

Route Standard Briefing at May 1, 1525Z for N733KZ KUNV to KBTP

Plain Text

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 3 FOR IFR AND MTN OBSCN Valid Until 012100

SUMMARY: AIRMET start is May 01, 1445Z, end is not defined. Ceiling below 1,000 feet/visibility below 3 statute miles mist. Conditions continuing beyond 2100Z through 0300Z.

AIRMET active while flight estimated to traverse area (1600Z to 1643Z).

WAUS41 KKCI 011445

BOSS WA 011445

AIRMET SIERRA UPDT 3 FOR IFR AND MTN OBSCN VALID UNTIL 012100

.
AIRMET IFR...NY NJ PA WV MD DC DE VA AND CSTL WTRS
FROM 60ESE BUF TO 40ESE PSB TO 40SSE HNK TO 30SW HTO TO 90S HTO
TO 100ESE SBY TO 20NNW ORF TO 40ENE LYH TO 50E EKN TO 20SW JST
TO 20ENE JHW TO 60ESE BUF
CIG BLW 010/VIS BLW 3SM BR. CONDS CONTG BYD 21Z THRU 03Z.
AIRMET OUTLOOK Valid 1905012100-1905020300Z

SUMMARY: Outlook AIRMET start is May 01, 2100Z, end is not defined. Ceiling below 1,000 feet/visibility below 3 statute miles mist. Conditions continuing through 0300Z.

Outlook AIRMET starts 60+ minutes after flight estimated to leave area.

WAUS41 KKCI 011445

BOSS WA 011445

AIRMET SIERRA UPDT 3 FOR IFR AND MTN OBSCN VALID UNTIL 012100

.
OTLK VALID 2100-0300Z

AREA 2...IFR VT MA RI CT NY NJ PA WV MD DE VA AND CSTL WTRS

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BOUNDED BY 30ENE ALB-30W ACK-50S ACK-90ESE SBY-40SSE SBY-SBY-40E
DCA-40W EMI-40S PSB-40NE SLT-30ENE ALB
CIG BLW 010/VIS BLW 3SM BR. CONDS CONTG THRU 03Z.

Mountain Obscuration

AIRMET SIERRA UPDT 3 FOR IFR AND MTN OBSCN Valid Until 012100

SUMMARY: AIRMET start is May 01, 1445Z, end is not defined. Mountains obscured by clouds/mist. Conditions continuing beyond 2100Z through 0300Z.

AIRMET active while flight estimated to traverse area (1600Z to 1719Z).

WAUS41 KKCI 011445

BOSS WA 011445

AIRMET SIERRA UPDT 3 FOR IFR AND MTN OBSCN VALID UNTIL 012100

.
AIRMET MTN OBSCN...VT MA NY PA WV MD VA
FROM SYR TO 30NNE SAX TO HAR TO 50SW CSN TO 60S EKN TO 50SW JST
TO EWC TO JHW TO SYR
MTNS OBSC BY CLDS/BR. CONDS CONTG BYD 21Z THRU 03Z.

Icing

AIRMET OUTLOOK Valid 1905012100-1905020300Z

SUMMARY: Outlook AIRMET start is May 01, 2100Z, end is not defined. Moderate ice between 10,000 feet and flight level 220. Conditions continuing through 0300Z.

Outlook AIRMET starts 60+ minutes after flight estimated to leave area.

WAUS41 KKCI 011445

BOSZ WA 011445

AIRMET ZULU UPDT 2 FOR ICE AND FRZLVL VALID UNTIL 012100

.
OTLK VALID 2100-0300Z

AREA 2...ICE ME NH VT MA NY LO PA OH LE WV AND CSTL WTRS
BOUNDED BY YOW-30W MPV-30E MPV-40E ENE-20S CON-20S ALB-40SE
HNK-20NNE SLT-30NNW JST-20NW AIR-50S FWA-FWA-30SE ECK-YOW
MOD ICE BTN 100 AND FL220. CONDS CONTG THRU 03Z.

Freezing Level

WAUS41 KKCI 011445

BOSZ WA 011445

AIRMET ZULU UPDT 2 FOR ICE AND FRZLVL VALID UNTIL 012100

.
FRZLVL...RANGING FROM 010-130 ACRS AREA
MULT FRZLVL 040-110 BOUNDED BY 20W YSC-40SSW BGR-BOS-20NNW

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BDL-20W ALB-50N SYR-30SE YOW-20W YSC
040 ALG YOW-80SE BGR-110SE BGR
080 ALG 100WSW YOW-ALB-20ENE BOS-110ENE ACK-140E ACK
120 ALG 50WSW ROD-30ENE DXO-40SW YYZ-30W BUF-30SW SAX-30SE
HTO-200SE ACK
WAUS41 KKCI 011445
BOSZ WA 011445
AIRMET ZULU UPDT 2 FOR ICE AND FRZLVL VALID UNTIL 012100

.
FRZLVL...RANGING FROM 010-130 ACRS AREA
MULT FRZLVL 040-110 BOUNDED BY 20W YSC-40SSW BGR-BOS-20NNW
BDL-20W ALB-50N SYR-30SE YOW-20W YSC
040 ALG YOW-80SE BGR-110SE BGR
080 ALG 100WSW YOW-ALB-20ENE BOS-110ENE ACK-140E ACK
120 ALG 50WSW ROD-30ENE DXO-40SW YYZ-30W BUF-30SW SAX-30SE
HTO-200SE ACK

Turbulence Low Altitude
AIRMET TANGO UPDT 2 FOR TURB AND LLWS Valid Until 012100

SUMMARY: AIRMET start is May 01, 1445Z, end is not defined. Moderate turbulence between 2,000 feet and flight level 180. Conditions continuing beyond 2100Z through 0300Z.

AIRMET active while flight estimated to traverse area (1600Z to 1719Z).

WAUS41 KKCI 011445
BOST WA 011445
AIRMET TANGO UPDT 2 FOR TURB AND LLWS VALID UNTIL 012100

.
AIRMET TURB...NH VT MA CT NY LO NJ PA OH LE WV MD VA
FROM MSS TO 20WSW CON TO 20N HTO TO 20SSW SAX TO 30WNW CSN TO
20W HMV TO HNN TO CVG TO FWA TO 30ENE DXO TO 30WNW CLE TO 30ESE
YYZ TO MSS
MOD TURB BTN 020 AND FL180. CONDS CONTG BYD 21Z THRU 03Z.
AIRMET OUTLOOK Valid 1905012100-1905020300Z

SUMMARY: Outlook AIRMET start is May 01, 2100Z, end is not defined. Moderate turbulence between 2,000 feet and flight level 180. Conditions continuing through 0300Z.

Outlook AIRMET starts 60+ minutes after flight estimated to leave area.

WAUS41 KKCI 011445
BOST WA 011445
AIRMET TANGO UPDT 2 FOR TURB AND LLWS VALID UNTIL 012100

.
OTLK VALID 2100-0300Z

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AREA 2...TURB ME NH VT MA RI CT NY LO NJ PA OH LE WV MD DC DE VA
AND CSTL WTRS
BOUNDED BY 20W YOW-60WSW YSC-40ENE BOS-40SSW ACK-20ENE HMV-HNN-
CVG-FWA-30SE ECK-20W YOW
MOD TURB BTN 020 AND FL180. CONDS CONTG THRU 03Z.

Turbulence High Altitude
No current AIRMET Turb High Alt data for this briefing

Winds over 30 Knots
No current AIRMET Winds > 30 Knots data for this briefing

Low Level Wind Shear
AIRMET TANGO UPDT 2 FOR TURB AND LLWS Valid Until 012100

SUMMARY: AIRMET start is May 01, 1445Z, end is not defined. Low level wind shear expect.
Conditions continuing beyond 2100Z through 0300Z.

AIRMET active while flight estimated to traverse area (1654Z to 1719Z).

WAUS41 KKCI 011445
BOST WA 011445
AIRMET TANGO UPDT 2 FOR TURB AND LLWS VALID UNTIL 012100

.
LLWS POTENTIAL...NY LO PA OH LE
BOUNDED BY 40N SYR-70SSW SYR-30NE APE-FWA-20ENE DXO-40SSE DXO-
40ESE YYZ-40N SYR
LLWS EXP. CONDS CONTG BYD 21Z THRU 03Z.

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), MVFR, Wind from 170° at 4 knots, 7 statute miles visibility, Ceiling is Overcast at 1,300 feet, Temperature 12°C, Dewpoint 10°C, Altimeter is 30.30
- **Route:**
 - Mostly VFR with some MVFR through Pittsburgh International, Pittsburgh, PA (KPIT), with ceilings as low as 1,000 feet
- **Destination:**
 - Current conditions at Pittsburgh/Butler Regional, Butler, PA (KBTP), UNKN

METAR Text:

Special, University Park, State College, PA (KUNV). May 1, 1517Z. Wind from MVFR 170° at 4 knots, 7 statute miles visibility, Ceiling is Overcast at 1,300 feet, Temperature 12°C, Dewpoint 10°C, Altimeter is 30.30.

University Park, State College, PA (KUNV). May 1, 1453Z. Wind from 190° at 7 MVFR knots, 7 statute miles visibility, Ceiling is Overcast at 1,000 feet, Temperature 12°C, Dewpoint 10°C, Altimeter is 30.30.

University Park, State College, PA (KUNV). May 1, 1353Z. Mist, Wind from 150° at MVFR 6 knots, 6 statute miles visibility, Ceiling is Overcast at 1,200 feet, Temperature 12°C, Dewpoint 10°C, Altimeter is 30.32.

Special, University Park, State College, PA (KUNV). May 1, 1339Z. Mist, Wind MVFR from 150° at 6 knots, 5 statute miles visibility, Ceiling is Overcast at 1,100 feet, Temperature 12°C, Dewpoint 10°C, Altimeter is 30.32.

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

Clearfield Lawrence, Clearfield, PA (KFIG). May 1, 1454Z, Automated. Wind from 160° at 5 knots, 10 statute miles visibility, Ceiling is Overcast at 1,000 feet, Temperature 14°C, Dewpoint 12°C, Altimeter is 30.26. Remarks: automated station with precipitation discriminator sea level pressure 1024.9 hectopascals hourly temp 13.9°C dewpoint 11.7°C 3-hour atmospheric pressure steady or increasing, then decreasing; or decreasing then decreasing more rapidly by 0.5 hectopascals

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MVFR Special, Clearfield Lawrence, Clearfield, PA (KFIG). May 1, 1447Z, Automated. Wind from 130° at 4 knots, 10 statute miles visibility, Ceiling is Overcast at 1,000 feet, Temperature 14°C, Dewpoint 12°C, Altimeter is 30.26. Remarks: automated station with precipitation discriminator hourly temp 13.9°C dewpoint 11.7°C

IFR Clearfield Lawrence, Clearfield, PA (KFIG). May 1, 1354Z, Automated. Wind from 130° at 3 knots, 10 statute miles visibility, Ceiling is Overcast at 800 feet, Temperature 13°C, Dewpoint 11°C, Altimeter is 30.27. Remarks: automated station with precipitation discriminator sea level pressure 1025.1 hectopascals hourly temp 12.8°C dewpoint 11.1°C

IFR Clearfield Lawrence, Clearfield, PA (KFIG). May 1, 1254Z, Automated. Wind from 040° at 4 knots, 9 statute miles visibility, Ceiling is Overcast at 800 feet, Temperature 11°C, Dewpoint 9°C, Altimeter is 30.28. Remarks: automated station with precipitation discriminator sea level pressure 1025.8 hectopascals hourly temp 10.6°C dewpoint 9.4°C

VFR Dubois Regional, Dubois, PA (KDUJ). May 1, 1453Z, Automated. Wind from 150° at 7 knots, 10 statute miles visibility, Scattered Clouds at 4,300 feet, Scattered Clouds at 5,000 feet, Ceiling is Broken at 6,000 feet, Temperature 17°C, Dewpoint 12°C, Altimeter is 30.20. Remarks: automated station with precipitation discriminator sea level pressure 1022.6 hectopascals hourly temp 16.7°C dewpoint 12.2°C 3-hour atmospheric pressure steady or increasing, then decreasing; or decreasing then decreasing more rapidly by 0.3 hectopascals

VFR Dubois Regional, Dubois, PA (KDUJ). May 1, 1353Z, Automated. Wind from 130° at 11 knots, 10 statute miles visibility, Scattered Clouds at 5,000 feet, Ceiling is Broken at 6,000 feet, Temperature 16°C, Dewpoint 11°C, Altimeter is 30.21. Remarks: automated station with precipitation discriminator sea level pressure 1022.8 hectopascals hourly temp 15.6°C dewpoint 11.1°C

VFR Dubois Regional, Dubois, PA (KDUJ). May 1, 1253Z, Automated. Wind from 150° at 7 knots with gusts to 17 knots variable 120° to 190°, 10 statute miles visibility, Ceiling is Broken at 5,500 feet, Temperature 13°C, Dewpoint 10°C, Altimeter is 30.22. Remarks: automated station with precipitation discriminator sea level pressure 1023.6 hectopascals hourly temp 13.3°C dewpoint 10.0°C

VFR Indiana County/J Stewart Fld/, Indiana, PA (KIDI). May 1, 1515Z, Automated. Wind from 190° at 9 knots, 10 statute miles visibility, Few clouds at 5,500 feet, Few clouds at 6,500 feet, Temperature 22°C, Dewpoint 16°C, Altimeter is 30.23. Remarks: A01

VFR Indiana County/J Stewart Fld/, Indiana, PA (KIDI). May 1, 1455Z, Automated. Wind from 160° at 8 knots, 10 statute miles visibility, Scattered Clouds at 5,500 feet, Ceiling is Broken at 6,500 feet, Scattered Clouds at 7,500 feet, Temperature 21°C, Dewpoint 16°C, Altimeter is 30.24. Remarks: A01

VFR Indiana County/J Stewart Fld/, Indiana, PA (KIDI). May 1, 1435Z, Automated. Wind from 180° at 10 knots with gusts to 16 knots, 10 statute miles visibility, Few clouds at 5,000 feet, Scattered Clouds at 5,500 feet, Scattered Clouds at 7,500 feet, Temperature 20°C, Dewpoint 16°C, Altimeter is 30.24. Remarks: A01

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VFR Indiana County/J Stewart Fld/, Indiana, PA (KIDI). May 1, 1415Z, Automated. Wind from 180° at 11 knots, 10 statute miles visibility, Few clouds at 5,500 feet, Temperature 20°C, Dewpoint 15°C, Altimeter is 30.24. Remarks: A01

VFR Indiana County/J Stewart Fld/, Indiana, PA (KIDI). May 1, 1355Z, Automated. Wind from 170° at 9 knots with gusts to 15 knots, 10 statute miles visibility, Few clouds at 5,500 feet, Temperature 20°C, Dewpoint 15°C, Altimeter is 30.24. Remarks: A01

VFR Indiana County/J Stewart Fld/, Indiana, PA (KIDI). May 1, 1335Z, Automated. Wind from 170° at 10 knots, 9 statute miles visibility, Few clouds at 6,000 feet, Scattered Clouds at 7,000 feet, Temperature 19°C, Dewpoint 15°C, Altimeter is 30.25. Remarks: A01

VFR Indiana County/J Stewart Fld/, Indiana, PA (KIDI). May 1, 1315Z, Automated. Wind from 170° at 9 knots with gusts to 17 knots, 10 statute miles visibility, Scattered Clouds at 6,000 feet, Ceiling is Broken at 7,500 feet, Temperature 19°C, Dewpoint 15°C, Altimeter is 30.25. Remarks: A01

VFR Indiana County/J Stewart Fld/, Indiana, PA (KIDI). May 1, 1255Z, Automated. Wind from 170° at 9 knots with gusts to 17 knots variable 130° to 190°, 10 statute miles visibility, Scattered Clouds at 6,500 feet, Scattered Clouds at 7,500 feet, Temperature 18°C, Dewpoint 15°C, Altimeter is 30.25. Remarks: A01

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 Beaver County, Beaver Falls, PA (KBVI). May 1, 1447Z. Wind from 200° at 12 knots with gusts to 15 knots, 10 statute miles visibility, Scattered Clouds at 4,800 feet, Temperature 24°C, Dewpoint 15°C, Altimeter is 30.15.

VFR Beaver County, Beaver Falls, PA (KBVI). May 1, 1347Z. Wind from 150° at 5 knots, 10 statute miles visibility, Scattered Clouds at 5,000 feet, Ceiling is Broken at 5,500 feet, Temperature 19°C, Dewpoint 14°C, Altimeter is 30.15.

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). Apr 27, 1247Z. Wind from 280° at 18 knots with gusts to 25 knots, 10 statute miles visibility, Scattered Clouds at 2,800 feet, Scattered Clouds at 3,400 feet, Temperature 8°C, Dewpoint 0°C, Altimeter is 29.80. Remarks: estimated wind

VFR Pittsburgh International, Pittsburgh, PA (KPIT). May 1, 1451Z. Wind from 180° at 8 knots, 10 statute miles visibility, Few clouds at 5,000 feet, Scattered Clouds at 16,000 feet, Ceiling is Broken at 24,000 feet, Temperature 24°C, Dewpoint 16°C, Altimeter is 30.15. Remarks: automated station with precipitation discriminator sea level pressure 1021.4 hectopascals hourly temp 23.9°C dewpoint 15.6°C 3-hour atmospheric pressure steady or increasing, then decreasing; or decreasing then decreasing more rapidly by 0.1 hectopascals

VFR Pittsburgh International, Pittsburgh, PA (KPIT). May 1, 1351Z. Wind from 170° at 6 knots, 10 statute miles visibility, Scattered Clouds at 6,500 feet, Ceiling is Overcast at 20,000 feet, Temperature 21°C, Dewpoint 16°C, Altimeter is 30.16. Remarks:

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automated station with precipitation discriminator sea level pressure 1021.8 hectopascals hourly temp 20.6°C dewpoint 15.6°C

VFR Pittsburgh International, Pittsburgh, PA (KPIT). May 1, 1251Z. Wind from 160° at 6 knots, 10 statute miles visibility, Ceiling is Broken at 6,000 feet, Broken Clouds at 17,000 feet, Overcast at 23,000 feet, Temperature 18°C, Dewpoint 14°C, Altimeter is 30.16. Remarks: automated station with precipitation discriminator sea level pressure 1021.9 hectopascals hourly temp 17.8°C dewpoint 14.4°C

UNKN KBTP METAR not available

VFR Special, Pittsburgh/Butler Regional, Butler, PA (KBTP). May 1, 1425Z, Automated. Wind from 190° at 7 knots variable 150° to 210°, 10 statute miles visibility, Ceiling is Broken at 5,500 feet, Temperature 22°C, Dewpoint 16°C, Altimeter is 30.17. Remarks: automated station with precipitation discriminator

LIFR Special, Pittsburgh/Butler Regional, Butler, PA (KBTP). May 1, 1410Z, Automated. Haze, Wind from 170° at 7 knots, 3/4 statute mile visibility, Scattered Clouds at 5,000 feet, Temperature 21°C, Dewpoint 16°C, Altimeter is 30.17. Remarks: automated station with precipitation discriminator RVRNO

VFR Pittsburgh/Butler Regional, Butler, PA (KBTP). May 1, 1356Z, Automated. Wind from 180° at 7 knots, 10 statute miles visibility, Clear Skies, Temperature 21°C, Dewpoint 16°C, Altimeter is 30.18. Remarks: automated station with precipitation discriminator sea level pressure 1022.2 hectopascals hourly temp 20.6°C dewpoint 15.6°C PNO \$

VFR Pittsburgh/Butler Regional, Butler, PA (KBTP). May 1, 1256Z, Automated. Wind from 150° at 7 knots, 10 statute miles visibility, Ceiling is Broken at 6,000 feet, Temperature 18°C, Dewpoint 14°C, Altimeter is 30.18. Remarks: automated station with precipitation discriminator sea level pressure 1022.3 hectopascals hourly temp 17.8°C dewpoint 14.4°C PNO \$

Pilot Reports

Over Punxsutawney Municipal, Punxsutawney, PA (N35), 270° radial at 5 nautical miles, Time: 1501Z, Altitude: 3,000 feet, A/C Type: AMD Alarus, Turbulence: Negative

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 1500z](#)

[Cloud Coverage - Northeast 1800z](#)

[Cloud Coverage - Northeast 2100z](#)

[Cloud Coverage - East 1500z](#)
[Cloud Coverage - East 1800z](#)
[Cloud Coverage - East 2100z](#)
[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 1500z](#)
[Vis, Sfc Winds & Precip - Northeast 1800z](#)
[Vis, Sfc Winds & Precip - Northeast 2100z](#)
[Vis, Sfc Winds & Precip - East 1500z](#)
[Vis, Sfc Winds & Precip - East 1800z](#)
[Vis, Sfc Winds & Precip - East 2100z](#)
[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?](#)

University Park, State College, PA (KUNV). Amended May 1, 1344Z, valid
1600Z MVFR from May 1, 1400Z until May 2, 1200Z, Wind from 150° at 6 knots, 5 statute miles visibility, Mist, Ceiling is Overcast at 1,100 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.
Dubois Regional, Dubois, PA (KDUJ). Issued May 1, 1121Z, valid from May 1,
1639Z VFR 1200Z until May 2, 1200Z, Wind from 110° at 10 knots, greater than 6 statute miles visibility, Ceiling is Broken at 25,000 feet
1639Z 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
VFR From May 1, 2300Z, Wind from 200° at 8 knots, greater than 6 statute miles visibility, Showers in the Vicinity, Ceiling is Broken at 5,000 feet
MVFR From May 2, 0800Z, Wind from 220° at 5 knots, greater than 6 statute miles visibility, Ceiling is Broken at 1,500 feet

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1719Z VFR Beaver County, Beaver Falls, PA (KBVI). Issued May 1, 1121Z, valid from May 1, 1200Z until May 2, 1200Z, Wind from 120° at 5 knots, greater than 6 statute miles visibility, Ceiling is Broken at 20,000 feet, wind shear surface to 1,500 feet, wind from 210° at 35 knots

1719Z VFR From May 1, 1400Z, Wind from 200° at 12 knots with gusts to 22 knots, greater than 6 statute miles visibility, Scattered Clouds at 4,000 feet

VFR From May 1, 2300Z, Wind from 200° at 5 knots, greater than 6 statute miles visibility, Ceiling is Broken at 12,000 feet

MVFR From May 2, 0900Z, Wind from 220° at 5 knots, greater than 6 statute miles visibility, Showers in the Vicinity, Ceiling is Broken at 2,500 feet

1719Z VFR Pittsburgh International, Pittsburgh, PA (KPIT). Amended May 1, 1455Z, valid from May 1, 1500Z until May 2, 1800Z, Wind from 200° at 12 knots with gusts to 22 knots, greater than 6 statute miles visibility, Scattered Clouds at 4,000 feet

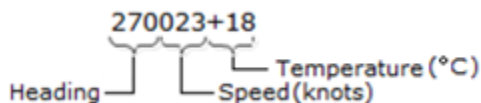
VFR From May 1, 2300Z, Wind from 190° at 5 knots, greater than 6 statute miles visibility, Ceiling is Broken at 15,000 feet

MVFR From May 2, 0900Z, Wind from 220° at 5 knots, greater than 6 statute miles visibility, Showers in the Vicinity, Ceiling is Broken at 2,500 feet

VFR From May 2, 1600Z, Wind from 230° at 10 knots, greater than 6 statute miles visibility, Thunderstorms in the Vicinity, Ceiling is Broken at 3,500 feet Cumulonimbus.

No TAF stations within 5 nm of destination. For additional forecast information, please refer to other forecast sections in this briefing.

Winds Aloft



Station	030	041	060	061	081	090	120	180	240	300	340	390	450	530
ID	File	d	File	2k	4k									
0118														
00Z														
1400														
-														
2100														
Z														
EMI	220 016	227 018	24002 3+14	24002 2+13	24702 1+09	25002 1+08	24002 8+02	2600 37-	2600 34-	2600 27-	2700 19-	2700 21-	2500 31-	2800 15-
								13	23	37	48	61	69	63
PSB			25003 6+13	24903 6+12	24304 1+09	24004 4+08	24005 2+01	2600 42-	2600 37-	2600 34-	2700 35-	2700 44-	2400 29-	2800 19-
								13	23	38	49	61	69	61

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Station ID	030	041 File d	060	061 Filed+ 2k	081 Filed+ 4k	090	120	180	240	300	340	390	450	530
AGC	220 023	220 024	22002 7+12	22002 7+11	22704 3+09	23005 0+08	23005 7+01	2500 48-12	2600 36-22	2500 25-37	2400 27-48	2400 39-60	2500 32-71	2700 17-61
	0200													
	00Z													
	2100													
	-													
	0600													
	Z													
EMI	200 032	218 029	25002 6+15	25002 6+14	25003 3+10	25003 6+09	25004 1+01	2600 36-12	2600 32-23	2500 23-38	2300 29-48	2300 37-60	2700 33-71	2900 19-62
PSB			24003 5+14	24003 5+13	24704 2+08	25004 5+06	25004 8+00	2600 43-12	2600 37-23	2500 32-39	2400 39-49	2400 44-61	2500 38-69	2900 21-61
AGC	240 026	240 027	24003 0+13	24003 0+12	24703 5+08	25003 8+06	25004 3+00	2600 47-12	2400 40-23	2300 31-39	2200 38-49	2300 49-61	2500 43-67	2700 19-60
	0212													
	00Z													
	0600													
	-													
	1800													
	Z													
EMI	280 023	272 023	26002 4+12	25902 4+11	24602 7+07	24002 9+06	25003 3+01	2600 39-13	2600 41-25	2600 41-40	2600 57-51	2500 53-62	2700 42-62	2900 24-61
PSB			25002 9+10	25002 9+09	25003 6+05	25004 0+04	25004 1+00	2700 34-12	2700 39-24	2500 51-41	2500 63-52	2600 61-62	2600 42-61	2800 24-60
AGC	250 012	257 017	27002 8+10	26902 8+09	26303 1+06	26003 3+05	26003 4+00	2600 40-13	2500 50-24	2400 55-41	2500 52-51	2600 54-62	2600 44-61	2700 25-61

Area Forecast

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, 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

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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

Apron:

None

Aerodrome:

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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 \(NTAP\)](#).

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

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

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

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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

!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: 30

- MSL unknown: 0
- Within 500ft: 0
- Within 1000ft: 0
- Beyond 1000ft: 30

!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 04/191 St. Marys Municipal, St. Marys, PA (KOYM) Obstruction tower light (Antenna Structure Registration 1300860) 41° 16' 11.80" North 078° 21' 49.30" West (10.6 nautical miles southeast OYM) 2,600.7 feet (444.9FT above ground level) out of service Apr 24, 2019 2002Z to May 09, 2019 2002Z

!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

!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

!AOO 04/143 St. Marys Municipal, St. Marys, PA (KOYM) Obstruction tower light (Antenna Structure Registration 1298317) 41° 20' 28.30" North 078° 31' 21.10" West (4.4 nautical miles south-south-west OYM) 2,454.4 feet (258.9FT above ground level) out of service Apr 18, 2019 1216Z to May 18, 2019 2359Z

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!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

!DUJ 04/014 Dubois Regional, Dubois, PA (KDUJ) Obstruction tower light (Antenna Structure Registration 1043518) 41° 19' 06.10" North 078° 59' 45.10" West (9.5 nautical miles north-north-west DUJ) 2,253.6 feet (255.9FT above ground level) out of service Apr 20, 2019 0322Z to May 05, 2019 0321Z

!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 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

!FKL 04/021 Venango Regional, Franklin, PA (KFKL) Obstruction tower light (Antenna Structure Registration 1229706) 41° 15' 49.00" North 079° 55' 36.10" West (7.5 nautical miles south-south-west FKL) 1,777.9 feet (257.9FT above ground level) out of service Apr 30, 2019 1712Z to May 15, 2019 1612Z

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!FKL 01/015 Venango Regional, Franklin, PA (KFKL) Obstruction tower light (Antenna Structure Registration 1062233) 41° 17' 18.20" North 079° 59' 44.20" West (8.1 nautical mile southwest FKL) 1,774.9 feet (274.9FT above ground level) out of service Jan 09, 2019 2209Z to Jan 01, 2020 1600Z

!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 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

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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

!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

!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

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

!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... 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

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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

!FDC 9/7823 PN76 SPECIAL IAP UPMC NORTHWEST, SENECA, PA COPTER RNAV (GPS) 033 AMDT 1 LNAV MDA 1940 / HAS 461... NOTE CHANGE CITY NAME FROM CRANBERRY TWP, PENNSYLVANIA TO SENECA, PENNSYLVANIA PERIODIC REVIEW. PROCEDURE UPDATED TO MEET CURRENT CRITERIA. 24 FEB 00:45 2019 UNTIL 09 OCT 23:59 2019. CREATED: 24 FEB 00:32 2019

!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

!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

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!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

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

!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

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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

!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)

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!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. 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)

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!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)

!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

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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)

!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 8/0132 KZNY PA..ROUTE ZNY. V184 PHILIPSBURG (PSB) VORTAC, PA TO DELRO, PA MEA/MOCA 4900. 06 NOV 19:26 2018 UNTIL 18 JUN 19:26 2019 ESTIMATED. CREATED: 06 NOV 19:26 2018

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!FDC 8/0131 KZNY PA..ROUTE ZNY ZOB. V184 TIDIOUTE (TDT) VORTAC, PA TO PHILIPSBURG (PSB) VORTAC, PA MEA/MOCA 5200. 06 NOV 19:26 2018 UNTIL 18 JUN 19:26 2019 ESTIMATED. CREATED: 06 NOV 19:26 2018

!FDC 8/0129 KZNY PA..ROUTE ZNY. V33 HARRISBURG (HAR) VORTAC, PA TO PHILIPSBURG (PSB) VORTAC, PA MEA/MOCA 4900. 06 NOV 19:24 2018 UNTIL 18 JUN 19:24 2019 ESTIMATED. CREATED: 06 NOV 19:25 2018

!FDC 8/0126 KZNY PA..ROUTE ZNY. V265 HARRISBURG (HAR) VORTAC, PA TO PHILIPSBURG (PSB) VORTAC, PA MEA/MOCA 4900. 06 NOV 19:23 2018 UNTIL 18 JUN 19:23 2019 ESTIMATED. CREATED: 06 NOV 19:23 2018

!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 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

!FDC 8/0130 KZOB PA..ROUTE ZOB ZNY. V184 TIDIOUTE (TDT) VORTAC, PA TO PHILIPSBURG (PSB) VORTAC, PA MEA/MOCA 5200. 06 NOV 19:26 2018 UNTIL 18 JUN 19:26 2019 ESTIMATED. CREATED: 06 NOV 19:26 2018

Chart NOTAMs

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!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

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

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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. 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 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

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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; OR CONTACT THE FAA VIA EMAIL AT 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 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,

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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 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; OR CONTACT THE FAA VIA EMAIL AT 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

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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. 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; OR CONTACT THE FAA VIA EMAIL AT 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

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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 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

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!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 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

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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 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

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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 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

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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, 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

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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 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,

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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 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

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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-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

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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 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

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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, 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

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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 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

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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 HOBOH AZEZU SOUTHBOUOUND: AZEZU HOBOH 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, 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

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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 MDSO 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 KZWOZOX, along with any other Air Traffic Control facilities that May require such filing. Flight level 055 - unlimited 05 February 12:00 2013 until 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 WINKELEER, manager, New York Center (ZNY) operations support at 1-631-468-1018. 20 October 05:00 2011 until 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 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 MUNNEY 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 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.Government. This NOTAM replaces NOTAM A0791/10. Surface - unlimited, 30 June 04:00 2011 until until further notice. Created: 22 June 12:37 2011

KZNY 10/A0844 KZNY 20101209124200 PERM QXXXX until further notice Air Traffic

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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 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 compatibly problems the following modification were made to westbound oceanic flight clearance and RECLEARANCE procedures IN the north Atlantic region on May 11, 2009. These procedures are only applied within the SHANWICK, gander, and New York area control centers and continue IN force as follows: aircraft that will proceed south of latitude 39 north and west of longitude 67 west will be cleared to the first named fix IN the New York OCA that IS specified IN the AIRCRAFT'S filed flight plan, followed by the phraseology - via flight planned route to destination. Aircraft that will proceed south of latitude 20 north and east of longitude 60 west will be cleared to the last set of coordinates specified IN the AIRCRAFT'S filed flight plan prior to latitude 20 north followed by the phraseology - via flight planned route to destination. 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 gander Air Control Center, Robert FLEMING, (FLEMING@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

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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-CITWATCH@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). 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/. 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

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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/. 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 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. 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/. Surface - flight level 259, 13 December 14:10 2017 until 07 January 23:59 2020. Created: 13 December 14:14 2017

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Uncategorized

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

Flow Control:

Departure:
None

Route:

Advisory ID: 039
Reporting ARTCC: DCC
Advisory Effective Start Time: Wed May 01 15:16:00 UTC 2019
Advisory Effective End Time: Thu May 02 02:00:00 UTC 2019
Advisory Text: ATCSCC ADVZY 039 DCC 05/01/19 ROUTE RMD
NAME: GREKI_2_PARTIAL
CONSTRAINED AREA: ZOB
REASON: WEATHER
INCLUDE TRAFFIC: KEWR/KHPN/KJFK/KLGA/KTEB DEPARTURES TO DTW/ORD
FACILITIES INCLUDED: CZY/ZAU/ZBW/ZNY/ZOB
FLIGHT STATUS: ALL FLIGHTS
VALID: ETD 011730 TO 020200
PROBABILITY OF EXTENSION: MODERATE
REMARKS: EXPECTED TO BECOME RQD AFTER 2000Z.
THIS PLAYBOOK IS FOR JETS ONLY.
ASSOCIATED RESTRICTIONS:
MODIFICATIONS:
ROUTES:

ORIG	DEST	ROUTE
----	----	-----
KEWR KJFK KLGA	DTW	>GREKI JUDDS CAM Q822 GONZZ
KHPN KTEB		DONEO< TPGUN1
KEWR KJFK KLGA	ORD	>GREKI JUDDS CAM Q822 FNT<
KHPN KTEB		WYNDE9

011516-020200
19/05/01 15:16 DCCOPS.lxstn28

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.
ASSOCIATED RESTRICTIONS:

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MODIFICATIONS:
ROUTES:

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

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		
ZAB ZDV ZKC ZLA	KJFK	>KK54K KI570 ROD DJB JHW J70 LVZ< LENDY6
ZLC ZMP ZOA ZSE		
ZAB ZDV ZKC ZLA	KJFK	>PXV ROD DJB JHW J70 LVZ< LENDY6
ZLC ZOA ZSE		
ZAB ZDV ZLA ZLC	KJFK	>FOD KG75M DAFLU J70 LVZ< LENDY6
ZMP ZOA ZSE		
ZFW ZHU ZME	KJFK	>MEM Q29 JHW J70 LVZ< LENDY6
ZLC ZOA ZSE	KJFK	>GEP DLL HASTE DAFLU J70

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LVZ< LENDY6

TMI ID: RRDC023
011040-020430
19/05/01 10:40 DCCOPS.lxstn19

Destination:
None

Other:

Advisory ID: 033
Reporting ARTCC: DCC
Advisory Effective Start Time: Wed May 01 14:02:00 UTC 2019
Advisory Effective End Time: Wed May 01 19:30:00 UTC 2019
Advisory Text: ATCSCC ADVZY 033 DCC 05/01/2019 OCEANIC_ROUTE_CLOSURES_RQD
CONSTRAINED FACILITIES: ZJX ZMA ZNY
REPLACES/EXTENDS ADVZY 022

ZNY ADVISES THAT L453 AND L455 ARE CLOSED DUE TO THUNDERSTORMS.
USERS SHOULD FILE ALTERNATE ROUTING.

EXPEXCT UPDATE BY 1900Z.

011402-011930
19/05/01 14:02 DCCOPS.lxstn19

Advisory ID: 027
Reporting ARTCC: DCC
Advisory Effective Start Time: Wed May 01 11:11:00 UTC 2019
Advisory Effective End Time: Thu May 02 03:30:00 UTC 2019
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

Advisory ID: 021
Affected Location: DCC
Reporting ARTCC: ZFW
Advisory Effective Start Time: Wed May 01 10:34:00 UTC 2019
Advisory Effective End Time: Thu May 02 03:00:00 UTC 2019
Advisory Text: ATCSCC ADVZY 021 DCC/ZFW 05/01/2019 ZFW_SWAP_STATEMENT_FYI
EVENT TIME: 01/1030 - 02/0300
THIS ADVISORY IS FOR PLANNING PURPOSES ONLY. CUSTOMERS ARE
ENCOURAGED TO COMPLY WITH ALL ATCSCC ROUTE ADVISORIES.

ZFW SWAP STATEMENT:
SEVERE WEATHER AVOIDANCE PLANS ARE EXPECTED FOR ZFW AIRSPACE THIS
MORNING, AFTERNOON, AND EVENING.

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EXPECTED IMPACT AREA:

ZFW WILL BE IMPACTED NORTH AND EAST OF ZFW WITH THIS MORNING WITH WIDESPREAD STORMS THROUGHOUT ZFW THIS AFTERNOON AND EVENING.

FORECAST TOPS AND MOVEMENT:

TOPS ABOVE FL 450 MOVG EAST AND SOUTHEAST.

PLANNED ALTERNATIVE DEPARTURES ROUTES:

NORTH/SOUTH/EAST/WEST GATES ARE ANTICIPATED TO BE IMPACTED CAUSING COMPACTED DEPARTURE ROUTES AND/OR SWAPS OUT OF AN ALTERNATE GATE. INCREASED DEPARTURE DELAYS AND MIT ASSOCIATED WITH THIS CAN CAUSE LONGER THAN NORMAL DEPARTURE WAIT TIMES. PLEASE FUEL ACCORDINGLY.

PLANNED ALTERNATIVE ARRIVAL ROUTES:

CUSTOMERS CAN EXPECT POSSIBLE PLAYBOOKS, TACTICAL ROUTE ADJUSTMENTS, AND HOLDING ON INBOUND FLIGHTS DUE TO CONVECTIVE WEATHER IMPACTS TO AIRSPACE SURROUNDING AND WITHIN THE DFW TERMINAL AREA.

FUEL ADVISORY:

PLEASE FUEL ACCORDINGLY FOR POSSIBLE DEPARTURE GATE CHANGES, PLAYBOOKS, TACTICAL REROUTES, HOLDING, AND OTHER TMIS DUE TO AIRSPACE BEING CONSTRICTED OR AFFECTED BY CONVECTIVE WEATHER.

HOTLINE ACTIVATION:

PROBABLY AFTER 1600Z.
(540)359-3200 PIN 2244
011034-020300
19/05/01 10:34 DCCOPS.lxstn19

Advisory ID: 031

Affected Location: DCC

Reporting ARTCC: ZBW

Advisory Effective Start Time: Wed May 01 13:28:00 UTC 2019

Advisory Effective End Time: Thu May 02 05:30:00 UTC 2019

Advisory Text: ATCSCC ADVZY 031 DCC/ZBW 05/01/2019 NATOTS_RQD

EVENT TIME: 01/2100 - 02/0500

NORTH ATLANTIC ADVISORY FOR 05/01/2019 2100Z - 05/02/2019 0500Z

NOTE: CERTAIN TRACKS HAVE MORE THAN ONE OPTION. USERS MAY FILE EITHER OR BE TACTICALLY REROUTED.

JFK NORTH ATLANTIC DEPARTURES MUST FILE THE FOLLOWING ROUTES TO MINIMIZE DEPARTURE DELAYS:

TRACK P/ JFK..GREKI..JUDDS..MARTN..EBONY.N325A.ELSIR.NATP
TRACK Q/ JFK..GREKI..JUDDS..MARTN..ALLEX.N263A.JOOPY.NATQ
TRACK R/ JFK..MERIT..HFD..PUT..BOS..TUSKY.N201B.NICSO.NATR
TRACK R/ JFK..BETTE..ACK..TUSKY.N201B.NICSO.NATR
TRACK S/ JFK..BETTE..ACK..BRADD.N171D.OMSAT.NATS
TRACK T/ JFK..BETTE..ACK..KANNI.N139A.PORTI.NATT
TRACK U/ JFK..HAPIE..YAHOO..WHALE.N75A.SUPRY.NATU
TRACK V/ JFK..HAPIE..YAHOO..VITOL..NANSO.N45D.RAFIN.NATV
TRACK W/ JFK..SHIPP..JETZZ..BLUUU..DUMPR..ISLES..DOVEY.NATW

EWR DEPARTURES MUST FILE:

TRACK P/ EWR..GREKI..JUDDS..MARTN..EBONY
TRACK Q/ EWR..GREKI..JUDDS..MARTN..ALLEX
TRACK R/ EWR..MERIT..HFD..PUT..BOS..TUSKY
TRACK S/ EWR..MERIT..HFD..PUT..BOS..BRADD

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TRACK T/ EWR..MERIT..HFD..PUT..BOS..KANNI
TRACK U/ EWR..MERIT..HFD..PUT..BOS..WHALE
TRACK V/ EWR..MERIT..HFD..PUT..BOS..VITOL
TRACK W/
EWR..ELVAE..COL..DIXIE..PREPI..UNYAD..OWENZ..POPPN..ISLES..DOVEY

PHL DEPARTURES MUST FILE:

TRACK P/ PHL..DITCH.J225.JFK..PUT..EBONY
TRACK Q/ PHL..DITCH.J225.JFK..PUT..WITCH..ALLEX
TRACK R/ PHL..DITCH.J225.JFK..PUT..BOS..TUSKY
TRACK S/ PHL..DITCH.V312.JIMEE..WAVEY..SHLEP..ACK..BRADD
TRACK T/ PHL..DITCH.V312.JIMEE..WAVEY..SHLEP..ACK..KANNI
TRACK U/ PHL..DITCH.V312.JIMEE..WAVEY..SHLEP..YAHOO..WHALE
TRACK V/ PHL..DITCH.V312.JIMEE..WAVEY..SHLEP..YAHOO..VITOL
TRACK W/ PHL..OOD..TEBEE..HAYDO..SIE.B24.LYNUS..LARGE..DOVEY

DC METRO DEPARTURES MUST FILE:

TRACK P/ SWANN..BROSS.J42.RBV..LLUND..BAYYS..PUT..EBONY
TRACK Q/ SWANN..BROSS.J42.RBV..LLUND..BAYYS..PUT..WITCH..ALLEX
TRACK R/ SWANN..BROSS.J42.RBV..LLUND..BAYYS..PUT..BOS..TUSKY
TRACK S/ SWANN..BROSS.J42.RBV..ACK..BRADD
TRACK S/ AGARD..SIE.J121.SHLEP..ACK..BRADD
TRACK T/ SWANN..BROSS.J42.RBV..ACK..KANNI
TRACK T/ AGARD..SIE.J121.SHLEP..ACK..KANNI
TRACK U/ SWANN..BROSS.J42.RBV..YAHOO..WHALE
TRACK U/ AGARD..SIE.J121.SHLEP..YAHOO..WHALE
TRACK V/ SWANN..BROSS.J42.RBV..YAHOO..VITOL
TRACK V/ AGARD..SIE.J121.SHLEP..YAHOO..VITOL
TRACK W/ AGARD..SIE.B24.LYNUS..LARGE..DOVEY

ZBW OVERFLIGHTS MUST FILE:

TRACK P/ RBV..LLUND..BAYYS..PUT..EBONY
TRACK Q/ RBV..LLUND..BAYYS..PUT..WITCH..ALLEX
TRACK R/ RBV..LLUND..BAYYS..PUT..BOS..TUSKY
TRACK S/ RBV.J62.ACK..BRADD
TRACK S/ J174.RIFLE..ACK..BRADD
TRACK T/ RBV.J62.ACK..KANNI
TRACK T/ J174.RIFLE..ACK..KANNI
TRACK U/ RBV.RIFLE..YAHOO..WHALE
TRACK U/ J174.RIFLE..YAHOO..WHALE
TRACK V/ RBV.RIFLE..YAHOO..VITOL
TRACK V/ J174.RIFLE..YAHOO..VITOL
TRACK W/ ORF.AR9.ZIBUT..LARGE..DOVEY

***NOTE: ZBW OVERFLIGHTS VIA TRACKS P/ Q/ OR R/ MAY FILE ANYWHERE
WEST OF A LINE RBV..LLUND..BAYYS***

**PLEASE NOTE: USERS FILED THROUGH GANDER (CZQ) AIRSPACE, BOBTU
INTERSECTION IS NOT AVAILABLE**

**AIRCRAFT FLYING M201-M204 SHOULD EXPECT NO HIGHER THAN FL310
(UNLESS JOINING
A TRACK) IN ZNY AIRSPACE DUE TO HIGH VOLUME.

ZBW TMU 603-879-6666, ZNY TMU 631-468-1386, ZDC TMU 703-771-3504
011328-020530
19/05/01 13:28 DCCOPS.lxstn28

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Advisory ID: 036
Affected Location: DCC
Reporting ARTCC: ZNY
Advisory Effective Start Time: Wed May 01 14:35:00 UTC 2019
Advisory Effective End Time: Thu May 02 04:30:00 UTC 2019
Advisory Text: ATCSCC ADVZY 036 DCC/ZNY 05/01/2019 ZNY_SWAP_STATEMENT_FYI
THIS ADVISORY IS FOR PLANNING PURPOSES ONLY. CUSTOMERS ARE
ENCOURAGED TO COMPLY WITH ALL ATCSCC ROUTE ADVISORIES. IF NO ATCSCC
ROUTE ADVISORIES ARE IN EFFECT, CUSTOMERS ARE ENCOURAGED TO FILE
PUBLISHED CDR'S AND NRP PROCEDURES AROUND KNOWN OR FORECASTED
WEATHER.

THE FOLLOWING DESTINATIONS ATL, CLT, MDW, AND ORD
SHOULD FILE NORMAL ROUTES. ZNY/ATCSCC WILL PROVIDE ALTERNATE ROUTES
TO THESE DESTINATIONS AS NEEDED.

SWAP STATEMENT:
SEVERE WEATHER AVOIDANCE PLANS ARE POSSIBLE FOR THE ZNY AREA TODAY
AFTER 2200Z.

EXPECTED IMPACT AREA(S): A BKN LINE OF TS FM NERN ZOB SWWD THRU ZOB.
IMPACTS TO Q818 THRU J80 PSBL OUTSIDE ZNY AIRSPACE. ISOL TS ARE PSBL
IN NRN ZDC WITH TEMPORARY IMPACTS TO J6 THRU J75

AZEU-PAEPR-HANRI (L453-M201): IMPACTS ARE: NOT EXPECTED
DITCH: IMPACTS ARE: NOT EXPECTED
INTERNATIONAL DEPARTURES (EAST GATES) IMPACTS : NOT EXPECTED

FUEL ADVISORY:
PLAN FUEL FOR FINAL ALTITUDE AOB FL230 FOR DESTINATIONS
WITHIN 500 NM

ZNY HOTLINE PSBLE AFT 22Z : 540-359-3200 PIN 2778#

TOMORROW MORNING SWAP OUTLOOK: NOT EXPECTED
011435-020430
19/05/01 14:35 DCCOPS.lxstn22

Advisory ID: 038
Affected Location: DCC
Reporting ARTCC: ZDC
Advisory Effective Start Time: Wed May 01 15:04:00 UTC 2019
Advisory Effective End Time: Thu May 02 03:00:00 UTC 2019
Advisory Text: ATCSCC ADVZY 038 DCC/ZDC 05/01/2019 DC METRO SWAP IMPLEMENTATION
PLAN_FYI
EVENT TIME: 01/1800 - 02/0300
CONSTRAINED FACILITIES: ZDC
DC METRO SWAP IMPLEMENTATION PLAN_FYI

THIS ADVISORY IS FOR PLANNING PURPOSES ONLY. CUSTOMERS ARE
ENCOURAGED TO FILE NORMAL ROUTINGS AND ANTICIPATE THE SPECIFIED
ALTERNATE ROUTES.

SWAP STATEMENT:

SEVERE WEATHER AVOIDANCE PLANS ARE PROBABLE FOR THE ZDC AIRSPACE.

LOCATION AND START TIME:
SHOWERS AND THUNDERSTORMS WILL DEVELOP OVER THE WV MOUNTAINS AROUND
18Z, BECOMING SCATTERED AROUND 20 TO 21Z. THE SHOWERS AND STORMS

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WILL TRACK E-SE OFF THE MOUNTAINS MAKING IT INTO THE DC METROS
AROUND 23Z...BEGINNING TO WEAKEN AS THEY MOVE THROUGH THE METROS.
ENROUTE IMPACTS INCLUDE J6 J75 J48.

FORECAST TOPS AND MOVEMENT:
TOPS FL300'S, A FEW TO FL400. MOVING E-SE 25KT.

PLANNED ALTERNATE DEPARTURE ROUTES:

CDRS FOR BUFFR, JERES, OTTTO, RAMAY, MOL, GVE AND COLIN MAY BE
UTILIZED AS ROUTES ARE IMPACTED. NY/PHL METRO DEPARTURES FILED J6,
J75 AND J48 MAY BE SWAPPED AFTER 2100Z DUE TO WEATHER.

PLANNED ALTERNATE ARRIVAL ROUTES:

FLIGHTS INTO THE DC METRO AREA MAY BE SWAPPED BETWEEN ZOB AND ZID AS
ROUTES ARE IMPACTED. DC METRO ARRIVALS CAN EXPECT POSSIBLE HOLDING
AND GROUND STOPS AFTER 2300Z.

FUEL ADVISORY:

AIRCRAFT CAPPING AT OR BELOW 100 IS POSSIBLE FOR DESTINATIONS OUT TO
100 MILES FROM THE OTTTO, RAMAY, MOL AND GVE DEPARTURE POINTS AND
MAY INCLUDE CAPPING PLAYBOOKS IN THIS AREA.

PLAYBOOKS: LIMBO W, S, SW

HOTLINE ACTIVATION: PROBABLE AFTER 2100Z.
(540) 359-3200 PIN: 2779
011504-020300
19/05/01 15:04 DCCOPS.lxstn19

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 (1609Z to 1610Z).

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.

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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 011259

SWODY1

SPC AC 011257

DAY 1 CONVECTIVE OUTLOOK
NWS STORM PREDICTION CENTER NORMAN OK
0757 AM CDT WED MAY 01 2019

VALID 011300Z - 021200Z

...THERE IS AN ENHANCED RISK OF SEVERE THUNDERSTORMS ACROSS PARTS OF NORTH TEXAS AND EXTREME SOUTHERN OKLAHOMA...

...SUMMARY...

THE GREATEST POTENTIAL FOR SEVERE THUNDERSTORMS WILL BE FROM MIDDAY THROUGH EVENING, ACROSS PARTS OF NORTH TEXAS AND EXTREME SOUTHERN OKLAHOMA.

...SYNOPSIS...

AS A MAJOR MID/UPPER-LEVEL CYCLONE CONTINUES SLOW RETROGRESSION ACROSS NORTHWESTERN CANADA, THE ASSOCIATED LONGWAVE TROUGH WILL BE MAINTAINED OVER THE WESTERN CONUS. RELATED SOUTHWESTERLY FLOW ALOFT

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WILL COVER MOST OF THE NATION FROM THE GREAT PLAINS TO THE SOUTHERN/CENTRAL APPALACHIANS AND UPPER OHIO VALLEY. A LEADING SHORTWAVE TROUGH -- INITIALLY LOCATED OVER SOUTHERN LAKE MICHIGAN AND IL -- WILL CONTINUE TO WEAKEN AND EJECT NORTHEASTWARD, REACHING THE NORTH-SOUTH PART OF THE QC/ON BORDER BY 00Z. A MORE-SUBSTANTIAL SHORTWAVE TROUGH -- APPARENT IN MOISTURE-CHANNEL IMAGERY OVER WY AND UT -- WILL PIVOT EAST-NORTHEASTWARD OVER THE NORTHERN PLAINS THIS EVENING, REACHING THE UPPER MISSISSIPPI VALLEY BY 12Z. FARTHER SOUTH, IN THE CYCLONIC/SOUTHWESTERLY FETCH COVERING THE SOUTHERN/CENTRAL PLAINS, PERTURBATIONS WILL BE SMALLER AND MORE SUBTLE, SOME OF THEM ENHANCED OR INDUCED BY CONVECTIVE PROCESSES. AT THE SURFACE, A LOW WAS ANALYZED NEAR ORD, WITH QUASISTATIONARY FRONTAL ZONE SOUTHWESTWARD ACROSS NORTHERN MO, SOUTHEASTERN KS, WESTERN OK, THE TX PANHANDLE, AND SOUTHEASTERN CO. A WARM FRONT WAS DRAWN EAST-SOUTHEASTWARD OVER OH. THE LOW WILL MIGRATE EASTWARD ACROSS SOUTHERNMOST ON AND ALONG THE NORTHWARD-MOVING WARM FRONT, REACHING LAKE ONTARIO BY 00Z. LITTLE MOVEMENT OF THE SYNOPTIC FRONT IS EXPECTED DURING THAT TIME; HOWEVER, CONVECTIVE/OUTFLOW BOUNDARIES TO ITS SOUTH (ESPECIALLY OVER THE NORTH TX/SOUTHERN OK WILL BE A MORE-IMPORTANT CONVECTIVE INFLUENCE. THE PRIMARY SUCH BOUNDARY (PRODUCED AND REINFORCED BY MULTIPLE ANTECEDENT CONVECTIVE EPISODES) WAS DRAWN FROM THE DYR/MEM AREA SOUTHWESTWARD ACROSS SOUTHERN AR AND EXTREME NORTHEAST TX, ROUGHLY FOLLOWING THE RED RIVER TO E OF SPS, INTERSECTING A RESIDUAL FRONTAL ZONE THAT EXTENDED SOUTHWESTWARD TO THE SNK/SWW AREA. THE COMBINED BOUNDARY WILL OSCILLATE ON THE MESOSCALE TODAY BUT REMAIN OVER THE SAME GENERAL REGION. A DRYLINE WILL MIX EASTWARD OUT OF FAR WEST TX AND EXTREME SOUTHEASTERN NM, REACHING THE PERMIAN BASIN AND NORTHERN COAHUILA THIS AFTERNOON.

...SOUTHERN PLAINS...

SCATTERED TO LOCALLY NUMEROUS THUNDERSTORMS ARE EXPECTED, PERHAPS IN MULTIPLE EPISODES, WITH ALL SEVERE HAZARDS POSSIBLE. ANOTHER MESSY SCENARIO IS APPARENT WITH CONCERNS OVER TIMING, LOCATION, AND RATE OF UPSCALE GROWTH LENDING CONSIDERABLE UNCERTAINTY TO SPECIFICS OF THE OUTLOOK, DESPITE UNCONDITIONAL PROBABILITIES MEETING

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"ENHANCED"

THRESHOLDS. STILL, LARGE HAIL -- SOME POTENTIALLY DAMAGING AND SIGNIFICANT AT 2 INCHES OR MORE -- IS POSSIBLE, ESPECIALLY WITH RELATIVELY DISCRETE SUPERCELLS THE FIRST FEW HOURS OF THE CONVECTIVE CYCLE, AND IN WESTERN PORTIONS WHERE LAPSE RATES AND BUOYANCY WILL BE RELATIVELY MAXIMIZED. DAMAGING GUSTS ULTIMATELY MAY BE THE MOST COMMON REPORT TYPE, GIVEN THE POTENTIAL FOR ONE OR MORE CLUSTERS OF THUNDERSTORMS TO EVOLVE UPSCALE INTO AN MCS AND SURGE EASTWARD ACROSS NORTH-CENTRAL TX WHILE LOW-LEVEL WIND FIELDS ARE NOT FORECAST TO BE AS STRONG TODAY AS YESTERDAY OVER AREAS OF GREATEST BUOYANCY, STORM/BOUNDARY INTERACTIONS AND STORM-SCALE PROCESSES STILL SHOULD SUPPORT SOME TORNADO POTENTIAL. RICH LOW-LEVEL MOISTURE, WITH DEW POINTS COMMONLY IN THE 60S TO NEAR 70 F, WILL UNDERLIE STEEP MIDLEVEL LAPSE RATES, SUPPORTING 3000-4000 J/KG PRECONVECTIVE MLCAPE, LOCALLY HIGHER. A LACK OF STRONG CINH OVER NORTHWEST/NORTH-CENTRAL TX SUGGESTS THE POTENTIAL FOR SOMEWHAT EARLY INITIATION (PERHAPS AS SOON AS MIDDAY) AND RAPID SPREAD OF CONVECTION, FURTHER COMPLICATING THE SCENARIO. STILL, UPSCALE EVOLUTION INTO A DAMAGING THUNDERSTORM COMPLEX APPEARS PROBABLE SOMETIME THIS AFTERNOON INTO EARLY EVENING, WHICH THEN WOULD EXPAND/SHIFT INTO A STRONGLY BUOYANT AIR MASS ACROSS THE REST OF NORTH TX AND PERHAPS PARTS OF SOUTHERN OK, NEAR AND SOUTH OF THE RESIDUAL OUTFLOW BOUNDARIES. SOME HAIL RISK IS MAINTAINED FARTHER NORTH ACROSS MUCH OF OK AS WELL, WHERE A RENEWING FETCH OF STEEP MIDLEVEL LAPSE RATES (OF EML ORIGIN), ELEVATED LIFT, FAVORABLE DEEP SHEAR, AND WEAK MUCINH WILL BE PRESENT. THIS POTENTIAL MAY INCLUDE LEFT-MOVING CELLS SPLITTING OFF CONVECTION CLOSER TO THE RED RIVER OR FORMING IN SITU.

...CENTRAL HIGH PLAINS...

WIDELY SCATTERED TO ISOLATED THUNDERSTORMS, PERHAPS INCLUDING A SUPERCELL OR TWO, SHOULD OCCUR THIS AFTERNOON OVER THE HIGH PLAINS OF EAST-CENTRAL/SOUTHEASTERN CO, SOUTHWESTERN KS, AND PERHAPS PARTS OF THE OK PANHANDLE, WITH ISOLATED SEVERE GUSTS/HAIL POSSIBLE. THIS ACTIVITY AND/OR ADDITIONAL DEVELOPMENT WILL BE POSSIBLE INTO THE EVENING AND OVERNIGHT HOURS, SOUTHEASTWARD ACROSS MORE OF SOUTHWESTERN KS, THE PANHANDLES AND PERHAPS NORTHWESTERN OK, ALSO

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OFFERING A MARGINAL HAIL/WIND RISK.

INITIATION IS EXPECTED THIS AFTERNOON IN AND NEAR A CONVERGENCE BELT CORRESPONDING TO THE FRONTAL ZONE, AND FORMING THE NORTHEASTERN BOUND OF CONSIDERABLY DRIER AIR TO ITS SOUTHWEST. SUPPORT ALOFT WILL BE PROVIDED BY THE WESTERN SHORTWAVE TROUGH, IN THE DIRECT FORM

OF PERIPHERAL MIDLEVEL DCVA/DESTABILIZATION, AS WELL AS FAVORABLE DEEP SHEAR FROM THE TIGHTENED HEIGHT GRADIENT ALOFT AND BACKED LOW-LEVEL WINDS ON THE POLEWARD SIDE OF THE FRONT. ADDITIONAL LIFT MAY ARISE BENEATH THE RIGHT-ENTRANCE REGION OF A CYCLONICALLY CURVED

250-MB JET MAX. 50-60-KT EFFECTIVE-SHEAR MAGNITUDES ARE POSSIBLE.

A NARROW CORRIDOR OF AT LEAST marginally FAVORABLE BUOYANCY IS EXPECTED TO DEVELOP NEAR A BOUNDARY-LAYER THETA-E AXIS EXTENDING NORTHWESTWARD FROM THE CONVECTIVELY PROCESSED (BUT STILL MOIST) LOW

LEVELS IN OK, WITH DIABATIC HEATING YIELDING SURFACE-BASED INFLOW PARCELS AND A WELL-MIXED SUBCLOUD LAYER BENEATH 500-1000 J/KG MLCAPE.

...OHIO VALLEY/CENTRAL APPALACHIANS...

WIDELY SCATTERED THUNDERSTORMS ARE POSSIBLE THIS AFTERNOON, OFFERING

SPORADIC WIND DAMAGE, WITH ISOLATED SEVERE (50+ KT) GUSTS AND marginally SEVERE HAIL POSSIBLE. A NARROW CORRIDOR OF FAVORABLE RETURN-FLOW MOISTURE SHOULD ADVECT NORTHEASTWARD THROUGH THE WARM

SECTOR JUST AHEAD OF THE FRONT, WITH SURFACE DEW POINTS IN THE MID 50S TO LOW 60S F. THIS WILL OFFSET MODEST MIDLEVEL LAPSE RATES TO YIELD A FIELD OF 500-1000 J/KG MLCAPE FOR A FEW HOURS THIS AFTERNOON, WITH SURFACE-BASED EFFECTIVE-INFLOW PARCELS AT LEAST BRIEFLY POSSIBLE AS FAR NORTHEAST AS WESTERN NY. LOW-LEVEL AND DEEP-TROPOSPHERIC SPEED SHEAR SHOULD BE FAVORABLE, THOUGH THE PREFRONTAL FLOW WILL BE NEARLY UNIDIRECTIONAL IN VERTICAL PROFILE. ISOLATED TO WIDELY SCATTERED THUNDERSTORMS ALSO MAY DEVELOP THIS AFTERNOON OVER HIGHER TERRAIN NEAR THE BLUE RIDGE, SOUTH OF THE MASON-DIXON LINE IN VA/MD/WV, WITH THE POTENTIAL FOR ISOLATED HAIL/GUSTS NEAR SEVERE LIMITS IN THE MOST INTENSE CELLS. A SPATIAL GAP IS APPARENT BETWEEN THIS REGIME AND THE NEAR-FRONTAL CONVECTION

DESCRIBED ABOVE, AND HAS BEEN REPRESENTED IN THIS UPDATE.

..EDWARDS/SMITH.. 05/01/2019

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ACUS02 KWNS 010521

SWODY2

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SPC AC 010521

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

VALID 021200Z - 031200Z

...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

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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...

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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.

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...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 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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