



[OFF]

FLG1976 02OCT2024 KMEM-KLGA B77W PMDG77W RELEASE 0047 02OCT24
OFF 1 MEMPHIS INTL-LAGUARDIA
WX PROG 0203 0206 0209 OBS 0118 0118 0118

ATC C/S FLG1976 KMEM/MEM KLGA/LGA CRZ SYS CI 167
02OCT2024 PMDG77W 0415/0435 0641/0649 GND DIST 930
B777-300ER / GE90-115BL STA 0640 AIR DIST 900
CTOT:.... G/C DIST 835

MAXIMUM TOW 351535 LAW 251290 ZFW 237683 AVG WIND 289/035
ESTIMATED TOW 226049 LAW 211174 ZFW 201794 AVG W/C P014
AVG ISA P002
AVG FF KGS/HR 7056
FUEL BIAS P05.0
TKOF ALTN

ALTN KPHL
FL STEPS KMEM/0390/

DISP RMKS NIL

PLANNED FUEL

FUEL ARPT FUEL TIME

TRIP LGA 14875 0206
CONT 15 MIN 1764 0015
ALTN PHL 4586 0038
FINRES 3030 0030

MINIMUM T/OFF FUEL 24255 0330

EXTRA 0 0000

T/OFF FUEL 24255 0330
TAXI MEM 635 0020

BLOCK FUEL MEM 24890
PIC EXTRA
TOTAL FUEL
REASON FOR PIC EXTRA

FMC INFO:
FINRES+ALTN 7616
TRIP+TAXI 15510

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: DENVER SIMMONS

PIC NAME: FLIGGITY

TEL: +1 800 555 0199

PIC SIGNATURE:



| ALTERNATE ROUTE TO: | | | | FINRES | | | | 3030 |
|---------------------|-----|-----|---------------------------|--------|------|------|------|------|
| APT | TRK | DST | VIA | FL | WC | TIME | FUEL | |
| KPHL/09R | 229 | 179 | DCT JFK T224 JIIMS JIIMS4 | 220 | M003 | 0038 | 4586 | |

MEL/CDL ITEMS DESCRIPTION

ROUTING:

ROUTE ID: DEF RTE

KMEM/36L CRSON7 HUMMS DCT PXV DCT CREEP Q29 WWSHR DCT TEESY J146 ETG
MIP4 KLGA/04

DEPARTURE ATC CLEARANCE:

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OPERATIONAL IMPACTS

| | | |
|----------------------|-----------------|-------------|
| WEIGHT CHANGE UP 1.0 | TRIP P 0065 KGS | TIME P 0000 |
| WEIGHT CHANGE DN 1.0 | TRIP M 0057 KGS | TIME M 0000 |
| FL CHANGE UP FL1 | NOT AVAILABLE | |
| FL CHANGE DN FL1 | TRIP P 0391 KGS | TIME M 0000 |
| FL CHANGE DN FL2 | TRIP P 0769 KGS | TIME P 0000 |
| SPD CHANGE CI 0 | TRIP M 0011 KGS | TIME P 0001 |
| SPD CHANGE CI 500 | TRIP P 1073 KGS | TIME M 0002 |

-----
ATIS:.
.-----
RVSM: ALT SYS LEFT:

STBY:

RIGHT:

-----TIMES

| | ESTIMATED | SKED | ACTUAL |
|------------|-------------|-------------|--------|
| OUT | 0415Z/2315L | 0415Z/2315L |Z |
| OFF | 0435Z/2335L | 0435Z/2335L |Z |
| ON | 0641Z/0241L | 0632Z/0232L |Z |
| IN | 0649Z/0249L | 0640Z/0240L |Z |
| BLOCK TIME | 0234 | 0225 | ..... |

-----WEIGHTS

| | EST | MAX | ACTUAL | |
|-----------|-------|-------|----------|-----------------|
| PAX | 305 |  | ..... |  |
| CARGO | 6.9 |  | ..... |  |
| PAYLOAD | 33.2 |  | ..... |  |
| ZFW | 201.8 | 237.7 | ..... |  |
| FUEL | 24.9 | 65.0 | ..... | POSS EXTRA 40.1 |
| TOW | 226.0 | 266.2 | LDG..... | |
| STAB TRIM |  |  | ..... |  |
| LAW | 211.2 | 251.3 | ..... |  |

-----TERRAIN CLEARANCE CHECK

DD CHECK - TERRAIN CLEARANCE CHECK DISABLED

DP CHECK - TERRAIN CLEARANCE CHECK DISABLED



FLIGHT LOG

MOST CRITICAL MORA 04500 FEET AT MIGET//MXSHR 07 AT TOC

| 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 | | | | | | | | | | |

| | | | | | | | | | | |
|-------------|----------|------|-----|----|-----|-----|------|--|------|------|
| MEMPHIS INT | N3502.5 | | ... | 24 | 010 | | | | 24.3 | 0.6 |
| KMEM | W08958.6 | 0000 | ... | | 009 | | M019 | | | |
| | | | | | 930 | 360 |  |  | .... | .... |

| | | | | | | | | | | |
|--------|----------|------|-----|-----|-----|-----|---------|-----|------|------|
| CRSON7 | | | | 113 | 042 | .58 | 340/022 | 08 | 22.6 | 2.3 |
| SLONN | N3513.3 | 0003 | ... | 25 | 039 | | M019 | P16 | | |
| SLONN | W08956.5 | 0003 | ... | 12 | 918 | 360 | | 520 | .... | .... |

| | | | | | | | | | | |
|--------|----------|------|-----|-----|-----|-----|---------|-----|------|------|
| CRSON7 | | | | 254 | 034 | .77 | 352/021 | M25 | 21.2 | 3.7 |
| LYZZI | N3536.7 | 0004 | ... | 24 | 031 | | M015 | P11 | | |
| LYZZI | W08932.7 | 0007 | ... | 30 | 888 | 461 | | 518 | .... | .... |

| | | | | | | | | | | |
|--------|----------|------|-----|-----|-----|-----|---------|-----|------|------|
| CRSON7 | | | | 263 | 033 | .79 | 351/021 | M28 | 21.1 | 3.8 |
| CRSON | N3539.7 | 0001 | ... | 25 | 031 | | M016 | P10 | | |
| CRSON | W08930.4 | 0008 | ... | 3 | 885 | 467 | | 518 | .... | .... |

| | | | | | | | | | | |
|--------|----------|------|-----|-----|-----|-----|---------|-----|------|------|
| CRSON7 | | | | 380 | 034 | .84 | 280/048 | M53 | 19.6 | 5.3 |
| HUMMS | N3621.4 | 0007 | ... | 25 | 031 | | P015 | P04 | | |
| HUMMS | W08859.1 | 0015 | ... | 49 | 836 | 501 | | 518 | .... | .... |

| | | | | | | | | | | |
|-------|----------|------|-----|-----|-----|-----|---------|-----|------|------|
| DCT | | | | 390 | 034 | .84 | 276/057 | M55 | 19.4 | 5.5 |
| T O C | N3626.5 | 0001 | ... | 28 | 031 | 483 | P021 | P02 | | |
| | W08855.2 | 0016 | ... | 6 | 830 | 504 | 7 | 518 | .... | .... |

| | | | | | | | | | | |
|----------------------|----------|------|-----|----|-----|--|--|--|--|--|
| INDIANAPOLIS FIR/UIR | | | | | | | | | | |
| -KZID | N3735.1 | 0009 | ... | | | | | | | |
| | W08801.7 | 0025 | ... | 80 | 750 | | | | | |

| | | | | | | | | | | |
|-------------|----------|------|-----|-----|-----|-----|---------|-----|------|------|
| DCT | | | | 390 | 056 | .84 | 292/037 | M57 | 18.0 | 6.9 |
| POCKET CITY | N3755.7 | 0004 | ... | 33 | 052 | 481 | P004 | P00 | | |
| PXV | W08745.7 | 0029 | ... | 25 | 725 | 485 | 4 | 473 | .... | .... |
| 113.30 | | | | | | | | | | |

| | | | | | | | | | | |
|-------|----------|------|-----|-----|-----|-----|---------|-----|------|------|
| DCT | | | | 390 | 050 | .84 | 325/043 | M58 | 15.3 | 9.6 |
| CREEP | N3955.3 | 0025 | ... | 36 | 044 | 480 | M004 | M01 | | |
| CREEP | W08418.5 | 0054 | ... | 201 | 524 | 476 | 5 | 427 | .... | .... |

| | | | | | | | | | | |
|-------|----------|------|-----|-----|-----|-----|---------|-----|------|------|
| Q29 | | | | 390 | 051 | .84 | 322/052 | M58 | 14.6 | 10.3 |
| SEELA | N4028.9 | 0006 | ... | 32 | 044 | 480 | M010 | M01 | | |
| SEELA | W08335.7 | 0100 | ... | 47 | 477 | 470 | 5 | 401 | .... | .... |

| | | | | | | | | | | |
|-------------------|----------|------|-----|---|-----|--|--|--|--|--|
| CLEVELAND FIR/UIR | | | | | | | | | | |
| -KZOB | N4033.4 | 0000 | ... | | | | | | | |
| | W08329.7 | 0100 | ... | 6 | 471 | | | | | |

| | | | | | | | | | | |
|-------|----------|------|-----|-----|-----|-----|---------|-----|------|------|
| Q29 | | | | 390 | 059 | .84 | 315/054 | M57 | 14.4 | 10.5 |
| KLYNE | N4041.9 | 0002 | ... | 32 | 052 | 481 | M004 | P00 | | |
| KLYNE | W08318.7 | 0102 | ... | 12 | 459 | 477 | 5 | 401 | .... | .... |



| 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 |
|------------------------------------|---------------------|--------------|------------|-------------------|--------------------|-------------------|----------------------|-------------------|--------------|--------------|
| Q29 DUTSH DUTSH | N4108.4 W08233.2 | 0006 0108 | ... ... | 390 31 43 | 069 061 416 | .84 481 484 | 316/054 P003 5 | M57 P00 401 | 13.8 | 11.1 |
| Q29 WWSHR WWSHR | N4120.6 W08203.1 | 0003 0111 | ... ... | 390 36 26 | 094 086 390 | .84 481 502 | 303/049 P021 5 | M57 P00 393 | 13.5 | 11.4 |
| DCT TEESY TEESY | N4125.3 W08006.7 | 0010 0121 | ... ... | 390 43 88 | 107 097 302 | .84 485 534 | 268/049 P049 2 | M53 P04 389 | 12.4 | 12.5 |
| J146 MIGET MIGET | N4117.7 W07851.9 | 0006 0127 | ... ... | 390 45 57 | 108 098 245 | .84 484 525 | 252/046 P041 1 | M54 P03 373 | 11.7 | 13.2 |
| J146 WEVEL WEVEL | N4115.0 W07827.5 | 0002 0129 | ... ... | 390 45 19 | 109 098 226 | .84 484 533 | 245/060 P049 0 | M54 P03 383 | 11.5 | 13.4 |
| J146 KEATING ETG 116.00 | N4112.9 W07808.6 | 0002 0131 | ... ... | 390 45 14 | 110 099 212 | .84 484 533 | 245/060 P049 0 | M54 P03 383 | 11.3 | 13.6 |
| NEW YORK FIR/UIR -KZNY | N4111.0 W07754.1 | 0001 0132 | ... ... | 11 | 201 | | | | | |
| MIP4 MILTON MIP 109.20 | N4101.4 W07639.9 | 0006 0138 | ... ... | 390 33 57 | 119 107 144 | .84 484 530 | 245/057 P046 1 | M54 P03 516 | 10.5 | 14.4 |
| MIP4 T O D | N4059.0 W07629.8 | 0001 0139 | ... ... | 390 40 8 | 120 107 136 | .84 484 521 | 243/053 P037 1 | M54 P03 510 | 10.4 | 14.5 |
| MIP4 MARRC MARRC | N4055.1 W07613.9 | 0003 0142 | ... ... | 352 42 13 | 119 107 123 | .84 526 | 251/046 P036 | M49 P06 510 | 10.3 | 14.6 |
| MIP4 BILEY BILEY | N4048.0 W07544.8 | 0004 0146 | ... ... | 286 37 23 | 120 108 100 | .83 525 | 257/028 P024 | M35 P07 510 | 10.2 | 14.7 |
| MIP4 VIBES VIBES | N4045.8 W07536.0 | 0001 0147 | ... ... | 266 36 7 | 120 108 93 | .79 509 | 265/028 P026 | M31 P07 509 | 10.2 | 14.7 |
| MIP4 ALLENTOWN FJC 117.50 | N4043.6 W07527.3 | 0001 0148 | ... ... | 246 31 7 | 116 104 86 | .76 491 | 277/023 P023 | M25 P09 514 | 10.1 | 14.8 |



| 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 |
|----------------------------------|-------------|-------------|------------|-------------------|--------------------|-----------------|---------------------|-------------------|--------------|--------------|
| MIP4 | | | | 205 | 145 | .69 | 284/015 | M15 | 10.0 | 14.9 |
| LIZZI | N4039.9 | 0002 | ... | 30 | 132 | | P015 | P11 | | |
| LIZZI | W07508.9 | 0150 | ... | 14 | 72 | 452 | | 513 | .... | .... |
| MIP4 | | | | 179 | 123 | .66 | 258/010 | M10 | 10.0 | 14.9 |
| BEUTY | N4034.2 | 0002 | ... | 28 | 111 | | P006 | P11 | | |
| BEUTY | W07500.7 | 0152 | ... | 9 | 63 | 424 | | 512 | .... | .... |
| MIP4 | | | | 142 | 124 | .61 | 295/002 | M03 | 9.9 | 15.0 |
| HARLM | N4029.4 | 0002 | ... | 26 | 111 | | P002 | P10 | | |
| HARLM | W07444.9 | 0154 | ... | 13 | 50 | 395 | | 517 | .... | .... |
| MIP4 | | | | 113 | 083 | .57 | 306/007 | 01 | 9.8 | 15.0 |
| DREMS | N4025.7 | 0002 | ... | 24 | 070 | | P007 | P09 | | |
| DREMS | W07432.4 | 0156 | ... | 10 | 40 | 381 | | 516 | .... | .... |
| MIP4 | | | | 046 | 045 | .41 | 112/009 | 08 | 9.7 | 15.2 |
| APPLE | N4033.4 | 0004 | ... | 24 | 032 | | M007 | P02 | | |
| APPLE | W07403.7 | 0200 | ... | 23 | 17 | 262 | | 515 | .... | .... |
| MIP4 | | | | 032 | 046 | .40 | 100/013 | 09 | 9.7 | 15.2 |
| PROUD | N4037.8 | 0001 | ... | 22 | 033 | | M005 | P00 | | |
| PROUD | W07400.0 | 0201 | ... | 5 | 12 | 257 | | 513 | | |
| MIP4 | | | | | | | | | 9.4 | 15.5 |
| LAGUARDIA | N4046.6 | 0005 | ... | | | | | | | |
| KLGA | W07352.4 | 0206 | ... | 12 | | | | | | |

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WIND INFORMATION

CLIMB

350 344/023 -49
310 009/025 -39
200 357/018 -11
150 347/017 +02
100 337/020 +10

T O C

430 278/064 -60
410 277/061 -57
390 276/057 -55
370 292/036 -52
350 348/023 -49

PXV

430 298/041 -61
410 310/034 -59
390 327/030 -57
370 337/034 -54
350 343/041 -50

CREEP

430 292/054 -59
410 307/051 -59
390 322/052 -58
370 328/057 -55
350 332/063 -51

SEELA

430 293/054 -59
410 308/051 -59
390 323/052 -58
370 329/058 -55
350 332/064 -51

KLYNE

430 292/053 -57
410 304/052 -57
390 316/054 -57
370 323/060 -55
350 329/068 -51

DUTSH

430 292/053 -57
410 305/052 -57
390 317/055 -57
370 324/061 -55
350 329/069 -51

WWSHR

430 283/044 -56
410 294/046 -57
390 304/050 -57
370 316/056 -54
350 326/065 -51

TEESY

430 261/046 -56
410 265/048 -55
390 268/049 -53
370 274/047 -52
350 282/045 -51

MIGET

430 253/049 -56
410 252/048 -55
390 252/046 -54
370 254/046 -52
350 256/046 -50

WEVEL

430 246/054 -56
410 245/057 -55
390 245/060 -54
370 245/058 -52
350 246/054 -50

ETG

430 246/054 -56
410 245/057 -55
390 245/060 -54
370 245/058 -52
350 246/054 -50

MIP

430 247/055 -57
410 246/056 -55
390 245/058 -54
370 245/054 -52
350 246/050 -49

T O D

430 244/054 -57
410 243/054 -55
390 243/053 -54
370 246/050 -51
350 251/046 -48

DESCENT

350 251/046 -48
310 252/032 -41
200 281/015 -15
150 216/008 -05
100 292/010 +03



[ATC Flight Plan]

ICAO FLIGHT PLAN

FF KZMEZQZX KZIDZQZX KZOBZQZX KZNYZQZX
020047 CYULSBFP
(FPL-FLG1976-IS
-B77W/H-SDE1E2E3FGHIJ2J3J4J5M1RWXY/LB1D1
-KMEM0415
-N0481F390 CRSON7 HUMMS DCT PXV DCT CREEP Q29 WWSHR DCT TEESY J146
ETG MIP4
-KLGA0156 KPHL
-PBN/A1B1C1D1L1O1S2 DOF/241002 REG/PMDG77W EET/KZID0026 KZOB0100
KZNY0132 OPR/FLG PER/D 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 KMEM/KLGA



[Runway Analysis]

TAKEOFF AND LANDING REPORT FLG 1976 KMEM-KLGA 02OCT24
TLR-1 SEQ-112511592 02OCT24 0047Z
A/C PMDG77W B777-300ER GE90-115BL BEW/CG 168591/.....

/// TAKEOFF DATA ///

| APT | PRWY | POAT | PWIND | PQNH | PMRTW | FLP | MT | V1 | VR | V2 | PTOW | MFPTW | LIMIT |
|------|------|------|--------|-------|-------|-----|----|----|----|----|------|-------|-------|
| KMEM | 36L | 26.0 | 341M07 | 30.01 | 2705 | 5 | 53 | 50 | 51 | 60 | 2260 | 2662 | FLD |

RMKS D-TO2 - SEL TEMP 53
BLEEDS ON

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

| ACARS RUNWAYS | | | | | |
|---------------|-------|--------|-------|------------|--|
| RWY | ACARS | LENGTH | PMTOW | NOTES | |
| 09 | | 8946 | 2586 | ILS 109.50 | |
| 18C | | 11120 | 2585 | ILS 111.95 | |
| 18L | | 9000 | 2504 | ILS 111.15 | |
| 18R | | 9320 | 2560 | ILS 109.90 | |
| 27 | | 8946 | 2641 | ILS 108.70 | |
| 36C | | 11120 | 2929 | ILS 110.50 | |
| 36L | | 9320 | 2705 | ILS 108.90 | |
| 36R | | 9000 | 2677 | ILS 111.35 | |

| DRY RWY - PTOW - CALM WIND | | | | | | | | | | |
|----------------------------|------|----|-------------------|-----|-----|-----|-----|-------|--|--|
| RWY | MTOW | MT | CONFIG | FLP | V1 | VR | V2 | LIMIT | | |
| 09 | 2528 | 44 | D-TO2 - BLEEDS ON | 5 | 147 | 150 | 160 | FLD | | |
| 18C | 2759 | 54 | D-TO2 - BLEEDS ON | 5 | 150 | 151 | 160 | FLD | | |
| 18L | 2493 | 42 | D-TO2 - BLEEDS ON | 5 | 146 | 149 | 160 | FLD | | |
| 18R | 2595 | 48 | D-TO2 - BLEEDS ON | 5 | 148 | 150 | 160 | FLD | | |
| 27 | 2622 | 49 | D-TO2 - BLEEDS ON | 5 | 149 | 150 | 160 | FLD | | |
| 36C | 2871 | 54 | D-TO2 - BLEEDS ON | 5 | 150 | 151 | 160 | FLD | | |
| 36L | 2665 | 51 | D-TO2 - BLEEDS ON | 5 | 149 | 151 | 160 | FLD | | |
| 36R | 2623 | 49 | D-TO2 - BLEEDS ON | 5 | 149 | 150 | 160 | FLD | | |

| DRY RWY - PTOW PLUS 8000 - CALM WIND | | | | | | | | | | |
|--------------------------------------|------|----|-------------------|-----|-----|-----|-----|-------|--|--|
| RWY | MTOW | MT | CONFIG | FLP | V1 | VR | V2 | LIMIT | | |
| 09 | 2653 | 46 | D-TO2 - BLEEDS ON | 15 | 143 | 143 | 153 | FLD | | |
| 18C | 2759 | 50 | D-TO2 - BLEEDS ON | 5 | 152 | 153 | 162 | FLD | | |
| 18L | 2622 | 44 | D-TO2 - BLEEDS ON | 15 | 143 | 143 | 153 | FLD | | |
| 18R | 2595 | 43 | D-TO2 - BLEEDS ON | 5 | 150 | 152 | 162 | FLD | | |
| 27 | 2622 | 44 | D-TO2 - BLEEDS ON | 5 | 150 | 152 | 162 | FLD | | |
| 36C | 2871 | 54 | D-TO2 - BLEEDS ON | 5 | 154 | 154 | 162 | FLD | | |
| 36L | 2665 | 46 | D-TO2 - BLEEDS ON | 5 | 151 | 153 | 162 | FLD | | |
| 36R | 2623 | 44 | D-TO2 - BLEEDS ON | 5 | 150 | 153 | 162 | FLD | | |



----- WET RWY - PTOW - CALM WIND -----

| RWY | MTOW | MT | CONFIG | FLP | V1 | VR | V2 | LIMIT |
|-----|------|----|-------------------|-----|-----|-----|-----|-------|
| 09 | 2576 | 46 | D-TO2 - BLEEDS ON | 15 | 135 | 141 | 151 | FLD |
| 18C | 2677 | 52 | D-TO2 - BLEEDS ON | 5 | 144 | 151 | 160 | FLD |
| 18L | 2547 | 44 | D-TO2 - BLEEDS ON | 15 | 135 | 140 | 151 | FLD |
| 18R | 2514 | 43 | D-TO2 - BLEEDS ON | 5 | 142 | 149 | 160 | FLD |
| 27 | 2527 | 44 | D-TO2 - BLEEDS ON | 5 | 140 | 150 | 160 | FLD |
| 36C | 2776 | 54 | D-TO2 - BLEEDS ON | 5 | 145 | 151 | 160 | FLD |
| 36L | 2570 | 46 | D-TO2 - BLEEDS ON | 5 | 142 | 150 | 160 | FLD |
| 36R | 2532 | 44 | D-TO2 - BLEEDS ON | 5 | 140 | 150 | 160 | FLD |

----- WET RWY - PTOW PLUS 8000 - CALM WIND -----

| RWY | MTOW | MT | CONFIG | FLP | V1 | VR | V2 | LIMIT |
|-----|------|----|-------------------|-----|-----|-----|-----|-------|
| 09 | 2609 | 43 | D-TO2 - BLEEDS ON | 20 | 133 | 137 | 148 | FLD |
| 18C | 2677 | 47 | D-TO2 - BLEEDS ON | 5 | 146 | 153 | 162 | FLD |
| 18L | 2595 | 43 | D-TO1 - BLEEDS ON | 5 | 142 | 152 | 163 | FLD |
| 18R | 2641 | 45 | D-TO2 - BLEEDS ON | 15 | 137 | 143 | 153 | FLD |
| 27 | 2648 | 45 | D-TO2 - BLEEDS ON | 15 | 137 | 143 | 153 | FLD |
| 36C | 2776 | 52 | D-TO2 - BLEEDS ON | 5 | 144 | 154 | 162 | FLD |
| 36L | 2570 | 42 | D-TO2 - BLEEDS ON | 5 | 143 | 152 | 162 | FLD |
| 36R | 2654 | 46 | D-TO2 - BLEEDS ON | 15 | 136 | 144 | 153 | FLD |

/// LANDING DATA ///

| APT | PRWY | POAT | PWIND | PQNH | PMRLW | FLP | PLDW | LIMIT |
|------|------|------|--------|-------|-------|-----|------|-------|
| KLGA | 04 | 19.0 | 072M08 | 30.01 | 2513 | 30 | 2112 | AFM |

RMKS NONE

| RWY | OAT | WIND | QNH | MRLW | FLP | VREF | PWR | CONFIG/CONDITION |
|-----|-----|------|-----|------|-----|------|-----|------------------|
|-----|-----|------|-----|------|-----|------|-----|------------------|

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

| RWY | ACARS | LENGTH | PMRLW | NOTES |
|-----|-------|--------|-------|------------|
| 04 | | 7002 | 2513 | ILS 110.50 |
| 13 | | 7002 | 2513 | ILS 108.50 |
| 22 | | 7002 | 2513 | ILS 110.50 |
| 31 | | 7002 | 2513 | ILS 108.50 |

----- FLAPS 30 - PACKS ON - NO ENROUTE ICING -----

DRY RWY / WET RWY

| | 04 | 13 | 22 | 31 |
|---------|-------------|-------------|-------------|-------------|
| OAT | 7002 FT | 7002 FT | 7002 FT | 7002 FT |
| 14 | 2513A/2513A | 2513A/2513A | 2513A/2513A | 2513A/2513A |
| / 19 | 2513A/2513A | 2513A/2513A | 2513A/2513A | 2513A/2513A |
| 24 | 2513A/2513A | 2513A/2513A | 2513A/2513A | 2513A/2513A |
| HW/10KT | 0/ 0 | 0/ 0 | 0/ 0 | 0/ 0 |
| TW/10KT | 0/ -243 | 0/ -239 | 0/ -236 | 0/ -236 |



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----- LANDING DISTANCE - FLAPS 30 - MAX MANUAL BRAKING -----  
          ACTUAL          FACTORED  
LDW      VREF      DRY      WET      DRY      WET  
2040     135      2984     4162     4118     5472  
2080     136      3016     4206     4169     5538  
/ 2120    137      3047     4250     4220     5604  
2160     138      3079     4294     4272     5670  
2200     140      3111     4339     4324     5737  
HW/KT                    -19      -26      -21      -29  
TW/KT                    54       76       83      108
```

END TAKEOFF AND LANDING REPORT FLG 1976 KMEM-KLGA 02OCT24



[Airport WX List]

KMEM --> KLGA 9E 1976 / 02OCT2024
LIDO/WEATHER SERVICE DATE : 02Oct2024 TIME : 00:47 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:

KMEM/MEM MEMPHIS INTL

SA 012354 35009KT 10SM FEW055 SCT075 26/18 A3001 RMK AO2 SLP160
T02610183 10306 20261 53001 \$
FT 012329 0200/0306 34007KT P6SM SKC
FM020500 02005KT P6SM SKC
FM021500 04007KT P6SM SKC

Destination:

KLGA/LGA LAGUARDIA

SA 012351 10009KT 10SM FEW035 FEW050 SCT190 BKN250 19/12 A3001
RMK AO2 SLP162 T01890122 10206 20189 56004 \$
FT 012336 0200/0306 08009KT P6SM FEW025 SCT050 BKN200
FM020500 06008KT P6SM BKN020
FM021500 07008KT P6SM SCT020 SCT040 BKN070
FM022300 09005KT P6SM SCT020 SCT040 BKN070

Destination Alternates:

KPHL/PHL PHILADELPHIA INTL

SA 012354 06009G17KT 10SM FEW025 SCT045 SCT130 BKN180 18/13
A3000 RMK AO2 SLP158 T01830128 10228 20183 53004
FT 012320 0200/0306 07004KT P6SM SCT080
FM020800 05003KT P6SM BKN025
FM021800 06004KT P6SM SCT025
FM030200 09002KT P6SM SCT040

AIRPORTLIST ENDED



[NOTAM]

LIDO-NOTAM-BULLETIN INCLUDES NOTAM, COMP NOTAM AND AIP-REGULATION
VALID: 2410020415 - 2410021028 STD(EOBT)+TRIP+ALTN+3HRS
FLG 1976 /02OCT OFP-NR: 1
ROUTE: KMEM - KLGA ALTN: KPHL
N0481F390 CRSON7 HUMMS DCT PXV DCT CREEP Q29 WWSHR DCT TEESY J146
ETG MIP4

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DEPARTURE AIRPORT - DETAILED INFO

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KMEM/MEM MEMPHIS INTL

+++++ AIRPORT +++++

10/007

TWY Y CL MARKINGS BTN MIL RAMP AND **TWY H** NOT STD

09/495

AIRSPACE UAS WI AN AREA DEFINED AS 350348N0895700W
(1.8NM NE MEM) TO 350343N0895706W (1.7NM NE MEM) TO
350333N0895700W
(1.7NM NE MEM) TO 350327N0895701W (1.6NM NE MEM) TO
350308N0895707W
(1.4NM ENE MEM) TO 350310N0895759W (0.8NM NE MEM) TO
350323N0895759W (1.0NM NNE MEM) TO 350321N0895711W (1.4NM ENE MEM)
TO
350323N0895707W (1.5NM ENE MEM) TO 350328N0895705W (1.5NM NE MEM)
TO 350333N0895706W (1.6NM NE MEM) TO 350335N0895826W (1.0NM N MEM)
TO
350338N0895838W (1.1NM N MEM) TO 350338N0895918W (1.2NM NNW MEM)
TO
350406N0895901W (1.6NM NNW MEM) TO 350426N0895907W (1.9NM NNW MEM)
TO 350424N0895731W (2.1NM NNE MEM) TO 350400N0895727W (1.7NM NE
MEM) TO 350400N0895715W (1.8NM NE MEM) TO 350404N0895715W (1.9NM
NE MEM)
TO 350404N0895700W (2.0NM NE MEM) TO POINT OF ORIGIN SFC-150FT AGL
TUE-WED 1300-1700

A6354/24

/MEM/ NAV **TACAN** AZM U/S

A6353/24

MEM **TWY V** EDGE LGT BTN **TWY N** AND **TWY B** U/S

A6342/24

/MEM/ NAV **VOR** U/S

09/496

NAV **VORTAC** NOT MNT

09/457

OBST BRIDGE (ASN UNKNOWN) 350125N0895852W (1.17NM
SW MEM) UNKNOWN (1FT AGL) NOT LGTD

09/455

RWY 36C LEAD OFF CL MARKINGS AT **TWY S6** NOT STD

09/452

TWY N EDGE MARKINGS BTN **TWY M8** AND **TWY M9** EAST
SIDE REMOVED

09/449

RWY 18L/36R CL MARKINGS OBSC

09/448

RWY 18R/36L CL MARKINGS OBSC



09/430

RWY 09/27 CL MARKINGS OBSC

09/378

TWY M5, M6, TWY M BTN TWY M5 AND TWY M6, TWY P BTN

TWY N AND TWY M, TWY T BTN TWY N AND TWY M EDGE MARKINGS REMOVED

09/356

TWY L EDGE MARKINGS FOR RWY 18C/36C NORTHWEST SIDE
REMOVED

A6084/24

MEM TWY M7, TWY M BTN TWY M7 AND TWY M8 EDGE MARKINGS WEST SIDE
REMOVED

09/169

TWY C4 EDGE MARKINGS NOT STD

09/168

TWY S6 EDGE MARKINGS NOT STD

A5494/24

MEM AD AP ALL SAFETY AREA NOT STD GRADING

08/082

APRON TERMINAL RAMP TRIANGLE SHAPE APN SFC MARKING
NOT STD

A4935/24

MEM APRON SIGNATURE RAMP WIP CONST ACFT SPEED RESTRICTION
10 KNOTS OR LESS

A3673/24

MEM TWY C BTN RWY 09/27 AND SIGNATURE RAMP CLSD

A3668/24

MEM TWY A BTN TWY N AND TWY S CLSD

A2776/24

MEM APRON SIGNATURE RAMP NORTH ENTRANCE/EXIT CLSD

+++++ RUNWAY +++++

A6237/24

MEM RWY 36R ALSF-2 NOW SSALR

A6042/24

MEM RWY 18R RAI LGT U/S

A5959/24

MEM RWY 36L ALSF-2 NOW SSALR

A5615/24

MEM RWY 36L SEQUENCED FLG LGT U/S

+++++ SID +++++

A6349/24

MEM SID MEMPHIS INTL, MEMPHIS, TN.

ELVIS FOUR DEPARTURE...

DEPARTURE PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE
RNAV SYSTEM WITH GPS,

MEM VOR OUT OF SERVICE.

A4492/24

MEM ODP MEMPHIS INTL, MEMPHIS, TN.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4A...

ADD TAKEOFF OBSTACLE NOTE: RWY 9, TEMPORARY LIGHT POLE 544FT FROM
DER, 564FT LEFT OF CENTERLINE, 33FT AGL/ 318FT MSL
(2023-ASO-5828-NRA).

ALL OTHER DATA REMAINS AS PUBLISHED.



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

A6350/24

MEM IAP MEMPHIS INTL, MEMPHIS, TN.

ILS OR LOC RWY 18R AMDT 14E... ..PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. **MEM VOR OUT OF SERVICE.****A6348/24**

MEM IAP MEMPHIS INTL, MEMPHIS, TN.

ILS OR LOC RWY 18L, AMDT 2D...MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 5000 ON HEADING 102 AND HLI **VORTAC** R-299 TO LARUE/HLI 10.15 DME/RADAR AND HOLD SE, RT, 298.54 INBOUND, CONTINUE CLIMB-IN-HOLD TO 5000. (DME AND RADAR REQUIRED) ,**MEM VOR OUT OF SERVICE.****A6347/24**

MEM IAP MEMPHIS INTL, MEMPHIS, TN.

ILS OR LOC RWY 18C, AMDT 1D...

MISSED APPROACH: CLIMB TO 4000 EXPECT RADAR VECTORS TO NESBT INT/HLI 23.81 DME/RADAR AND HOLD W, RT, 096.73 INBOUND, CONTINUE CLIMB-IN-HOLD TO 4000. (DME AND RADAR REQUIRED) ,

MEM VOR OUT OF SERVICE.**A6346/24**

MEM IAP MEMPHIS INTL, MEMPHIS, TN.

ILS OR LOC RWY 9, AMDT 27B...

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

MEM VOR OUT OF SERVICE.**A6345/24**

MEM IAP MEMPHIS INTL, MEMPHIS, TN.

ILS OR LOC RWY 36R, AMDT 3D...**ILS RWY 36R** (CAT II AND III), AMDT 3D...MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 5000 ON HEADING 170 AND HLI **VORTAC** R-299 TO LARUE/HLI 10.15 DME/RADAR AND HOLD SE, RT, 298.54 INBOUND,**MEM VOR OUT OF SERVICE.****A6344/24**

MEM IAP MEMPHIS INTL, MEMPHIS, TN.

ILS OR LOC RWY 27, AMDT 4D...

S-LOC 27 AND IPEPE FIX MINIMUMS: RADAR REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

MISSED APPROACH: CLIMB TO 5000 DIRECT AVADE AND ON TRACK 278.65 TO GOWRI AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000. (RNAV 1-GPS REQUIRED) ,

MEM VOR OUT OF SERVICE.**A6343/24**

MEM IAP MEMPHIS INTL, MEMPHIS, TN.

ILS OR LOC RWY 36C, AMDT 3F...**ILS RWY 36C** (CAT II AND III) AMDT 3F....MISSED APPROACH: CLIMB TO 4000 ON RADAR VECTORS TO GOBLE/HLI **VORTAC** R-317/37.16 DME/RADAR AND HOLD SE, RT, 317.24 INBOUND, CONTINUE CLIMB-IN-HOLD TO 4000. (RADAR AND **DME** REQUIRED) ,**MEM VOR OUT OF SERVICE.**

**A6278/24**

MEM IAP MEMPHIS INTL, MEMPHIS, TN.

ILS OR LOC RWY 18C, AMDT 1D...**ILS OR LOC RWY 18L**, AMDT 2D...**ILS OR LOC RWY 18R**, AMDT 14E...**ILS OR LOC RWY 27**, AMDT 4D...**ILS OR LOC RWY 36C**, AMDT 3F...**ILS OR LOC RWY 36R**, AMDT 3D...**ILS OR LOC RWY 9**, AMDT 27B...**ILS RWY 36C** (CAT II - III), 3F...**ILS RWY 36R** (CAT II - III), 3D...

ALTERNATE MINIMUMS NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS,

MEM **VORTAC** UNMONITORED.**A5033/24**

MEM IAP MEMPHIS INTL, MEMPHIS, TN.

ILS OR LOC RWY 18L, AMDT 2D...BRYSN FIX MINIMUMS: S-LOC 18L MDA 680/HAT 379 ALL CATS, VIS **CAT C** RVR 3500. VDP AT I-EXS 2.7 DME; DISTANCE VDP TO THLD 1.0NM.CHANGE NOTE TO READ: FOR INOP ALS, INCREASE S-ILS 18L **CAT E**VISIBILITY TO RVR 4000, S-LOC 18L **CAT E** VISIBILITY TO 1 3/4 SM,

BRYSN FIX MINIMUMS, INCREASE S-LOC 18L CATS C/D/E VISIBILITY TO

RVR 5500. TEMPORARY CRANES 432 MSL BEGINNING 1.3NM N OF **RWY 18L**

(2023-ASO-558 THRU 565-NRA).

A5032/24

MEM IAP MEMPHIS INTL, MEMPHIS, TN.

RNAV (RNP) Y **RWY 18C**, ORIG-E...

RNP 0.30* DA 725/HAT 435 ALL CATS, VIS ALL CATS RVR 4000.

TEMPORARY CRANES 432 MSL BEGINNING 5929FT NE OF **RWY 18C**

(2023-ASO-558 THRU 565-NRA).

A4968/24

MEM IAP MEMPHIS INTL, MEMPHIS, TN.

RNAV (RNP) Y **RWY 18L**, ORIG-D...

RNP 0.30 DA* 748/HAT 447 ALL CATS. TEMPORARY CRANES 384 MSL

BEGINNING 1.3NM NW OF **RWY 18L** (2023-ASO-556/557-NRA).**A4506/24**MEM NAV **ILS RWY 09 GP U/S****A4405/24**

MEM IAP MEMPHIS INTL, MEMPHIS, TN.

ILS OR LOC RWY 18C, AMDT 1D...**ILS OR LOC RWY 18L**, AMDT 2D...**ILS OR LOC RWY 36R**, AMDT 3D...**ILS OR LOC RWY 9**, AMDT 27B...**ILS RWY 36R** (CAT II-III), AMDT 3D...**DME** REQUIRED EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS,HLI **VOR OUT OF SERVICE**.

+++++ STAR +++++

A2962/24

MEM STAR

MEMPHIS INTL, MEMPHIS TN...

BLUZZ FOUR ARRIVAL (RNAV STAR)...CROSS BLUZZ AT OR BELOW FL230

A2870/24

MEM STAR MEMPHIS INTL, MEMPHIS TN...BLUZZ FOUR ARRIVAL

(RNAV STAR) DESCEND VIA MACH NUMBER UNTIL TRANSITION TO 290 KT



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DESTINATION AIRPORT - DETAILED INFO

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KLGA/LGA LAGUARDIA

+++++ AIRPORT +++++

10/014

TWY AA HLDG PSN MARKINGS FOR RWY 13/31 NOT STD

10/013

TWY AA SFC PAINTED HLDG PSN SIGNS FOR RWY 13/31
NOT STD

A4131/24

LGA AD AP BIRD ACT MIGRATORY

09/433

APRON TXL NUMBER 17 CL MARKINGS REMOVED

09/432

TWY CY CL MARKINGS BTN RWY 04/22 AND TWY AA NOT
STD

A4128/24

LGA APRON TXL NUMBER 15 WIP OPN EXCAVATION ADJ W SIDE LGTD AND
BARRICADED

A4127/24

LGA APRON TXL NUMBER 15 WIP OPN EXCAVATION ADJ E SIDE LGTD AND
BARRICADED

09/361

APRON TXL 3 CL MARKINGS BTN TWY A AND TERMINAL B
RAMP REMOVED

09/349

TWY R HLDG PSN MARKINGS FOR ILS NOT STD

09/348

TWY B HLDG PSN MARKINGS FOR ILS NOT STD

A3970/24

LGA APRON TXL NUMBER 3 BTN TWY A AND TERMINAL B RAMP CLSD

A3954/24

LGA TWY A BTN TWY E AND TWY GG CLSD TO ACFT WINGSPAN MORE THAN
118FT

A3955/24

LGA TWY A BTN TWY E AND TWY GG WIP CONST OPEN EXCAVATIONS LGTD AND
BARRICADED

09/285

TWY B BTN TWY E AND TXL NUMBER 1 WIP OPN
EXCAVATION ADJ LGTD AND BARRICADED

09/280

TWY E CL MARKINGS BTN TWY A AND TXL NUMBER 2 OBSC

A3862/24

LGA APRON TXL NUMBER 17 BTN TXL NUMBER 19 AND TWY A CLSD

08/499

TWY AA CL MARKINGS BTN TWY E AND TWY G NOT STD

A3631/24

LGA APRON TXL NUMBER 14 BTN TWY A AND TERMINAL C CONCOURSE E RAMP
CLSD

08/454

TWY A CL MARKINGS BTN TWY E AND TWY F NOT STD

08/044

TWY F CL MARKINGS BTN RWY 04/22 AND TWY AA NOT STD

**A2240/24**

DLY 0401-1000
LGA **AD** AP **CLSD** EXC 4HR
PPR 718-533-3700

04/212

OBST BUILDING (ASN UNKNOWN) 404415N0734700W (4.8NM
SE LGA) 289FT (215FT AGL) NOT LGTD

A1495/24

LGA **TWY A** BTN TXL NUMBER 11 AND TXL NUMBER 18 **CLSD** TO ACFT
WINGSPAN MORE THAN 118FT

03/074

APRON TXL NUMBER 14 NONMOVEMENT AREA BDRY MARKINGS
REMOVED

03/071

APRON TXL NUMBER 17 NONMOVEMENT AREA BDRY MARKINGS
REMOVED

03/070

APRON TXL NUMBER 15 NONMOVEMENT AREA BDRY MARKINGS
REMOVED

03/069

APRON TXL NUMBER 12 NONMOVEMENT AREA BDRY MARKINGS
REMOVED

03/068

APRON TXL NUMBER 11 NONMOVEMENT AREA BDRY MARKINGS
REMOVED

09/167

OBST BLDG (ASN 2023-AEA-3548-OE) 404530N0735708W
(4.28NM SW LGA) 340FT (314FT AGL) NOT LGTD

+++++ RUNWAY +++++

A1751/24

LGA **RWY 04** ALS **U/S**

+++++ SID +++++

A4070/24

LGA SID LAGUARDIA, NEW YORK, NY.
LAGUARDIA SEVEN DEPARTURE...
NOTE: TAKEOFF **RWY 13** NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE
RNAV SYSTEM WITH GPS,
LGA **DME OUT OF SERVICE**.

A3956/24

LGA SID LAGUARDIA, NEW YORK, NY.
LAGUARDIA SEVEN DEPARTURE...
DEPARTURE PROCEDURE GAYEL DEPARTURE NOTE NA EXCEPT FOR AIRCRAFT
EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS,
DPK **VOR OUT OF SERVICE**.

A2718/24

LGA SID LAGUARDIA, NEW YORK, NY.
LAGUARDIA SEVEN DEPARTURE...
NOTE: PARKE DEPARTURE VIA BWZ R-250 NA EXCEPT FOR AIRCRAFT
EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS,
BWZ **VOR/DME OUT OF SERVICE**.

A1951/24

LGA SID LAGUARDIA, NEW YORK, NY.
LAGUARDIA SEVEN DEPARTURE...
COATE, ELIOT, ZIMMZ, NEWEL DEPARTURES: NA EXCEPT FOR AIRCRAFT
EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SAX **VORTAC** OUT OF
SERVICE.

**A1570/24**

LGA ODP LAGUARDIA, NEW YORK, NY.
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 10...
TAKEOFF MINIMUMS: **RWY 22**, STANDARD WITH MINIMUM CLIMB OF 213 FT
PER NM TO 1400.
ALL OTHER DATA REMAINS AS PUBLISHED.

A1242/24

LGA SID LAGUARDIA, NEW YORK, NY.
LAGUARDIA SEVEN DEPARTURE...
DIXIE AND WHITE DEPARTURES: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH
SUITABLE RNAV SYSTEM WITH GPS, COL **VOR OUT OF SERVICE**.

A0343/24

LGA ODP LAGUARDIA, NEW YORK, NY.
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 10...
ADD TAKEOFF OBSTACLE NOTES: **RWY 22**, TEMPORARY CELL TOWER 1809FT
FROM DER, 294FT LEFT OF CENTERLINE, 51FT AGL/74FT MSL
(2023-AEA-689-NRA). **RWY 31**, TEMPORARY CRANE 5838FT FROM DER,
1823FT LEFT OF CENTERLINE, 250FT AGL/265FT MSL (2023-AEA-3806-OE).
ALL OTHER DATA REMAINS AS PUBLISHED.

A3784/23

LGA SID LAGUARDIA, NEW YORK, NY.
LAGUARDIA SEVEN DEPARTURE...
TAKE-OFF MINIMUMS: **RWY 31**, 300 1 3/4 OR STANDARD WITH MINIMUM
CLIMB OF 415 FPNM TO 500. TEMPORARY CRANE 5838FT FROM DER, 1823FT
LEFT OF CENTERLINE 250FT AGL/265FT MSL (2023-AEA-3806-OE).

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

A3957/24

LGA IAP LAGUARDIA, NEW YORK, NY.
COPTER **ILS** OR **LOC RWY 13**, AMDT 1...
ILS OR **LOC RWY 13**, AMDT 2C...
ILS OR **LOC RWY 4**, AMDT 38B...
DME REQUIRED EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM
WITH GPS,
DPK **VOR OUT OF SERVICE**.

A3104/24

LGA IAP LAGUARDIA, NEW YORK, NY.
RNAV (GPS) Z **RWY 13**, AMDT 1D...
PROCEDURE NA.

A2920/24

LGA IAP LAGUARDIA, NEW YORK, NY.
RNAV (GPS) Y **RWY 4**, AMDT 4B...
DISREGARD NOTE: *RVR 2400 AUTHORIZED WITH USE OF FD OR HUD TO DA.

4/0489

IAP LAGUARDIA, NEW YORK, NY.
ILS OR **LOC RWY 4**, AMDT 38B...
DISREGARD NOTE: *RVR 2400 AUTHORIZED WITH USE OF FD OR HUD TO DA.

A2392/24

LGA IAP LAGUARDIA, NEW YORK, NY.
ILS OR **LOC RWY 13**, AMDT 2C...
S-LOC 13 MDA 880/HAT 868 ALL CATS. VISIBILITY **CAT** C/D 2. CIRCLING
MDA 880/HAA 859 **CAT** A/B. VDP AT I-GDI 2.86 DME; DISTANCE VDP TO
THLD 2.46 NM. COROR FIX MINIMUMS NA. DISREGARD NOTE: FOR INOP ALS,
INCREASE S-LOC 13 CATS C/D VISIBILITY TO 2 1/2 SM. ALTERNATE MINS:
LOC, **CAT** A/B 900-2, **CAT** C 1100-3, **CAT** D 1300-3. PERM BLDG
(36-197371) 611FT MSL (1A).



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DESTINATION ALTERNATE AIRPORT(S)

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KPHL/PHL PHILADELPHIA INTL

+++++ AIRPORT +++++

10/017

RWY 35 RWY EXIT SIGN AT TWY G SE SIDE LGT U/S

10/016

RWY 35 HLDG PSN SIGN AT RWY 09L/27R SE SIDE LGT
U/S

10/007

TWY D4 HLDG PSN SIGN NORTH SIDE FOR RWY 17/35 LGT
U/S

A3767/24

DLY 0200-1000

PHL TWY SS3 BTN TWY SS AND RWY 09R/27L CLSD

A3766/24

DLY 0200-1000

PHL TWY Y BTN TWY S AND UPS APN CLSD

09/332

TWY A3 HLDG PSN SIGN FOR RWY 08/26 LGT U/S

A3705/24

PHL TWY N CL LGT AT TWY S U/S

09/301

TWY E APCH AREA HLDG PSN SIGN FOR RWY 8 LGT U/S

09/299

TWY D HLDG PSN SIGN FOR APCH END RWY 08 LGT U/S

09/298

TWY Z HLDG PSN SIGN FOR RWY 09R/27L LGT U/S

A3683/24

PHL TWY A3 BTN TWY A AND RWY 08/26 CLSD

A3682/24

PHL TWY A BTN ATLANTIC AVIATION APN EAST ACCESS AND RWY 08/26 CLSD

A3681/24

PHL TWY A2 BTN TWY A AND RWY 08/26 CLSD

A3680/24

PHL TWY A1 CLSD

A3652/24

PHL TWY S10 CLSD

A3651/24

PHL TWY S BTN TWY Z AND TWY N WIP CONST

A3649/24

PHL TWY S5 CLSD

A3647/24

PHL TWY S4 CLSD

A3645/24

PHL TWY S BTN TWY U AND TWY N CLSD

09/191

TWY E HLDG PSN SIGN NORTHEAST SIDE FOR RWY 09L/27R
LGT U/S

09/190

TWY D HLDG PSN SIGN NORTHEAST SIDE FOR APCH END
RWY 35 LGT U/S

09/106

TWY F LOCATION SIGN BTN RWY 09L/27R AND TWY K NOT
STD



09/105

TWY L LOCATION SIGN BTN RWY 09L/27R AND TWY K
MISSING

A3382/24

PHL TWY P CL LGT BTN TWY U AND TWY W U/S

A3381/24

PHL TWY N CL LGT AT TWY J U/S

A3380/24

PHL TWY U CL LGT BTN RWY 09R/27L AND TWY S U/S

A3379/24

PHL TWY K CL LGT AT TWY T U/S

09/048

TWY K4 RWY APCH BDRY SIGN FOR RWY 09L/27R NOT STD

09/046

TWY ALL ELEVATED RWY GUARD LGT FOR RWY 09R/27L U/S

A3378/24

PHL TWY R CL LGT AT TWY J U/S

A3377/24

PHL TWY J CL LGT BTN TWY F AND TWY E5 U/S

A3376/24

PHL TWY J CL LGT AT TERMINAL CD ALLEY U/S

A3375/24

PHL TWY J CL LGT BTN TWY R AND TWY Y U/S

A3374/24

PHL TWY Y CL LGT BTN TWY J AND TWY K U/S

A3373/24

PHL TWY J CL LGT BTN TWY K3 AND TWY R U/S

A3371/24

PHL TWY W IN PAVEMENT RWY GUARD LGT AT APCH END RWY 09L NOT STD

09/037

TWY Y LOCATION SIGN BTN TWY K AND TWY P MISSING

09/036

TWY Y TWY DIRECTION SIGN FOR TWY P MISSING

A3370/24

PHL TWY H CL LGT AT TWY K U/S

A3369/24

PHL TWY SS3 ELEVATED RWY GUARD LGT AT RWY 09R/27L U/S

09/032

RWY 09L TWY DIRECTION SIGN AT TWY D LGT U/S

09/033

RWY 27R HLDG PSN SIGN AT RWY 17/35 LGT U/S

09/012

RWY 09L/27R CL MARKINGS OBSC

09/011

TWY S TWY DIRECTION SIGN FOR TWY P3 MISSING

09/010

TWY S TWY DIRECTION SIGN FOR TWY S2 MISSING

A1894/24

PHL APRON CARGO APN CLSD TO ACFT WINGSPAN MORE THAN 171FT AND TAIL
HGT MORE THAN 60FT

A1562/24

/OOD/ NAV TACAN AZM U/S

A0058/24

/CYN/ NAV TACAN AZM U/S

+++++ RUNWAY +++++

A3781/24

PHL RWY 09R/27L BTN TWY Y AND TWY U NOT GROOVED

A3770/24

PHL RWY 35 RWY END ID LGT U/S

**A3765/24**

DLY 0200-1000

PHL **RWY 09R/27L CLSD****A3609/24**PHL **RWY 26 ALS U/S****A3677/24**PHL **RWY 08/26 CLSD**

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

A3780/24 VALID: 02-OCT-24 0230 - 02-OCT-24 1000PHL NAV **ILS RWY 27L U/S****A3779/24 VALID: 02-OCT-24 0230 - 02-OCT-24 1000**PHL NAV **ILS RWY 09R U/S****A3746/24**PHL IAP PHILADELPHIA INTL,
PHILADELPHIA, PA.**ILS OR LOC RWY 27L**, AMDT 16...ALTERNATE MINIMUMS NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV
SYSTEM WITH GPS,CYN **VORTAC** UNMONITORED.**A3608/24**PHL NAV **ILS RWY 26 LOC/GP/DME U/S****A3640/24**PHL IAP PHILADELPHIA INTL,
PHILADELPHIA, PA.**ILS Z OR LOC RWY 17**, AMDT 8C...ALTERNATE MINIMUMS NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV
SYSTEM WITH GPS,ARD **VOR/DME** UNMONITORED.**A3432/24**PHL IAP PHILADELPHIA INTL,
PHILADELPHIA, PA.**ILS V RWY 17** (CONVERGING) , AMDT 7A...

S-ILS 17 DA 678/HAT 667 ALL CATS, VISIBILITY ALL CATS 1 3/4.

A3136/24PHL IAP PHILADELPHIA INTL,
PHILADELPHIA, PA.**ILS V RWY 9R** (CONVERGING) , AMDT 6...

S-ILS 9R DA 688/HAT 667 ALL CATS, VISIBILITY ALL CATS 1 1/2.

A2919/24PHL IAP PHILADELPHIA INTL,
PHILADELPHIA, PA.**ILS Z OR LOC RWY 17**, AMDT 8C...TERMINAL ROUTE ARD **VOR/DME** (IAF) TO COWAD INT (IF) MINIMUM
ALTITUDE 3500. TERMINAL ROUTE PTW **VORTAC** (IAF) TO COWAD INT (IF)

MINIMUM ALTITUDE 3500. MINIMUM ALTITUDE AT COWAD INT (IF) 3500.

CHART TDZE 11, DELETE TDZE 10. S-ILS 17 DA 260/HAT 249. DELETE

ASTERISK AT SDF IN PROFILE. DELETE ASTERISK **LOC** ONLY IN PROFILE.S-LOC 17 MDA 760/HAT 749. HOOCH FIX MINIMUMS S-LOC 17 MDA 480/HAT
469.THIS IS **ILS Z OR LOC RWY 17**, AMDT 8D.**A2846/24**PHL IAP PHILADELPHIA INTL,
PHILADELPHIA, PA.**ILS OR LOC RWY 26**, AMDT 4D...RADAR REQUIRED EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM
WITH GPS.

VDP NA.

I-LLH **DME** RESTRICTED.

**A2145/24**

PHL IAP PHILADELPHIA INTL,
PHILADELPHIA, PA.

ILS Z OR LOC RWY 17, AMDT 8C...

ILS V RWY 17 (CONVERGING) , AMDT 7.

MINIMUM 3500 FROM ARD **VOR/DME** TO COWAD INT. ARD R-254 **UNUSABLE**
BELOW 3500.

A1165/24

PHL IAP PHILADELPHIA INTL,
PHILADELPHIA, PA.

ILS RWY 9L (SA **CAT II**), AMDT 5 ...

S-ILS 9L, VISIBILITY RVR 1600 ALL CATS.

A1164/24

PHL IAP PHILADELPHIA INTL,
PHILADELPHIA, PA.

ILS RWY 27R (SA **CAT I** AND **II**), AMDT 10I ...

S-ILS 27R, SA **CAT I** VISIBILITY RVR 1600 ALL CATS.

S-ILS 27R, SA **CAT II** VISIBILITY RVR 1600 ALL CATS.

=====
EXTENDED AREA AROUND DEPARTURE
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KZME **MEMPHIS FIR/UIR**

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

10/139 VALID: 02-OCT-24 0401 - 02-OCT-24 0459

AIRSPACE MERIDIAN 1 WEST MOA ACT 8000FT UP TO BUT
NOT INCLUDING FL180

A0422/24

ZME 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 155NM
RADIUS OF 345004N0834450W. AP AIRSPACE AFFECTED MAY INCLUDE RNC,
SRB, MQY, M54.

F) SFC G) 10000FT

10/012 VALID: 01-OCT-24 1200 - 02-OCT-24 0459

AIRSPACE MERIDIAN 2 WEST MOA ACT 8000FT UP TO BUT
NOT INCLUDING FL180

10/011 VALID: 01-OCT-24 1200 - 02-OCT-24 0459

AIRSPACE MERIDIAN 2 EAST MOA ACT 8000FT UP TO BUT
NOT INCLUDING FL180

09/246

AIRSPACE AIRDROP WI AREA DEFINED AS 3NM EITHER
SIDE OF A LINE FM LIT338033 TO LIT017035 SFC-2500FT DLY 1400-0600

09/263

AIRSPACE UAS WI AN AREA DEFINED AS 2NM RADIUS OF
362743.60N0883610.80W (13.0NM NW PHT) SFC-30FT AGL

09/213

AIRSPACE UAS WI AN AREA DEFINED AS 1NM RADIUS OF
353417.20N0911515.70W (5.5NM SW M19) SFC-100FT AGL

A0394/24

FRI 1200-2200

ZME SVC MERIDIAN APP OPN

A0380/24

MON-THU 1200-0400

ZME SVC MERIDIAN APP OPN

**07/396**

AIRSPACE AIRDROP WI AN AREA DEFINED AS 3NM EITHER
SIDE OF A LINE FM HXW350025 TO HXW259006 SFC-3000FT TUE-THU
1600-0200

07/300

AIRSPACE UAS WI AN AREA DEFINED AS 1NM RADIUS OF
362610.09N0914949.29W (4.6NM N 7M9) SFC-200FT AGL

A0091/24

ZME ROUTE ZME.

V527 HOT SPRINGS (HOT) **VOR/DME**, AR TO HIDER, AR MEA 4500
SOUTHEASTBOUND.

V527 HIDER, AR TO ROVER, AR DISREGARD MOCA 3200.

A0225/23

ZME AIRSPACE RDO ALTIMETER UNREL WI MEMPHIS 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

A0216/23

ZME MS..ROUTE ZME.

V18 MAGNOLIA (MHZ) **VORTAC**, MS R-094 TO FANEN INT, MS **DME** REQUIRED
EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

MCB **VOR** R-014 **UNUSABLE**.

05/231

AIRSPACE UAS WI AN AREA DEFINED AS 361534N0940158W
(6NM NE ASG) TO 361540N0940309W (5.1NM NE ASG) TO 361315N0940607W
(2.4NM NE ASG) TO 361335N0941510W (4.6NM SE XNA) TO
361355N0942000W (3.7NM SSW XNA) TO 361106N0942126W (5.8NM SW XNA)
TO 360816N0942129W (7.3NM SE SLG) TO 360812N0943053W (3.1NM SSW
SLG) TO 361030N0943220W (2.4NM SW SLG) TO 361036N0944125W (9.3NM
WSW SLG) TO 360943N0944125W (9.3NM WSW SLG) TO 360942N0944658W
(13.6NM WSW SLG) TO 360338N0945323W (8.8NM NE TQH) TO
355406N0945336W (5.3NM ESE TQH) TO 354850N0945517W (5NM NEN 44M)
TO 353821N0945924W (5.1NM SW 44M) TO 353732N0944855W (7.9NM SE
44M) TO 353730N0944414W (8.9NM SW 1PP) TO 353821N0944414W (7.9NM
SW 1PP) TO 353822N0942822W (10.8NM SE 1PP) TO 354436N0942926W
(7.3NM ESE 1PP) TO 354422N0941351W (20NM E 1PP) TO 354316N0941354W
(20NM ESE 1PP) TO 354107N0935720W (11.1NM NW 7M5) TO
354433N0934627W (13.3NM NE 7M5) TO 354614N0934235W (16.3NM NE 7M5)
TO 354554N0933422W (18.8NM NE 7M5) TO 355354N0933001W (16.7NM SE
H34) TO 355442N0933218W (14.4NM SE H34) TO 355544N0934054W (10.3NM
SE H34) TO 355629N0934400W (8.4NM SSE H34) TO 360015N0934447W
(4.3NM SSE H34) TO 360236N0934608W (2.3NM SW H34) TO
360653N0934613W (1NM NW H34) TO 361119N0934757W (6NM NNW H34) TO
361353N0935048W (9NM NW H34) TO 361528N0935607W (9.6NM NE ASG) TO
361518N0940113W (6NM NE ASG) TO POINT OF ORIGIN SFC-300FT AGL

A0085/23

ZME ROUTE ZME.

V71 SPARO, AR TO HOT SPRINGS (HOT) **VOR/DME**, AR MEA 5000.

A0063/23

ZME AR..ROUTE ZME.

V303, V532 BLURB, AR TO BLIMP, AR MEA 4100 NORTHWEST BOUND, 5000
SOUTHEAST BOUND.

PGO **VORTAC** R-076/D54DME USUABLE 5000 - 17500.

**A0064/23**

ZME AR..ROUTE ZME.

V303 HOT SPRINGS (HOT) **VOR/DME**, AR TO BLURB, AR MEA 5000 NORTHWEST BOUND, 3500 SOUTHEAST BOUND.PGO **VORTAC** R-076/D54DME USUABLE 5000 - 17500.**A0028/23**

ZME AR..ROUTE ZME.

V54 MALVE, AR TO LITTLE ROCK (LIT) **VORTAC**, AR MEA 2100.**01/234**AIRSPACE UAS WI AN AREA DEFINED AS .6NM RADIUS OF
321816N0905135W (5.2NM NE VKS) SFC-400FT AGL

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

KZNY NEW YORK FIR/UIR

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

A0363/24ZNY 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

A0325/24ZNY 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 (HKN) **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 MUNY 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 +++++

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**.

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EXTENDED AREA AROUND DESTINATION ALTERNATE AIRPORT(S)
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KZDC **WASHINGTON FIR/UIR**

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

09/987 **VALID: 02-OCT-24 1000 - 11-OCT-24 2359**

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

09/975

AIRSPACE UAS WI AN AREA DEFINED AS 4NM RADIUS OF
383303N0761052W (6.2NM W CGE) SFC-200FT AGL

09/952

AIRSPACE UAS WI AN AREA DEFINED AS 15NM RADIUS OF
385344N0753101W (5.2NM SW D74) SFC-100FT AGL DLY 1100-0100

A1888/24

DLY 1600-2100

ZDC NAV GPS (FTLBNC GPS 24-56) (INCLUDING WAAS, GBAS,
AND ADS-B) MAY NOT BE **AVBL** WI AN AREA DEFINED AS:

362748N0780524W TO 393630N0821201W TO 344516N0850947W TO
305429N0813922W TO 334844N0775746W TO 362748N0780524W SFC-UNL.
F) SEE TEXT G) SEE TEXT

A1930/24

ZDC AIRSPACE ADS-B, AUTO DEPENDENT SURVEILLANCE
REBROADCAST (ADS-R), TFC INFO SERVICE BCST (TIS-B), FLT INFO
SERVICE BCST (FIS-B) SERVICES MAY NOT BE **AVBL** WI AN AREA DEFINED
AS 45NM RADIUS OF 392606N0785214W. AP AIRSPACE AFFECTED MAY
INCLUDE OKV, MRB, HGR, CBE, 2G4, MGW, HMZ, CKB, FDK, LBE.
F) SFC G) 4999FT.

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-NCRC@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](http://www.faa.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:

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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

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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

02/137

AIRSPACE 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 +++++

09/758 VALID: 01-OCT-24 2201 - 02-OCT-24 0959

AIRSPACE R5303A ACT SFC-6999FT

09/757 VALID: 01-OCT-24 2201 - 02-OCT-24 0959

AIRSPACE R5304A ACT SFC-6999FT

09/691

AIRSPACE R6606 ACT SFC-FL230

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

=====
AREA ENROUTE DEPARTURE - DESTINATION
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KZID **INDIANAPOLIS FIR/UIR**

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

09/851 VALID: 02-OCT-24 1000 - 11-OCT-24 2359

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 VALID: 02-OCT-24 1000 - 01-NOV-24 0200**

AIRSPACE UAS WI AN AREA DEFINED AS 2.5NM RADIUS OF

394714N0832200W (9.7NM SE DET) SFC-225FT AGL DLY 1000-0200

A0253/24

ZID 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 155NM

RADIUS OF 345004N0834450W. AP AIRSPACE AFFECTED MAY INCLUDE BYL,

ZOD, SME, LNP.

F) SFC G) 10000FT

10/010

OBST OBST WIND TURBINE FARM WI AN AREA DEFINED AS

12NM RADIUS OF 410451N0843905W (11.7NM NW VNW) 1357FT (599FT AGL)
NOT LGTD**09/840**

AIRSPACE UAS WI AN AREA DEFINED AS 2NM RADIUS OF

400021N0871905W (17.3NM SE DNV) SFC-50FT AGL

**A0246/24**

DLY 1600-2100

ZID NAV GPS (FTLBNC GPS 24-56) (INCLUDING WAAS, GBAS,
AND ADS-B) MAY NOT BE **AVBL** WI AN AREA DEFINED AS:
362748N0780524W TO 393630N0821201W TO 344516N0850947W TO
305429N0813922W TO 334844N0775746W TO 362748N0780524W
F) SFC G) UNL

A0252/24

ZID 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 45NM RADIUS OF
383540N0831032W. AP AIRSPACE AFFECTED MAY INCLUDE DWU, FGX, PBX,
PMH, SJS, 9I3.
F) SFC G) 2999FT

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 DIRECTIVE 2023-10-02,
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.

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

10/020 VALID: 02-OCT-24 0401 - 02-OCT-24 0959

AIRSPACE R3704A ACT SFC-10000FT

10/159 VALID: 02-OCT-24 0301 - 02-OCT-24 0700

AIRSPACE R3401A ACT SFC-FL220

09/879

AIRSPACE R3404 ACT SFC-4100FT

KZOB CLEVELAND FIR/UIR

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

A0229/24

ZOB AIRSPACE ADS-B, AUTO DEPENDENT SURVEILLANCE
REBROADCAST (ADS-R), TFC INFO SERVICE BCST (TIS-B), FLT INFO
SERVICE BCST (FIS-B) SERVICES MAY NOT BE **AVBL** WI AN AREA DEFINED
AS 45NM RADIUS OF 392606N0785214W. AP AIRSPACE AFFECTED MAY
INCLUDE OKV, MRB, HGR, CBE, 2G4, MGW, HMZ, CKB, FDK, LBE.
F) SFC G) 4999FT.

A0228/24

ZOB MA..ROUTE ZOB.
T705 CLAMY, MA TO LIBBE, NY MOCA 1900.

09/700

AIRSPACE PJE WI AN AREA DEFINED AS 3NM RADIUS OF
424532N0825633W (2NM NW 57D) SFC-17999FT DLY SR-SS

A0225/24

ZOB ROUTE ZOB ZID.
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.

A0224/24

ZOB ROUTE ZOB.
J162, J34 DRYER (DJB) **VOR/DME**, OH TO BELLAIRE (AIR) **VOR/DME**, OH
MEA 35000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM
WITH GPS. MEA GAP AT COP, DJB **VOR** R-147 **UNUSABLE**.

**A0215/24**

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 119NM RADIUS OF 430250N0792627W. AP AIRSPACE AFFECTED MAY INCLUDE 4G2, BFD, DKK, ELZ, JHW, OLE.
F) SFC G) 12999FT

09/013

AIRSPACE AEROBATIC ACFT WI AN AREA DEFINED AS 5NM RADIUS OF YNG195023 SFC-8000FT AVOIDANCE ADZ DLY SR-SS

A0131/24

ZOB 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 22NM RADIUS OF 431520N0851658W. AP AIRSPACE AFFECTED MAY INCLUDE 6D6, GRR, 8D4, 13C, 24C, Y70. F) SFC G) 1999FT.

05/751

AIRSPACE UAS WI AN AREA DEFINED AS .25NM RADIUS OF 424835N0833418W (8.7NM E 9G2) SFC-400FT AGL DLY 1300-0400

A0125/24

DLY 0000-0345
ZOB OH..AIRSPACE DARIEN CENTER, NY..LASER LGT DEMONSTRATION WILL BE CONDUCTED WI AN AREA DEFINED AS 425604N0782330W (BUF090012) SFC-4300FT. LASER LGT BEAMS MAY BE INJUROUS TO PILOT/PAX EYES WI 250FT VER AND 600FT Laterally OF THE LGT SOURCE. FLASH BLINDNESS OR COCKPIT ILLUMINATION MAY OCCUR BEYOND THESE DISTANCES. BUFFALO/BUF/APP TEL 716-626-6920 IS THE FAA CDN FACILITY.
F) SFC G) 4300FT

A0090/24

ZOB ROUTE ZOB ZNY.
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.

A0089/24

ZOB ROUTE ZOB ZNY.
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.

11/261

AIRSPACE PJE WI AN AREA DEFINED AS 5.2NM RADIUS OF 431533N0785756W (8.1NM W 85N) SFC-15000FT

A0098/23

ZOB WV..ROUTE ZOB.
V117 BELLAIRE (AIR) **VOR/DME**, OH R-051 TO WISKE INT, WV NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
BSV **VOR** R-140 **UNUSABLE** AT WISKE INT.

A0094/23

ZOB AIRSPACE RDO ALTIMETER UNREL WI CLEVELAND 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



A0074/23

ZOB PA..ROUTE ZOB ZNY.

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

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

KZNY **NEW YORK 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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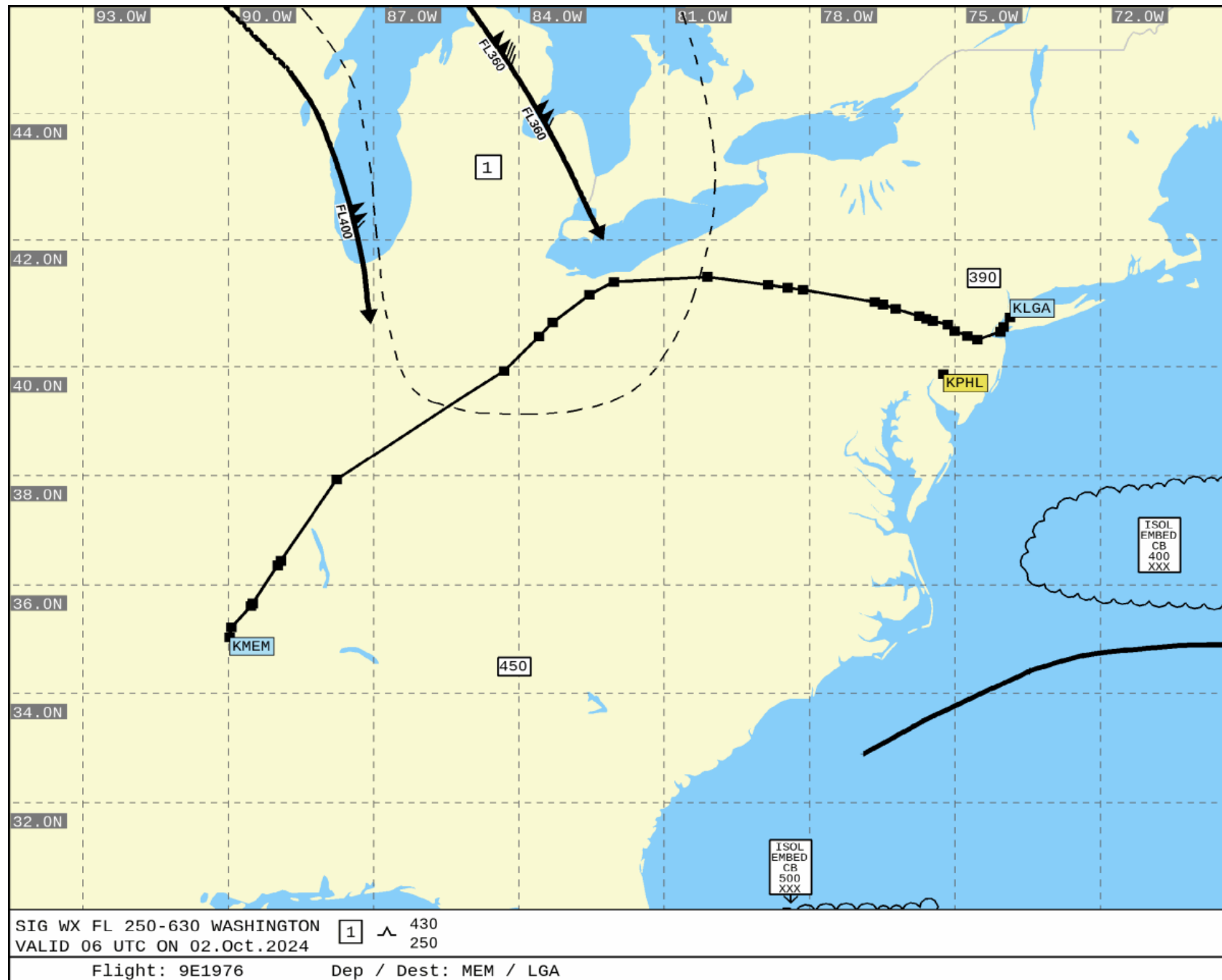
CREW BULLETIN

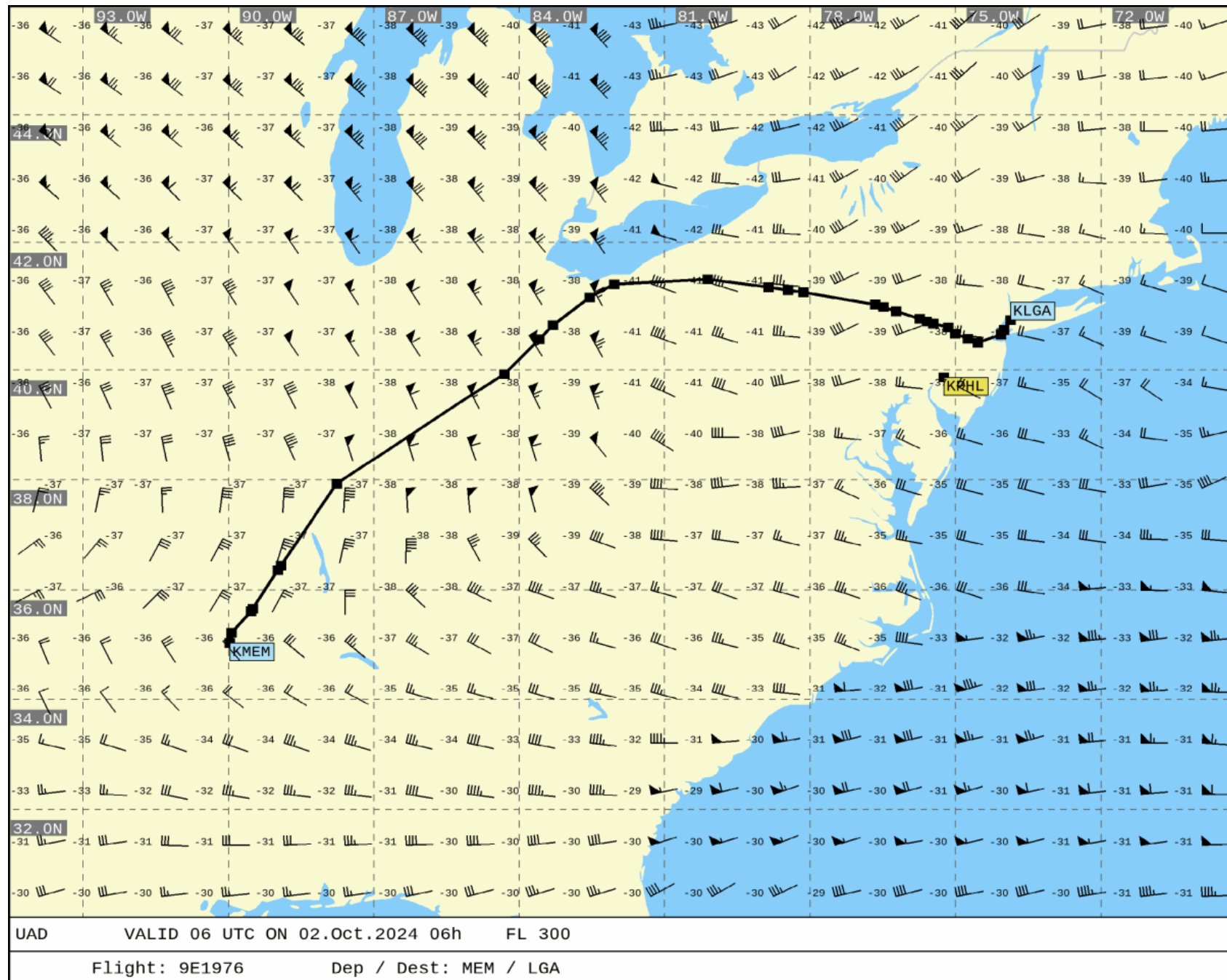
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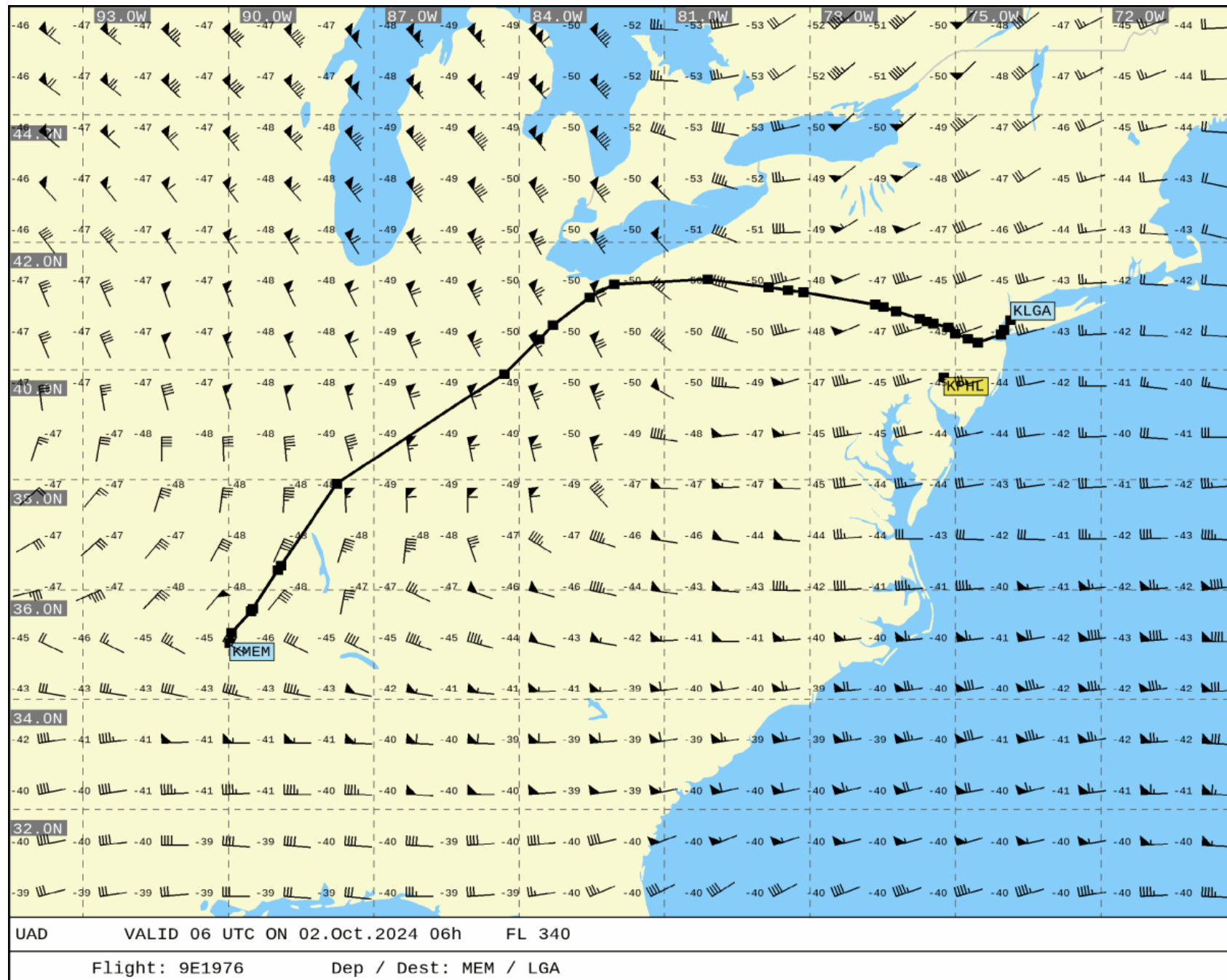
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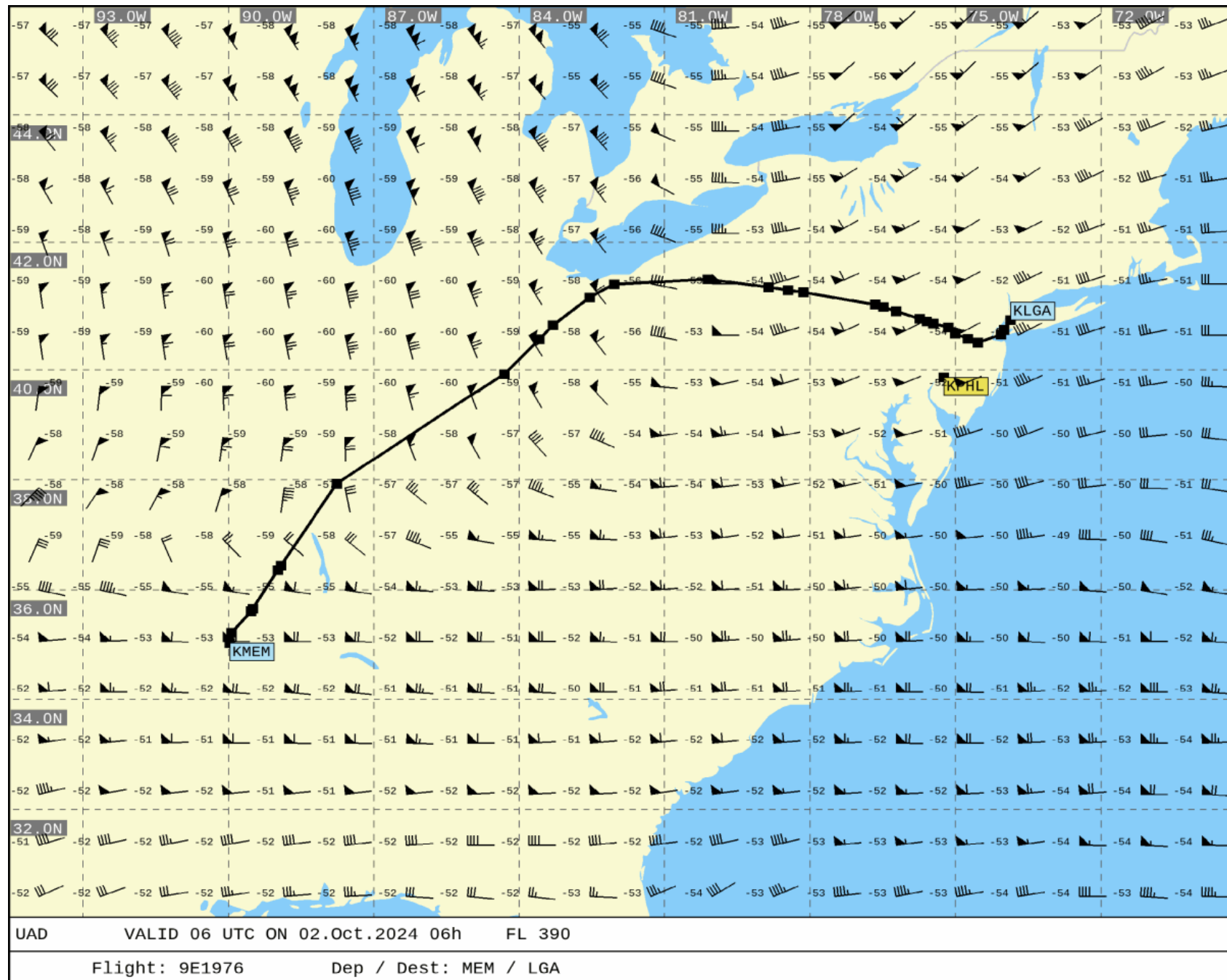




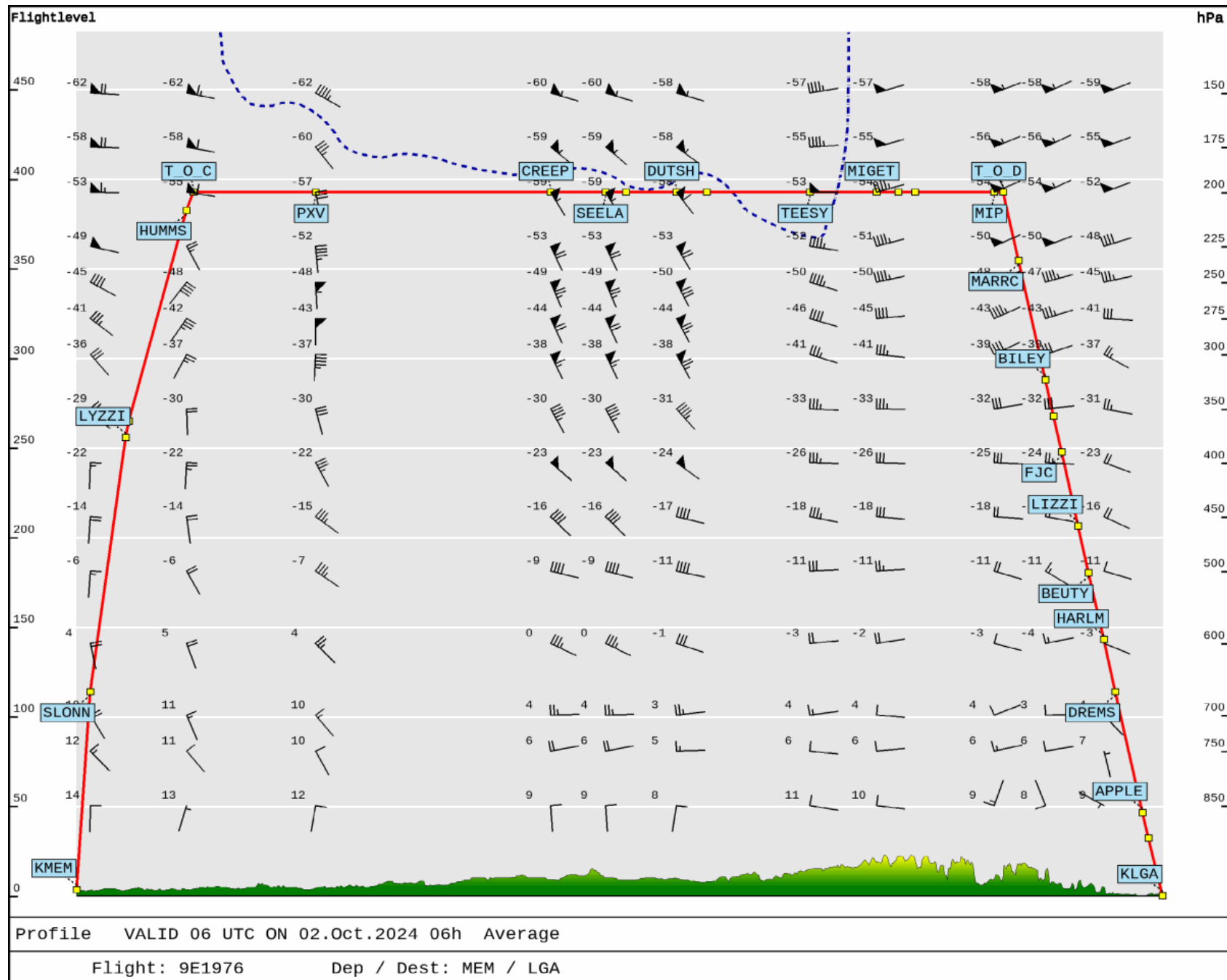
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