

Route Standard Briefing at May 1, 1254Z for N733KZ KUNV to KBTP

Plain Text

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If flying outside the United States, check data as soon as practical after entering foreign airspace, as our international data may be inaccurate or incomplete. Contact the country whose airspace you will enter at the first opportunity.

## **Adverse Conditions:**

### **Delta**

No current Delta data for this briefing

### **Temporary Flight Restrictions**

The published TFRs and special notices around sporting events, power plants, dams, refineries, military facilities, correctional and law enforcement facilities, as well as all other published NOTAMs, are available in the [Notices to Airmen Publication \(NTAP\)](#).

No current Temporary Flight Restrictions data for this briefing

### **Closed/Unsafe NOTAMs**

All published NOTAMs are available in the [Notices to Airmen Publication \(NTAP\)](#).

## **Departure:**

KUNV [Airport Information Page](#) [Airport Diagram](#)

None

## **Destination:**

KBTP [Airport Information Page](#)

None

## **Alternate 1:**

Unspecified

None

## **Alternate 2:**

Unspecified  
None

### **Convective SIGMET**

No current Convective SIGMET data for this briefing

### **SIGMET**

No current SIGMET data for this briefing

### **AIRMETs:**

IFR

AIRMET SIERRA UPDT 1 FOR IFR AND MTN OBSCN Valid Until 011500

SUMMARY: AIRMET start is May 01, 0845Z, end is not defined. Ceiling below 1,000 feet/visibility below 3 statute miles mist. Conditions continuing beyond 1500Z through 2100Z.

AIRMET active while flight estimated to traverse area (1600Z to 1630Z).

WAUS41 KPCI 010845

BOSS WA 010845

AIRMET SIERRA UPDT 1 FOR IFR AND MTN OBSCN VALID UNTIL 011500

.  
AIRMET IFR...NY NJ PA WV MD DC DE VA AND CSTL WTRS  
FROM 30SE BUF TO 80ESE SIE TO 100SE SBY TO 20WSW ORF TO 30NE LYH  
TO 50SW JST TO 30SE BUF  
CIG BLW 010/VIS BLW 3SM BR. CONDS CONTG BYD 15Z THRU 21Z.  
AIRMET OUTLOOK Valid 1905011500-1905012100Z

SUMMARY: Outlook AIRMET start is May 01, 1500Z, end is not defined. Ceiling below 1,000 feet/visibility below 3 statute miles mist. Conditions continuing through 2100Z.

Outlook AIRMET active while flight estimated to traverse area (1600Z to 1600Z).

WAUS41 KPCI 010845

BOSS WA 010845

AIRMET SIERRA UPDT 1 FOR IFR AND MTN OBSCN VALID UNTIL 011500

.  
OTLK VALID 1500-2100Z

AREA 1...IFR NY NJ PA WV MD DC DE VA AND CSTL WTRS  
BOUNDED BY 30SSE HNK-30SW HTO-90S HTO-110SE SIE-70SSE SBY-50SW

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SBY-60SSW CSN-50NW CSN-30SE PSB-30SSE HNK  
CIG BLW 010/VIS BLW 3SM BR. CONDS CONTG THRU 21Z.

Mountain Obscuration

AIRMET SIERRA UPDT 1 FOR IFR AND MTN OBSCN Valid Until 011500

SUMMARY: AIRMET start is May 01, 0845Z, end is not defined. Mountains obscured by clouds/mist/fog. Conditions continuing beyond 1500Z through 2100Z.

AIRMET active while flight estimated to traverse area (1600Z to 1646Z).

WAUS41 KPCI 010845

BOSS WA 010845

AIRMET SIERRA UPDT 1 FOR IFR AND MTN OBSCN VALID UNTIL 011500

.  
AIRMET MTN OBSCN...NY PA WV MD VA  
FROM SYR TO 30NNE SAX TO HAR TO 50WSW CSN TO 30NE BKW TO EWC TO  
JHW TO SYR  
MTNS OBSC BY CLDS/BR/FG. CONDS CONTG BYD 15Z THRU 21Z.  
AIRMET OUTLOOK Valid 1905011500-1905012100Z

SUMMARY: Outlook AIRMET start is May 01, 1500Z, end is not defined. Mountains obscured by clouds/mist. Conditions continuing through 2100Z.

Outlook AIRMET active while flight estimated to traverse area (1600Z to 1646Z).

WAUS41 KPCI 010845

BOSS WA 010845

AIRMET SIERRA UPDT 1 FOR IFR AND MTN OBSCN VALID UNTIL 011500

.  
OTLK VALID 1500-2100Z  
AREA 4...MTN OBSCN VT MA NY PA WV MD VA  
BOUNDED BY 70SSW MSS-30SE ALB-HAR-40SW CSN-60S EKN-50SW JST-EWC-  
JHW-SYR-70SSW MSS  
MTNS OBSC BY CLDS/BR. CONDS CONTG THRU 21Z.

Icing

No current AIRMET Icing data for this briefing

Freezing Level

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BOSZ WA 010845

AIRMET ZULU UPDT 1 FOR ICE AND FRZLVL VALID UNTIL 011500

.  
FRZLVL...RANGING FROM SFC-130 ACRS AREA  
MULT FRZLVL 020-110 BOUNDED BY 40WSW MLT-70SW YSJ-150ESE ACK-

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30N ACK-30WSW BOS-30E HNK-50ESE SYR-50E YYZ-50NW SYR-70SSW  
YOW-30SE YOW-60WSW YSC-40WSW MLT  
SFC ALG YSC-30ESE HUL  
040 ALG 50WSW YOW-40SSE MSS-70E ENE-160ENE ACK  
080 ALG 20NE YYZ-140E ACK  
120 ALG 30NE FWA-20S ERI-20ESE SLT-30ESE JFK-190SSE ACK  
WAUS41 KKCI 010845  
BOSZ WA 010845  
AIRMET ZULU UPDT 1 FOR ICE AND FRZLVL VALID UNTIL 011500

.  
FRZLVL...RANGING FROM SFC-130 ACRS AREA  
MULT FRZLVL 020-110 BOUNDED BY 40WSW MLT-70SW YSJ-150ESE ACK-  
30N ACK-30WSW BOS-30E HNK-50ESE SYR-50E YYZ-50NW SYR-70SSW  
YOW-30SE YOW-60WSW YSC-40WSW MLT  
SFC ALG YSC-30ESE HUL  
040 ALG 50WSW YOW-40SSE MSS-70E ENE-160ENE ACK  
080 ALG 20NE YYZ-140E ACK  
120 ALG 30NE FWA-20S ERI-20ESE SLT-30ESE JFK-190SSE ACK

Turbulence Low Altitude

AIRMET TANGO UPDT 1 FOR TURB AND LLWS Valid Until 011500

SUMMARY: AIRMET start is May 01, 0845Z, end is not defined. Moderate turbulence between 3,000 and 14,000 feet. Conditions continuing beyond 1500Z through 2100Z.

AIRMET active while flight estimated to traverse area (1600Z to 1646Z).

WAUS41 KKCI 010845

BOST WA 010845

AIRMET TANGO UPDT 1 FOR TURB AND LLWS VALID UNTIL 011500

.  
AIRMET TURB...NY LO PA OH LE WV MD VA  
FROM 30NNE MSS TO 40ESE EMI TO 30SE EKN TO HMV TO HNN TO CVG TO  
FWA TO 30SE ECK TO YOW TO 30NNE MSS  
MOD TURB BTN 030 AND 140. CONDS CONTG BYD 15Z THRU 21Z.

Turbulence High Altitude

AIRMET TANGO UPDT 1 FOR TURB AND LLWS Valid Until 011500

SUMMARY: AIRMET start is May 01, 0845Z, end is not defined. Moderate turbulence between flight level 220 and 400. Conditions continuing beyond 1500Z through 2100Z.

AIRMET active while flight estimated to traverse area (1638Z to 1646Z).

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BOST WA 010845

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AIRMET TANGO UPDT 1 FOR TURB AND LLWS VALID UNTIL 011500

.  
AIRMET TURB...ME NH VT MA RI CT NY LO PA OH LE WV AND CSTL WTRS  
FROM YSC TO 110SE BGR TO 200SE ACK TO 200S ACK TO 20WSW PVD TO  
30SE HNK TO 30WSW SYR TO 30N SLT TO 20S APE TO DXO TO 30WNW YYZ  
TO YOW TO YSC  
MOD TURB BTN FL220 AND FL400. CONDS CONTG BYD 15Z THRU 21Z.

Winds over 30 Knots

No current AIRMET Winds > 30 Knots data for this briefing

Low Level Wind Shear

AIRMET TANGO UPDT 1 FOR TURB AND LLWS Valid Until 011500

SUMMARY: AIRMET start is May 01, 0845Z, end is May 01, 1800Z. Low level wind shear expect. Conditions continuing beyond 1500Z ending 1500Z to 1800Z.

AIRMET active while flight estimated to traverse area (1600Z to 1646Z).

WAUS41 KKCI 010845

BOST WA 010845

AIRMET TANGO UPDT 1 FOR TURB AND LLWS VALID UNTIL 011500

.  
LLWS POTENTIAL...NY LO PA OH LE WV MD  
BOUNDED BY 60NE BUF-40SSW SYR-50S JST-20NW EKN-40W BKW-HNN-CVG-  
FWA-20NE DXO-60NE BUF  
LLWS EXP. CONDS CONTG BYD 15Z ENDG 15-18Z.

OTHER

No current AIRMET Other data for this briefing

### **Urgent Pilot Report**

No current Urgent PIREP data for this briefing

### **Center Weather Advisory**

No current Center Weather Advisory data for this briefing

### **Severe Weather**

No current Severe Weather data for this briefing

### **Synopsis/Surface Analysis:**

## Synopsis/Surface Analysis

[Surface Analysis Chart](#)

## Current Weather:

### METAR

### Summarized METAR Information:

- **Departure:**
- Current conditions at University Park, State College, PA (KUNV), IFR, Mist, Wind from 150° at 3 knots, 4 statute miles visibility, Ceiling is Overcast at 900 feet, Temperature 12°C, Dewpoint 11°C, Altimeter is 30.32
- **Route:**
- Mostly VFR with some IFR through Pittsburgh International, Pittsburgh, PA (KPIT), with ceilings as low as 700 feet
- **Destination:**
- Current conditions at Pittsburgh/Butler Regional, Butler, PA (KBTP), VFR, Wind is variable at 5 knots, 10 statute miles visibility, Scattered Clouds at 6,000 feet, Scattered Clouds at 7,500 feet, Temperature 17°C, Dewpoint 14°C, Altimeter is 30.17

### METAR Text:

IFR University Park, State College, PA (KUNV). May 1, 1253Z. Mist, Wind from 150° at 3 knots, 4 statute miles visibility, Ceiling is Overcast at 900 feet, Temperature 12°C, Dewpoint 11°C, Altimeter is 30.32.

IFR Special, University Park, State College, PA (KUNV). May 1, 1217Z. Mist, Wind from 160° at 3 knots, 3 statute miles visibility, Ceiling is Overcast at 800 feet, Temperature 12°C, Dewpoint 11°C, Altimeter is 30.30.

IFR University Park, State College, PA (KUNV). May 1, 1153Z. Light Drizzle and Mist, Wind is Calm, 2 and 1/4 statute miles visibility, Ceiling is Overcast at 500 feet, Temperature 11°C, Dewpoint 11°C, Altimeter is 30.30.

LIFR Special, University Park, State College, PA (KUNV). May 1, 1142Z. Light Drizzle and Mist, Wind is Calm, 1 and 1/2 statute miles visibility, Ceiling is Overcast at 400 feet, Temperature 11°C, Dewpoint 11°C, Altimeter is 30.30.

LIFR Special, University Park, State College, PA (KUNV). May 1, 1120Z, Corrected. Light Drizzle and Mist, Wind is Calm, 1 statute mile visibility, Ceiling is Overcast at 300 feet, Temperature 10°C, Dewpoint 10°C, Altimeter is 30.30.

IFR University Park, State College, PA (KUNV). May 1, 1053Z. Light Drizzle and Mist, Wind is Calm, 1 and 1/2 statute miles visibility, Ceiling is Overcast at 600 feet, Temperature 10°C, Dewpoint 10°C, Altimeter is 30.29.

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- IFR Special, University Park, State College, PA (KUNV). May 1, 1024Z. Light Drizzle and Mist, Wind is Calm, 2 statute miles visibility, Ceiling is Overcast at 700 feet, Temperature 10°C, Dewpoint 10°C, Altimeter is 30.29.
- IFR Special, University Park, State College, PA (KUNV). May 1, 1011Z. Light Drizzle and Mist, Wind is Calm, 2 statute miles visibility, Ceiling is Overcast at 1,000 feet, Temperature 10°C, Dewpoint 9°C, Altimeter is 30.28.
- IFR Clearfield Lawrence, Clearfield, PA (KFIG). May 1, 1154Z, Automated. Wind from 060° at 7 knots, 9 statute miles visibility, Ceiling is Overcast at 700 feet, Temperature 10°C, Dewpoint 9°C, Altimeter is 30.28. Remarks: automated station with precipitation discriminator sea level pressure 1025.5 hectopascals 0.04 inches precipitation (water equivalent) in past 24 hours hourly temp 10.0°C dewpoint 8.9°C 6-hour max temp 10.0°C 6-hour min temp 8.9°C 3-hour atmospheric pressure decreasing or steady, then increasing; or increasing then increasing more rapidly by 0.7 hectopascals
- IFR Special, Clearfield Lawrence, Clearfield, PA (KFIG). May 1, 1122Z, Automated. Wind from 060° at 6 knots, 10 statute miles visibility, Ceiling is Overcast at 900 feet, Temperature 10°C, Dewpoint 8°C, Altimeter is 30.27. Remarks: automated station with precipitation discriminator hourly temp 10.0°C dewpoint 8.3°C
- MVFR Clearfield Lawrence, Clearfield, PA (KFIG). May 1, 1054Z, Automated. Wind from 060° at 6 knots, 10 statute miles visibility, Ceiling is Overcast at 1,100 feet, Temperature 10°C, Dewpoint 8°C, Altimeter is 30.27. Remarks: automated station with precipitation discriminator sea level pressure 1025.2 hectopascals hourly temp 10.0°C dewpoint 7.8°C
- MVFR Special, Clearfield Lawrence, Clearfield, PA (KFIG). May 1, 1035Z, Automated. Wind from 070° at 7 knots, 10 statute miles visibility, Ceiling is Overcast at 1,300 feet, Temperature 10°C, Dewpoint 7°C, Altimeter is 30.27. Remarks: automated station with precipitation discriminator hourly temp 10.0°C dewpoint 7.2°C
- MVFR Clearfield Lawrence, Clearfield, PA (KFIG). May 1, 0954Z, Automated. Wind from 050° at 8 knots, 10 statute miles visibility, Ceiling is Overcast at 1,800 feet, Temperature 9°C, Dewpoint 7°C, Altimeter is 30.26. Remarks: automated station with precipitation discriminator sea level pressure 1024.7 hectopascals hourly temp 9.4°C dewpoint 6.7°C
- VFR Dubois Regional, Dubois, PA (KDUI). May 1, 1153Z, Automated. Wind from 120° at 10 knots, 10 statute miles visibility, Scattered Clouds at 7,000 feet, Temperature 12°C, Dewpoint 9°C, Altimeter is 30.21. Remarks: automated station with precipitation discriminator sea level pressure 1023.2 hectopascals 0.04 inches precipitation (water equivalent) in past 24 hours hourly temp 11.7°C dewpoint 8.9°C 6-hour max temp 11.7°C 6-hour min temp 9.4°C 3-hour atmospheric pressure decreasing or steady, then increasing; or increasing then increasing more rapidly by 0.6 hectopascals
- VFR Dubois Regional, Dubois, PA (KDUI). May 1, 1053Z, Automated. Wind from 120° at 12 knots, 10 statute miles visibility, Clear Skies, Temperature 10°C, Dewpoint 7°C, Altimeter is 30.20. Remarks: automated station with precipitation discriminator sea level pressure 1022.9 hectopascals hourly temp 10.0°C dewpoint 7.2°C

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- VFR Indiana County/J Stewart Fld/, Indiana, PA (KIDI). May 1, 1235Z, Automated. Wind from 170° at 12 knots with gusts to 19 knots, 9 statute miles visibility, Few clouds at 7,000 feet, Temperature 18°C, Dewpoint 14°C, Altimeter is 30.25. Remarks: A01
- VFR Indiana County/J Stewart Fld/, Indiana, PA (KIDI). May 1, 1215Z, Automated. Wind from 160° at 11 knots with gusts to 17 knots, 10 statute miles visibility, Few clouds at 7,000 feet, Few clouds at 8,000 feet, Temperature 17°C, Dewpoint 14°C, Altimeter is 30.25. Remarks: A01
- VFR Indiana County/J Stewart Fld/, Indiana, PA (KIDI). May 1, 1155Z, Automated. Wind from 160° at 10 knots with gusts to 16 knots, 9 statute miles visibility, Few clouds at 7,000 feet, Few clouds at 8,000 feet, Temperature 17°C, Dewpoint 14°C, Altimeter is 30.24. Remarks: A01
- VFR Indiana County/J Stewart Fld/, Indiana, PA (KIDI). May 1, 1135Z, Automated. Wind from 160° at 9 knots with gusts to 19 knots, 9 statute miles visibility, Few clouds at 7,000 feet, Few clouds at 8,000 feet, Temperature 16°C, Dewpoint 14°C, Altimeter is 30.24. Remarks: A01
- VFR Indiana County/J Stewart Fld/, Indiana, PA (KIDI). May 1, 1115Z, Automated. Wind from 150° at 10 knots, 9 statute miles visibility, Scattered Clouds at 7,000 feet, Ceiling is Broken at 8,000 feet, Temperature 16°C, Dewpoint 14°C, Altimeter is 30.23. Remarks: A01
- VFR Indiana County/J Stewart Fld/, Indiana, PA (KIDI). May 1, 1055Z, Automated. Wind from 150° at 8 knots with gusts to 14 knots, 10 statute miles visibility, Ceiling is Broken at 7,000 feet, Broken Clouds at 8,500 feet, Temperature 16°C, Dewpoint 13°C, Altimeter is 30.23. Remarks: A01
- VFR Indiana County/J Stewart Fld/, Indiana, PA (KIDI). May 1, 1035Z, Automated. Wind from 160° at 8 knots with gusts to 16 knots variable 120° to 180°, 9 statute miles visibility, Ceiling is Broken at 7,000 feet, Temperature 16°C, Dewpoint 13°C, Altimeter is 30.22. Remarks: A01
- VFR Indiana County/J Stewart Fld/, Indiana, PA (KIDI). May 1, 1015Z, Automated. Wind from 160° at 5 knots with gusts to 14 knots, 10 statute miles visibility, Ceiling is Broken at 7,000 feet, Temperature 16°C, Dewpoint 13°C, Altimeter is 30.22. Remarks: A01
- VFR Indiana County/J Stewart Fld/, Indiana, PA (KIDI). May 1, 0955Z, Automated. Wind from 140° at 7 knots with gusts to 16 knots, 10 statute miles visibility, Scattered Clouds at 7,000 feet, Temperature 16°C, Dewpoint 13°C, Altimeter is 30.21. Remarks: A01
- VFR Beaver County, Beaver Falls, PA (KBVI). May 1, 1247Z. Wind from 140° at 5 knots, 10 statute miles visibility, Clear Skies, Temperature 17°C, Dewpoint 13°C, Altimeter is 30.15.
- VFR Beaver County, Beaver Falls, PA (KBVI). May 1, 1147Z. Wind from 150° at 7 knots, 10 statute miles visibility, Clear Skies, Temperature 16°C, Dewpoint 13°C, Altimeter is 30.15.
- VFR Beaver County, Beaver Falls, PA (KBVI). May 1, 1047Z. Wind from 140° at 6 knots, 7 statute miles visibility, Clear Skies, Temperature 13°C, Dewpoint 12°C, Altimeter is 30.13.



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VFR Pittsburgh International, Pittsburgh, PA (KPIT). May 1, 1151Z. Wind from 160° at 4 knots, 10 statute miles visibility, Few clouds at 5,500 feet, Few clouds at 17,000 feet, Ceiling is Overcast at 23,000 feet, Temperature 16°C, Dewpoint 14°C, Altimeter is 30.16. Remarks: automated station with precipitation discriminator sea level pressure 1021.8 hectopascals 0.21 inches precipitation (water equivalent) in past 24 hours hourly temp 15.6°C dewpoint 13.9°C 6-hour max temp 15.6°C 6-hour min temp 12.2°C 3-hour atmospheric pressure decreasing or steady, then increasing; or increasing then increasing more rapidly by 1.2 hectopascals

VFR Pittsburgh International, Pittsburgh, PA (KPIT). May 1, 1051Z. Wind from 150° at 3 knots, 7 statute miles visibility, Scattered Clouds at 7,000 feet, Ceiling is Broken at 25,000 feet, Temperature 13°C, Dewpoint 13°C, Altimeter is 30.14. Remarks: automated station with precipitation discriminator sea level pressure 1021.2 hectopascals hourly temp 13.3°C dewpoint 12.8°C

VFR Pittsburgh/Butler Regional, Butler, PA (KBTP). May 1, 1156Z, Automated. Wind is variable at 5 knots, 10 statute miles visibility, Scattered Clouds at 6,000 feet, Scattered Clouds at 7,500 feet, Temperature 17°C, Dewpoint 14°C, Altimeter is 30.17. Remarks: automated station with precipitation discriminator sea level pressure 1022.2 hectopascals indeterminate precipitation past 6 hours undetermined amount of precipitation in past 24 hours hourly temp 16.7°C dewpoint 13.9°C 6-hour max temp 16.7°C 6-hour min temp 12.8°C 3-hour atmospheric pressure decreasing or steady, then increasing; or increasing then increasing more rapidly by 1.1 hectopascals PNO \$

VFR Pittsburgh/Butler Regional, Butler, PA (KBTP). May 1, 0956Z, Automated. Wind from 110° at 6 knots, 10 statute miles visibility, Clear Skies, Temperature 13°C, Dewpoint 12°C, Altimeter is 30.15. Remarks: automated station with precipitation discriminator sea level pressure 1021.4 hectopascals hourly temp 13.3°C dewpoint 12.2°C PNO \$

## Pilot Reports

Over University Park, State College, PA (KUNV), Time: 1130Z, Altitude: 1,700 feet, A/C Type: EMBRAER C-99, Sky Condition: Overcast clouds at 1,700 feet

## Forecasts:

### Cloud Coverage

The links below will direct you to cloud coverage forecast charts for regions along your route of flight. For FAA guidance on cloud coverage forecast charts, please click [here](#).

[Cloud Coverage - Northeast 1200z](#)

[Cloud Coverage - Northeast 1500z](#)

[Cloud Coverage - Northeast 1800z](#)

[Cloud Coverage - Northeast 2100z](#)

[Cloud Coverage - East 1200z](#)  
[Cloud Coverage - East 1500z](#)  
[Cloud Coverage - East 1800z](#)  
[Cloud Coverage - East 2100z](#)  
[Cloud Coverage - CONUS 1200z](#)  
[Cloud Coverage - CONUS 1500z](#)  
[Cloud Coverage - CONUS 1800z](#)  
[Cloud Coverage - CONUS 2100z](#)

## Visibility, Surface Winds & Precipitation

The links below will direct you to visibility, surface winds & precipitation forecast charts for regions along your route of flight. For FAA guidance on visibility, surface winds & precipitation forecast charts, please click [here](#).

[Vis, Sfc Winds & Precip - Northeast 1200z](#)  
[Vis, Sfc Winds & Precip - Northeast 1500z](#)  
[Vis, Sfc Winds & Precip - Northeast 1800z](#)  
[Vis, Sfc Winds & Precip - Northeast 2100z](#)  
[Vis, Sfc Winds & Precip - East 1200z](#)  
[Vis, Sfc Winds & Precip - East 1500z](#)  
[Vis, Sfc Winds & Precip - East 1800z](#)  
[Vis, Sfc Winds & Precip - East 2100z](#)  
[Vis, Sfc Winds & Precip - CONUS 1200z](#)  
[Vis, Sfc Winds & Precip - CONUS 1500z](#)  
[Vis, Sfc Winds & Precip - CONUS 1800z](#)  
[Vis, Sfc Winds & Precip - CONUS 2100z](#)

## Terminal Forecast

TAF nearest departure: KUNV

Passing Time [What's this?](#)

1600Z	IFR	University Park, State College, PA (KUNV). Issued May 1, 1157Z, valid from May 1, 1200Z until May 2, 1200Z, Wind is Calm, 2 statute miles visibility, Light Drizzle and Mist, Ceiling is Overcast at 500 feet
1600Z	MVFR	From May 1, 1500Z, Wind from 180° at 8 knots, greater than 6 statute miles visibility, Ceiling is Overcast at 1,200 feet
+60min →	MVFR	From May 1, 1700Z, Wind from 150° at 8 knots with gusts to 15 knots, greater than 6 statute miles visibility, Ceiling is Broken at 3,000 feet
	VFR	From May 1, 2000Z, Wind from 200° at 11 knots, greater than 6 statute miles visibility, Scattered Clouds at 2,500 feet, Ceiling is Broken at 15,000 feet.
1622Z	VFR	Dubois Regional, Dubois, PA (KDUJ). Issued May 1, 1121Z, valid from May 1, 1200Z until May 2, 1200Z, Wind from 110° at 10 knots, greater than 6 statute miles visibility, Ceiling is Broken at 25,000 feet
1622Z	VFR	From May 1, 1400Z, Wind from 180° at 12 knots with gusts to 22 knots, greater than 6 statute miles visibility, Scattered Clouds at 4,000 feet



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Station ID	030 File d	050 Filed +2k	060	070 Filed+ 4k	090	120	180	240	300	340	390	450	530
EMI	1700 27	21002 9	230030 +12	243029 +10	270027 +08	260033 +02	2600 39- 13	2500 32- 24	2500 35- 39	2800 32- 49	3000 28- 61	2900 25- 68	3100 18- 62
PSB			240035 +13	246036 +10	260039 +06	260043 +00	2500 43- 14	2400 37- 24	2500 39- 39	2700 35- 49	2900 44- 61	3000 33- 68	3000 23- 61
AGC	2200 32	24003 4	250035 +13	246035 +10	240036 +06	250046 +01	2500 43- 14	2500 40- 23	2500 34- 39	2700 32- 48	2900 42- 61	2400 12- 69	2800 24- 61
0118 00Z 1500- 0000 Z													
EMI	2200 26	22602 5	230025 +14	233024 +12	240022 +08	240033 +02	2600 38- 12	2600 33- 23	2700 31- 38	2700 27- 48	2600 22- 61	2300 22- 71	2900 19- 62
PSB			240033 +13	240036 +11	240043 +08	240051 +01	2600 37- 13	2500 41- 23	2600 38- 38	2600 39- 49	2600 42- 59	2300 35- 71	2900 21- 61
AGC	2200 20	22602 6	230030 +13	230036 +11	230048 +08	230054 +01	2500 44- 12	2700 39- 22	2500 33- 38	2400 37- 49	2300 44- 60	2500 39- 69	2700 20- 61
0206 00Z 0000- 1200 Z													
EMI	2500 35	25002 7	250023 +15	246025 +12	240029 +07	240033 +02	2500 34- 12	2500 41- 24	2500 37- 39	2500 43- 49	2500 44- 61	2600 39- 65	2800 17- 61
PSB			270035 +11	266034 +09	260034 +05	250034 +00	2400 42- 11	2400 47- 23	2400 44- 39	2400 49- 50	2500 60- 61	2500 35- 63	2700 16- 60
AGC	2600 19	25302 4	250027 +11	246030 +09	240037 +05	240040 +00	2500 44- 11	2500 45- 23	2400 50- 39	2400 48- 49	2300 59- 62	2600 46- 62	2600 22- 60

**Area Forecast**

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No current Area Forecast data for this briefing

## NOTAMs:

### Departure

All published NOTAMs are available in the [Notices to Airmen Publication \(NTAP\)](#).

Navigation:

None

Communication:

None

Service:

None

Obstruction within 10 nm:

!AOO 04/138 Ridge Soaring, Unionville, PA (K79N) Obstruction tower light (Aeronautical Study Number 2016-WTE-1264-OE) 405747N0775636W (5.0 nautical miles north-north-west 79N) 2,561 feet (340FT above ground level) out of service Apr 17, 2019 1231Z to May 02, 2019 1231Z

Airspace within 10 nm:

!IPT 03/210 Mifflin County, Reedsville, PA (KRVL) Airspace parachute jumping exercise WI an area defined as 5 nautical miles radius of RVL surface-12,000 feet above ground level daily sunrise-sunset Mar 29, 2016 1811Z to Mar 29, 2021 1800Z

Special Use Airspace within 10 nm:

None

Runway:

None

Taxiway:

None

Apron:

!UNV 03/061 University Park, State College, PA (KUNV) Apron general aviation ramp work in progress construction Mar 25, 2019 1326Z to May 31, 2019 2100Z Estimated

Aerodrome:

None

FDC:

!FDC 8/8163 KUNV IAP UNIVERSITY PARK, State College, PA. ILS OR LOC RWY 24, AMDT 9C... RNAV (GPS) RWY 24, AMDT 1A... RNAV (GPS) RWY 6, AMDT 2A... VOR-B,

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AMDT 11A... NOTE: ALTERNATE MINIMUMS NA WHEN LOCAL WEATHER NOT AVAILABLE. 02 NOV 21:15 2018 UNTIL 14 JUN 21:15 2019 ESTIMATED. CREATED: 02 NOV 21:16 2018

Other/Unverified:  
None

Military:  
None

## Destination

All published NOTAMs are available in the [Notices to Airmen Publication \(NTAP\)](#).  
Navigation:  
None

Communication:  
None

Service:  
!BTP 04/009 Pittsburgh/Butler Regional, Butler, PA (KBTP) Service automated weather broadcast system not available May 01, 2019 1330Z to May 01, 2019 1830Z

Obstruction within 10 nm:  
!BTP 04/008 Pittsburgh/Butler Regional, Butler, PA (KBTP) Obstruction tower light (Antenna Structure Registration 1260962) 40° 46' 26.70" North 079° 59' 59.40" West (2.2 nautical miles W BTP) 1,422.9 feet (210.0FT above ground level) out of service Apr 25, 2019 1204Z to May 10, 2019 1203Z

!BTP 04/007 Pittsburgh/Butler Regional, Butler, PA (KBTP) Obstruction tower light (Antenna Structure Registration 1011865) 40° 47' 22.80" North 079° 47' 57.70" West (6.9 nautical miles E BTP) 1,615.2 feet (312.0FT above ground level) out of service Apr 23, 2019 1835Z to Jul 22, 2019 0400Z

Airspace within 10 nm:  
None

Special Use Airspace within 10 nm:  
None

Runway:  
None

Taxiway:  
None

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Apron:  
None

Aerodrome:  
None

FDC:  
None

Other/Unverified:  
None

Military:  
None

**En Route:**

Navigation

All published NOTAMs are available in the [Notices to Airmen Publication \(NTAP\)](#).

!AOO 02/474 Keating, Keating, PA (ETG) Navigation TACAN azimuth out of service Feb 27, 2019 2005Z to May 31, 2019 2000Z Estimated

!AOO 04/230 Clarion, Clarion, PA (CIP) Navigation VOR out of service Apr 27, 2019 1008Z to Oct 25, 2019 2000Z Estimated

!PIT 05/006 Pittsburgh International, Pittsburgh, PA (KPIT) Navigation ILS runway 28 left glide path/localizer out of service May 01, 2019 1240Z to May 01, 2019 1840Z

!PIT 11/511 Pittsburgh International, Pittsburgh, PA (KPIT) Navigation ILS runway 10 left inner marker not monitor Nov 29, 2018 1115Z to Jun 27, 2019 2000Z Estimated

!GPS 04/290 GPS Navigation PRN 07 unserviceable May 02, 2019 1545Z to May 03, 2019 0345Z (Not Depicted On Graphics)

Communication

All published NOTAMs are available in the [Notices to Airmen Publication \(NTAP\)](#).

!PIT 03/396 Montour (MMJ) Communication VOR voice decommissioned Mar 29, 2018 2002Z-permanent (Not Depicted On Graphics)

Service

All published NOTAMs are available in the [Notices to Airmen Publication \(NTAP\)](#).

!BVI 04/027 Beaver County, Beaver Falls, PA (KBVI) Service tower OPN daily 1130-0100 May 04, 2019 1130Z-permanent

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!BVI 04/026 Beaver County, Beaver Falls, PA (KBVI) Service tower OPN May 01, 2019 1130Z to May 02, 2019 0100Z

!BVI 04/023 Beaver County, Beaver Falls, PA (KBVI) Service tower OPN daily 1300-2100 May 02, 2019 1300Z to May 03, 2019 2100Z

!AOO 05/291 Grove City, Grove City, PA (K29D) Service weather reporting out of service May 29, 2018 1354Z to May 29, 2019 2300Z

!EHC 09/001 EHC Service automated weather broadcast system out of service Sep 21, 2018 1515Z to Sep 01, 2019 2300Z (Not Depicted On Graphics)

Obstruction

All published NOTAMs are available in the [Notices to Airmen Publication \(NTAP\)](#).

Total number of Obstruction NOTAMs: 29

- MSL unknown: 0
- Within 500ft: 2
- Within 1000ft: 7
- Beyond 1000ft: 20

!IPT 04/213 William T.Piper Memorial, Lock Haven, PA (KLHV) Obstruction tower light (Antenna Structure Registration 1288838) 41° 09' 58.10" North 077° 32' 42.60" West (5.8 nautical miles west-north-west LHV) 1,345.8 feet (198.8FT above ground level) out of service Apr 30, 2019 0257Z to May 15, 2019 0257Z

!AOO 05/001 Albert, Philipsburg, PA (K1N3) Obstruction tower light (Antenna Structure Registration 1295400) 41° 02' 48.30" North 078° 09' 01.50" West (6.2 nautical miles NE 1N3) 1,816.3 feet (260.2FT above ground level) out of service May 01, 2019 0700Z to May 16, 2019 0659Z

!AOO 02/112 Blue Knob Valley, Newry, PA (K7G4) Obstruction tower light (Antenna Structure Registration 1027851) 40° 29' 49.00" North 078° 25' 04.00" West (6.3 nautical miles north-north-east 7G4) 1,678.8 feet (363.8FT above ground level) out of service Feb 11, 2019 1439Z to May 11, 2019 2359Z

!AOO 04/193 Blue Knob Valley, Newry, PA (K7G4) Obstruction tower light (Antenna Structure Registration 1026996) 40° 34' 01.00" North 078° 26' 30.00" West (10.3 nautical miles NE 7G4) 2,783.1 feet (223.1FT above ground level) out of service Apr 25, 2019 0034Z to May 10, 2019 2100Z

!AOO 04/079 Blue Knob Valley, Newry, PA (K7G4) Obstruction tower light (Antenna Structure Registration 1040498) 40° 27' 49.00" North 078° 28' 35.90" West (4.2 nautical miles north-north-west 7G4) 2,051.8 feet (318.9FT above ground level) out of service Apr 12, 2019 1525Z to Jul 11, 2019 0400Z



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!CLE 12/299 KZOB Obstruction wind turbine farm WI an area defined as 10 nautical miles radius of 403843N0784150W (11.5 nautical miles north-north-east 9G8) 2,683 feet (493FT above ground level) not lighted Dec 14, 2018 1334Z to Aug 31, 2019 2359Z

!DUJ 04/022 Dubois Regional, Dubois, PA (KDUJ) Obstruction tower light (Antenna Structure Registration 1025456) 41° 11' 28.00" North 078° 41' 26.00" West (9.4 nautical miles E DUJ) 2,225.7 feet (325.8FT above ground level) out of service Apr 26, 2019 1411Z to May 26, 2019 2359Z

!DUJ 04/023 Dubois Regional, Dubois, PA (KDUJ) Obstruction tower light (Antenna Structure Registration 1251299) 41° 06' 11.40" North 078° 45' 37.20" West (7.6 nautical miles southeast DUJ) 1,886.2 feet (270.0FT above ground level) out of service Apr 27, 2019 0746Z to Jul 26, 2019 0400Z

!AOO 04/189 Punxsutawney Municipal, Punxsutawney, PA (KN35) Obstruction tower light (Antenna Structure Registration 1280683) 40° 51' 58.80" North 078° 52' 10.60" West (6.6 nautical miles south-south-east N35) 2,238.8 feet (290.0FT above ground level) out of service Apr 24, 2019 1703Z to May 09, 2019 0400Z

!IDI 04/001 Indiana County/J Stewart Fld/, Indiana, PA (KIDI) Obstruction tower light (Antenna Structure Registration 1225655) 40° 29' 56.70" North 079° 08' 07.50" West (8.1 nautical mile S IDI) 2,069.9 feet (310.0FT above ground level) out of service Apr 05, 2019 1406Z to May 05, 2019 2359Z

!IDI 04/009 Indiana County/J Stewart Fld/, Indiana, PA (KIDI) Obstruction tower light (Antenna Structure Registration 1025996) 40° 27' 01.60" North 079° 09' 36.00" West (11.3 nautical miles south-south-west IDI) 2,406.8 feet (419.0FT above ground level) out of service Apr 30, 2019 1105Z to Jul 29, 2019 0400Z

!AOO 04/238 Clarion County, Clarion, PA (KAXQ) Obstruction tower light (Antenna Structure Registration 1283550) 41° 02' 36.80" North 079° 15' 43.70" West (13.5 nautical miles southeast AXQ) 1,662.7 feet (253.0FT above ground level) out of service Apr 28, 2019 1836Z to May 13, 2019 1835Z

!AOO 04/061 Clarion County, Clarion, PA (KAXQ) Obstruction tower light (Antenna Structure Registration 1020621) 41° 11' 18.00" North 079° 22' 12.00" West (3.9 nautical miles southeast AXQ) 1,808.1 feet (293.0FT above ground level) out of service Apr 10, 2019 0118Z to May 10, 2019 0118Z

!AOO 04/087 Mcville, Freeport, PA (K6P7) Obstruction tower light (Antenna Structure Registration 1061920) 40° 47' 38.40" North 079° 34' 58.40" West (3.6 nautical miles NE 6P7) 1,693.9 feet (394.0FT above ground level) out of service Apr 13, 2019 0400Z to May 13, 2019 0400Z

!AOO 04/239 Grove City, Grove City, PA (K29D) Obstruction tower light (Antenna Structure

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Registration 1026174) 41° 12' 18.90" North 079° 57' 03.30" West (10.4 nautical miles east-north-east 29D) 1,886.2 feet (369.1FT above ground level) out of service Apr 29, 2019 0300Z to Jul 27, 2019 0400Z

!AOO 04/125 Pittsburgh-Monroeville, Monroeville, PA (K4G0) Obstruction tower light (Antenna Structure Registration 1026130) 40° 26' 23.00" North 079° 43' 10.00" West (2.6 nautical miles east-south-east 4G0) 2,048.9 feet (829.1FT above ground level) out of service Apr 16, 2019 1448Z to May 30, 2019 2359Z

!AOO 04/170 Lakehill, Mars, PA (KP09) Obstruction tower light (Antenna Structure Registration 1036485) 40° 37' 11.00" North 080° 05' 35.00" West (6.1 nautical mile south-south-west P09) 1,680.1 feet (399.9FT above ground level) out of service Apr 22, 2019 0327Z to May 22, 2019 0327Z

!AOO 04/045 Zelienople Municipal, Zelienople, PA (KPJC) Obstruction tower light (Antenna Structure Registration 1057554) 40° 41' 14.00" North 080° 11' 56.00" West (7.2 nautical miles south-south-west PJC) 1,316.9 feet (212.9FT above ground level) out of service Apr 07, 2019 1115Z to Jul 06, 2019 0400Z

!PIT 04/023 Pittsburgh International, Pittsburgh, PA (KPIT) Obstruction tower light (Antenna Structure Registration 1275833) 40° 38' 40.80" North 080° 12' 53.20" West (9.3 nautical miles NE PIT) 1,466.5 feet (270.0FT above ground level) out of service Apr 03, 2019 1553Z to May 03, 2019 2359Z

!AOO 04/217 Pittsburgh Northeast, Pittsburgh, PA (K9G1) Obstruction tower light (Antenna Structure Registration 1027247) 40° 31' 27.00" North 080° 00' 41.00" West (9.7 nautical miles west-south-west 9G1) 1,522 feet (357.9FT above ground level) out of service Apr 26, 2019 0810Z to May 11, 2019 0809Z

!AOO 04/218 Pittsburgh Northeast, Pittsburgh, PA (K9G1) Obstruction tower light (Antenna Structure Registration 1027248) 40° 31' 25.00" North 080° 00' 40.00" West (9.7 nautical miles west-south-west 9G1) 1,514.1 feet (354.0FT above ground level) out of service Apr 26, 2019 0830Z to May 11, 2019 0829Z

!AOO 04/219 Pittsburgh Northeast, Pittsburgh, PA (K9G1) Obstruction tower light (Antenna Structure Registration 1027249) 40° 31' 24.00" North 080° 00' 39.00" West (9.7 nautical miles west-south-west 9G1) 1,524.9 feet (356.0FT above ground level) out of service Apr 26, 2019 0848Z to May 11, 2019 0847Z

!AOO 04/220 Pittsburgh Northeast, Pittsburgh, PA (K9G1) Obstruction tower light (Antenna Structure Registration 1027250) 40° 31' 22.00" North 080° 00' 38.00" West (9.7 nautical miles west-south-west 9G1) 1,540 feet (356.0FT above ground level) out of service Apr 26, 2019 0852Z to May 11, 2019 0851Z

!AOO 04/221 Pittsburgh Northeast, Pittsburgh, PA (K9G1) Obstruction tower light (Antenna Structure Registration 1027251) 40° 31' 21.00" North 080° 00' 36.00" West (9.7 nautical

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miles west-south-west 9G1) 1,521 feet (357.0FT above ground level) out of service Apr 26, 2019 0900Z to May 11, 2019 0859Z

!AGC 04/014 Allegheny County, Pittsburgh, PA (KAGC) Obstruction tower light (Antenna Structure Registration 1028562) 40° 28' 19.20" North 079° 59' 39.60" West (7.7 nautical miles north-north-west AGC) 2,048.9 feet (863.8FT above ground level) out of service Apr 06, 2019 0106Z to Jul 04, 2019 0400Z

!AGC 03/068 Allegheny County, Pittsburgh, PA (KAGC) Obstruction tower light (Antenna Structure Registration 1026028) 40° 24' 30.00" North 079° 55' 39.00" West (3.3 nautical miles NE AGC) 1,350.1 feet (210.0FT above ground level) out of service Mar 29, 2019 1558Z to Jul 31, 2019 2359Z

!AGC 03/054 Allegheny County, Pittsburgh, PA (KAGC) Obstruction tower light (Antenna Structure Registration 1025769) 40° 23' 50.00" North 079° 57' 41.00" West (3.0 nautical miles north-north-west AGC) 1,532.2 feet (329.1FT above ground level) out of service Mar 15, 2019 1352Z to May 15, 2019 2359Z

!PIT 04/229 Pittsburgh International, Pittsburgh, PA (KPIT) Obstruction tower light (Antenna Structure Registration 1202334) 40° 27' 57.90" North 080° 15' 16.00" West (1.8 nautical miles south-south-west PIT) 1,399 feet (166.0FT above ground level) out of service Apr 20, 2019 2325Z to Jul 19, 2019 0400Z

!EKN 04/056 Herron, New Cumberland, WV (K7G1) Obstruction tower light (Antenna Structure Registration 1029851) 40° 35' 10.00" North 080° 24' 57.00" West (6.6 nautical miles east-north-east 7G1) 1,732.3 feet (393.7FT above ground level) out of service Apr 10, 2019 1243Z to May 06, 2019 2000Z

#### Airspace

All published NOTAMs are available in the [Notices to Airmen Publication \(NTAP\)](#).

!AOO 07/213 Mid-State, Philipsburg, PA (KPSB) Airspace unmanned aircraft system WI an area defined as 1 nautical mile radius of PSB surface-400 feet above ground level frequency 122.9 Jul 18, 2018 2255Z-permanent

#### Special Use Airspace

All published NOTAMs are available in the [Notices to Airmen Publication \(NTAP\)](#).

None

#### Runway/Taxiway/Apron/Aerodrome/FDC

All published NOTAMs are available in the [Notices to Airmen Publication \(NTAP\)](#).

!IPT 04/210 Mifflin County, Reedsville, PA (KRVL) Taxiway parallel taxiway adjacent runway 24 closed Apr 29, 2019 1100Z to May 02, 2019 2000Z

!FDC 8/0229 5PN6 SPECIAL GEISINGER-LEWISTOWN HOSPITAL, Lewistown, PA. HIPSI

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ONE DEPARTURE... CHANGE NAME TO READ GEISINGER-LEWISTOWN HOSPITAL  
ALL OTHER DATA REMAINS AS PUBLISHED. 06 NOV 20:12 2018 UNTIL 06 NOV 20:11  
2020 ESTIMATED. CREATED: 06 NOV 20:12 2018

!FDC 8/0208 5PN6 SPECIAL GEISINGER-LEWISTOWN HOSPITAL, Lewistown, PA.  
COPTER RNAV (GPS) 247, ORIG--A... CHANGE NAME TO READ GEISINGER-  
LEWISTOWN HOSPITAL. 06 NOV 20:08 2018 UNTIL 06 NOV 20:07 2020 ESTIMATED.  
CREATED: 06 NOV 20:08 2018

!FDC 8/6882 KPSB IAP MID-STATE, Philipsburg, PA. RNAV (GPS) RWY 16, ORIG-C...  
PROCEDURE NA AT NIGHT. 06 DEC 16:48 2018 UNTIL 06 DEC 16:48 2020 ESTIMATED.  
CREATED: 06 DEC 16:49 2018

!FDC 8/9015 74PN SPECIAL UPMC-ALTOONA, Altoona, PA. JANAT ONE DEPARTURE  
... CHANGE HOSPITAL NAME FROM ALTOONA GENERAL HOSPITAL TO UPMC  
ALTOONA. ALL OTHER DATA REMAINS AS PUBLISHED. 23 OCT 15:00 2018 UNTIL 20  
JUN 15:00 2019 ESTIMATED. CREATED: 23 OCT 15:01 2018

!FDC 8/8978 74PN SPECIAL UPMC-ALTOONA, Altoona, PA. COPTER RNAV (GPS) 211,  
ORIG... CHANGE HOSPITAL NAME FROM ALTOONA GENERAL HOSPITAL TO UPMC  
ALTOONA. NOTE: CLEVELAND CENTER FREQUENCY 124.4 AND JOHNSTOWN  
APPROACH CONTROL FREQUENCY 121.2. 23 OCT 14:59 2018 UNTIL 20 JUN 14:58 2019  
ESTIMATED. CREATED: 23 OCT 14:59 2018

!FDC 9/7808 23PN SPECIAL IAP CLEARFIELD HOSPITAL, CLEARFIELD, PA COPTER  
RNAV (GPS) 318 ORIG-A H-318 1940 / HAS 428 CHANGE ALTITUDE AT WITEV FROM  
1980 TO 2080 PERIODIC REVIEW. PROCEDURE UPDATED TO MEET CURRENT  
CRITERIA. 23 FEB 23:45 2019 UNTIL 09 OCT 23:59 2019. CREATED: 23 FEB 23:40 2019

!FDC 9/7813 PA10 SPECIAL PENN HIGHLANDS HEALTHCARE - DU BOIS, DU BOIS,  
PA. CIGMO ONE DEPARTURE... CHANGE HELIPOINT NAME TO READ PENN  
HIGHLANDS HEALTHCARE - DU BOIS. ALL OTHER DATA REMAINS AS PUBLISHED.  
24 FEB 00:15 2019 UNTIL 08 OCT 23:59 2019. CREATED: 24 FEB 00:00 2019

!FDC 9/4592 PA10 SPECIAL IAP PENN HIGHLANDS HEALTHCARE DU BOIS, DU BOIS,  
PA COPTER RNAV (GPS) 350 AMDT1 CHANGE HEGLO (FAF) ALT FM 3000 TO 3100...  
PERIODIC REVIEW. PROC UPDATED TO MEET CURRENT CRITERIA. 08 MAR 20:15  
2019 UNTIL 22 OCT 23:59 2019. CREATED: 08 MAR 20:09 2019

!AOO 12/264 Ebensburg, Ebensburg, PA (K9G8) Aerodrome airport aerodrome beacon out of  
service Dec 31, 2018 1903Z to May 01, 2019 2359Z

!DUJ 04/021 Dubois Regional, Dubois, PA (KDUJ) Runway 25 precision approach path  
indicator out of service Apr 25, 2019 2116Z to May 02, 2019 2300Z

!FDC 9/1195 KDUJ IAP DUBOIS RGNL, Dubois, PA. ILS OR LOC RWY 25, AMDT 9B...

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MISSED APPROACH: CLIMB TO 2900 THEN CLIMBING LEFT TURN TO 4200 ON HEADING 060 AND ETG R-276 TO HONLU/ETG 22.00 DME AND HOLD. (DME REQUIRED), CIP VOR OUT OF SERVICE. 04 JAN 13:18 2019 UNTIL 22 MAY 13:18 2019 ESTIMATED. CREATED: 04 JAN 13:19 2019

!FDC 9/7773 1PS8 SPECIAL IAP PUNXSUTAWNEY AREA HOSPITAL, PUNXSUTAWNEY, PA COPTER RNAV (GPS) 040 ORIG H-040 1280 / HAS 481 DELETE ALL REFERENCE TO PROCEED VISUALLY. CHANGE NOTE TO READ: PROCEED VFR FROM JEMDA OR CONDUCT THE SPECIFIED MISSED APPROACH PERIODIC REVIEW. PROCEDURE UPDATED TO MEET CURRENT CRITERIA. 23 FEB 21:45 2019 UNTIL 09 OCT 23:59 2019. CREATED: 23 FEB 21:50 2019

!FDC 9/7811 81PN SPECIAL IAP ARMSTRONG COUNTY MEMORIAL HOSPITAL, KITTANNING, PA COPTER RNAV (GPS) 119 ORIG H-119 1820 / HAS 521 CHANGE ONERY (FAF) ALTITUDE FROM 2400 TO 2500 DELETE ALL REFERENCE TO PROCEED VISUALLY. CHANGE NOTE TO READ: PROCEED VFR FROM UFBEF OR CONDUCT THE SPECIFIED MISSED APPROACH. PERIODIC REVIEW. PROCEDURE UPDATED TO MEET CURRENT CRITERIA. 24 FEB 00:15 2019 UNTIL 09 OCT 23:59 2019. CREATED: 23 FEB 23:58 2019

!AOO 01/066 Pittsburgh-Monroeville, Monroeville, PA (K4G0) Runway 05/23 unsafe pavement IN DISREPAIR Jan 07, 2019 1605Z to May 31, 2019 2359Z

!AOO 02/304 Butler Farm Show, Butler, PA (K3G9) Runway 36 closed daily sunset-sunrise Feb 21, 2019 1900Z to Dec 31, 2019 0744Z

!FDC 9/7819 PA56 SPECIAL IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, PA COPTER RNAV (GPS) 304 ORIG H-304 1900 / HAS 701 CHANGE ALTITUDE AT FELEV (IF) FROM 2800 TO 2900 DELETE ALL REFERENCE TO PROCEED VISUALLY. CHANGE NOTE TO READ: PROCEED VFR FROM WIVSU OR CONDUCT THE SPECIFIED MISSED APPROACH MSA FROM: WIVSU 3100 PERIODIC REVIEW. PROCEDURE UPDATED TO MEET CURRENT CRITERIA. 24 FEB 00:45 2019 UNTIL 09 OCT 23:59 2019. CREATED: 24 FEB 00:29 2019

!AOO 04/242 Zelienople Municipal, Zelienople, PA (KPJC) Runway 35 runway end ID light out of service Apr 29, 2019 1127Z to Oct 29, 2019 2111Z Estimated

!AOO 04/241 Zelienople Municipal, Zelienople, PA (KPJC) Runway 17 runway end ID light out of service Apr 29, 2019 1126Z to Oct 29, 2019 2111Z Estimated

!AOO 02/060 Zelienople Municipal, Zelienople, PA (KPJC) Runway 17 closed to landing daily sunset-sunrise Feb 05, 2019 1613Z to Dec 31, 2019 1245Z

!BVI 04/003 Beaver County, Beaver Falls, PA (KBVI) Runway 10 runway end ID light out of service Apr 09, 2019 1005Z to May 09, 2019 2000Z Estimated

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!PIT 05/002 Pittsburgh International, Pittsburgh, PA (KPIT) Aerodrome airport all surface work in progress grass cutting May 01, 2019 1105Z to May 01, 2019 2359Z

!PIT 05/003 Pittsburgh International, Pittsburgh, PA (KPIT) Runway 10C/28C closed May 01, 2019 1119Z to May 01, 2019 2359Z

!PIT 04/248 Pittsburgh International, Pittsburgh, PA (KPIT) Runway 10 center runway end ID light out of service Apr 23, 2019 0016Z to May 02, 2019 2359Z

!PIT 05/008 Pittsburgh International, Pittsburgh, PA (KPIT) Taxiway F between taxiway F4 and taxiway W closed May 01, 2019 1242Z to May 01, 2019 2300Z

!PIT 05/007 Pittsburgh International, Pittsburgh, PA (KPIT) Taxiway F5 closed May 01, 2019 1241Z to May 01, 2019 2300Z

!PIT 05/005 Pittsburgh International, Pittsburgh, PA (KPIT) Taxiway T between taxiway E and taxiway F closed May 01, 2019 1122Z to May 01, 2019 2359Z

!PIT 05/004 Pittsburgh International, Pittsburgh, PA (KPIT) Taxiway V between taxiway E and taxiway F closed May 01, 2019 1121Z to May 01, 2019 2359Z

!PIT 04/163 Pittsburgh International, Pittsburgh, PA (KPIT) Taxiway N2 between taxiway N and United States air force reserve ramp closed Apr 17, 2019 1904Z to Sep 30, 2019 2359Z  
Estimated

!PIT 04/098 Pittsburgh International, Pittsburgh, PA (KPIT) Taxiway G surface painted holding position signs for runway 10L/28R not standard Apr 12, 2019 2154Z to Aug 31, 2019 2300Z

!FDC 9/9494 KPIT ODP PITTSBURGH INTL, Pittsburgh, PA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5... TAKEOFF MINIMUMS: RWY 10L, 300-1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 323 FT PER NM TO 1500. TAKEOFF OBSTACLE NOTES: RWY 10L, TEMP CRANE 5652 FT FROM DER, 1458 FT RIGHT OF CENTERLINE, 200 FT AGL/1352 FT MSL (2018-AEA-770-NRA). ALL OTHER DATA REMAINS AS PUBLISHED. 01 FEB 18:53 2019 UNTIL 26 OCT 18:53 2019 ESTIMATED. CREATED: 01 FEB 18:53 2019

!FDC 9/8221 KPIT CHART PITTSBURGH INTL, Pittsburgh, PA. ILS RWY 28R (CAT II), AMDT 10 ... PROCEDURE NA. 18 MAR 17:49 2019 UNTIL PERM. CREATED: 18 MAR 17:49 2019

!FDC 9/7779 3PN4 SPECIAL IAP JAMESON MEMORIAL HOSPITAL, NEW CASTLE, PA COPTER GPS 054 ORIG H-054 1720 / HAS 681. DELETE ALL REFERENCE TO PROCEED VISUALLY. CHANGE NOTE TO READ: PROCEED VFR FROM WIRAV OR CONDUCT THE SPECIFIED MISSED APPROACH PERIODIC REVIEW. PROCEDURE UPDATED TO MEET CURRENT CRITERIA. 23 FEB 22:30 2019 UNTIL 09 OCT 23:59 2019. CREATED: 23 FEB 22:17 2019

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!FDC 8/7112 K29D ODP GROVE CITY, Grove City, PA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4... TAKEOFF OBSTACLE NOTES: RWY 28, TRANSMISSION LINES, BEGINNING 1908FT FROM DER, 201FT RIGHT OF CENTERLINE, UP TO 50FT AGL/1442FT MSL (2017-AEA-5132 AND 5133-OE), TRANSMISSION LINES, BEGINNING 2402FT FROM DER, 56FT LEFT OF CENTERLINE, UP TO 52FT AGL/1450FT MSL (2017-AEA-5130 AND 5131-OE). ALL OTHER DATA REMAINS AS PUBLISHED. 01 NOV 16:23 2018 UNTIL 13 JUN 16:23 2019 ESTIMATED. CREATED: 01 NOV 16:24 2018

!FDC 8/4356 OH56 SPECIAL DAYTON, OH. WEPID ONE DEPARTURE... PROCEDURE CANCELLED. 24 DEC 00:30 2018 UNTIL 31 DEC 23:59 2019. CREATED: 24 DEC 00:22 2018 (Not Depicted On Graphics)

!FDC 8/4355 OH56 SPECIAL DAYTON, OH. COPTER RNAV (GPS) 35, ORIG... PROCEDURE CANCELLED. 24 DEC 00:30 2018 UNTIL 31 DEC 23:59 2019. CREATED: 24 DEC 00:22 2018 (Not Depicted On Graphics)

Other/Unverified

All published NOTAMs are available in the [Notices to Airmen Publication \(NTAP\)](#).

None

Military

All published NOTAMs are available in the [Notices to Airmen Publication \(NTAP\)](#).

!KPIT 19/M0010 Pittsburgh International, Pittsburgh, PA (KPIT) Ramp United States air force reserve ramp PKNG SPT 3 near CONSTR fence IS limited to aircraft less than 177 feet wing span. Wing walkers OR towed IN required. 30 April 18:18 2019 until 22 July 23:59 2019. Created: 30 April 18:19 2019

!KPIT 19/M0009 Pittsburgh International, Pittsburgh, PA (KPIT) Ramp United States air force reserve ramp high mast lights out of service. Ramp LIT by limited light CARTS. 01 April 13:26 2019 until 25 June 23:59 2019. Created: 01 April 13:26 2019

!KPIT 19/M0008 Pittsburgh International, Pittsburgh, PA (KPIT) Ramp United States air force reserve ramp night operations limited to 911AW and 910AW aircraft only due to limited lighting. 18 March 18:39 2019 until 15 May 12:00 2019. Created: 18 March 18:39 2019

!KGRF 19/M0458 KZ99 West flight route closed from ACP 5 points to ACP PUMPHOUSE when SELAH ROZ1 IS activated. Contact RATTLESNAKE radio for current route status. 29 April 21:11 2019 until 10 May 23:59 2019. Created: 29 April 21:11 2019 (Not Depicted On Graphics)

!KGRF 19/M0452 KZ99 All airspace to include air corridors within the YAKIMA training Center (YTC) (SFC - 20K MSL) shall be closed to non-exercise participating aircraft. Non-participating aircraft May utilize vagabond AHP, but May not enter the restricted area (R-6714) unless prior coordinated with 7ID G3 aviation. 01 May 07:01 2019 until 15 May 06:59 2019.

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Created: 29 April 16:41 2019 (Not Depicted On Graphics)

!KGRF 19/M0408 KZ99 Obstruction MRBS 90 feet LIT tower at 10TFS94837213. TOT elevation 1432 feet mean sea level. 28 April 07:01 2019 until 04 May 23:59 2019. Created: 25 April 16:08 2019 (Not Depicted On Graphics)

!KGRF 19/M0396 KZ99 Reduced coverage for RATTLESNAKE frequency FM 30.025 megahertz IN the area of west RATTLESNAKE. 23 April 15:47 2019 until 28 June 23:59 2019. Created: 23 April 15:47 2019 (Not Depicted On Graphics)

!KGRF 19/M0395 KZ99 Reduced coverage for RATTLESNAKE frequency FM 30.025 megahertz IN the area of SELAH butte. 23 April 15:45 2019 until 28 June 23:59 2019. Created: 23 April 15:45 2019 (Not Depicted On Graphics)

!KGRF 19/M0376 KZ99 Obstruction HITS-3 90 feet LIT tower at 10TGS20837192. TOT elevation 4246 feet mean sea level. 19 April 16:30 2019 until 15 May 23:59 2019. Created: 19 April 16:30 2019 (Not Depicted On Graphics)

!KGRF 19/M0373 KZ99 Obstruction HITS-2 90 feet LIT tower at 11TKM71147957. TOT elevation 1343 feet mean sea level. 19 April 16:27 2019 until 15 May 23:59 2019. Created: 19 April 16:27 2019 (Not Depicted On Graphics)

!KGRF 19/M0308 KZ99 Aircrews use caution for numerous obstruction lights out of service on power lines IN the northern expansion area. Contact vagabond heliport operations for further details. 10 April 15:20 2019 until 28 June 23:59 2019. Created: 10 April 15:20 2019 (Not Depicted On Graphics)

!KGRF 19/M0273 KZ99 Obstruction relay (BOYLSTON) 110 feet LIT tower at 10TGS12019669. TOT elevation 3615 feet mean sea level. 03 April 07:01 2019 until 15 May 23:59 2019. Created: 02 April 15:46 2019 (Not Depicted On Graphics)

!KGRF 19/M0272 KZ99 Obstruction RBS3 (URBAN) 110 feet LIT tower at 10TGS23399950. TOT elevation 1866 feet mean sea level. 03 April 07:01 2019 until 15 May 23:59 2019. Created: 02 April 15:45 2019 (Not Depicted On Graphics)

!KGRF 19/M0271 KZ99 Obstruction RBS2 (HILL tops at flight level 866) 110 feet LIT tower at 10TGS07118912. TOT elevation 3002 feet mean sea level. 03 April 07:01 2019 until 15 May 23:59 2019. Created: 02 April 15:43 2019 (Not Depicted On Graphics)

!KGRF 19/M0270 KZ99 Obstruction EBS (OP13) 110 feet LIT tower at 10TGS16848665. TOT elevation 3111 feet mean sea level. 03 April 07:01 2019 until 15 May 23:59 2019. Created: 02 April 15:42 2019 (Not Depicted On Graphics)

!KGRF 19/M0269 KZ99 Obstruction RBS1 (DS3) 110 feet LIT tower at 10TGS03917585. TOT elevation 2295 feet mean sea level. 03 April 07:01 2019 until 15 May 23:59 2019. Created: 02 April 15:41 2019 (Not Depicted On Graphics)



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!KGRF 19/M0141 KZ99 SAGE GROUSE protection measures IN effect. No flight below flight level 300 feet above ground level over MATING areas (LEKS) between 0000L and 0900L. Contact vagabond base operations OR RATTLESNAKE radio and see JBLM 95-1 for further information. See training unit SOP figure. 3-5 for LEK locations. 04 March 16:16 2019 until 15 May 23:59 2019. Created: 04 March 16:16 2019 (Not Depicted On Graphics)

!KACC 19/V0069 ORBR [US Department of Defense procedural NOTAM] instrument approach procedure amendment area navigation (RNAV) (GPS) runway 13 increase circling minima category A 2860-1600M 763 (800-1600M); category B 2860-2000M 763 (800-2000M); category C 3460-4800M 1363 (1400-4800M); category D 3860-4800M 1763 (1800-4800M). 19 March 16:00 2019 until 28 June 23:59 2019. Created: 19 March 15:34 2019 (Not Depicted On Graphics)

!KACC 19/V0068 ORBR [US Department of Defense procedural NOTAM] instrument approach procedure amendment area navigation (RNAV) (GPS) runway 13 increase minutes category A 2860-1500M 801 (800-1500M); category B 2860-1600M 801 (800-1600M); category C 2860-3600M 801 (800-3600M); category D 2860-3600M 801 (800-3600M). When approach light system inoperative, increase category A visibility to 1600M category B visibility to 2000M CD visibility to 3800. 19 March 16:00 2019 until 28 June 23:59 2019. Created: 19 March 15:29 2019 (Not Depicted On Graphics)

!KACC 19/V0067 ORBR [US Department of Defense procedural NOTAM] IFR take-off minimums and (OBSTACLE) departure procedures amendment runway 31 remain between 220 CW 293 , continue climb to 7600' mean sea level. Minimum climb gradient 382 feet/NM to 7,600 feet mean sea level. Take-off obstacles: terrain 0FT from der 500 feet right of centerline, 2,022 feet mean sea level terrain 317 feet from der 585 feet right of centerline, 2,024 feet mean sea level terrain 653 feet from der 640 feet right of centerline, 2,031 feet mean sea level terrain 761 feet from der 704 feet right of centerline, 2,033 feet mean sea level. 19 March 16:00 2019 until 28 June 23:59 2019. Created: 19 March 15:23 2019 (Not Depicted On Graphics)

!KACC 19/V0066 ORBR [US Department of Defense procedural NOTAM] IFR take-off minimums and (OBSTACLE) departure procedures amendment runway 13 remain between 220 CW 290 , continue climb to 7600' mean sea level. Minimum climb gradient 444 feet/NM to 7,600 feet mean sea level. Take-off obstacles: terrain 2,391 feet from der 1,141 feet left of centerline, 2,144 feet mean sea level terrain 807 feet from der 716 feet left of centerline, 2,114 feet mean sea level terrain 766 feet from der 697 feet left of centerline, 2,113 feet mean sea level terrain 215 feet from der 531 feet left of centerline, 2,103 feet mean sea level terrain 0FT from der 500 feet left of centerline, 2,099 feet mean sea level. 19 March 16:00 2019 until 28 June 23:00 2019. Created: 19 March 15:19 2019 (Not Depicted On Graphics)

!KACC 19/V0065 ORBR [US Department of Defense procedural NOTAM] IFR take-off minimums and (OBSTACLE) departure procedures amendment diverse departure not authorized. 19 March 16:00 2019 until 28 June 23:59 2019. Created: 19 March 15:17 2019 (Not Depicted On Graphics)

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!KUSA 19/V0080 RKSG [US Department of Defense procedural NOTAM] instrument approach procedure changed ILS OR localizer runway 32, original ... PYONG fix minimums circling category A/B/C MDA 660/HAA 607, visibility category C 1 3/4; due to TEMP crane 3,900 feet southwest of runway 14 approach end of runway - until February 2020. 29 March 17:28 2019 until 18 July 23:59 2019. Created: 29 March 17:28 2019 (Not Depicted On Graphics)

!KUSA 19/V0079 RKSG [US Department of Defense procedural NOTAM] instrument approach procedure changed area navigation (RNAV) (GPS) runway 32, amendment 1 ... Circling category A/B/C MDA 660/HAA 607, visibility category C 1 3/4; due to TEMP crane 3,900 feet southwest of runway 14 approach end of runway - until February 2020. 29 March 17:25 2019 until 18 July 23:59 2019. Created: 29 March 17:25 2019 (Not Depicted On Graphics)

## General FDC

All published NOTAMs are available in the [Notices to Airmen Publication \(NTAP\)](#).

### ARTCC NOTAMs

!FDC 9/3166 KZNY NY..AIRSPACE HARLEM, NY..LASER RESEARCH WI AN AREA DEFINED AS 404917N0735653W OR THE LAGURDIA /LGA/ VORTAC 316 DEG RADIAL AT 4NM SFC-FL360 AT AN ANGLE OF 90 DEGREES FROM THE SFC, PROJECTING UP TO FL360 AVOID AIRBORNE HAZARD BY 5NM. THIS BEAM IS INJURIOUS TO PILOTS'/AIRCROWS' AND PASSENGERS EYES. LA GUARDIA /LGA/ ATCT, TELEPHONE 781-779-7901 IS THE FAA CDN FACILITY. 13 FEB 01:00 2019 UNTIL 31 DEC 23:59 2020. CREATED: 12 FEB 18:57 2019

!FDC 9/3000 KZNY OA..ROUTE ZNY. R56 NOT AUTHORIZED FOR FLIGHTS AT OR ABOVE FL180. 12 FEB 21:00 2019 UNTIL 12 FEB 21:00 2020. CREATED: 12 FEB 17:34 2019

!FDC 9/0980 KZNY AIRSPACE..SPECIAL NOTICE..THE FLT INFORMATION SERVICES BCST DATA SOURCE FOR ZNY ARTCC AIRSPACE IS CHANGING TO THE MULTI RADAR MULTI SENSOR (MRMS) WEATHER RADAR MOSAIC FOR FLT INFORMATION SERVICES BCST REGIONAL NEXRAD AND CONUS NEXRAD PRODUCTS. ALL FLT INFORMATION SERVICES BCST PRODUCT FORMATS REMAIN UNCHANGED AND EXISTING AVIONICS SHOULD REMAIN BACKWARD COMPATIBLE WITH THE NEW DATA SOURCE. THIS UPDATE WILL OCCUR BTN 1904021400 UTC AND 1904021600 UTC. ANY OBSERVED ISSUES SHOULD BE REPORTED VIA EMAIL TO ADSB@FAA.GOV. 02 APR 14:00 2019 UNTIL 02 MAY 14:00 2019. CREATED: 22 MAR 17:30 2019

!FDC 9/5859 KZOB AIRSPACE..SPECIAL NOTICE..THE FLT INFORMATION SERVICES BCST DATA SOURCE FOR ZOB ARTCC AIRSPACE IS CHANGING TO THE MULTI RADAR MULTI SENSOR (MRMS) WEATHER RADAR MOSAIC FOR FLT INFORMATION SERVICES BCST REGIONAL NEXRAD AND CONUS NEXRAD PRODUCTS. ALL FLT INFORMATION SERVICES BCST PRODUCT FORMATS REMAIN UNCHANGED AND EXISTING AVIONICS SHOULD REMAIN BACKWARD COMPATIBLE WITH THE NEW DATA SOURCE. THIS UPDATE WILL OCCUR BTN

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1904091400 UTC AND 1904091600 UTC. ANY OBSERVED ISSUES SHOULD BE REPORTED VIA EMAIL TO ADSB@FAA.GOV. 09 APR 14:00 2019 UNTIL 09 MAY 14:00 2019. CREATED: 02 APR 17:03 2019

!FDC 9/4161 KZOB MI..AIRSPACE ANN ARBOR, MI..LASER LGT DEMONSTRATION WI AN AREA DEFINED AS 421336N0834321W (MICHIGAN AEROSPACE CORPORATION, ANN ARBOR, MI) OR THE SALEM /SVM/ VORTAC 207 DEG RADIAL AT 12NM SFC-1339FT AGL. LASER LGT BEAMS WILL BE TERMINATED IF NON PARTICIPATING ACFT ARE DETECTED ENTERING THE AFFECTED AREA. LASER LGT BEAMS MAY BE INJUROUS TO PILOT'S/PASSENGER'S EYES WI 1339FT VERTICALLY AND 2300FT LATERALLY OF THE LGT SOURCE. FLASH BLINDNESS OR COCKPIT ILLUMINATION MAY OCCUR BEYOND THESE DISTANCES. CLEVELAND /ZOB/ ARTCC TELEPHONE 440-774-0426 IS THE FAA CDN FACILITY DLY 0000-1000, 1200-1400. 16 JAN 00:00 2019 UNTIL 31 DEC 14:00 2019. CREATED: 15 JAN 16:16 2019

!FDC 9/1971 KZOB AIRSPACE FLT INFO SERVICE BCST (FIS-B) MAY NOT BE AVBL WI AN AREA DEFINED AS 29NM RADIUS OF 412821N0782521W. AP AIRSPACE AFFECTED INCLUDES BFD, OYM. SFC-3000FT. 15 APR 02:10 2019 UNTIL 13 MAY 22:00 2019 ESTIMATED. CREATED: 15 APR 02:08 2019

Chart NOTAMs

!FDC 9/7633 FDC CHART CORRECT U.S. GOVERNMENT IFR ENROUTE LOW ALTITUDE CHART L-30, PANEL J, EFFECTIVE 25 APR 2019... RCO FREQUENCY 122.65 FOR WILLIAMSPORT AT WILLIAMSPORT RGNL (IPT) SHOULD NOT BE SHOWN ON CHART AND SHOULD NOT BE USED. 25 APR 21:10 2019 UNTIL PERM. CREATED: 25 APR 21:10 2019

!FDC 9/0520 FDC CHART CORRECT U.S. GOVERNMENT VFR AERONAUTICAL CHART GRAND CANYON, 4TH EDITION, EFFECTIVE 28 FEB 2019... CHANGE COORDINATES OF VFR WAYPOINT VPGCD FROM 33 22.87N, 112 18.70W TO 36 22.87N, 112 18.70W. 28 FEB 16:34 2019 UNTIL PERM. CREATED: 28 FEB 16:35 2019

!FDC 8/2941 FDC CHART CORRECT U.S. GOVERNMENT VFR ANCHORAGE/FAIRBANKS TERMINAL AREA CHART (TAC)/FLYWAY, 82ND EDITION, EFFECTIVE 08 NOV 2018... CHANGE VIPER A MOA, AK TIME OF USE FROM 0700-2200 INTERMITTENT MON-FRI TO 0700-0000 INTERMITTENT MON-FRI. CHANGE VIPER B MOA, AK TIME OF USE FROM 0700-2200 INTERMITTENT MON-FRI TO 0700-0000 INTERMITTENT MON-FRI. ANYONE DOWNLOADING THESE FILES PRIOR TO OCTOBER 26, 2018 MUST DOWNLOAD THE CORRECTED ANCHORAGE/FAIRBANKS TERMINAL AREA CHART 82ND EDITION VFR AERONAUTICAL CHARTS DIGITAL FILES WITH UPDATED SPECIAL USE AIRSPACE INFORMATION AT:  
[HTTP://WWW.FAA.GOV/AIR\\_TRAFFIC/FLIGHT\\_INFO/AERONAV/DIGITAL\\_PRODUCTS/VFR/](http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/vfr/). 26 OCT 14:28 2018 UNTIL PERM. CREATED: 26 OCT 14:28 2018

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Other NOTAMs

!FDC 9/7567 FDC AIRSPACE EMERGENCY ORDER OF PROHIBITION..OPERATORS OF BOEING COMPANY MODEL 737-8 AND BOEING COMPANY MODEL 737-9 AIRPLANES AN EMERGENCY ORDER OF PROHIBITION HAS BEEN ISSUED BY THE FEDERAL AVIATION ADMINISTRATION (FAA) PURSUANT TO 49 U.S.C. 40113(A) AND 46105(C), EFFECTIVE 13 MAR 19, THAT PROHIBITS THE OPERATION OF BOEING MODEL 737-8 AND BOEING COMPANY MODEL 737-9 AIRPLANES BY U.S. CERTIFICATED OPERATORS. THE ORDER ALSO PROHIBITS THE OPERATION OF BOEING COMPANY MODEL 737-8 AND BOEING COMPANY MODEL 737-9 AIRPLANES IN THE TERRITORIAL AIRSPACE OF THE UNITED STATES. THE FULL TEXT OF THE ORDER IS AVAILABLE ON THE FAAS WEBSITE AT [WWW.FAA.GOV/NEWS/UPDATES/MEDIA/EMERGENCY\\_ORDER.PDF](http://WWW.FAA.GOV/NEWS/UPDATES/MEDIA/EMERGENCY_ORDER.PDF) SPECIAL FLIGHT PERMITS MAY BE ISSUED IN ACCORDANCE WITH 14 CFR SECTIONS 21.197 AND 21.199, INCLUDING TO ALLOW NON-PASSENGER CARRYING FLIGHTS, AS NEEDED, FOR PURPOSES OF FLIGHT TO A BASE FOR STORAGE, PRODUCTION FLIGHT TESTING, REPAIRS, ALTERATIONS, OR MAINTENANCE. EXPERIMENTAL AIRWORTHINESS CERTIFICATES MAY BE ISSUED IN ACCORDANCE WITH 14 CFR 21.191 TO SUPPORT CERTIFICATION OF DESIGN CHANGES. THE EMERGENCY ORDER OF PROHIBITION WAS EFFECTIVE ON 13 MAR 19 AND THE FULL TEXT OF THE PROHIBITION WILL BE PUBLISHED IN THE FEDERAL AIRSPACE EMERGENCY ORDER OF PROHIBITION..OPERATORS REGISTER ON 18 MAR 19. THE FAA ISSUED THIS ORDER BASED ON THE INITIAL INVESTIGATIONS OF TWO RECENT BOEING COMPANY MODEL 737-8 CRASHES. THE FAA IS CONTINUING TO INVESTIGATE THESE INCIDENTS AND TO ADDRESS FACTORS THAT MAY HAVE CONTRIBUTED TO THESE ACCIDENTS, AND WILL RESCIND OR MODIFY THIS ORDER AS APPROPRIATE TO MAINTAIN THE SAFETY OF THE AVIATION SYSTEM. FOR FURTHER INFORMATION CONTACT THE FAA BY EMAIL AT [ASKFAA@FAA.GOV](mailto:ASKFAA@FAA.GOV). F) SFC G) UNL 15 MAR 19:28 2019 UNTIL PERM. CREATED: 15 MAR 19:49 2019

!FDC 8/3277 FDC SECURITY..SPECIAL SECURITY INSTRUCTIONS FOR UNMANNED AIRCRAFT SYSTEM (UAS) OPERATIONS FOR MULTIPLE LOCATIONS NATIONWIDE DECEMBER 20, 2018 TO DECEMBER 20, 2019 LOCAL. THIS NOTAM REPLACES NOTAM FDC 7/7282 TO PROVIDE UPDATED INSTRUCTIONS. PURSUANT TO 49 U.S.C. SECTION 40103(B)(3), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AS 'NATIONAL DEFENSE AIRSPACE'. OPERATORS WHO DO NOT COMPLY WITH THE FOLLOWING PROCEDURES MAY FACE THE FOLLOWING ENFORCEMENT AND SECURITY ACTIONS: THE UNITED STATES GOVERNMENT MAY PURSUE CRIMINAL CHARGES, INCLUDING CHARGES UNDER 49 U.S.C. SECTION 46307. THE FAA MAY TAKE ADMINISTRATIVE ACTION, INCLUDING IMPOSING CIVIL PENALTIES AND THE REVOCATION OF FAA CERTIFICATES OR AUTHORIZATIONS TO OPERATE UNDER TITLE 49 U.S.C. SECTIONS 44709 AND 46301. IN ADDITION, PURSUANT TO 10 U.S.C. SECTION 130I, 50 U.S.C. SECTION 2661, AND SECTION 1602 OF PUB. L. 115-254, THE DEPARTMENT OF DEFENSE (DOD), DEPARTMENT OF ENERGY (DOE), DEPARTMENT OF HOMELAND SECURITY (DHS), OR DEPARTMENT OF JUSTICE (DOJ) MAY TAKE SECURITY ACTION AT OR IN THE VICINITY OF SPECIFIC

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LOCATIONS WITHIN A SUBSET OF THE DEFINED AIRSPACE, OR IN RESTRICTED OR PROHIBITED AIRSPACE ADJACENT TO SUCH LOCATIONS, THAT SECURITY..SPECIAL SECURITY INSTRUCTIONS FOR UNMANNED RESULTS IN THE INTERFERENCE, DISRUPTION, SEIZURE, DAMAGING, OR DESTRUCTION OF UNMANNED AIRCRAFT CONSIDERED TO POSE A SAFETY OR SECURITY THREAT TO FACILITIES OR ASSETS. PURSUANT TO 14 C.F.R. SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS (SSI), ALL UAS FLIGHT OPERATIONS ARE PROHIBITED WITHIN THE AIRSPACE OVER SELECT FACILITIES, SURFACE TO 400 FEET AGL, EXCEPT AS PROVIDED FOR BELOW. A LIST OF THESE SELECTED FACILITIES AND DEFINITIONS OF THE OVERLYING AIRSPACE IN WHICH UAS OPERATIONS ARE PROHIBITED; A LIST OF SPECIFIC FACILITIES AND DEFINITIONS OF THE ASSOCIATED SUBSET OF OVERLYING AIRSPACE IN WHICH NON-COMPLIANT UAS OPERATIONS MAY BE SUBJECT TO THE SECURITY ACTION CITED ABOVE; DESIGNATED FACILITY CONTACTS; AND OTHER IMPORTANT INFORMATION ARE PROVIDED AT THE FOLLOWING FAA WEBSITE: [HTTPS://UDDS-FAA.OPENDATA.ARCGIS.COM](https://UDDS-FAA.OPENDATA.ARCGIS.COM). SOME OF THE DEFINED SSI AIRSPACE MAY BE NEAR OR ADJACENT TO PROHIBITED AREAS AND RESTRICTED AREAS ESTABLISHED PURSUANT TO 14 C.F.R. SECTION PART 73. UAS OPERATIONS ARE AUTHORIZED WITHIN THE DEFINED SSI AIRSPACE IF IN COMPLIANCE WITH THE REQUIREMENTS LISTED BELOW: THE UAS FLIGHT OPERATION HAS BEEN PRE-APPROVED BY THE DESIGNATED SECURITY..SPECIAL SECURITY INSTRUCTIONS FOR UNMANNED FACILITY CONTACT BASED ON CRITERIA ESTABLISHED BY THE SPONSORING FEDERAL AGENCY IN COORDINATION WITH THE FAA; OR IF THE UAS FLIGHT OPERATION IS CONDUCTED IN DIRECT SUPPORT OF AN ACTIVE NATIONAL DEFENSE, HOMELAND SECURITY, LAW ENFORCEMENT, FIREFIGHTING, SEARCH AND RESCUE, OR DISASTER RESPONSE MISSION, AND PRIOR NOTIFICATION HAS BEEN PROVIDED TO THE DESIGNATED FACILITY CONTACT; OR IF THE UAS FLIGHT OPERATION IS CONDUCTED IN DIRECT SUPPORT OF A SIGNIFICANT AND URGENT GOVERNMENTAL INTEREST AND IS APPROVED BY THE FAA'S SYSTEM OPERATIONS SUPPORT CENTER (SOSC) IN ADVANCE OF ENTERING THE DEFINED SSI AIRSPACE; AND THE UAS FLIGHT OPERATION COMPLIES WITH ALL OTHER APPLICABLE FEDERAL AVIATION REGULATIONS. IF YOU HAVE GENERAL QUESTIONS REGARDING UAS OPERATIONS, PLEASE REFER TO [WWW.FAA.GOV/UAS/CONTACT](http://WWW.FAA.GOV/UAS/CONTACT); OR CONTACT THE FAA VIA EMAIL AT [UASHELP@FAA.GOV](mailto:UASHELP@FAA.GOV) OR PHONE AT (844) FLY-MY-UA. IF YOU HAVE QUESTIONS REGARDING THESE UAS SSI, PLEASE REFER TO THE FOLLOWING FAA WEBSITE: [HTTPS://UDDS-FAA.OPENDATA.ARCGIS.COM](https://UDDS-FAA.OPENDATA.ARCGIS.COM); OR CONTACT THE FAA'S SOSC AT (202)267-8276. 20 DEC 17:00 2018 UNTIL 20 DEC 16:59 2019. CREATED: 19 DEC 19:07 2018

!FDC 8/2435 FDC ... SPECIAL NOTICE ... PILOTS ARE REMINDED THAT THERE ARE INCREASED SECURITY MEASURES IN PLACE FOR AIRCRAFT ENTERING DOMESTIC AIRSPACE, INCLUDING THOSE ENTERING FLORIDA COASTAL WATERS. ALL PILOTS OF VFR AIRCRAFT ARE REQUIRED TO FILE A DEFENSE VISUAL FLIGHT RULES (DVFR) FLIGHT PLAN PRIOR TO ENTRY INTO THE AIR DEFENSE IDENTIFICATION ZONE(ADIZ)IN ACCORDANCE WITH CFR 99 TITLE 14

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CHAPTER 1 PART 99 SECURITY CONTROL OF AIR TRAFFIC, SECTIONS 99.1 THROUGH 99.49. THE PILOT MUST ACTIVATE THE DVFR FLIGHT PLAN WITH U.S. FLIGHT SERVICE AND SET THE AIRCRAFT TRANSPONDER TO THE ASSIGNED DISCRETE BEACON CODE PRIOR TO ENTERING THE ADIZ. FAILURE TO COMPLY WITH ALL DVFR PROCEDURES MAY RESULT IN THE AIRCRAFT BEING INTERCEPTED BY DEPARTMENT OF DEFENSE AIRCRAFT. WIE UNTIL UFN.  
CREATED: 13 JUN 18:28 2008

!FDC 8/2314 FDC SECURITY..SPECIAL SECURITY INSTRUCTIONS FOR UNMANNED AIRCRAFT SYSTEM (UAS) OPERATIONS IN THE VICINITY OF NAVAL BASE KITSAP AND NAVAL SUBMARINE BASE KINGS BAY. PURSUANT TO 49 U.S.C. SECTION 40103(B)(3), THE FAA CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AND IN FURTHER DETAIL BY THE FAA WEBSITE IDENTIFIED BELOW AS 'NATIONAL DEFENSE AIRSPACE'. OPERATORS WHO DO NOT COMPLY WITH THE FOLLOWING PROCEDURES MAY FACE THE FOLLOWING ENFORCEMENT ACTIONS: THE UNITED STATES GOVERNMENT MAY PURSUE CRIMINAL CHARGES, INCLUDING CHARGES UNDER 49 U.S.C. SECTION 46307; AND THE FAA MAY TAKE ADMINISTRATIVE ACTION, INCLUDING IMPOSING CIVIL PENALTIES AND REVOKING FAA CERTIFICATES OR AUTHORIZATIONS TO OPERATE UNDER TITLE 49 U.S.C. SECTIONS 44709 AND 46301. IN ADDITION, PURSUANT TO 10 U.S.C. SECTION 130I, THE DEPARTMENT OF DEFENSE (DOD) AND UNITED STATES COAST GUARD (USCG) MAY TAKE SECURITY ACTION THAT RESULTS IN THE INTERFERENCE, DISRUPTION, SEIZURE, DAMAGING, OR DESTRUCTION OF UNMANNED AIRCRAFT CONSIDERED TO POSE A SAFETY OR SECURITY THREAT TO PROTECTED DOD OR USCG ASSETS. PURSUANT TO 14 C.F.R. SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS (SSI), ALL UNMANNED AIRCRAFT ARE PROHIBITED FROM FLYING WITHIN A STAND-OFF DISTANCE OF 3,000 FEET LATERALLY FROM AND 1,000 FEET ABOVE SECURITY..SPECIAL SECURITY INSTRUCTIONS FOR A UNITED STATES NAVY (USN) OR USCG OPERATED VESSEL WHEN OPERATING WITHIN THE DEFINED AIRSPACE. THE AIRSPACE IN WHICH UAS OPERATIONS MUST COMPLY WITH THIS SSI IS DEFINED AS THE AIRSPACE, SFC - 2,000 FEET MSL, GENERALLY OVERLYING: 1) THE PORTION THE HOOD CANAL AND STRAIT OF JUAN DE FUCA EXTENDING FROM NAVAL BASE KITSAP NEAR BREMERTON, WA, TO THE PACIFIC; AND 2) THE PORTION OF THE CUMBERLAND SOUND EXTENDING FROM NAVAL SUBMARINE BASE KINGS BAY NEAR ST. MARYS, GA, TO THE ATLANTIC. THE AIRSPACE IN WHICH THIS SSI APPLIES IS VISUALLY DEPICTED AND GEOSPATIALLY DEFINED ON THE FOLLOWING FAA WEBSITE: [HTTPS://UDDS-FAA.OPENDATA.ARCGIS.COM](https://UDDS-FAA.OPENDATA.ARCGIS.COM). UAS OPERATORS NEEDING TO OPERATE IN THE DEFINED AIRSPACE IN CLOSE PROXIMITY TO USN OR USCG VESSELS FOR OVERRIDING REASONS OF PUBLIC INTEREST OR NECESSITY (SUCH AS IN DIRECT SUPPORT OF AN ACTIVE NATIONAL DEFENSE, HOMELAND SECURITY, LAW ENFORCEMENT, FIREFIGHTING, SEARCH AND RESCUE, OR DISASTER RESPONSE MISSION) MUST COORDINATE AND OBTAIN ADVANCE AUTHORIZATION FROM THE APPROPRIATE DOD OR USCG POINT OF CONTACT IDENTIFIED IN THE FOLLOWING FAA WEBSITE: [HTTPS://UDDS-FAA.OPENDATA.ARCGIS.COM](https://UDDS-FAA.OPENDATA.ARCGIS.COM). OPERATORS UNABLE TO SUCCESSFULLY COORDINATE WITH THESE DOD OR

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USCG POINTS OF CONTACT MAY SECURITY..SPECIAL SECURITY INSTRUCTIONS FOR CONTACT THE FAA SYSTEM OPERATIONS SUPPORT CENTER (SOSC) AT (202) 267-8276 FOR FURTHER ASSISTANCE. IF YOU HAVE GENERAL QUESTIONS REGARDING UAS OPERATIONS, PLEASE REFER TO [WWW.FAA.GOV/UAS/CONTACT](http://WWW.FAA.GOV/UAS/CONTACT); OR CONTACT THE FAA VIA EMAIL AT [UASHELP@FAA.GOV](mailto:UASHELP@FAA.GOV) OR PHONE AT (844) FLY-MY-UA. IF YOU HAVE QUESTIONS REGARDING THIS UAS-SPECIFIC SSI, PLEASE REFER TO THE FOLLOWING FAA WEBSITE: [HTTPS://UDDS-FAA.OPENDATA.ARCGIS.COM](https://UDDS-FAA.OPENDATA.ARCGIS.COM); OR CONTACT THE FAA SOSC AT (202) 267-8276. 26 OCT 21:00 2018 UNTIL 26 OCT 21:00 2019. CREATED: 25 OCT 19:36 2018

!FDC 8/2311 FDC SPECIAL NOTICE...NATIONAL SECURITY ADVISORY FOR UNMANNED AIRCRAFT SYSTEM (UAS) OPERATIONS IN PROXIMITY TO SELECT LOCATIONS AND MOBILE ASSETS NATIONWIDE. IN THE INTEREST OF NATIONAL SECURITY, UAS OPERATORS ARE STRONGLY ADVISED TO AVOID FLYING IN CLOSE PROXIMITY (GENERALLY, IN AIRSPACE WITHIN 3000FT Laterally AND 1000FT ABOVE UNLESS INDICATED BY THE FAA BY NOTAM OR OTHER MEANS) TO: DEPARTMENT OF DEFENSE (DOD) AND DEPARTMENT OF ENERGY (DOE) FACILITIES AND MOBILE ASSETS, INCLUDING VESSELS AND GROUND VEHICLE CONVOYS AND THEIR ASSOCIATED ESCORTS, SUCH AS UNITED STATES COAST GUARD (USCG) OPERATED VESSELS. PURSUANT TO 10 U.S.C. SECTION 130I AND 50 U.S.C. SECTION 2661, DOD, USCG (FOR ESCORT VESSELS), AND DOE PERSONNEL MAY TAKE SECURITY ACTION TO PROTECT COVERED FACILITIES AND MOBILE ASSETS, INCLUDING USCG OPERATED VESSELS ESCORTING UNITED STATES NAVY (USN) MOBILE ASSETS, THAT COULD RESULT IN THE INTERFERENCE, DISRUPTION, SEIZURE, DAMAGING, OR DESTRUCTION OF UNMANNED AIRCRAFT OPERATING IN THE INDICATED AIRSPACE, WHICH ARE CONSIDERED TO POSE SAFETY OR SECURITY THREATS. LOITERING DIRECTLY OVER COVERED FACILITIES OR MOBILE ASSETS, OR FOLLOWING MOVING COVERED MOBILE ASSETS, INCLUDING USN AND USCG VESSELS, IS STRONGLY DISCOURAGED. NOTICE...NATIONAL SECURITY ADVISORY FOR THE FAA RECOMMENDS THAT UAS OPERATORS NEEDING TO OPERATE IN THE INDICATED AIRSPACE FOR OVERRIDING REASONS OF PUBLIC INTEREST OR NECESSITY (SUCH AS IN DIRECT SUPPORT OF AN ACTIVE NATIONAL DEFENSE, HOMELAND SECURITY, LAW ENFORCEMENT, FIREFIGHTING, SEARCH AND RESCUE, OR DISASTER RESPONSE MISSION) COORDINATE IN ADVANCE WITH THE APPROPRIATE DOD, DOE, OR USCG ENTITY, OR BY CONTACTING THE FAA. DOD, DOE, AND USCG POINTS OF CONTACT FOR SPECIFIC COVERED FACILITIES AND MOBILE ASSETS MAY BE AVAILABLE ON THE FOLLOWING FAA WEBSITE: [HTTPS://UDDS-FAA.OPENDATA.ARCGIS.COM](https://UDDS-FAA.OPENDATA.ARCGIS.COM). OPERATORS UNABLE TO SUCCESSFULLY COORDINATE WITH DOD, DOE, OR USCG POINTS OF CONTACT MAY CONTACT THE FAA SYSTEM OPERATIONS SUPPORT CENTER (SOSC) AT (202) 267-8276 FOR FURTHER ASSISTANCE. THE FAA APPLIES, TO THE MAXIMUM EXTENT PRACTICABLE, SPECIAL SECURITY INSTRUCTIONS (SSI) PURSUANT TO 14 C.F.R. SECTION 99.7 OR OTHER AIRSPACE MEASURES THAT RESTRICT UAS OPERATIONS IN PROXIMITY TO FACILITIES AND MOBILE ASSETS COVERED BY 10 U.S.C.

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SECTION 130I AND 50 U.S.C. SECTION 2661. HOWEVER, IMPLEMENTING ADVANCE SSI OR OTHER AIRSPACE MEASURES MAY NOT BE FEASIBLE FOR ALL COVERED ASSETS AND MOBILE ASSET OPERATIONS. UAS OPERATORS SHOULD THEREFORE EXERCISE NOTICE...NATIONAL SECURITY ADVISORY FOR CAUTION WHEN FLYING IN PROXIMITY OF ALL DOD AND DOE FACILITIES AND MOBILE ASSETS, AND USCG MOBILE ASSETS. IF YOU HAVE GENERAL QUESTIONS REGARDING UAS OPERATIONS, PLEASE REFER TO [WWW.FAA.GOV/UAS/CONTACT](http://WWW.FAA.GOV/UAS/CONTACT); OR CONTACT THE FAA VIA EMAIL AT [UASHELP@FAA.GOV](mailto:UASHELP@FAA.GOV) OR BY PHONE AT (844) FLY-MY-UA. IF YOU HAVE QUESTIONS REGARDING UAS-SPECIFIC SSI, PLEASE REFER TO THE FOLLOWING FAA WEBSITE: [HTTPS://UDDS-FAA.OPENDATA.ARCGIS.COM](https://UDDS-FAA.OPENDATA.ARCGIS.COM); OR CONTACT THE FAA SOSC AT (202) 267-8276. 26 OCT 21:00 2018 UNTIL 26 OCT 21:00 2019. CREATED: 25 OCT 19:34 2018

!FDC 7/4319 FDC SECURITY SPECIAL SECURITY INSTRUCTIONS FOR SELECT SPORTING EVENTS. THIS NOTAM REPLACES FDC NOTAM 4/3621 TO CLARIFY ATC AUTHORIZATION OF TRANSITING FLIGHTS. THIS NOTAM IMPLEMENTS SECTION 352 OF PUBLIC LAW 108-7 AS AMENDED BY SECTION 521 OF PUBLIC LAW 108-199. PURSUANT TO 49 USC 40103(B)(3), THE FAA CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AS 'NATIONAL DEFENSE AIRSPACE'. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES PERTAINING TO OPERATIONS IN THIS AIRSPACE MAY BE SUBJECT TO CERTAIN CRIMINAL PENALTIES UNDER 49 USC 46307. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. PURSUANT TO TITLE 14 CFR SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS, ALL AIRCRAFT OPERATIONS ARE PROHIBITED EXCEPT AS SPECIFIED BELOW WITHIN AN AREA DEFINED AS: 3 NMR OF A QUALIFYING STADIUM OR OTHER SPORTING VENUE HOSTING A QUALIFYING EVENT UP TO AND INCLUDING 3000FT AGL. QUALIFYING LOCATIONS AND EVENTS ARE DEFINED AS ANY STADIUM OR OTHER SPORTING VENUE HAVING A SEATING CAPACITY OF 30,000 OR MORE WHERE: 1) A REGULAR OR POST SEASON MAJOR LEAGUE BASEBALL, NATIONAL FOOTBALL SPECIAL SECURITY INSTRUCTIONS FOR SELECT LEAGUE, OR NCAA DIVISION ONE FOOTBALL GAME IS OCCURRING; OR 2) A NASCAR CUP, INDY CAR, OR CHAMP SERIES RACE IS OCCURRING, EXCLUDING QUALIFYING AND PRE-RACE EVENTS. THIS FLIGHT PROHIBITION IS IN EFFECT ONE HOUR BEFORE THE SCHEDULED START UNTIL ONE HOUR AFTER THE END OF A QUALIFYING EVENT. THIS FLIGHT PROHIBITION APPLIES TO ALL AIRCRAFT OPERATIONS (INCLUDING TRAINING, PARACHUTE JUMPING, AND UNMANNED AIRCRAFT SYSTEMS - INCLUDING MODEL AIRCRAFT FLIGHTS) UNLESS THE AIRCRAFT OPERATOR MEETS AT LEAST ONE OF THE FOLLOWING REQUIREMENTS: A) THE AIRCRAFT OPERATION HAS BEEN AUTHORIZED BY ATC FOR OPERATIONAL OR SAFETY PURPOSES, INCLUDING AUTHORIZATION OF FLIGHTS SPECIFICALLY ARRIVING AT OR DEPARTING FROM AN AIRPORT DESIGNATED BY ATC USING STANDARD ATC PROCEDURES AND ROUTES; B) THE AIRCRAFT OPERATION IS BEING CONDUCTED FOR OPERATIONAL, SAFETY, OR SECURITY PURPOSES SUPPORTING THE QUALIFYING EVENT, AND IS AUTHORIZED BY AN AIRSPACE SECURITY WAIVER



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APPROVED BY THE FAA; C) THE AIRCRAFT OPERATION IS ENABLING BROADCAST COVERAGE FOR THE BROADCAST RIGHTS HOLDER FOR THE QUALIFYING EVENT, AND IS AUTHORIZED BY AN AIRSPACE SECURITY WAIVER APPROVED BY THE FAA; SPECIAL SECURITY INSTRUCTIONS FOR SELECT D) THE AIRCRAFT OPERATION HAS BEEN AUTHORIZED BY ATC FOR NATIONAL SECURITY, HOMELAND SECURITY, LAW ENFORCEMENT, OR AIR AMBULANCE PURPOSES; PILOTS OPERATING IN THE DEFINED AIRSPACE ARE REMINDED THAT AN FAA AIRSPACE SECURITY WAIVER DOES NOT RELIEVE OPERATORS FROM OBTAINING ALL OTHER NECESSARY AUTHORIZATIONS, INCLUDING THOSE SPECIFIC TO FLIGHTS OVER EVENTS HELD IN STADIUMS AND OTHER SPORTING VENUES, AND COMPLYING WITH ALL APPLICABLE FEDERAL AVIATION REGULATIONS. PILOTS MUST CONTINUOUSLY SQUAWK AN ATC-ASSIGNED BEACON CODE AND MAINTAIN 2-WAY RADIO CONTACT WITH ATC WHILE OPERATING IN THE DEFINED AIRSPACE. ALL PREVIOUSLY ISSUED WAIVERS TO FDC NOTAM 4/3621 REMAIN VALID UNTIL THE SPECIFIED END DATE BUT NOT TO EXCEED 90 DAYS FOLLOWING THE EFFECTIVE DATE OF THIS NOTAM. INFORMATION ABOUT AIRSPACE SECURITY WAIVER APPLICATIONS AND TSA SECURITY AUTHORIZATIONS CAN BE FOUND AT [HTTP://WWW.TSA.GOV/STAKEHOLDERS/AIRSPACE-WAIVERS-0](http://www.tsa.gov/stakeholders/airspace-waivers-0) OR BY CALLING TSA AT 571-227-2071. SUBMIT REQUESTS FOR FAA AIRSPACE WAIVERS AT [HTTPS://WAIVERS.FAA.GOV](https://waivers.faa.gov). 20 JUL 14:00 2017 UNTIL PERM. CREATED: 20 JUL 13:59 2017

!FDC 6/8818 FDC ...SPECIAL NOTICE...IN THE INTEREST OF NATIONAL SECURITY AND TO THE EXTENT PRACTICABLE, PILOTS AND UAS OPERATORS ARE STRONGLY ADVISED TO AVOID THE AIRSPACE ABOVE OR IN CLOSE PROXIMITY TO CRITICAL INFRASTRUCTURE AND OTHER SENSITIVE LOCATIONS SUCH AS POWER PLANTS (NUCLEAR, HYDRO-ELECTRIC, OR COAL), DAMS, REFINERIES, INDUSTRIAL COMPLEXES, MILITARY FACILITIES, CORRECTIONAL AND LAW ENFORCEMENT FACILITIES UNLESS OTHERWISE AUTHORIZED. PILOTS AND UAS OPERATORS SHOULD NOT CIRCLE AS TO LOITER IN THE VICINITY OVER THESE TYPES OF FACILITIES. 23 MAR 15:38 2016 UNTIL PERM. CREATED: 23 MAR 15:37 2016

!FDC 6/5307 FDC SPECIAL NOTICE. FOR THE TAKEOFF AND LANDING PERFORMANCE ASSESSMENT (TALPA) EFFECTIVE OCTOBER 1, 2016, TALPA RELATED CHANGES TO THE AIM AND THE AIP WILL APPEAR IN NOTICES LOCATED ON THE TALPA WEBSITE AT [HTTP://WWW.FAA.GOV/ABOUT/INITIATIVES/TALPA/](http://www.faa.gov/about/initiatives/talpa/). THE CHANGES WILL BE MADE TO THESE DOCUMENTS IN SPRING OF 2017. 20 SEP 16:30 2016 UNTIL PERM. CREATED: 20 SEP 16:33 2016

!FDC 4/4386 FDC SPECIAL NOTICE... NATIONAL AIRSPACE SYSTEM INTERCEPT PROCEDURES. AVIATORS SHALL REVIEW THE FEDERAL AVIATION ADMINISTRATION AERONAUTICAL INFORMATION MANUAL (AIM) FOR INTERCEPTION PROCEDURES, CHAPTER 5, SECTION 6, PARAGRAPH 5-6-2. ALL

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AIRCRAFT OPERATING IN UNITED STATES NATIONAL AIRSPACE, IF CAPABLE, SHALL MAINTAIN A LISTENING WATCH ON VHF GUARD 121.5 OR UHF 243.0. IF AN AIRCRAFT IS INTERCEPTED BY U.S. MILITARY AIRCRAFT AND FLARES ARE DISPENSED, THE FOLLOWING PROCEDURES ARE TO BE FOLLOWED: FOLLOW THE INTERCEPT'S VISUAL SIGNALS, CONTACT AIR TRAFFIC CONTROL IMMEDIATELY ON THE LOCAL FREQUENCY OR ON VHF GUARD 121.5 OR UHF GUARD 243.0, AND COMPLY WITH THE INSTRUCTIONS GIVEN BY THE INTERCEPTING AIRCRAFT INCLUDING VISUAL SIGNALS IF UNABLE RADIO CONTACT. BE ADVISED THAT NONCOMPLIANCE MAY RESULT IN THE USE OF FORCE. WIE UNTIL UFN.  
CREATED: 19 MAY 14:12 2004

!FDC 2/2422 FDC SPECIAL ADVISORY NOTICE. A WARNING SIGNAL FOR COMMUNICATING WITH AIRCRAFT IS DEPLOYED AND IS OPERATING WITHIN THE WASHINGTON DC SPECIAL FLIGHT RULES AREA (SFRA), INCLUDING THE FLIGHT RESTRICTED ZONE (FRZ). THE SIGNAL CONSISTS OF HIGHLY FOCUSED RED AND GREEN COLORED LIGHTS IN AN ALTERNATING RED/RED/GREEN SIGNAL PATTERN. THIS SIGNAL MAY BE DIRECTED AT SPECIFIC AIRCRAFT SUSPECTED OF MAKING UNAUTHORIZED ENTRY INTO THE SFRA/FRZ AND ARE ON A HEADING OR FLIGHT PATH THAT MAY BE INTERPRETED AS A THREAT OR AT THE REQUEST OF THE FAA. THE BEAM IS NOT INJURIOUS TO THE EYES OF PILOTS/AIRCROWS OR PASSENGERS, REGARDLESS OF ALTITUDE OR DISTANCE FROM THE SOURCE. IF YOU ARE IN COMMUNICATION WITH AIR TRAFFIC CONTROL AND THIS SIGNAL IS DIRECTED AT YOUR AIRCRAFT, WE ADVISE YOU TO IMMEDIATELY COMMUNICATE WITH ATC THAT YOU ARE BEING ILLUMINATED BY A VISUAL WARNING SIGNAL. IF THIS SIGNAL IS DIRECTED AT YOU AND YOU ARE NOT COMMUNICATING WITH ATC, WE ADVISE YOU TO TURN TO A HEADING AWAY FROM THE CENTER OF THE FRZ/SFRA AS SOON AS POSSIBLE AND IMMEDIATELY CONTACT ATC ON AN APPROPRIATE FREQUENCY, OR IF UNSURE OF THE FREQUENCY, CONTACT ATC ON VHF GUARD 121.5 OR UHF GUARD 243.0. BE ADVISED THAT FAILURE TO FOLLOW THE RECOMMENDED PROCEDURES OUTLINED ABOVE MAY RESULT IN INTERCEPTION BY MILITARY AIRCRAFT AND/OR THE USE OF FORCE. THIS NOTICE ONLY APPLIES TO VFR AIRCRAFT OPERATING WITHIN THE SFRA/FRZ, INCLUDING DOD, LAW ENFORCEMENT, AND AEROMEDICAL OPERATIONS. THIS NOTICE DOES NOT CHANGE PROCEDURES ESTABLISHED FOR REPORTING UNAUTHORIZED LASER ILLUMINATION AS PUBLISHED IN ADVISORY CIRCULAR 70-2. "THIS SIGNAL MAY BE DIRECTED AT SPECIFIC AIRCRAFT SUSPECTED OF MAKING UNAUTHORIZED ENTRY INTO THE SFRA/FRZ AND ARE ON A HEADING OR FLIGHT PATH THAT MAY BE INTERPRETED AS A THREAT OR THAT OPERATE CONTRARY TO THE OPERATING RULES FOR THE SFRA/FRZ". WIE UNTIL UFN. CREATED: 13 JAN 16:38 2012

State Department (KZZZ) NOTAMs

!FDC 6/4260 KZZZ SECURITY...SPECIAL SECURITY INSTRUCTIONS FOR FOREIGN STATE AIRCRAFT OPERATIONS TO OR FROM, WITHIN, OR TRANSITING UNITED STATES (U.S.) TERRITORIAL AIRSPACE. THE FOLLOWING SPECIAL SECURITY

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REQUIREMENTS FOR FOREIGN STATE AIRCRAFT OPERATIONS TO, FROM, WITHIN, OR TRANSITING U.S. TERRITORIAL AIRSPACE ARE IN EFFECT PURSUANT TO 14 CODE OF FEDERAL REGULATIONS (CFR) 99.7, SPECIAL SECURITY INSTRUCTIONS, AND 49 USC 40103 AND 41703, IN ADDITION TO THE REQUIREMENTS PRESCRIBED IN 14 CFR PART 99 (SECURITY CONTROL OF AIR TRAFFIC). THE REQUIREMENTS IN THIS NOTAM SUPERSEDE THE REQUIREMENTS FOR FOREIGN STATE AIRCRAFT OPERATIONS TO, FROM, WITHIN, OR TRANSITING U.S. TERRITORIAL AIRSPACE FORMERLY PUBLISHED IN FDC NOTAM 5/5806 (A0054/15). IN ADDITION TO THE REQUIREMENTS OF THIS NOTAM, FOREIGN STATE AIRCRAFT OPERATIONS MUST COMPLY WITH ALL OTHER APPLICABLE REGULATIONS PUBLISHED IN TITLE 14 CFR. PART I. STATE AIRCRAFT OPERATIONS TO OR FROM, WITHIN, OR TRANSITING U.S. TERRITORIAL AIRSPACE A. FOREIGN STATE AIRCRAFT MAY OPERATE TO OR FROM, WITHIN, OR IN TRANSIT OF THE TERRITORIAL AIRSPACE OF THE U.S. ONLY WHEN AUTHORIZED BY THE SECRETARY OF STATE BY MEANS OF A DIPLOMATIC CLEARANCE, EXCEPT AS DESCRIBED IN PARAGRAPH B OF PART I OF THIS NOTAM. DIPLOMATIC CLEARANCES MAY BE REQUESTED BY CONTACTING THE U.S. DEPARTMENT OF STATE POINT OF CONTACT LISTED IN PART II OF THIS NOTAM. 1) A FEDERAL AVIATION ADMINISTRATION (FAA) ROUTING AUTHORIZATION FOR STATE AIRCRAFT OPERATIONS OF SPECIAL INTEREST COUNTRIES LISTED IN PART IV, PARAGRAPH E, OF THIS NOTAM IS REQUIRED BEFORE THE U.S. STATE DEPARTMENT WILL ISSUE A DIPLOMATIC CLEARANCE FOR SUCH OPERATIONS. FOREIGN GOVERNMENTS OF SPECIAL INTEREST COUNTRIES MUST REQUEST FAA ROUTING AUTHORIZATIONS BY CONTACTING THE FAA POINT OF CONTACT LISTED IN PART II OF THIS NOTAM. 2) FOREIGN STATE AIRCRAFT OPERATIONS MUST NAVIGATE U.S. TERRITORIAL AIRSPACE ON AN ACTIVE IFR FLIGHT PLAN, UNLESS SPECIFICALLY APPROVED FOR VFR FLIGHT OPERATIONS BY THE U.S. DEPARTMENT OF STATE IN THE DIPLOMATIC CLEARANCE. 3) A FOREIGN AIRCRAFT THAT OPERATES TO OR FROM, WITHIN, OR IN TRANSIT OF U.S. TERRITORIAL AIRSPACE WHILE CONDUCTING A STATE AIRCRAFT OPERATION IS NOT AUTHORIZED TO CHANGE ITS STATUS AS A STATE AIRCRAFT DURING ANY PORTION OF THE APPROVED, DIPLOMATICALLY CLEARED ITINERARY. 4) A FOREIGN AIRCRAFT DESCRIBED IN SUBPARAGRAPH A.3 MAY OPERATE FROM OR WITHIN U.S. TERRITORIAL AIRSPACE AS A CIVIL AIRCRAFT OPERATION, ONCE IT HAS COMPLETED ITS APPROVED, DIPLOMATICALLY CLEARED ITINERARY, IF THE OPERATOR IS: A FOREIGN AIR CARRIER THAT HOLDS VALID FAA PART 129 OPERATIONS SPECIFICATIONS; AND IS IN COMPLIANCE WITH ALL OTHER REQUIREMENTS APPLIED TO FOREIGN CIVIL AIRCRAFT OPERATIONS FROM OR WITHIN U.S. TERRITORIAL AIRSPACE. 5) FOREIGN STATE AIRCRAFT OPERATIONS ARE NOT AUTHORIZED TO OR FROM RONALD REAGAN WASHINGTON NATIONAL AIRPORT (KDCA). B. STATE AIRCRAFT OPERATIONS ON BEHALF OF THE GOVERNMENTS OF CANADA AND MEXICO CONDUCTED FOR THE PURPOSES OF AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, SEARCH AND RESCUE, OR EMERGENCY EVACUATION ARE AUTHORIZED TO TRANSIT U.S. TERRITORIAL AIRSPACE WITHIN 50 NM OF THEIR RESPECTIVE BORDERS WITH THE UNITED STATES, WITH OR WITHOUT AN ACTIVE FLIGHT PLAN, PROVIDED THEY HAVE RECEIVED AND

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CONTINUOUSLY TRANSMIT AN ATC ASSIGNED TRANSPONDER CODE. STATE AIRCRAFT OPERATIONS ON BEHALF OF THE GOVERNMENTS OF CANADA AND MEXICO CONDUCTED UNDER THIS PARAGRAPH B OF PART I ARE NOT REQUIRED TO OBTAIN A DIPLOMATIC CLEARANCE FROM THE U.S. DEPARTMENT OF STATE.

PART II. U.S. STATE DEPARTMENT DIPLOMATIC CLEARANCE AND FAA ROUTING AUTHORIZATION INFORMATION A. INFORMATION ABOUT U.S. STATE DEPARTMENT DIPLOMATIC CLEARANCES FOR FOREIGN STATE AIRCRAFT FLIGHTS OPERATING TO OR FROM, WITHIN, OR TRANSITING U.S. TERRITORIAL AIRSPACE IS AVAILABLE AT: [HTTP://WWW.STATE.GOV/T/PM/ISO/C56895.HTM](http://www.state.gov/t/pm/iso/c56895.htm) (LOWER CASE ONLY) OR BY CONTACTING THE U.S. STATE DEPARTMENT AT 202-736-7158, OR AFTER HOURS AT 202-647-9000. B. INFORMATION ABOUT FAA ROUTING AUTHORIZATIONS FOR U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY FLIGHT OPERATIONS TO OR FROM, WITHIN, OR TRANSITING U.S. TERRITORIAL AIRSPACE IS AVAILABLE BY COUNTRY AT: [HTTP://WWW.FAA.GOV/AIR\\_TRAFFIC/PUBLICATIONS/US\\_RESTRICTIONS/](http://www.faa.gov/air_traffic/publications/us_restrictions/) OR BY CONTACTING THE FAA SYSTEM OPERATIONS SUPPORT CENTER (SOSC) AT 202-267-8115. PART III. SPECIAL EMPHASIS A. PILOTS ARE REMINDED THAT THERE ARE INCREASED SECURITY MEASURES IN PLACE AT MANY AREAS. IN ACCORDANCE WITH 14 CFR 91.103, PRIOR TO DEPARTURE, PILOTS MUST BECOME FAMILIAR WITH ALL AVAILABLE INFORMATION CONCERNING THAT FLIGHT, INCLUDING ANY TEMPORARY FLIGHT RESTRICTIONS ALONG THEIR ROUTE OF FLIGHT OR AT THEIR POINT OF DEPARTURE/ARRIVAL. B. NONCOMPLIANCE WITH THESE SPECIAL SECURITY REQUIREMENTS MAY RESULT IN DENIAL OF FLIGHT ENTRY INTO U.S. TERRITORIAL AIRSPACE OR GROUND STOP OF THE FLIGHT AT A U.S. AIRPORT. C. 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. PART IV. DEFINITIONS A. AS USED IN THIS NOTAM, THE TERM U.S. TERRITORIAL AIRSPACE MEANS THE AIRSPACE OVER THE UNITED STATES, ITS TERRITORIES, AND POSSESSIONS, AND THE AIRSPACE OVER THE TERRITORIAL SEA OF THE UNITED STATES, WHICH EXTENDS 12 NAUTICAL MILES FROM THE BASELINES OF THE UNITED STATES DETERMINED IN ACCORDANCE WITH INTERNATIONAL LAW. B. TO OR FROM MEANS ANY FLIGHT THAT: 1) ENTERS U.S. TERRITORIAL AIRSPACE AFTER DEPARTURE FROM A LOCATION OUTSIDE OF THE U.S., ITS TERRITORIES OR POSSESSIONS, FOR LANDING AT A DESTINATION IN THE U.S., ITS TERRITORIES OR POSSESSIONS; OR 2) EXITS U.S. TERRITORIAL AIRSPACE AFTER DEPARTURE FROM A LOCATION IN THE U.S., ITS TERRITORIES OR POSSESSIONS. C. TRANSIT MEANS ANY FLIGHT DEPARTING FROM A LOCATION OUTSIDE OF THE U.S., ITS TERRITORIES OR POSSESSIONS, WHICH OPERATES IN U.S. TERRITORIAL AIRSPACE ENROUTE TO A LOCATION OUTSIDE THE U.S., ITS TERRITORIES OR POSSESSIONS WITHOUT LANDING AT A DESTINATION IN THE U.S. D. WITHIN MEANS ANY FLIGHT DEPARTING FROM A LOCATION INSIDE OF THE U.S., ITS TERRITORIES OR POSSESSIONS, WHICH OPERATES TO A LOCATION INSIDE THE U.S., ITS TERRITORIES OR POSSESSIONS. E. THE U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRIES ARE CUBA, IRAN,

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THE DEMOCRATIC PEOPLES REPUBLIC OF KOREA (NORTH KOREA), THE PEOPLE'S REPUBLIC OF CHINA, THE RUSSIAN FEDERATION, SUDAN, AND SYRIA. 16 JAN 00:30 2016 UNTIL PERM. CREATED: 16 JAN 01:08 2016

!FDC 6/4256 KZZZ SECURITY...SPECIAL SECURITY INSTRUCTIONS FOR CIVIL AIRCRAFT OPERATIONS TO OR FROM THE TERRITORIAL AIRSPACE OF THE UNITED STATES (U.S.). THE FOLLOWING SPECIAL SECURITY REQUIREMENTS FOR CIVIL AIRCRAFT OPERATIONS TO AND FROM THE U.S. ARE IN EFFECT PURSUANT TO 14 CODE OF FEDERAL REGULATIONS (CFR) 99.7, SPECIAL SECURITY INSTRUCTIONS, AND 49 USC 40103 AND 41703, IN ADDITION TO THE REQUIREMENTS PRESCRIBED IN 14 CFR PART 99 (SECURITY CONTROL OF AIR TRAFFIC). THE REQUIREMENTS IN THIS NOTAM SUPERSEDE THE REQUIREMENTS FOR CIVIL AIRCRAFT OPERATIONS TO OR FROM U.S. TERRITORIAL AIRSPACE FORMERLY PUBLISHED IN FDC NOTAM 5/5782 (A0053/15). SECURITY REQUIREMENTS FOR CIVIL AIRCRAFT OPERATIONS WITHIN OR TRANSITING U.S. TERRITORIAL AIRSPACE ARE PROVIDED IN A SEPARATE NOTAM. IN ADDITION TO THE REQUIREMENTS OF THIS NOTAM, CIVIL AIRCRAFT OPERATIONS TO OR FROM THE TERRITORIAL AIRSPACE OF THE U.S. MUST COMPLY WITH ALL OTHER APPLICABLE REGULATIONS PUBLISHED IN TITLE 14 CFR. PART I. CIVIL AIRCRAFT OPERATIONS TO OR FROM U.S. TERRITORIAL AIRSPACE A. CIVIL AIRCRAFT, EXCEPT AS DESCRIBED IN PART I, PARAGRAPH B, ARE AUTHORIZED TO OPERATE TO OR FROM THE TERRITORIAL AIRSPACE OF THE U.S. IF IN COMPLIANCE WITH ALL OF THE FOLLOWING CONDITIONS: 1) FILE AND ARE ON AN ACTIVE FLIGHT PLAN (IFR, VFR, OR DVFR); 2) ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER, AND CONTINUOUSLY SQUAWK AN ATC ASSIGNED TRANSPONDER CODE; 3) MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC; 4) COMPLY WITH ALL APPLICABLE U.S. CUSTOMS AND BORDER PROTECTION (CBP) REQUIREMENTS, INCLUDING ADVANCE PASSENGER INFORMATION SYSTEM (APIS) REQUIREMENTS, IN 19 CFR PART 122; AND 5) ARE IN RECEIPT OF A FEDERAL AVIATION ADMINISTRATION (FAA) ROUTING AUTHORIZATION IF THE AIRCRAFT IS REGISTERED IN A U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY OR IS OPERATING WITH THE ICAO THREE LETTER DESIGNATOR OF A COMPANY IN A COUNTRY LISTED AS A U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY, UNLESS THE OPERATOR HOLDS VALID FAA PART 129 OPERATIONS SPECIFICATIONS. VFR AND DVFR FLIGHT OPERATIONS ARE PROHIBITED FOR ANY AIRCRAFT REQUIRING AN FAA ROUTING AUTHORIZATION. B. CIVIL AIRCRAFT REGISTERED IN THE U.S., CANADA, OR MEXICO WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS (45,500 KGS) OR LESS THAT ARE OPERATING WITHOUT AN OPERATIONAL MODE C OR S TRANSPONDER, AND/OR THE ABILITY TO MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC, ARE AUTHORIZED TO OPERATE TO OR FROM U.S. TERRITORIAL AIRSPACE OVER ALASKA IF IN COMPLIANCE WITH ALL OF THE FOLLOWING CONDITIONS: 1) DEPART AND LAND AT AN AIRPORT WITHIN THE U.S. OR CANADA; 2) ENTER OR EXIT U.S. TERRITORIAL AIRSPACE OVER ALASKA NORTH OF THE FIFTY-FOURTH PARALLEL; 3) FILE AND ARE ON AN ACTIVE FLIGHT PLAN; 4) SQUAWK 1200 IF

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VFR AND EQUIPPED WITH A TRANSPONDER; AND 5) COMPLY WITH ALL APPLICABLE U.S. CBP REQUIREMENTS, INCLUDING APIS REQUIREMENTS, IN 19 CFR PART 122. PART II. FAA ROUTING AUTHORIZATION AND CBP APIS INFORMATION. A. INFORMATION ABOUT FAA ROUTING AUTHORIZATIONS FOR U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY FLIGHT OPERATIONS IN U.S. TERRITORIAL AIRSPACE IS AVAILABLE BY COUNTRY AT: [HTTP://WWW.FAA.GOV/AIR\\_TRAFFIC/PUBLICATIONS/US\\_RESTRICTIONS/](http://www.faa.gov/air_traffic/publications/us_restrictions/) OR BY CONTACTING THE FAA SYSTEM OPERATIONS SUPPORT CENTER (SOSC) AT 202-267-8115. B. INFORMATION ABOUT U.S. CBP APIS REQUIREMENTS IS AVAILABLE AT [HTTP://WWW.CBP.GOV](http://www.cbp.gov) PART III. SPECIAL EMPHASIS A. PILOTS ARE REMINDED THAT THERE ARE INCREASED SECURITY MEASURES IN PLACE AT MANY AREAS. IN ACCORDANCE WITH 14 CFR 91.103, PRIOR TO DEPARTURE, PILOTS MUST BECOME FAMILIAR WITH ALL AVAILABLE INFORMATION CONCERNING THAT FLIGHT, INCLUDING ANY TEMPORARY FLIGHT RESTRICTIONS ALONG THEIR ROUTE OF FLIGHT OR AT THEIR POINT OF DEPARTURE/ARRIVAL. B. NONCOMPLIANCE WITH THESE SPECIAL SECURITY REQUIREMENTS MAY RESULT IN DENIAL OF FLIGHT ENTRY INTO U.S. TERRITORIAL AIRSPACE OR GROUND STOP OF THE FLIGHT AT A U.S. AIRPORT. C. 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. PART IV. DEFINITIONS A. AS USED IN THIS NOTAM, THE TERM U.S. TERRITORIAL AIRSPACE MEANS THE AIRSPACE OVER THE UNITED STATES, ITS TERRITORIES, AND POSSESSIONS, AND THE AIRSPACE OVER THE TERRITORIAL SEA OF THE UNITED STATES, WHICH EXTENDS 12 NAUTICAL MILES FROM THE BASELINES OF THE UNITED STATES DETERMINED IN ACCORDANCE WITH INTERNATIONAL LAW. B. TO OR FROM MEANS ANY FLIGHT THAT: 1) ENTERS U.S. TERRITORIAL AIRSPACE AFTER DEPARTURE FROM A LOCATION OUTSIDE OF THE U.S., ITS TERRITORIES OR POSSESSIONS, FOR LANDING AT A DESTINATION IN THE U.S., ITS TERRITORIES OR POSSESSIONS; OR 2) EXITS U.S. TERRITORIAL AIRSPACE AFTER DEPARTURE FROM A LOCATION IN THE U.S., ITS TERRITORIES, OR POSSESSIONS, AND LANDS AT A DESTINATION OUTSIDE THE U.S., ITS TERRITORIES OR POSSESSIONS. C. THE U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRIES ARE CUBA, IRAN, THE DEMOCRATIC PEOPLES REPUBLIC OF KOREA (NORTH KOREA), THE PEOPLE'S REPUBLIC OF CHINA, THE RUSSIAN FEDERATION, SUDAN, AND SYRIA. 16 JAN 00:30 2016 UNTIL PERM. CREATED: 16 JAN 00:45 2016

!FDC 6/4255 KZZZ SECURITY...SPECIAL SECURITY INSTRUCTIONS FOR CIVIL AIRCRAFT OPERATIONS WITHIN OR TRANSITING THE TERRITORIAL AIRSPACE OF THE UNITED STATES (U.S.). THE FOLLOWING SPECIAL SECURITY REQUIREMENTS FOR CIVIL AIRCRAFT OPERATIONS WITHIN OR TRANSITING U.S. TERRITORIAL AIRSPACE ARE IN EFFECT PURSUANT TO 14 CODE OF FEDERAL REGULATIONS (CFR) 99.7, SPECIAL SECURITY INSTRUCTIONS, AND 49 USC 40103 AND 41703, IN ADDITION TO THE REQUIREMENTS PRESCRIBED IN 14 CFR PART 99, SECURITY CONTROL OF AIR TRAFFIC. THE REQUIREMENTS IN THIS NOTAM SUPERSEDE THE

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REQUIREMENTS FOR CIVIL AIRCRAFT OPERATIONS WITHIN OR TRANSITING U.S. TERRITORIAL AIRSPACE FORMERLY PUBLISHED IN FDC NOTAM 5/6289 (A0056/15). SECURITY REQUIREMENTS FOR CIVIL AIRCRAFT OPERATIONS TO OR FROM U.S. TERRITORIAL AIRSPACE ARE PROVIDED IN A SEPARATE NOTAM. IN ADDITION TO THE REQUIREMENTS OF THIS NOTAM, CIVIL AIRCRAFT OPERATIONS WITHIN OR TRANSITING THE TERRITORIAL AIRSPACE OF THE U.S. MUST COMPLY WITH ALL OTHER APPLICABLE REGULATIONS PUBLISHED IN TITLE 14 CFR. PART I. CIVIL AIRCRAFT OPERATIONS WITHIN U.S. TERRITORIAL AIRSPACE A. CIVIL AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT LESS THAN OR EQUAL TO 100,309 POUNDS (45,500 KGS) ARE AUTHORIZED TO OPERATE WITHIN THE TERRITORIAL AIRSPACE OF THE U.S. IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS AND VFR IN AIRPORT TRAFFIC PATTERN AREAS OF UNITED STATES AIRPORTS NEAR THE UNITED STATES BORDER WITH THE EXCEPTION DESCRIBED IN PART I, PARAGRAPH B. B. CIVIL AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT LESS THAN OR EQUAL TO 100,309 POUNDS (45,500 KGS) AND REGISTERED IN A U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY OR OPERATING WITH THE ICAO THREE LETTER DESIGNATOR OF A COMPANY IN A COUNTRY LISTED AS A U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY, UNLESS THE OPERATOR HOLDS VALID FEDERAL AVIATION ADMINISTRATION (FAA) PART 129 OPERATIONS SPECIFICATIONS, MUST OPERATE WITHIN THE TERRITORIAL AIRSPACE OF THE U.S. IN ACCORDANCE WITH THE SAME REQUIREMENTS AS CIVIL AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT GREATER THAN 100,309 POUNDS (45,500 KGS), AS DESCRIBED IN PART I, PARAGRAPH C. C. CIVIL AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT GREATER THAN 100,309 POUNDS (45,500 KGS) ARE AUTHORIZED TO OPERATE WITHIN THE TERRITORIAL AIRSPACE OF THE U.S. IF IN COMPLIANCE WITH ALL OF THE FOLLOWING CONDITIONS: 1) FILE AND ARE ON AN ACTIVE FLIGHT PLAN (IFR OR VFR); 2) ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER, AND CONTINUOUSLY SQUAWK AN ATC ASSIGNED TRANSPONDER CODE; 3) MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC; 4) AIRCRAFT NOT REGISTERED IN THE U.S. MUST OPERATE UNDER AN APPROVED TRANSPORTATION SECURITY ADMINISTRATION (TSA) AVIATION SECURITY PROGRAM OR IN ACCORDANCE WITH AN FAA/TSA AIRSPACE WAIVER; 5) ARE IN RECEIPT OF AND ARE OPERATING IN ACCORDANCE WITH AN FAA ROUTING AUTHORIZATION AND AN FAA/TSA AIRSPACE WAIVER IF THE AIRCRAFT IS REGISTERED IN A U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY OR IS OPERATING WITH THE ICAO THREE LETTER DESIGNATOR OF A COMPANY IN A COUNTRY LISTED AS A U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY, UNLESS THE OPERATOR HOLDS VALID FAA PART 129 OPERATIONS SPECIFICATIONS. FAA ROUTING AUTHORIZATION FOR OPERATIONS WITHIN U.S. TERRITORIAL AIRSPACE BY AIRCRAFT DESCRIBED IN THIS SUBPARAGRAPH C.5 WILL ONLY BE GRANTED FOR IFR OPERATIONS. VFR FLIGHT OPERATIONS ARE PROHIBITED WITHIN U.S. TERRITORIAL AIRSPACE FOR ANY AIRCRAFT REQUIRING AN FAA ROUTING AUTHORIZATION; AND 6) AIRCRAFT NOT REGISTERED IN THE U.S., WHEN CONDUCTING POST-

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MAINTENANCE, MANUFACTURER, PRODUCTION, OR ACCEPTANCE FLIGHT TEST OPERATIONS, MUST MEET ALL OF THE FOLLOWING REQUIREMENTS: A) A U.S. COMPANY MUST HAVE OPERATIONAL CONTROL OF THE AIRCRAFT; B) AN FAA-CERTIFICATED PILOT MUST SERVE AS PILOT IN COMMAND; C) ONLY CREWMEMBERS ARE PERMITTED ONBOARD THE AIRCRAFT; AND D) MAINTENANCE FLIGHT IS INCLUDED IN THE REMARKS SECTION OF THE FLIGHT PLAN.

**PART II. CIVIL AIRCRAFT OPERATIONS THAT TRANSIT U.S. TERRITORIAL AIRSPACE**

**A. CIVIL AIRCRAFT, EXCEPT THOSE OPERATING IN ACCORDANCE WITH PARAGRAPHS B, C, D, OR E OF THIS PART II, ARE AUTHORIZED TO TRANSIT THE TERRITORIAL AIRSPACE OF THE U.S. IF IN COMPLIANCE WITH ALL OF THE FOLLOWING CONDITIONS:** 1) FILE AND ARE ON AN ACTIVE FLIGHT PLAN (IFR OR DVFR); 2) ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ASSIGNED TRANSPONDER CODE; 3) MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC; 4) ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR ARE OPERATING WITH AND IN ACCORDANCE WITH AN FAA/TSA AIRSPACE WAIVER, IF: (A) THE AIRCRAFT IS NOT REGISTERED IN THE U.S.; OR (B) THE AIRCRAFT IS REGISTERED IN THE U.S. AND ITS MAXIMUM TAKEOFF GROSS WEIGHT IS GREATER THAN 100,309 POUNDS (45,500 KGS); 5) ARE IN RECEIPT OF AND ARE OPERATING IN ACCORDANCE WITH AN FAA ROUTING AUTHORIZATION IF THE AIRCRAFT IS REGISTERED IN A U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY OR IS OPERATING WITH THE ICAO THREE LETTER DESIGNATOR OF A COMPANY IN A COUNTRY LISTED AS A U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY, UNLESS THE OPERATOR HOLDS VALID FAA PART 129 OPERATIONS SPECIFICATIONS. FAA ROUTING AUTHORIZATION FOR TRANSIT OF U.S. TERRITORIAL AIRSPACE BY AIRCRAFT SUBJECT TO THIS PART II, SUBPARAGRAPH A.5 WILL ONLY BE GRANTED FOR IFR OPERATIONS. DVFR AND VFR FLIGHT OPERATIONS ARE PROHIBITED FOR ANY AIRCRAFT TRANSITING U.S. TERRITORIAL AIRSPACE REQUIRING AN FAA ROUTING AUTHORIZATION.

**B. CIVIL AIRCRAFT REGISTERED IN CANADA OR MEXICO, AND ENGAGED IN OPERATIONS FOR THE PURPOSES OF AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, SEARCH AND RESCUE, OR EMERGENCY EVACUATION ARE AUTHORIZED TO TRANSIT U.S. TERRITORIAL AIRSPACE WITHIN 50 NM OF THEIR RESPECTIVE BORDERS WITH THE U.S., WITH OR WITHOUT AN ACTIVE FLIGHT PLAN, PROVIDED THEY HAVE RECEIVED AND CONTINUOUSLY TRANSMIT AN ATC-ASSIGNED TRANSPONDER CODE.**

**C. CIVIL AIRCRAFT REGISTERED IN CANADA, MEXICO, BAHAMAS, BERMUDA, CAYMAN ISLANDS , OR THE BRITISH VIRGIN ISLANDS WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS (45,500 KGS) OR LESS ARE AUTHORIZED TO TRANSIT U.S. TERRITORIAL AIRSPACE IF IN COMPLIANCE WITH ALL OF THE FOLLOWING CONDITIONS:** 1) FILE AND ARE ON AN ACTIVE FLIGHT PLAN (IFR, VFR, OR DVFR) THAT ENTERS U.S. TERRITORIAL AIRSPACE DIRECTLY FROM ANY OF THE COUNTRIES LISTED IN PART II, PARAGRAPH C. FLIGHTS THAT INCLUDE A STOP IN A NON-LISTED COUNTRY PRIOR TO ENTERING U.S. TERRITORIAL AIRSPACE MUST COMPLY WITH THE REQUIREMENTS PRESCRIBED BY PART II, PARAGRAPH A, INCLUDING OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR



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OPERATING WITH AND IN ACCORDANCE WITH AN FAA/TSA AIRSPACE WAIVER. 2) ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ASSIGNED TRANSPONDER CODE; AND 3) MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC. D. CIVIL AIRCRAFT REGISTERED IN CANADA, MEXICO, BAHAMAS, BERMUDA, CAYMAN ISLANDS, OR THE BRITISH VIRGIN ISLANDS WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT GREATER THAN 100,309 POUNDS (45,500 KGS) MUST COMPLY WITH THE REQUIREMENTS PRESCRIBED BY PART II, PARAGRAPH A, INCLUDING OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR OPERATING WITH AND IN ACCORDANCE WITH AN FAA/TSA AIRSPACE WAIVER. E. CIVIL AIRCRAFT REGISTERED IN THE U.S., CANADA, OR MEXICO WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS (45,500 KGS) OR LESS THAT ARE OPERATING WITHOUT AN OPERATIONAL MODE C OR S TRANSPONDER AND/OR THE ABILITY TO MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC, ARE AUTHORIZED TO TRANSIT U.S. TERRITORIAL AIRSPACE OVER ALASKA IF IN COMPLIANCE WITH ALL OF THE FOLLOWING CONDITIONS: 1) ENTER AND EXIT U.S. TERRITORIAL AIRSPACE OVER ALASKA NORTH OF THE FIFTY-FOURTH PARALLEL; 2) FILE AND ARE ON AN ACTIVE FLIGHT PLAN; AND 3) SQUAWK 1200 IF VFR AND EQUIPPED WITH A TRANSPONDER. PART III. FAA/TSA AIRSPACE WAIVER, TSA AVIATION SECURITY PROGRAM, AND FAA ROUTING AUTHORIZATION INFORMATION. A. FAA/TSA AIRSPACE WAIVERS 1) OPERATORS MAY SUBMIT REQUESTS FOR FAA/TSA AIRSPACE WAIVERS AT [HTTPS://WAIVERS.FAA.GOV](https://waivers.faa.gov) BY SELECTING INTERNATIONAL AS THE WAIVER TYPE. 2) INFORMATION REGARDING FAA/TSA AIRSPACE WAIVERS CAN BE FOUND AT: [HTTP://WWW.TSA.GOV/FOR-INDUSTRY/GENERAL-AVIATION](http://www.tsa.gov/for-industry/general-aviation) OR CAN BE OBTAINED BY CONTACTING TSA AT 571-227-2071. 3) ALL EXISTING FAA/TSA WAIVERS ISSUED UNDER PREVIOUS FDC NOTAMS REMAIN VALID UNTIL THE EXPIRATION DATE SPECIFIED IN THE WAIVER, UNLESS SOONER SUPERSEDED OR RESCINDED. B. TSA AVIATION SECURITY PROGRAMS 1) CONTACTS FOR INFORMATION REGARDING TSA AVIATION SECURITY PROGRAMS FOR APPLICANTS FOR U.S. AIR OPERATOR CERTIFICATES WILL BE PROVIDED BY THE U.S. DEPARTMENT OF TRANSPORTATION DURING THE CERTIFICATION PROCESS. 2) FOR INFORMATION ABOUT APPLICABLE TSA SECURITY PROGRAMS, U.S. AIR CARRIERS AND COMMERCIAL OPERATORS MUST CONTACT THEIR TSA PRINCIPAL SECURITY SPECIALIST (PSS), AND FOREIGN AIR CARRIERS MUST CONTACT THEIR INTERNATIONAL INDUSTRY REPRESENTATIVE (IIR). C. INFORMATION ABOUT FAA ROUTING AUTHORIZATIONS FOR U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY FLIGHT OPERATIONS IN U.S. TERRITORIAL AIRSPACE IS AVAILABLE BY COUNTRY AT: [HTTP://WWW.FAA.GOV/AIR\\_TRAFFIC/PUBLICATIONS/US\\_RESTRICTIONS/](http://www.faa.gov/air_traffic/publications/us_restrictions/) OR BY CONTACTING THE FAA SYSTEM OPERATIONS SUPPORT CENTER (SOSC) AT 202-267-8115. PART IV. SPECIAL EMPHASIS A. PILOTS ARE REMINDED THAT THERE ARE INCREASED SECURITY MEASURES IN PLACE AT MANY AREAS. IN ACCORDANCE WITH 14 CFR 91.103, PRIOR TO DEPARTURE, PILOTS MUST BECOME FAMILIAR WITH ALL AVAILABLE INFORMATION CONCERNING THAT FLIGHT,

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INCLUDING ANY TEMPORARY FLIGHT RESTRICTIONS ALONG THEIR ROUTE OF FLIGHT OR AT THEIR POINT OF DEPARTURE/ARRIVAL. B. NONCOMPLIANCE WITH THESE SPECIAL SECURITY REQUIREMENTS MAY RESULT IN DENIAL OF FLIGHT ENTRY INTO U.S. TERRITORIAL AIRSPACE OR GROUND STOP OF THE FLIGHT AT A U.S. AIRPORT. C. 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. PART V. DEFINITIONS A. AS USED IN THIS NOTAM, THE TERM U.S. TERRITORIAL AIRSPACE MEANS THE AIRSPACE OVER THE UNITED STATES, ITS TERRITORIES, AND POSSESSIONS, AND THE AIRSPACE OVER THE TERRITORIAL SEA OF THE UNITED STATES, WHICH EXTENDS 12 NAUTICAL MILES FROM THE BASELINES OF THE UNITED STATES DETERMINED IN ACCORDANCE WITH INTERNATIONAL LAW. B. WITHIN MEANS ANY FLIGHT DEPARTING FROM A LOCATION INSIDE OF THE U.S., ITS TERRITORIES, OR POSSESSIONS, WHICH OPERATES ENROUTE TO A LOCATION INSIDE THE U.S., ITS TERRITORIES, OR POSSESSIONS. C. TRANSIT MEANS ANY FLIGHT DEPARTING FROM A LOCATION OUTSIDE OF THE U.S., ITS TERRITORIES, OR POSSESSIONS, WHICH OPERATES IN U.S. TERRITORIAL AIRSPACE ENROUTE TO A LOCATION OUTSIDE THE U.S., ITS TERRITORIES OR POSSESSIONS WITHOUT LANDING AT A DESTINATION IN THE U.S., ITS TERRITORIES, OR POSSESSIONS. D. THE U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRIES ARE CUBA, IRAN, THE DEMOCRATIC PEOPLES REPUBLIC OF KOREA (NORTH KOREA), THE PEOPLE'S REPUBLIC OF CHINA, THE RUSSIAN FEDERATION, SUDAN, AND SYRIA. 16 JAN 00:30 2016 UNTIL PERM. CREATED: 16 JAN 00:33 2016

## **International**

All published NOTAMs are available in the [Notices to Airmen Publication \(NTAP\)](#).

Departure:

None

Destination:

None

En Route:

KZNY 09/A0429 KZNY 20090629175200 PERM 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 Air Traffic Service routes shall remain on the last Air Traffic Control-assigned beacon code. Effective immediately until further notice.

Created: 29 June 17:52 2009

KZNY 09/A0126 KZNY 20090306210000 PERM QXXXX eastbound routing via M326 operators filing eastbound routing via OLDEY direct JAINS M326 FPR should file OLDEY direct EMQUE direct LEXIM M326 FPR. For further information contact PETER EHRLEIN at 631-468-1021 OR via email (PETER.C.EHRLEIN@FAA.Governor. Effective immediately until

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until further notice. Created: 06 March 21:00 2009

KZNY 18/A0425 KZNY 20181109220000 20191109200000 GNSS equipped aircraft entering Miami Center airspace (ZMA) FM New York oceanic airspace (ZWY) depending on their DEST must file as follows: to MDSD: L451 - LETON L451 IORIO POKEG UT17 KOBET G446 CDO L452 - LNHOM L452 SLUKA POKEG UT17 KOBET G446 CDO L453 - lamer L453 RODRK POKEG UT17 KOBET G446 CDO L454 - LUCTI L454 MNDEZ POKEG UT17 KOBET G446 CDO B891 - WATRS B891 POKEG UT17 KOBET G446 CDO to MDPC: L451 - LETON L451 IORIO POKEG UT17 KOBET G446 PETRI W28 PNA L452 - LNHOM L452 SLUKA POKEG UT17 KOBET G446 PETRI W28 PNA L453 - lamer L453 RODRK POKEG UT17 KOBET G446 PETRI W28 PNA L454 - LUCTI L454 MNDEZ POKEG UT17 KOBET G446 PETRI W28 PNA B891 - WATRS B891 POKEG UT17 KOBET G446 PETRI W28 PNA to MDCY: L451 - LETON L451 IORIO POKEG UT17 KOBET W37 DCY L452 - LNHOM L452 SLUKA POKEG UT17 KOBET W37 DCY L453 - lamer L453 RODRK POKEG UT17 KOBET W37 DCY L454 - LUCTI L454 MNDEZ POKEG UT17 KOBET W37 DCY B891 - WATRS B891 POKEG UT17 KOBET W37 DCY to MDST: L451 - LETON L451 IORIO SEKAR A554 PTA T13 SGO L452 - LNHOM L452 SLUKA SEKAR A554 PTA T13 SGO L453 - lamer L453 RODRK SEKAR A554 PTA T13 SGO L454 - LUCTI L454 MNDEZ SEKAR A554 PTA T13 SGO B891 - WATRS B891 POKEG B891 PTA T13 SGO to MDPP: L451 - LETON L451 IORIO SEKAR A554 PTA L452 - LNHOM L452 SLUKA SEKAR A554 PTA L453 - lamer L453 RODRK SEKAR A554 PTA L454 - LUCTI L454 MNDEZ SEKAR A554 PTA B891 - WATRS B891 POKEG B891 PTA to TNCN/TQPF: L451 - LETON L451 IORIO FIPEK Y355 SLUGO L452 - LNHOM L452 SLUKA FIPEK Y355 SLUGO L453 - lamer L453 RODRK FIPEK Y355 SLUGO L454 - LUCTI L454 MNDEZ FIPEK Y355 SLUGO to TISX/TUPJ: L451 - LETON L451 IORIO FIPEK Y355 KOLAO L452 - LNHOM L452 SLUKA FIPEK Y355 KOLAO L453 - lamer L453 RODRK FIPEK Y355 KOLAO L454 - LUCTI L454 MNDEZ FIPEK Y355 KOLAO to TJSJ/TJIG: L451 - LETON L451 IORIO FIPEK Y355 PLING RTE7 SAALR L452 - LNHOM L452 SLUKA FIPEK Y355 PLING RTE7 SAALR L453 - lamer L453 RODRK FIPEK Y355 PLING RTE7 SAALR L454 - LUCTI L454 MNDEZ FIPEK Y355 PLING RTE7 SAALR to TIST: L451 - LETON L451 IORIO FIPEK Y355 KOLAO JETSS L452 - LNHOM L452 SLUKA FIPEK Y355 KOLAO JETSS L453 - lamer L453 RODRK FIPEK Y355 KOLAO JETSS L454 - LUCTI L454 MNDEZ FIPEK Y355 KOLAO JETSS ^FM Miami Center (ZMA) mission over BHIV 09 November 22:00 2018 until 09 November 20:00 2019. Created: 09 November 22:41 2018

KZNY 18/A0292 KZNY 20180803134700 20190802235900 VOLMET 10.051, 6.604, 3.485, 13.270 unserviceable. 03 August 13:47 2018 until 02 August 23:59 2019. Created: 03 August 13:48 2018

KZNY 16/A0255 KZNY 20160915090100 PERM L453 IS not AUTH between AZEZU and PAEPR. Users wishing to use L453 must file: northbound: PAEPR HOB OH AZEZU SOUTHBOUND: AZEZU HOB OH PAEPR. 15 September 09:01 2016 until permanent. Created: 12 September 18:34 2016

KZNY 05/A0413 KZNY 20070618211500 PERM QXXXX the following navigation reference system (NRS) waypoints are unusable: KN48A, KN51A, KN57C, KN60C, KN60E, KN63E,

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KN66G, KN63G. Effective immediately until further notice. Created: 30 June 17:42 2005

KZNY 13/A0017 KZNY 20130205120000 PERM 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 International Civil Aviation Organization (ICAO) to assist users IN the proper procedures to be used when operating IN the NAT. Chapter 5 of document 007, TITLED oceanic Air Traffic Control clearances, IS the chapter to which these changes pertain. There are three COMPONENTS to an oceanic clearance. They are route, 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 meteorological. For example: an aircraft has filed an FPL from MDSD to EDDF. This would take the flight from the Santo Domingo Flight Information Region, through the Miami Flight Information Region and then the New York Flight Information Region before entering Santa Maria. The airport clearance provided on the ground at MDSD would fulfill the route requirement of the oceanic clearance. Once airborne and IN the Miami Flight Information Region, 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 Air Traffic Control unit IN which they are operating. At all times, the last assigned route, altitude and speed are to be maintained. Track message identification number (TMI) confirmation for aircraft filing an abbreviated clearance IN lieu of the track coordinates will be accomplished prior to reaching the track entry Point. Users are reminded of the requirement to file an FPL and any subsequent changes with New York oceanic at KZWYZOZX, along with any other Air Traffic Control facilities that May require such filing. Flight level 055 - unlimited 05 February 12:00 2013 until further notice. Created: 11 January 17:19 2013

KZNY 11/A0614 KZNY 20111020050000 PERM QXXXX N10A and N14A north American routes, non-common portion for aircraft landing DULLES international airport (IAD) revised to: BERGH L454 BOUNO CREEL J62 RBV HYPER3 arrival (RNAV equipped aircraft ONLY). Non-area navigation (RNAV) equipped aircraft landing IAD must file conventional routings IN lieu of N10A and N14A. If further information IS required please contact Mr. CHRIS WINKLEER, manager, New York Center (ZNY) operations support at 1-631-468-1018. 20 October 05:00 2011 until further notice. Created: 19 October 11:49 2011

KZNY 11/A0580 KZNY 20110928114800 PERM QXXXX whenever an eastbound north Atlantic track IS published that originates at JAROM OR TALGO, aircraft transitioning the New

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York oceanic CTA and planning to join the JAROM/TALGO track must file A route from A Point 42N OR south direct to 44° North 50° West. For example, north Atlantic track (NAT) X-RAY IS published via JAROM TALGO 44° North 50° West 46° North 40° West 48° North 30° West 50° North 20° West 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 41° North 60° West 44° North 50° West NATX. 2. An aircraft wishes to join NATX from M202. The correct route to file IN the New York CTA IS M202 MUNEY 41° North 60° West 44° North 50° West NATX. 3. An aircraft wishes to join NATX from M203. The correct route to file IN the New York CTA IS M203 SELIM 40° North 60° West 44° North 50° West NATX. Effective immediately until further notice. Created: 28 September 11:48 2011

KZNY 11/A0346 KZNY 20110630040000 PERM 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.Governor. This NOTAM replaces NOTAM A0791/10. Surface - unlimited, 30 June 04:00 2011 until further notice. Created: 22 June 12:37 2011

KZNY 10/A0844 KZNY 20101209124200 PERM QXXXX until further notice Air Traffic Service route M201 IS not available for use at flight level 300 and below between the waypoints PAEPR and HANRI. Air Traffic Service route L453 IS not AVAIABLE for use at flight level 300 and below between the waypoints AZEZU and PAEPR. Flight level 055 - flight level 300, effective immediately until further notice. Created: 09 December 12:42 2010

KZNY 10/A0258 KZNY 20100312125300 PERM 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 compatibility 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. Feet 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/Flight Information Region 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 Air Control Center, FINLAY smith, ( FINLAY.SMITH@NATS.CO.UK ), 00-44-1292-692663

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gander Air Control Center, Robert FLEMING, ( FLEMINR@NAVCANADA.CA ), (001)-709-651-5233 New York Air Control Center, PETER EHRLEIN, ( PETER.C.EHRLEIN@FAA.Governor ), (001)-631-468-1021. Surface - unlimited 12 March 12:53 2010 until until further notice. Created: 12 March 13:06 2010

KICZ 19/A0013 KICZ 20190501002500 PERM Security..United states of America flight prohibition for Venezuela all flight operations IN the territory and airspace of Venezuela at altitudes below FL 260 by the persons described IN paragraph A below are prohibited until further advised due to increasing political instability and TENSIONS IN Venezuela and the associated inadvertent risk to flight operations. A. Applicability. This NOTAM applies to: all United States air carriers and commercial OPERATORS; all persons exercising the privileges of an airman certificate issued by the FAA, except such persons operating U.S.-REGISTERED aircraft for A foreign air CARRIER; and all operators of aircraft registered IN the united states, except where the operator of such aircraft IS A foreign air carrier. B. Permitted operations. This NOTAM does not prohibit persons described IN paragraph A (APPLICABILITY) from conducting flight operations IN the above-named area when such operations are authorized either by another agency of the united states government with the approval of the FAA OR by A deviation, exemption, OR other authorization issued by the FAA administrator. Operators must call the FAA Washington operations Center at 202-267-3333 to initiate coordination for FAA authorization to conduct operations. C. ALLOWANCES. Persons described IN paragraph A above who are IN the territory and airspace of Venezuela at the time this NOTAM IS issued May depart the territory and airspace of Venezuela by the most expeditious possible route within 48 hours from the time this NOTAM IS issued, if the pilot IN command determines that the operation Canada be conducted safely. D. Emergency situations. IN an emergency that requires immediate decision and action for the safety of the flight, the pilot IN command of an aircraft May deviate from this NOTAM to the extent required by that emergency. This NOTAM IS an emergency order issued under 49 USC 40113(A) and 46105(C). Surface - flight level 259 01 May 00:25 2019 until permanent. Created: 01 May 00:28 2019

KICZ 19/A0003 KICZ 20190226123100 PERM Security..United states of America advisory for Mali. Those persons described IN paragraph A below should exercise caution when flying into, out of, within OR over the territory and airspace of Mali at altitudes below flight level 260 due to ongoing fighting and extremist/militant activity. A. Applicability. This NOTAM applies to: all United States air carriers and commercial OPERATORS; all persons exercising the privileges of an airman certificate issued by the FAA, except such persons operating U.S.-Registered aircraft for A foreign air CARRIER; and all operators of aircraft registered IN the united states, except where the operator of such aircraft IS A foreign air carrier. B. Planning. Those persons described IN paragraph A planning to fly into, out of, within, OR over the above-named area at altitudes below flight level 260 must review current security/threat information and NOTAMS; comply with all applicable FAA regulations, letters of authorization, management specifications, and operations specifications, including updating B450; and provide at least 72 hours advance notice of planned flights to the FAA at AEO-CITEWATCH@FAA.Governor with specific flight details to the maximum extent possible. C. Operations. Exercise caution during flight operations due to ongoing fighting and the possibility of attacks on civil aviation by extremists/militants. Aircraft May encounter fire from small ARMS; indirect fire weapons, such as mortars and ROCKETS; and Anit-aircraft-capable weapons, including MAN-portable air defense systems (MANPADS).

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Such weapons could target aircraft at low altitudes, including during the arrival and departure phases of flight, and/OR target airports and aircraft on the ground. Those persons described IN paragraph A must report safety and/OR security incidents to the FAA at +1 202-267-3333 OR +1 202-267-3203. The justification for this advisory will be RE-evaluated by 26 February 2020.

Additional information IS provided at:

[https://WWW.FAA.Governor/AIR\\_TRAFFIC/publications/US\\_RESTRICTIONS/](https://WWW.FAA.Governor/AIR_TRAFFIC/publications/US_RESTRICTIONS/). Surface - flight level 259 26 February 12:31 2019 until 26 February 23:59 2020 estimated. Created: 26 February 12:40 2019

KICZ 19/A0002 KICZ 20190226122700 PERM Security..United states of America advisory for Kenya. Those persons described IN paragraph A below are advised to exercise caution when flying into, out of, within, OR over the territory and airspace of Kenya east of 40 degrees east longitude at altitudes below flight level 260 due to the possibility of extremist/militant activity. A. Applicability. This NOTAM applies to: all United States air carriers and commercial OPERATORS; all persons exercising the privileges of an airman certificate issued by the FAA, except such persons operating U.S.-Registered aircraft for A foreign air CARRIER; and all operators of aircraft registered IN the united states, except where the operator of such aircraft IS A foreign air carrier. B. Planning. Those persons described IN paragraph A planning to fly into, out of, within, OR over the above-named area must review current security/threat information and NOTAMS; comply with all applicable FAA regulations, letters of authorization, management specifications, and operations specifications, including updating B450. C. Operations. Exercise caution during flight operations due to the possibility of attacks by extremists/militants on civil aviation. Aircraft May encounter various Anit-aircraft weapons, including MANPADS, small-arms, and indirect fire weapons, such as mortars and rockets, which could target aircraft at low altitudes, including during the arrival and departure phases of flight and/OR target airports and aircraft on the ground. Those persons described IN paragraph A must report safety and/OR security incidents to the FAA at +1 202-267-3333 OR +1 202-267-3203. The justification for this advisory will be RE-evaluated by 26 February 2020. Additional information IS provided at:

[http://WWW.FAA.Governor/AIR\\_TRAFFIC/publications/US\\_RESTRICTIONS/](http://WWW.FAA.Governor/AIR_TRAFFIC/publications/US_RESTRICTIONS/). Surface - FL259), 26 February 12:27 2019 until 26 February 23:59 2020 estimated. Created: 26 February 12:36 2019

KICZ 18/A0014 KICZ 20180808114500 20190808235900 Security..United states of America advisory for the Republic of south Sudan those persons described IN paragraph A should exercise caution flying into, out of, within OR over the territory and airspace of south Sudan at altitudes below flight level 260 due to the potentially hazardous situation Created by political instability and fragile security IN south Sudan. A. Applicability. This NOTAM applies to: all United States air carriers and commercial OPERATORS; all persons exercising the privileges of an airman certificate issued by the FAA, except such persons operating U.S.-Registered aircraft for A foreign air CARRIER; and all operators of aircraft registered IN the united states, except where the operator of such aircraft IS A foreign air carrier. B. Planning. Persons described IN paragraph A (APPLICABILITY) who intend to fly into, out of, within, OR over the above-named area must review current security/threat information and NOTAMS; ensure their operations specification, management specification, OR letter of authorization B450 IS CURRENT; and, to the maximum extent possible, provide advance notice of flights, with

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specific details, to ash-AXE-CITE-WATCH@FAA.Governor at least 72 hours prior to takeoff. C. Operations. Exercise caution during flight operations due to the potential risk from small-arms fire, rocket-propelled grenades, heavy machine GUNS, and shoulder-fired MAN-portable air defense systems (MANPADS). Airspace deconfliction remains A potential concern due to numerous threats to SHOOT down aircraft by multiple parties IN south Sudan. The risk to United States civil aviation IS primarily while on the ground and at low altitudes during approach and departure phases of flight. Those persons described IN paragraph A (APPLICABILITY) must report safety and/OR security incidents to the FAA at +1 202-267-3333 OR +1 202-267-3203. The justification for this advisory will be RE-evaluated by 8 August 2019. Additional information IS provided at: [https://WWW.FAA.Governor/AIR\\_TRAFFIC/publications/US\\_RESTRICTIONS](https://WWW.FAA.Governor/AIR_TRAFFIC/publications/US_RESTRICTIONS). Surface - flight level 259 08 August 11:45 2018 until 08 August 23:59 2019. Created: 08 August 11:35 2018

KICZ 17/A0027 KICZ 20171213141000 20200107235900 Security..United states of America flight prohibition against certain flights IN the territory and AIRPSACE of SOMALIA 14 CFR 91.1613 special federal aviation regulation (SFAR) no. 107 prohibition against certain flights IN the territory and airspace of SOMALIA was published IN the federal register on 13 December 2017 and was effective immediately. Additional information IS provided at: [https://WWW.FAA.Governor/AIR\\_TRAFFIC/publications/US\\_RESTRICTIONS/](https://WWW.FAA.Governor/AIR_TRAFFIC/publications/US_RESTRICTIONS/). Surface - flight level 259, 13 December 14:10 2017 until 07 January 23:59 2020. Created: 13 December 14:14 2017

## Uncategorized

All published NOTAMs are available in the [Notices to Airmen Publication \(NTAP\)](#).  
None

## Flow Control:

Departure:  
None

### Route:

Advisory ID: 024  
Reporting ARTCC: DCC  
Advisory Effective Start Time: Wed May 01 10:41:00 UTC 2019  
Advisory Effective End Time: Thu May 02 04:30:00 UTC 2019  
Advisory Text: ATCSCC ADVZY 024 DCC 05/01/19 FCA RQD  
NAME: FCAEWR:WIND\_ROUTE\_EWR  
CONSTRAINED AREA: ZOB  
REASON: VOLUME  
INCLUDE TRAFFIC: KMSP/ZAB/ZDV/ZFW/ZHU/ZKC/ZLA/ZLC/ZME/ZMP/ZOA/ZSE  
DEPARTURES TO KEWR  
FACILITIES INCLUDED: ZAB/ZAU/ZDV/ZFW/ZHU/ZID/ZKC/ZLA/ZLC/ZME/ZMP/ZNY  
/ZOA/ZOB/ZSE  
FLIGHT STATUS: ALL\_FLIGHTS  
VALID: FCA ENTRY TIME FROM 011700 TO 020430  
PROBABILITY OF EXTENSION: NONE  
REMARKS: SEE DYNAMIC LIST FOR UPDATES.



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ASSOCIATED RESTRICTIONS:  
MODIFICATIONS:  
ROUTES:

ORIG	DEST	ROUTE
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KMSP	KEWR	>ODI KG78K KG72M EVOTE NELLS KEEHO J584 SLT< FQM3
ZAB ZDV ZKC ZLA	KEWR	>SPI VHP ROD DORET J584 SLT< FQM3
ZLC ZMP ZOA ZSE	KEWR	>KK45G KI51M ROD DORET J584 SLT< FQM3
ZAB ZDV ZKC ZLA	KEWR	>BUM VHP ROD DORET J584 SLT< FQM3
ZLC ZMP ZOA ZSE	KEWR	>DSM EVOTE NELLS KEEHO J584 SLT< FQM3
ZAB ZDV ZKC ZLA	KEWR	>PXV ROD DORET J584 SLT< FQM3
ZLC ZOA ZSE	KEWR	>GEP ODI KG78K KG72M EVOTE NELLS KEEHO J584 SLT< FQM3
ZAB ZDV ZLA ZLC	KEWR	>MEM Q29 DORET J584 SLT< FQM3
ZOA ZSE		
ZFW ZHU ZME	KEWR	

TMI ID: RRDC024  
011041-020430  
19/05/01 10:41 DCCOPS.lxstn19

Advisory ID: 023  
Reporting ARTCC: DCC  
Advisory Effective Start Time: Wed May 01 10:40:00 UTC 2019  
Advisory Effective End Time: Thu May 02 04:30:00 UTC 2019  
Advisory Text: ATCSCC ADVZY 023 DCC 05/01/19 FCA RQD  
NAME: FCAJFK:WIND\_ROUTE\_JFK  
CONSTRAINED AREA: ZOB  
REASON: VOLUME  
INCLUDE TRAFFIC: KMSP/ZAB/ZDV/ZFW/ZHU/ZKC/ZLA/ZLC/ZME/ZMP/ZOA/ZSE  
DEPARTURES TO KJFK  
FACILITIES INCLUDED: ZAB/ZAU/ZDV/ZFW/ZHU/ZID/ZKC/ZLA/ZLC/ZME/ZMP/ZNY  
/ZOA/ZOB/ZSE  
FLIGHT STATUS: ALL\_FLIGHTS  
VALID: FCA ENTRY TIME FROM 011700 TO 020430  
PROBABILITY OF EXTENSION: NONE  
REMARKS: SEE DYNAMIC LIST FOR UPDATES.  
ASSOCIATED RESTRICTIONS:  
MODIFICATIONS:  
ROUTES:

ORIG	DEST	ROUTE
----	----	-----
KMSP	KJFK	>MSP DLL HASTE DAFLU J70 LVZ< LENDY6
ZAB ZDV ZKC ZLA	KJFK	>SPI VHP ROD DJB JHW J70 LVZ< LENDY6
ZLC ZMP ZOA ZSE	KJFK	>KK54K KI570 ROD DJB JHW J70 LVZ< LENDY6
ZAB ZDV ZKC ZLA	KJFK	>PXV ROD DJB JHW J70 LVZ< LENDY6
ZLC ZOA ZSE	KJFK	>FOD KG75M DAFLU J70 LVZ< LENDY6
ZAB ZDV ZLA ZLC	KJFK	>MEM Q29 JHW J70 LVZ< LENDY6
ZMP ZOA ZSE		
ZFW ZHU ZME	KJFK	



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Advisory Text: ATCSCC ADVZY 027 DCC 05/01/2019 TCA/HOTLINE ISSUE REQUEST PAGE  
ACTIVATION  
EVENT TIME: 01/1100 - 02/0300  
THE TCA/HOTLINE ISSUE REQUEST PAGE IS NOW OPEN. WEB PAGE  
USERS SHOULD SEND THEIR REQUEST MESSAGES TO THE PAGE FOR  
RESOLUTION.  
PLEASE ENSURE ADEQUATE INFORMATION IS PROVIDED IN REQUESTS  
SUCH AS CATEGORY OF ISSUE, CALL SIGN, POSITION OF FLIGHT,  
TYPE OF ASSISTANCE REQUESTED, ETC TO ELIMINATE ANY  
MISINTERPRETATION.  
011111-020330  
19/05/01 11:11 DCCOPS.lxstn24

## **UAS Operating Area:**

null

UAS Operating Area AOO\_07/213

SUMMARY: UOA start is Jul 18, 2255Z, end is Dec 31, 2359Z. Maximum altitude: 2400 feet (400 feet AGL)

UOA active while flight estimated to traverse area (1605Z to 1606Z).

NOTAM UAS Operating Area AOO\_07/213 DEFINED AS 1NM RADIUS OF PSB SFC-2400FT (SFC-400FT AGL) 1807182255-PERM.

UAS Operating Area

SUMMARY: UOA start is May 05, 1500Z, end is May 05, 1800Z. Maximum altitude: 300 feet AGL

UOA starts 60+ minutes after flight estimated to leave area.

UAS Operating Area DEFINED AS 0.2NM RADIUS OF 405633N0785933W (3.2NM WSW N35) SFC-300FT AGL 1905051500-1905051800.

UAS Operating Area

SUMMARY: UOA start is May 01, 1900Z, end is May 01, 1930Z. Maximum altitude: 100 feet AGL

UOA starts 60+ minutes after flight estimated to leave area.

UAS Operating Area DEFINED AS 0.1NM RADIUS OF 403704.60N0790938.70W (2.8NM W IDI) SFC-100FT AGL 1905011900-1905011930.

## **Miscellaneous:**

## NHC Bulletins

There are no National Hurricane Center bulletins found for this briefing

### Convective Outlook

ACUS01 KWNS 010556  
SWODY1  
SPC AC 010554

DAY 1 CONVECTIVE OUTLOOK  
NWS STORM PREDICTION CENTER NORMAN OK  
1254 AM CDT WED MAY 01 2019

VALID 011200Z - 021200Z

...THERE IS AN ENHANCED RISK OF SEVERE THUNDERSTORMS ACROSS PORTIONS OF NORTHWEST AND NORTH-CENTRAL TEXAS...

...SUMMARY...

STRONG TO SEVERE THUNDERSTORM DEVELOPMENT APPEARS POSSIBLE WEDNESDAY IN A CORRIDOR ACROSS THE SOUTHERN PLAINS THROUGH THE OZARK PLATEAU AND LOWER MISSOURI VALLEY, INTO SOUTHERN PORTIONS OF THE GREAT LAKES REGION.

...SYNOPSIS...

BROAD, LONG-WAVE TROUGHING WILL CONTINUE ACROSS THE WEST, WHILE RIDGING PERSISTS ACROSS THE MID-ATLANTIC AND GULF STREAM. A BROAD AREA OF SOUTHWESTERLY FLOW ALOFT WILL PERSIST ACROSS MUCH OF THE PLAINS TODAY, WITH STRONGER MID-LEVEL FLOW LOCATED FROM COLORADO TO MINNESOTA. ANOTHER SPEED MAX WILL TRAVERSE THE MIDWEST TODAY, REACHING THE EASTERN GREAT LAKES BY MID-AFTERNOON. AT THE SURFACE, A MODIFIED MARITIME TROPICAL AIRMASS WILL REMAIN IN PLACE ACROSS A BROAD PART OF THE CONUS FROM THE SOUTHERN PLAINS EAST-NORTHEASTWARD THROUGH THE MIDWEST, MID-ATLANTIC, AND SOUTHEAST. A COMPOSITE OUTFLOW/SYNOPTIC BOUNDARY WILL REMAIN NEARLY STATIONARY TODAY AND EXTEND FROM OKLAHOMA NORTHEASTWARD TO NORTHERN ILLINOIS/INDIANA. LEE TROUGHING/CYCLOGENESIS WILL PERSIST FROM COLORADO SOUTHWARD THROUGH WEST TEXAS.

...OKLAHOMA/TEXAS...

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PRIMARY UNCERTAINTY WITH TODAY'S SEVERE WEATHER SCENARIO  
REVOLVES  
AROUND THE EVENTUAL POSITION OF A SURFACE BOUNDARY - THE MOVEMENT  
OF  
WHICH HAS BEEN DRIVEN BY A LINEAR MCS OVER OKLAHOMA LATE TUESDAY  
INTO EARLY WEDNESDAY. ELEVATED CONVECTION EXPECTED TO BE ONGOING  
ACROSS CENTRAL/SOUTHERN OKLAHOMA AT THE BEGINNING OF THE  
FORECAST  
PERIOD MAY ALSO FURTHER DISPLACE THIS BOUNDARY SOUTHWARD ALONG  
OR  
SOUTH OF THE RED RIVER VICINITY EARLY IN THE FORECAST PERIOD. GIVEN  
STEEP MID-LEVEL LAPSE RATES ACROSS THE REGION AND ASCENT ASSOCIATED  
WITH A WEAK MID-LEVEL SHORTWAVE TRAVERSING THE AREA, HAIL WILL BE  
POSSIBLE WITH MORNING CONVECTION BEFORE IT SHIFTS OFF TO THE EAST  
AROUND MID-MORNING.  
LATER IN THE AFTERNOON, STORMS ARE EXPECTED TO RE-DEVELOP NEAR THE  
INTERSECTION OF THE REMNANT OUTFLOW AND DRYLINE IN THE GENERAL  
VICINITY OF NORTHWEST TEXAS - PROBABLY DURING THE EARLY AFTERNOON.  
THESE STORMS SHOULD BE DISCRETE EARLY IN THEIR DEVELOPMENT AND  
GROW  
UPSCALE INTO AN EASTWARD MOVING LINEAR COMPLEX THAT SHOULD REACH  
NORTH-CENTRAL TEXAS LATE IN THE DAY. AGAIN, MODEL UNCERTAINTY  
REGARDING THE LOCATION OF THE EFFECTIVE TRIPLE POINT AND SUBSEQUENT  
CONVECTIVE DEVELOPMENT IS PARAMOUNT TO THIS OUTLOOK - A  
NORTHWARD  
DISPLACEMENT OF THIS MESOSCALE FEATURE MAY RESULT IN A NORTHWARD  
SHIFT OF THE AREA OF GREATEST RISK OF SEVERE WEATHER LATER THIS  
AFTERNOON. NEVERTHELESS, 80S F SURFACE TEMPERATURES AND LOW 70S F  
DEWPOINTS BENEATH VERY STEEP MID-LEVEL LAPSE RATES WILL FOSTER  
WIDESPREAD AREAS OF LARGE HAIL AND DAMAGING WIND GUSTS.  
SIGNIFICANT HAIL MAY OCCUR WITH ANY SUPERCELLULAR STORMS THAT CAN  
MATERIALIZER ALONG THE DRYLINE. THE DAMAGING-WIND THREAT WILL BE  
APPARENT WITH ANY THUNDERSTORM, BUT SHOULD BECOME MORE  
WIDESPREAD  
WITH ANY UPSCALE GROWTH INTO LINEAR CONVECTIVE SEGMENTS. ANY  
TORNADO THREAT SHOULD REMAIN ISOLATED EARLY IN THE LIFECYCLE OF  
CONVECTIVE DEVELOPMENT, BUT SHOULD INCREASE WITH EASTWARD EXTENT  
AS  
STORMS MIGRATE INTO AN AREA OF STRONGER LOW-LEVEL SHEAR  
ATTENDANT TO  
A LOW-LEVEL JET AXIS FROM CENTRAL INTO NORTHERN TEXAS.

...OHIO VALLEY AREA...

SURFACE HEATING WITHIN A WARM, UNSTABLE AIRMASS SHOULD PROMOTE  
DEVELOPMENT OF A FEW THUNDERSTORMS THROUGH THE AFTERNOON AND  
EARLY

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EVENING. CAMS INDICATE THAT THESE STORMS WILL TAKE ON A LINEAR ORIENTATION, WHICH ISN'T SURPRISING GIVEN UNIDIRECTIONAL WIND PROFILES AND MODEST LOW-LEVEL SHEAR. THESE BANDS MAY INITIATE ALONG REMNANT LOW-LEVEL BOUNDARIES LEFT OVER FROM EARLY-MORNING MCS ACTIVITY. A FEW DAMAGING WIND GUSTS ARE POSSIBLE WITH THIS ACTIVITY.

...EASTERN COLORADO INTO WESTERN KANSAS...  
A NARROW CORRIDOR OF WEAK INSTABILITY SHOULD MATERIALIZE ALONG AND EAST OF A DRYLINE AND SURFACE LOW EXTENDING FROM CENTRAL INTO SOUTHEASTERN COLORADO THROUGH THE AFTERNOON. POINT FORECAST SOUNDINGS INDICATE STRONGLY VEERING WIND PROFILES WITH HEIGHT AND STEEP LAPSE RATES/MINIMAL INHIBITION, SUGGESTING DEVELOPMENT OF A FEW HIGH-BASED SUPERCELLS. THIS CONVECTION SHOULD BE SHORT-LIVED AND DIURNALLY DRIVEN, WITH STRENGTHENING LOW-LEVEL INHIBITION AFTER DARK LESSENING THE SEVERE THREAT. STABLE LOW-LEVEL AIR FARTHER EAST TOWARD CENTRAL KANSAS SHOULD LIMIT THE SEVERE THREAT WITH EASTERN EXTENT AS WELL.

...CENTRAL APPALACHIANS/MID-ATLANTIC...  
A MORE CONDITIONAL RISK FOR SEVERE THUNDERSTORMS EXISTS IN THIS AREA THIS AFTERNOON. CAMS CONTINUE TO DEVELOP ISOLATED TO SCATTERED CONVECTION IN NORTHERN VIRGINIA AND VICINITY DURING PEAK HEATING HOURS. THESE SOLUTIONS ARE IN QUESTION GIVEN PERSISTENT MID-LEVEL RIDGING ACROSS THE REGION. IF THESE STORMS DO MATERIALIZE, STEEP LOW-LEVEL LAPSE RATES, WEAK TO MODERATE INSTABILITY, AND 35-45 KT DEEP SHEAR SHOULD SUPPORT LOOSELY ORGANIZED CONVECTION SUPPORTING A FEW DAMAGING WIND GUSTS AND HAIL.

..COOK/DEAN.. 05/01/2019  
\$\$  
ACUS02 KWNS 010521  
SWODY2  
SPC AC 010521

DAY 2 CONVECTIVE OUTLOOK  
NWS STORM PREDICTION CENTER NORMAN OK  
1221 AM CDT WED MAY 01 2019

VALID 021200Z - 031200Z

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...THERE IS A SLIGHT RISK OF SEVERE THUNDERSTORMS THURSDAY AFTERNOON AND EVENING ACROSS PARTS OF THE LOWER OHIO VALLEY AND CENTRAL TEXAS...

...SUMMARY...

A FEW SEVERE THUNDERSTORMS ARE POSSIBLE, MAINLY THURSDAY AFTERNOON AND EVENING, ACROSS PARTS OF THE LOWER OHIO VALLEY, AS WELL AS PORTIONS OF CENTRAL TEXAS.

...SYNOPSIS...

BLOCKING APPEARS LIKELY TO REMAIN PROMINENT ACROSS THE EASTERN PACIFIC THROUGH THIS PERIOD, WITH SPLIT MID-LATITUDE WESTERLIES CONVERGING INTO DOWNSTREAM TROUGHING, INLAND OF THE PACIFIC COAST. AS THE REMNANTS OF A BROAD, DEEP MID-LEVEL CLOSED LOW UNDERGO FURTHER DEFORMATION NEAR/EAST OF THE CANADIAN ROCKIES, THE TROUGHING

TO THE SOUTH, PARTICULARLY WITHIN THE NORTHERN BRANCH, MAY BROADEN

AND ENCOMPASS MUCH OF THE INTERIOR UNITED STATES. SUBTROPICAL RIDGING CENTERED OFF THE SOUTH ATLANTIC COAST MAY BEGIN TO WEAKEN, BUT SOUTHERN STREAM RIDGING MAY REMAIN AN INFLUENCE ACROSS PORTIONS

OF THE SOUTHEAST.

ONE SIGNIFICANT SHORT WAVE PERTURBATION WITHIN THIS REGIME IS FORECAST TO PROGRESS NORTHEAST OF THE CANADIAN/U.S. BORDER, NEAR/NORTHWEST OF THE UPPER GREAT LAKES REGION. AS IT DOES, IT STILL APPEARS THAT ASSOCIATED MID-LEVEL HEIGHT FALLS AND STRONGER SOUTHWESTERLY MID-LEVEL FLOW WILL REMAIN WELL TO THE NORTH OF A QUASI-STATIONARY SURFACE FRONTAL ZONE, INITIALLY EXTENDING FROM PARTS OF THE NORTHERN MID ATLANTIC REGION THROUGH THE SOUTHERN GREAT

LAKES AND OHIO VALLEY, INTO THE CENTRAL AND SOUTHERN PLAINS. ANY ASSOCIATED WAVE DEVELOPMENT ALONG THE FRONT IS EXPECTED TO REMAIN WEAK, BUT A PORTION OF THE FRONT MAY SURGE SOUTHWARD THROUGH THE TEXAS SOUTH PLAINS BY LATE THURSDAY NIGHT.

A CONTINUING SOUTHERLY RETURN FLOW AROUND THE WESTERN/NORTHWESTERN

PERIPHERY OF THE REMNANT SOUTHEASTERN LOW-LEVEL RIDGING WILL MAINTAIN SEASONABLY MOIST CONDITIONS ALONG AND SOUTH OF THE FRONT, FROM THE SOUTHERN PLAINS INTO THE MID ATLANTIC. MODELS SUGGEST THAT THIS MAY CONTRIBUTE TO AT LEAST WEAK TO MODERATE BOUNDARY-LAYER DESTABILIZATION IN THE PRESENCE OF MODEST VERTICAL SHEAR ACROSS MUCH

OF THIS CORRIDOR. THIS ENVIRONMENT IS EXPECTED TO SUPPORT SCATTERED

THUNDERSTORM ACTIVITY ACCOMPANIED BY AT LEAST SOME RISK FOR SEVERE HAIL AND WIND.

...OZARK PLATEAU THROUGH THE OHIO VALLEY...

OUTPUT OF THE VARIOUS MODELS ALL APPEARS TO SUGGEST THAT A REMNANT MESOSCALE CONVECTIVE VORTEX (MCV), AND ASSOCIATED THUNDERSTORM DEVELOPMENT, MAY BE IN THE PROCESS OF SPREADING ACROSS PARTS OF THE OZARK PLATEAU AT THE OUTSET OF THE PERIOD. INITIAL CONVECTION PROBABLY WILL CONTINUE TO WEAKEN THURSDAY MORNING, BUT AS THE MCV

MIGRATES WITHIN SOUTHWESTERLY MEAN FLOW, TOWARD THE OHIO VALLEY, REDEVELOPMENT AND INTENSIFICATION OF STORMS APPEARS POSSIBLE IN THE PRESENCE OF A DESTABILIZING ENVIRONMENT. DURING THE PEAK LATE AFTERNOON INSTABILITY, MOST LIKELY ACROSS THE LOWER OHIO VALLEY, AND

INCLUDING MIXED-LAYER CAPE ON THE ORDER OF 1000-2000 J/KG, STORMS MAY BECOME SEVERE, AIDED BY A BELT OF 30-40 KT SOUTHWESTERLY FLOW IN THE 850-500 MB LAYER. THE EVOLUTION OF ANOTHER UPSCALE GROWING CONVECTIVE SYSTEM MAY BE POSSIBLE, ACCOMPANIED BY POTENTIAL FOR STRONG SURFACE GUSTS.

...TEXAS...

MODELS INDICATE THAT LARGE MIXED-LAYER CAPE (2000-3000+ J/KG) WILL DEVELOP BY THURSDAY AFTERNOON, WITH STRONG HEATING BENEATH STEEP MID-LEVEL LAPSE RATES ACROSS PARTS OF THE TEXAS SOUTH PLAINS AND EDWARDS PLATEAU/HILL COUNTRY, INTO CENTRAL TEXAS. THIS WILL BE FOCUSED JUST AHEAD OF THE COLD FRONT, WHERE FORCING FOR ASCENT, PERHAPS AIDED BY A SOUTHERN STREAM IMPULSE, MAY SUPPORT THE INITIATION OF THUNDERSTORMS. ALTHOUGH LOWER/MID TROPOSPHERIC WIND FIELDS AND SHEAR MAY NOT BE PARTICULARLY STRONG, THE ENVIRONMENT WILL STILL PROBABLY BECOME CONDUCIVE TO SEVERE STORMS CAPABLE OF PRODUCING LARGE HAIL AND POTENTIALLY DAMAGING DOWNBURSTS.

UPSCALE

GROWTH ON SOUTHWARD SURGING AND CONSOLIDATING OUTFLOWS APPEARS POSSIBLE BEFORE CONVECTION WEAKENS THURSDAY NIGHT.

...MAXIMUM RISK BY HAZARD...

TORNADO: 2% - MARGINAL

WIND: 15% - SLIGHT

HAIL: 15% - SLIGHT

..KERR.. 05/01/2019

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ACUS03 KWNS 010725

SWODY3



SPC AC 010724

DAY 3 CONVECTIVE OUTLOOK  
NWS STORM PREDICTION CENTER NORMAN OK  
0224 AM CDT WED MAY 01 2019

VALID 031200Z - 041200Z

...THERE IS A MARGINAL RISK OF SEVERE THUNDERSTORMS FRIDAY ACROSS PARTS OF TEXAS AND THE NORTHERN MID ATLANTIC COAST REGION...

...SUMMARY...

THERE APPEARS AT LEAST SOME RISK FOR THE DEVELOPMENT OF SEVERE STORMS ACROSS PARTS OF TEXAS AND THE NORTHERN MID ATLANTIC COAST REGION FRIDAY.

...DISCUSSION...

BLOCKING APPEARS LIKELY TO PERSIST WITHIN THE MID-LATITUDE WESTERLIES ACROSS THE EASTERN PACIFIC THROUGH THIS PERIOD, WITH THE SPLIT BRANCHES OF STRONGER FLOW REMAINING BROADLY CONFLUENT DOWNSTREAM, INLAND OF THE PACIFIC COAST THROUGH THE ATLANTIC SEABOARD. MODELS INDICATE A NUMBER OF SHORT WAVES PROGRESSING THROUGH THE TWO STREAMS, BUT THEY ARE FORECAST TO REMAIN OUT OF PHASE.

IN ASSOCIATION WITH THESE FEATURES, A SURFACE FRONTAL ZONE, INITIALLY EXTENDING FROM THE LOWER GREAT LAKES REGION INTO THE CENTRAL PLAINS, MAY ADVANCE SOUTHWARD THROUGH THE OHIO VALLEY, AND INTO PORTIONS OF THE NORTHERN MID ATLANTIC COAST AND SOUTHERN NEW ENGLAND. THIS MAY BE PRECEDED BY A STALLING OR STALLED FRONTAL ZONE INITIALLY TO THE LEE OF THE CENTRAL APPALACHIANS, ACROSS THE NORTHERN MID ATLANTIC COAST REGION AT THE BEGINNING OF THE PERIOD. ANOTHER SURGE OF COOLER AIR MAY CONTINUE SOUTHEAST OF THE SOUTHERN HIGH PLAINS, THROUGH MUCH OF TEXAS BY 12Z SATURDAY.

...TEXAS...

SOUTHERN BRANCH TROUGHING, WITH ONE OR TWO EMBEDDED SMALLER-SCALE PERTURBATIONS, APPEARS LIKELY TO DEVELOP EAST-NORTHEASTWARD ACROSS THE REGION FRIDAY THROUGH FRIDAY NIGHT, ALTHOUGH CONSIDERABLE VARIABILITY IS EVIDENT WITHIN THE VARIOUS MODEL OUTPUT. MODELS DO

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GENERALLY INDICATE THAT MODERATE BOUNDARY-LAYER DESTABILIZATION MAY OCCUR AHEAD OF THE SOUTHWARD ADVANCING SURFACE FRONT, ACROSS THE LOWER RIO GRANDE VALLEY AND SOUTH CENTRAL TEXAS, WITH SUFFICIENT SHEAR TO SUPPORT AT LEAST SOME POTENTIAL FOR ORGANIZED THUNDERSTORM ACTIVITY CAPABLE OF PRODUCING SEVERE HAIL AND WIND.

...NORTHERN MID ATLANTIC...

MODELS SUGGEST THAT A WEAK SURFACE LOW MAY DEVELOP WITHIN SURFACE TROUGHING TO THE LEE OF THE CENTRAL APPALACHIANS, AND BECOME A FOCUS FOR WEAK TO MODERATE BOUNDARY-LAYER DESTABILIZATION WHICH COULD BECOME SUPPORTIVE OF VIGOROUS THUNDERSTORM DEVELOPMENT FRIDAY AFTERNOON. ACTIVITY MAY TEND TO DEVELOP SOUTHEASTWARD ALONG THE REMNANT INITIAL FRONTAL ZONE, WHERE VERTICAL SHEAR MAY BECOME ENHANCED AND SUPPORTIVE OF ORGANIZED THUNDERSTORM DEVELOPMENT, PERHAPS INCLUDING AN ISOLATED SUPERCELL.

..KERR.. 05/01/2019

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