



[OFF]

OFF 1 ATW0064 / ATW64 -4.00 KIAD/IAD - KLGA/LGA -4.00
CALC 1220Z FOR ETD 1250Z 17SEP22 OBS 1706 PROG 1712 1715 1718

TBM 900-PT6A-66D - MSN900 - N900SB - PERF FACTOR +0.0

Table with columns: EST, MAX, KIAD/IAD, OUT, OFF, SLOT, CO RTE, IADLGA01. Rows include DOW, PYLD, ZFW, FUEL, TOW, TRIP, LW, ULD.

MAX SR 3.0 T O C TKOF ALTN

REMARKS:

OFF ROUTE:
-KIAD/01R F170 DCT MRB V214 BAL/F290 DCT ENO KORRY4 KLGA/04
-DIST 266-

KIAD ATIS: .. WX:

RWY: ... ATC CLRNC: SQUAWK:

Table with columns: TAXI, TRIP, CONT 15 MIN, ALTN, FINRES, ADDNL. Values include 36, 183, 47, 125, 34, 0.

TOTAL 425 2.14

EXTRA (T 343) TANKER 0 REASON

PLN BLK 425 2.14 FOD 0.2

FINAL BLK SHUT DOWN

TOW CORR +1000 PLN BLK +21 / -1000 PLN BLK -14
2000 BELOW TRIP +2 / TIME 0.57
4000 BELOW TRIP +4 / TIME 0.57

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	159
AWY POSN	MORA FREQ	MT	DIST DTG	IAS MN	FL	SAT	GS	TAS WIND	ZT ETO/RTO/ATO	EET	MFR FOB	

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DCT	36	336	34	170	CLB		220	223	9	0.09		302
MRB	112.1		232			-5	254/08					
MARTINSBURG									.../.../...			

V214		104	3	170			235	227	1	0.10		300
T O C			229		170	-6	255/09					

V214	36	104	35	220			304	294	7	0.17		277
WOOLY			194			-6	276/10					

V214	27	131	3	220			303	294	0	0.17		275
YANNI			191			-6	276/10					

V214	27	131	17	220	CLB		303	294	4	0.21		264
BAL	115.1		174			-6	276/10					
BALTIMORE									.../.../...			

DCT	22	097	53				346	318	12	0.33		227
ENO	111.4		121	529	290	-36	285/30					
SMYRNA (KENTON)									.../.../...			

KORRY4	21	046	20				326	318	3	0.36		217
SKIPY			101	530		-36	286/32					

KORRY4	22	048	13				327	318	3	0.39		210
BESSI			88	530		-36	286/32					



AWY POSN	MORA FREQ	MT	DIST DTG	IAS MN	FL	SAT	GS TAS WIND	ZT ETO/RTO/ATO	EET	MFR FOB
KORRY4 EDJER	22	045	12 76	530		-36	326 318 286/32	2 .../.../...	0.41	204
KORRY4 T O D		012	0 76	530	290	-36	308 318 286/31	0 .../.../...	0.41	204
KORRY4 DAVYS	22	047	5 71	520	DES	-31	322 315 288/31	1 .../.../...	0.42	201
KORRY4 HOLEY	21	060	4 67	520		-27	331 318 288/29	1 .../.../...	0.43	199
KORRY4 BRAND	22	060	6 61	210		-22	321 310 290/27	1 .../.../...	0.44	196
KORRY4 BOUNDARY	-KZNY-		0 61							
	-NEW YORK		FIR/UIR-							
KORRY4 KORRY	22	060	5 56	210		-18	309 300 294/25	1 .../.../...	0.45	193
KORRY4 RBV ROBBINSVILLE	23	060 113.8	10 46	210		-8	286 282 305/24	2 .../.../...	0.47	188
KORRY4 TYKES	23	056	7 39	210		-2	271 270 308/22	1 .../.../...	0.48	184
KORRY4 MINKS	23	056	7 32	210		03	256 258 316/23	1 .../.../...	0.49	180
KORRY4 RENUE	24	056	12 20			08	234 322/17	3 .../.../...	0.52	174
KORRY4 APPLE	23	045	3 17			10	228 318/16	0 .../.../...	0.52	172
KORRY4 PROUD	24	045	5 12			12	225 307/10	1 .../.../...	0.53	169
KORRY4 KLG/04	22	046	0 0					05 .../.../...	0.58	159



CNR 159
KLGA ATIS: .. RWY:

WX:

ASC	DEP	APPCH	MINIMA	WEATHER	TWC	XWC
	KIAD/IAD/01R	TKOF	/	9999/9999	+0.0	+0.0
	DEST					
	KLGA/LGA/04	ILS	/	5000/9999	-6.1	+5.1
	DEST ALTN					
	KBOS/BOS/33L	ILS	/	9999/9999	-5.9	+1.0

	ALTN	MORA	DIST	LVL	WC	TIME	DIFF	FUEL	DIFF
C1	KBOS/BOS/33L	49	190	310	T013	0.46		125	
	DCT MERIT	ROBUC3							



CLIMB	WOOLY	YANNI
+08 303/013/FL100	SR 1.5	SR 1.5
-03 292/010/FL150	N3920.3	N3918.7
-14 297/019/FL200	W07702.2	W07658.5
-41 277/031/FL310	-12 293/016/FL190	-12 293/016/FL190
-49 273/034/FL350	-06 276/010/FL170	-06 276/010/FL170
	-03 291/010/FL150	-03 291/010/FL150
	+01 302/011/FL130	+01 302/011/FL130
BAL	ENO	SKIPY
SR 1.5	SR 1.4	SR 0.9
N3910.3	N3913.9	N3930.4
W07639.7	W07531.0	W07516.3
-12 293/016/FL190	-41 281/032/FL310	-41 283/033/FL310
-06 276/010/FL170	-36 285/030/FL290	-36 286/032/FL290
-03 290/010/FL150	-31 288/028/FL270	-31 288/031/FL270
+01 302/011/FL130	-26 291/025/FL250	-26 289/029/FL250
BESSI	EDJER	DESCENT
SR 0.7	SR 0.7	-56 291/038/FL390
N3940.6	N3950.9	-50 291/028/FL350
W07506.7	W07457.8	-41 299/026/FL310
-41 283/032/FL310	-41 283/032/FL310	-15 302/027/FL200
-36 286/032/FL290	-36 286/031/FL290	+05 316/020/FL100
-31 288/031/FL270	-31 288/031/FL270	
-26 289/029/FL250	-26 289/029/FL250	



[ATC Flight Plan]

FF EUCHZMFP EUCBZMFP
171220 EGGWEZSB
(FPL-ATW64-IS
-TBM9/L-SDFGRWY/S
-KIAD1250
-N0294F170 DCT MRB V214 BAL/N0318F290 DCT ENO KORRY4
-KLGA0058 KBOS
-PBN/D2 DOF/220917 REG/N900SB EET/KZNY0044 KZDC0047 KZNY0048 OPR/ATW
PER/B RVR/075 RMK/TCAS)



[Airport WX List]

KIAD --> KLGA ATW 64 / 17Sep2022
LIDO/WEATHER SERVICE DATE : 17Sep2022 TIME : 12:20 UTC

AIRMETs:

No Wx data available

SIGMETs:

KZNY NEW YORK FIR/UIR

WS SIGMET WSUS31 KKCI 171155 SIGE CONVECTIVE SIGMET 31E VALID
UNTIL 1355Z FL SC GA CSTL WTRS FROM 90S ILM-250SE
CHS-130ENE PBI-50E CRG-50ESE CHS-90S ILM AREA TS MOV
FROM 20010KT. TOPS ABV FL450.

Tropical Cyclone SIGMETs:

No Wx data available

Volcanic Ash SIGMETs:

No Wx data available

DESTINATION AIRPORT:

KLGA/LGA LAGUARDIA

SA 171151 08008KT 10SM BKN050 BKN085 BKN250 18/12 A3026 RMK AO2
SLP248 T01830122 10200 20183 53010
FT 171130 1712/1818 05005KT P6SM BKN050
FM171800 12007KT P6SM SCT050 SCT250
FM172100 16009KT P6SM SCT060 SCT250
FM180300 21007KT P6SM SCT250
FM181300 24012KT P6SM BKN250

DESTINATION ALTERNATE:

KBOS/BOS LOGAN INTL

SA 171154 32006KT 10SM FEW030 FEW080 FEW250 14/06 A3030 RMK AO2
SLP258 T01390061 10139 20111 51012
FT 171123 1712/1818 33006KT P6SM FEW080
FM171500 11010KT P6SM FEW150
FM172100 14010KT P6SM SCT200
FM172300 18009KT P6SM FEW100
FM180200 21009KT P6SM FEW050

DEPARTURE AIRPORT:

KIAD/IAD WASHINGTON DULLES INTL

SA 171152 00000KT 10SM SCT250 15/14 A3025 RMK AO2 SLP242
T01500144 10150 20128 53009
FT 171125 1712/1818 00000KT P6SM MIFG SCT250
FM171400 17004KT P6SM FEW040 FEW250
FM180100 18006KT P6SM FEW250
FM181400 21005KT P6SM FEW035

AIRPORTLIST ENDED



[NOTAM]

 LIDO-NOTAM-BULLETIN INCLUDES NOTAM, COMP NOTAM AND AIP-REGULATION
VALID: 2209171250 - 2209171802 STD(EOBT)+TRIP+ALTN+3HRS
 ATW 64 /17SEP OFP-NR: 1
 ROUTE: KIAD - KLGA ALTN: KBOS
 N0294F170 DCT MRB V214 BAL/N0318F290 DCT ENO KORRY4

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 DEPARTURE AIRPORT - DETAILED INFO
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KIAD/IAD WASHINGTON DULLES INTL

+++++ AIRPORT +++++

A3783/22
TWY Z BTN **TWY Y4** AND **TWY Z2** **CLSD**
 A3785/22
TWY Y2 BTN **TWY Y** AND AIR CARGO RAMP **CLSD**
 A3862/22
 /LDN/ **TACAN** AZM **U/S**
 A3787/22
TWY Z RUNUP PAD FOR **RWY 19C** **CLSD**
 A3782/22
 AIR CARGO RAMP **CLSD**
 A3784/22
 APRON AIR CARGO RAMP **CLSD** TO ACFT WITH WINGSPANS MORE THAN
 170FT.
 A3798/22
 TXL E BTN GATE C26 AND GATE C28 **CLSD**.
 08/173
RWY 01R/19L EDGE MARKINGS NOT STD
 08/135
 APRON TXL B EDGE MARKINGS S SIDE FADED
 A3350/22
 /BRV/ **VOR** **U/S**
 A3146/22
 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
 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 +++++

A3778/22
RWY 12 ALS **U/S**
 A3708/22
RWY 30 PAPI **U/S**



+++++ SID +++++

A3721/22

CAPITAL ONE DEPARTURE...

TAKEOFF MINIMUMS:

RWY 1C, 300-1 7/8 WITH MINIMUM CLIMB OF 264FT PER NM TO 900.

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 661FT MSL 1.95 NM SE OF **RWY 30** (2021-AEA-5820-OE).

TEMPORARY CRANE 688FT MSL 2.11 NM NE OF **RWY 19C**

(2022-AEA-4626-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). TEMPORARY CRANE 581FT MSL 1.53 NM N OF **RWY 19C** (2022-AEA-12249-OE).

ALL OTHER DATA REMAINS AS PUBLISHED.

A3720/22

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...

TAKEOFF MINIMUMS:

RWY 1C, 300-1 7/8 WITH MINIMUM CLIMB OF 264FT PER NM TO 900.

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 661FT MSL 1.95 NM SE OF **RWY 30** (2021-AEA-5820-OE).

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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). TEMPORARY CRANE 581FT MSL 1.53 NM N OF **RWY 19C** (2022-AEA-12249-OE).

ALL OTHER DATA REMAINS AS PUBLISHED.

A2981/22

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 +++++

A3861/22 VALID: 17-SEP-22 1200 - 17-SEP-22 1400

ILS RWY 01L LOC U/S

A3733/22

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**.

A3717/22

RNAV (GPS) Y **RWY 19L**, AMDT 2C...

LNAV MDA, 940/HAT 638 ALL CATS. VISIBILITY CATS C/D 1 3/8.

CIRCLING **CAT C** MDA 1000/HAA 687, VISIBILITY 2.

VDP 1.79NM TO RW19L.

NOTE: FOR **INOPERATIVE** ALS, INCREASE LNAV **CAT C/D** VISIBILITY TO 1 3/4 SM.TEMPORARY CRANE 688FT MSL 2.81 NM N OF **RWY 19L** (2022-AEA-4626-OE).

A3716/22

ILS OR LOC RWY 19L, AMDT 15D...

S-LOC 19L, MDA 940/HAT 638 ALL CATS. VISIBILITY CATS C/D 1 3/8.

VDP AT I-SGC 3.29 DME; DISTANCE VDP TO THLD 1.79NM.

FOR **INOPERATIVE** ALS, INCREASE S-LOC 19L **CAT C/D** VISIBILITY TO 1 3/4 SM.TEMPORARY CRANE 688FT MSL 2.81 NM N OF **RWY 19L** (2022-AEA-4626-OE).

A3667/22

ILS OR LOC/DME RWY 19C, AMDT 25B...

S-LOC 19C MDA 840/HAT 569 ALL CATS. VISIBILITY CATS A/B RVR 4000, CATS C/D 1 1/4.

NOTE: FOR INOP ALS, INCREASE S-LOC 19C CATS A/B VISIBILITY TO RVR 5500, CATS C/D VISIBILITY TO 1 5/8 SM.

HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

TEMPORARY CRANE 581FT MSL 1.53 NM N OF **RWY 19C**

(2022-AEA-12249-OE).

A3619/22

RNAV (RNP) Z **RWY 19C**, ORIG-D...

RNP 0.30 DA 903/HAT 632 ALL CATS. VISIBILITY ALL CATS 1 3/8.

HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.

TEMPORARY CRANE 581FT MSL 1.53 NM N OF **RWY 19C**

(2022-AEA-12249-OE).

A3618/22

RNAV (GPS) Y **RWY 19C**, AMDT 3E...

LNAV/VNAV DA 905/HAT 634 ALL CATS. VISIBILITY ALL CATS 1 3/8. LNAV

MDA 840/HAT 569 ALL CATS..VISIBILITY CATS A/B RVR 4000, CATS C/D 1 1/4.

VDP 1.56 NM TO RW19C.

CHANGE NOTE TO READ: FOR INOP ALS, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 3/4 SM AND LNAV CATS A/B TO RVR 5500, CATS C/D TO 1 5/8 SM.

NOTE: **RWY 19C** HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.TEMPORARY CRANE 505FT MSL 2.84 NM N OF **RWY 19C** (2022-AEA-7372-OE).TEMPORARY CRANE 581FT MSL 1.53 NM N OF **RWY 19C**

(2022-AEA-12249-OE).



A3145/22

ILS RWY 01L (CAT II - III), AMDT 1C ...

ILS RWY 01R (CAT II - III), AMDT 24C ...

ILS RWY 19C (CAT II - III), AMDT 25B ...

ILS RWY 19R (CAT II - III), AMDT 1B ...

ILS RWY 01C (SA **CAT II**), AMDT 2D ...

ILS RWY 19L (SA **CAT II**), AMDT 15D ...

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

A2914/22

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 1000/ HAA 687, VISIBILITY **CAT C 2**.

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).

A2913/22

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

S-LOC 1R, MDA 880/ HAT 568 ALL CATS, VISIBILITY CATS C/D 1 1/4.

CIRCLING CATS A/B/C/D MDA 1000/ HAA 687, VISIBILITY **CAT C 2**. VDP

AT I-IAD 1.32 DME; DISTANCE VDP TO THLD 1.56 NM. 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).

A2912/22

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

LNAV/VNAV DA 847/ HAT 535, VISIBILITY ALL CATS 1 1/4. LNAV MDA

940/ HAT 628 ALL CATS, VISIBILITY CATS C/D 1 1/2. CIRCLING CATS

A/B/C/D MDA 1000/ HAA 687, VISIBILITY **CAT C 2**. VDP 1.75 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 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).

A2911/22

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

RNP 0.30 DA 990/ HAT 678, VISIBILITY 1 1/2 ALL CATS. 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).



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).

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).

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.

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 DESTINATION AIRPORT - DETAILED INFO
 =====

KLGA/LGA LAGUARDIA

++++++ AIRPORT ++++++

A3085/22 VALID: 17-SEP-22 1600 - 23-SEP-22 2100

TWY D BTN **TWY BB** AND **TWY F** **CLSD**

A3084/22 VALID: 17-SEP-22 1600 - 23-SEP-22 2100

TWY F BTN **TWY BB** AND **TWY D** **CLSD**



09/089
TWY V CL MARKINGS BTN **RWY 13/31** AND **TWY B** NOT STD

09/008
TWY ALL HLDG PSN MARKINGS FADED

09/007
TWY ALL SFC PAINTED HLDG PSN SIGNS FADED

08/218
RWY 04/22 LEAD OFF LINE FOR **TWY U** NOT STD

08/204
TWY AA CL MARKINGS BTN **TWY Y** AND **TWY CY** NOT STD

08/174
RWY 04/22 CL MARKINGS NOT STD

08/173
RWY 22 TDZ MARKINGS LEFT SIDE NOT STD

08/056
TWY U SFC PAINTED HLDG PSN SIGNS FOR **RWY 04/22** NOT STD

08/026
TWY ALL ENHANCED CL MARKING NOT STD

A2607/22
 TRANSIENT PRKG RAMP SPOT 9 **CLSD**

06/220
TWY E SFC PAINTED HLDG PSN SIGNS BTN **RWY 04/22** AND **TWY B** NOT STD

A1666/22
 AP **CLSD** EXC 4HR PPR MAY BE **AVBL** 718-533-3700 DLY 0401-1000

A0200/22
 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

+++++ RUNWAY +++++

A3077/22
RWY 04/22 **CLSD**

A2883/22
RWY 04/22 IRREGULAR SFC

A2650/22
RWY 13 ALS **U/S**

+++++ SID +++++

A3052/22
 LAGUARDIA SEVEN DEPARTURE...
 COATE, ELIOT, ZIMMZ, NEWEL DEPARTURES: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SAX **VORTAC** OUT OF SERVICE.

A1700/22
 TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 10...
 ADD TAKEOFF OBSTACLE NOTE: **RWY 22**, TEMPORARY TOWER 1809FT FROM DER, 294FT LEFT OF CENTERLINE, 51FT AGL/ 74FT MSL (2019-AEA-2402-NRA). ALL OTHER DATA REMAINS AS PUBLISHED.

A1349/22
 TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 10...
 TAKEOFF MINIMUMS: **RWY 22**, STANDARD WITH MINIMUM CLIMB OF 213' PER NM TO 1400.
 ALL OTHER DATA REMAINS AS PUBLISHED.



A1203/22

LAGUARDIA SEVEN DEPARTURE...

DIXIE AND WHITE DEPARTURES: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, COL **VOR OUT OF SERVICE**.

A0927/22

GLDMN SEVEN DEPARTURE (RNAV)...

TAKEOFF MINIMUMS: **RWY 13**: STANDARD WITH MINIMUM CLIMB OF 283 FT PER NM TO 300, ATC CLIMB OF 620 FT PER NM TO 4000, IF UNABLE TO ACCEPT CLIMB RATE, ADVISE ATC PRIOR TO TAXI. NOTE: MINIMUM SPEED 195 KIAS UNTIL ESTABLISHED ON TRACK TO GLDMN. IF UNABLE, ADVISE ATC PRIOR TO TAXI. ALL OTHER DATA REMAINS AS PUBLISHED..

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

A1615/22

ILS OR LOC RWY 4, AMDT 38...

DISREGARD NOTE: **DME** FROM LGA **VOR/DME**.

ADD NOTE: USE I-LGA **DME** WHEN ON THE LOCALIZER COURSE.

DISREGARD NOTE: INOP TABLE DOES NOT APPLY TO S-ILS 4 ALL CATS, S-LOC 4 CATS A AND B AND WARIN FIX MINIMUMS CATS A AND B.

ADD NOTE: **INOPERATIVE** TABLE DOES NOT APPLY TO S-LOC 4 CATS A AND B AND WARIN FIX MINIMUMS CATS A AND B..

A1202/22

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

A0598/22

EXPRESSWAY VISUAL **RWY 31**, AMDT 9...

PROCEDURE NA UNLESS ASSIGNED BY ATC.

A0195/22

ILS RWY 22 (SA **CAT I - II**), AMDT 21C ...

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

+++++ STAR +++++

A1691/21

STAR HAARP THREE ARRIVAL ALB R-184 **UNUSABLE**. R-238 **UNUSABLE**.

SUITABLE RNAV/GPS REQUIRED

A1692/21

LGA STAR

NOBBI FIVE ARRIVAL ALB R-238 **UNUSABLE**. SUITABLE RNAV/GPS REQUIRED

=====
DESTINATION ALTERNATE AIRPORT(S)
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KBOS/BOS LOGAN INTL

+++++ AIRPORT +++++

A1083/22 VALID: 16-SEP-22 2358 - 17-SEP-22 1600

APRON J PAD PRKG RAMP **CLSD** EXC ACFT PRKG OVERNIGHT

A1077/22

TWY K CL LGT BTN **TWY M** AND **TWY B** U/S

09/005

TWY K HLDG PSN MARKINGS FOR APCH END **RWY 04L** EAST
SIDE NOT STD



08/697
RWY 15R/33L CL MARKINGS OBSC
 08/609
RWY 04R/22L CL MARKINGS OBSC
 08/596
RWY 04R LEAD OFF CL MARKINGS AT **TWY Y** OBSC
 08/523
TWY K EDGE MARKINGS BTN **TWY B** AND **TWY M** OBSC
 08/492
RWY 22L LEAD OFF CL MARKINGS AT **TWY F** OBSC
 02/760
 OBST STACK 422330N0710400W (3.1NM NW) 517FT (499FT
 AGL) NOT LGTD

A0692/22
 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

+++++ RUNWAY +++++

A1082/22
RWY 14/32 CLSD EXC TAX 30MIN PPR 131.1
 A0406/22
RWY 15L/33R CLSD EXC TAX 30MIN PPR 131.1

+++++ SID +++++

A0867/22
 TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 15...
 DEPARTURE PROCEDURE: **RWY 4L/R**, CLIMB ON HEADING 035 TO 700 BEFORE
 TURNING LEFT. **RWY 9**, CLIMB ON HEADING 092 TO 700 BEFORE TURNING
 LEFT. **RWY 14**, CLIMB ON HEADING 141 TO 700 BEFORE TURNING RIGHT.
RWY 15L, CLIMB ON HEADING 150 TO 600 BEFORE TURNING RIGHT. **RWY**
15R, CLIMB ON HEADING 150 TO 700 BEFORE TURNING RIGHT. **RWY 22L**,
 CLIMB ON HEADING 215 TO 1000 BEFORE TURNING RIGHT. **RWY 22R**, CLIMB
 ON HEADING 215 TO 1100 BEFORE TURNING RIGHT. **RWY 33L**, CLIMB ON
 HEADING 330 TO 1000 BEFORE TURNING LEFT. TAKE-OFF MINIMUMS: **RWY**
27: CLIMB ON HEADING 272 TO 500 BEFORE CLIMBING LEFT. TEMPORARY
 CRANE 697FT MSL 1.41 NM WEST OF **RWY 14** (2022-ANE-1778-OE).
 TEMPORARY CRANE 394FT MSL 4059FT SOUTHWEST OF **RWY 14**
 (2021-ANE-7966-OE). ALL OTHER DATA REMAINS AS PUBLISHED.

A0868/22
 BLZZR FIVE DEPARTURE (RNAV)...
 BRUWN SIX DEPARTURE (RNAV)...
 CELTK SIX DEPARTURE (RNAV)...
 HYLND SIX DEPARTURE (RNAV)...
 LBSTA SEVEN DEPARTURE (RNAV)...
 LOGAN FOUR DEPARTURE...
 PATSS SIX DEPARTURE (RNAV)...
 REVSS FIVE DEPARTURE (RNAV)...
 SSOXS SIX DEPARTURE (RNAV)...
 WYLYY FIVE DEPARTURE (RNAV)...
 TAKEOFF MINIMUMS: **RWY 27**: CLIMB ON HEADING 272 TO 500 TO INTERCEPT
 COURSE 234 TO KIRAA. TEMPORARY CRANE 394FT MSL 4059FT SOUTHWEST OF
RWY 14 (2021-ANE-7966-OE). ALL OTHER DATA REMAINS AS PUBLISHED.



A0808/22

LOGAN FOUR DEPARTURE...

CELTK DEPARTURES: **DME** REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LfV **VOR/DME OUT OF SERVICE**.

A0486/22

DIVERSE VECTOR AREA (RADAR VECTORS) ORIG ...

RWY 14, REQUIRES MINIMUM CLIMB OF 418 FT PER NM TO 1200. **RWY 22L**, NA. **RWY 22R**, NA. **RWY 33L**, REQUIRES MINIMUM CLIMB OF 479 FT PER NM TO 1300. TEMPORARY CRANE 1.27 NM SOUTHWEST OF **RWY 9**, 427FT AGL/ 440FT MSL (2021-ANE-2398-OE). TEMPORARY CRANE 1.43 NM WEST OF **RWY 14**, 709FT AGL/ 713FT MSL (2021-ANE-8616-OE). TEMPORARY CRANE 1.09NM WEST OF **RWY 14**, 498FT AGL/ 516FT MSL (2022-ANE-1961-OE). ALL OTHER DATA REMAINS AS PUBLISHED.

A0359/22

LOGAN FOUR DEPARTURE...

TAKEOFF MINIMUMS: **RWY 27**, STANDARD WITH MINIMUM CLIMB GRADIENT OF 500FT PER NM TO 1300. (25-055601, PERM BLDG) . ALL OTHER DATA REMAINS AS PUBLISHED.

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

A0866/22

RNAV (GPS) **RWY 4R**, AMDT 3...

LNAV/VNAV DA 605/HAT 587 ALL CATS, VIS 1 3/4 ALL CATS. LNAV MDA 700/HAT 682 ALL CATS, VIS **CAT A/B 1**, **CAT C/D 1 1/2**. CIRCLING **RWY 9** NA AT NIGHT. TEMPORARY CRANE 394FT MSL 4059FT SOUTHWEST OF **RWY 14** (2021-ANE-7966-OE). TEMPORARY CRANE 440FT MSL 1.27 NM SOUTHWEST OF **RWY 9** (2021-ANE-2398-OE). TEMPORARY CRANE 516FT MSL 1.09NM WEST OF **RWY 14** (2022-ANE-1961-OE).

A0869/22

ILS OR LOC RWY 15R, AMDT 2A...

ILS OR LOC RWY 22L, AMDT 8D...

ILS OR LOC RWY 33L, AMDT 5F...

ILS OR LOC RWY 4R, AMDT 11...

RNAV (GPS) **RWY 15R**, AMDT 2...

RNAV (GPS) **RWY 22L**, AMDT 1D...

RNAV (GPS) **RWY 33L**, AMDT 2D...

VOR-A, AMDT 1C...

CIRCLING **RWY 9** NA AT NIGHT. TEMPORARY CRANE 440FT MSL 1.27 NM SOUTHWEST OF **RWY 9** (2021-ANE-2398-OE). TEMPORARY CRANE 516FT MSL 1.09NM WEST OF **RWY 14** (2022-ANE-1961-OE).

A0473/22

RNAV (GPS) **RWY 27**, AMDT 1...

CIRCLING **RWY 9** NA AT NIGHT. TEMPORARY CRANE 440FT MSL 1.27 NM SOUTHWEST OF **RWY 9** (2021-ANE-2398-OE). TEMPORARY CRANE 516FT MSL 1.09NM WEST OF **RWY 14** (2022-ANE-1961-OE).

A0436/22

ILS OR LOC RWY 27, AMDT 3...

CIRCLING **RWY 9** NA AT NIGHT. TEMPORARY CRANE 440FT MSL 1.27 NM SOUTHWEST OF **RWY 9** (2021-ANE-2398-OE). TEMPORARY CRANE 516FT MSL 1.09NM WEST OF **RWY 14** (2022-ANE-1961-OE).

A0434/22

RNAV (GPS) **RWY 32**, ORIG-G...

CIRCLING **RWY 9** NA AT NIGHT. TEMPORARY CRANE 440FT MSL 1.27 NM SOUTHWEST OF **RWY 9** (2021-ANE-2398-OE). TEMPORARY CRANE 516FT MSL 1.09NM WEST OF **RWY 14** (2022-ANE-1961-OE).

A7357/22

RNAV (GPS) **RWY 27**, AMDT 1...

CIRCLING **CAT C/D** MDA 640/HAA 621.



A0689/22

ILS RWY 04R (SA CAT I), AMDT 11 ...

ILS RWY 33L (SA CAT I), AMDT 5F ...

ILS RWY 04R (CAT II - III), AMDT 11 ...

ILS RWY 33L (CAT II - III), AMDT 5F ...

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

A9587/20

ILS RWY 4R (SA CAT I), AMDT 11 ...

DISREGARD NOTE: CIRCLING NA FOR CAT C/D WEST OF RWYS 4L AND 15R.

DISREGARD NOTE: CIRCLING NA TO RWY 14.

A9586/20

ILS OR LOC RWY 4R, AMDT 11...

ADD NOTE: CIRCLING NA FOR CAT C/D WEST OF RWYS 4L AND 15R..

ADD NOTE: CIRCLING NA TO RWY 14.

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EXTENDED AREA AROUND DEPARTURE
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KZDC WASHINGTON FIR/UIR

A1083/22

DLY 0000-0300

ZEBULON, NC..LASER LGT DEMONSTRATION WI

AN AREA DEFINED AS 355447N0782408W (RDU091018.7) SFC-1300FT. LASER LGT BEAMS MAY BE INJURIOUS TO PILOTS'/PAX EYES WI 1300FT VER AND 1700FT LATERALLY OF THE LGT SOURCE. FLASH BLINDNESS OR COCKPIT ILLUMINATION MAY OCCUR BEYOND THESE DIST. RALEIGH /RDU/ TRACON, TEL (919) 380-3125 IS THE FAA CDN FACILITY.

F) SEE TEXT G) SEE TEXT

A1114/22

W50A ACT

F) SFC G) FL750

A1113/22

W72B ACT

F) SFC G) UNL

A1118/22

W50B ACT

F) SFC G) FL750

A1117/22

W72A ACT

F) SFC G) UNL

A1116/22

W107C ACT

F) SFC G) UP TO BUT NOT INCLUDING FL180

A1115/22

W107A ACT

F) SFC G) UNL

09/582

AIRSPACE R5303A ACT SFC-6999FT

09/580

AIRSPACE R5304A ACT SFC-6999FT

2/2887

VA..AIRSPACE VIRGINIA BEACH, VA..TEMPORARY FLIGHT RESTRICTION. PURSUANT TO 14 CFR SECTION 91.145, MANAGEMENT OF ACFT OPS IN THE VICINITY OF AERIAL DEMONSTRATIONS AND MAJOR SPORTING EVENTS, ACFT OPS ARE PROHIBITED WI AN AREA DEFINED AS 5NM RADIUS OF 364908N0760214W (ORF126009.0) SFC-15000FT UNLESS AUTH BY ATC. DUE TO NAS OCEANA AIRSHOW AERIAL DEMONSTRATIONS. CDR SCOTT KOCH, TEL 757-433-2686, IS THE POINT OF CTC. OCEANA /NTU/ ATCT, TEL 757-433-2968, IS THE CDN FAC. DLY 1400-2030

09/453

AIRSPACE R6602A ACT SFC-3999FT

A1086/22

DLY 0001-0559, 1800-2359
GPS (FTBRNC GPS 22-57) (INCLUDING WAAS, GBAS, AND ADS-B) MAY NOT BE **AVBL** WI A 257NM RADIUS CENTERED AT 350637N0791526W (RDU216051) FL400-UNL, 209NM RADIUS AT FL250, 143NM RADIUS AT 10000FT, 110NM RADIUS AT 4000FT AGL, 46NM RADIUS AT 50FT AGL.
F) SEE TEXT G) SEE TEXT

09/248

AIRSPACE GLD WI AN AREA DEFINED AS 10NM RADIUS OF 363507N0795338W (VA02) SFC-2500FT AGL

2/1151

MD..AIRSPACE CAMP SPRINGS, MD..TEMPORARY FLIGHT RESTRICTIONS. PURSUANT TO 14 CFR SECTION 91.145, MANAGEMENT OF ACFT OPS IN THE VICINITY OF AERIAL DEMONSTRATIONS AND MAJOR SPORTING EVENTS, ACFT OPS ARE PROHIBITED WI AN AREA DEFINED AS 5NM RADIUS OF 384843N0765207W (ADW349000.3) SFC-15500FT UNLESS AUTH BY ATC. EFFECTIVE 2209121830 UTC UNTIL 2209122030 UTC, 2209151700 UTC UNTIL 2209151900 UTC, 2209161400 UTC UNTIL 2209162100 UTC, 2209171330 UTC UNTIL 2209172030 UTC, AND 2209181330 UTC UNTIL 2209182030 UTC.
DUE TO JB ANDREWS AIRSHOW AERIAL DEMONSTRATIONS. DAVID SCHULTZ, TEL 610-724-3300, IS THE POINT OF CTC. ANDREWS /ADW/ ATCT, TEL 301-981-4096, IS THE FAA CDN FAC.

09/940

AIRSPACE R6602C ACT 11000FT UP TO BUT NOT INCLUDING FL180

A1040/22

ROUTE ZDC ZNY ZBW.
Q481 CONFR, MD TO DEER PARK (DPK) **VOR/DME**, NY NA.

A1039/22

ROUTE ZDC ZBW.
Q445 PAACK, NC TO KYSKY, NY NA.

A1038/22

ROUTE ZDC ZBW.
Q167 ZJAAY, MD TO SSOXS, MA NA.

A1037/22

ROUTE ZDC ZNY ZBW.
Q133 CHIEZ, NC TO PONCT, NY NA.

A1036/22

ROUTE ZDC ZJX.
Q131 ZILLS, NC TO ZJAAY, MD NA.

A1035/22

ROUTE ZDC.
Q117 YLEEE, NC TO SAWED, VA NA.



A1034/22
ROUTE ZDC.
Q111 ZORDO, NC TO ALXEA, VA NA.

A1033/22
ROUTE ZDC ZJX.
Q107 GARIC, NC TO HURTS, VA NA.

A1032/22
ROUTE ZDC.
Q101 SKARP, NC TO TUGGR, VA NA.

A1031/22
ROUTE ZDC.
Q60 JAXSN, VA TO HURTS, VA NA.

A1030/22
ROUTE ZDC ZJX.
Q85 IGARY, SC TO CRPLR, VA NA.

A1029/22
ROUTE ZDC ZJX.
Q87 JROSS, SC TO HURTS, VA NA.

A1028/22
ROUTE ZDC ZJX ZBW.
Q97 CAKET, SC TO PRESQUE ISLE (PQI) **VOR/DME**, ME NA.

A1027/22
ROUTE ZDC ZJX.
Q99 POLYY, NC TO HURLE, VA NA.

A1026/22
ROUTE ZDC ZJX.
Q109 PANDY, SC TO DFENC, NC NA.

A1025/22
ROUTE ZDC ZJX.
Q113 RAYVO, SC TO RIDDN, VA NA.

A1024/22
ROUTE ZDC ZJX.
Q135 JROSS, SC TO CUDLE, NC NA.

A1023/22
ROUTE ZDC ZJX.
Q409 JROSS, SC TO WHITE, NJ NA.

A0901/22
RDO ALTIMETER UNREL WI AN AREA DEFINED AS
342002N0851349W (RMG331011.7) TO 364552N0802709W (PSK153023.1) TO
361559N0773639W (TYI019018.0) TO 342340N0784512W (CRE001034.9) TO
344754N0792101W (FAY248026.0) 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 2021-23-13
F) SFC G) 5000FT AGL

A0902/22
RDO ALTIMETER UNREL WI AN AREA DEFINED AS
420243N0760424W (CFB167007.3) TO 432545N0704124W (ENE291003.3) TO
411728N0690448W (ACK104042.7) TO 380124N0755825W (SWL273024.2) TO
352621N0750417W (ECG139072.8) TO 364708N0783506W (SBV077021.7) TO
401919N0781510W (REC130026.3) 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 2021-23-13
F) SFC G) 5000FT AGL



08/556
AIRSPACE R6602B ACT 4000FT-10999FT
A0938/22
Q64 TAR RIVER (TYI) **VORTAC**, NC TO SAWED, VA NA.
A0461/22
V615 RALEIGH/DURHAM (RDU) **VORTAC**, NC TO DUFFI, NC MEA 5000.
A0460/22
V66 RALEIGH/DURHAM (RDU) **VORTAC**, NC TO DUFFI, NC MEA 5000.
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.
A0316/22
V308 BILIT, MD TO WATERLOO (ATR) **VOR/DME**, DE MEA 2000 EASTBOUND
6000 WESTBOUND.
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
A0735/21
ROUTE ZDC.
V128 SWIFT INT, WV TO BITES, WV MEA 7000.
HVQ **VOR/DME UNUSABLE** BELOW 7000 AT BITES.



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

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):

2001150001-PERM
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).

2001150001-PERM

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
 =====

KZNY NEW YORK FIR/UIR

09/545 VALID: 17-SEP-22 1300 - 17-SEP-22 2030
 AIRSPACE R5206 ACT SFC-5000FT

2/6494

PA..AIRSPACE LANCASTER, PA..TEMPORARY FLIGHT
 RESTRICTIONS. PURSUANT TO 14 CFR SECTION 91.145, MANAGEMENT OF
 ACFT OPS IN THE VICINITY OF AERIAL DEMONSTRATIONS AND MAJOR
 SPORTING EVENTS, ACFT OPS ARE PROHIBITED WI AN AREA DEFINED AS 5NM
 RADIUS OF 400720N0761740W (LRP322000.2) SFC-10000FT UNLESS AUTH BY
 ATC. DUE
 TO LANCASTER AIRSHOW AERIAL DEMONSTRATIONS. GEORGE CLINE, TEL
 336-337-8183, IS THE POINT OF CTC. LANCASTER /LNS/ ATCT, TEL
 717-569-0004, IS THE FAA CDN FAC.
 DLY 1530-1900



A0375/22

DLY 0001-0559, 1800-2359
GPS (FTBRNC GPS 22-57) (INCLUDING WAAS, GBAS,
AND ADS-B) MAY NOT BE **AVBL** WI A 257NM RADIUS CENTERED AT
350637N0791526W (RDU216051) FL400-UNL,
209NM RADIUS AT FL250,
143NM RADIUS AT 10000FT,
110NM RADIUS AT 4000FT AGL
46NM RADIUS AT 50FT AGL.
F) SEE TEXT G) SEE TEXT

A0370/22

DLY 1330-2100
THE FOLLOWING RESTRICTION IS IN PLACE WI THE NEW YORK OCEANIC
CTA/FIR:
1) M201 **CLSD** SWB
2) M201 NEB. ACFT MUST BE EQUIPPED WITH OPERATIONAL ADS-260B OUT
3) Y494 ADSB ONLY
ALL ADS 260-B OUT ACFT MUST FILE AN ICAO FLT PLAN IAW AC 90-114 AS
WELL AS AIM APPENDIX 4 SECTIONS 4 THRU 6

A0373/22

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

A0369/22

ROUTE ZNY ZDC ZBW.
Q481 CONFR, MD TO DEER PARK (DPK) **VOR/DME**, NY NA.

A0368/22

ROUTE ZNY ZDC ZBW.
Q133 CHIEZ, NC TO PONCT, NY NA.

A0349/22

RDO ALTIMETER UNREL WI AN AREA DEFINED AS
420243N0760424W (CFB167007.3) TO 432545N0704124W (ENE291003.3) TO
411728N0690448W (ACK104042.7) TO 380124N0755825W (SWL273024.2) TO
352621N0750417W (ECG139072.8) TO 364708N0783506W (SBV077021.7) TO
401919N0781510W (REC130026.3) 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 2021-23-13
F) SFC G) 5000FT AGL

A0350/22

RDO ALTIMETER UNREL WI AN AREA DEFINED AS
430056N0722010W (GDM351030.7) TO 414207N0772006W (SFK092003.8) TO
422646N0794140W (JHW308029.8) TO 425311N0792703W (JHW348044.4) TO
425543N0790512W (JHW009044.5) TO 433808N0784606W (ROC315057.0) TO
433837N0764952W (ART253038.0) 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 2021-23-13
F) SFC G) 5000FT AGL

A0315/22

ROUTE ZNY.
V139, V268, V308 DRIFT, NJ MCA 11200 NORTHEASTBOUND.

A0291/22

ROUTE ZNY.
V29 WILKES-BARRE (LVZ) **VORTAC**, PA TO SCOFF, PA MEA 4800.



A0290/22
ROUTE ZNY.
V29 VESPE, NY TO SYRACUSE (SYR) **VORTAC**, NY MEA 4700.

A0289/22
ROUTE ZNY.
V147, V29 SLATT, PA TO WILKES-BARRE (LVZ) **VORTAC**, PA MEA 4600.

A0236/22
ROUTE ZNY ZDC.
V143, V39 MARTINSBURG (MRB) **VORTAC**, WV TO HYPER, MD MOCA 4300.

A0235/22
PA..ROUTE ZNY.
V39 BOYER, PA TO EAST TEXAS (ETX) **VOR/DME**, PA MOCA 2500.

A0211/22
NOTICE ARRIVALS INTO EAST HAMPTON, NY
AP PILOTS AND OPR ARE ADZ TO CTC THE AP FOR CURRENT STATUS OF **AD**
FIELD COND AND AP OPS

A0084/22
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**.

A0083/22
ROUTE ZNY.
V166 WESTMINSTER (EMI) **VORTAC**, MD R-088 TO COP NA EXCEPT FOR ACFT
EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
EMI **VORTAC** R-088 **UNUSABLE**.

A0082/22
V268 WESTMINSTER (EMI) **VORTAC**, MD R-151 TO BALTIMORE (BAL) **VORTAC**,
MD R-334 USE BAL **VOR** R-334.
EMI **VORTAC** R-151 **UNUSABLE**.

A0608/21
ROUTE ZNY.
V139, V268, V308 MANTA, NJ MCA 12000 SOUTHWESTBOUND.

A0573/21
ROUTE ZNY.
J227 MICAH, PA TO TYMAN, PA NA EXCEPT FOR ACFT EQUIPPED WITH
SUITABLE RNAV SYSTEM WITH GPS. AML VDME R-009 **UNUSABLE** BEYOND 74
NM, AND ULW VDME R-205 **UNUSABLE** BEYOND 74NM.

A0571/21
ROUTE ZNY.
J220 MICAH, PA TO COP NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE
RNAV SYSTEM WITH GPS. AML VDME R-009 **UNUSABLE** BEYOND 74 NM.

A0567/21
ROUTE ZNY.
V29 SCOFF, PA TO BINGHAMTON (CFB) **VOR/DME**, NY MEA 3800.

A0551/21
ROUTE ZNY.
V147 ELMIRA (ULW) **VOR/DME**, NY TO GENESEO (GEE) **VOR/DME**, NY MEA
4600.

A0525/21
ROUTE ZNY ZBW.
J55 HAMPTON (HTO) **VORTAC**, NY R-236 TO MANTA INT, NJ NA EXCEPT FOR
ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
HTO **VOR** R-236 **UNUSABLE**.

A0486/21
ROUTE ZNY.
V116 STONYFORK (SFK) **VOR/DME**, PA TO WILKES-BARRE (LVZ) **VORTAC**, PA
MEA 4900.

A0485/21
ROUTE ZNY.
V147 WILKES-BARRE (LVZ) **VORTAC**, PA TO ELMIRA (ULW) **VOR/DME**, NY MEA
4900.



A0484/21
ROUTE ZNY.
T218 STONYFORK (SFK) **VOR/DME**, PA TO LAAYK, PA GNSS 4900.

A0442/21
ROUTE ZNY.
T221 ALLENTOWN (FJC) **VORTAC**, PA TO LAAYK, PA GNSS MEA 4700.

A0441/21
ROUTE ZNY.
V149 ALLENTOWN (FJC) **VORTAC**, PA TO LAAYK, PA MOCA 4700.

A0436/21
ROUTE ZNY.
T216 PHILIPSBURG (PSB) **VORTAC**, PA TO WILLIAMSPORT (FQM) **VOR/DME**,
PA GNSS MEA 4900.
T216 WILLIAMSPORT (FQM) **VOR/DME**, PA TO ELEXY, PA GNSS MEA 4900.
T216 ELEXY, PA TO LAAYK, PA GNSS MEA 4900.

A0274/21
ROUTE ZNY.
V576 HANCOCK (HMK) **VOR/DME**, NY TO DELANCEY (DNY) **VOR/DME**, NY MEA
4900.

A0273/21
ROUTE ZNY.
V576 WILLIAMSPORT (FQM) **VOR/DME**, PA TO HANCOCK (HMK) **VOR/DME**, NY
MEA 4500.

A0272/21
V576, V58 PHILIPSBURG (PSB) **VORTAC**, PA TO WILLIAMSPORT (FQM)
VOR/DME, PA MEA 4900.

A0262/21
ROUTE ZNY.
V184 FALON, NJ MRA FLAG AT FALON 4000.
JFK **VOR/DME** R-210 RESTRICTION.

A0227/21
ROUTE ZNY.
V433 METRO, NJ TO GRITY, NJ MOCA 1900.

A0213/21
ROUTE ZNY.
V457 KATVE BWZ NA EXCEPT FOR ACFT
EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
BWZ **VOR** R-250 **UNUSABLE**.

A0201/21
ROUTE ZNY.
V99 LA GUARDIA (LGA) **VOR/DME**, NY TO OUTTE, CT MOCA 1900.

A0185/21
ROUTE ZNY ZBW.
V139, V268, V308 HAMPTON (HTO) **VORTAC**, NY R-236 TO MANTA INT, NJ
NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
HTO **VOR** R-236 **UNUSABLE**.

A0163/21
ROUTE ZNY.
V374 BINGHAMTON (CFB) **VOR/DME**, NY TO GAYEL, NY GNSS 4700 MOCA
4700.

A0160/21
V374, V39 VOLLU, NY TO CARMEL (CMK) **VOR/DME**, NY MEA 6500 EXCEPT
FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
V39 SPARTA (SAX) **VORTAC**, NJ TO VOLLU, NY MEA 6500 EXCEPT FOR ACFT
EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
CMK **VOR** R-266 **UNUSABLE** , SAX VTAC R-084 **UNUSABLE** BELOW 6500.

A0159/21
ROUTE ZNY ZBW.
V188 NYACK, NY TO CARMEL (CMK) **VOR/DME**, NY NA EXCEPT FOR ACFT
EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
CMK **VOR** R-255 **UNUSABLE**.



A0158/21

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

A0098/21

ROUTE ZNY ZDC.

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**.

A0798/20

ROUTE ZNY.

V31 WILLIAMSPORT (FQM) **VOR/DME**, PA TO ELMIRA (ULW) **VOR/DME**, NY MEA 4900.



A0017/13

QRACA CHANGE IN NEW YORK CENTER OCEANIC CLEARANCE PROCEDURES BEGINNING ON 5 FEBRUARY 2013 AT 1200Z, NEW YORK CENTER WILL MODIFY THE PROCEDURES THAT ARE USED TO ISSUE OCEANIC CLEARANCES TO EASTBOUND AIRCRAFT ENTERING MINIMUM NAVIGATION PERFORMANCE STANDARD (MNPS) AIRSPACE. THESE PROCEDURES ONLY APPLY TO AIRCRAFT ENTERING THE NEW YORK CENTER OCEANIC CTA FROM A FAA FACILITY. THE PURPOSE OF THIS NOTAM IS TO EXPLAIN THESE CHANGES. NORTH ATLANTIC (NAT) DOCUMENT 007, TITLED GUIDANCE CONCERNING AIR NAVIGATION IN AND ABOVE THE NORTH ATLANTIC MNPS AIRSPACE IS A GUIDANCE DOCUMENT PUBLISHED BY ICAO TO ASSIST USERS IN THE PROPER PROCEDURES TO BE USED WHEN OPERATING IN THE NAT. CHAPTER 5 OF DOCUMENT 007, TITLED OCEANIC ATC CLEARANCES, IS THE CHAPTER TO WHICH THESE CHANGES PERTAIN. THERE ARE THREE COMPONENTS TO AN OCEANIC CLEARANCE. THEY ARE ROUTE, END PART 1 OF 3

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

FOR EXAMPLE:

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

PROVIDED ON THE GROUND AT MDSO WOULD FULFILL THE ROUTE REQUIREMENT OF THE OCEANIC CLEARANCE. ONCE AIRBORNE AND IN THE MIAMI FIR, FINAL SPEED AND ALTITUDE ASSIGNMENT WILL BE GIVEN AFTER THE FLIGHT IS COORDINATED BETWEEN MIAMI AND NEW YORK. IF A ROUTE, SPEED OR ALTITUDE CHANGE EN-ROUTE IS DESIRED, THEN AIRCRAFT SHOULD MAKE A REQUEST FROM THE ATC UNIT IN WHICH THEY ARE OPERATING. AT ALL TIMES, THE LAST ASSIGNED ROUTE, ALTITUDE AND SPEED ARE TO BE MAINTAINED.

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

F) FL055 G) UNL
END PART 3 OF 3



A0580/11

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

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

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

A0346/11

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

F) SFC G) UNL



A0258/10

QXXXX THIS NOTAM REVISES NOTAM A0379/09. NO PROCEDURAL CHANGES HAVE BEEN MADE. IT HAS BEEN EDITED FOR BREVITY. WESTBOUND OCEANIC FLIGHT CLEARANCE PROCEDURES. DUE TO REGIONAL AIR TRAFFIC CONTROL AUTOMATION SYSTEM COMPATIBLY PROBLEMS THE FOLLOWING MODIFICATION WERE MADE TO WESTBOUND OCEANIC FLIGHT CLEARANCE AND RECLEARANCE PROCEDURES IN THE NORTH ATLANTIC REGION ON MAY 11, 2009. THESE PROCEDURES ARE ONLY APPLIED WITHIN THE SHANWICK, GANDER, AND NEW YORK AREA CONTROL CENTERS AND CONTINUE IN FORCE AS FOLLOWS:

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

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

END PART 1 OF 2

A0258/10 NOTAMN A) KZNY PART 2 OF 2 B) 1003121253 C) UFN E) AIRCRAFT THAT HAVE BEEN TAKEN OFF THEIR FLIGHT PLANNED ROUTE WILL BE RECLEARED TO A FIX SPECIFIED IN THE AIRCRAFT'S FILED FLIGHT PLAN FOLLOWED BY THE PHRASEOLOGY VIA FLIGHT PLANNED ROUTE TO DESTINATION.

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

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

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

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

F) SFC G) UNL

END PART 2 OF 2

A0429/09

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

A0413/05

QXXXX THE FOLLOWING NAVIGATION REFERENCE SYSTEM (NRS) WAYPOINTS ARE **UNUSABLE**: KN48A, KN51A, KN57C, KN60C, KN60E, KN63E, KN66G, KN63G.

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

KZBW BOSTON FIR/UIR

09/664
AIRSPACE R6501B ACT 4000FT-5000FT



A0542/22
ROUTE ZBW.
J563 LAMED, NY TO U.S. BORDER NA EXCEPT FOR ACFT EQUIPPED WITH
SUITABLE RNAV SYSTEM WITH GPS.

A0535/22
ROUTE ZBW ZNY ZDC.
Q481 CONFR, MD TO DEER PARK (DPK) **VOR/DME**, NY NA.

A0534/22
ROUTE ZBW ZDC.
Q445 PAACK, NC TO KYSKY, NY NA.

A0533/22
ROUTE ZBW ZDC.
Q167 ZJAAY, MD TO SSOXS, MA NA.

A0532/22
ROUTE ZBW ZNY ZDC.
Q133 CHIEZ, NC TO PONCT, NY NA.

A0529/22
ROUTE ZBW ZDC ZJX.
Q97 CAKET, SC TO PRESQUE ISLE (PQI) **VOR/DME**, ME NA.

A0506/22
RDO ALTIMETER UNREL WI AN AREA DEFINED AS
420243N0760424W (CFB167007.3) TO 432545N0704124W (ENE291003.3) TO
411728N0690448W (ACK104042.7) TO 380124N0755825W (SWL273024.2) TO
352621N0750417W (ECG139072.8) TO 364708N0783506W (SBV077021.7) TO
401919N0781510W (REC130026.3) 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 2021-23-13
F) SFC G) 5000FT AGL

A0507/22
RDO ALTIMETER UNREL WI AN AREA DEFINED AS
430056N0722010W (GDM351030.7) TO 414207N0772006W (SFK092003.8) TO
422646N0794140W (JHW308029.8) TO 425311N0792703W (JHW348044.4) TO
425543N0790512W (JHW009044.5) TO 433808N0784606W (ROC315057.0) TO
433837N0764952W (ART253038.0) 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 2021-23-13
F) SFC G) 5000FT AGL

A0468/22
ROUTE ZBW.
V268 INNDY, MA MRA 5500. PVD R-093 **UNUSABLE** BEYOND 12 NM BELOW
5500.

A0466/22
ROUTE ZBW.
V139 PROVIDENCE (PVD) **VOR/DME**, RI TO INNDY, MA MEA 5500. PVD R-093
UNUSABLE BEYOND 12 NM BELOW 5500.

06/082
AIRSPACE UAS WI AN AREA DEFINED AS .2NM RADIUS OF
423821N0712204W (10.9NM NW ASH) SFC-800FT AGL

A0294/22
NOTICE ARRIVALS INTO EAST HAMPTON, NY
AP PILOTS AND OPR ARE ADZ TO CTC THE AP FOR CURRENT STATUS OF **AD**
FIELD COND AND AP OPS



A0268/22

ROUTE ZBW.

V16, V374 YODER INT, CT **DME** REQUIRED EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.HTO **VOR** R-010 **UNUSABLE**.

04/104

AIRSPACE UAS WI AN AREA DEFINED AS 1NM RADIUS OF

430203N0753902W (12NM NW VGC) SFC-1200FT AGL DLY 1200-2300

2/5017

MA..AIRSPACE HANOVER, MA..TEMPORARY FLIGHT

RESTRICTIONS WI AN AREA DEFINED AS 1NM RADIUS OF 420521N0705216W (BOS178016.9) SFC-2499FT EXPLOSIVE DEVICE CLEAN-UP. PURSUANT TO 14

CFR SECTION 91.137(A)(1) TEMPORARY FLIGHT RESTRICTIONS ARE IN

EFFECT. ONLY RELIEF ACFT OPS UNDER **DIRECTION** OF HANOVER FIRE DEPT

ARE AUTH IN THE AIRSPACE. HANOVER FIRE DEPARTMENT TEL

781-826-0360 IS IN CHARGE OF ON SCENE EMERG RESPONSE ACT. BOSTON

/A90/ APP, TEL 603-594-5551 IS THE FAA CDN FACILITY.

MON-FRI EXC HOLIDAYS 1100-2000

A0070/22

V268 MESHL, ME MRA 7000.

AUG **VOR/DME** R-213 **UNUSABLE** BELOW 7000FT AT 63NM.

A0025/22

J174 HAMPTON (HTO) **VORTAC**, NYR-234 TO YAZUU, NJ NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. HTO **VOR** R-234 **UNUSABLE**.

A0835/21

LASER LGT RESEARCH WI

AN AREA DEFINED AS 414129N0724556W (HFD300010.3) SFC-13000FT AT AN ANGLE OF 90DEG FM THE SFC PROJECTING UP TO 13000FT, AVOID HAZARD.

THIS BEAM IS INJURIOUS TO PILOTS/PAX EYES.

BRADLEY /BDL/ TRACON TEL 860-386-3530 IS THE FAA CDN FACILITY.

F) SEE TEXT G) SEE TEXT

A0836/21

LASER LGT RESEARCH WI

AN AREA DEFINED AS 412530N0725233W (MAD322010.6) SFC-4000FT AT AN ANGLE OF 90DEG FM THE SFC PROJECTING UP TO 4000FT, AVOID

HAZARD. THIS BEAM IS INJURIOUS TO PILOTS'/PAX' EYES WI SFC-4000FT AGL VER AND 200FT HORIZONTALLY.

BRADLEY /BDL/ TRACON TEL (860) 386-3530 IS THE FAA CDN FACILITY F)

SFC G) 4000FT

A0691/21

ROUTE ZBW ZNY.

J55 HAMPTON (HTO) **VORTAC**, NY R-236 TO MANTA INT, NJ NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.HTO **VOR** R-236 **UNUSABLE**.

A0571/21

ROUTE ZBW.

V447 CAMBRIDGE (CAM) **VOR/DME**, NY R-039 TO MUDDI INT, VT NA.V447 MUDDI INT, VT TO MONTEPELIER (MPV) **VOR/DME**, VT R-237 NA.V447 MONTEPELIER (MPV) **VOR/DME**, VT R-037 TO RNPCY, VT NA.

A0461/21

ROUTE ZBW.

V39, V487, V91 MOONI, CT TO STUBY, CT NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

ALB **VORTAC** R-175 70NM **UNUSABLE**.

A0443/21

ROUTE ZBW.

J49 ALBANY (ALB) **VORTAC**, NY TO SQUAM, NH NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.ALB **VORTAC** R-071 **UNUSABLE** FROM 40 TO 120NM.



A0407/21
ROUTE ZBW.
V576 HANCOCK (HNK) **VOR/DME**, NY TO DELANCEY (DNY) **VOR/DME**, NY MEA 4900.

A0399/21
ROUTE ZBW.
V146 ALBANY (ALB) **VORTAC**, NY R-139 TO COP NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
ALB **VORTAC UNUSABLE** R-139 **UNUSABLE**.

A0295/21
ROUTE ZBW.
V268 COP TO HAMPTON (HTO) **VORTAC**, NY R-079 NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
HTO **VOR** R-079 **UNUSABLE**.

A0292/21
ROUTE ZBW.
V308 COP TO HAMPTON (HTO) **VORTAC**, NY R-039 NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
HTO **VOR** R-039 **UNUSABLE**.

A0291/21
ROUTE ZBW.
V16, V374 YODER INT, CT **DME** REQUIRED EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
HTO **VOR** R-010 **UNUSABLE**.

A0289/21
ROUTE ZBW.
V46 HAMPTON (HTO) **VORTAC**, NY R-285 TO COP NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
HTO **VOR** R-285 **UNUSABLE**.

A0313/21
ROUTE ZBW ZNY.
V139, V268, V308 HAMPTON (HTO) **VORTAC**, NY R-236 TO MANTA INT, NJ NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
HTO **VOR** R-236 **UNUSABLE**.

A0310/21
ROUTE ZBW.
J55 TRAIT INT, RI TO HAMPTON (HTO) **VORTAC**, NY R-052 NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
HTO **VOR** R-052 **UNUSABLE**.

A0229/21
ROUTE ZBW ZNY.
V374, V39 VOLLU, NY TO CARMEL (CMK) **VOR/DME**, NY MEA 6500 EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
V39 SPARTA (SAX) **VORTAC**, NJ TO VOLLU, NY MEA 6500 EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
CMK **VOR** R-266 **UNUSABLE** , SAX VTAC R-084 **UNUSABLE** BELOW 6500.

A0228/21
ROUTE ZBW ZNY.
V188 NYACK, NY TO CARMEL (CMK) **VOR/DME**, NY NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
CMK **VOR** R-255 **UNUSABLE**.

A0227/21
ROUTE ZBW ZNY.
V3, V405, V419 FALLZ, NJ TO CARMEL (CMK) **VOR/DME**, NY NA EXCEPT FOR ACFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
CMK **VOR** R-255 **UNUSABLE**.

A0153/21
ZBW NY..ROUTE ZBW.
V489 WEARD, NY TO ALBANY (ALB) **VORTAC**, NY NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.



A0044/21
 T300 JONNN, NY TO UUBER, NY MEA 5100.
 A0019/21
 V39 CHESTER (CTR) **VOR/DME**, MA TO VAPER, MA MEA 4000, MOCA NA.
 A2542/20
 ROUTE ACFT LDG KLGA,KHPN,KDXR VIA THE NOBBI FIVE
 ARR **DME** REQUIRED AT FIX PETER BELOW 15000FT
 A2452/20
 V475 NORWICH (ORW) **VOR/DME**, CT R-082 TO PROVIDENCE (PVD) **VOR/DME**,
 RI R-263 MOCA 2100.
 A2443/20
 ZBW.
 V405 PROVIDENCE (PVD) **VOR/DME**, RI R-165 TO FALMA INT, RI MOCA
 1700.
 0/6159
 NY..ROUTE ZBW.
 V374 CARMEL (CMK) **VOR/DME**, NY TO CREAM, NY NA.
 0/6158
 NY..ROUTE ZBW.
 V188 CARMEL (CMK) **VOR/DME**, NY TO SEALL, CT NA.
 0/6157
 NY..ROUTE ZBW.
 V3 CARMEL (CMK) **VOR/DME**, NY TO RACEY, CT NA. COP MOVED TO RACEY,
 CT.
 01/102
 AIRSPACE UAS WI AN AREA DEFINED AS 20NM RADIUS OF
 440336N0754317W (GTB) SFC-FL290

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 AREA ENROUTE DEPARTURE - DESTINATION
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KZNY NEW YORK FIR/UIR

Please see section EXTENDED AREA AROUND DESTINATION

KZDC WASHINGTON FIR/UIR

Please see section EXTENDED AREA AROUND DEPARTURE



[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 -