

[OFF]

OFF 1 ATW0063 / ATW63 -4.00 MYGF/FPO - KIAD/IAD -4.00
 CALC 0710Z FOR ETD 0740Z 03JUL22 OBS 0300 PROG 0306 0309 0312

HONDAJET-HF120-H1A - MSN420 - N420SB - PERF FACTOR +0.0

	EST	MAX	MYGF/FPO	OUT	OFF	SLOT	CO RTE	FPOIAD01
DOW	3318		STD 0740Z				ALTN	KPIT
PYLD	390			.....	.....	.....	FLT NBR	ATW63
ZFW	3708	4037	KIAD/IAD	IN	ON		CI	HSC
FUEL	1145	1337	STA 1020Z				CRZ FL	FL410
TOW	4853	4853L		.....	.....		CRZ TEMP	-60
TRIP	757			BLK	FLT		TROPO	49956
LW	4096	4518					ZFW	3.7
ULD	0		BLK 2.40	.....	.....	2.05 TET	TRIP WIND	H10

MAX SR 4.0 CASPR TKOF ALTN

REMARKS:
 PAYLOAD/CARGO LIMITED BY MTOW

OFF ROUTE:
 -MYGF/06 F410 DCT NUCAR Y307 GARIC Q129 YERBA DCT MAYKR DCT TRSSK
 CAVLR4 KIAD/01R
 -DIST 765-

MYGF ATIS: .. WX:

RWY: ... ATC CLRNC: SQUAWK:

TAXI	73	(0.20)	.....	.....
TRIP	757	2.05	.....	.....
CONT 15 MIN	91	0.15	.....	.....
ALTN	231	0.35	.....	.....	KPIT/PIT CNR 0.3 167 NM FL380
FINRES	66	0.15	.....	.....
ADDNL	0	0.00	.....	.....

TOTAL 1218 3.10

EXTRA (T 0) REASON
 TANKER 0

PLN BLK 1218 3.10 FOD 0.4

FINAL BLK SHUT DOWN

TOW CORR +1000 PLN BLK +53 / -1000 PLN BLK -62
 2000 BELOW TRIP +0 / TIME 2.05
 4000 BELOW TRIP +51 / TIME 2.01

STAT FUEL: NO DATA AVAILABLE FOR THIS FLIGHT



I CERTIFY THAT I HAVE COMPLIED WITH THE RELEVANT SECTIONS OF THE OPERATIONS MANUAL, OM-A 8.1.2, OM-A 8.1.7 AND OM-C 12.

CAPT NAME: SIGNATURE:

PREPARED BY A. O. S. (+1 800 555 0199)

RVSM: ALT SYS LEFT: STBY: RIGHT:

CNR 297

AWY POSN	MORA FREQ	MT	DIST DTG	IAS MN	FL	SAT	GS TAS WIND	ZT ETO/RTO/ATO	EET	MFR FOB
MYGF/06										1054
DCT T O C		038	105 660	560	410	-60	313 324 350/14	21	0.21	854
								.../.../...	
DCT NUCAR	20 040		6 654	701		-60	388 399 353/14	1	0.22	849
								.../.../...	
Y307 PAAZZ	20 007		26 628	701		-60	387 399 344/12	4	0.26	827
								.../.../...	
Y307 HOVAX	20 006		35 593	702		-60	387 399 344/12	5	0.31	797
								.../.../...	
Y307 CASPR	20 006		22 571	702		-59	394 401 350/07	3	0.34	778
								.../.../...	
Y307 BOUNDARY			33 538							
	-KZJX-									
	-JACKSONVILLE FIR/UIR-									
Y307 CARPX	20 006		21 517	703		-59	394 401 350/07	9	0.43	732
								.../.../...	
Y307 ADUCI	20 005		57 460	704		-59	394 401 029/08	8	0.51	683
								.../.../...	
Y307 JAZZI	20 005		32 428	705		-59	395 402 022/08	5	0.56	656
								.../.../...	
Y307 DIZNY	20 006		18 410	706		-59	395 402 023/08	3	0.59	641
								.../.../...	



AWY POSN	MORA FREQ	MT	DIST DTG	IAS MN	FL	SAT	GS TAS WIND	ZT ETO/RTO/ATO	EET	MFR FOB
Y307 FRRAM	20	006	14 396	706		-59	396 403 023/08	2	1.01	629
								.../.../...	
Y307 JRDAN	20	006	38 358	706		-59	393 403 007/10	6	1.07	596
								.../.../...	
Y307 KEEKS	20	006	15 343	707		-59	393 403 007/10	2	1.09	583
								.../.../...	
Y307 OSTNN	20	006	13 330	707		-59	390 403 352/13	2	1.11	572
								.../.../...	
Y307 GARIC	20	007	21 309	708		-59	390 403 352/13	3	1.14	554
								.../.../...	
Q129 BOUNDARY			0 309							
	-KZDC-		-WASHINGTON	FIR/UIR-						
Q129 YERBA	22	011	87 222	708		-59	392 404 318/16	14	1.28	479
								.../.../...	
DCT MAYKR	24	013	69 153	709		-59	388 404 305/28	10	1.38	419
								.../.../...	
DCT TRSSK	24	011	46 107	710		-59	386 405 297/38	7	1.45	379
								.../.../...	
CAVLR4 T O D		011	16 91	710	410	-59	386 405 297/38	3	1.48	365
								.../.../...	
CAVLR4 PERKN	24	011	10 81	720	DES	-49	404 420 283/55	1	1.49	359
								.../.../...	
CAVLR4 KHOOD	24	034	15 66	720		-32	446 436 277/46	3	1.52	350
								.../.../...	
CAVLR4 BNTLY	24	034	11 55	270		-20	427 414 269/35	1	1.53	343
								.../.../...	



AWY POSN	MORA FREQ	MT	DIST DTG	IAS MN	FL	SAT	GS TAS WIND	ZT ETO/RTO/ATO	EET	MFR FOB
CAVLR4 MEEGO	24	037	7 48	270			404 391 269/30	1 .../.../...	1.54	339
CAVLR4 CAVLR	24	037	5 43	270			387 376 269/26	1 .../.../...	1.55	336
CAVLR4 KASY	24	026	16 27	270			342 333 257/20	3 .../.../...	1.58	326
CAVLR4 COINZ	24	020	5 22				299 271/21	0 .../.../...	1.58	323
CAVLR4 KIAD/01R	25	000	0 0					07	2.05	297



KIAD ATIS: .. RWY: CNR 297

WX:

ASC	DEP	APPCH	MINIMA	WEATHER	TWC	XWC
	MYGF/FPO/06	TKOF	/	9999/9999	-2.7	+7.5
	DEST					
	KIAD/IAD/01R	ILS	/	5000/8047	-2.8	+1.0
	DEST ALTN					
	KPIT/PIT/32	ILS	/	9999/9999	-3.5	+2.0

	ALTN	MORA	DIST	LVL	WC	TIME	DIFF	FUEL	DIFF
C1	KPIT/PIT/32	71	167	380	H041	0.35		231	
	MCRAJ2 MCRAJ	J518	IHD	DEMME4					



CLIMB	NUCAR	PAAZZ
+10 071/007/FL100	SR 2.4	SR 3.3
+01 322/003/FL150	N2807.6	N2833.3
-10 280/007/FL200	W07738.0	W07739.1
-34 321/003/FL310	-65 009/016/FL430	-64 014/013/FL430
-45 357/003/FL350	-60 353/014/FL410	-60 344/012/FL410
	-56 333/013/FL390	-56 316/014/FL390
	-50 320/012/FL370	-50 304/013/FL370

HOVAX	CASPR	CARPX
SR 3.2	SR 4.0	SR 3.9
N2908.2	N2930.4	N3024.5
W07741.0	W07742.2	W07745.0
-64 014/013/FL430	-64 021/013/FL430	-64 021/013/FL430
-60 345/011/FL410	-59 350/007/FL410	-59 350/007/FL410
-56 316/013/FL390	-55 280/007/FL390	-55 281/007/FL390
-50 304/013/FL370	-50 274/008/FL370	-50 274/008/FL370

ADUCI	JAZZI	DIZNY
SR 2.3	SR 2.0	SR 2.1
N3121.5	N3153.5	N3211.4
W07749.3	W07751.8	W07752.9
-63 033/013/FL430	-63 019/012/FL430	-63 019/012/FL430
-59 029/008/FL410	-59 023/008/FL410	-59 023/008/FL410
-55 017/004/FL390	-55 033/004/FL390	-55 034/004/FL390
-50 019/003/FL370	-50 007/003/FL370	-50 007/003/FL370

FRRAM	JRDAN	KEEKS
SR 2.1	SR 0.4	SR 0.4
N3224.9	N3302.7	N3318.0
W07753.7	W07755.9	W07756.8
-63 019/012/FL430	-63 004/011/FL430	-63 004/011/FL430
-59 023/008/FL410	-59 007/010/FL410	-59 007/010/FL410
-55 035/004/FL390	-55 010/010/FL390	-55 010/010/FL390
-50 008/003/FL370	-50 016/009/FL370	-50 016/009/FL370

OSTNN	GARIC	YERBA
SR 2.1	SR 2.1	SR 1.4
N3331.4	N3352.6	N3519.0
W07757.6	W07758.9	W07755.7
-63 349/017/FL430	-63 349/017/FL430	-63 324/018/FL430
-59 352/013/FL410	-59 353/013/FL410	-59 318/016/FL410
-56 358/009/FL390	-56 358/009/FL390	-56 310/014/FL390
-51 021/009/FL370	-51 021/009/FL370	-51 320/013/FL370

MAYKR	TRSSK	DESCENT
SR 1.4	SR 1.9	-55 280/058/FL390
N3627.9	N3713.6	-46 278/064/FL350
W07750.6	W07749.9	-35 274/063/FL310
-63 310/029/FL430	-63 302/036/FL430	-12 269/037/FL200
-59 305/028/FL410	-59 297/038/FL410	+08 272/021/FL100
-56 299/028/FL390	-56 292/040/FL390	
-51 301/028/FL370	-51 290/039/FL370	



[ATC Flight Plan]

FF EUCHZMFP EUCBZMFP
030710 EGGWEZSB
(FPL-ATW63-IS
-HDJT/L-SABDGRWY/H
-MYGF0740
-N0399F410 DCT NUCAR Y307 GARIC Q129 YERBA DCT MAYKR DCT TRSSK
CAVLR4
-KIAD0205 KPIT
-PBN/A1B2D2O2S1S2 DOF/220703 REG/N420SB EET/KZJX0039 KZDC0114
OPR/ATW PER/C RVR/075 RMK/TCAS)



[Airport WX List]

MYGF --> KIAD ATW 63 / 03Jul2022
LIDO/WEATHER SERVICE DATE : 03Jul2022 TIME : 07:10 UTC

AIRMETS:
No Wx data available

SIGMETs:
KZDC WASHINGTON FIR/UIR
WS SIGMET WSUS31 KPCI 030655 SIGE CONVECTIVE SIGMET 33E VALID
UNTIL 0855Z DE MD VA DC AND DE NJ CSTL WTRS FROM 40WNW
SIE-20SSW SIE-20SE CSN-10NNW CSN-40WNW SIE DMSHG AREA
EMBD TS MOV FROM 27025KT. TOPS TO FL420.
WS SIGMET WSUS31 KPCI 030655 SIGE CONVECTIVE SIGMET 34E VALID
UNTIL 0855Z NC AND NC SC CSTL WTRS FROM 80SSE ECG-140E
ILM-110ESE CHS-40SSW ILM-80SSE ECG AREA EMBD TS MOV
FROM 24015KT. TOPS TO FL450. TS ASSOCD WITH TD COLIN.
KZJX JACKSONVILLE FIR/UIR
WS SIGMET WSUS31 KPCI 030655 SIGE CONVECTIVE SIGMET 34E VALID
UNTIL 0855Z NC AND NC SC CSTL WTRS FROM 80SSE ECG-140E
ILM-110ESE CHS-40SSW ILM-80SSE ECG AREA EMBD TS MOV
FROM 24015KT. TOPS TO FL450. TS ASSOCD WITH TD COLIN.

Tropical Cyclone SIGMETs:
No Wx data available

Volcanic Ash SIGMETs:
No Wx data available

DESTINATION AIRPORT:
KIAD/IAD WASHINGTON DULLES INTL
SA 030652 03003KT 10SM BKN050 BKN095 BKN120 23/21 A2998 RMK AO2
LTG DSNT S RAB27E45 SLP147 OCNL LTGICCC S P0000
T02330211 \$
FT 030524 0306/0412 VRB03KT P6SM VCSH SCT025 BKN050 BKN130
TEMPO 0307/0310 5SM BR
FM031000 34004KT P6SM SCT050 BKN130
FM031300 36008G16KT P6SM SCT050 BKN080
FM031900 33008G16KT P6SM FEW050 SCT250
FM040000 VRB03KT P6SM FEW250

DESTINATION ALTERNATE:
KPIT/PIT PITTSBURGH INTL
SA 030651 29004KT 10SM FEW060 OVC140 19/13 A3008 RMK AO2 SLP184
T01890128
FT 030520 0306/0412 35003KT P6SM BKN200

DEPARTURE AIRPORT:
MYGF/FPO GRAND BAHAMA INTL
SA 030600 AUTO 13008KT //// R06///// // FEW022 27/23 A3009
FT 030430 0306/0406 15013KT 9999 SCT025

AIRPORTLIST ENDED



[NOTAM]

 LIDO-NOTAM-BULLETIN INCLUDES NOTAM, COMP NOTAM AND AIP-REGULATION
VALID: 2207030740 - 2207031348 STD(EOBT)+TRIP+ALTN+3HRS
 ATW 63 /03JUL OFP-NR: 1
 ROUTE: MYGF - KIAD ALTN: KPIT
 N0399F410 DCT NUCAR Y307 GARIC Q129 YERBA DCT MAYKR DCT TRSSK
 CAVLR4

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DEPARTURE AIRPORT - DETAILED INFO
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MYGF/FPO GRAND BAHAMA INTL

+++++ AIRPORT +++++

A0263/22
 1000 UTC \hat{A} - 2200 UTC DLY
 AIRMEN ADZ TO
 EXER CTN MEN & EQPT WORKING ON SHOULDERS OF UNNAMED DOMESTIC **TWY**
 SEE BAHAMAS AIP **AD** 2-46-13 FOR REF

A0176/22
 FIRE FIGHTING SER UPGRADE TO **CAT 7 AVBL** EQPT 2 UNITS 1
 T-1500 OSHKOSH 1500 GALLONS OF WATER 200 GALLONS OF FOAM 450
 POUNDS DRY CHEM PURPLE K 1 T-3000 OSHKOSH 3000 GALLONS OF WATER
 420 GALLONS OF FOAM 6% AFFF 500 POUNDS DRY CHEM

A0174/22
 ATS WILL BE **AVBL** FROM 6 AM LMT TO 6 PM LMT AT MYGF DLY
 IF SER ARE NEEDED AFTER HR CONTACT JOAN CARTWRIGHT AT 242-727-4209

A0175/22
VOR FREQ 113.2 MHZ **U/S**

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DESTINATION AIRPORT - DETAILED INFO
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KIAD/IAD WASHINGTON DULLES INTL

+++++ AIRPORT +++++

07/001
TWY Y9 CL MARKINGS FOR APCH END **RWY 01C** FADED

A2841/22
 /BRV/ **VOR** **U/S**

A3595/21
 /LDN/ **VOR** **U/S**

03/208
 AIRSPACE SEE FDC 1/1155, 9/1811, 0/0053, 9/1812,
 0/3929 ZDC SPECIAL SECURITY INSTRUCTIONS

+++++ RUNWAY +++++

A2788/22 **VALID: 03-JUL-22 1200 - 03-JUL-22 1700**
RWY 01R/19L **RWY** STATUS LGT SYSTEM **U/S**

A2853/22
RWY 12 **RVRR** **U/S**



A2852/22

RWY 30 RVRT U/S

A2846/22

RWY 12/30 CLSD TO ACFT WINGSPAN MORE THAN 214FT

+++++ SID +++++

A2332/22

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...
TAKEOFF MINIMUMS: **RWY 12**, STANDARD WITH A MINIMUM CLIMB OF 307FT PER NM TO 900. **RWY 19L**, STANDARD WITH A MINIMUM CLIMB OF 317FT PER NM TO 900. TEMPORARY CRANE 721FT MSL 1.93 NM SE OF **RWY 30** (2021-AEA-5818, 19-OE). TEMPORARY CRANE 661FT MSL 1.95 NM SE OF **RWY 30** (2021-AEA-5820-OE). TAKEOFF OBSTACLE NOTES: **RWY 1L**, TEMPORARY CRANES BEGINNING 4147FT FROM DER, 84FT RIGHT OF CENTERLINE, UP TO 137FT AGL/400FT MSL (2015-AEA-1031/1032/1033/1034/1035-NRA). **RWY 1R**, TEMPORARY CRANE 198FT FROM DER, 488FT LEFT OF CENTERLINE, 56FT AGL/ 345FT MSL (2021-AEA-1900-NRA). **RWY 12**, TEMPORARY CRANES BEGINNING 1.81NM FROM DER, 3384FT RIGHT OF CENTERLINE, UP TO 325FT AGL/685FT MSL (2022-AEA-1779/1780-OE, 2021-AEA-17616-OE). **RWY 19L**, TEMPORARY CRANES 685 MSL BEGINNING 54057FT SE DER **RWY 19L** (2022-AEA-1779/1780-OE, 2021-AEA-17616-OE). ALL OTHER DATA REMAINS AS PUBLISHED.

A2331/22

CAPITAL ONE DEPARTURE...
TAKEOFF MINIMUMS: **RWY 12**, STANDARD WITH A MINIMUM CLIMB OF 307FT PER NM TO 900. **RWY 19L**, STANDARD WITH A MINIMUM CLIMB OF 317FT PER NM TO 900. TEMPORARY CRANE 721FT MSL 1.93 NM SE OF **RWY 30** (2021-AEA-5818, 19-OE). TEMPORARY CRANE 661FT MSL 1.95 NM SE OF **RWY 30** (2021-AEA-5820-OE). TAKEOFF OBSTACLE NOTES: **RWY 1L**, TEMPORARY CRANES BEGINNING 4147FT FROM DER, 84FT RIGHT OF CENTERLINE, UP TO 137FT AGL/400FT MSL (2015-AEA-1031/1032/1033/1034/1035-NRA). **RWY 1R**, TEMPORARY CRANE 198FT FROM DER, 488FT LEFT OF CENTERLINE, 56FT AGL/ 345FT MSL (2021-AEA-1900-NRA). **RWY 12**, TEMPORARY CRANES BEGINNING 1.81NM FROM DER, 3384FT RIGHT OF CENTERLINE, UP TO 325FT AGL/685FT MSL (2022-AEA-1779/1780-OE, 2021-AEA-17616-OE). **RWY 19L**, TEMPORARY CRANES 685 MSL BEGINNING 54057FT SE DER **RWY 19L** (2022-AEA-1779/1780-OE, 2021-AEA-17616-OE). ALL OTHER DATA REMAINS AS PUBLISHED.

A4266/21

BUNZZ THREE DEPARTURE (RNAV)...
JCOBY FOUR DEPARTURE (RNAV)...
JERES TWO DEPARTURE (RNAV)...
MCRAY TWO DEPARTURE (RNAV)...
RNLDI FOUR DEPARTURE (RNAV)...
TAKEOFF OBSTACLE NOTES:
RWY 1L, TEMPORARY CRANES BEGINNING 4147FT FROM DER, 84FT RIGHT OF CENTERLINE, UP TO 137FT AGL/400FT MSL (2015-AEA-1031/1032/1033/1034/1035-NRA).
RWY 1R, TEMPORARY CRANE 198FT FROM DER, 488FT LEFT OF CENTERLINE, 56FT AGL/ 345FT MSL (2021-AEA-1900-NRA).
ALL OTHER DATA REMAINS AS PUBLISHED.



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

A2589/22

ILS OR LOC RWY 19L, AMDT 15D...
ILS OR LOC RWY 1R, AMDT 24C...
ILS OR LOC/DME RWY 12, AMDT 9C...
ILS OR LOC/DME RWY 19C, AMDT 25B...
ILS OR LOC/DME RWY 19R, AMDT 1B...
ILS OR LOC/DME RWY 1C, AMDT 2D...
ILS OR LOC/DME RWY 1L, AMDT 1C...
RNAV (GPS) **RWY 12**, AMDT 1D...
RNAV (GPS) **RWY 19R**, ORIG-C...
RNAV (GPS) **RWY 1L**, ORIG-D...
RNAV (GPS) Y **RWY 19C**, AMDT 3E...
RNAV (GPS) Y **RWY 19L**, AMDT 2C...
RNAV (GPS) Y **RWY 1C**, AMDT 1D...
RNAV (GPS) Y **RWY 1R**, AMDT 1D...
VOR/DME RWY 12, AMDT 9D...
CIRCLING **CAT D** MDA 1180/HAA 867. VIS **CAT D** 2 3/4.
BUILDING, 878 MSL, 4.58 NM EAST OF KIAD (2017-AEA 8803-OE
PERMANENT).

A2443/22

ILS OR LOC RWY 19L, AMDT 15D...
ILS OR LOC/DME RWY 12, AMDT 9C...
ILS OR LOC/DME RWY 19C, AMDT 25B...
ILS OR LOC/DME RWY 19R, AMDT 1B...
ILS OR LOC/DME RWY 1C, AMDT 2D...
ILS OR LOC/DME RWY 1L, AMDT 1C...
RNAV (GPS) **RWY 19R**, ORIG-C...
RNAV (GPS) **RWY 1L**, ORIG-D...
RNAV (GPS) Y **RWY 19C**, AMDT 3E...
RNAV (GPS) Y **RWY 19L**, AMDT 2C...
RNAV (GPS) Y **RWY 1C**, AMDT 1D...
CIRCLING CATS A/B/C/D MDA 1080/ HAA 767, VISIBILITY **CAT C** 2 1/4.
TEMPORARY CRANE 721FT MSL 5213FT SE OF **RWY 1R**
(2021-AEA-5818,19-OE). TEMPORARY CRANE 661FT MSL 2.67 NM SE OF IAD
AIRPORT (2021-AEA-5820-OE), TEMPORARY CRANES 685 MSL BEGINNING
2.61NM SE OF IAD AIRPORT (2022-AEA-1779/1780-OE,
2021-AEA-17616-OE).

A2327/22

ILS RWY 19L (SA **CAT II**), AMDT 15D ...
PROCEDURE NA. TEMPORARY CRANES 685 MSL BEGINNING 54057FT SE DER
RWY 19L (2022-AEA-1779/1780-OE, 2021-AEA-17616-OE)

A2325/22

RNAV (GPS) **RWY 12**, AMDT 1D...
LNAV/VNAV DA 845/HAT 535 ALL CATS. VISIBILITY ALL CATS RVR 5500.
LNAV MDA 800/HAT 490 ALL CATS, VISIBILITY **CAT C** RVR 5000. VDP 1.33
NM TO RW12. CIRCLING CATS A/B/C/D MDA 1080/ HAA 767, VISIBILITY
CAT C 2 1/4. CHANGE NOTE TO READ: FOR INOP MALSR, INCREASE LNAV
CATS C/D VISIBILITY TO 1 3/8 SM. TEMPORARY CRANE 492FT MSL 1.17 NM
NW OF **RWY 12** (2021-AEA-15220-OE), TEMPORARY CRANES 685 MSL
BEGINNING 2.61NM SE OF IAD AIRPORT (2022-AEA-1779/1780-OE,
2021-AEA-17616-OE).

A2324/22

VOR/DME RWY 12, AMDT 9D...

S-12 MDA 800/HAT 490 ALL CATS. VISIBILITY CATS C/D RVR 5000. CIRCLING CATS A/B/C/D MDA 1080/ HAA 767, VISIBILITY **CAT C 2 1/4**. VDP AT AML 2.56 DME; DISTANCE VDP TO THLD 1.32 NM. NOTE: FOR INOP MALSR, INCREASE S-12 CATS C/D VISIBILITY TO 1 3/8 SM. TEMPORARY CRANE 492FT MSL 1.17 NM NW OF **RWY 12** (2021-AEA-15220-OE), TEMPORARY CRANES 685 MSL BEGINNING 2.61NM SE OF IAD AIRPORT (2022-AEA-1779/1780-OE, 2021-AEA-17616-OE).

A2330/22

ILS OR LOC RWY 1R, AMDT 24C...

S-LOC 1R, MDA 960/ HAT 648 ALL CATS, VISIBILITY CATS C/D 1 3/8. CIRCLING CATS A/B/C/D MDA 1080/ HAA 767, VISIBILITY **CAT C 2 1/4**. VDP AT I-IAD 1.56 DME; DISTANCE VDP TO THLD 1.80 NM. TEMPORARY CRANE 721FT MSL 5213FT SE OF **RWY 1R** (2021-AEA-5818,19-OE). TEMPORARY CRANE 661FT MSL 5310FT SE OF **RWY 1R** (2021-AEA-5820-OE), TEMPORARY CRANES 685 MSL BEGINNING 54057FT SE OF **RWY 1R** (2022-AEA-1779/1780-OE, 2021-AEA-17616-OE).

A2329/22

RNAV (RNP) Z **RWY 1R**, ORIG-D...

RNP 0.30 DA 1084/ HAT 772, VISIBILITY 1 3/4 ALL CATS. TEMPORARY CRANE 721FT MSL 5213FT SE OF **RWY 1R** (2021-AEA-5818,19-OE). TEMPORARY CRANE 661FT MSL 5310FT SE OF **RWY 1R** (2021-AEA-5820-OE), TEMPORARY CRANES 685 MSL BEGINNING 54057FT SE OF **RWY 1R** (2022-AEA-1779/1780-OE, 2021-AEA-17616-OE).

A2328/22

RNAV (GPS) Y **RWY 1R**, AMDT 1D...

LNAV/VNAV DA 932/ HAT 620, VISIBILITY ALL CATS 1 3/8. LNAV MDA 1040/ HAT 728 ALL CATS, VISIBILITY CATS C/D 1 5/8. CIRCLING CATS A/B/C/D MDA 1080/ HAA 767, VISIBILITY **CAT C 2 1/4**. VDP 2.05 NM TO RW1R. ADD NOTE: FOR **INOPERATIVE** ALS, INCREASE LNAV/VNAV VISIBILITY ALL CATS TO 1 3/4 SM AND LNAV VISIBILITY CATS C/D VISIBILITY TO 2 SM. TEMPORARY CRANE 721FT MSL 5213FT SE OF **RWY 1R** (2021-AEA-5818,19-OE). TEMPORARY CRANE 661FT MSL 5310FT SE OF **RWY 1R** (2021-AEA-5820-OE), TEMPORARY CRANES 685 MSL BEGINNING 54057FT SE OF **RWY 1R** (2022-AEA-1779/1780-OE, 2021-AEA-17616-OE).

A0987/22

ILS OR LOC RWY 1R, AMDT 24C...

S-LOC 1R MDA 820/HAT 508 ALL CATS. VIS CATS C/D RVR 5500. VDP 1.13 **DME** FROM I-IAD OR 1.37 NM TO RW01R. TOWER 514 MSL 5.20 NM SOUTH OF **RWY 1R**.

A0685/22

ILS OR LOC RWY 1R, AMDT 24C...

ILS RWY 1R, (CAT II AND III), AMDT 24C...

RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, **BRV VOR OUT OF SERVICE**.

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

KPIT/PIT PITTSBURGH INTL

+++++ AIRPORT +++++

A4587/22

TWY N4 CLSD

A4588/22

TWY N BTN TWY N5 AND TXL M CLSD



A4542/22
TWY B3 CLSD
A4537/22
TWY B6 CLSD
A4536/22
TWY B5 CLSD
A4535/22
TWY B4 CLSD
A4280/22
TWY ALL ELEVATED RWY GUARD LGT FOR RWY 10L/28R U/S
A4258/22
TWY B1 WIP OPN EXCAVATION ADJ AER 28R TAXI SPEED RESTRICTED 10 MPH
A4259/22
TWY N WIP OPEN EXCAVATION ADJ **TWY N** RUNUP PAD FOR **RWY 28R** TAXI
SPEED RESTRICTED 10 MPH
05/346
TWY HELIPAD H1 CLSD
A4246/22
TWY B1 BTN **TWY B** AND APCH END **RWY 28R CLSD**
A4245/22
TWY N BTN **TWY B** AND APCH END **RWY 28R CLSD**
A4243/22
TWY B BTN **TWY N** AND **TWY B2 CLSD**
A4145/22
/AGC/ **VOR/DME 300-310 UNUSABLE**
05/279
TWY F2 HLDG PSN MARKINGS OBSC
03/005
TWY T HLDG PSN MARKINGS FOR **RWY 10C/28C** NORTH SIDE
NOT STD
A0366/22
AP RDO ALTIMETER UNREL. AUTOLAND, HUD TO TOUCHDOWN,
ENHANCED FLT VISION SYSTEMS TO TOUCHDOWN, HEL OPS REQUIRING RDO
ALTIMETER DATA TO INCLUDE HOVER AUTOPILOT MODES AND **CAT**
A/B/PERFORMANCE CLASS TKOF AND LDG NOT AUTHORIZED EXC FOR ACFT
USING APPROVED ALTERNATIVE METHODS OF COMPLIANCE DUE TO 5G C-BAND
INTERFERENCE PLUS SEE AIRWORTHINESS DIRECTIVES 2021-23-12,
2021-23-13 F) SFC G) UNL
01/337
TWY N4 HLDG PSN SIGN NORTH SIDE FOR RWY14/32
MISSING

+++++ RUNWAY +++++

A4270/22
RWY 28R ALS **U/S**
A4272/22
RWY 10L ALS **U/S**
A4254/22
RWY 28R RVR **U/S**
A4253/22
RWY 10L RVR **U/S**
A4242/22
RWY 10L/28R CLSD
A3630/22
RWY 10L PAPI **U/S**



+++++ SID +++++

A3489/22

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...
TAKEOFF MINIMUMS: RWY 10L, 300-1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 323 FT PER NM TO 1500.
ADD TAKEOFF OBSTACLE NOTES: RWY 10L, TEMPORARY CRANE 5652FT FROM DER, 1458FT RIGHT OF CENTERLINE, 200FT AGL/1352FT MSL (2018-AEA-770-NRA). RWY 28R, TEMPORARY CRANE 518FT FROM DER, 553FT LEFT OF CENTERLINE, 30FT AGL/ 1219FT MSL (2019-AEA-1569-NRA). TEMPORARY CRANE 1067FT FROM DER, 652FT LEFT OF CENTERLINE, 30FT AGL/ 1235FT MSL (2019-AEA-1568-NRA). TEMPORARY CRANE 1653FT FROM DER, 711FT LEFT OF CENTERLINE, 30FT AGL/ 1245FT MSL (2019-AEA-1567-NRA). ALL OTHER DATA REMAINS AS PUBLISHED.

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

A4478/22

ILS OR LOC RWY 32, AMDT 14...
ZANTA FIX MINIMUMS (DME REQUIRED) : CIRCLING CATS A/B MDA 1760/HAA 557.
TEMPORARY CRANE 1458FT MSL 5098FT NORTHWEST OF PIT AIRPORT (2022-AEA-648-NRA).

A4477/22

RNAV (GPS) Y RWY 28R, AMDT 5...
LPV DA 1415/HAT 241 ALL CATS.
CIRCLING CATS A/B MDA 1760/HAA 557.
TEMPORARY CRANE 1458FT MSL 4776FT SOUTHWEST OF RWY 28R (2022-AEA-648-NRA).

A4476/22

RNAV (RNP) Z RWY 10C, ORIG-D...
RNP 0.11 DA NA ALL CATS.
RNP 0.20 DA 1604/HAT 463 ALL CATS.
TEMPORARY CRANE 1458FT MSL 2708FT NORTHWEST OF RWY 10C (2022-AEA-648-NRA).

A4475/22

ILS RWY 28R (SA CAT I AND II), AMDT 10A ...
PROCEDURE NA.
TEMPORARY CRANE 1458FT MSL 4776FT SOUTHWEST OF RWY 28R (2022-AEA-648-NRA)

A4474/22

ILS OR LOC RWY 28R, AMDT 10A...
S-ILS 28R DA 1415/HAT 241 ALL CATS.
S-LOC 28R MDA 1600/HAT 426 ALL CATS. VISIBILITY CATS C/D/E RVR 4000.
CIRCLING CATS A/B MDA 1760/HAA 557.
CHANGE NOTE TO READ: FOR INOPERATIVE ALS, INCREASE S-ILS 28R CAT E VISIBILITY TO RVR 4000, INCREASE S-LOC 28R CAT E VISIBILITY TO 1 1/4 SM.
TEMPORARY CRANE 1458FT MSL 4776FT SOUTHWEST OF RWY 28R (2022-AEA-648-NRA).



A4479/22

ILS OR LOC RWY 10L, AMDT 26...
ILS OR LOC RWY 10R, AMDT 10G...
ILS OR LOC RWY 28L, AMDT 11...
 RNAV (GPS) **RWY 10L**, AMDT 4...
 RNAV (GPS) **RWY 14**, AMDT 3C...
 RNAV (GPS) **Y RWY 10C**, AMDT 4B...
 RNAV (GPS) **Y RWY 10R**, AMDT 3C...
 RNAV (GPS) **Y RWY 28C**, AMDT 4C...
 RNAV (GPS) **Y RWY 28L**, AMDT 5...
 RNAV (GPS) **Y RWY 32**, AMDT 6...
 CIRCLING CATS A/B MDA 1760/HAA 557.
 TEMPORARY CRANE 1458FT MSL 5098FT NORTHWEST OF PIT AIRPORT
 (2022-AEA-648-NRA).

A4271/22

ILS RWY 10L CAT II NA

A4252/22

ILS RWY 28R U/S

A4251/22

ILS RWY 10L U/S

A0360/22

ILS RWY 10R (SA CAT I), AMDT 10G ...
ILS RWY 28R (SA CAT I - II), AMDT 10A ...
ILS RWY 10L (CAT II - III), AMDT 26 ...
ILS RWY 10R (CAT II - III), AMDT 10G ...
 PROCEDURE NA EXC FOR ACFT USING APPROVED ALTERNATIVE METHODS OF
 COMPLIANCE DUE TO 5G C-BAND INTERFERENCE PLUS SEE AIRWORTHINESS
 DIRECTIVES 2021-23-12, 2021-23-13

A6537/21

RNAV (GPS) **Y RWY 28C**, AMDT 4C...
 LNAV MDA 1600/HAT 466 ALL CATS.

A4087/21

RNAV (GPS) **RWY 14**, AMDT 3C...
 LPV DA 1655/HAT 507.

=====
 EXTENDED AREA AROUND DEPARTURE
 =====

KZMA MIAMI FIR/UIR

A1867/22

RDO ALTIMETER UNREL WI AN AREA DEFINED AS
 304304N0833236W (OTK257014.1) TO 311419N0812041W (SSI029012.4) TO
 265653N0793812W (PBI059029.0) TO 245453N0795439W (VKZ169052.0) TO
 235518N0820029W (EYW195041.5) TO 292514N0834413W (CTY256037.5) TO
 POINT OF ORIGIN SFC-5000FT AGL. 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 ACFT USING APPROVED ALTERNATIVE METHODS OF
 COMPLIANCE DUE TO 5G C-BAND INTERFERENCE PLUS SEE AIRWORTHINESS
 DIRECTIVE 2021-23-23

A1825/22

FLT INFO SERVICE BCST (FIS-B) MAY NOT BE
AVBL WI AN AREA DEFINED AS 28NM RADIUS OF 283318N0840639W.
 AIRSPACE AFFECTED MAY INCLUDE GULF OF MEXICO AREAS OF TARPON
 SPRINGS AND FLORIDA MIDDLE GROUND.
 F) SFC G) 5000FT



A1769/22

DLY 0200-1000

KZMA ARTCC FLIGHT DATA COMMUNICATIONS SECTION (FDCS) **CLSD**. PLEASE
CTC 1-800-WX-BRIEF (1-800-992-7423) FOR FPL PROCESSING.

ALL SAR ITEMS (INREQS, ALNOTS, DVFRS) SHOULD BE DIRECTED TO THE
KZMA WATCH DESK AT 305-716-1588. THE SER OF PROVIDING COMPUTER
IDENTIFICATION NUMBERS (CIDS) WILL NOT BE **AVBL** DURING THIS
CLOSURE. IF YOU HAVE FPL THAT ARE PROPOSED BTN 0200Z-1000Z IT IS
RECOMMENDED THAT YOU TRANSMIT TO KZMA ARTCC PRIOR TO 000LZ TO
AVOID POSSIBLE FPL FILING DLA.

F) SFC G) UNL

A1055/22

V97 QUNCY, FL TO ROGAN, FL MEA 5000 NORTHWEST BOUND.

PIE **VOR** RESTRICTED R138, 58NM, BELOW 5000..

02/110

AIRSPACE UAS WI AN AREA DEFINED AS 2NM RADIUS OF
271725.50N0801311.50W (6.5NM N SUA) SFC-400FT AGL DLY SR-SS

1/3269

FL..ROUTE ZMA.

V529 SWAGS, FL TO LA BELLE (LBV) **VORTAC**, FL MOCA 1500.

A0857/21

V35 DEEDS INT, FL TO CURVE, FL NA EXCEPT FOR AIRCRAFT EQUIPPED
WITH SUITABLE RNAV SYSTEM WITH GPS.

CYY **VOR/DME UNUSABLE** BETWEEN DEEDS AND CURVE.

A0777/21

ROUTE ZMA.

V3 FORT LAUDERDALE (FLL) **VOR/DME**, FL TO PALM BEACH (PBI) **VORTAC**,
FL USE FLL R-013.

PBI **VORTAC** R-190 **UNUSABLE** BEYOND 13 NM.

A0775/21

ROUTE ZMA.

V437 SUBER, FL TO HOTAR, FL MEA 8000.

A0098/21

TOWER LIGHTS UNSERVICEABLE **LOC** 244210N0774549W 237 FEET HIGH.

F) SFC G) 237FT AGL

A0038/21

ROUTE ZMA.

V35 DEEDS, FL TO LEE COUNTY (RSW) **VORTAC**, FL MEA 4000.

A2512/20

ZMA.

V531 CUSMO, FL TO BAIRN, FL NA. PBI **VOR** R-327 **UNUSABLE** BEYOND 58
NM.

A1158/19

APF/MKY DEPARTURE AIRCRAFT FILING FLIGHT PLANS FOR
DESTINATIONS WEST OF ATL THAT ARE EQUIPPED WITH ADVANCED
NAVIGATION CAPABILITIES REQUESTING AT OR ABOVE FL270 ARE STRONGLY
ENCOURAGED TO FILE DIRECT MOOKY DIRECT HILTI THEN DIRECT POINTS
NORTH.

F) FL270 G) UNL



A0724/19

MAIMI CENTER NO LONGER REQUIRES A 10MIN CALL PRIOR TO XNG
THE MIAMI FIR BOUNDARY EXC FOR NB TFC OVER THE
FOLLOWING LOCATIONS:

NB ACFT FM SANTO DOMINGO FIR OVER SEKAR LERED
POKEGUSE ASIVO USE 126.45. OVER MALVN USE 123.77

NB ACFT FM PORT-AU-PRINCE FIR USE 123.77.

NBD ACFT FM CUBA FIR OVERFLYING DYNAH AT OR ABV FL240 AND ALL ACFT
OVERFLYING ENAMO AND ERRCA USE 127.22. ACFT FM CUBA FIR OVER
GHANN, OVALU OR BYGON USE 123.77.

ALL THESE ACFT SHALL CALL MIAMI /ZMA/ ARTCC 10MIN PRIOR TO XNG THE
MIAMI CTA/FIR BDRY DUE TO HVY AIR TFC CONGESTION.

F) SFC G) UNL

A1645/18

SPECIAL NOTICE.. GULF OF MEXICO RNAV AND ATLANTIC ROUTES PUBLISHED
CO-DESIGNATION ON ENROUTE HIGH CHARTS H-7, H-8, AND H-9 CHARTS.
THE RNAV ROUTES Q100 AND Q102 WILL BE CO-DESIGNATED WITH Y280 AND
Y290 RESPECTIVELY. ADDITIONALLY, MULTIPLE ATLANTIC ROUTES (AR)
WILL BE CO-DESIGNATED AS Y ROUTES, E.G. AR 21/Y 289. UNTIL FURTHER
NOTICE AND COMPLETION OF TRANSITION OF THE U.S. EAST COAST PBN
ROUTE STRUCTURE, OPERATORS ARE TO FOLLOW THE PUBLISHED GUIDANCE
APPLICABLE TO THE ROUTES INDICATED IN THEIR FLIGHT PLAN. FOR
EXAMPLE, OPERATORS FILING TO FLY Q100 ARE TO FOLLOW THE GULF Q
ROUTE GUIDANCE IN THE NTAP (PART 3, SECTION 2) GULF OF MEXICO Q
ROUTES. ADDITIONALLY, OPERATORS FILING TO FLY Y280 ARE TO FOLLOW
THE Y ROUTE GUIDANCE IN THE U. S. AIP (ENR 7). SAME POLICY
APPLIES TO CO-DESIGNATED AR AND Y ROUTES. IF AN OPERATOR FLIGHT
PLANS A ROUTE OF FLIGHT INDICATING A COMBINATION OF ROUTES WHICH
INCLUDES A Y ROUTE, THE AIRCRAFT MUST MEET THE EQUIPAGE AND
PERFORMANCE REQUIREMENTS PUBLISHED IN THE AIP SECTION ENR 7.10.
PLEASE DIRECT ANY QUESTION TO FLIGHT TECHNOLOGIES AND PROCEDURES
DIVISION, 202-267-8790

F) SEE TEXT G) SEE TEXT

A1636/18

ROUTE Y587 IS **CLSD** BTN SKIPS AND HARDE.

F) SFC G) FL600

A1270/16

ROUTE G431 IS NOT AUTH SOUTHBOUND BTN WAYPOINTS IORIO
AND ELMUC. OPERATORS WISHING TO USE G431 SOUTHBOUND MUST FILE
IORIO G504 COUKY Y585 ELMUC.

F) FL055 G) FL600

A1262/16

ROUTE L451 IS NOT AUTHORIZED SOUTHBOUND BETWEEN WAYPOINTS IORIO
AND ELMUC. OPERATORS WISHING TO USE L451 SOUTHBOUND MUST FILE
L451 IORIO L450 COUKY Y585 ELMUC.

F) FL055 G) FL600



A1318/15

SUBJECT: OPERATION OF GRAND BAHAMA AIR TRAFFICE SERVICES. AIRMEN AND AIRLINE OPERATORS ARE ADVISED THAN EFFECTIVE IMMEDIATELY, ALL **VOR** ROUTES WITHIN THE GRAND BAHAMA TMA AND AT THE GRAND BAHAMA INTERNATIONAL AIRPORT [MYGF] GPS WAYPOINTS OVERLAYS SHALL BE UTILIZED.

SEE COMMONWEALTH OF THE BAHAMAS AIC 07/01, GOVERNING THE USE OF THE GNSS/RNAV PROCEDURES IN THE BAHAMAS DOMESTIC AIRSPACE AND AIC 12/02, NOVEMBER 14,2001, FOR ORIGINAL RNAV APPROACH PROCEDURES FOR **RUNWAY 06/24**, AT THE GRAND BAHAMA INTERNATIONAL AIRPORT, FREEPORT, BAHAMAS.

ALSO SEE AIP ENR 3 FOR ATS ROUTE DESCRIPTION, ENR 3.3, PAGE 3-3-1 FOR AREA NAVIGATION [RNAV] ROUTES, ENG 6-1-5 ENROUTE WAYPOINT CHART AND ENR 6-1-3 AIR TRAFFIC SERVICE SYSTEM FOR WAYPOINT/AIRWAY OVERLAY.

AIRCRAFT NOT EQUIPPED WITH GNSS/RNAV EQUIPMENT SHALL BE REQUIRED TO OPERATE BETWEEN THE HOURS OF SUNRISE AND SUNSET IN VISUAL METEOROLOGICAL CONDITIONS (VMC) UNLESS SPECIFIC APPROVAL IS GRANTED BY THE APPROPRIATE ATS AUTHORITY.
END PART 1 OF 2

SPECIFIC WAIVERS SHALL BE GRANTED FOR HOSPITAL EMERGENCY/MEDICAL EVACUATION FLIGHTS. AIR TRAFFIC SERIVCES WILL BE PROVIDED TWENTY FOUR (24) HOURS DAILY.

END PART 2 OF 2

A1317/15

U.S. DOMESTIC DEPARTURES FROM NORTHEAST AIRPORTS LANDING CENTRAL/SOUTH FLORIDA AIRPORTS, THAT TRANSITION THROUGH WEST ATLANTIC ROUTE SYSTEM AIRSPACE (WATRS), SHALL NOT FILE THE FOLLOWING AIRWAYS

SOUTHWEST BOUND INTO ZMA OR ZJX AIRSPACE:

M202, M203, M204 WITHOUT PRIOR COORDINATION THROUGH THE FAA SYSTEM COMMAND CENTER. EUROPEAN AND CANADIAN DEPARTURES ARE EXEMPT FROM THIS RESTRICTION. SFC - FL600

A1319/15

SINGLE-ENGINE AIRCRAFT OPERATING UNDER PART 135 FILING INTO FLL AREA AIRPORTS (FLL/FXE/HWO/OPF/PMP) VIA THE DEKAL INTERSECTION (DEKAL TWO, WAVUN ONE, BR22V, BR55V) SHOULD EXPECT TO CROSS DEKAL AT 11000FT WHEN CARRYING PASSENGERS (135.183). WHEN PART 135.183 RULES APPLY, PILOTS SHOULD INCLUDE THE FOLLOWING NOTE IN THE REMARKS SECTION (BLOCK 11) OF THEIR FLIGHT PLAN: REQUIRE 110 AT DEKAL FOR 135.183.

ALL OTHER NON-TURBOJET AIRCRAFT AND SINGLE-ENGINE PART 135 AIRCRAFT NOT CARRYING PASSENGERS SHOULD EXPECT TO CROSS DEKAL AT 4000FT.

A0341/15

DUE TO NAVAID LIMITATION ROUTE A555 FROM GUANA INT TO GEROT INT NAVIGATION EQUIPMENT OTHER THAN LF OR VHF REQUIRED
F) FL030 G) FL600

A0342/15

DUE TO NAVAID LIMITATION ROUTE BR2L FROM WRECK INT TO DUKKY INT NAVIGATION EQUIPMENT OTHER THAN LF OR VHF REQUIRED
F) FL030 G) FL600

A0868/14

DEPARTURES FROM ORLANDO TERMINAL AIRSPACE WITH ROUTES TRHOUGH MIAMI CENTER MUST ADDRESS THEIR FLIGHT PLANS TO JACKSONVILLE CENTER ONLY. FPL MESSAGES SHOULD NOT BE ADDRESSED TO MIAMI CENTER.



A0863/14
OPERATORS DEPARTING FROM ORLANDO TERMINAL AIRPORTS WITH ROUTES
THROUGH MIAMI CENTER SHOULD FILE A FLIGHT PLAN ONLY WITH
JACKSONVILLE CENTER. FPL MESSAGE SHOULD NOT BE ADDRESSED TO KZMA.

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

KZDC WASHINGTON FIR/UIR

- A0366/22
 W107A ACT
 F) SFC G) UNL
- A0361/22
 W50B ACT
 F) SFC G) FL750
- A0364/22
 W50A ACT
 F) SFC G) FL750
- A0363/22
 W72B ACT
 F) SFC G) UNL
- A0362/22
 W50C ACT
 F) SFC G) FL750
- A0365/22
 W72A ACT
 F) SFC G) UNL
- A0367/22
 W107C ACT
 F) SFC G) UP TO BUT NOT INCLUDING FL180



A0350/22

TEMPORARY FLIGHT RESTRICTIONS.

JULY 1-4, 2022 LOCAL. THIS NOTAM REPLACES NOTAM 2/5349 DUE TO CHANGE IN TIMES. PURSUANT TO 49 USC 40103(B)(3), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AS 'NTL DEFENSE AIRSPACE'. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROC MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. ANY OF THE FOLLOWING ADDITIONAL ACTIONS MAY ALSO BE TAKEN AGAINST A PILOT WHO DOES NOT COMPLY WITH THE RQMNTS OR ANY SPECIAL INSTRUCTIONS OR PROC ANNOUNCED IN THIS NOTAM:

A) THE FAA MAY TAKE ADMINISTRATIVE ACTION, INCLUDING IMPOSING CIVIL PENALTIES AND THE SUSPENSION OR REVOCATION OF AIRMEN CERTIFICATES; OR

B) THE UNITED STATES GOVERNMENT MAY PURSUE CRIMINAL CHARGES, INCLUDING CHARGES UNDER 49 USC SECTION 46307; OR

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

PURSUANT TO 14 CFR 91.141, ALL ACFT FLT OPS INCLUDING REMOTE CONTROLLED ACFT OPS ARE PROHIBITED: WI AN AREA DEFINED AS 10NM END PART 1 OF 5

A0350/22 NOTAMN

Q) KZDC/QXXXX///000/999/

A) KZDC PART 2 OF 5

B) 2207011845

C) 2207041800

E)

RADIUS OF 393853N0772800W (MRB055023.7) SFC-17999FT MSL EFFECTIVE 2207011845 UTC (1445 LOCAL 07/01/22) UNTIL 2207041800 UTC (1400 LOCAL 07/04/22).

WI AN AREA DEFINED AS 5NM RADIUS OF 393853N0772800W (MRB055023.7) SFC-17999FT MSL

EFFECTIVE 2207011845 UTC (1445 LOCAL 07/01/22) UNTIL 2207041800 UTC (1400 LOCAL 07/04/22).

EXCEPT AS SPECIFIED BELOW AND/OR UNLESS AUTHORIZED BY ATC IN CONSULTATION WITH THE AIR TRAFFIC SECURITY COORDINATOR VIA THE DOMESTIC EVENTS NETWORK (DEN):

A. ALL AIRCRAFT OPERATIONS WITHIN THE 5 NMR AREA LISTED ABOVE, KNOWN AS THE INNER CORE, ARE PROHIBITED EXCEPT: APPROVED MILITARY, LAW ENFORCEMENT AND AIR AMBULANCE AIRCRAFT ARE AUTHORIZED UNDER THE FOLLOWING CONDITIONS:

1) AIRCRAFT MUST BE IN TWO-WAY RADIO COMMUNICATIONS WITH ATC AND DISPLAY ASSIGNED END PART 2 OF 5

BEACON CODE AT ALL TIMES WITHIN THE TFR.

2) AVOID PROHIBITED AREA 40 / R-4009 UNLESS THE AIRCRAFT RECEIVES U.S. SECRET SERVICE AUTHORIZATION BY CALLING 866-598-9524.

3) WASHINGTON METRO AREA DEPARTURES ARE AUTHORIZED UNDER THE FOLLOWING CONDITIONS: 1) REGULARLY SCHEDULED COMMERCIAL PASSENGER AND CARGO AIRCRAFT OPERATING UNDER ONE OF THE FOLLOWING TSA-APPROVED STANDARD SECURITY PROGRAMS/PROCEDURES: AIRCRAFT OPERATOR STANDARD SECURITY PROGRAM (AOSSP), FULL ALL-CARGO STANDARD SECURITY PROGRAM (FACSSP), MODEL SECURITY PROGRAM (MSP), TWELVE FIVE STANDARD SECURITY PROGRAM (TFSSP) ALL CARGO, OR ALL-CARGO



INTERNATIONAL SECURITY PROCEDURE (ACISP) AND ARE DEPARTING FROM 14 CFR PART 139 AIRPORTS. THESE APPROVED AIR CARRIER OPERATIONS MAY TRANSITION AT OR ABOVE 12,500 FEET MSL.

B. AIRCRAFT OPERATIONS ARE PERMITTED WITHIN THE AIRSPACE BETWEEN 5 NM RADIUS AND 10 NM RADIUS, PROVIDED THE FOLLOWING CONDITIONS ARE MET: 1) BE
END PART 3 OF 5

ON AN **ACTIVE** IFR OR FILED VFR FLIGHT PLAN WITH A DISCRETE CODE ASSIGNED BY ATC. 2) REMAIN IN TWO-WAY RADIO COMMUNICATIONS WITH ATC. 3) FLIGHTS WITHIN THIS AREA ARE FOR INGRESS, EGRESS AND TRANSIT ONLY. NO LOITERING. 4) ALL AIRCRAFT DEPARTING FROM PRIVATE AIRPORTS/AIR FIELDS MUST BE ON A HEADING AWAY FROM THE CENTER OF THE P-40 / R-4009 AIRSPACE.

C. THE FOLLOWING OPERATIONS ARE NOT AUTHORIZED WITHIN THIS TFR: FLIGHT TRAINING, PRACTICE INSTRUMENT APPROACHES, AEROBATIC FLIGHT, GLIDER OPERATIONS, PARACHUTE OPERATIONS, ULTRALIGHT, HANG GLIDING, BALLOON OPERATIONS, AGRICULTURE/CROP DUSTING, ANIMAL POPULATION CONTROL FLIGHT OPERATIONS, BANNER TOWING OPERATIONS, SIGHTSEEING OPERATIONS, MAINTENANCE TEST FLIGHTS, MODEL AIRCRAFT OPERATIONS, MODEL ROCKETRY, UNMANNED AIRCRAFT SYSTEMS (UAS), UTILITY AND PIPELINE SURVEY OPERATIONS, AND COMMERCIAL CARGO CARRIER OPERATIONS THAT FAIL TO MEET OR EXCEED THE TSA
END PART 4 OF 5

DOMESTIC SECURITY INSPECTION PROGRAM STANDARDS ARE NOT AUTHORIZED.

D. UAS OPERATORS WHO DO NOT COMPLY WITH APPLICABLE AIRSPACE RESTRICTIONS ARE WARNED THAT PURSUANT TO 10 U.S.C. SECTION 130I AND 6 U.S.C. SECTION 124N, THE DEPARTMENT OF DEFENSE (DOD) , THE DEPARTMENT OF HOMELAND SECURITY (DHS) OR THE DEPARTMENT OF JUSTICE (DOJ) MAY TAKE SECURITY ACTION THAT RESULTS IN THE INTERFERENCE, DISRUPTION, SEIZURE, DAMAGING, OR DESTRUCTION OF UNMANNED AIRCRAFT DEEMED TO POSE A CREDIBLE SAFETY OR SECURITY THREAT TO PROTECTED PERSONNEL, FACILITIES, OR ASSETS.

E. ALL US SECRET SERVICE AUTHORIZED AIRCRAFT OPERATORS BASED IN THE AREA SHOULD NOTIFY THE U.S. SECRET SERVICE PRIOR TO THEIR DEPARTURE.
END PART 5 OF 5



A0359/22
ROUTE ZDC.
V290 FLAT ROCK (FAK) **VORTAC**, VA MCA 4000 NORTHWESTBOUND.

A0357/22
ROUTE ZDC.
V3 FLAT ROCK (FAK) **VORTAC**, VA MCA 4000 NORTHWESTBOUND.

A0356/22
ROUTE ZDC.
V3 FLAT ROCK (FAK) **VORTAC**, VA TO GORDONSVILLE (GVE) **VORTAC**, VA MEA 4000.

A0354/22
ROUTE ZDC.
V155 FLAT ROCK (FAK) **VORTAC**, VA MCA 5000 SOUTHBOUND.

A0353/22
ROUTE ZDC.
V155 MANGE, VA TO FLAT ROCK (FAK) **VORTAC**, VA DISREGARD MOCA 1800.

A0318/22
RDO ALTIMETER UNREL WI AN AREA DEFINED AS
354036N0755053W (ECG162038.3) TO 362939N0774905W (LVL176019.9) TO
374445N0784119W (MOL120021.9) TO 384309N0773547W (CSN076013.5) TO
380949N0760302W (PXT124018.1) TO 355640N0751558W (ECG120048.0) TO
POINT OF ORIGIN SFC-5000FT AGL. 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 ACFT USING APPROVED ALTERNATIVE METHODS OF
COMPLIANCE DUE TO 5G C-BAND INTERFERENCE PLUS SEE AIRWORTHINESS
DIRECTIVE 2021-23-33

A0317/22
RDO ALTIMETER UNREL WI AN AREA DEFINED AS
342002N0851349W (RMG331011.7) TO 364552N0802709W (PSK153023.1) TO
361559N0773639W (TYI019018.0) TO 342340N0784512W (CRE001034.9) TO
345250N0792737W (SDZ166021.1) TO 324412N0814451W (SAV328045.0) TO
330719N0851452W (LGC333004.9) TO POINT OF ORIGIN SFC-5000FT AGL.
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 ACFT
USING APPROVED ALTERNATIVE METHODS OF COMPLIANCE DUE TO 5G C-BAND
INTERFERENCE PLUS SEE AIRWORTHINESS DIRECTIVE 2021-23-16

A0319/22
RDO ALTIMETER UNREL WI AN AREA DEFINED AS
420243N0760424W (CFB167007.3) TO 432545N0704124W (ENE291003.3) TO
411728N0690448W (ACK104042.7) TO 381656N0751856W (SBY124009.9) TO
401018N0783751W (JST139012.8) TO POINT OF ORIGIN SFC-5000FT AGL.
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 ACFT
USING APPROVED ALTERNATIVE METHODS OF COMPLIANCE DUE TO 5G C-BAND
INTERFERENCE PLUS SEE AIRWORTHINESS DIRECTIVE 2021-23-29

A0316/22
V308 BILIT, MD TO WATERLOO (ATR) **VOR/DME**, DE MEA 2000 EASTBOUND
6000 WESTBOUND.

2/2670
NC..AIRSPACE 13NM NE OF BELHAVEN, NC..TEMPORARY
FLIGHT RESTRICTIONS WI AN AREA DEFINED AS A 5NM RADIUS OF
353920N0762502W (ECG205037.9) SFC-3500FT .
TO PROVIDE A SAFE ENVIRONMENT FOR FIRE FIGHTING AVIATION ACTIVITY.
PURSUANT TO 14 CFR SECTION 91.137(A)(2) TEMPORARY FLIGHT
RESTRICTIONS ARE IN EFFECT. NORTH CAROLINA FOREST SERVICE TEL
919-208-1519 OR FREQ 122.925/FEREBEE ROAD FIRE IS IN CHARGE OF THE
OPS. WASHINGTON /ZDC/ ARTCC TEL 703-771-3470 IS THE FAA
CDN FACILITY. DLY 1000-0400



A0292/22
MON 0100-0600
EMERALD ISLE, NC..LASER LGT
DEMONSTRATION WI AN AREA DEFINED AS 343956.3N0770203.5W
(EWN187024.4) SFC-800FT. LASER LGT BEAMS MAY BE INJURIOUS TO
PILOTS'/PAX EYES WI 800FT VER AND 1600FT Laterally OF THE LGT
SOURCE. FLASH BLINDNESS OR COCKPIT ILLUMINATION MAY OCCUR BEYOND
THESE DISTANCES. CHERRY POINT /NKT/ CERAP, TEL 252-466-5960 IS THE
FAA CDN FACILITY.
F) SEE TEXT G) SEE TEXT

A0266/22
ROUTE ZDC ZNY.
V143, V39 MARTINSBURG (MRB) **VORTAC**, WV TO HYPER, MD MOCA 4300.

A0166/22
V123, V157 WOODSTOWN (OOD) **VORTAC**, NJ TO ROBBINSVILLE (RBV)
VORTAC, NJ MOCA 2100.
V213 SMYRNA (ENO) **VORTAC**, DE TO ROBBINSVILLE (RBV) **VORTAC**, NJ MOCA
2100.

A0062/22
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**.

A0061/22
V268 WESTMINSTER (EMI) **VORTAC**, MD R-151 TO BALTIMORE (BAL) **VORTAC**,
MD R-334 USE BAL **VOR** R-334.
EMI **VORTAC** R-151 **UNUSABLE**.

A0796/21
SPECIAL NOTICE..SCIENTIFIC AND RESEARCH LASER
OPS WILL BE CONDUCTED AT THE NASA/GODDARD SPACE CENTER GEOPHYSICAL
AND ASTRONOMICAL OBSERVATORY IN LAUREL, MD LOCATED WI AN AREA
DEFINED AS 390114N0764940W (BAL232011.9) SFC-94050FT, AT AN ANGLE
OF 10DEG TO 90DEG. THE SYSTEM IS INTERMITTENT, WITH POSSIBLE OPS
HAPPENING 24HRS A DAY, 7 DAYS A WEEK. LASER
LIGHT BEAMS MAY BE INJURIOUS TO PILOTS/AIRCROWS/PAX EYES WI
SFC-95000FT AGL VER AND 92050FT HORIZONTALLY. OTHER VISUAL
EFFECTS, FLASH BLINDNESS, AFTER IMAGE, GLARE, AND DISTRACTION
MAY OCCUR AT GREATER DIST. POTOMAC /PCT/ TRACON TEL 540-349-7541
IS THE FAA CDN FACILITY.
F) SEE TEXT G) SEE TEXT

A0752/21
ROUTE ZDC.
V66 RALEIGH/DURHAM (RDU) **VORTAC**, NC TO DUFFI, NC MEA 5000.

A0751/21
ROUTE ZDC.
V615 RALEIGH/DURHAM (RDU) **VORTAC**, NC TO DUFFI, NC MEA 5000.

A0735/21
ROUTE ZDC.
V128 SWIFT INT, WV TO BITES, WV MEA 7000.
HVQ **VOR/DME UNUSABLE** BELOW 7000 AT BITES.

A0669/21
ZDC.
Q64 TAR RIVER (TYI) **VORTAC**, NC TO SAWED, VA NA.
TYI **VORTAC** AIRWAY SEGMENT **UNUSABLE**.

A0599/21
ROUTE ZDC.
V38 ELKINS (EKN) **VORTAC**, WV MCA 4800 EASTBOUND.



A0434/21
LASER RESEARCH ACT WI AN AREA DEFINED AS 23NM RADIUS OF
382957N0772216W (BRV004009.8) SFC-FL600 AT AN ANGLE OF
20-90 DEG FM SFC PROJECTING UP TO FL600. BEAM IS INJURIOUS
TO PILOT AIRCREW AND PAX EYES. LASER BEAM WILL BE
TERMINATED PRIOR TO NONPARTICIPATING ACFT ENTERING HAZARD AREA.
WASHINGTON/ZDC/ARTCC, TEL 703-771-3470 IS THE FAA CDN FACILITY. F)
SFC G) FL600

A0340/21
ROUTE ZDC.
V438 HAGERSTOWN (HGR) **VOR**, MD TO LUCKE, VA MOCA 3600.

A0314/21
ROUTE ZDC ZTL.
V454 GIZMO, NC TO LIBERTY (LIB) **VORTAC**, NC MEA 3100.

A0293/21
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.

A0238/21
ROUTE ZDC.
V479 MENGE, NJ TO YARDLEY (ARD) **VOR/DME**, PA MEA 4000 SOUTHBOUND
2000 NORTHBOUND.

A0208/21
ROUTE ZDC.
V139 NEW BERN (EWN) **VOR/DME**, NC TO PEARS, NC GNSS MEA 2100 MOCA
2100.

A0207/21
ZDC VA..ROUTE ZDC.
V473 MONTEBELLO (MOL) **VOR/DME**, VA TO GORDONSVILLE (GVE) **VORTAC**, VA
MOCA NA, MEA 6200.

A0206/21
ROUTE ZDC.
V473 ROANOKE (ROA) **VOR/DME**, VA TO HOBOS, VA MOCA NA.

A0138/21
ROUTE
V54 FAYETTEVILLE (FAY) **VOR/DME**, TO KINSTON (ISO) **VORTAC**, NA.

A0120/21
ROUTE ZDC ZNY.
V214 LINER INT, NJ TO TETERBORO (TEB) **VOR/DME**, NJ R-239 NA EXCEPT
FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
TEB **VOR UNUSABLE R-239 UNUSABLE**.

A0084/21
ZDC WV..ROUTE ZDC ZOB.
V44 KEYER, WV CROSS KEYER AT 6000 WHEN USING **DME** FROM MGW **VORTAC**
EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
MGW **VORTAC DME UNUSABLE** BELOW 6000 AT KEYER.

02/077
AIRSPACE UAS WI AN AREA DEFINED AS 1.1NM RADIUS OF
ILM068025 (6NM NE N21) SFC-1200FT AGL

A0051/21
V44, V93 BALTIMORE (BAL) **VORTAC**, MD TO PALEO, MD MOCA NA.

A0050/21
ZDC WV..ROUTE ZDC ZOB.
V44 MORGANTOWN (MGW) **VOR/DME**, WV TO KEYER, WV MEA 5400.

A0024/21
V31 ARUYE, MD MCA 6000 NORTHWESTBOUND.

A0018/21
ROUTE ZDC.
V37 HAWKI, WV TO ELKINS (EKN) **VORTAC**, WV MEA 6500.



A0508/20

ROUTE ZDC.

V4 KESSEL (ESL) **VOR/DME**, WV TO ARMEL (AML) **VOR/DME**, VA MEA 5300.

09/499

COM CPDLC **AVBL** EN ROUTE WITH KUSA



9/1811

PART 1 OF 7 SECURITY...SPECIAL SECURITY INSTRUCTIONS, WASHINGTON, DC. THIS NOTAM AND COMPLEMENTARY NOTAMS REPLACE FDC 6/1117 TO PROVIDE UPDATED INSTRUCTIONS. SPECIAL SECURITY INSTRUCTIONS FOR UNMANNED AIRCRAFT OPERATIONS (UAS) IN THE DC SPECIAL FLIGHT RULES AREA (SFRA), INCLUDING THE DC FLIGHT RESTRICTED ZONE (FRZ), ARE IN EFFECT 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). 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 SECTIONS 93.335, 93.337, 93.339, 93.341, 93.343, 93.345, AND 99.7.

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

A. THIS NOTAM SUPPLEMENTS THE DC SPECIAL FLIGHT RULES AREA (SFRA), INCLUDING THE 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.

B. 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 2001150001-PERM

END PART 1 OF 7

PART 2 OF 7 SECURITY...SPECIAL SECURITY

INSTRUCTIONS, 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 FLIGHT RESTRICTED ZONE (FRZ) FDC NOTAMS.

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

D. UAS OPERATORS WHO DO NOT COMPLY WITH APPLICABLE AIRSPACE RESTRICTIONS ARE WARNED THAT PURSUANT TO 18 U.S.C. SECTION 3056A, 10 U.S.C. SECTION 130I, AND 6 U.S.C. SECTION 121 (AS AMENDED), THE DEPARTMENT OF HOMELAND SECURITY (DHS), UNITED STATES SECRET SERVICE (USSS), AND THE DEPARTMENT OF DEFENSE (DOD) 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 2001150001-PERM

END PART 2 OF 7

PART 3 OF 7 SECURITY...SPECIAL SECURITY

INSTRUCTIONS, 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 WWW.FAA.GOV/UAS/REGISTRATION.

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 SITE SPECIFIC WAIVER BY SYSTEM OPERATIONS SECURITY.

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 2001150001-PERM

END PART 3 OF 7

PART 4 OF 7 SECURITY...SPECIAL SECURITY

INSTRUCTIONS, RECREATIONAL OPERATIONS OF UNMANNED AIRCRAFT.

F. OPERATIONS MUST NOT INTERFERE WITH AND MUST GIVE WAY TO MANNED 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):

2001150001-PERM

END PART 4 OF 7

PART 5 OF 7 SECURITY...SPECIAL SECURITY

INSTRUCTIONS, A. UAS OPERATIONS IN THE DC SFRA MUST NOT PENETRATE RESTRICTED 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.

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 2001150001-PERM

END PART 5 OF 7

PART 6 OF 7 SECURITY...SPECIAL SECURITY

INSTRUCTIONS, PUBLISHED NOTAMS CAN BE FOUND AT:

WWW.FAA.GOV/AIR_TRAFFIC/PUBLICATIONS/NOTICES/

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 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:

2001150001-PERM

END PART 6 OF 7

PART 7 OF 7 SECURITY...SPECIAL SECURITY

INSTRUCTIONS, A. THE CODE OF FEDERAL REGULATIONS CAN BE FOUND ON THE GOVERNMENT PRINTING OFFICE WEBSITE AT WWW.ECFR.GOV.

B. ANY UAS OPERATOR QUESTIONS REGARDING DC SFRA OR FRZ PROCEDURES SHOULD BE DIRECTED TO THE FAA UNMANNED AIRCRAFT SYSTEM PROGRAM OFFICE AT 202-267-7540.

C. FAA INFORMATION TO HELP UAS OPERATORS UNDERSTAND REQUIREMENTS AND RESTRICTIONS, WHICH COULD BE IN EFFECT AT THEIR INTENDED OPERATING LOCATION, IS **AVAILABLE** THROUGH THE FAA'S B4UFLY SMARTPHONE APPLICATION - SEE:

[HTTPS://WWW.FAA.GOV/UAS/RECREATIONAL_FLIERS/WHERE_CAN_I_FLY/B4UFLY](https://www.faa.gov/uas/recreational_fliers/where_can_i_fly/b4ufly)

/ 2001150001-PERM

END PART 7 OF 7



9/1812

PART 1 OF 8 ...SPECIAL SECURITY INSTRUCTIONS,
WASHINGTON, DC.

THIS NOTAM AND COMPLEMENTARY NOTAMS REPLACE FDC 6/7201 TO PROVIDE UPDATED INSTRUCTIONS. THIS NOTAM REFERENCES THE WASHINGTON DC SPECIAL FLIGHT RULES AREA (SFRA) ONLY. 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 USA 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 2001150001-PERM

END PART 1 OF 8

PART 2 OF 8 ...SPECIAL SECURITY INSTRUCTIONS,
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.

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 FOLLOWING SUPPLEMENTAL SPECIAL SECURITY INSTRUCTIONS REQUIRED 2001150001-PERM

END PART 2 OF 8

PART 3 OF 8 ...SPECIAL SECURITY INSTRUCTIONS,
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 WITH AIR TRAFFIC CONTROL (ATC) MUST IMMEDIATELY SQUAWK 7600 AND EXIT THE DC SFRA/FRZ BY THE MOST DIRECT LATERAL ROUTE EXCEPT WHEN THE 2001150001-PERM

END PART 3 OF 8

PART 4 OF 8 ...SPECIAL SECURITY INSTRUCTIONS,
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 FEDERAL AVIATION REGULATIONS (FAR).

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 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.

2001150001-PERM

END PART 4 OF 8

PART 5 OF 8 ...SPECIAL SECURITY INSTRUCTIONS,
WASHINGTON, DC.

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 LTA TO OBTAIN TRANSPONDER CODE AND ADVISE TRACON OF INTENT TO CONDUCT PATTERN WORK.

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END PART 5 OF 8

PART 6 OF 8 ...SPECIAL SECURITY INSTRUCTIONS,
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 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 NOTAM FDC 9/1811.

SECTION III. RESOURCES:

A. THE CODE OF FEDERAL REGULATIONS CAN BE FOUND ON THE GOVERNMENT PRINTING OFFICE WEBSITE 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. FOR THOSE WAIVERS AND REQUIREMENTS IN THIS NOTAM THAT REQUIRE 2001150001-PERM

END PART 6 OF 8

PART 7 OF 8 ...SPECIAL SECURITY INSTRUCTIONS,
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 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 UNDER VISUAL FLIGHT RULES (VFR) WITHIN 100 NM OF THE DCA **VOR/DME** ALSO COMPLETE THIS TRAINING.

H. 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. 2001150001-PERM

END PART 7 OF 8

PART 8 OF 8 ...SPECIAL SECURITY INSTRUCTIONS,
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.

2001150001-PERM

END PART 8 OF 8

0/0053

PART 1 OF 10 ...SPECIAL SECURITY INSTRUCTIONS, WASHINGTON, DC. THIS NOTAM AND COMPLEMENTARY NOTAMS REPLACE FDC 8/3032 TO PROVIDE UPDATED INSTRUCTIONS. THIS NOTAM REFERENCES THE WASHINGTON DC FLIGHT RESTRICTED ZONE (FRZ) PROCEDURES. A SEPARATE NOTAM REFERENCES THE WASHINGTON DC SPECIAL FLIGHT RULES AREA (SFRA) PROCEDURES. SPECIAL SECURITY INSTRUCTIONS FOR AIRCRAFT OPERATIONS IN THE DC FLIGHT RESTRICTED ZONE (FRZ), A PART OF THE DC SPECIAL FLIGHT RULES AREA (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:

2001150001-PERM
END PART 1 OF 10

PART 2 OF 10 ...SPECIAL SECURITY INSTRUCTIONS,

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 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):

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END PART 2 OF 10

PART 3 OF 10 ...SPECIAL SECURITY INSTRUCTIONS,

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. 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) 2001150001-PERM

END PART 3 OF 10

PART 4 OF 10 ...SPECIAL SECURITY INSTRUCTIONS, AIRCRAFT OPERATING WITHIN OR TRANSITING THE DC FRZ WHO BECOME AWARE OF AN INABILITY 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 FEDERAL AVIATION REGULATIONS (FAR). 4. AIRCRAFT OPERATING WITHIN OR TRANSITING THE DC FRZ WHO BECOME AWARE OF AN INABILITY TO SQUAWK AN 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) AGRICULTURE/CROP DUSTING (J) ANIMAL POPULATION CONTROL FLIGHT OPERATIONS. (K) BANNER TOWING OPERATIONS. (L) MAINTENANCE 2001150001-PERM

END PART 4 OF 10

PART 5 OF 10 ...SPECIAL SECURITY INSTRUCTIONS, TEST 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 A 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 CFR SECTION 93.341 - OPERATIONS 2001150001-PERM

END PART 5 OF 10

PART 6 OF 10 ...SPECIAL SECURITY INSTRUCTIONS, 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 DCA ACCESS STANDARD SECURITY PROGRAM (DASSP) 2001150001-PERM
END PART 6 OF 10

PART 7 OF 10 ...SPECIAL SECURITY INSTRUCTIONS, SECURITY AUTHORIZATION. ELIGIBLE OPERATIONS FOR A 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. ADDITIONAL INFORMATION MAY BE OBTAINED IN ADVISORY CIRCULAR (AC) 93-1. (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 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):
2001150001-PERM

END PART 7 OF 10

PART 8 OF 10 ...SPECIAL SECURITY INSTRUCTIONS,

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. A FAA/TSA WAIVER IS REQUIRED FOR ALL: (A) STATE GOVERNMENT AIRCRAFT. (B) LOCAL GOVERNMENT AIRCRAFT. (C) DOD CONTRACT OR 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 2001150001-PERM

END PART 8 OF 10

PART 9 OF 10 ...SPECIAL SECURITY INSTRUCTIONS,

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), OR

WASHINGTON EXECUTIVE/HYDE FIELD AIRPORT (W32): (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 AIRCRAFT

ARRIVING/DEPARTING POTOMAC AIRFIELD (VKX), OR WASHINGTON

EXECUTIVE/HYDE FIELD AIRPORT (W32) 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 2001150001-PERM

END PART 9 OF 10

PART 10 OF 10 ...SPECIAL SECURITY INSTRUCTIONS,

AT 13 NM (383853.26N/770555.13W).

SECTION III. RESOURCES:

A. ALL QUESTIONS REGARDING THESE PROCEDURES SHOULD BE DIRECTED TO THE FAA SYSOPS REPRESENTATIVE AT THE NCRCC AT 9-ATO-NCRCC@FAA.GOV

OR (866) 598-9522. B. ALL WAIVERS, NOTAM REQUIREMENTS QUESTIONS AND EMERGENCY SHORT NOTICE REQUESTS CAN CONTACT THE TSA AT THE NCRCC,

CALL (866) 598-9520. C. INDIVIDUALS MAY SUBMIT A REQUEST FOR A 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).

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END PART 10 OF 10

A0003/20

, 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, TWO-WAY RADIO COMMUNICATIONS WITH THE GROUND CONTROL;; 3. WHEN JYO TOWER IS OPEN, PRIOR TO ENTERING THE LEESBURG, END PART 3 OF 8, A0003/20 NOTAMN, Q) KZDC/QXXXX///000/999/, A) KZDC PART 4 OF 8, B) 2001150001, C) PERM

SPECIAL SECURITY INSTRUCTIONS, WASHINGTON, DC.

THIS NOTAM REPLACES FDC 9/1815 TO PROVIDE UPDATED INSTRUCTIONS.

SPECIAL SECURITY INSTRUCTIONS FOR AIRCRAFT OPERATIONS IN THE LEESBURG MANEUVERING AREA (LMA) OF THE DC SPECIAL FLIGHT RULES AREA (SFRA) ARE IN EFFECT 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 END PART 1 OF 8

PRESCRIBED BY 14 CFR SECTIONS 93.335, 93.337, 93.339, AND 99.7, AND 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, 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 AT ANY TIME WITHIN THE LMA OR DC SFRA.

END PART 2 OF 8



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 TWO-WAY RADIO COMMUNICATIONS WITH THE GROUND CONTROL;
 3. WHEN JYO TOWER IS OPEN, PRIOR TO ENTERING THE LEESBURG
- END PART 3 OF 8

ZDC ...SPECIAL SECURITY INSTRUCTIONS, 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 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; END PART 4 OF 8

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 (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 END PART 5 OF 8

FOUND IN THE FAA AERONAUTICAL INFORMATION MANUAL (AIM) AND/OR APPLICABLE FEDERAL AVIATION REGULATIONS (FAR). 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:

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 END PART 6 OF 8

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 ON THE GOVERNMENT PRINTING OFFICE WEBSITE AT WWW.GPO.GOV/FDSYSACCESS.GOV/CFR/INDEX.HTML, OR 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 SECURITY AUTHORIZATIONS CAN BE FOUND AT WWW.TSA.GOV/STAKEHOLDERS/AIRSPACEWAIVERS OR BY CONTACTING TSA AT (571) 227-2071.

D. INDIVIDUALS MAY SUBMIT A REQUEST FOR A FAA WAIVER AT
END PART 7 OF 8

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 FOR 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 UNDER VISUAL FLIGHT RULES (VFR) WITHIN 100 NM OF THE DCA **VOR/DME** ALSO COMPLETE THIS TRAINING.

END PART 8 OF 8



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.

1/1155

DC .. FLIGHT RESTRICTIONS, WASHINGTON, DC.
 EFFECTIVE 1101102040 UTC UNTIL FURTHER NOTICE.
 THIS NOTICE WILL REPLACE NOTAM 0/9463 DUE TO TECHNICAL ERROR, NO
 CHANGES IN RESTRICTIONS.
 PURSUANT TO TITLE 14 CFR SECTION 99.7, SPECIAL SECURITY
 INSTRUCTIONS. A. EXCEPT FOR FAA APPROVED DOD, LAW ENFORCEMENT, AND
 WAIVERED
 LIFEGUARD/AIR AMBULANCE FLIGHTS, ALL VFR AIRCRAFT OPERATIONS
 WITHIN 30NM OF 385134N/0770211W OR THE WASHINGTON /DCA/ **VOR/DME**,
 FROM THE SURFACE UP TO BUT NOT INCLUDING FL180, ARE RESTRICTED
 TO AN INDICATED AIRSPEED OF 180 KNOTS OR LESS, IF CAPABLE. IF
 UNABLE, THE PILOT MUST CONTACT THE APPROPRIATE ATC FACILITY AND
 ADVISE THEM OF THE AIRCRAFT'S OPERATIONAL LIMITATIONS.
 B. ALL VFR AIRCRAFT OPERATIONS WITHIN THE AIRSPACE BETWEEN 30 NMR
 AND 60 NMR OF 385134N/0770211W OR THE WASHINGTON /DCA/ **VOR/DME**,
 FROM THE SURFACE UP TO BUT NOT INCLUDING FL180, ARE RESTRICTED TO
 AN INDICATED AIRSPEED OF 230 KNOTS OR LESS, IF CAPABLE. IF UNABLE
 THE PILOT MUST CONTACT THE APPROPRIATE ATC FACILITY AND ADVISE
 THEM OF THE AIRCRAFT'S OPERATIONAL LIMITATIONS PRIOR TO ENTERING
 THE 60 NMR OF THE WASHINGTON /DCA/ **VOR/DME**.

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

KZOB CLEVELAND FIR/UIR

A0134/22

RDO ALTIMETER UNREL WI AN AREA DEFINED AS
 410750N0833247W (FBC044014.2) TO 414727N0825506W (CRL125028.6) TO
 414006N0823920W (DJB315029.0) TO 414052N0822404W (DJB336022.2) TO
 415713N0814612W (CXR319037.8) TO 421711N0803007W (CXR037054.8) TO
 404911N0780619W (PSB231007.7) TO 391631N0794401W (MGW166017.9) TO
 POINT OF ORIGIN SFC-5000FT AGL. 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 ACFT USING APPROVED ALTERNATIVE METHODS OF
 COMPLIANCE DUE TO 5G C-BAND INTERFERENCE PLUS SEE AIRWORTHINESS
 DIRECTIVE 2021-23-19



A0133/22

RDO ALTIMETER UNREL WI AN AREA DEFINED AS
402742N0872558W (DNV027011.6) TO 405214N0825702W (MFD274016.3) TO
391718N0811111W (JPU139012.7) TO 371340N0855906W (EWO210028.4) TO
POINT OF ORIGIN SFC-5000FT AGL. 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 ACFT USING APPROVED ALTERNATIVE METHODS OF
COMPLIANCE DUE TO 5G C-BAND INTERFERENCE PLUS SEE AIRWORTHINESS
DIRECTIVE 2021-23-18

A0135/22

RDO ALTIMETER UNREL WI AN AREA DEFINED AS
420243N0760424W (CFB167007.3) TO 432545N0704124W (ENE291003.3) TO
411728N0690448W (ACK104042.7) TO 381656N0751856W (SBY124009.9) TO
401018N0783751W (JST139012.8) TO POINT OF ORIGIN SFC-5000FT AGL.
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 ACFT
USING APPROVED ALTERNATIVE METHODS OF COMPLIANCE DUE TO 5G C-BAND
INTERFERENCE PLUS SEE AIRWORTHINESS DIRECTIVE 2021-23-29

A0137/22

RDO ALTIMETER UNREL WI AN AREA DEFINED AS
430056N0722010W (GDM351030.7) TO 414207N0772006W (SFK092003.8) TO
422646N0794140W (JHW308029.8) TO 425146N0785558W (JHW019041.3) TO
433609N0791223W (ROC306073.0) TO 433842N0764333W (ART249034.1) TO
435628N0762007W (ART279011.7) TO 441700N0732130W (BTV243010.2) TO
POINT OF ORIGIN SFC-5000FT AGL. 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 ACFT USING APPROVED ALTERNATIVE METHODS OF
COMPLIANCE DUE TO 5G C-BAND INTERFERENCE PLUS SEE AIRWORTHINESS
DIRECTIVE 2021-23-36

A0136/22

RDO ALTIMETER UNREL WI AN AREA DEFINED AS
433747N0863156W (HIC277035.6) TO 433224N0830138W (MBS092045.7) TO
432450N0821243W (FNT074072.4) TO 430120N0822424W (FNT092059.0) TO
423625N0823046W (DXO064044.6) TO 422157N0824941W (DXO075025.6) TO
421722N0830526W (DXO075013.1) TO 420219N0830901W (CRL095013.7) TO
415153N0830412W (CRL125020.5) TO 414835N0825751W (CRL126026.3) TO
411727N0833957W (FBC013020.6) TO 423957N0864247W (PMM294029.5) TO
POINT OF ORIGIN SFC-5000FT AGL. 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 ACFT USING APPROVED ALTERNATIVE METHODS OF
COMPLIANCE DUE TO 5G C-BAND INTERFERENCE PLUS SEE AIRWORTHINESS
DIRECTIVE 2021-23-21

A0139/22

FLT INFO SERVICE BCST (FIS-B) SERVICES MAY
NOT BE **AVBL** WI AN AREA DEFINED AS 25NM RADIUS OF 431340N0851106W.
AP AIRSPACE AFFECTED MAY INCLUDE 6D6, 13C, Y70.
F) SFC G) 1000FT

A0079/21

ROUTE ZOB.
V103 ATWOO INT, OH TO AKRON (ACO) **VOR/DME**, OH MEA 3100.

A0053/21

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.



A0023/21

ZOB WV..ROUTE ZOB ZDC.

V44 KEYER, WV CROSS KEYER AT 6000 WHEN USING **DME** FROM MGW **VORTAC** EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

MGW **VORTAC DME UNUSABLE** BELOW 6000 AT KEYER.

A0018/21

ROUTE ZOB ZAU.

V11 GRABI, TO EDGE, **DME** REQUIRED EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FBC **VORTAC R-310 UNUSABLE**.

A0013/21

ZOB WV..ROUTE ZOB ZDC.

V44 MORGANTOWN (MGW) **VOR/DME**, WV TO KEYER, WV MEA 5400.

01/453

AIRSPACE PJE WI AN AREA DEFINED AS 10.6NM RADIUS OF 431536N0785756W (10.8NM N IAG) SFC-15000FT

A0002/21

V279 GUNNE, OH TO FLAG CITY (FBC) **VORTAC**, OH MOCA 2500.

A0102/20

ROUTE ZOB ZNY.

V252 GENESEO (GEE) **VOR/DME**, NY TO GIBBE, NY MEA 4500.

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

KZJX JACKSONVILLE FIR/UIR

A1766/22

RDO ALTIMETER UNREL WI AN AREA DEFINED AS 36.9NM RADIUS OF 325329N0800650W (CHS272003.8) SFC-5000FT AGL. 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 ACFT USING APPROVED ALTERNATIVE METHODS OF COMPLIANCE DUE TO 5G C-BAND INTERFERENCE PLUS SEE AIRWORTHINESS DIRECTIVE 2021-23-14ETER UNREL WI AN AREA DEFINED AS 28.1NM RADIUS OF 433756N1161910W (BOI294007.3) SFC-5000FT AGL. 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 FOR ACFT USING APPROVED ALTERNATIVE METHODS OF COMPLIANCE DUE TO 5G C-BAND INTERFERENCE PLUS SEE AIRWORTHINESS DIRECTIVE 2021-23-13

A1768/22

RDO ALTIMETER UNREL WI AN AREA DEFINED AS 292213N0913629W (LLA110043.7) TO 311830N0904357W (MCB268024.3) TO 311330N0884628W (GCV292016.7) TO 320854N0880015W (MEI104042.9) TO 322644N0871220W (MGM284046.9) TO 313218N0861834W (OZR302034.0) TO 295909N0872014W (BFM131052.9) TO 283948N0895349W (LEV158032.6) TO POINT OF ORIGIN SFC-5000FT AGL. 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 ACFT USING APPROVED ALTERNATIVE METHODS OF COMPLIANCE DUE TO 5G C-BAND INTERFERENCE PLUS SEE AIRWORTHINESS DIRECTIVE 2021-23-32



A1767/22

RDO ALTIMETER UNREL WI AN AREA DEFINED AS
342002N0851349W (RMG331011.7) TO 364552N0802709W (PSK153023.1) TO
361559N0773639W (TYI019018.0) TO 342340N0784512W (CRE001034.9) TO
345250N0792737W (SDZ166021.1) TO 324412N0814451W (SAV328045.0) TO
330719N0851452W (LGC333004.9) TO POINT OF ORIGIN SFC-5000FT AGL.
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 ACFT
USING APPROVED ALTERNATIVE METHODS OF COMPLIANCE DUE TO 5G C-BAND
INTERFERENCE PLUS SEE AIRWORTHINESS DIRECTIVE 2021-23-16

A1769/22

RDO ALTIMETER UNREL WI AN AREA DEFINED AS
304304N0833236W (OTK257014.1) TO 311419N0812041W (SSI029012.4) TO
265653N0793812W (PBI059029.0) TO 245453N0795439W (VKZ169052.0) TO
235518N0820029W (EYW195041.5) TO 292514N0834413W (CTY256037.5) TO
POINT OF ORIGIN SFC-5000FT AGL. 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 ACFT USING APPROVED ALTERNATIVE METHODS OF
COMPLIANCE DUE TO 5G C-BAND INTERFERENCE PLUS SEE AIRWORTHINESS
DIRECTIVE 2021-23-23

A1778/22

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 26NM RADIUS OF 305409N0854406W.
AP AIRSPACE AFFECTED MAY INCLUDE 33J, 1J0.
F) SFC G) 2000FT.

A1720/22

FLT INFO SERVICE BCST (FIS-B) MAY NOT BE
AVBL WI AN AREA DEFINED AS 28NM RADIUS OF 283318N0840639W.
AIRSPACE AFFECTED MAY INCLUDE GULF OF MEXICO AREAS OF TARPON
SPRINGS AND FLORIDA MIDDLE GROUND.
F) SFC G) 5000FT.

06/125

OBST TOWER (ASN UNKNOWN) 332048N0814430W (18NM WNW
BNL) 556FT (206FT AGL) NOT LGTD

04/103

AIRSPACE UAS WI AN AREA DEFINED AS 10NM RADIUS OF
290849N0825403W (8NM E CDK) SFC-100FT AGL DLY SR-SS

A0638/22

SPECIAL IAP JUMBOLAIR, OCALA, FL RNAV (GPS) M **RWY**
18, ORIG...LPV DA 389 HAT 293, VIS 1 LNAV MDA: 480 HAT 384, **CAT**
A/B VIS 1, **CAT** C VIS 1 1/8 CIRCLING MDA: **CAT** A/B 620 HAA 520, **CAT**
C 1000 HAA 900 **CAT** A/B VIS 1, **CAT** C VIS 3
REASON: PERIODIC REVIEW

A0637/22

17FL SPECIAL IAP JUMBOLAIR, OCALA, FL RNAV (GPS) A,
ORIG...CIRCLING MDA: **CAT** A/B 620 HAA 520, **CAT** C 1000 HAA 900 **CAT**
A/B VIS 1, **CAT** C VIS 3 CORRECT CHART REASON: PERIODIC REVIEW

A0336/22

ROUTE ZJX ZTL.
V70 OCONE, GA TO MILEN INT, GA MEA 3500.

A0126/22

ROUTE ZJX.
V18, V311 DORCE, SC **DME** REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH
RNAV WITH GPS.
VAN **VOR** R-193 RESTRICTED BELOW 18000.



A0125/22
ROUTE ZJX.
V437 WESEL, SC **DME** REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH RNAV
WITH GPS..
VAN **VOR** VAN **VOR** R-99 RESTRICTED BELOW 18000.

A0124/22
ROUTE ZJX.
V437 GINNE, SC **DME** REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH RNAV
WITH GPS.
VAN **VOR UNUSABLE** VAN **VOR** R-137 RESTRICTED BELOW 18000.

A0123/22
ROUTE ZJX.
V56 HOPKI, SC **DME** REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH RNAV
WITH GPS..
VAN **VOR** R-327 RESTRICTED BELOW 18000.

A0122/22
ROUTE ZJX.
V311 SHIPY, SC **DME** REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH RNAV
WITH GPS.
VAN **VOR** R-287 RESTRICTED BELOW 18000.

A0053/22
ROUTE ZJX.
T347 CROPY, FL TO GUANO, FL GNSS MEA 2800.

A0052/22
ROUTE ZJX.
T210, T353 EMSEE, FL TO GUANO, FL GNSS MEA 2800.

A2474/21
Q109 PANDY, SC TO LAANA, NC.
ATC ASSIGNED ONLY.

A2473/21
ROUTE ZJX.
Q97 CAKET, SC TO ELLDE, NC.
ATC ASSIGNED ONLY.

A2472/21
ROUTE ZJX.
Q113 RAYVO, SC TO SARKY, SC.
ATC ASSIGNED ONLY.

A2471/21
Q87 JROSS, SC TO LCAPE, SC.
ATC ASSIGNED ONLY.

A2470/21
ROUTE ZJX.
Q135 JROSS, SC TO RAPZZ, NC.
ATC ASSIGNED ONLY.

A2469/21
ROUTE ZJX.
Q85 IGARY, SC TO SMPRR, NC.
ATC ASSIGNED ONLY.

A2468/21
Y323 CARPX, OA TO IDOLS, OA.
ATC ASSIGNED ONLY.

A2467/21
ROUTE ZJX.
Y291 HOAGG, OA TO SAGGY, OA.
ATC ASSIGNED ONLY.

A2466/21
ROUTE ZJX.
Q409 JROSS, SC TO MRPIT, NC.
ATC ASSIGNED ONLY.



A2465/21
Y319 OHLAA, OA TO IDOLS, OA.
ATC ASSIGNED ONLY.

A2464/21
ROUTE ZJX.
Y309 PELCN, OA TO SAGGY, OA.
ATC ASSIGNED ONLY.

A2463/21
Y289 DULEE, OA TO ZILLS, OA.
ATC ASSIGNED ONLY.

A2462/21
ROUTE ZJX.
Y299 GRUBR, OA TO ZILLS, OA.
ATC ASSIGNED ONLY.

A2111/21
ROUTE ZJX ZTL.
V521, V7 SKIPO, AL TO BANBI, AL MOCA 2000.

A2067/21
ROUTE ZJX ZTL.
V70 ALLENDALE (ALD) **VOR**, SC R-248 TO COP NA EXCEPT FOR ACFT
EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
ALD **VOR UNUSABLE** ALL ALTITUDES.

A1062/21
V35 GREENVILLE (GEF) **VORTAC**, FL TO SALER, GA NA.

A1057/21
V159 GREENVILLE (GEF) **VORTAC**, FL TO SALER, GA NA.

A0391/21
ROUTE ZJX ZTL.
V325 VESTO, GA TO BLANE, SC NA EXCEPT FOR ACFT EQUIPPED WITH
SUITABLE RNAV SYSTEM WITH GPS.

A0034/21
ROUTE ZJX ZTL.
V53 WIDER INT, SC TO WILLS INT, SC NA EXCEPT FOR AIRCRAFT EQUIPPED
WITH SUITABLE RNAV SYSTEM WITH GPS.

A1862/18
AL..FL..SPECIAL NOTICE.. GULF OF MEXICO RNAV AND
ATLANTIC ROUTES PUBLISHED CO-DESIGNATION ON ENROUTE HIGH CHARTS
H-7, H-8, AND H-9 CHARTS. THE RNAV ROUTES Q100 AND Q102 WILL BE
CO-DESIGNATED WITH Y280 AND Y290 RESPECTIVELY. ADDITIONALLY,
MULTIPLE ATLANTIC ROUTES (AR) WILL BE CO-DESIGNATED AS Y ROUTES,
E.G. AR 21/Y 289. UNTIL FURTHER NOTICE AND COMPLETION OF
TRANSITION OF THE U.S. EAST COAST PBN ROUTE STRUCTURE, OPERATORS
ARE TO FOLLOW THE PUBLISHED GUIDANCE APPLICABLE TO THE ROUTES
INDICATED IN THEIR FLIGHT PLAN. FOR EXAMPLE, OPERATORS FILING TO
FLY Q100 ARE TO FOLLOW THE GULF Q ROUTE GUIDANCE IN THE NTAP (PART
3, SECTION 2) GULF OF MEXICO Q ROUTES. ADDITIONALLY, OPERATORS
FILING TO FLY Y280 ARE TO FOLLOW THE Y ROUTE GUIDANCE IN THE U. S.
AIP (ENR 7). SAME POLICY APPLIES TO CO-DESIGNATED AR AND Y
ROUTES. IF AN OPERATOR FLIGHT PLANS A ROUTE OF FLIGHT INDICATING A
COMBINATION OF ROUTES WHICH INCLUDES A Y ROUTE, THE AIRCRAFT MUST
MEET THE EQUIPAGE AND PERFORMANCE REQUIREMENTS PUBLISHED IN THE
AIP SECTION ENR 7.10. PLEASE DIRECT ANY QUESTION TO FLIGHT
TECHNOLOGIES AND PROCEDURES DIVISION, 202-267-8790
F) SEE TEXT G) SEE TEXT

A2790/14
DEPARTURES FROM ORLANDO TERMINAL
AIRSPACE WITH ROUTES THROUGH MIAMI CENTER MUST ADDRESS THEIR
FLIGHT PLANS TO JACKSONVILLE CENTER ONLY. FPL MESSAGES SHOULD NOT
BE ADDRESSED TO MIAMI CENTER.



4/3634

PART 1 OF 2 SPECIAL SECURITY NOTICE. DISNEY WORLD
THEME PARK,
ORLANDO FL. THIS NOTAM REPLACES NOTAM 9/4985 TO REFLECT A
TRANSPORTATION SECURITY ADMINISTRATION (TSA) WEBSITE UPDATE AND
ADDITIONAL INFORMATION CONCERNING AIRSPACE WAIVERS.
FLIGHT RESTRICTIONS IN THIS NOTAM COMPLY WITH STATUTORY MANDATES
DETAILED IN SECTION 352 OF PUBLIC LAW 108-7 AS AMENDED BY SECTION
521 OF PUBLIC LAW 108-199. PURSUANT TO 49 USC 40103(B), THE
FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE
DEFINED IN THIS NOTAM AS 'NATIONAL DEFENSE AIRSPACE'. ANY PERSON
WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES PERTAINING TO
OPERATIONS IN THIS AIRSPACE MAY BE SUBJECT TO CERTAIN CRIMINAL
PENALTIES UNDER 49 USC 46307. PILOTS WHO DO NOT ADHERE TO THE
FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED
BY LAW ENFORCEMENT/SECURITY PERSONNEL. PURSUANT TO 14 CFR SECTION
99.7, SPECIAL SECURITY INSTRUCTIONS; ALL AIRCRAFT FLIGHT
OPERATIONS, INCLUDING UNMANNED AND REMOTE CONTROLLED AIRCRAFT, ARE
PROHIBITED WITHIN A 3 NMR OF 282445N/0813420W OR THE ORL238014.8
UP TO AND INCLUDING 3000FT AGL. 1410271500-PERM
END PART 1 OF 2

PART 2 OF 2 SPECIAL
THE RESTRICTIONS DO NOT APPLY TO THOSE AIRCRAFT AUTHORIZED BY AND
IN CONTACT WITH ATC FOR OPERATIONAL OR SAFETY OF FLIGHT PURPOSES,
DEPARTMENT OF DEFENSE, LAW ENFORCEMENT, AND AIR AMBULANCE FLIGHT
OPERATIONS. FLIGHTS CONDUCTED FOR OPERATIONAL PURPOSES OF ANY
DISNEY WORLD EVENT AND VENUE ARE AUTHORIZED WITH AN APPROVED
WAIVER. AN FAA AIRSPACE WAIVER DOES NOT RELIEVE OPERATORS FROM
OBTAINING ALL OTHER NECESSARY AUTHORIZATIONS AND COMPLYING WITH
ALL APPLICABLE FEDERAL AVIATION REGULATIONS. ALL PREVIOUSLY ISSUED
WAIVERS TO FDC NOTAM 4/4985 REMAIN VALID UNTIL THE SPECIFIED END
DATE BUT NOT TO EXCEED 90 DAYS FOLLOWING THE EFFECTIVE DATE OF
THIS NOTAM. INFORMATION ABOUT AIRSPACE WAIVER APPLICATIONS AND TSA
SECURITY AUTHORIZATIONS CAN BE FOUND AT
[HTTP://WWW.TSA.GOV/STAKEHOLDERS/AIRSPACE-WAIVERS-0](http://www.tsa.gov/stakeholders/airspace-waivers-0) OR BY CALLING
TSA AT 571-227-2071. SUBMIT REQUESTS FOR FAA AIRSPACE WAIVERS AT
[HTTPS://WAIVERS.FAA.GOV](https://waivers.faa.gov).
1410271500-PERM
END PART 2 OF 2

KZDC WASHINGTON FIR/UIR

Please see section EXTENDED AREA AROUND DESTINATION



[Company NOTAM]

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CREW ALERT

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SB007/14

SUBJECT: AUTO COST INDEXES

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

SB003/13

SUBJECT: FLIGHT RELEASE UNITS

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

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CREW BULLETIN

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NIL

===== END OF LIDO-NOTAM-BULLETIN =====



- Not for real world navigation -