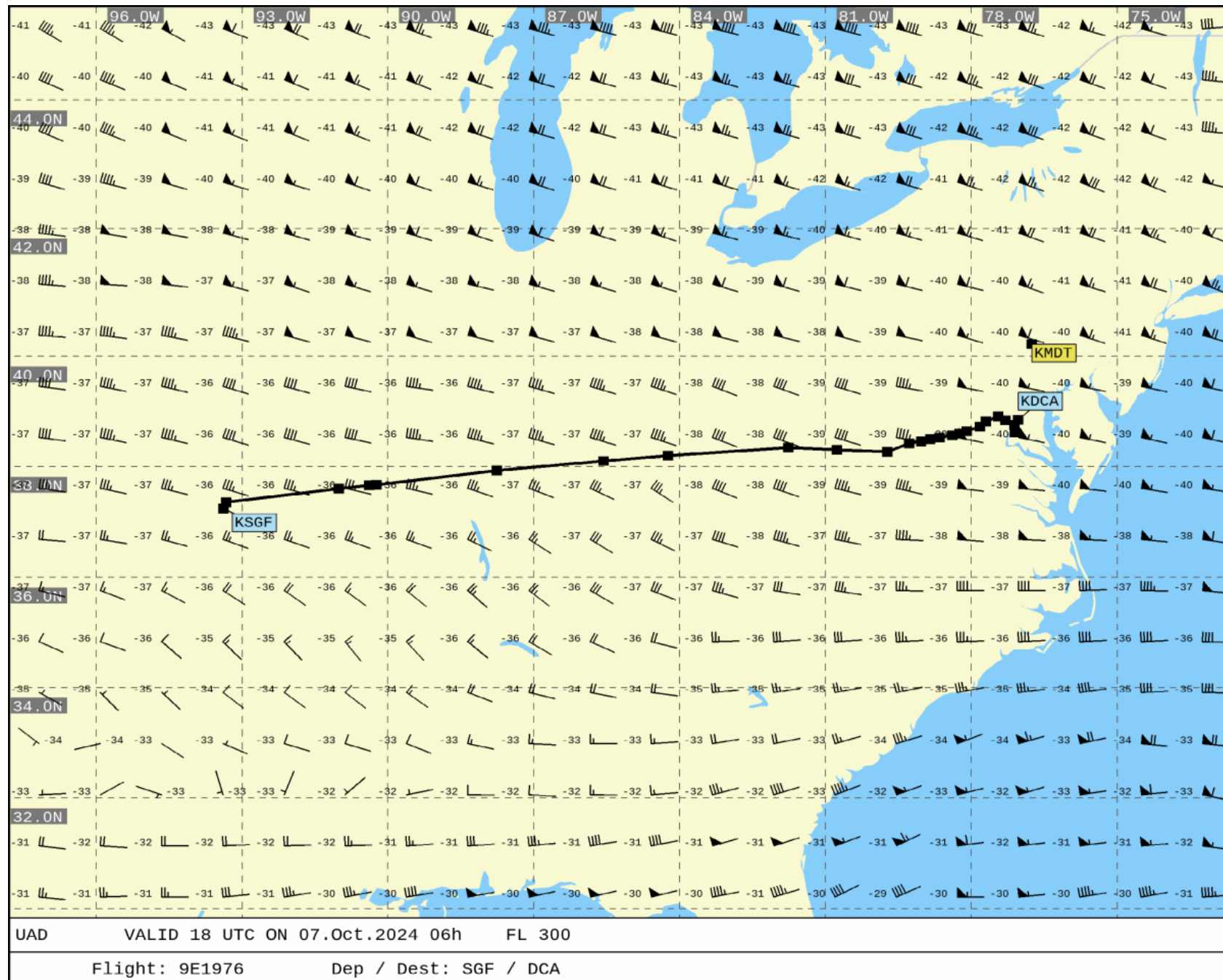
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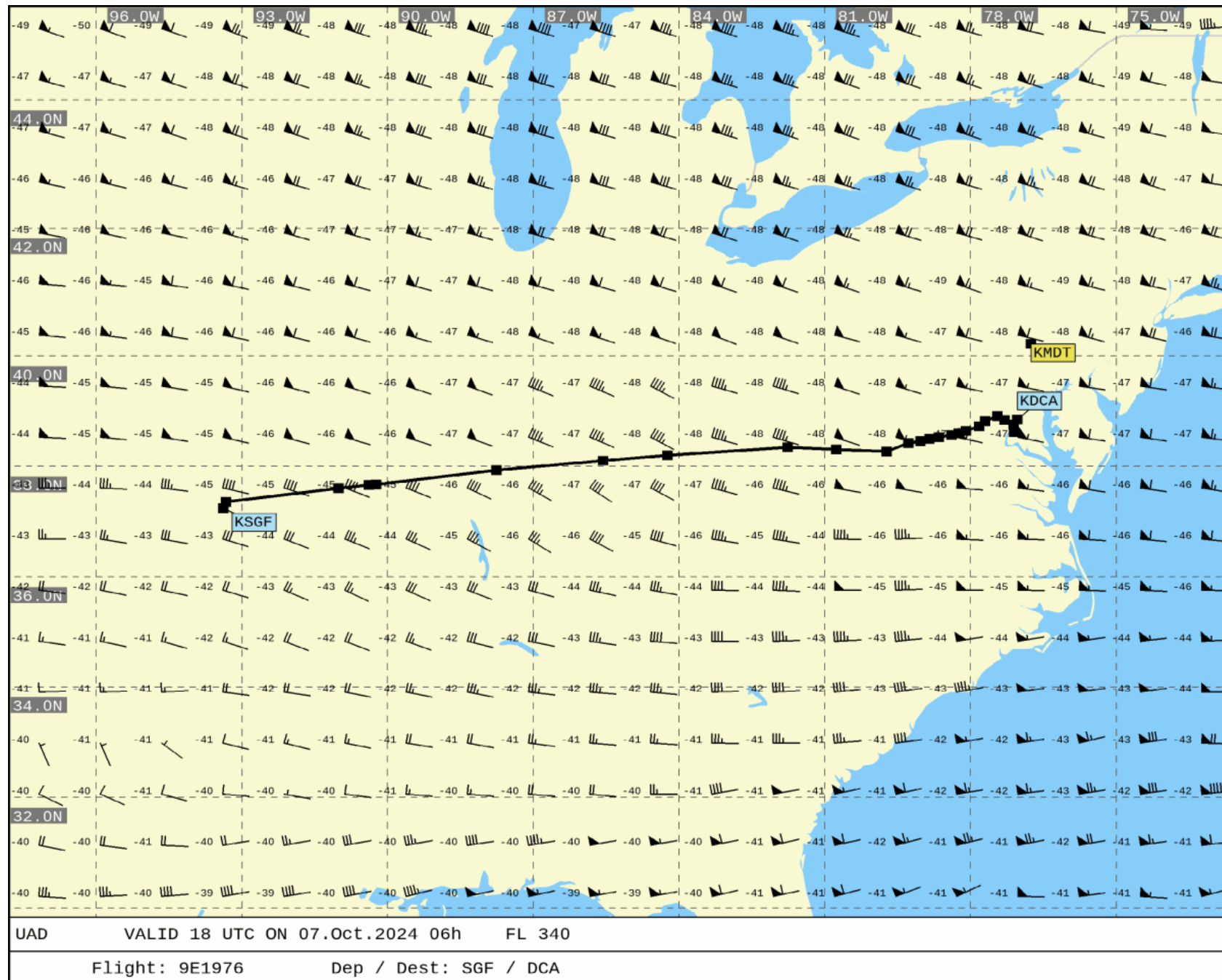
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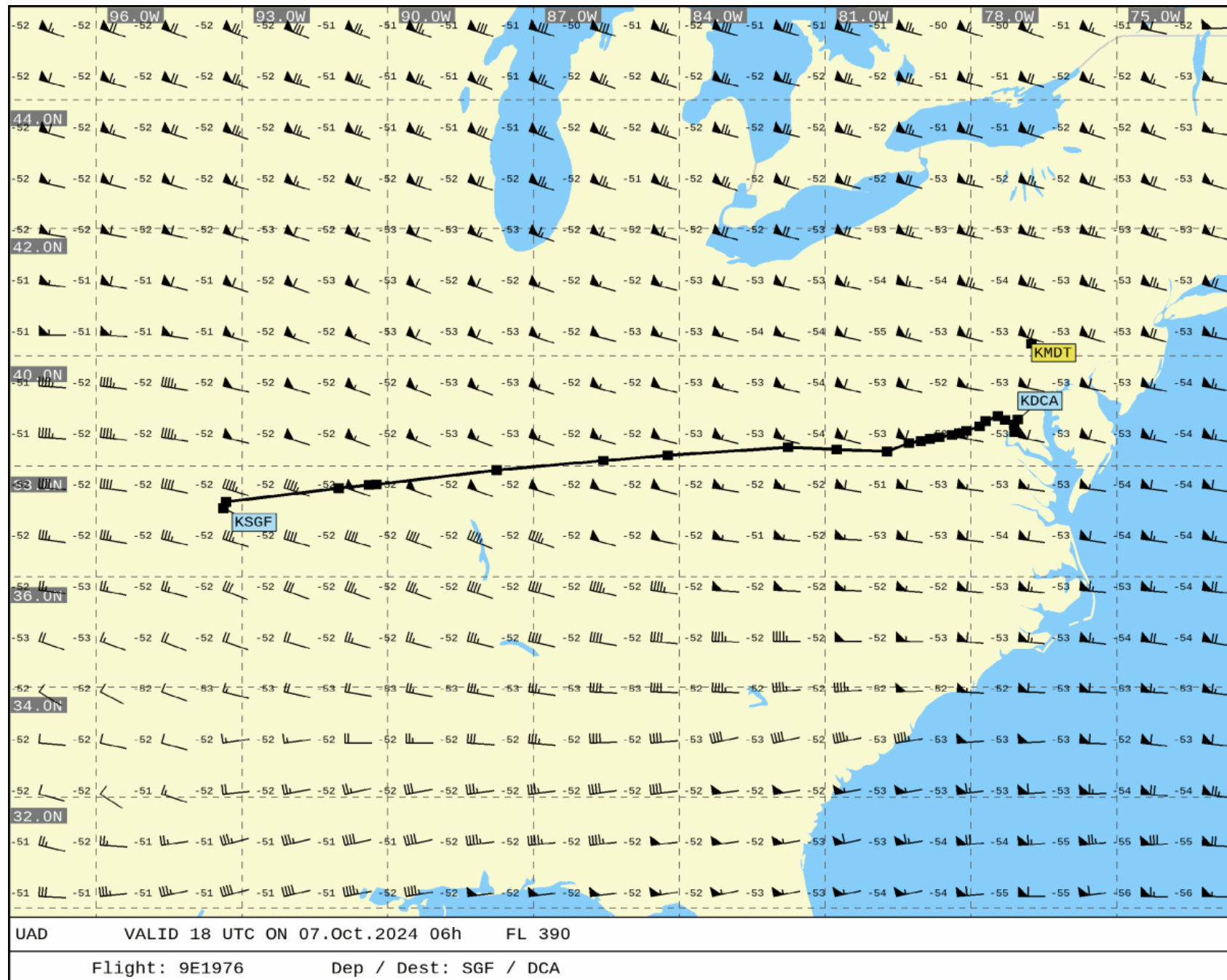
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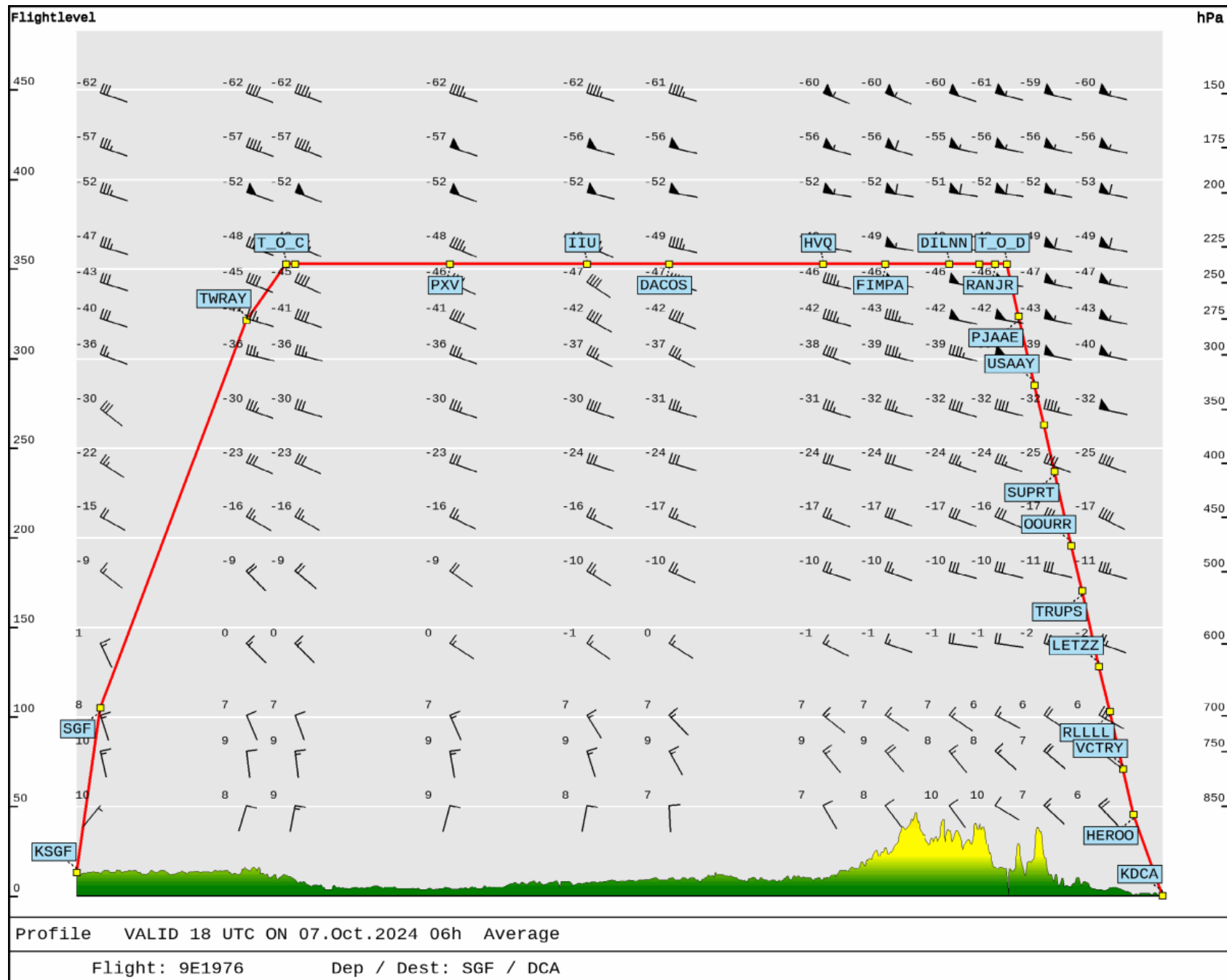




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End of Document: Total Number of Pages: 61