

Stein Stephen

From: Rayner Brian
Sent: Tuesday, April 02, 2013 4:42 PM
To: [REDACTED] Stein Stephen
Subject: FW: ERA13FA184 - wx brief
Attachments: sat.jpg; Weather briefing 1 for N6506L from IAD DUATS for 3-31-13.doc; Weather briefing 2 for N6506L from IAD DUATS for 3-31-13.doc

-----Original Message-----

From: Richards Michael
Sent: Tue 4/2/2013 2:55 PM
To: Rayner Brian; Rayner Brian; Rayner Brian
Cc: Richards Michael
Subject: ERA13FA184 - wx brief

Weather brief pertaining to ERA13FA184 for ~1250 EDT (1640 UTC) on 31 March 2013, accident coordinates: 36.11683, -80.28617

The KFCX WSR-88D (weather radar) located in Roanoke, Virginia, did not depict any meteorological echoes in the area of the accident site at the accident time.

Observations from Smith Reynolds Airport (KINT; elevation 969 feet msl) in Winston Salem, North Carolina, which was located approximately 3 miles to the east-northeast of the accident site, reported at 1254EDT: a wind of 7 knots from 240 degrees true, prevailing visibility of 7 statute miles, ceiling overcast at 800 feet agl, a temperature of 13 degree Celcius (C), dew point temperature of 11 degrees C, altimeter setting of 29.89 inches of mercury. Remarks included the observation of a variable ceiling between 700 and 1,200 feet agl. It should be noted that rain, light rain, and/or mist had been reported at KINT since about 0400 EDT.

METAR KINT 311554Z 25006KT 3SM BR OVC004 12/11 A2991 RMK AO2 SLP124 T01170106 SPECI KINT 311619Z 24006KT 6SM BR OVC006 12/11 A2989 RMK AO2 CIG 004V008 P0001 METAR KINT 311654Z 24007KT 7SM OVC008 13/11 A2989 RMK AO2 CIG 007V012 SLP118 P0001 T01280106 SPECI KINT 311705Z 24005KT 8SM OVC010 13/11 A2988 RMK AO2 CIG 008V012

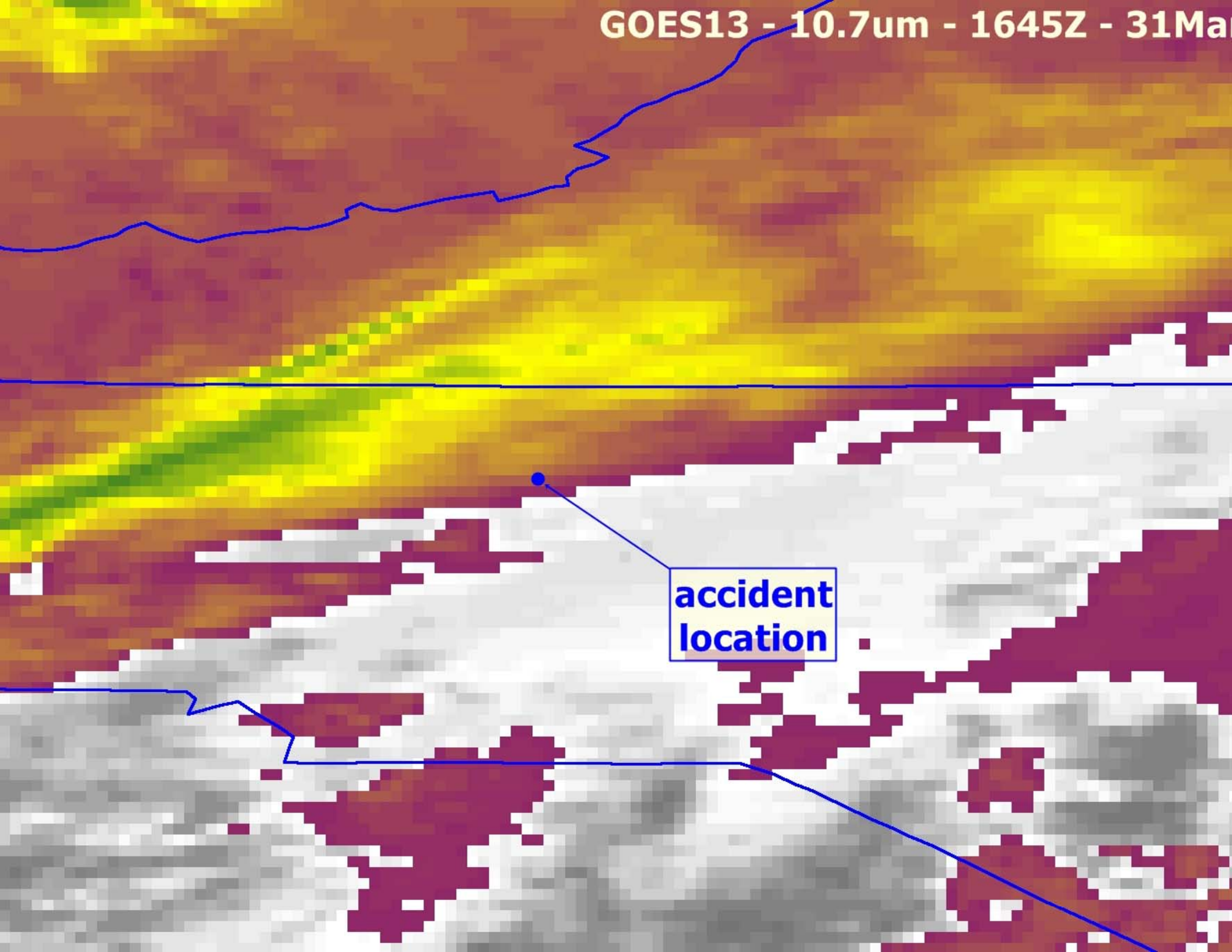
Satellite imagery from geostationary platform GOES-13 (figure attached) identified cloudy conditions over much of North Carolina during the accident time. Cloud-top brightness temperatures (CCT) at 1245 EDT varied in the vicinity of the accident site, with the CCT at the accident coordinates retrieved as -2 degrees C. Considering a North American Mesoscale (NAM) model sounding applicable for the accident site at 1400 EDT, this temperature corresponded to a cloud top height of 10,000 feet msl.

AIRMETs active for the accident location at the accident time for altitudes below 10,000 feet advised of moderate turbulence, IFR conditions and moderate icing between the freezing level and FL210. The NAM model sounding identified the freezing level as approximately 8,500 feet msl. A Center Weather Advisory was issued at 1213 EDT for an area that included the accident location by the Center Weather Service Unit at Atlanta Air Route Traffic Control Center that advised of occasional ceilings below 500 feet agl and occasional visibility below 2 statute miles in fog and rain. No SIGMETs were active for the accident site at the accident time.

Two weather briefings were provided to the accident aircraft by DUATS . This data is attached as well.

-Mike Richards

GOES13 - 10.7um - 1645Z - 31Mar



accident
location

Weather briefing 2 for N6506L from IAD DUATS for 3/31/13

==~==~==~==~==~==~==~==~== PuTTY log 2013.04.02 12:43:39 ==~==~==~==~==~==~==

1

Searching event log . . . ^M\$

^M\$

Events related to transaction number 015633^M\$

recorded in file jou/0331/130331.DUAT.00298^M\$

during the period from 130331000000 to 130331235959 (YYMMDDhhmmss)^M\$

^M\$

^M\$

*** Transaction Number: 015633^M\$

*** Transaction start time: 130331144308^M\$

144308 *** PILOT logon: MOBILE (10683097) (BRK=60000000002c0000)\$

144308 ==> \$

144308 ==> Transaction number: 015633\$

144308 ==> Sun Mar 31 14:43:08 2013 (UTC)\$

144308 ==> \$

144308 ==> Welcome to the CSC DUAT System\$

144308 ==> \$

144308 ==> \$

144308 ==> \$

144308 ==> *****\$

144308 ==> \$

144308 ==> * Effective immediately until further notice..... The following special notice\$

(Page 1):

144308 ==> \$

144308 ==> information may be viewed by requesting FDC NOTAMS.\$

144308 ==> \$

144308 ==> \$

144308 ==> * ALL RESTRICTIONS FOR OPERATION IN ENHANCED CLASS B AIRSPACE BY VFR/IFR\$

144308 ==> \$

144308 ==> GENERAL AVIATION.\$

144308 ==> \$

144308 ==> \$

144308 ==> * IFR OPERATIONS IN THE U.S.\$

144308 ==> \$

144308 ==> \$

144308 ==> * VFR OPERATIONS IN THE U.S.\$

144308 ==> \$

144308 ==> \$

144308 ==> Advisories affecting the Air Traffic System are available in National Flow\$

144308 ==> \$

144308 ==> Control messages and National FDC NOTAMS.\$

144308 ==> \$

144308 ==> \$

(Page 2):

144308 ==> To request these messages it is recommended you use the Location Weather \$
144308 ==> \$
144308 ==> feature of DUATS:\$
144308 ==> \$
144308 ==> For FDC NOTAMS:\$
144308 ==> \$
144308 ==> National Locations ZZZ and FDC, Weather Type FDC\$
144308 ==> \$
144308 ==> For National Flow Control Messages:\$
144308 ==> \$
144308 ==> Location DCC, Weather Type ATC\$
144308 ==> \$
144308 ==> For TFR, ARTCC ID, Example: ZDC:\$
144308 ==> \$
144308 ==> ^|^IWeather Type FDC \$
144308 ==> \$
144308 ==> \$
144308 ==> *****\$
144308 ==> \$
144308 ==> *****NOTICE*****NOTICE*****NOTICE*****\$

(Page 3):

**\$
144308 ==> \$
144308 ==> * The U.S. Government continues to receive credible indications that \$
144308 ==> \$
144308 ==> extremist individuals are planning additional terrorist operations \$
144308 ==> \$
144308 ==> against U.S. and Western interests within the U.S. and overseas. Such \$
144308 ==> \$
144308 ==> operations, possibly involving civil and general aviation (GA) aircraft, \$
144308 ==> \$
144308 ==> could be carried out whenever attack preparations are complete and \$
144308 ==> \$
144308 ==> operatives are in place. The Transportation Security Administration (TSA) \$
144308 ==> \$
144308 ==> has no credible information concerning specific targets, timing, or \$

(Page 4):

144308 ==> \$
144308 ==> methods of attack. However, the GA community should observe good \$
144308 ==> \$
144308 ==> physical security for aircraft and facilities and be continuously on the \$

144308 ==> \$
144308 ==> lookout for suspicious persons, activities, and operations around airports.\$
144308 ==> \$
144308 ==> \$
144308 ==> * Terrorists who are no longer able to hijack commercial airliners because \$
144308 ==> \$
144308 ==> of increased security at commercial airports may turn to GA airports and \$
144308 ==> \$
144308 ==> aircraft to conduct operations.\$
144308 ==> \$
144308 ==> \$
144308 ==> \$

(Page 5):

144308 ==> * The TSA asks members of the GA community to report all unusual and \$
144308 ==> \$
144308 ==> suspicious activities. If you observe persons, aircraft, and operations \$
144308 ==> \$
144308 ==> that do not fit the customary pattern at your airport, you should \$
144308 ==> \$
144308 ==> immediately advise law enforcement authorities.\$
144308 ==> \$
144308 ==> \$
144308 ==> \$
144308 ==> * Your immediate action is requested for these items:\$
144308 ==> \$
144308 ==> - Secure unattended aircraft to prevent unauthorized use.\$
144308 ==> \$
144308 ==> - Verify the identification of crew and passengers prior to departure.\$
144308 ==> \$
144308 ==> - Verify that baggage and cargo are known to the persons on board.\$

(Page 6):

144308 ==> \$
144308 ==> - Where identification systems are in place, encourage employees to \$
144308 ==> \$
144308 ==> wear proper identification and challenge persons not wearing proper \$
144308 ==> \$
144308 ==> identification.\$
144308 ==> \$
144308 ==> \$
144308 ==> \$
144308 ==> * Increased vigilance should be directed toward the following:\$
144308 ==> \$
144308 ==> - Aircraft with unusual or unauthorized modifications.\$

144308 ==> \$
144308 ==> - Persons loitering in the vicinity of aircraft or air operations areas.\$
144308 ==> \$
144308 ==> - Persons who appear to be under stress or the control of other persons.\$
144308 ==> \$
144308 ==> - Persons whose identification appears altered or inconsistent.\$

(Page 7):

144308 ==> \$
144308 ==> *****NOTICE*****NOTICE*****NOTICE*****\$
144308 ==> \$
144308 ==> * With Aviation Security the primary issue in the United States today\$
144308 ==> \$
144308 ==> the FAA has issued the following WARNING which is directed at\$
144308 ==> \$
144308 ==> unauthorized users, abusers, and hackers and is not meant to\$
144308 ==> \$
144308 ==> discourage legitimate users in any way. DUATS is a free FAA\$
144308 ==> \$
144308 ==> sponsored service to pilots, dispatchers and others authorized by\$
144308 ==> \$
144308 ==> the FAA. Legitimate users are encouraged to use DUATS as much as\$144308 ==> \$
144308 ==> needed and without reservation.\$
144308 ==> \$
144308 ==>
*****WARNING*****WARNING*****WARNING*****\$

(Page 8):

144308 ==> \$
144308 ==> * This is a Federal Aviation Administration (FAA) computer system.\$144308 ==> \$
144308 ==> FAA systems, including all related equipment, networks, and network\$
144308 ==> \$
144308 ==> devices (specifically including Internet access) are provided for\$
144308 ==> \$
144308 ==> the processing of official Government information. Unauthorized\$144308 ==> \$
144308 ==> access or use of this computer system may subject violators to\$
144308 ==> \$
144308 ==> criminal, civil, and/or administrative action. All information on\$
144308 ==> \$
144308 ==> this computer may be intercepted, recorded, read, copied, and\$
144308 ==> \$
144308 ==> disclosed by and to authorized personnel for official purposes,\$
144308 ==> \$
144308 ==> including criminal investigations. Access or use of this computer\$

(Page 9):

144308 ==> \$
 144308 ==> system by any person whether authorized or unauthorized,\$
 144308 ==> \$
 144308 ==> constitutes consent with these terms.\$
 144308 ==> \$
 144308 ==> \$
 144308 ==> ... press RETURN to continue \$
 144308 <== \$
 144308 ==> \$
 144308 ==> \$
 144308 ==> One or more entries in your 'Default Parameters' are\$
 144308 ==> blank. To display all items select '5' followed by '1'.
 144308 ==> Select the appropriate parameter menu item to update.\$
 \$
 144308 ==> DUAT Main Menu\$
 144308 ==> \$
 144308 ==> Weather Briefing 1\$
 144308 ==> Flight Plan and Planner 2\$
 144308 ==> Encode 3\$
 144308 ==> Decode 4\$
 144308 ==> Modify Personal Data Profile 5\$
 144308 ==> Service Information 6\$

(Page 10):

144308 ==> Extended Decode 7\$
 144308 ==> FAA/NWS Contractions 8\$
 144308 ==> \$
 144308 ==> Select function (or 'Q' to quit): \$
 144308 <== \$
 144308 ==> \$
 144308 ==> Select function (or 'Q' to quit): \$
 144308 <== #WLOS\N6506L\1630\UKF\KOCW\50\DIRECT\0101\\N\N\N\$
 144308 ==> \$
 144308 ==> \$
 144308 ==> You have selected the 'Low Alt Weather Brief' Quick Path service.\$
 144308 ==> \$
 144308 ==> \$
 144308 ==> \$
 144308 ==> Working... Please wait.\$
 144308 ==> \$
 144308 ==> ***** Departure Closest Terminal Weather *****\$
 144308 ==> METAR KUKF 311355Z AUTO 00000KT 1SM BR OVC003 08/08 A2995 RMK AO2\$
 144308 ==> METAR KUKF 311415Z AUTO 00000KT 1 1/2SM BR OVC003 08/08 A2996 RMK \$
 144308 ==> AO2\$
 144308 ==> METAR KUKF 311435Z AUTO 21003KT 1 3/4SM BR OVC003 08/08 A2997 RMK \$
 144308 ==> AO2\$

(Page 11):

144308 ==> \$
144308 ==> \$
144308 ==> TAF is not available, refer to the Area Forecast\$
\$
144308 ==> !UKF 05/005 UKF RWY 1/19 PAEW ADJ\$
144308 ==> !UKF 05/003 UKF RWY 1/19 WORK IN PROGRESS ADJ SURVEYING\$
144309 ==> \$
144309 ==> ***** Destination Closest Terminal Weather *****\$
144309 ==> METAR KOCW 311355Z AUTO 14006KT 10SM SCT070 13/10 A3001 RMK AO2 \$
144309 ==> T01300096\$
144309 ==> METAR KOCW 311415Z AUTO 15003KT 10SM CLR 14/11 A3001 RMK AO2 \$
144309 ==> T01410108\$
144309 ==> METAR KOCW 311435Z AUTO 15003KT 10SM SCT075 SCT110 15/11 A3000 RMK \$
144309 ==> AO2 T01450111\$
144309 ==> \$
144309 ==> \$
144309 ==> TAF is not available, refer to the Area Forecast\$
\$
144309 ==> !OCW 07/008 OCW RWY 35 BUMP IN PAVEMENT 1700 FM THR 25 WEST OF\$
144309 ==> CNTRLN\$
144309 ==> !OCW 07/007 OCW RWY 17 BUMP IN PAVEMENT 2070 FM THR 50 EAST OF\$
144309 ==> CNTRLN\$

(Page 12):

144309 ==> !OCW 02/008 OCW SVC AWOS-3 DP OTS WEF 1302151610\$
144309 ==> \$
144309 ==> \$
144309 ==> ***** FA Hazards and Flight Precautions *****\$
144309 ==> current report not available\$
144309 ==> \$
144309 ==> ***** FA Synopsis and VFR Clouds/Weather *****\$
144309 ==> MIAC FA 310849 COR\$
144309 ==> SYNOPSIS AND VFR CLDS/WX\$
144309 ==> SYNOPSIS VALID UNTIL 010300\$
144309 ==> CLDS/WX VALID UNTIL 312100...OTLK VALID 312100-010300\$
144309 ==> NC SC GA FL AND CSTL WTRS E OF 85W\$
144309 ==> .\$.
144309 ==> SEE AIRMET SIERRA FOR IFR CONDS AND MTN OBSCN.\$
144309 ==> TS IMPLY SEV OR GTR TURB SEV ICE LLWS AND IFR CONDS.\$
144309 ==> NON MSL HGTS DENOTED BY AGL OR CIG.\$
144309 ==> .\$.
144309 ==> SYNOPSIS...WRMFNT NW NC-SERN NC. 18Z CDFNT DVLPG WRN NC-XTRM NW\$
144309 ==> GA. 03Z CDFNT N CNTRL NC-NW SC-NRN GA.\$
144309 ==> .\$.

144309 ==> NC\$
144309 ==> WRN...OVC030-050 TOP FL250. VIS 3SM NMRS -SHRA. 15Z OVC040-060.\$

(Page 13):

144309 ==> VIS 5SM SCT -SHRA. ISOL -TSRA. CB TOP FL300. OTLK...VFR SHRA.\$
144309 ==> PIEDMONT...SCT025 OVC045 TOP FL250. VIS 3-5SM NMRS -SHRA. AFT 12Z\$
144309 ==> OVC015-025. 18Z BKN040-050. WND W G25KT. OTLK...VFR.\$
144309 ==> NERN...BKN150 LYRD FL250. OVC CI. 14Z BKN070. 18Z OVC040.\$
144309 ==> OTLK...VFR SHRA.\$
144309 ==> RMNDR...SCT-BKN070 LYRD FL250. OVC CI. OCNL VIS 3-5SM -RA. AFT\$
144309 ==> 12Z BKN040-050. 16Z BKN035. SCT -SHRA. ISOL -TSRA. CB TOP FL300.\$
144309 ==> OTLK...VFR SHRA.\$
144309 ==> .\$.
144309 ==> SC\$
144309 ==> NW...OVC025 TOP FL220. VIS 3-5SM NMRS -SHRA. ISOL -TSRA. CB TOP\$
144309 ==> FL270. 18Z SCT090 BKN CI. OTLK...VFR.\$
144309 ==> RMNDR...SCT035 OVC070 LYRD FL250. SCT -SHRA. ISOL -TSRA. CB TOP\$
144309 ==> FL300. 15Z OVC050. WND SW G25KT. SCT -SHRA. WDLY SCT -TSRA.\$
144309 ==> OTLK...VFR SHRA.\$
144309 ==> .\$.
144309 ==> CSTL WTRS..UPDT\$
144309 ==> ATLC WTRS...\$
144309 ==> NC/SC/GA/N HLF FL PEN ATLC...BKN070-090 LYRD FL250. WDLY SCT\$
144309 ==> -SHRA/-TSRA. CB TOP FL300. BECMG 1416 BKN040. SCT -SHRA/-TSRA.\$
144309 ==> OTLK...VFR SHRA.\$
144309 ==> S HLF FL PEN ATLC...SCT040 SCT-BKN CI. OTLK...VFR.\$

(Page 14):

144309 ==> GULF WTRS E OF 85W...\$
144309 ==> SRQ NWD...BKN040-050 LYRD FL250. WDLY SCT -TSRA. CB TOP FL410.\$
144309 ==> OTLK...VFR SHRA TSRA.\$
144309 ==> S OF SRQ...SCT040 SCT-BKN CI. OTLK...VFR.\$
144309 ==>\$
144309 ==> DFWC FA 310945\$
144309 ==> SYNOPSIS AND VFR CLDS/WX\$
144309 ==> SYNOPSIS VALID UNTIL 010400\$
144309 ==> CLDS/WX VALID UNTIL 312200...OTLK VALID 312200-010400\$
144309 ==> OK TX AR TN LA MS AL\$
144309 ==> .\$.
144309 ==> SEE AIRMET SIERRA FOR IFR CONDS AND MTN OBSCN.\$
144309 ==> TS IMPLY SEV OR GTR TURB SEV ICE LLWS AND IFR CONDS.\$
144309 ==> NON MSL HGTS DENOTED BY AGL OR CIG.\$
144309 ==> .\$.
144309 ==> SYNOPSIS...CDFNT SWRN OH-CNTRL KY-NERN AR-N CNTRL TX TO SERN NM.\$
144309 ==> 18Z CDFNT XTRM E TN-NRN AL-NRN LA WWD TO FAR W TX. BY 04Z CDFNT\$
144309 ==> CNTRL AL-NRN LA-SERN TX WWD TO TRANSPCOS.\$

144309 ==> .\$.
144309 ==> TN\$.
144309 ==> WEST..BKN015 TOP 030. VIS 3SM BR. 15Z BKN015 TOP 150. SCT -SHRA\$.
144309 ==> BECMG 1719 SCT120. OTLK..VFR\$.

(Page 15):

144309 ==> MIDDLE..OVC015 TOP 040. VIS 3SM BR. 17Z BKN025 TOP 050. VIS 5SM\$.
144309 ==> BR. 19Z BKN040 TOP 150. SCT -SHRA. OTLK..VFR\$.
144309 ==> EAST..OVC020 TOP 100. VIS 5SM -RA BR. 16Z BKN025 TOP 050. BECMG\$.
144309 ==> 1921 BKN050 TOP 150. SCT -SHRA. OTLK..VFR\$.
144309 ==> .\$.
144309 ==> BOSC FA 311001 COR\$.
144309 ==> SYNOPSIS AND VFR CLDS/WX\$.
144309 ==> SYNOPSIS VALID UNTIL 010300\$.
144309 ==> CLDS/WX VALID UNTIL 312100...OTLK VALID 312100-010300\$.
144309 ==> ME NH VT MA RI CT NY LO NJ PA OH LE WV MD DC DE VA AND CSTL WTRS\$.
144309 ==> .\$.
144309 ==> SEE AIRMET SIERRA FOR IFR CONDS AND MTN OBSCN\$.
144309 ==> TS IMPLY SEV OR GTR TURB SEV ICE LLWS AND IFR CONDS\$.
144309 ==> NON MSL HGTS DENOTED BY AGL OR CIG\$.
144309 ==> .\$.
144309 ==> SYNOPSIS...WRMFNT SW VA-S CNTRL NC. HIGH PRES NRN ATLC WTRS. 03Z\$.
144309 ==> LOW PRES SYS SERN PA. WRMFNT SE PA-SRN NJ-VA WTRS SEWD. CDFNT SE\$.
144309 ==> PA-DC-S CNTRL VA. ANOTHER CDFNT NW OH-CNTRL IN\$.
144309 ==> .\$.
144309 ==> MD DC DE VA\$.
144309 ==> NRN APLCNS WWD...SCT060 BKN120 LYRD FL250. 12Z OVC060-080. SCT\$.
144309 ==> -SHRA. ISOL -TSRA. CB TOP FL300. AFT 15Z OVC035. OTLK...MVFR CIG\$.

(Page 16):

144309 ==> SHRA\$.
144309 ==> SRN APLCNS WWD...SCT060 OVC110 TOP FL250. VIS 3-5SM -RA BR. 12Z\$.
144309 ==> OVC030-050. VIS 3SM -RA BR. 17Z BKN060-080. WND W G 25KT. WDLY\$.
144309 ==> SCT -TSRA. CB TOP FL300. SCT -SHRA. OTLK...VFR SHRA\$.
144309 ==> DE-NERN MD...SCT-BKN100 LYRD FL250. BKN CI. 16Z OVC040. 19Z\$.
144309 ==> OVC020. SCT -SHRA. WDLY SCT -TSRA. CB TOP FL300. OTLK...MVFR CIG\$.
144309 ==> SHRA\$.
144309 ==> RMNDR...SCT-BKN100 LYRD FL250. OVC CI. 12Z BKN030 OVC050. SCT\$.
144309 ==> -SHRA. ISOL -TSRA. CB TOP FL270. OTLK...VFR\$.
144309 ==> .\$.
144309 ==> CSTL WTRS\$.
144309 ==> ACK NWD...SKC OR SCT CI. 20Z BKN150 LYRD FL250. OTLK...VFR\$.
144309 ==> S OF ACK...BKN CI. BECMG 1719 BKN040-050 LYRD FL250. WDLY SCT\$.
144309 ==> -SHRA. ISOL -TSRA. CB TOP FL300. OTLK...MVFR SHRA\$.
144309 ==>\$.
144309 ==> \$.

144309 ==> \$
144309 ==> ***** FA Turbulence *****\$
144309 ==> current report not available\$
144309 ==> \$
144309 ==> ***** Severe Weather Outlook *****\$
144309 ==> SPC AC 311215\$

(Page 17):

144309 ==> DAY 1 CONVECTIVE OUTLOOK \$
144309 ==> NWS STORM PREDICTION CENTER NORMAN OK\$
144309 ==> 0715 AM CDT SUN MAR 31 2013\$
144309 ==> VALID 311300Z - 011200Z\$
144309 ==> ...THERE IS A SLGT RISK OF SVR TSTMS TODAY ACROSS PARTS OF\$
144309 ==> CENTRAL...SOUTHERN AND EASTERN TEXAS INTO THE LOWER MISSISSIPPI\$
144309 ==> VALLEY...\$
144309 ==> ...SYNOPSIS...\$
144309 ==> MODELS SUGGEST THAT BLOCKING OVER THE EASTERN PACIFIC WILL WEAKEN\$
144309 ==> DURING THIS FORECAST PERIOD...AS A COUPLE OF SIGNIFICANT UPSTREAM\$
144309 ==> IMPULSES WITHIN THE SPLIT MID-LATITUDE WESTERLIES PROGRESS EASTWARD.\$144309
==> THE REMNANTS OF THE SOUTHERN STREAM CLOSED LOW ARE FORECAST TO SHIFT\$144309 ==>
INLAND ACROSS CALIFORNIA INTO THE GREAT BASIN BY 12Z MONDAY. \$
144309 ==> HOWEVER...THE DOWNSTREAM CONFLUENCE OF THE NORTHERN AND SOUTHERN\$
144309 ==> STREAMS IS EXPECTED TO LINGER ACROSS THE HIGH PLAINS...AS AN UPPER\$
144309 ==> TROUGH WITHIN THE MORE PROMINENT NORTHERN STREAM CONTINUES TO\$
144309 ==> AMPLIFY EAST OF THE MISSISSIPPI VALLEY...IN RESPONSE TO A STRONG\$
144309 ==> SHORT WAVE IMPULSE DIGGING SOUTHEAST OF THE UPPER MIDWEST.\$
144309 ==> A NUMBER OF OTHER IMPULSES ARE PROGRESSING THROUGH THE CYCLONIC\$
144309 ==> NORTHERN STREAM EAST OF THE ROCKIES. THE MOST SIGNIFICANT OF THESE\$
144309 ==> IS NOW DIGGING THROUGH THE LOWER MISSOURI VALLEY...AND FORECAST TO\$
144309 ==> TURN EASTWARD THROUGH THE OHIO VALLEY...THEN NORTHEASTWARD TOWARD\$

(Page 18):

144309 ==> NEW ENGLAND LATER TODAY AND TONIGHT. THIS IS ACCOMPANIED BY AN\$
144309 ==> INITIAL COLD FRONTAL SURGE INTO THE SOUTHERN PLAINS...WHILE A\$
144309 ==> STRONGER INTRUSION OF COLD AIR BEGINS TO NOSE SOUTHWARD INTO THE\$
144309 ==> NORTHERN PLAINS AND UPPER MIDWEST.\$
144309 ==> MODEST LINGERING LOW-LEVEL MOISTURE ACROSS THE SOUTHERN\$
144309 ==> PLAINS...NEAR AND SOUTH OF THE INITIAL FRONT...COUPLED WITH RESIDUAL\$144309 ==>
VERY STEEP MID-LEVEL LAPSE RATES...ARE EXPECTED TO CONTRIBUTE TO\$
144309 ==> CONSIDERABLE VIGOROUS CONVECTIVE DEVELOPMENT TODAY. SOME OF THIS\$
144309 ==> ACTIVITY PROBABLY WILL DEVELOP EAST SOUTHEASTWARD INTO THE LOWER\$
144309 ==> MISSISSIPPI VALLEY...AND WILL INCLUDE A FEW SEVERE STORMS.\$
144309 ==> ...SOUTHERN PLAINS INTO LOWER MISSISSIPPI VALLEY...\$
144309 ==> AN INITIAL STRONG/SEVERE STORM CLUSTER HAS EVOLVED NEAR THE RED\$
144309 ==> RIVER VALLEY...SUPPORTED BY FORCING ASSOCIATED WITH THE SOUTHWARD\$
144309 ==> SURGING FRONT...AND AT LEAST THE GLANCING INFLUENCE OF THE MISSOURI\$

144309 ==> VALLEY SHORT WAVE IMPULSE. STRONGEST CONVECTION CURRENTLY APPEARS\$
144309 ==> TO BE WHERE THE FRONT IS INTERSECTING A REMNANT CONVECTIVE BOUNDARY\$
144309 ==> ON THE EASTERN FRINGE OF STRONGER MID-LEVEL CAPPING EXTENDING EAST\$
144309 ==> SOUTHEAST OF THE RED RIVER VALLEY THROUGH THE ARKLATEX REGION. \$
144309 ==> ACTIVITY PROBABLY WILL CONTINUE TO TRACK ALONG THIS BOUNDARY ACROSS\$
144309 ==> THE ARKLATEX AND NORTHERN LOUISIANA BY EARLY
AFTERNOON...ACCOMPANIED\$144309 ==> BY THE RISK FOR DAMAGING WIND GUSTS AND LARGE HAIL.
A TORNADO MAY\$
144309 ==> NOT BE COMPLETELY OUT OF THE QUESTION WITHIN A NARROW CORRIDOR ALONG\$
(Page 19):

144309 ==> THE BOUNDARY...BUT THIS THREAT APPEARS LIMITED IN GENERAL BY THE\$
144309 ==> WEAK TO MODEST NATURE OF THE LOW-LEVEL FLOW FIELDS AND SHEAR.\$
144309 ==> MEANWHILE...LOWER/MID TROPOSPHERIC WARM ADVECTION...MID-LEVEL\$
144309 ==> COOLING...AND AN INCREASINGLY DIVERGENT UPPER FLOW FIELD BETWEEN THE\$144309
==> DISTINCT NORTHERN AND SOUTHERN STREAMS...PROBABLY WILL SUPPORT\$
144309 ==> ADDITIONAL CONVECTIVE DEVELOPMENT TO THE SOUTHWEST OF THE INITIAL\$
144309 ==> CLUSTER...ROUGHLY BETWEEN WACO AND TYLER BY MIDDAY. AIDED BY\$
144309 ==> MODERATELY LARGE CAPE AND FAVORABLE DEEP LAYER SHEAR BENEATH 30-40+\$
144309 ==> KNOT WEST NORTHWESTERLY 500 MB FLOW...AN ORGANIZED SEVERE THREAT IS\$
144309 ==> EXPECTED TO EVOLVE...WITH THE RISK FOR DAMAGING WIND GUSTS AND LARGE\$144309
==> HAIL.\$
144309 ==> MORE UNCERTAINTY LINGERS SOUTHWARD INTO THE TEXAS HILL COUNTRY AND\$
144309 ==> AREAS SOUTHEASTWARD TOWARD THE MIDDLE AND LOWER TEXAS COAST. BUT\$
144309 ==> FORCING ASSOCIATED WITH A SOUTHERN STREAM IMPULSE COULD CONTRIBUTE\$
144309 ==> TO ADDITIONAL STRONG/SEVERE STORM DEVELOPMENT DURING THE AFTERNOON\$
144309 ==> HOURS.\$
144309 ==> ...CENTRAL CALIFORNIA COASTAL AREAS AND INTERIOR VALLEY...\$
144309 ==> AS THE MID-LEVEL COLD CORE /-22 TO -24C AT 500 MB/ ASSOCIATED WITH\$
144309 ==> THE CLOSED LOW SPREADS INLAND TODAY...THERMODYNAMIC PROFILES MAY\$
144309 ==> BECOME SUPPORTIVE OF HAIL WITH THUNDERSTORM ACTIVITY. IT MAY NOT BE\$144309
==> OUT OF THE QUESTION THAT STRONGER CELLS COULD AT LEAST BRIEFLY\$
144309 ==> APPROACH SEVERE CRITERIA...BUT THE SEVERE THREAT IN GENERAL IS\$

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144309 ==> EXPECTED TO BE LIMITED BY WEAK VERTICAL SHEAR.\$
144309 ==> ..KERR/LEITMAN.. 03/31/2013\$
144309 ==> \$
144309 ==> \$
144309 ==> \$
144309 ==> ***** Severe Weather Warnings *****\$
144309 ==> SPC WW 311428\$
144309 ==> ARZ000-LAZ000-TXZ000-010000-\$
144309 ==> URGENT - IMMEDIATE BROADCAST REQUESTED\$
144309 ==> SEVERE THUNDERSTORM WATCH NUMBER 71\$
144309 ==> NWS STORM PREDICTION CENTER NORMAN OK\$
144309 ==> 920 AM CDT SUN MAR 31 2013\$

144309 ==> THE NWS STORM PREDICTION CENTER HAS ISSUED A\$
 144309 ==> SEVERE THUNDERSTORM WATCH FOR PORTIONS OF \$
 144309 ==> SOUTHERN ARKANSAS\$
 144309 ==> NORTHERN AND CENTRAL LOUISIANA\$
 144309 ==> EAST TEXAS\$
 144309 ==> EFFECTIVE THIS SUNDAY MORNING AND EVENING FROM 920 AM UNTIL 700\$
 144309 ==> PM CDT.\$
 144309 ==> HAIL TO 1.5 INCHES IN DIAMETER...THUNDERSTORM WIND GUSTS TO 70\$
 144309 ==> MPH...AND DANGEROUS LIGHTNING ARE POSSIBLE IN THESE AREAS.\$
 144309 ==> THE SEVERE THUNDERSTORM WATCH AREA IS APPROXIMATELY ALONG AND 70\$

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144309 ==> STATUTE MILES NORTH AND SOUTH OF A LINE FROM 5 MILES WEST\$
 144309 ==> NORTHWEST OF LONGVIEW TEXAS TO 55 MILES NORTH NORTHEAST OF\$
 144309 ==> ALEXANDRIA LOUISIANA. FOR A COMPLETE DEPICTION OF THE WATCH SEE\$
 144309 ==> THE ASSOCIATED WATCH OUTLINE UPDATE (WOU564 KWNS WOU1).\$
 144309 ==> REMEMBER...A SEVERE THUNDERSTORM WATCH MEANS CONDITIONS ARE\$
 144309 ==> FAVORABLE FOR SEVERE THUNDERSTORMS IN AND CLOSE TO THE WATCH\$
 144309 ==> AREA. PERSONS IN THESE AREAS SHOULD BE ON THE LOOKOUT FOR\$
 144309 ==> THREATENING WEATHER CONDITIONS AND LISTEN FOR LATER STATEMENTS\$
 144309 ==> AND POSSIBLE WARNINGS. SEVERE THUNDERSTORMS CAN AND OCCASIONALLY\$
 144309 ==> DO PRODUCE TORNADOES.\$
 144309 ==> OTHER WATCH INFORMATION...CONTINUE...WW 70...\$
 144309 ==> DISCUSSION...NE TX/SW AR SQLN EXPECTED TO CONTINUE ESE THROUGH THE\$
 144309 ==> REMAINDER OF THE MORNING AND INTO THE AFTN. STORMS MAY STRENGTHEN\$
 144309 ==> DOWNSTREAM INTO NRN LA BY LATE MORNING AS SFC HEATING AND CONTINUED\$
 144309 ==> LOW-LVL MOISTURE TRANSPORT /ALONG 30+ KT WSWLY 1 KM JET/ FURTHER\$
 144309 ==> DESTABILIZE REGION. WITH TIME...PERHAPS AROUND NOON CDT...EXPECT\$
 144309 ==> THAT SUFFICIENT DESTABILIZATION WILL HAVE OCCURRED FARTHER\$
 144309 ==> DOWNSTREAM TO WARRANT ISSUANCE OF A REPLACEMENT WATCH COVERING
 AREAS\$144309 ==> ALONG DIFFUSE W-E WARM FRONT EWD INTO CNTRL MS.\$
 144309 ==> AVIATION...A FEW SEVERE THUNDERSTORMS WITH HAIL SURFACE AND ALOFT\$
 144309 ==> TO 1.5 INCHES. EXTREME TURBULENCE AND SURFACE WIND GUSTS TO 60\$
 144309 ==> KNOTS. A FEW CUMULONIMBI WITH MAXIMUM TOPS TO 450. MEAN STORM\$

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144309 ==> MOTION VECTOR 29035.\$
 144309 ==> ...CORFIDI\$
 144309 ==> \$
 144309 ==> SPC WW 311013\$
 144309 ==> ARZ000-OKZ000-TXZ000-311700-\$
 144309 ==> URGENT - IMMEDIATE BROADCAST REQUESTED\$
 144309 ==> SEVERE THUNDERSTORM WATCH NUMBER 70\$
 144309 ==> NWS STORM PREDICTION CENTER NORMAN OK\$
 144309 ==> 510 AM CDT SUN MAR 31 2013\$
 144309 ==> THE NWS STORM PREDICTION CENTER HAS ISSUED A\$

144309 ==> SEVERE THUNDERSTORM WATCH FOR PORTIONS OF \$
 144309 ==> PARTS OF SOUTHWESTERN ARKANSAS\$
 144309 ==> PARTS OF SOUTHERN OKLAHOMA OKLAHOMA\$
 144309 ==> NORTH CENTRAL AND NORTHEAST TEXAS\$
 144309 ==> EFFECTIVE THIS SUNDAY MORNING FROM 510 AM UNTIL NOON CDT.\$
 144309 ==> HAIL TO 2 INCHES IN DIAMETER...THUNDERSTORM WIND GUSTS TO 70\$
 144309 ==> MPH...AND DANGEROUS LIGHTNING ARE POSSIBLE IN THESE AREAS.\$
 144309 ==> THE SEVERE THUNDERSTORM WATCH AREA IS APPROXIMATELY ALONG AND 90\$
 144309 ==> STATUTE MILES NORTH AND SOUTH OF A LINE FROM 35 MILES SOUTH OF\$
 144309 ==> WICHITA FALLS TEXAS TO 30 MILES SOUTH SOUTHEAST OF TEXARKANA\$
 144309 ==> ARKANSAS. FOR A COMPLETE DEPICTION OF THE WATCH SEE THE\$
 144309 ==> ASSOCIATED WATCH OUTLINE UPDATE (WOUS64 KWNS WOU0).\$

(Page 23):

144309 ==> REMEMBER...A SEVERE THUNDERSTORM WATCH MEANS CONDITIONS ARE\$
 144309 ==> FAVORABLE FOR SEVERE THUNDERSTORMS IN AND CLOSE TO THE WATCH\$
 144309 ==> AREA. PERSONS IN THESE AREAS SHOULD BE ON THE LOOKOUT FOR\$
 144309 ==> THREATENING WEATHER CONDITIONS AND LISTEN FOR LATER STATEMENTS\$
 144309 ==> AND POSSIBLE WARNINGS. SEVERE THUNDERSTORMS CAN AND OCCASIONALLY\$
 144309 ==> DO PRODUCE TORNADOES.\$
 144309 ==> DISCUSSION...AN INTENSIFYING AND INCREASINGLY ORGANIZED CLUSTER OF\$
 144309 ==> THUNDERSTORMS WILL CONTINUE TO DEVELOP SOUTHEASTWARD THROUGH PARTS\$
 144309 ==> OF THE RED RIVER VALLEY THIS MORNING. THE RISK FOR SEVERE HAIL WILL\$144309 ==>
 CONTINUE IN STRONGER CELLS...WITH POTENTIAL FOR DAMAGING WIND GUSTS\$
 144309 ==> ALSO INCREASING...ESPECIALLY AS SURFACE TEMPERATURES BEGIN TO WARM\$
 144309 ==> AHEAD OF IT AFTER DAYBREAK. ADDITIONAL STRONG/SEVERE STORMS MAY\$
 144309 ==> DEVELOP IN ADVANCE OF THE CONVECTIVE SYSTEM...ACROSS NORTH CENTRAL\$
 144309 ==> AND NORTHEAST TEXAS.\$
 144309 ==> AVIATION...A FEW SEVERE THUNDERSTORMS WITH HAIL SURFACE AND ALOFT\$
 144309 ==> TO 2 INCHES. EXTREME TURBULENCE AND SURFACE WIND GUSTS TO 60\$
 144309 ==> KNOTS. A FEW CUMULONIMBI WITH MAXIMUM TOPS TO 450. MEAN STORM\$
 144309 ==> MOTION VECTOR 29035.\$
 144309 ==> ...KERR\$
 144309 ==> \$
 144309 ==> \$
 144309 ==> SPC AWW 311417\$

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144309 ==> WW 71 SEVERE TSTM AR LA TX 311420Z - 010000Z\$
 144309 ==> AXIS..70 STATUTE MILES NORTH AND SOUTH OF LINE..\$
 144309 ==> 5WNW GGG/LONGVIEW TX/ - 55NNE ESF/ALEXANDRIA LA/\$
 144309 ==> ..AVIATION COORDS.. 60NM N/S /3WSW GGG - 24S MLU/\$
 144309 ==> HAIL SURFACE AND ALOFT..1.5 INCHES. WIND GUSTS..60 KNOTS.\$
 144309 ==> MAX TOPS TO 450. MEAN STORM MOTION VECTOR 29035.\$
 144309 ==> LAT...LON 33419480 33159194 31129194 31389480\$
 144309 ==> THIS IS AN APPROXIMATION TO THE WATCH AREA. FOR A\$

144309 ==> COMPLETE DEPICTION OF THE WATCH SEE WOUS64 KWNS\$
 144309 ==> FOR WOU1.\$
 144309 ==> \$
 144309 ==> SPC AWW 311007\$
 144309 ==> WW 70 SEVERE TSTM AR OK TX 311010Z - 311700Z\$
 144309 ==> AXIS..90 STATUTE MILES NORTH AND SOUTH OF LINE..\$
 144309 ==> 35S SPS/WICHITA FALLS TX/ - 30SSE TXK/TEXARKANA AR/\$
 144309 ==> ..AVIATION COORDS.. 80NM N/S /32S SPS - 17N EIC/\$
 144309 ==> HAIL SURFACE AND ALOFT..2 INCHES. WIND GUSTS..60 KNOTS.\$
 144309 ==> MAX TOPS TO 450. MEAN STORM MOTION VECTOR 29035.\$
 144309 ==> LAT...LON 34779850 34349380 31759380 32159850\$
 144309 ==> THIS IS AN APPROXIMATION TO THE WATCH AREA. FOR A\$
 144309 ==> COMPLETE DEPICTION OF THE WATCH SEE WOUS64 KWNS\$
 144309 ==> FOR WOU0.\$

(Page 25):

144309 ==> \$
 144309 ==> \$
 144309 ==> SPC WW-A 311430\$
 144309 ==> ARZ000-OKZ000-TXZ000-311540-\$
 144309 ==> STATUS REPORT ON WW 70\$
 144309 ==> SEVERE WEATHER THREAT CONTINUES RIGHT OF A LINE FROM 25 ESE SEP\$
 144309 ==> TO 20 NE TXK.\$
 144309 ==> ..SPC..03/31/13\$
 144309 ==> ATTN...WFO...SHV...OUN...TSA...FWD...\$
 144309 ==> &&\$
 144309 ==> STATUS REPORT FOR WS 70 \$
 144309 ==> SEVERE WEATHER THREAT CONTINUES FOR THE FOLLOWING AREAS \$
 144309 ==> ARC057-073-091-311540-\$
 144309 ==> AR \$
 144309 ==> . ARKANSAS COUNTIES INCLUDED ARE\$
 144309 ==> HEMPSTEAD LAFAYETTE MILLER \$
 144309 ==> \$\$\$
 144309 ==> TXC001-035-037-063-067-073-139-159-161-183-203-213-217-257-315-\$
 144309 ==> 343-347-349-365-379-401-419-423-449-459-467-499-311540-\$
 144309 ==> TX \$
 144309 ==> . TEXAS COUNTIES INCLUDED ARE\$
 144309 ==> ANDERSON BOSQUE BOWIE \$

(Page 26):

144309 ==> CAMP CASS CHEROKEE \$
 144309 ==> ELLIS FRANKLIN FREESTONE \$
 144309 ==> GREGG HARRISON HENDERSON \$
 144309 ==> HILL KAUFMAN MARION \$
 144309 ==> MORRIS NACOGDOCHES NAVARRO \$
 144309 ==> PANOLA RAINS RUSK \$

144309 ==> SHELBY SMITH TITUS \$
144309 ==> UPSHUR VAN ZANDT WOOD \$
144309 ==> \$\$\$
144309 ==> THE WATCH STATUS MESSAGE IS FOR GUIDANCE PURPOSES ONLY. PLEASE\$
144309 ==> REFER TO WATCH COUNTY NOTIFICATION STATEMENTS FOR OFFICIAL\$
144309 ==> INFORMATION ON COUNTIES...INDEPENDENT CITIES AND MARINE ZONES\$
144309 ==> CLEARED FROM SEVERE THUNDERSTORM AND TORNADO WATCHES.\$
144309 ==> \$\$\$
144309 ==> \$
144309 ==> \$
144309 ==> \$
144309 ==> ***** SIGMETs *****\$
144309 ==> current report not available\$
144309 ==> \$
144309 ==> ***** Convective SIGMET *****\$
144309 ==> MKCE WST 311355\$

(Page 27):

144309 ==> OUTLOOK VALID 311555-311955\$
144309 ==> AREA 1...FROM 130SE SIE-190ESE ECG-140SSE ILM-190SE CHS-140ENE\$
144309 ==> OMN-110ESE SAV-50SSW ILM-130SE SIE\$
144309 ==> WST ISSUANCES POSS. REFER TO MOST RECENT ACUS01 KWNS FROM STORM\$
144309 ==> PREDICTION CENTER FOR SYNOPSIS AND METEOROLOGICAL DETAILS.\$
144309 ==> AREA 2...FROM 50WSW SBY-60NE ILM-SAV-CRG-50S TLH-110W PIE-170S\$
144309 ==> CEW-40SSW BNA-VXV-CLT-40NE LYH-50WSW SBY\$
144309 ==> WST ISSUANCES POSS. REFER TO MOST RECENT ACUS01 KWNS FROM STORM\$
144309 ==> PREDICTION CENTER FOR SYNOPSIS AND METEOROLOGICAL DETAILS.\$
144309 ==> \$
144309 ==> \$
144309 ==> \$
144309 ==> \$
144309 ==> ***** Center Weather Advisory *****\$
144309 ==> ZTL1 CWA 311415 \$
144309 ==> ZTL CWA 102 VALID UNTIL 311615\$
144309 ==> FROM PSK-30SE GSO-ODF-PSK\$
144309 ==> AREA OCNL CIGS BLW 005 AND OCNL VIS BLW 2SM IN FG/RA.\$
144309 ==> EXP CONDS TO CONT BYD END OF PERIOD.\$
144309 ==> \$
144309 ==> \$
144309 ==> \$

(Page 28):

144309 ==> \$
144309 ==> \$
144309 ==> \$
144309 ==> \$

144309 ==> ***** AIRMETs *****\$
 144309 ==> MIAS WA 310845\$
 144309 ==> AIRMET SIERRA UPDT 1 FOR IFR AND MTN OBSCN VALID UNTIL 311500\$
 144309 ==> .\$.
 144309 ==> AIRMET IFR...NC SC GA OH WV MD VA\$
 144309 ==> FROM 50ESE AIR TO RIC TO RDU TO 20NNW FLO TO IRQ TO 40E ATL TO\$
 144309 ==> LGC TO GQO TO HNV TO HNN TO 50ESE AIR\$
 144309 ==> CIG BLW 010/VIS BLW 3SM PCPN/BR. CONDS CONTG BYD 15Z THRU 21Z.\$
 144309 ==> .\$.
 144309 ==> AIRMET MTN OBSCN...NC SC GA PA WV MD VA\$
 144309 ==> FROM SLT TO HAR TO 40SSE PSK TO CLT TO ATL TO GQO TO HNV TO HNN\$
 144309 ==> TO EWC TO SLT\$
 144309 ==> MTNS OBSC BY CLDS/PCPN. CONDS CONTG BYD 15Z THRU 21Z.\$
 144309 ==> .\$.
 144309 ==> OTLK VALID 1500-2100Z\$
 144309 ==> AREA 1...IFR NC SC NY PA OH WV MD DC VA\$
 144309 ==> BOUNDED BY HNK-30WNW SAX-20SSE DCA-RIC-CLT-20ESE VXV-HMV-HNN-EWC-\$
 144309 ==> HNK\$

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144309 ==> CIG BLW 010/VIS BLW 3SM PCPN/BR. CONDS CONTG THRU 21Z.\$
 144309 ==> .\$.
 144309 ==> AREA 2...MTN OBSCN NC SC GA NH VT MA NY PA WV MD VA\$
 144309 ==> BOUNDED BY CON-HNK-HAR-40SSE PSK-CLT-ATL-GQO-HMV-HNN-EWC-JHW-SYR-\$
 144309 ==> CON\$
 144309 ==> MTNS OBSC BY CLDS/PCPN. CONDS CONTG THRU 21Z.\$
 144309 ==>\$
 144309 ==> DFWS WA 310845\$
 144309 ==> AIRMET SIERRA UPDT 2 FOR IFR AND MTN OBSCN VALID UNTIL 311500\$
 144309 ==> .\$.
 144309 ==> .\$.
 144309 ==> AIRMET MTN OBSCN...TN KY\$
 144309 ==> FROM HNN TO HNV TO GQO TO LOZ TO HNN\$
 144309 ==> MTNS OBSC BY CLDS/PCPN/BR. CONDS CONTG BYD 15Z ENDG 18-21Z.\$
 144309 ==>\$
 144309 ==> BOSS WA 310845\$
 144309 ==> AIRMET SIERRA UPDT 1 FOR IFR AND MTN OBSCN VALID UNTIL 311500\$
 144309 ==> .\$.
 144309 ==> AIRMET IFR...OH WV MD VA NC SC GA\$
 144309 ==> FROM 50ESE AIR TO RIC TO RDU TO 20NNW FLO TO IRQ TO 40E ATL TO\$
 144309 ==> LGC TO GQO TO HNV TO HNN TO 50ESE AIR\$
 144309 ==> CIG BLW 010/VIS BLW 3SM PCPN/BR. CONDS CONTG BYD 15Z THRU 21Z.\$

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144309 ==> .\$.
 144309 ==> AIRMET MTN OBSCN...PA WV MD VA NC SC GA\$

144309 ==> FROM SLT TO HAR TO 40SSE PSK TO CLT TO ATL TO GQO TO HMV TO HNN\$
 144309 ==> TO EWC TO SLT\$
 144309 ==> MTNS OBSC BY CLDS/PCPN. CONDS CONTG BYD 15Z THRU 21Z.\$
 144309 ==> .\$.
 144309 ==> OTLK VALID 1500-2100Z\$
 144309 ==> AREA 1...IFR NY PA OH WV MD DC VA NC SC\$
 144309 ==> BOUNDED BY HNK-30WNW SAX-20SSE DCA-RIC-CLT-20ESE VXV-HMV-HNN-EWC-\$
 144309 ==> HNK\$
 144309 ==> CIG BLW 010/VIS BLW 3SM PCPN/BR. CONDS CONTG THRU 21Z.\$
 144309 ==> .\$.
 144309 ==> AREA 2...MTN OBSCN NH VT MA NY PA WV MD VA NC SC GA\$
 144309 ==> BOUNDED BY CON-HNK-HAR-40SSE PSK-CLT-ATL-GQO-HMV-HNN-EWC-JHW-SYR-\$
 144309 ==> CON\$
 144309 ==> MTNS OBSC BY CLDS/PCPN. CONDS CONTG THRU 21Z.\$
 144309 ==>\$
 144309 ==> \$
 144309 ==> MIAT WA 310845\$
 144309 ==> AIRMET TANGO UPDT 1 FOR TURB AND STG SFC WND\$ VALID UNTIL 311500\$
 144309 ==> .\$.
 144309 ==> AIRMET TURB...NC SC GA FL AND CSTL WTRS\$

(Page 31):

144309 ==> FROM HMV TO 180E ECG TO 190ESE ECG TO 130SSE ILM TO 220SE CHS TO\$
 144309 ==> 30NE OMN TO IRQ TO 20ENE GQO TO HMV\$
 144309 ==> MOD TURB BTN FL300 AND FL400. CONDS CONTG BYD 15Z THRU 21Z.\$
 144309 ==> .\$.
 144309 ==> AIRMET TURB...NC SC GA PA WV MD DC DE VA AND CSTL WTRS\$
 144309 ==> FROM JST TO SBY TO 70SSE ECG TO 20N CRG TO 50S AMG TO 30WNW TLH\$
 144309 ==> TO GQO TO HMV TO HNN TO JST\$
 144309 ==> MOD TURB BLW 100. CONDS CONTG BYD 15Z THRU 21Z.\$
 144309 ==> .\$.
 144309 ==> OTLK VALID 1500-2100Z\$
 144309 ==> AREA 1...TURB NC SC GA FL AND CSTL WTRS\$
 144309 ==> BOUNDED BY HMV-190E ECG-190ESE ECG-130SSE ILM-220SE CHS-30N CRG-\$
 144309 ==> 20S LGC-GQO-HMV\$
 144309 ==> MOD TURB BTN FL280 AND FL400. CONDS CONTG THRU 21Z.\$
 144309 ==> .\$.
 144309 ==> AREA 2...TURB NC SC GA FL NH VT MA RI CT NY LO NJ PA OH WV MD DC\$
 144309 ==> DE VA AND CSTL WTRS\$
 144309 ==> BOUNDED BY MSS-PLB-160SSE ACK-160SE SIE-190ESE ECG-130SSE ILM-\$
 144309 ==> 50SSE SAV-20N CRG-40WNW PZD-GQO-HMV-HNN-CVG-20ENE AIR-MSS\$
 144309 ==> MOD TURB BLW 100. CONDS CONTG THRU 21Z.\$
 144309 ==> .\$.
 144309 ==> AREA 3...STG SFC WND\$ NC RI NY NJ MD DE VA CSTL WTRS\$

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144309 ==> BOUNDED BY 40SSE HTO-180S ACK-160SE SIE-190ESE ECG-130SE ILM-\$
 144309 ==> 30SSE ILM-110E ECG-30ESE CYN-40SSE HTO\$
 144309 ==> SUSTAINED SURFACE WINDS GTR THAN 30KT EXP. CONDS DVLPG 17-18Z.\$
 144309 ==> CONDS CONTG THRU 21Z.\$
 144309 ==>\$
 144309 ==> DFWT WA 310845\$
 144309 ==> AIRMET TANGO UPDT 1 FOR TURB VALID UNTIL 311500\$
 144309 ==> .\$.
 144309 ==> .\$.
 144309 ==> .\$.
 144309 ==> OTLK VALID 1500-2100Z...TURB OK TX AR TN MS NE KS IA MO LM MI IL\$
 144309 ==> IN KY\$
 144309 ==> BOUNDED BY 30WSW MKG-FWA-CVG-HNN-HMV-50SE LIT-40N SPS-40NNE AMA-\$
 144309 ==> 20NNE MCK-40SW DSM-30WSW MKG\$
 144309 ==> MOD TURB BTN FL240 AND FL400. CONDS CONTG THRU 21Z.\$
 144309 ==>\$
 144309 ==> BOST WA 310845\$
 144309 ==> AIRMET TANGO UPDT 1 FOR TURB AND STG SFC WND\$S VALID UNTIL 311500\$
 144309 ==> .\$.
 144309 ==> AIRMET TURB...PA WV MD DC DE VA NC SC GA AND CSTL WTR\$S\$
 144309 ==> FROM JST TO SBY TO 70SSE ECG TO 20N CRG TO 50S AMG TO 30WNW TLH\$
 144309 ==> TO GQO TO HMV TO HNN TO JST\$

(Page 33):

144309 ==> MOD TURB BLW 100. CONDS CONTG BYD 15Z THRU 21Z.\$
 144309 ==> .\$.
 144309 ==> AIRMET TURB...ME NH VT MA RI CT NY LO NJ PA OH LE WV MD DC DE VA\$
 144309 ==> AND CSTL WTR\$S\$
 144309 ==> FROM YSC TO 140SSE BGR TO 200SE ACK TO 160SE SIE TO 180E ECG TO\$
 144309 ==> HMV TO HNN TO YYZ TO MSS TO YSC\$
 144309 ==> MOD TURB BTN FL260 AND FL390. CONDS CONTG BYD 15Z THRU 21Z.\$
 144309 ==> .\$.
 144309 ==> OTLK VALID 1500-2100Z\$
 144309 ==> AREA 1...TURB NH VT MA RI CT NY LO NJ PA OH WV MD DC DE VA NC SC\$
 144309 ==> GA FL AND CSTL WTR\$S\$
 144309 ==> BOUNDED BY MSS-PLB-160SSE ACK-160SE SIE-190ESE ECG-130SSE ILM-\$
 144309 ==> 50SSE SAV-20N CRG-40WNW PZD-GQO-HMV-HNN-CVG-20ENE AIR-MSS\$
 144309 ==> MOD TURB BLW 100. CONDS CONTG THRU 21Z.\$
 144309 ==> .\$.
 144309 ==> AREA 2...STG SFC WND\$S RI NY NJ MD DE VA NC CSTL WTR\$S\$
 144309 ==> BOUNDED BY 40SSE HTO-180S ACK-160SE SIE-190ESE ECG-130SE ILM-\$
 144309 ==> 30SSE ILM-110E ECG-30ESE CYN-40SSE HTO\$
 144309 ==> SUSTAINED SURFACE WINDS GTR THAN 30KT EXP. CONDS DVLPG 17-18Z.\$
 144309 ==> CONDS CONTG THRU 21Z.\$
 144309 ==>\$
 144309 ==> \$

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144309 ==> MIAZ WA 310845\$
144309 ==> AIRMET ZULU UPDT 1 FOR ICE AND FRZLVL VALID UNTIL 311500\$
144309 ==> .\$.
144309 ==> AIRMET ICE...NC SC GA FL AND CSTL WTR\$
144309 ==> FROM HMV TO 110E ECG TO 180E ECG TO 190ESE ECG TO 130SSE ILM TO\$
144309 ==> 200SE CHS TO 80SE SAV TO OMN TO 50E TLH TO 50SW PZD TO GQO TO HMV\$
144309 ==> MOD ICE BTN FRZLVL AND FL220. FRZLVL 070-110. CONDS CONTG BYD 15Z\$
144309 ==> THRU 21Z.\$
144309 ==> .\$.
144309 ==> FRZLVL...RANGING FROM 050-130 ACRS AREA\$
144309 ==> 080 ALG 50WSW HMV-60SSW ILM-130SSE ILM\$
144309 ==> 120 ALG 110WNW EYW-70NW EYW-150SE MIA\$
144309 ==>\$
144309 ==> DFWZ WA 310845\$
144309 ==> AIRMET ZULU UPDT 2 FOR ICE AND FRZLVL VALID UNTIL 311500\$
144309 ==> .\$.
144309 ==> AIRMET ICE...TN IN KY\$
144309 ==> FROM FWA TO CVG TO HNN TO HMV TO 20S VXV TO 30N IIU TO FWA\$
144309 ==> MOD ICE BTN FRZLVL AND FL190. FRZLVL 060-090. CONDS ENDG 12-15Z.\$
144309 ==> .\$.
144309 ==> .\$.
144309 ==> OTLK VALID 1500-2100Z...ICE AR TN MS AL MO IL IN KY\$

(Page 35):

144309 ==> BOUNDED BY HNN-HMV-GQO-30SE LIT-20S FSM-20WSW RZC-60ESE SGF-50SW\$
144309 ==> STL-70S AXC-20ENE BWG-HNN\$
144309 ==> MOD ICE BTN 090 AND FL200. CONDS CONTG THRU 21Z.\$
144309 ==> .\$.
144309 ==> FRZLVL...RANGING FROM 075-145 ACRS AREA\$
144309 ==> 120 ALG 70WNW MRF-50ESE FST-40SSW CWK-40E IAH-110S LCH\$
144309 ==>\$
144309 ==> BOSZ WA 310845\$
144309 ==> AIRMET ZULU UPDT 1 FOR ICE AND FRZLVL VALID UNTIL 311500\$
144309 ==> .\$.
144309 ==> AIRMET ICE...NY NJ PA OH LE WV MD DC DE VA AND CSTL WTR\$
144309 ==> FROM 40NNE ERI TO 20NNE SLT TO 20ESE ETX TO 110E ECG TO HMV TO\$
144309 ==> HNN TO CVG TO FWA TO 20SSW DXO TO 40NNE ERI\$
144309 ==> MOD ICE BTN FRZLVL AND FL200. FRZLVL 050-070. CONDS CONTG BYD 15Z\$
144309 ==> THRU 21Z.\$
144309 ==> .\$.
144309 ==> OTLK VALID 1500-2100Z...ICE ME NH VT MA RI CT NY LO NJ PA OH LE\$
144309 ==> WV MD DC DE VA AND CSTL WTR\$
144309 ==> BOUNDED BY YSC-180S ACK-160SE SIE-170E ECG-30SSW PSK-HNN-60ESE\$
144309 ==> CVG-ROD-DXO-MSS-YSC\$

144309 ==> MOD ICE BTN FRZLVL AND FL200. FRZLVL 050-070. CONDS CONTG THRU\$
144309 ==> 21Z.\$

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144309 ==> .\$.
144309 ==> FRZLVL...RANGING FROM SFC-075 ACRS AREA\$
144309 ==> SFC ALG 80WSW YOW-30N SYR-40ENE SYR-60WSW YSJ\$
144309 ==> 040 ALG 40ESE ECK-50SW HNK-40WSW ACK-70SSE ACK-190SSE ACK\$
144309 ==>\$.
144309 ==> \$.
144309 ==> \$.
144309 ==> ***** Surface Observations *****\$.
144309 ==> no reports available for NC67\$
144309 ==> METAR KGEV 311355Z AUTO 00000KT 1 3/4SM RA OVC002 07/07 A2987 RMK \$
144309 ==> AO2 T00740065\$
144309 ==> METAR KGEV 311415Z AUTO 31004KT 3SM DZ BKN002 BKN008 OVC013 08/07 \$
144309 ==> A2988 RMK AO2 T00760067\$
144309 ==> METAR KGEV 311435Z AUTO 00000KT 3SM -DZ SCT002 SCT008 OVC015 08/07 \$
144309 ==> A2988 RMK AO2 T00750066\$
144309 ==> METAR KUKF 311355Z AUTO 00000KT 1SM BR OVC003 08/08 A2995 RMK AO2\$
144309 ==> METAR KUKF 311415Z AUTO 00000KT 1 1/2SM BR OVC003 08/08 A2996 RMK \$
144309 ==> AO2\$
144309 ==> METAR KUKF 311435Z AUTO 21003KT 1 3/4SM BR OVC003 08/08 A2997 RMK \$
144309 ==> AO2\$
144309 ==> METAR KMWK 311355Z AUTO 16004KT 1/2SM FG OVC001 10/08 A2990 RMK AO2\$
144309 ==> T00980082\$

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144309 ==> METAR KMWK 311415Z AUTO 16003KT 1/4SM FG OVC001 10/08 A2990 RMK AO2\$
144309 ==> T00980082\$
144309 ==> METAR KMWK 311435Z AUTO 20003KT 1/2SM FG OVC001 10/09 A2990 RMK AO2\$
144309 ==> T01000085\$
144309 ==> METAR KEXX 311355Z AUTO 19004KT 5SM BR OVC009 11/11 A2991 RMK AO2 \$
144309 ==> T01100110\$
144309 ==> METAR KEXX 311415Z AUTO 19005KT 5SM BR OVC009 11/11 A2991 RMK AO2 \$
144309 ==> T01100110\$
144309 ==> METAR KEXX 311435Z AUTO 21003KT 7SM OVC009 12/12 A2991 RMK AO2 \$
144309 ==> T01180118\$
144309 ==> METAR KINT 311354Z 00000KT 3SM BR OVC004 10/09 A2991 RMK AO2 RAE1258 \$
144309 ==> SLP127 P0000 T01000094\$
144309 ==> METAR KGSO 311354Z 22006KT 3SM BR OVC003 10/09 A2990 RMK AO2 SLP122 \$144309
==> T01000094\$
144309 ==> SPECI KGSO 311402Z 22005KT 3SM BR OVC005 10/09 A2990 RMK AO2\$
144309 ==> METAR KSIF 311355Z AUTO 00000KT 1SM -RA OVC006 09/09 A2991 RMK AO2 \$
144309 ==> T00850085\$
144309 ==> METAR KSIF 311415Z AUTO 00000KT 1 1/2SM BR OVC004 09/09 A2991 RMK \$

144309 ==> AO2 T00880088\$
144309 ==> METAR KSIF 311435Z AUTO 00000KT 1 3/4SM BR BKN002 OVC006 09/09 \$
144309 ==> A2991 RMK AO2 T00910091\$

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144309 ==> METAR KHBI 311355Z AUTO 20009G14KT 10SM OVC065 12/11 A2995 RMK AO2 \$
144309 ==> P0001 T01210106\$
144309 ==> METAR KHBI 311415Z AUTO 20008KT 10SM SCT013 SCT035 BKN065 12/11 \$
144309 ==> A2994 RMK AO2 T01240110\$
144309 ==> METAR KHBI 311435Z AUTO 21010KT 10SM BKN015 BKN035 BKN080 13/11 \$
144309 ==> A2994 RMK AO2 T01300114\$
144309 ==> METAR KBUY 311354Z AUTO 17003KT 5SM BR BKN008 OVC012 11/11 A2992 RMK \$
144309 ==> AO2 RAE11 CIG 004V010 SLP129 P0000 T01110106 TSNO\$
144309 ==> SPECI KBUY 311439Z AUTO 21005KT 7SM OVC010 13/11 A2991 RMK AO2 CIG \$
144309 ==> 007V012 TSNO\$
144309 ==> METAR K5W8 311355Z AUTO 18005KT 10SM BKN006 BKN033 OVC075 11/11 \$
144309 ==> A2993 RMK AO2 T01110106\$
144309 ==> METAR K5W8 311415Z AUTO 18005KT 10SM BKN006 OVC065 12/11 A2993 RMK \$
144309 ==> AO2 T01170111\$
144309 ==> METAR K5W8 311435Z AUTO 20007KT 10SM SCT006 BKN038 OVC065 13/11 \$
144309 ==> A2992 RMK AO2 T01250114\$
144309 ==> METAR KTDF 311355Z AUTO 16006KT 5SM -DZ OVC003 09/09 A2993 RMK AO2\$
144309 ==> METAR KTDF 311415Z AUTO 19005KT 7SM OVC003 10/10 A2993 RMK AO2 LTG \$
144309 ==> DSNT S\$
144309 ==> METAR KTDF 311435Z AUTO 20007KT 7SM OVC005 11/11 A2993 RMK AO2 LTG \$
144309 ==> DSNT S\$

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144309 ==> METAR KIGX 311356Z AUTO VRB05KT 3SM -RA BR OVC005 11/09 A2993 RMK \$
144309 ==> AO2 RAE1257B22 SLP133 P0000 T01060094\$
144309 ==> SPECI KIGX 311416Z AUTO VRB05KT 4SM BR BKN007 OVC013 11/09 A2993 RMK \$
144309 ==> AO2 RAE1357 CIG 004V011 P0000 T01110094\$
144309 ==> METAR KTTA 311355Z AUTO 17005KT 7SM SCT007 SCT043 OVC090 12/11 \$
144309 ==> A2995 RMK AO2 T01180111\$
144309 ==> METAR KTTA 311415Z AUTO 19005KT 10SM SCT010 SCT017 OVC100 13/12 \$
144309 ==> A2993 RMK AO2 T01260116\$
144309 ==> METAR KTTA 311435Z AUTO 21008KT 10SM SCT014 BKN085 OVC100 14/12 \$
144309 ==> A2993 RMK AO2 T01440124\$
144309 ==> METAR KRDU 311351Z 18007KT 6SM BR BKN006 BKN032 OVC080 11/10 A2994 \$
144309 ==> RMK AO2 RAE27 SLP139 P0005 T01110100\$
144309 ==> SPECI KRDU 311404Z 18009G14KT 6SM BR SCT009 BKN038 OVC085 12/11 \$
144309 ==> A2993 RMK AO2\$
144309 ==> no reports available for RAX\$
144309 ==> METAR KLHZ 311355Z AUTO 16006KT 3SM -RA OVC004 A2996 RMK AO2 P0005\$
144309 ==> METAR KLHZ 311415Z AUTO 17006KT 5SM HZ OVC004 A2995 RMK AO2\$
144309 ==> METAR KLHZ 311435Z AUTO 16008KT 5SM HZ OVC004 A2994 RMK AO2\$

144309 ==> METAR KJNX 311355Z AUTO 20003KT 7SM SCT003 BKN055 OVC095 11/11 \$
144309 ==> A2997 RMK AO2 P0004\$
144309 ==> METAR KJNX 311415Z AUTO 19003KT 7SM BKN005 BKN034 OVC065 11/11 \$

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144309 ==> A2997 RMK AO2 LTG DSNT SE\$
144309 ==> METAR KRWI 311353Z AUTO 16005KT 3SM -RA BR FEW036 BKN070 OVC080 \$
144309 ==> 10/09 A2999 RMK AO2 SLP155 P0008 T01000089\$
144309 ==> METAR KGWV 311355Z AUTO 14006KT 5SM RA SCT026 SCT033 OVC080 11/11 \$
144309 ==> A2999 RMK AO2 P0003 T01100110\$
144309 ==> METAR KGWV 311415Z AUTO 15004KT 4SM -RA OVC070 12/12 A2998 RMK AO2 \$
144309 ==> P0001 T01160116\$
144309 ==> METAR KGWV 311435Z AUTO 16005KT 7SM -DZ SCT050 OVC080 12/12 A2998 \$
144309 ==> RMK AO2 P0001 T01240122\$
144309 ==> METAR KGSB 311358Z AUTO 11004KT 9SM FEW005 SCT042 BKN055 OVC070 12/11\$
144309 ==> A2997 RMK AO2 RAB1330E1353 SLP152 P0002 T01150109 \$\$
144309 ==> SPECI KGSB 311432Z AUTO 15004KT 10SM -RA FEW016 BKN080 13/12 A2996\$
144309 ==> RMK AO2\$
144309 ==> METAR KETC 311355Z AUTO 16004KT 7SM -RA SCT040 OVC070 11/09 A2999 \$
144309 ==> RMK AO2 P0006 T01050092\$
144309 ==> METAR KETC 311415Z AUTO 16005KT 5SM RA BKN031 BKN039 OVC060 11/09 \$
144309 ==> A2999 RMK AO2 P0003 T01070094\$
144309 ==> METAR KETC 311435Z AUTO 14004KT 5SM -RA SCT031 SCT040 OVC075 11/10 \$
144309 ==> A2997 RMK AO2 P0005 T01100097\$
144309 ==> METAR KISO 311356Z 18007KT 7SM BKN033 13/10 A3001\$
144309 ==> METAR KPGV 311355Z AUTO 17004KT 10SM SCT042 SCT050 OVC090 12/10 \$

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144309 ==> A3002 RMK AO2\$
144309 ==> METAR KPGV 311415Z AUTO 18004KT 10SM BKN038 BKN050 OVC090 12/10 \$
144309 ==> A3001 RMK AO2 LTG DSNT S\$
144309 ==> METAR KPGV 311435Z AUTO 19004KT 10SM DZ OVC036 12/10 A3001 RMK AO2\$
144309 ==> METAR KOCW 311355Z AUTO 14006KT 10SM SCT070 13/10 A3001 RMK AO2 \$
144309 ==> T01300096\$
144309 ==> METAR KOCW 311415Z AUTO 15003KT 10SM CLR 14/11 A3001 RMK AO2 \$
144309 ==> T01410108\$
144309 ==> METAR KOCW 311435Z AUTO 15003KT 10SM SCT075 SCT110 15/11 A3000 RMK \$
144309 ==> AO2 T01450111\$
144309 ==> \$
144309 ==> ***** Pilot Reports *****\$
144309 ==> GSO UA /OV GSO235005 /TM 1340 /FL034 /TP DC10 /SK OVC-TOP034 /RM\$
144309 ==> DURC\$
144309 ==> \$
144309 ==> \$
144309 ==> RDU UA /OV RDU180010 /TM 1355 /FL090 /TP CRJ7 /SK\$
144309 ==> SCT010/SCT050-TOP055/OVC090-TOPUNKN\$

144309 ==> \$
144309 ==> \$
144309 ==> \$
144309 ==> ***** Radar Summaries *****\$

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144309 ==> JKL 1435 AREA 3R 61/91 214/69 82W MT 130 69/87\$
144309 ==> AUTO\$
144309 ==> ^JN211 KM11 KP1 LO11 MN1 NN2 OM11 PM1\$
144309 ==> \$
144309 ==> MRX 1435 AREA 3R 19/46 219/43 51W\$
144309 ==> AUTO\$
144309 ==> ^ML12 NM1 OM12\$
144309 ==> \$
144309 ==> RLX 1435 AREA 3RW+ 293/60 103/109 152W\$
144309 ==> AUTO\$
144309 ==> ^IO11 JO111 KO31 LM111111 MK122211 NK11 NN111 ON1\$
144309 ==> \$
144309 ==> GSP 1435 AREA 4R 102/74 148/107 31W\$
144309 ==> AUTO\$
144309 ==> ^LP1 MP12 NQ1 OQ22\$
144309 ==> \$
144309 ==> CAE 1435 AREA 3RW++ 50/55 188/109 109W MT 230 198/96 C2635\$
144309 ==> AREA 8R 93/74 99/99 24W\$
144309 ==> AUTO\$
144309 ==> ^KN1 KQ2 LM12 LQ2 ML1222 NN2221 OO12 PN43 QN32 RN2\$
144309 ==> \$
144309 ==> FCX 1435 CELL TRWX 265/57 D3\$

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144309 ==> AREA 3RW+ 309/88 102/117 173W\$
144309 ==> AUTO\$
144309 ==> ^IK111 JJ11111 KJ1112321 LI11222311 MJ2221 MQ1 NK22 OJ51 PJ1\$
144309 ==> \$
144309 ==> RAX 1435 AREA 4RW++ 316/102 92/94 151W MT 230 38/93 C2727\$
144309 ==> AUTO\$
144309 ==> ^HM111 IJ1213211 JI1 JK223331 KL22421 LL1122 ML1222 NL122 RM1\$
144309 ==> \$
144309 ==> LWX 1435 AREA 4RW+ 27/105 207/119 216W MT 190 243/86 C2317\$
144309 ==> AUTO\$
144309 ==> ^IL1 JL2 KI112211 LH1122221 MI12322 NI21211 OH1111111111 PI11 PL112211 QN121 \$
144309 ==> RK111 RO1\$
144309 ==> \$
144309 ==> LTX 1435 AREA 10TRWX 95/84 95/96 3W\$
144309 ==> AREA 5RW++ 92/102 121/60 22W\$
144309 ==> LN 5RW+ 118/118 162/122 19W\$

144309 ==> AREA 5R 350/104 25/84 62W\$
144309 ==> AREA 2R 289/112 236/114 48W\$
144309 ==> AREA 4R 286/44 159/44 82W\$
144309 ==> AUTO\$
144309 ==> ^HL21 IK22 JK22 KQ5 LP45 ML121 MP3 NH1 NK211 OH1 OK2 OM12 OR2 PI2 PN1
(Page 44):

PQ33 QJ21 \$
144309 ==> QQ2\$
144309 ==> \$
144309 ==> AKQ 1435 AREA 5RW++ 294/122 152/92 183W MT 200 356/18 C1717\$
144309 ==> AUTO\$
144309 ==> ^KK22221 LJ1342221 MH111233221 NH112223221 OH1 OJ2223211 PK22321 QK1222
RL12\$
144309 ==> \$
144309 ==> MHX 1435 AREA 6TRWXX 85/84 103/72 14W C2221\$
144309 ==> CELL TRWXX 125/91 D4\$
144309 ==> CELL TRWX 167/55 D9 C2221\$
144309 ==> AREA 3RW++ 313/113 125/119 189W MT 700 162/96\$
144309 ==> AREA 3R 240/74 223/126 28W\$
144309 ==> AUTO\$
144309 ==> ^HK121 II1222111 JI14211 JP621 KH1232 KP662 LI221 LP622 MI22 MQ632 NL1 NO5 NQ43 \$
144309 ==> ON45 OQ33 PN3 PQ34 QK1 QQ1 RL2\$
144309 ==> \$
144309 ==> \$
144309 ==> \$
144309 ==> ***** Terminal Forecasts *****\$
144309 ==> TAF KINT 311121Z 3112/0112 18007KT 3SM -RA BR OVC008 TEMPO\$

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144309 ==> 3112/3114 1 1/2SM -RA BR OVC004\$
144309 ==> FM311500 21012G20KT P6SM VCSH OVC014\$
144309 ==> FM311800 25013G23KT P6SM BKN040\$
144309 ==> FM010400 30007KT P6SM FEW080\$
144309 ==> TAF KGSO 311121Z 3112/0112 18007KT 3SM -RA BR OVC008 TEMPO\$
144309 ==> 3112/3114 1 1/2SM -RA BR OVC004\$
144309 ==> FM311500 21012G20KT P6SM VCSH OVC014\$
144309 ==> FM311800 25013G23KT P6SM BKN040\$
144309 ==> FM010400 30007KT P6SM FEW080\$
144309 ==> TAF AMD KRDU 311413Z 3114/0112 15008KT 4SM -RA BR FEW008 SCT024\$
144309 ==> OVC040 TEMPO 3114/3116 6SM BR SCT009 BKN040\$
144309 ==> FM311600 23014G24KT P6SM BKN025\$
144309 ==> FM312000 24012G25KT P6SM BKN045\$
144309 ==> FM010000 25008KT P6SM VCSH BKN050\$
144309 ==> FM010700 31006KT P6SM FEW050\$
144309 ==> TAF KRWI 311121Z 3112/0112 16010KT 5SM -RA BR SCT010 BKN035\$
144309 ==> FM311600 22012G22KT P6SM BKN035\$

144309 ==> FM312300 24009KT P6SM SCT045\$
144309 ==> FM010400 26006KT P6SM OVC080\$
144309 ==> TAF AMD KGSB 3105/0107 VRB06KT 9999 SCT020 BKN120 QNH3004INS\$
144309 ==> BECMG 3112/3113 21012G18KT 4800 -SHRA OVC010 WSCONDS 520008\$
144309 ==> QNH2997INS\$

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144309 ==> TEMPO 3113/3119 24025G35KT 3200 RA OVC060\$
144309 ==> BECMG 3119/3120 25015G20KT 9999 NSW SCT015 BKN030 520206\$
144309 ==> QNH2989INS\$
144309 ==> BECMG 3123/3124 25009KT 9999 SCT030 BKN060 520206\$
144309 ==> QNH2992INS T20/3121Z T09/3106Z AMD 310512\$
144309 ==> LAST NO AMDS AFT 3105 NEXT 0101\$
144309 ==> TAF AMD KISO 311208Z 3112/0112 16010KT P6SM -RA SCT010 BKN080\$
144309 ==> FM311500 22013G24KT P6SM VCSH BKN060\$
144309 ==> FM010000 21009KT P6SM BKN100\$
144309 ==> FM010700 24004KT P6SM VCSH BKN050 AMD NOT SKED\$
144309 ==> TAF AMD KPGV 311207Z 3112/0112 16010KT P6SM -RA SCT060 OVC080\$
144309 ==> FM311500 23013G24KT P6SM VCSH BKN060\$
144309 ==> FM010000 23009KT P6SM BKN100\$
144309 ==> FM010700 27004KT P6SM VCSH BKN050 AMD LTD TO CLD VIS AND\$
144309 ==> WIND\$
144309 ==> \$
144309 ==> ***** FD Winds Aloft Forecast *****\$
144309 ==> DATA BASED ON 311200Z REQUESTED\$
144309 ==> VALID 311800Z FOR USE 1400-2100Z. TEMPS NEG ABV 24000 ALTITUDE\$
144309 ==> FT 3000 6000 9000 12000 18000 24000 30000 34000 39000

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5000\$
144309 ==> GSP 2422 2730+06 2734+00 2639-05 2639-18 2755-30 277046 287956 288664 2627+08\$
144309 ==> TRI 2735+03 2738-02 2642-07 2549-19 2663-32 279249 279557 289362\$
144309 ==> ROA 2417 2639+03 2532-02 2536-05 2646-19 2551-33 278149 269058 278761 2531+05\$
144309 ==> RDU 2228 2635+05 2534+00 2539-05 2644-19 2752-31 277946 278156 277063 2432+07\$
144309 ==> ILM 2336 2339+05 2542+00 2642-05 2743-18 2744-30 275945 275854 266764 2338+07\$
144309 ==> ORF 2032 2346+03 2442-02 2539-07 2653-19 2759-32 277947 278456 266963 2241+05\$
144309 ==> HAT 2334 2340+04 2346-02 2444-06 2548-19 2649-31 275946 276555 277165 2338+06\$
144309 ==> \$
144309 ==> \$
144309 ==> \$
144309 ==> ***** NOTAMs *****\$
144309 ==> \$
144309 ==> ***** Runway NOTAMs *****\$
144309 ==> !TRI 03/037 TRI RWY 9/27 CLSD EXC TAXI WEF 1303211943\$

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144309 ==> !TRI 03/008 TRI RWY 27 PAPI OTS WEF 1303052325-1305062200\$
 144309 ==> !UKF 05/005 UKF RWY 1/19 PAEW ADJ\$
 144309 ==> !UKF 05/003 UKF RWY 1/19 WORK IN PROGRESS ADJ SURVEYING\$
 144309 ==> !RDU 12/099 ZEF RWY 7/25 WORK IN PROGRESS CONSTRUCTION EQUIPMENT ADJ\$144309
 ==> APPROACH END RWY 25\$
 144309 ==> !RDU 10/185 8A7 RWY 9 PAPI OTS\$
 144309 ==> !INT 07/009 INT RWY 4/22 CLSD ACR\$
 144309 ==> !INT 08/006 INT RWY 22 PAPI OTS\$
 144309 ==> !GSO 03/032 GSO RWY 14 HOLD POSITION SIGN AT TWY A4 RWY 14/32\$
 144309 ==> UNLGTD WEF 1303310158-1304052100\$
 144309 ==> !GSO 03/034 GSO RWY 23R RVRT OTS WEF 1303311008\$
 144309 ==> !GSO 03/033 GSO RWY 5L RVRR OTS WEF 1303311008\$
 144309 ==> !SIF 04/003 SIF RWY 31 REIL OTS\$
 144309 ==> !SIF 12/001 SIF RWY 31 PAPI OTS\$
 144309 ==> !HBI 09/004 HBI RWY 3 PAPI OTS\$
 144309 ==> !BUY 05/002 BUY RWY 24 PAPI OTS\$
 144309 ==> !BUY 12/004 BUY RWY 6/24 NOW 6405X100 WEF 1212101700\$
 144309 ==> !TDF 02/008 TDF RWY 6 PAPI GP 3.00 VICE 3.25 WEF 1302142235\$
 144309 ==> !TDF 02/006 TDF RWY 24 PAPI OTS WEF 1302142151\$
 144309 ==> !JNX 02/008 JNX RWY 3 PAPI OTS WEF 1302211704\$
 144309 ==> !JNX 12/001 JNX RWY 21 PAPI OTS\$
 144309 ==> !RWI 07/009 RWI RWY 22 PAPI OTS\$

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144309 ==> !GWW 03/007 GWW RWY 23 PAPI NOT COINCIDENTAL WITH GP\$
 144309 ==> !ILM 10/024 ILM RWY 17/35 WORK IN PROGRESS CONSTRUCTION ADJ NORTH\$
 144309 ==> SIDE\$
 144309 ==> !PGV 07/017 PGV RWY 15/33 CLSD PERM\$
 144309 ==> !OCW 07/008 OCW RWY 35 BUMP IN PAVEMENT 1700 FM THR 25 WEST OF\$
 144309 ==> CNTRLN\$
 144309 ==> !OCW 07/007 OCW RWY 17 BUMP IN PAVEMENT 2070 FM THR 50 EAST OF\$
 144309 ==> CNTRLN\$
 144309 ==> !ORF 03/020 ORF RWY 5 PAPI OTS\$
 144309 ==> \$
 144309 ==> \$
 144309 ==> ***** Aerodrome NOTAMs *****\$
 144309 ==> !RDU 02/249 8A7 AD ABN OTS\$
 144309 ==> !SIF 04/004 SIF AD SE WINDSOCK LGT OTS\$
 144309 ==> \$
 144309 ==> \$
 144309 ==> ***** Obstruction NOTAMs *****\$
 144309 ==> !GSP 03/020 GSP OBST TOWER 1118 (270 AGL) 5.5 S LGTS OTS (ASR\$
 144309 ==> 1016197) WEF 1303282022-1304122022\$
 144309 ==> !GSP 03/021 GSP OBST TOWER 1062 (312 AGL) 12.9 SSE LGTS OTS (ASR\$
 144309 ==> 1240165) WEF 1303300543-1304140543\$
 144309 ==> !GSP 01/005 GSP OBST TOWER 908 (250 AGL) 3.4 E LGTS OTS (ASR UNKN)\$

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144309 ==> TIL 1304031324\$
144309 ==> !TRI 03/045 TRI OBST TOWER 2013 (271 AGL) 7.4 ENE LGTS OTS (ASR\$
144309 ==> 1045692) TIL 1304132158\$
144309 ==> !RDU 03/230 NC2 OBST TOWER 1414 (400 AGL) 7.5 S LGTS OTS (ASR\$
144309 ==> 1262531) WEF 1303301127-1304141127\$
144309 ==> !RDU 03/199 8A7 OBST TOWER 1197 (415 AGL) 5.6 WSW LGTS OTS (ASR\$
144309 ==> 1005129) WEF 1303251630-1304091630\$
144309 ==> !ROA 03/052 ROA OBST TOWER 3848 (269 AGL) 17.2 NW LGTS OTS (ASR\$
144309 ==> 1023983) WEF 1303271639-1304111639\$
144309 ==> !EXX 03/006 EXX OBST TOWER 1123 (412 AGL) 4.8 NE LGTS OTS (ASR\$
144309 ==> 1006905) TIL 1304060001\$
144309 ==> !RDU 03/168 N97 OBST TOWER 1339 (287 AGL) 2.4 ENE LGTS OTS (ASR\$
144309 ==> 1005465) WEF 1303201212-1304041212\$
144309 ==> !RDU 03/196 N83 OBST TOWER 1548 (666 AGL) 4.5 E LGTS OTS (ASR\$
144309 ==> 1033582) WEF 1303251118-1304091118\$
144309 ==> !SIF 03/005 SIF OBST TOWER 1734 (1040 AGL) 6.2 SSW LGTS OTS (ASR\$
144309 ==> 1007580) TIL 1304111941\$
144309 ==> !SIF 03/004 SIF OBST TOWER 1046 (260 AGL) 3.9 WNW LGTS OTS \$
144309 ==> (ASR 1253888) WEF 1303181716-1304021716\$
144309 ==> !RDU 03/162 W88 OBST TOWER 1028 (290 AGL) 7.97 SE LGTS OTS \$
144309 ==> (ASR 1258214) WEF 1303200705-1304040705\$
144309 ==> !RDU 03/215 W88 OBST TOWER 1077 (265 AGL) 3.9 ESE LGTS OTS \$

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144309 ==> (ASR 1056904) WEF 1303280608-1304120608\$
144309 ==> !HBI 03/004 HBI OBST TOWER 1366 (215 AGL) 6.6 NNW LGTS OTS (ASR\$
144309 ==> 1011541) WEF 1303301126-1304141126\$
144309 ==> !RDU 03/180 6A5 OBST TOWER 1549 (809 AGL) 5.2 SSE LGTS OTS \$
144309 ==> (ASR 1062557) WEF 1303220145-1304060145\$
144309 ==> !RDU 03/239 6A5 OBST TOWER 1001 (229 AGL) 9.5 ESE LGTS OTS (ASR\$
144309 ==> 1254354) WEF 1303311023-1304151023\$
144309 ==> !RDU 03/174 3A4 OBST TOWER 2624 (1889 AGL) 8.7 WSW LGTS OTS (ASR\$
144309 ==> 1001558) WEF 1303202108-1304042108\$
144309 ==> !RDU 03/222 3A4 OBST TOWER 886 (147 AGL) 0.4 S LGTS OTS (ASR 1003637)\$
144309 ==> TIL 1304130750\$
144309 ==> !RDU 03/198 N61 OBST TOWER 1843 (941 AGL) 5.7 NE LGTS OTS \$
144309 ==> (ASR 1024643) TIL 1304091611\$
144309 ==> !BUY 03/009 BUY OBST TOWER 1051 (309 AGL) 6.2 NW LGTS OTS (ASR\$
144309 ==> 1007021) WEF 1303311055-1304151055\$
144309 ==> !BUY 03/007 BUY OBST TOWER 956 (315 AGL) 6.2 NNW LGTS OTS (ASR\$
144309 ==> 1016494) TIL 1304151042\$
144309 ==> !BUY 03/006 BUY OBST TOWER 1232 (520 AGL) 8.0 W LGTS OTS (ASR\$
144309 ==> 1033583) WEF 1303281111-1304121111\$
144309 ==> !BUY 03/008 BUY OBST TOWER 1141 (500 AGL) 6.1 NNW LGTS OTS (ASR\$

144309 ==> 1005741) TIL 1304151047\$

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144309 ==> !RDU 03/231 5W8 OBST TOWER 923 (343 AGL) 10.6 SW LGTS OTS (ASR\$
144309 ==> 1008977) WEF 1303301140-1304141140\$
144309 ==> !IGX 03/007 IGX OBST TOWER 1768 (1089 AGL) 6.1 SW LGTS OTS (ASR\$
144309 ==> 1005059) WEF 1303291343-1304131343\$
144309 ==> !IGX 03/006 IGX OBST TOWER 2036 (1294 AGL) 6.5 SW LGTS OTS (ASR\$
144309 ==> 1014574) WEF 1303232101-1304072101\$
144309 ==> !TTA 03/016 TTA OBST TOWER 803 (270 AGL) 7.1 NW LGTS OTS (ASR\$
144309 ==> 1006630) TIL 1304141646\$
144309 ==> !TTA 03/013 TTA OBST TOWER 632 (320 AGL) 11.1 NNE LGTS OTS (ASR\$
144309 ==> 1006089) WEF 1303240329-1304080329\$
144309 ==> !TTA 03/012 TTA OBST TOWER 771 (400 AGL) 6.3 SW LGTS OTS (ASR\$
144309 ==> 1001087) WEF 1303232125-1304072125\$
144309 ==> !TTA 03/010 TTA OBST TOWER 2147 (1747 AGL) 7.36 SE LGTS OTS (ASR\$
144309 ==> 1238110) TIL 1304031207\$
144309 ==> !TTA 01/002 TTA OBST TOWER 784 (523 AGL) 8.3 ENE (3538N7857W) UNLGTD\$144309 ==>
WEF 1301032215-1312151600\$
144309 ==> !RDU 02/167 RDU OBST CRANE UNKN (75 AGL) .53 NNE AER 5L\$
144309 ==> !RDU 03/216 RDU OBST TOWER 813 (420 AGL) 4.1 NNW LGTS OTS (ASR\$
144309 ==> 1005185) WEF 1303281446-1304121446\$
144309 ==> !RDU 03/225 RDU OBST TOWER 810 (420 AGL) 7.9 NNW LGTS OTS (ASR\$
144309 ==> 1005705) WEF 1303292017-1304132017\$
144309 ==> !RDU 03/171 RDU OBST TOWER 789 (419 AGL) 4.8 SSW LGTS OTS (ASR\$

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144309 ==> 1008551) WEF 1303201840-1304041840\$
144309 ==> !RDU 11/025 RDU OBST CRANE 592 (167 AGL) 0.49 NNW APCH END RWY 5R\$
144309 ==> FLAGGED/LGTD 1300-2200 DLY WEF 1211071300-1306302200\$
144309 ==> !RDU 03/233 RDU OBST TOWER 725 (238 AGL) 5.5 SSE LGTS OTS (ASR\$
144309 ==> 1006632) TIL 1304141645\$
144309 ==> !RDU 03/210 RDU OBST STACK 784 (523 AGL) 16.0 SW LGTS OTS (ASR UNKN)\$144309 ==>
TIL 1304111400\$
144309 ==> !RDU 03/185 W17 OBST TOWER 660 (345 AGL) 4.2 SSE LGTS OTS (ASR\$
144309 ==> 1008959) WEF 1303221957-1304061957\$
144309 ==> !RDU 03/202 W17 OBST TOWER 766 (500 AGL) 8.4 WSW LGTS OTS (ASR\$
144309 ==> 1004858) WEF 1303262022-1304102022\$
144309 ==> !RDU 03/167 W17 OBST TOWER 1549 (1199 AGL) 8.8 NNW LGTS OTS (ASR\$
144309 ==> 1001740) WEF 1303201153-1304041153\$
144309 ==> !RDU 03/235 W17 OBST TOWER 573 (273 AGL) 1.7 NE LGTS OTS (ASR\$
144309 ==> 1005264) WEF 1303310212-1304150212\$
144309 ==> !LHZ 03/009 LHZ OBST TOWER 1280 (1086 AGL) 13.0 E LGTS OTS (ASR\$
144309 ==> 1008248) WEF 1303260538-1304100538\$
144309 ==> !LHZ 03/005 LHZ OBST TOWER 656 (328 AGL) 6.3 NNW LGTS OTS (ASR\$
144309 ==> 1007192) WEF 1303201839-1304041839\$

144309 ==> !LHZ 03/010 LHZ OBST TOWER 803 (488 AGL) 19.9 NNE LGTS OTS (ASR\$
144309 ==> 1238889) WEF 1303290239-1304130239\$
144309 ==> !JNX 03/009 JNX OBST TOWER 433 (260 AGL) 7.3 E LGTS OTS (ASR 1212348)
(Page 54):

\$
144309 ==> WEF 1303282021-1304121921\$
144309 ==> !RDU 03/238 W03 OBST TOWER 2208 (1968 AGL) 9.3 WNW LGTS OTS (ASR\$
144309 ==> 1004438) TIL 1304151000\$
144309 ==> !RDU 03/166 W03 OBST TOWER 750 (499 AGL) 7.3 WSW LGTS OTS (ASR\$
144309 ==> 1272417) WEF 1303201117-1304041117\$
144309 ==> !RWI 03/006 RWI OBST TOWER 564 (425 AGL) 5.1 NE LGTS OTS \$
144309 ==> (ASR 1009593) TIL 1304021725\$
144309 ==> !RWI 03/010 RWI OBST TOWER 427 (292 AGL) 3.8 SE LGTS OTS (ASR\$
144309 ==> 1011105) TIL 1304150656\$
144309 ==> !RWI 03/009 RWI OBST TOWER 640 (500 AGL) 7.8 NNW LGTS OTS (ASR\$
144309 ==> 1062750) TIL 1304111454\$
144309 ==> !RWI 03/003 RWI OBST TOWER UNKN (294 AGL) 5.06 NE UNLGTD\$
144309 ==> (3555N07749W)\$
144309 ==> !GWW 03/003 GWW OBST TOWER 444 (319 AGL) 8.2 E LGTS OTS (ASR 1228411)\$
144309 ==> WEF 1303221753-1304061753\$
144309 ==> !RDU 03/218 ETC OBST TOWER 527 (480 AGL) 8.8 SSW LGTS OTS (ASR\$
144309 ==> 1255714) TIL 1304121816\$
144309 ==> !RDU 03/184 N08 OBST TOWER 380 (320 AGL) 6.4 SW LGTS OTS (ASR\$
144309 ==> 1226613) WEF 1303221752-1304061752\$
144309 ==> !ILM 03/029 ILM OBST TOWER 318 (303 AGL) 3.5 W LGTS OTS (ASR 1214419)
(Page 55):

\$
144309 ==> TIL 1304090004\$
144309 ==> !ILM 03/028 ILM OBST TOWER 852 (803 AGL) 11.1 W LGTS OTS (ASR\$
144309 ==> 1024421) TIL 1304082351\$
144309 ==> !ILM 03/032 ILM OBST TOWER 374 (338 AGL) 8.9 SW LGTS OTS (ASR\$
144309 ==> 1005379) WEF 1303281833-1304121833\$
144309 ==> !ILM 03/026 ILM OBST TOWER 339 (311 AGL) 7.9 WNW LGTS OTS (ASR\$
144309 ==> 1221293) TIL 1304042144\$
144309 ==> !ILM 03/019 ILM OBST TOWER 627.3 (605.3 AGL) 11.0 SSW LGTS OTS (ASR\$
144309 ==> 1285012) TIL 1304022232\$
144309 ==> !PGV 03/005 PGV OBST TOWER 348 (306 AGL) 4.9 NE LGTS OTS (ASR\$
144309 ==> 1055747) WEF 1303301842-1304141742\$
144309 ==> !RDU 03/140 MCZ OBST TOWER 482 (430 AGL) 3.0 E LGTS OTS (ASR 1215602)\$
144309 ==> WEF 1303161706-1303311706\$
144309 ==> !ORF 03/013 ORF OBST CRANE UNKN (80 AGL) 0.5 WSW DALGT \$
144309 ==> WEF 1303111312-1304192100\$
144309 ==> !ORF 03/026 ORF OBST TOWER 273 (265 AGL) 13.2 SE LGTS OTS (ASR\$
144309 ==> 1017447) TIL 1304030346\$
144309 ==> !ORF 03/028 ORF OBST TOWER 172 (157 AGL) 8.3 ESE LGTS OTS (ASR\$
144309 ==> 1047861) TIL 1304042314\$

144309 ==> !ORF 06/066 ORF OBST CRANE UNKN (300 AGL) 5.83 WSW (3651N07618W) LGT\$
(Page 56):

144309 ==> OTS\$
144309 ==> !ORF 03/033 ORF OBST TOWER 128 (115 AGL) 1.6 NW LGTS OTS (ASR\$
144309 ==> 1008943) TIL 1304131727\$
144309 ==> \$
144309 ==> \$
144309 ==> ***** Navigation NOTAMs *****\$
144309 ==> !GPS 03/167 ZDC NAV GPS IS UNRELIABLE AND MAY BE UNAVAILABLE WITHIN A\$
144309 ==> RADIUS OF 15NM AND CENTERED AT 381541N/0762612W OR THE LOCATION ALSO \$
144309 ==> KNOWN AS THE RICHMOND, VA VOR /RIC/ AT 042 RADIAL AT 62NM FROM 50FT \$144309
==> AGL TO FL400 AND ABOVE 1300-2200 DLY WEF 1304011300-1304052200\$
144309 ==> !GEV 07/009 GEV NAV RWY 28 ILS LLZ/DME UNUSBL BYD 15 DEGS L OF CRS\$
144309 ==> !MWK 01/004 MWK NAV AZW NDB OTS \$
144309 ==> !ROA 09/005 ROA NAV TACAN AZM OTS\$
144309 ==> !INT 07/010 INT NAV RWY 33 ILS GP UNUSBL BYD 7 DEG LEFT/4 DEG RIGHT\$
144309 ==> OF COURSE\$
144309 ==> !INT 01/019 INT NAV GBT OTS WEF 1301221905\$
144309 ==> !GSO 03/005 GSO NAV ILS RWY 23L CAT 2 N/A WEF 1303011941-1306282000 \$144309 ==>
!RDU 12/022 RDU NAV ILS RWY 23L LLZ UNUSBL CPD APCH 2 NM TO THR \$
144309 ==> !RDU 07/098 RDU NAV ILS RWY 5R OM OTS\$
144309 ==> !RDU 05/009 RDU NAV ILS RWY 5L MM OTS\$

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144309 ==> !RWI 08/008 RWI NAV ILS RWY 4 MM OTS\$
144309 ==> !GWW 03/006 GWW NAV ILS RWY 23 GP UNMONITORED\$
144309 ==> !RDU 03/237 TYI NAV VORTAC UNMONITORED WEF 1303310837\$
144309 ==> !RDU 01/170 ETC NAV NDB UNMONITORED WEF 1301221724\$
144309 ==> !ILM 03/027 ILM NAV VORTAC OTS WEF 1303251000-1306282200\$
144309 ==> !ISO 06/014 ISO NAV ILS RWY 5 LLZ CLASSFIED 1B VERSUS 1T WEF\$
144309 ==> 1206211519\$
144309 ==> !PGV 11/003 PGV NAV ILS RWY 20 MM OTS WEF 1211052223\$
144309 ==> !RDU 11/034 MCZ NAV NDB DCMSN WEF 1211052225\$
144309 ==> !ORF 06/032 ORF NAV RWY 23 ILS MM DCMSND\$
144309 ==> !ORF 01/004 ORF NAV ILS RWY 5 LLZ UNUSBL BYD 10 BLW 2100\$
144309 ==> \$
144309 ==> \$
144309 ==> ***** Communication NOTAMs *****\$
144309 ==> !DCA 07/220 ZDC COM RTR QXC COMISSIONING DELAYED 272.75 REMAIN IN\$
144309 ==> USE\$
144309 ==> !DCA 01/053 ZDC COM REMOTE TRANSMITTER/RECEIVER 269.375 VICE 317.70\$
144309 ==> WEF 1101060001\$
144309 ==> !LHZ 09/010 LHZ COM GCO 135.075 OTS\$
144309 ==> !RDU 02/182 W03 COM CTAF/UNICOM 123.0 VICE 122.975 WEF 1302211508\$
144309 ==> \$
144309 ==> \$

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144309 ==> ***** Airspace NOTAMs *****\$
144309 ==> !SUA 03/029 ZTL AIRSPACE R3004A ACT SFC-7000FT AGL WEF\$
144309 ==> 1304010900-1304020500\$
144309 ==> !SUA 03/030 ZTL AIRSPACE R3004B ACT 7000FT AGL-16000FT AGL WEF\$
144309 ==> 1304010900-1304020500\$
144309 ==> !SUA 02/730 ZTL AIRSPACE R3004A ACT SFC-7000FT WEF\$
144309 ==> 1303010800-1303312359\$
144309 ==> !SUA 02/731 ZTL AIRSPACE R3004B ACT 7000FT-16000FT WEF\$
144309 ==> 1303010800-1303312359\$
144309 ==> !MCN 04/454 ZTL AIRSPACE R3004A ACT LIVE FIRE EXERCISE 1100-0459 DLY\$144309 ==>
!SUA 03/008 ZDC AIRSPACE R5304A ACT SFC-6999FT WEF\$
144309 ==> 1303311200-1304010500\$
144309 ==> !SUA 03/007 ZDC AIRSPACE R5303A ACT SFC-6999FT WEF\$
144309 ==> 1303311200-1304010500\$
144309 ==> !SUA 03/027 ZDC AIRSPACE R5303A ACT SFC-6999FT WEF\$
144309 ==> 1304010600-1304010959\$
144309 ==> !SUA 03/923 ZDC AIRSPACE W72B ACT SFC-UNL WEF 1303150500-1306030359\$144309
==> !SUA 03/846 ZDC AIRSPACE R6606 ACT SFC-FL230 WEF\$
144309 ==> 1303292101-1304011159\$
144309 ==> !SUA 03/013 ZDC AIRSPACE R6606 ACT SFC-FL230 WEF\$
144309 ==> 1304012101-1304021159\$
144309 ==> !SUA 03/599 ZDC AIRSPACE R6602A ACT SFC-3999FT WEF\$

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144309 ==> 1303102100-1303312100\$
144309 ==> !SUA 03/034 ZDC AIRSPACE R6613A ACT SFC-10000FT WEF\$
144309 ==> 1304021100-1304021159\$
144309 ==> !SUA 03/005 ZDC AIRSPACE R6611A ACT SFC-10000FT WEF\$
144309 ==> 1304011100-1304011159\$
144309 ==> !SUA 03/014 ZDC AIRSPACE R6602A ACT SFC-3999FT WEF\$
144309 ==> 1304010000-1304281600\$
144309 ==> !SUA 03/927 ZDC AIRSPACE W110 ACT SFC-FL230 WEF\$
144309 ==> 1303150500-1306030359\$
144309 ==> !SUA 03/924 ZDC AIRSPACE W107A ACT SFC-UNL WEF 1303150500-1306030359\$
144309 ==> !SUA 03/921 ZDC AIRSPACE W50B ACT SFC-FL750 WEF\$
144309 ==> 1303150500-1306030359\$
144309 ==> !SUA 03/920 ZDC AIRSPACE W50A ACT SFC-FL750 WEF\$
144309 ==> 1303150500-1306030359\$
144309 ==> !SUA 03/025 ZDC AIRSPACE R6601 ACT SFC-5000FT WEF\$
144309 ==> 1304020401-1304021059\$
144309 ==> !SUA 03/922 ZDC AIRSPACE W72A ACT SFC-UNL WEF 1303150500-1306030359\$144309
==> !SUA 03/015 ZDC AIRSPACE R6602B ACT 4000FT-10999FT WEF\$
144309 ==> 1304010000-1304080400\$
144309 ==> !SUA 03/032 ZDC AIRSPACE R6612 ACT SFC-7000FT WEF\$

144309 ==> 1304021100-1304021159\$

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144309 ==> !SUA 03/001 ZDC AIRSPACE R6601 ACT SFC-5000FT WEF\$
144309 ==> 1304010401-1304011059\$
144309 ==> !SUA 03/004 ZDC AIRSPACE R6612 ACT SFC-7000FT WEF\$
144309 ==> 1304011100-1304011159\$
144309 ==> !DCA 01/228 ZDC AIRSPACE AIRSPACE UNMANNED ACFT 1200/BLW 0.75 NMR\$
144309 ==> ILM068025 CTC CAMP LEJUNE RANGE CONTROL DUTY OFFICER 119.5/233.8 AND\$144309
==> 910-451-3064 EXT 4449 CALL SIGN BLACKBURN WEF 1301221613\$
144309 ==> !SUA 03/031 ZDC AIRSPACE R6611A ACT SFC-10000FT WEF\$
144309 ==> 1304021100-1304021159\$
144309 ==> !SUA 03/919 ZDC AIRSPACE W386 ACT SFC-UNL WEF 1303150500-1306030359\$144309
==> !SUA 03/925 ZDC AIRSPACE W107C ACT SFC UP TO BUT NOT INCLUDING FL180\$
144309 ==> WEF 1303150500-1306030359\$
144309 ==> !SUA 03/926 ZDC AIRSPACE W122 ACT SFC-UNL WEF 1303150500-1306030359\$144309
==> !SUA 03/026 ZDC AIRSPACE R5304A ACT SFC-6999FT WEF\$
144309 ==> 1304010600-1304010959\$
144309 ==> !DCA 03/249 ZDC AIRSPACE VFR HELICOPTER/UNMANNED ACFT 1000/BLW 5NMR\$
144309 ==> ORF087009 CTC RANGE OFFICER, 757-422-7010 EXT 232\$
144309 ==> !SUA 03/006 ZDC AIRSPACE R6613A ACT SFC-10000FT WEF\$
144309 ==> 1304011100-1304011159\$
144309 ==> !SUA 03/918 ZDC AIRSPACE W50C ACT SFC-FL750 WEF\$
144309 ==> 1303150500-1306030359\$

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144309 ==> !ILM 01/042 ILM AIRSPACE SEE ZDC 01/228 UNMANNED ACFT\$
144309 ==> \$
144309 ==> \$
144309 ==> ***** Taxiway NOTAMs *****\$
144309 ==> !TRI 03/034 TRI TWY C EAST OF TWY R CLSD WEF 1303191200\$
144309 ==> !ROA 03/037 ROA TWY N MANDATORY HOLD SHORT SIGN AT RWY 6/24 UNLGTD\$
144309 ==> !ROA 03/050 ROA TWY E1 HOLD SIGN AT RWY 6/24 UNLGTD\$
144309 ==> !GSO 08/041 GSO TWY E PORTIONS NOT VISIBLE FROM TWR BTN J,H\$
144309 ==> !GSO 02/034 GSO TWY M BTN TWY HONDA AIRCRAFT RAMP ENTRANCE AND TWY\$
144309 ==> M6 CLSD WEF 1302211840-1304042200\$
144309 ==> !GSO 08/040 GSO TWY D1 IS PRIMARY ENTRANCE FOR ATLANTIC AERO FBO\$
144309 ==> !GSO 01/054 GSO TWY K NE TWY K6 CLSD EXC CARGO ACFT\$
144309 ==> !GSO 02/033 GSO TWY M6 CLSD WEF 1302211838-1304042200\$
144309 ==> !BUY 01/008 BUY TWY NORTH END TWY LGTS OTS\$
144309 ==> !JNX 03/002 JNX TWY A CLSD FROM SOUTH END OF NORTH PARKING RAMP TO\$
144309 ==> TWY F WEF\$
144309 ==> 1303081332\$
144309 ==> !JNX 03/001 JNX TWY E CLSD WEF 1303081332\$
144309 ==> !ILM 12/037 ILM TWY B NONSTD MARKING BTN TWY G AND AER RWY 24 WEF\$
144309 ==> 1212181934\$

144309 ==> !ORF 02/043 ORF TWY C HOLDING AREA FOR RWY 5 CLSD BARRICADED \$
144309 ==> WEF 1302251533-1305271700\$

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144309 ==> !ORF 02/042 ORF TWY C WORK IN PROGRESS MAINTENANCE BTN APCH END RWY\$
144309 ==> 23 AND TWY H ADJ W SIDE LGTD AND BARRICADED WEF 1302251535-1305271700\$
144309 ==> !ORF 02/041 ORF TWY C HOLDING AREA FOR RWY 23 CLSD BARRICADED \$
144309 ==> WEF 1302251535-1305271700\$
144309 ==> !ORF 02/040 ORF TWY C WORK IN PROGRESS MAINTENANCE BTN TWY A AND\$
144309 ==> APCH\$
144309 ==> END RWY 5 ADJ E SIDE LGTD AND BARRICADED WEF 1302251534-1305271700\$
144309 ==> \$
144309 ==> \$
144309 ==> ***** Ramp/Apron NOTAMs *****\$
144309 ==> !ORF 12/009 ORF APRON TERMINAL APRON WORK IN PROGRESS CONST GATE B16\$144309
==> LGTD AND BARRICADED WEF 1212031552-1311292200\$
144309 ==> \$
144309 ==> \$
144309 ==> ***** Service NOTAMs *****\$
144309 ==> !LHZ 11/004 LHZ SVC DP/T UNREL WEF 1211061313\$
144309 ==> !RDU 09/101 W03 SVC PCL NOW 123.0\$
144309 ==> !ISO 04/008 ISO SVC AWOS-3 132.75 UNAVBL 1030-0200 DLY\$
144309 ==> !OCW 02/008 OCW SVC AWOS-3 DP OTS WEF 1302151610\$
144309 ==> \$
144309 ==> \$

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144309 ==> ***** Unverified Aeronautic Information NOTAMs *****\$
144309 ==> \$
144309 ==> \$
144309 ==> ***** Other NOTAMs *****\$
144309 ==> \$
144309 ==> \$
144309 ==> ***** NOTAMs without keywords *****\$
144309 ==> !UAR 10/016 GSO BROOK TWO ARRIVAL...\$
144309 ==> SPA TRANSITION: MEA 15000, MOCA 6000. \$
144309 ==> \$
144309 ==> \$
144309 ==> ***** FDC NOTAMs *****\$
144309 ==> !FDC 3/8319 ZTL GA. ATLANTA, GA. LASER LIGHT DEMONSTRATION WILL BE\$
144309 ==> CONDUCTED NORTH NORTHEAST OF THE HARTSFIELD-JACKSON ATLANTA \$
144309 ==> INTERNATIONAL AIRPORT (ATL)GOERGIA AT 334539N/842335W, OR THE \$
144309 ==> ATLANTA/ATL/VORTAC 10 DEGREE RADIAL 8 NAUTICAL MILES. \$
144309 ==> EFFECTIVE 1304050200 UTC UNTIL 1304050430 UTC. \$
144309 ==> LASER LIGHT BEAMS MAY BE INJURIOUS TO PILOTS'/PASSENGERS' EYES WITHIN\$
144309 ==> 357 FEET OF THE LIGHT SOURCE. FLASH BLINDNESS OR COCKPIT \$

144309 ==> ILLUMINATION MAY OCCUR BEYOND THESE DISTANCES. \$
144309 ==> ATLANTA TRACON /A80/, TELEPHONE 678-364-6103, IS THE FAA COORDINATION
(Page 64):

\$
144309 ==> FACILITY.\$
144309 ==> \$
144309 ==> !FDC 3/8315 ZTL GA.. ATLANTA, GA. LASER LIGHT DEMONSTRATION WILL BE\$
144309 ==> CONDUCTED NORTH NORTHEAST OF THE HARTSFIELD-JACKSON ATLANTA \$
144309 ==> INTERNATIONAL AIRPORT (ATL) GOERGIA AT 334541N/842336W, OR THE \$
144309 ==> ATLANTA /ATL/ VORTAC 10 DEGREE RADIAL 8 NAUTICAL MILES. \$
144309 ==> EFFECTIVE 1304060115 UTC UNTIL 1304060615 UTC,\$
144309 ==> 1304070115 UTC UNTIL 1304070615 UTC, AND\$
144309 ==> 1304080115 UTC UNTIL 1304080615 UTC\$
144309 ==> LASER LIGHT BEAMS MAY BE INJURIOUS TO PILOTS'/PASSENGERS' EYES WITHIN\$
144309 ==> 758 FEET OF THE LIGHT SOURCE. FLASH BLINDNESS OR COCKPIT \$
144309 ==> ILLUMINATION MAY OCCUR BEYOND THESE DISTANCES. \$
144309 ==> ATLANTA TRACON /A80/, TELEPHONE 678-364-6103, IS THE FAA COORDINATION\$
144309 ==> FACILITY.\$
144309 ==> \$
144309 ==> !FDC 3/7935 ZTL AIRSPACE ADS-B SERVICES TISB AND FISB AVBL NOVEMBER \$144309 ==>
19, 2010. TIS-B SERVICE IS AVAILABLE THROUGHOUT THE NAS WHERE THERE \$144309 ==> ARE BOTH
ADEQUATE SURVEILLANCE COVERAGE (RADAR) AND BROADCAST \$
144309 ==> COVERAGE FROM ADS-B GROUND STATIONS. REPORTS OF TIS-B AND FIS-B \$

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144309 ==> MALFUNCTIONS SHOULD BE REPORTED BY RADIO OR TELEPHONE TO THE NEAREST \$
144309 ==> FSS FACILITY.\$
144309 ==> \$
144309 ==> !FDC 3/2865 ZTL FI/T ROUTE ZTL.\$
144309 ==> V66 BROOKWOOD (OKW) VORTAC, AL TO KYLEE, AL NA EXCEPT FOR\$
144309 ==> AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.\$
144309 ==> \$
144309 ==> !FDC 3/0471 ZTL FI/T ROUTE ZDC ZTL.\$
144309 ==> J37 SPARTANBURG (SPA) VORTAC, SC TO LYNCHBURG (LYH) VORTAC, \$
144309 ==> VA NA.\$
144309 ==> \$
144309 ==> !FDC 2/8513 ZTL FI/T ROUTE ZTL.\$
144309 ==> V537 MACON (MCN) VORTAC GA R-184 UNUSABLE, NA EXCEPT FOR AIRCRAFT\$144309
==> EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.\$
144309 ==> \$
144309 ==> !FDC 2/4604 ZTL AL.. FI/T ROUTE ZIX ZTL.\$
144309 ==> V241 WIREGRASS (RRS) VORTAC, AL TO COP NORTHBOUND MEA 6000, RRS\$
144309 ==> (355-025) R-019 UNUSABLE BELOW 6000.\$
144309 ==> \$
144309 ==> !FDC 2/4428 ZTL FI/T ROUTE ZIX ZTL.\$
144309 ==> V537 MOULTRIE (MGR) VOR/DME, GA R-007 NORTHBOUND TO COP NA AND\$

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144309 ==> R-180 SOUTHBOUND TO COP NA.\$
144309 ==> \$
144309 ==> !FDC 2/2820 ZTL AL.. FI/T ROUTE ZIX ZTL.\$
144309 ==> V168 WIREGRASS (RRS) VORTAC, AL NORTHBOUND TO MILER, AL MEA 6000,\$144309 ==>
GNSS MEA 3000G.\$
144309 ==> \$
144309 ==> !FDC 9/3124 ZDC DE.. FLIGHT RESTRICTION GREENVILLE/WILIMNGTON, DE. \$
144309 ==> PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION\$144309 ==>
(FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AS 'NATIONAL \$
144309 ==> DEFENSE AIRSPACE'. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES \$
144309 ==> THE RULES CONCERNING OPERATIONS IN THIS AIRSPACE MAY BE SUBJECT TO \$
144309 ==> CERTAIN CRIMINAL PENALTIES UNDER 49 USC 46307. PILOTS WHO DO NOT \$
144309 ==> ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND \$144309
==> INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. PURSUANT TO TITLE \$
144309 ==> 14, SECTION 91.141 OF THE CODE OF FEDERAL REGULATIONS, AIRCRAFT \$
144309 ==> FLIGHT OPERATIONS ARE PROHIBITED WITHIN THE FOLLOWING AREA(S) UNLESS \$
144309 ==> OTHERWISE AUTHORIZED BY ATC WITHIN A 1 NMR OF 394605N/0753704W OR THE\$
144309 ==> DQO005005.4 UP TO AND INCLUDING 1500 FT AGL EFFECTIVE IMMEDIATELY \$
144309 ==> UNTIL FURTHER NOTICE.\$

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144309 ==> \$
144309 ==> !FDC 7/4003 ZDC SPECIAL NOTICE...\$
144309 ==> EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE\$
144309 ==> IFR TURBOJET AIRCRAFT FILED AT OR ABOVE FL240 DEPARTING FROM \$
144309 ==> MONTREAL, TORONTO, CLEVELAND, AND BOSTON CENTERS TO JACKSONVILLE AND \$
144309 ==> MIAMI CENTERS AS WELL AS CARIBBEAN DESTINATIONS BETWEEN THE HOURS OF \$
144309 ==> 1200Z AND 2000Z (1100Z AND 1900Z DURING DAYLIGHT SAVINGS TIME), SHALL\$
144309 ==> NOT ENTER WASHINGTON CENTER AIRSPACE BETWEEN J53 AND J61 ON DIRECT \$
144309 ==> ROUTES SOUTHBOUND. PILOTS SHALL NOT FILE VIA DIRECT \$
144309 ==> ILM/DIW/CLB/RDU/CAE/CHS/FLO OR IN THE VICINITY OF THESE NAVAIDS ON \$
144309 ==> DIRECT ROUTING BETWEEN THESE AIRWAYS. PLEASE FILE VIA THE FOLLOWING \$144309 ==>
ROUTES: FROM CZY: .. EWC J53 PSK CAE. .. PSB J61 EDDYS J174 DIW. .. \$144309 ==> PSB J61 HUBBS J193
WEAVR J121 CHS. FROM CZU: .. JFK J79 SBY J209 ORF \$
144309 ==> J174 DIW. .. JFK J79 SBY J209 ORF J121 CHS. .. PSB J61 OTT J61 EDDYS \$
144309 ==> J174 DIW. .. PSB J61 OTT J61 HUBBS J193 WEAVR J121 CHS. FROM ZBW: .. \$
144309 ==> HTO J174 SWL J121 CHS. .. HTO J174 DIW. .. CMK J75 CAE. .. PSB J61 \$

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144309 ==> OTT J61 EDDYS J174 DIW. PSB J61 OTT J61 HUBBS J193 WEAVR J121 CHS \$
144309 ==> FROM/THRU ZOB (TO ATLANTIC ROUTES): .. CXR J146 ETG PSB J61 EDDYS \$
144309 ==> J174 DIW PLEASE DIRECT ANY QUESTIONS TO WASHINGTON ARTCC AT \$
144309 ==> 703-771-3443 OR 703-779-3787\$

144309 ==> \$
 144309 ==> !FDC 3/7929 ZDC AIRSPACE ADS-B SERVICES TISB AND FISB AVBL NOVEMBER \$144309 ==>
 19, 2010. TIS-B SERVICE IS AVAILABLE THROUGHOUT THE NAS WHERE THERE \$144309 ==> ARE BOTH
 ADEQUATE SURVEILLANCE COVERAGE (RADAR) AND BROADCAST \$
 144309 ==> COVERAGE FROM ADS-B GROUND STATIONS. REPORTS OF TIS-B AND FIS-B \$
 144309 ==> MALFUNCTIONS SHOULD BE REPORTED BY RADIO OR TELEPHONE TO THE NEAREST \$
 144309 ==> FSS FACILITY.\$
 144309 ==> \$
 144309 ==> !FDC 3/3953 ZDC PART 1 OF 2 .. FLIGHT RESTRICTIONS. WILMINGTON, \$
 144309 ==> DELAWARE, MARCH \$
 144309 ==> 11, 2013 LOCAL. \$
 144309 ==> PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION \$
 144309 ==> (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOVICE PRESIDENT OF THE UNITED \$
 144309 ==> STATES, AND\$
 144309 ==> MEDEVAC/AIR AMBULANCE FLIGHTS.\$
 144309 ==> 3. AIRCRAFT OPERATIONS NECESSITATED FOR SAFETY OR\$

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144309 ==> EMERGENCY REASONS.\$
 144309 ==> 4. AIRCRAFT THAT RECEIVE ATC AUTHORIZATION IN\$
 144309 ==> CONIL \$
 144309 ==> PENALTIES AND THE SUSPENSION OR REVOCATION OF AIRMEN CERTIFICATES; \$
 144309 ==> OR \$
 144309 ==> B) THE UNITED STATES GOVERNMENT MAY PURSUE CRIMINAL CHARGES, \$
 144309 ==> INCLUDING CHARGES UNDER TITLE 49 OF THE UNITED STATES CODE, \$
 144309 ==> SECTION 46307;NS MAY ALSO BE TAKEN AGAINST A PILOT WHO DOES NOT COMPLY WITH \$
 144309 ==> THE REQUIREMENTS OR ANY SPECIAL INSTRUCTIONS OR PROCEDURES ANNOUNCED \$
 144309 ==> IN THIS NOTAM: \$
 144309 ==> A) THE FAA MAY TAKE ADMINISTRATIVE ACTION, INCLUDING IMPOSING CIVTAM AS \$
 144309 ==> 'NATIONAL \$
 144309 ==> DEFENSE AIRSPACE'. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING \$
 144309 ==> PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW \$
 144309 ==> ENFORCEMENT/SECURITY PERSONNEL. ANY OF THE FOLLOWING ADDITIONAL \$
 144309 ==> ACTIOARTURES TO/FROM AIRPORTS\$
 144309 ==> WITHIN THIS TFR.\$
 144309 ==> 2. APPROVED; LAW ENFORCEMENT, FIRE FIGHTING,\$
 144309 ==> MILITARY AIRCRAFT DIRECTLY SUPPORTING THE UNITED\$

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144309 ==> STATES SECRET SERVICE (USSS) AND THE OFFICE OF THE\$
 144309 ==> 0046004.4 UP TO BUT NOT \$
 144309 ==> INCLUDING 2999 FT AGL \$
 144309 ==> EFFECTIVE 1303111045 UTC (0645 LOCAL 03/11/13) UNTIL 1303111200 UTC \$144309 ==>
 (0800 LOCAL 03/11/13). \$
 144309 ==> EXCEPT THE FLIGHT OPERATIONS LISTED BELOW:\$
 144309 ==> 1. ALL IFR ARRIVALS OR DEPDE OF FEDERAL \$

144309 ==> REGULATIONS, AIRCRAFT FLIGHT OPERATIONS ARE PROHIBITED \$
 144309 ==> END PART 1 OF 2\$
 144309 ==> !FDC 3/3953 ZDC PART 2 OF 2 .. FLIGHT RESTRICTIONS. WILMINGTON, \$
 144309 ==> DELAWARE, MARCH \$
 144309 ==> WITHIN A 3 NMR OF 394414N/0753304W OR THE DQ OR \$
 144309 ==> C) THE UNITED STATES GOVERNMENT MAY USE DEADLY FORCE AGAINST THE \$
 144309 ==> AIRBORNE AIRCRAFT, IF IT IS DETERMINED THAT THE AIRCRAFT POSES AN \$
 144309 ==> IMMINENT SECURITY THREAT. \$
 144309 ==> PURSUANT TO TITLE 14, SECTION 91.141 OF THE COSULTATION WITH THE AIR TRAFFIC \$
 144309 ==> SECURITY\$
 144309 ==> COORDINATOR (ATSC) VIA THE DOMESTIC EVENTS\$
 144309 ==> NETWORK(DEN).\$
 144309 ==> END PART 2 OF 2\$
 144309 ==> \$

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144309 ==> !FDC 3/2960 ZDC FI/T ROUTE ZDC ZNY.\$
 144309 ==> V3-V419 MODENA (MXE) VORTAC, PA TO MAZIE, PA NA EXCEPT FOR\$
 144309 ==> AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.\$
 144309 ==> \$
 144309 ==> !FDC 3/2959 ZDC FI/T ROUTE ZDC ZNY.\$
 144309 ==> J75 MODENA (MXE) VORTAC. PA TO CHANGE OVER POINT MODENA (MXE)\$
 144309 ==> VORTAC, PA R-056 29NM NA EXCEPT FOR AIRCRAFT EQUIPPED WITH \$
 144309 ==> SUITABLE RNAV SYSTEM WITH GPS.\$
 144309 ==> \$
 144309 ==> !FDC 3/2928 ZDC VA.. SMITH MOUNTAIN LAKE, VA.\$
 144309 ==> AIRBORNE TO GROUND LASER ACTIVITY WILL BE CONDUCTED EFFECTIVE: \$
 144309 ==> 1500-1530 UTC DLY 1301191500 UTC UNTIL 1301191530 UTC WITHIN AN AREA \$
 144309 ==> BOUNDED BY 371207N/0794404W OR THE LYNCHBURG /LYH/ VORTAC 267 DEGREE \$
 144309 ==> RADIAL AT 24.0 NAUTICAL MILES THEN TO 371207N/0792046W OR THE \$
 144309 ==> LYNCHBURG /LYH/ VORTAC 244 DEGREE RADIAL AT 6.1 NAUTICAL MILES THEN \$144309 ==>
 TO 365343N/0792046W OR THE LYNCHBURG /LYH/ VORTAC 199 DEGREE RADIAL \$144309 ==> AT 22.1
 NAUTICAL MILES THEN TO 365343N/0794404W OR THE LYNCHBURG \$
 144309 ==> /LYH/ VORTAC 233 DEGREE RADIAL AT 32.1 NAUTICAL MILES BACK TO THE \$
 144309 ==> ORIGINAL POINT 6,000 FEET MSL THROUGH 21,000 FEET MSL. AVOID AIRBORNE\$

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144309 ==> HAZARD BY 5 NAUTICAL MILES Laterally AND 1,000 FEET VERTICALLY. THIS\$144309 ==>
 LASER BEAM IS INJURIOUS TO PILOTS /AIRCROWS AND PASSENGERS EYES. \$
 144309 ==> WASHINGTON /ZDC/ ARTCC TELEPHONE 703-771-3470 IS THE FAA COORDINATION\$
 144309 ==> FACILITY.\$
 144309 ==> \$
 144309 ==> !FDC 3/2088 ZDC FI/T ROUTE ZDC.\$
 144309 ==> V139 NEW BERN (EWN) VOR/DME, NC R-232 UNUSABLE BYD 30 NM EXCEPT\$
 144309 ==> FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.\$
 144309 ==> \$

144309 ==> !FDC 3/2087 ZDC FI/T ROUTE ZDC.\$
 144309 ==> V56 WALLO, NC TO FONPO, NC NA EXCEPT FOR AIRCRAFT EQUIPPED WITH\$
 144309 ==> SUITABLE RNAV SYSTEM WITH GPS.\$
 144309 ==> \$
 144309 ==> !FDC 3/0472 ZDC FI/T ROUTE ZDC ZTL.\$
 144309 ==> J37 SPARTANBURG (SPA) VORTAC, SC TO LYNCHBURG (LYH) VORTAC, \$
 144309 ==> VA NA.\$
 144309 ==> \$
 144309 ==> !FDC 3/0002 ZDC NC.. FI/T ROUTE ZDC.\$
 144309 ==> V66-V615 RALEIGH/DURHAM (RDU) VORTAC, NC TO DUFFI, NC MEA 2600.\$
 144309 ==> \$
 144309 ==> !FDC 2/9160 ZDC FI/T ROUTE ZDC ZNY.\$

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144309 ==> V276 YARDLEY (ARD) VORTAC, PA TO HIKES, PA MEA 2400.\$
 144309 ==> \$
 144309 ==> !FDC 2/0779 ZDC FI/T ROUTE ZDC ZJX.\$
 144309 ==> V1 WALLO, NC TO KINSTON (ISO) VORTAC, NC MEA 2000 NORTHEAST\$
 144309 ==> BOUND, 7000 SOUTHWEST BOUND.\$
 144309 ==> \$
 144309 ==> !FDC 1/6386 ZDC PART 1 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC\$
 144309 ==> EFFECTIVE 1111300501 UTC UNTIL FURTHER NOTICE.\$
 144309 ==> THIS NOTICE REPLACES NOTAM 0/4965 DUE TO FLIGHT PLAN REQUIREMENT \$
 144309 ==> CHANGE. \$
 144309 ==> PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION \$
 144309 ==> (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AND IN 14 CFR \$
 144309 ==> SECTION 93.339 AS 'NATIONAL DEFENSE AIRSPACE'. PILOTS WHO DO NOT \$
 144309 ==> ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND \$144309
 ==> INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. ANY OF THE \$
 144309 ==> FOLLOWING ADDITIONAL ACTIONS MAY ALSO BE TAKEN AGAINST A PILOT WHO \$
 144309 ==> DOES NOT COMPLY WITH THE REQUIREMENTS OR ANY SPECIAL INSTRUCTIONS OR \$
 144309 ==> PROCEDURES ANNOUNCED IN THIS NOTAM: A) THE FAA MAY TAKE \$
 144309 ==> ADMINISTRATIVE ACTION, INCLUDING IMPOSING CIVIL PENALTIES AND THE \$
 144309 ==> SUSPENSION OR REVOCATION OF AIRMEN CERTIFICATES; OR B) THE UNITED \$
 144309 ==> STATES GOVERNMENT MAY PURSUE CRIMINAL CHARGES, INCLUDING CHARGES \$

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144309 ==> UNDER TITLE 49 OF THE UNITED STATES CODE, SECTION 46307; OR C) THE \$
 144309 ==> UNITED STATES GOVERNMENT MAY USE DEADLY FORCE AGAINST THE AIRBORNE \$
 144309 ==> AIRCRAFT, IF IT IS DETERMINED THAT THE AIRCRAFT POSES AN IMMINENT \$
 144309 ==> SECURITY THREAT. PURSUANT TO 14 CFR SECTIONS 99.7, SPECIAL SECURITY \$144309 ==>
 INSTRUCTIONS AND 91.139, EMERGENCY AIR TRAFFIC RULES, FLIGHT \$
 144309 ==> OPERATIONS ARE PROHIBITED: WITHIN THE LEESBURG MANEUVERING AREA \$
 144309 ==> END PART 1 OF 7\$
 144309 ==> !FDC 1/6386 ZDC PART 2 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC\$
 144309 ==> EXCEPT AS SPECIFIED BELOW, AND/OR UNLESS AUTHORIZED BY THE AIR \$

144309 ==> TRAFFIC SECURITY COORDINATOR AT THE NATIONAL CAPITAL REGION \$
 144309 ==> COORDINATION CENTER (NCRCC). PART I. OVERVIEW. A. THE PROCEDURES AS \$144309 ==>
 DESCRIBED BELOW ARE SUPPLEMENTAL TO 14 CFR PART 93 AND THE \$
 144309 ==> CORRESPONDING SUPPLEMENTAL NOTAM ISSUED FOR OPERATIONS WITHIN THE\$
 144309 ==> DC SFRA. THEY DO NOT AUTHORIZE AIRCRAFT TO CONDUCT ANY OTHER FLIGHT \$144309
 ==> OPERATIONS OUTSIDE OF THE LEESBURG MANEUVERING AREA. ALL AIRCRAFT \$
 144309 ==> OPERATING OUTSIDE OF THE LEESBURG MANEUVERING AREA, WITHIN THE \$
 144309 ==> WASHINGTON DC SPECIAL FLIGHT RULES AREA (DC SFRA), MUST COMPLY WITH \$144309
 ==> ALL THE PROCEDURES PROSCRIBED WITHIN 14 CFR PART 93 AND THE \$
 144309 ==> SUPPLEMENTAL NOTAM FOR THE DC SFRA. B. THE LEESBURG MANEUVERING AREA \$
 144309 ==> IS THE AREA DEFINED AS WITHIN THE DC SFRA AND IS THE AIRSPACE AROUND \$

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144309 ==> THE LEESBURG EXECUTIVE AIRPORT (JYO) BOUNDED BY A LINE BEGINNING AT \$144309 ==>
 THE WASHINGTON /DCA/ VOR/DME 299 DEGREE RADIAL AT 30 NM \$
 144309 ==> 390139.1N/0773826.7W, THENCE CLOCKWISE ALONG THE DCA 30 NM ARC TO THE\$
 144309 ==> 391242N/0772930W OR THE ARMEL /AML/ VORTAC 004 DEGREE RADIAL AT 16.6\$144309
 ==> NM, THENCE SOUTH VIA A LINE DRAWN TO THE 390303N/0772837W OR THE \$
 144309 ==> ARMEL /AML/ VORTAC 004 DEGREE RADIAL AT 7 NM, THENCE COUNTERCLOCKWISE\$
 144309 ==> ALONG THE AML 7 NM ARC TO THE AML 331 DEGREE RADIAL AT 7 NM \$
 144309 ==> 390139.3N/0773325.5W, THENCE WEST VIA A LINE DRAWN TO THE POINT OF \$
 144309 ==> END PART 2 OF 7\$
 144309 ==> !FDC 1/6386 ZDC PART 3 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC\$
 144309 ==> BEGINNING. PART II. OPERATING REQUIREMENTS IN THE LEESBURG \$
 144309 ==> MANEUVERING AREA: A. FLIGHT OPERATIONS, INCLUDING ULTRA LIGHT \$
 144309 ==> VEHICLES AND UNMANNED AIRCRAFT SYSTEMS (UAS), EACH AIRCRAFT MUST: 1. \$
 144309 ==> BE EQUIPPED WITH AT LEAST ONE OPERABLE TWO-WAY RADIO CAPABLE OF \$
 144309 ==> COMMUNICATING WITH POTOMAC TRACON (PCT) ON APPROPRIATE RADIO \$
 144309 ==> FREQUENCIES. 2. BE EQUIPPED WITH AN OPERATING TRANSPONDER WITH \$
 144309 ==> AUTOMATIC ALTITUDE REPORTING CAPABILITY AS SPECIFIED UNDER 14 CFR \$
 144309 ==> SECTION 91.215. 3. MONITOR VHF GUARD 121.5 OR UHF GUARD 243.0, IF \$
 144309 ==> ABLE. 4. SQUAWK THE ATC ASSIGNED TRANSPONDER CODE OR APPROPRIATE \$

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144309 ==> LEESBURG MOVEMENT AREA BEACON CODE AT ALL TIMES. CODE 1200 IS NOT \$
 144309 ==> PERMITTED AT ANY TIME WITHIN THE LEESBURG MANEUVERING AREA OR SFRA. \$144309
 ==> B. EXCEPT FOR FAA APPROVED DOD, FAA APPROVED LAW ENFORCEMENT, AND \$
 144309 ==> WAIVERED LIFEGUARD/AIR AMBULANCE OPERATIONS FLIGHTS, ALL AIRCRAFT \$
 144309 ==> OPERATING UNDER VISUAL FLIGHT RULES ARE RESTRICTED TO AN INDICATED \$
 144309 ==> AIRSPEED OF 180 KNOTS OR LESS. IF UNABLE, THE PILOT MUST CONTACT \$
 144309 ==> POTOMAC TRACON ON (PCT) AND ADVISE THEM OF THE AIRCRAFT'S OPERATIONAL\$
 144309 ==> LIMITATIONS PRIOR TO ENTERING THE LMA OR SFRA. PART III. VFR DC SFRA\$144309 ==>
 OPERATIONS AT JYO. A. EGRESS/ INGRESS PROCEDURES FOR JYO. 1. EGRESS \$144309 ==> PROCEDURES
 FOR LEESBURG MANEUVERING AREA 1) AIRCRAFT MUST SQUAWK \$
 144309 ==> TRANSPONDER CODE 1226 2) PILOTS DEPARTING JYO MUST ANNOUNCE THE \$
 144309 ==> END PART 3 OF 7\$

144309 ==> !FDC 1/6386 ZDC PART 4 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC\$
144309 ==> AIRCRAFT CALL SIGN, AIRCRAFT TYPE AND INTENDED DEPARTURE RUNWAY ON \$
144309 ==> THE PUBLISHED CTAF PRIOR TO DEPARTURE. 3) PILOTS MUST EXIT THE \$
144309 ==> LEESBURG MANEUVERING AREA VIA THE MOST DIRECT LATERAL ROUTE WHILE \$
144309 ==> AVOIDING THE SFRA. 4) PILOTS NEED NOT COMMUNICATE WITH POTOMAC TRACON\$
144309 ==> (PCT) UNLESS OTHERWISE DIRECTED. 2. INGRESS PROCEDURES FOR LEESBURG \$144309 ==>
MANEUVERING AREA 1) AIRCRAFT MUST SQUAWK TRANSPONDER CODE 1227 PRIOR \$

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144309 ==> TO ENTERING THE LEESBURG MANEUVERING AREA TO INDICATE THE PILOT'S \$
144309 ==> INTENT TO LAND AT JYO. 2) BEFORE ENTERING THE LEESBURG MANEUVERING \$
144309 ==> AREA, PILOTS MUST ANNOUNCE THE AIRCRAFT CALL SIGN, AIRCRAFT TYPE AND \$
144309 ==> RUNWAY OF INTENDED LANDING ON THE PUBLISHED CTAF. 3) PILOTS MUST \$
144309 ==> ENTER THE LEESBURG MANEUVERING AREA VIA THE MOST DIRECT ROUTE. 4) \$
144309 ==> PILOTS NEED NOT COMMUNICATE WITH POTOMAC TRACON (PCT) UNLESS \$
144309 ==> OTHERWISE DIRECTED. B. TRAFFIC PATTERN OPERATIONS AT JYO. 1. PILOTS \$144309 ==>
WISHING TO CONDUCT TRAFFIC PATTERN OPERATIONS AT JYO MUST: 1) FILE A \$
144309 ==> DC SFRA FLIGHT PLAN. 2) OBTAIN AND SQUAWK THE ASSIGNED TRANSPONDER \$
144309 ==> CODE FROM POTOMAC TRACON (PCT). 3) ESTABLISH AND MAINTAIN TWO-WAY \$
144309 ==> RADIO COMMUNICATIONS ON THE PUBLISHED CTAF FREQUENCY. 4) OBTAIN ATC \$144309
==> AUTHORIZATION TO PERFORM PRACTICE APPROACHES FROM POTOMAC TRACON \$
144309 ==> (PCT); AUTHORIZATIONS WILL BE WORKLOAD PERMITTING. PART IV. RADIO OR \$
144309 ==> TRANSPONDER FAILURE: 1. ANY PERSON OPERATING AN AIRCRAFT UNDER VFR \$
144309 ==> END PART 4 OF 7\$
144309 ==> !FDC 1/6386 ZDC PART 5 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC\$
144309 ==> WITHIN THE DC SFRA WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH \$144309
==> THE REQUIREMENT TO MAINTAIN RADIO CONTACT WITH ATC SHALL IMMEDIATELY \$

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144309 ==> CHANGE THE TRANSPONDER CODE TO 7600 AND EXIT THE DC SFRA BY THE MOST \$
144309 ==> DIRECT LATERAL ROUTE OR IF THE AIRCRAFT DEPARTURE POINT IS CLOSER, \$
144309 ==> RETURN TO THE DEPARTURE POINT BY THE MOST DIRECT ROUTE. THESE \$
144309 ==> PROCEDURES DO NOT AUTHORIZE PENETRATION OF RESTRICTED OR PROHIBITED \$144309
==> AIRSPACE. 2. ANY PERSON OPERATING AN AIRCRAFT UNDER IFR WITHIN THE DC\$
144309 ==> SFRA WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE \$
144309 ==> REQUIREMENT TO MAINTAIN RADIO CONTACT WITH ATC SHALL CONTINUE THE \$
144309 ==> FLIGHT VIA THE TWO-WAY RADIO COMMUNICATIONS FAILURE PROCEDURES FOUND \$
144309 ==> IN THE FAA AERONAUTICAL INFORMATION MANUAL. THESE PROCEDURES DO NOT \$144309
==> AUTHORIZE PENETRATION OF RESTRICTED OR PROHIBITED AIRSPACE. 3. ANY \$
144309 ==> PERSON OPERATING AN AIRCRAFT WITHIN THE DC SFRA WHO BECOMES AWARE OF \$
144309 ==> AN INABILITY TO COMPLY WITH THE REQUIREMENT TO CONTINUOUSLY SQUAWK \$
144309 ==> THE ATC ASSIGNED TRANSPONDER CODE MUST IMMEDIATELY ADVISE ATC AND \$
144309 ==> COMPLY WITH ALL INSTRUCTIONS FROM ATC. IF UNABLE TO CONTACT ATC, \$
144309 ==> PILOTS SHALL FOLLOW THE PROCEDURES LISTED IN PART IV PARAGRAPH 1 AND \$
144309 ==> 2 ABOVE. THESE PROCEDURES DO NOT AUTHORIZE PENETRATION OF RESTRICTED \$

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144309 ==> AREAS OR PROHIBITED AREAS. PART V. DEFINITION: FOR PURPOSES OF THIS \$144309 ==> NOTAM, A DC SFRA FLIGHT PLAN IS DEFINED IN 14 CFR PART 93.335. PART \$144309 ==> END PART 5 OF 7\$
144309 ==> !FDC 1/6386 ZDC PART 6 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC\$
144309 ==> VI. INFORMATION: 1) DIRECT ANY QUESTIONS ON THE LEESBURG MANEUVERING \$
144309 ==> AREA OR DC SFRA TO THE FAA REPRESENTATIVE AT THE NATIONAL CAPITAL \$
144309 ==> REGION COORDINATION CENTER (NCRCC), TELEPHONE 866-598-9522. 2) \$
144309 ==> INFORMATION ABOUT WAIVER APPLICATIONS AND TSA SECURITY AUTHORIZATIONS\$
144309 ==> CAN BE FOUND AT \$
144309 ==> [HTTP://WWW.TSA.GOV/WHAT_WE_DO/TSNM/GENERAL_AVIATION/AIRSPACE_WAIVERS.\\$](http://WWW.TSA.GOV/WHAT_WE_DO/TSNM/GENERAL_AVIATION/AIRSPACE_WAIVERS.$)
144309 ==> SHTM (CASE SENSITIVE USE LOWER CASE ONLY) OR BY CONTACTING TSA AT \$
144309 ==> (571) 227-2071. INDIVIDUALS MAY SUBMIT A REQUEST FOR A FAA WAIVER AT \$
144309 ==> [HTTPS://WAIVER.C3.FAA.GOV](https://waiver.c3.faa.gov). 3) THE TRANSPONDER REQUIREMENTS DESCRIBED \$
144309 ==> IN THIS NOTICE ARE SOLELY FOR SECURITY TRACKING PURPOSES AND DO NOT \$144309 ==> IMPLY ATC RADAR SERVICES, UNLESS ATC SERVICES ARE REQUESTED AND \$
144309 ==> APPROVED. 4) THE COMMUNICATIONS REQUIREMENTS DESCRIBED IN THIS NOTICE\$

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144309 ==> ARE FOR MAINTAINING THE ABILITY TO IMMEDIATELY COMMUNICATE \$
144309 ==> SECURITY-BASED INSTRUCTIONS, NOT FOR ATC SERVICES, UNLESS ATC \$
144309 ==> SERVICES ARE REQUESTED AND APPROVED. 5) IT IS STRONGLY RECOMMENDED \$
144309 ==> THAT ALL PILOTS FLYING UNDER VISUAL FLIGHT RULES (VFR) WITHIN 100 NM \$
144309 ==> OF THE DCA VOR/DME COMPLETE SPECIAL AWARENESS TRAINING FOR THE \$
144309 ==> WASHINGTON DC METROPOLITAN AREA, THIS TRAINING IS MANDATORY FOR ALL \$144309
==> PILOTS THAT FLY UNDER VFR WITHIN 60 NM OF THE DCA VOR/DME (14 CFR \$
144309 ==> PARTS 61 AND 91, EFFECTIVE FEBRUARY 9, 2009). THIS TRAINING IS \$
144309 ==> END PART 6 OF 7\$
144309 ==> !FDC 1/6386 ZDC PART 7 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC\$
144309 ==> AVAILABLE IN THE AVIATION LEARNING CENTER AT \$
144309 ==> [HTTP://WWW.FAASAFETY.GOV.\\$](http://WWW.FAASAFETY.GOV.$)
144309 ==> END PART 7 OF 7\$
144309 ==> \$
144309 ==> !FDC 1/1155 ZDC DC .. FLIGHT RESTRICTIONS, WASHINGTON, DC.\$
144309 ==> EFFECTIVE 1101102040 UTC UNTIL FURTHER NOTICE. \$
144309 ==> THIS NOTICE WILL REPLACE NOTAM 0/9463 DUE TO TECHNICAL ERROR, NO \$
144309 ==> CHANGES IN RESTRICTIONS. \$
144309 ==> PURSUANT TO TITLE 14 CFR SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS.\$
144309 ==> A. EXCEPT FOR FAA APPROVED DOD, LAW ENFORCEMENT, AND WAIVERED \$

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144309 ==> LIFEGUARD/AIR AMBULANCE FLIGHTS, ALL VFR AIRCRAFT OPERATIONS\$
144309 ==> WITHIN 30NM OF 385134N/0770211W OR THE WASHINGTON /DCA/ VOR/DME,\$
144309 ==> FROM THE SURFACE UP TO BUT NOT INCLUDING FL180, ARE RESTRICTED\$

144309 ==> TO AN INDICATED AIRSPEED OF 180 KNOTS OR LESS, IF CAPABLE. IF \$
 144309 ==> UNABLE, THE PILOT MUST CONTACT THE APPROPRIATE ATC FACILITY AND \$
 144309 ==> ADVISE THEM OF THE AIRCRAFT'S OPERATIONAL LIMITATIONS. \$
 144309 ==> B. ALL VFR AIRCRAFT OPERATIONS WITHIN THE AIRSPACE BETWEEN 30 NMR \$
 144309 ==> AND 60 NMR OF 385134N/0770211W OR THE WASHINGTON /DCA/ VOR/DME, \$
 144309 ==> FROM THE SURFACE UP TO BUT NOT INCLUDING FL180, ARE RESTRICTED TO \$144309 ==>
 AN INDICATED AIRSPEED OF 230 KNOTS OR LESS, IF CAPABLE. IF UNABLE \$144309 ==> THE PILOT MUST
 CONTACT THE APPROPRIATE ATC FACILITY AND ADVISE \$
 144309 ==> THEM OF THE AIRCRAFT'S OPERATIONAL LIMITATIONS PRIOR TO ENTERING \$
 144309 ==> THE 60 NMR OF THE WASHINGTON /DCA/ VOR/DME. \$
 144309 ==> \$
 144309 ==> !FDC 0/8326 ZDC PART 1 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$
 144309 ==> EFFECTIVE \$
 144309 ==> 1012010401 UTC UNTIL FURTHER NOTICE. THIS NOTICE WILL REPLACE NOTAM \$144309 ==>
 0/9477 DUE TO A CHANGE IN RESTRICTIONS. THIS NOTAM AND A NOTAM FOR \$
 144309 ==> THE LEESBURG MANEUVERING AREA SUPPLEMENT SUBPART V, 14 CFR PART 93 \$
 144309 ==> FOR THE WASHINGTON, D.C. SPECIAL FLIGHT RULES AREA (DC SFRA). \$
 144309 ==> PURSUANT TO 49 USC 40103(B), THE FAA HAS ESTABLISHED THE DC SFRA AREA \$

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144309 ==> AS 'NATIONAL DEFENSE AIRSPACE. ANY PERSON WHO DOES NOT COMPLY WITH \$
 144309 ==> THE REQUIREMENTS APPLICABLE TO THE DC SFRA MAY BE INTERCEPTED, \$
 144309 ==> DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. ANY \$144309
 ==> OF THE FOLLOWING ADDITIONAL ACTIONS MAY ALSO BE TAKEN AGAINST A PILOT \$
 144309 ==> WHO DOES NOT COMPLY WITH THE REQUIREMENTS OR ANY SPECIAL \$
 144309 ==> INSTRUCTIONS OR PROCEDURES ANNOUNCED IN THIS NOTAM: A) THE FAA MAY \$
 144309 ==> TAKE ADMINISTRATIVE ACTION, INCLUDING IMPOSING CIVIL PENALTIES AND \$
 144309 ==> THE SUSPENSION OR REVOCATION OF AIRMEN CERTIFICATES; B) THE UNITED \$
 144309 ==> STATES GOVERNMENT MAY PURSUE CRIMINAL CHARGES, INCLUDING CHARGES \$
 144309 ==> UNDER TITLE 49 OF THE UNITED STATES CODE, SECTION 46307; C) THE \$
 144309 ==> UNITED STATES GOVERNMENT MAY USE DEADLY FORCE AGAINST THE AIRBORNE \$
 144309 ==> AIRCRAFT, IF IT IS DETERMINED THAT THE AIRCRAFT POSES AN IMMINENT \$
 144309 ==> SECURITY THREAT. 1. THIS NOTICE SUPPLEMENTS THE DC SFRA WITH \$
 144309 ==> ADDITIONAL GUIDANCE AND INFORMATION. 2. APPLICATION OF DEFINITIONS IN \$
 144309 ==> SUBPART V, 14 CFR SECTION 93.335: A. THE DC FLIGHT RESTRICTED ZONE \$
 144309 ==> END PART 1 OF 10 \$
 144309 ==> !FDC 0/8326 ZDC PART 2 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$
 144309 ==> EFFECTIVE \$
 144309 ==> (DC FRZ) FLIGHT PLAN FULFILLS THE REQUIREMENT FOR A DC SFRA FLIGHT \$
 144309 ==> PLAN. A DC FRZ FLIGHT PLAN MUST BE FILED WITH FLIGHT SERVICE AT \$

(Page 83):

144309 ==> 866-225-7410. THE INITIATOR/PILOT MUST IDENTIFY THEMSELF AND USE THE \$
 144309 ==> CONFIDENTIAL PILOT IDENTIFICATION CODE OR THEIR WAIVER NUMBER. B. A \$144309 ==>
 DC SFRA FLIGHT PLAN DOES NOT FULFILL THE REQUIREMENTS FOR VISUAL \$
 144309 ==> FLIGHT RULES (VFR) OPERATIONS IN THE DC FRZ. A DC FRZ FLIGHT PLAN IS \$

144309 ==> REQUIRED FOR VFR OPERATIONS IN THE DC FRZ. C. PILOTS MAY NOT FILE A \$144309 ==> DC FRZ FLIGHT PLAN WHILE AIRBORNE. 3. ADDITIONS TO OPERATING IN THE \$144309 ==> DC SFRA 14 CFR SECTION 93.339: A. AIRCRAFT OPERATING IN THE DC SFRA \$144309 ==> MUST BE EQUIPPED WITH AN OPERABLE TWO WAY RADIO CAPABLE OF \$
 144309 ==> COMMUNICATING WITH ATC ON APPROPRIATE RADIO FREQUENCIES OR UNICOM. IT\$
 144309 ==> IS HIGHLY RECOMMENDED THAT A PILOT CONTINUOUSLY MONITOR VHF \$
 144309 ==> FREQUENCY 121.5 OR UHF FREQUENCY 243.0 FOR EMERGENCY INSTRUCTIONS \$
 144309 ==> WHEN OPERATING AN AIRCRAFT IN THE DC SFRA, EITHER IN AN AIRCRAFT THAT\$
 144309 ==> IS SUITABLY EQUIPPED, OR BY USE OF PORTABLE EQUIPMENT. B. ANY PERSON\$144309 ==>
 OPERATING AN AIRBORNE AIRCRAFT UNDER VFR WITHIN OR TRANSITING THE DC\$144309 ==> SFRA/FRZ
 WHO IS AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT\$144309 ==> TO MAINTAIN
 RADIO CONTACT WITH ATC MUST IMMEDIATELY SQUAWK 7600 AND \$144309 ==> EXIT THE DC
 SFRA/FRZ BY THE MOST DIRECT LATERAL ROUTE UNLESS; 1) THE \$

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144309 ==> DEPARTURE POINT IS WITHIN THE SFRA AND THE DEPARTURE POINT IS CLOSER \$
 144309 ==> END PART 2 OF 10\$
 144309 ==> !FDC 0/8326 ZDC PART 5 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$
 144309 ==> EFFECTIVE \$
 144309 ==> U.S. STATE AND LOCAL LAW ENFORCEMENT AIRCRAFT MUST OBTAIN AND COMPLY \$
 144309 ==> WITH AN FAA/TSA WAIVER FOR OPERATIONS WITHIN THE FRZ. E. DOD \$
 144309 ==> OPERATORS CONDUCTING VFR, ROTARY WING FLIGHTS WITHIN THE FRZ MUST \$
 144309 ==> CONTACT THE NCRCC AT 866-598-9525 PRIOR TO ENTERING THE FRZ. F. \$
 144309 ==> APPROVED DOD, LAW ENFORCEMENT, AND LIFEGUARD/AIR AMBULANCE OPERATORS \$
 144309 ==> MAY CONDUCT TRAINING/MAINTENANCE FLIGHTS WITHIN THE DC FRZ WITH PRIOR\$
 144309 ==> APPROVAL AND COORDINATION WITH THE TSA NCRCC AT 866-598-9520. THESE \$144309
 ==> OPERATIONS ARE TO BE KEPT TO A MINIMUM CONSISTENT WITH FLIGHT SAFETY \$
 144309 ==> AND PILOT PROFICIENCY. G. THE FAA OFFICE OF SYSTEM OPERATIONS \$
 144309 ==> SECURITY MAY EXEMPT OPERATORS FROM RESTRICTIONS BASED ON SAFETY, \$
 144309 ==> CRITICALITY AND TIMELINESS OF THE MISSION REQUIREMENTS BEING \$
 144309 ==> PERFORMED. 5. ADDITIONS TO OPERATING IN THE DC FRZ 14 CFR SECTION \$
 144309 ==> 93.341, OPERATIONS AT RONALD REAGAN WASHINGTON NATIONAL AIRPORT \$

(Page 85):

144309 ==> (DCA): A. PART 121 AND 129 REGULARLY SCHEDULED AIR CARRIER FLIGHTS \$
 144309 ==> WITH TSA APPROVED AIRCRAFT OPERATOR STANDARD SECURITY PROGRAM, FULL \$144309
 ==> ALL CARGO AIRCRAFT OPERATOR STANDARD SECURITY PROGRAM OR MODEL \$
 144309 ==> SECURITY PROGRAM (MSP) AND HAVE SPECIFIC AUTHORIZATION FROM THE \$
 144309 ==> DEPARTMENT OF TRANSPORTATION (DOT), MAY LAND AND DEPART RONALD REAGAN\$
 144309 ==> WASHINGTON NATIONAL AIRPORT (DCA) HEREIN REFERRED TO AS DCA APPROVED\$144309
 ==> CARRIERS. B. DCA APPROVED AIR CARRIERS, OPERATING UNSCHEDULED, \$
 144309 ==> END PART 5 OF 10\$
 144309 ==> !FDC 0/8326 ZDC PART 6 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$
 144309 ==> EFFECTIVE \$
 144309 ==> CHARTER OR ADDITIONAL SECTIONS MAY OPERATE WITHOUT A WAIVER UNDER THE\$
 144309 ==> FOLLOWING CONDITIONS: 1) ALL OPERATIONS MUST BE CONDUCTED IN \$

144309 ==> ACCORDANCE WITH THEIR TSA AIRCRAFT OPERATORS STANDARD SECURITY \$
144309 ==> PROGRAM (AOSSP) AND MUST DEPART A TSA OR EQUIVALENT SCREENED TERMINAL\$
144309 ==> GATE. 2) THE TSA NCRCC MUST BE NOTIFIED BY TELEPHONE AT LEAST ONE \$
144309 ==> HOUR PRIOR TO DEPARTURE AT 866-598-9520. 3) UNSCHEDULED OPERATIONS AT\$
144309 ==> DCA REQUIRE A SLOT RESERVATION PER 14 CFR PART 93, SUBPART K. \$
144309 ==> ADDITIONAL INFORMATION MAY BE OBTAINED IN ADVISORY CIRCULAR (AC) \$

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144309 ==> 93-1. C. ALL OTHER FLIGHTS MUST OBTAIN AN FAA/TSA WAIVER OR DCA \$
144309 ==> ACCESS STANDARD SECURITY PROGRAM (DASSP) SECURITY AUTHORIZATION. \$
144309 ==> ELIGIBLE OPERATIONS FOR A FAA/TSA WAIVER ARE LIMITED TO: U.S. \$
144309 ==> GOVERNMENT OPERATIONS (GOV), ELECTED OFFICIALS (ELO), SPECIAL \$
144309 ==> OPERATIONS (SPO), DOD, LAW ENFORCEMENT, AIR AMBULANCE FLIGHTS OR TSA \$
144309 ==> AIRCRAFT OPERATORS STANDARD SECURITY PROGRAM (AOSSP). UNSCHEDULED \$
144309 ==> OPERATIONS AT DCA REQUIRE A SLOT RESERVATION PER 14 CFR PART 93, \$
144309 ==> SUBPART K. ADDITIONAL INFORMATION MAY BE OBTAINED IN ADVISORY \$
144309 ==> CIRCULAR (AC) 93-1. D. DOD AND FEDERALLY OWNED AND OPERATED AIRCRAFT \$
144309 ==> ON AN OPERATIONAL MISSION, WITH PRIOR FAA APPROVAL, MAY LAND AND \$
144309 ==> DEPART DCA WITHOUT A WAIVER. APPROVAL FROM THE FAA NCRCC MUST BE \$
144309 ==> OBTAINED AT LEAST ONE HOUR PRIOR TO DEPARTURE VIA TELEPHONE AT \$
144309 ==> END PART 6 OF 10\$
144309 ==> !FDC 0/8326 ZDC PART 7 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$
144309 ==> EFFECTIVE \$
144309 ==> 866-598-9522. D. DOD AND FEDERALLY OWNED AND OPERATED AIRCRAFT ON A \$144309
==> TRAINING OR FERRY FLIGHT MAY NOT LAND OR DEPART DCA UNLESS THE \$
144309 ==> OPERATOR HAS APPLIED AND RECEIVED AN FAA/TSA WAIVER. E. FOREIGN STATE\$
144309 ==> OR DIPLOMATIC AIRCRAFT ARE NOT AUTHORIZED TO LAND OR DEPART AT DCA. \$

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144309 ==> 6. ADDITIONS TO OPERATING IN THE DC FRZ 14 CFR SECTION 93.341, \$
144309 ==> OPERATIONS AT ANDREWS AFB (ADW) AND DAVISON ARMY AIRFIELD (DAA): A. \$144309
==> DOD OWNED AND OPERATED AIRCRAFT MAY OPERATE AT ADW OR DAA WITHOUT AN \$
144309 ==> FAA/TSA WAIVER AND ARE RESPONSIBLE FOR THE SECURITY OF THEIR \$
144309 ==> AIRCRAFT, CREW AND PASSENGERS. B. FEDERALLY OWNED AND OPERATED \$
144309 ==> AIRCRAFT MAY OPERATE AT ADW OR DAA WITHOUT AN FAA/TSA WAIVER. THESE \$144309
==> APPROVED GOVERNMENT OPERATORS ARE RESPONSIBLE FOR THE SECURITY OF \$
144309 ==> THEIR AIRCRAFT, CREW AND PASSENGERS AND ARE REQUIRED TO NOTIFY THE \$
144309 ==> FAA NCRCC ONE HOUR PRIOR TO DEPARTURE AT 866-598-9522. C. DCA \$
144309 ==> APPROVED CARRIERS, OPERATING UNSCHEDULED OR CHARTER FLIGHTS INTO ADW \$
144309 ==> OR DAA, IN SUPPORT OF U.S. GOVERNMENT OPERATIONS MAY OPERATE WITHOUT \$
144309 ==> A WAIVER UNDER THE FOLLOWING CONDITIONS: 1) ALL OPERATIONS MUST BE \$
144309 ==> CONDUCTED IN ACCORDANCE WITH THEIR TSA AIRCRAFT OPERATORS STANDARD \$
144309 ==> SECURITY PROGRAM (AOSSP), INCLUDING DEPARTING FROM A TSA OR \$
144309 ==> EQUIVALENT SCREENED TERMINAL. 2) NOTIFICATION TO THE TSA NCRCC VIA \$
144309 ==> TELEPHONE AT 866-598-9520 IS REQUIRED AT LEAST ONE HOUR PRIOR TO \$
144309 ==> END PART 7 OF 10\$
144309 ==> !FDC 0/8326 ZDC PART 8 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$

144309 ==> EFFECTIVE \$

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144309 ==> DEPARTURE. D. AN FAA/TSA WAIVER IS REQUIRED FOR ALL STATE, LOCAL \$
144309 ==> GOVERNMENT AIRCRAFT, DOD CONTRACT (INCLUDING CONTRACT AIRCRAFT USING \$
144309 ==> MILITARY CALL SIGNS), ON DEMAND PASSENGER OR CARGO OPERATIONS \$
144309 ==> INCLUDING ALL PART 121, 125, 129, 135 FLIGHTS LANDING AND DEPARTING \$144309 ==>
ADW OR DAA NOT LISTED AS A DCA APPROVED CARRIER. NOTIFICATION TO THE \$
144309 ==> TSA NCRCC VIA TELEPHONE AT 866-598-9520 IS REQUIRED AT LEAST ONE HOUR\$
144309 ==> BEFORE DEPARTURE. E. 14 CFR SECTION 93.341 (C)(4) STATES THAT PRIOR \$144309 ==>
PERMISSION MAY BE REQUIRED TO LAND OR DEPART ANDREWS AIR FORCE BASE, \$
144309 ==> MD (ADW) OR DAVISON ARMY AIRFIELD (DAA). A PRIOR PERMISSION REQUIRED \$
144309 ==> (PPR) APPROVAL DOES NOT AUTHORIZE ENTRY INTO THE FRZ OR SUPERSEDE THE\$
144309 ==> REQUIREMENTS OF THIS NOTAM. F. FOREIGN OPERATED MILITARY OR FOREIGN \$144309
==> STATE AIRCRAFT OPERATIONS WITH A U.S. STATE DEPARTMENT DIPLOMATIC \$
144309 ==> CLEARANCE, AND A PPR, MAY LAND AND DEPART ONLY AT ADW WITHIN THE DC \$144309
==> FRZ. DAA IS NOT AUTHORIZED FOR ARRIVAL OR DEPARTURE OF FOREIGN \$
144309 ==> DIPLOMATIC FLIGHTS. 7. IN SUBPART V, 14 CFR SECTION 93.343 (A)(2) A \$144309 ==> DC
SFRA FLIGHT PLAN WILL NOT FULFILL THE REQUIREMENTS OF A DC FRZ \$

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144309 ==> FLIGHT PLAN. 8. RESOURCES: A. THE CODE OF FEDERAL REGULATIONS CAN BE \$
144309 ==> FOUND ON THE GOVERNMENT PRINTING OFFICE WEBSITE AT A. \$
144309 ==> [HTTP://WWW.GPOACCESS.GOV/CFR/INDEX.HTML](http://www.gpoaccess.gov/cfr/index.html). B. DIRECT ANY PILOT \$
144309 ==> PROCEDURAL QUESTIONS ON THE DC SFRA OR FRZ TO FAA SYSTEM OPERATIONS \$144309
==> END PART 8 OF 10\$
144309 ==> !FDC 0/8326 ZDC PART 3 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$
144309 ==> EFFECTIVE \$
144309 ==> THAN THE SFRA BOUNDARY, THE PILOT MAY RETURN TO THE DEPARTURE POINT \$144309
==> BY THE MOST DIRECT ROUTE. 2) IF THE DEPARTURE POINT IS WITHIN THE FRZ\$
144309 ==> AND THE AIRCRAFT IS WITHIN 5 NM OF THE DEPARTURE POINT, THE PILOT \$
144309 ==> MAY RETURN TO THE DEPARTURE POINT BY THE MOST DIRECT ROUTE. \$
144309 ==> OTHERWISE, THE PILOT MUST EXIT THE FRZ VIA THE MOST DIRECT ROUTE. C. \$
144309 ==> ANY PERSON OPERATING AN AIRBORNE AIRCRAFT UNDER INSTRUMENT FLIGHT \$
144309 ==> RULES (IFR) WITHIN OR TRANSITING THE DC SFRA/FRZ WHO IS AWARE OF AN \$144309 ==>
INABILITY TO COMPLY WITH THE REQUIREMENT TO MAINTAIN RADIO CONTACT \$
144309 ==> WITH ATC MUST CONTINUE THE FLIGHT VIA THE TWO-WAY RADIO \$
144309 ==> COMMUNICATIONS FAILURE PROCEDURES FOUND IN THE FAA AERONAUTICAL \$
144309 ==> INFORMATION MANUAL (AIM) OR APPLICABLE FEDERAL AVIATION REGULATIONS \$144309
==> (FAR). D. AIRCRAFT DEPARTING AIRPORTS WITHIN THE SFRA WITH LIMITED \$

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144309 ==> TWO-WAY RADIO COMMUNICATIONS MUST ESTABLISH TWO-WAY COMMUNICATIONS AS\$
144309 ==> SOON AS FEASIBLE, NORMALLY WITHIN 2NM OF THE DEPARTURE POINT. E. \$

144309 ==> PATTERN WORK OPERATIONS AT NON-CONTROLLED TOWER AIRPORTS WITHIN THE \$144309 ==> SFRA (BUT NOT WITHIN THE DC FRZ) MUST BE CONDUCTED IN ACCORDANCE WITH\$
144309 ==> 14 CFR SECTION 93.339 (C) AND THE PROCEDURES SPECIFIED IN THE MOST \$
144309 ==> CURRENT POTOMAC TRACON LETTER TO AIRMEN ON THE SUBJECT. THE LETTER \$
144309 ==> CAN BE FOUND AT: \$
144309 ==> END PART 3 OF 10\$
144309 ==> !FDC 0/8326 ZDC PART 4 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$
144309 ==> EFFECTIVE \$
144309 ==> [HTTP://WWW.FAA.GOV/ABOUT/OFFICE_ORG/HEADQUARTERS_OFFICES/ATO/TRACON/P\\$](http://www.faa.gov/about/office_org/headquarters_offices/ato/tracon/p$)
144309 ==> CT/ \$
144309 ==> 4. ADDITIONS TO OPERATING IN THE DC FRZ 14 CFR SECTION 93.341. ALL \$
144309 ==> OPERATIONS ARE PROHIBITED WITHIN THE FRZ (INCLUDING TRANSIT) UNLESS \$144309 ==>
OUTLINED BELOW: A. THE FOLLOWING OPERATIONS ARE NOT AUTHORIZED WITHIN\$
144309 ==> THE DC FRZ: FLIGHT TRAINING, AEROBATIC FLIGHT, PRACTICE INSTRUMENT \$144309 ==>
APPROACHES, GLIDER OPERATIONS, PARACHUTE OPERATIONS, ULTRA LIGHT, \$
144309 ==> HANG GLIDING, BALLOON OPERATIONS, TETHERED BALLOONS, AGRICULTURE/CROP
(Page 91):

\$
144309 ==> DUSTING, ANIMAL POPULATION CONTROL FLIGHT OPERATIONS, BANNER TOWING \$144309
==> OPERATIONS, MAINTENANCE TEST FLIGHTS, MODEL AIRCRAFT OPERATIONS, \$
144309 ==> MODEL ROCKETRY, FLOAT PLANE OPERATIONS, UNMANNED AIRCRAFT SYSTEMS \$
144309 ==> (UAS) AND AIRCRAFT/HELICOPTERS OPERATING FROM A SHIP OR \$
144309 ==> PRIVATE/CORPORATE YACHT. B. IT IS HIGHLY RECOMMENDED THAT A PILOT \$
144309 ==> CONTINUOUSLY MONITOR VHF FREQUENCY 121.5 OR UHF FREQUENCY 243.0 FOR \$144309
==> EMERGENCY INSTRUCTIONS WHEN OPERATING AN AIRCRAFT IN THE DC FRZ, \$
144309 ==> EITHER IN AN AIRCRAFT THAT IS SUITABLY EQUIPPED, OR BY USE OF \$
144309 ==> PORTABLE EQUIPMENT. C. ALL AIR AMBULANCE FLIGHTS MUST OBTAIN AND \$
144309 ==> COMPLY WITH AN FAA/TSA WAIVER FOR OPERATIONS WITHIN THE FRZ. D. ALL \$144309 ==>
END PART 4 OF 10\$
144309 ==> !FDC 0/8326 ZDC PART 9 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$
144309 ==> EFFECTIVE \$
144309 ==> SECURITY AT 9-AWA-ATS-NCRCC@FAA.GOV. C. FOR THOSE WAIVERS AND \$
144309 ==> SECTIONS THAT REQUIRE NOTIFICATION TO THE TSA NCRCC CALL \$
144309 ==> 866-598-9520. D. FOR THOSE SECTIONS THAT REQUIRE NOTIFICATION TO THE \$
144309 ==> FAA NCRCC CALL 866-598-9522. E. THE LATEST POTOMAC TRACON LETTER TO \$144309 ==>
AIRMEN CAN BE FOUND AT: \$
144309 ==> [HTTP://WWW.FAA.GOV/ABOUT/OFFICE_ORG/HEADQUARTERS_OFFICES/ATO/TRACON/P\\$](http://www.faa.gov/about/office_org/headquarters_offices/ato/tracon/p$)

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144309 ==> CT/ \$
144309 ==> F. INFORMATION ABOUT WAIVER APPLICATIONS AND TSA SECURITY \$
144309 ==> AUTHORIZATIONS CAN BE FOUND AT \$
144309 ==> [HTTP://WWW.TSA.GOV/WHAT_WE_DO/TSNM/GENERAL_AVIATION/AIRSPACE_WAIVERS.\\$](http://www.tsa.gov/what_we_do/tsnm/general_aviation/airspace_waivers.$)
144309 ==> SHTM \$
144309 ==> (CASE SENSITIVE USE LOWER CASE ONLY) OR BY CONTACTING TSA AT (571) \$
144309 ==> 227-2071. INDIVIDUALS MAY SUBMIT A REQUEST FOR A FAA WAIVER AT \$

144309 ==> [HTTPS://WAIVER.C3.FAA.GOV](https://waiver.c3.faa.gov). G. AFTER NORMAL BUSINESS HOURS, FOR \$
 144309 ==> END PART 9 OF 10\$
 144309 ==> !FDC 0/8326 ZDC PART 10 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$
 144309 ==> EFFECTIVE \$
 144309 ==> EMERGENCY OR SHORT NOTICE REQUESTS, CONTACT TSA NCRCC AT \$
 144309 ==> 866-598-9520. H. FOR OPERATIONS IN THE DC FRZ PILOTS WITH A WAIVER OR\$
 144309 ==> CONFIDENTIAL PILOT IDENTIFICATION CODE, MUST CALL FLIGHT SERVICE AT \$144309 ==>
 866-225-7410 TO FILE A DC FRZ FLIGHT PLAN. I. INFORMATION ON U.S. \$
 144309 ==> DIPLOMATIC CLEARANCE AND LANDING AUTHORIZATION PROCEDURES CAN BE \$
 144309 ==> FOUND AT [HTTP://USEG.ORG/USEG.HTML](http://useg.org/useg.html). 9. IT IS STRONGLY RECOMMENDED \$
 144309 ==> THAT ALL PILOTS FLYING UNDER VISUAL FLIGHT RULES (VFR) WITHIN 100 NM \$
 144309 ==> OF THE DCA VOR/DME COMPLETE SPECIAL AWARENESS TRAINING FOR THE \$

(Page 93):

144309 ==> WASHINGTON DC METROPOLITAN AREA, THIS TRAINING IS MANDATORY FOR ALL \$144309
 ==> PILOTS THAT FLY UNDER VFR WITHIN 60 NM OF THE DCA VOR/DME (14 CFR \$
 144309 ==> PARTS 61 AND 91, EFFECTIVE FEBRUARY 9, 2009). THIS TRAINING IS \$
 144309 ==> AVAILABLE IN THE AVIATION LEARNING CENTER AT \$
 144309 ==> [HTTP://WWW.FAASAFETY.GOV](http://www.faa.gov).\$
 144309 ==> END PART 10 OF 10\$
 144309 ==> \$
 144309 ==> \$
 144309 ==> !FDC 2/2690 GEV FI/T IAP ASHE COUNTY, JEFFERSON, NC.\$
 144309 ==> LOC RWY 28, AMDT 2...\$
 144309 ==> NOTE: CIRCLING TO RWY 10 NA AT NIGHT.\$
 144309 ==> NOTE: STRAIGHT-IN AND CIRCLING RWY 28 PROCEDURES NA AT NIGHT.\$
 144309 ==> \$
 144309 ==> !FDC 3/3277 UKF FI/T ODP WILKES COUNTY, NORTH WILKESBORO, NC.\$
 144309 ==> TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...\$
 144309 ==> TAKE-OFF MINIMUMS: RWY 1, STANDARD WITH MINIMUM CLIMB OF 340'\$
 144309 ==> PER NM TO 5000.\$
 144309 ==> RWY 19, STANDARD WITH MINIMUM CLIMB OF 225' PER NM TO 3200.\$
 144309 ==> DEPARTURE PROCEDURES: RWY 1, CLIMB HEADING 005 TO 5000 BEFORE\$
 144309 ==> PROCEEDING ON COURSE.\$
 144309 ==> RWY 19, CLIMB HEADING 185 TO 3200 BEFORE PROCEEDING ON COURSE.\$
 144309 ==> \$

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144309 ==> !FDC 3/7514 MWK FI/T ODP MOUNT AIRY/SURRY COUNTY, MOUNT AIRY, NC.\$
 144309 ==> TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...\$
 144309 ==> DEPARTURE PROCEDURE NA, EXCEPT FOR AIRCRAFT EQUIPPED WITH\$
 144309 ==> SUITABLE RNAV SYSTEM WITH GPS. AZW NDB OTS.\$
 144309 ==> \$
 144309 ==> !FDC 2/5084 8A7 FI/T IAP TWIN LAKES, MOCKSVILLE, NC.\$
 144309 ==> RNAV (GPS) RWY 9, ORIG...\$
 144309 ==> LNAV MINIMUMS NA\$

144309 ==> DISREGARD 3.04 ANGLE/35 FT TCH.\$
 144309 ==> \$
 144309 ==> !FDC 3/8004 GSO PIEDMONT TRIAD INTERNATIONAL AIRPORT AIRSPACE ADS-B \$144309
 ==> SERVICES TISB AND FISB AVBL MARCH 15, 2012. TIS-B SERVICE IS \$
 144309 ==> AVAILABLE THROUGHOUT THE NAS WHERE THERE ARE BOTH ADEQUATE \$
 144309 ==> SURVEILLANCE COVERAGE (RADAR) AND BROADCAST COVERAGE FROM ADS-B \$
 144309 ==> GROUND STATIONS. REPORTS OF TIS-B AND FIS-B MALFUNCTIONS SHOULD BE \$
 144309 ==> REPORTED BY RADIO OR TELEPHONE TO THE NEAREST FSS FACILITY.\$
 144309 ==> \$
 144309 ==> !FDC 3/3901 GSO FI/T IAP PIEDMONT TRIAD INTL, GREENSBORO, NC.\$
 144309 ==> RNAV (GPS) RWY 5R, AMDT 2B...\$
 144309 ==> DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV CAT D\$
 144309 ==> VISIBILITY TO RVR 6000.\$
 144309 ==> LPV DA 1150/HAT 250 ALL CATS.\$

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144309 ==> LNAV MDA 1320/HAT 420 ALL CATS, VIS CAT C RVR 4000.\$
 144309 ==> \$
 144309 ==> !FDC 3/1497 GSO FI/P IAP PIEDMONT TRIAD INTL, GREENSBORO, NC.\$
 144309 ==> RNAV (GPS) RWY 5R, AMDT 2B...\$
 144309 ==> LNAV MDA 1320/HAT 420 ALL CATS, VIS CAT C RVR 4000.\$
 144309 ==> CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.\$
 144309 ==> THIS IS RNAV (GPS) RWY 5R, AMDT 2C.\$
 144309 ==> \$
 144309 ==> !FDC 3/1494 GSO FI/P IAP PIEDMONT TRIAD INTL, GREENSBORO, NC.\$
 144309 ==> ILS OR LOC RWY 14, AMDT 18B...\$
 144309 ==> S-ILS 14 DA 1125 ALL CATS.\$
 144309 ==> S-LOC 14 MDA 1380/HAT 455 ALL CATS.\$
 144309 ==> CHART TDZE 925.\$
 144309 ==> THIS IS ILS OR LOC RWY 14, AMDT 18C.\$
 144309 ==> \$
 144309 ==> !FDC 3/1493 GSO FI/P IAP PIEDMONT TRIAD INTL, GREENSBORO, NC.\$
 144309 ==> VOR RWY 5R, AMDT 13A...\$
 144309 ==> MISSED APPROACH:\$
 144309 ==> CLIMB TO 1600 THEN CLIMBING LEFT TURN TO 3100 ON HEADING 330\$
 144309 ==> AND GSO R-360 TO MAYOS/GSO 16.9 DME AND HOLD.\$
 144309 ==> CHART NOTE: DME REQUIRED.\$
 144309 ==> CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.\$

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144309 ==> THIS IS VOR RWY 5R, AMDT 13B.\$
 144309 ==> \$
 144309 ==> !FDC 2/7814 GSO FI/T IAP PIEDMONT TRIAD INTL, GREENSBORO, NC.\$
 144309 ==> ILS OR LOC RWY 23L, AMDT 9B...\$
 144309 ==> S-ILS 23L DA 1239/HAT 353, VIS RVR 5000 ALL CATS.\$
 144309 ==> TEMPORARY CRANE 1102 MSL 1191 SE OF RWY 23L\$

144309 ==> EXCEPT WHEN ADVISED BY ATCT THAT THIS CRANE IS\$
 144309 ==> DOWN.\$
 144309 ==> \$
 144309 ==> !FDC 2/7813 GSO FI/T IAP PIEDMONT TRIAD INTL, GREENSBORO, NC.\$
 144309 ==> ILS RWY 23L (CAT II), AMDT 9B...\$
 144309 ==> S-ILS 23L NA.\$
 144309 ==> EXCEPT WHEN ADVISED BY ATC THAT THIS CRANE IS\$
 144309 ==> DOWN.\$
 144309 ==> TEMPORARY CRANE 1102 MSL 1191 FT SE OF RWY 23L.\$
 144309 ==> \$
 144309 ==> !FDC 2/7812 GSO FI/T IAP PIEDMONT TRIAD INTL, GREENSBORO, NC.\$
 144309 ==> RNAV (GPS) RWY 23L, AMDT 2B...\$
 144309 ==> LPV DA 1255/HAT 369, VIS RVR 5000 ALL CATS.\$
 144309 ==> LNAV/VNAV DA 1313/HAT 427, VIS RVR 5000 ALL CATS.\$
 144309 ==> LNAV MDA 1420/HAT 534 ALL CATS, VIS CAT C/D RVR 5500.\$
 144309 ==> EXCEPT WHEN ADVISED BY ATC THAT THIS CRANE IS\$

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144309 ==> DOWN.\$
 144309 ==> TEMPORARY CRANE 1102 MSL 1191 FT SE OF RWY 23L.\$
 144309 ==> \$
 144309 ==> !FDC 2/7811 GSO FI/T IAP PIEDMONT TRIAD INTL, GREENSBORO, NC.\$
 144309 ==> VOR/DME RWY 23L, AMDT 10A...\$
 144309 ==> S-23L MDA 1400/HAT 514 ALL CATS. VIS CAT A/B RVR 5000, CAT C/D\$
 144309 ==> RVR 5500.\$
 144309 ==> TEMPORARY CRANE 1102 MSL 1191 SE OF RWY 23L\$
 144309 ==> EXCEPT WHEN ADVISED BY ATCT THAT THIS CRANE IS\$
 144309 ==> DOWN.\$
 144309 ==> \$
 144309 ==> !FDC 2/2977 BUY FI/T ODP BURLINGTON-ALAMANCE RGNL, BURLINGTON, NC.\$
 144309 ==> TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...\$
 144309 ==> TAKEOFF MINIMUMS: RWY 6, 300-1 1/4 OR STANDARD WITH MINIMUM\$
 144309 ==> CLIMB OF 259 406 FT FROM DER, 76 FT RIGHT\$
 144309 ==> OF CENTERLINE, 95 FT AGL/717 FT MSL.\$
 144309 ==> RWY 24, TREES BEGINNING 115 FEET FROM END OF RUNWAY, 365 FEET\$
 144309 ==> LEFT OF CENTERLINE UP TO 99 FEET AGL/689 FEET MSL. POWER POLE \$
 144309 ==> 702FT PER NM TO 900.\$
 144309 ==> DEPARTURE PROCEDURE: RWY 24, CLIMB HEADING 240 TO 1200 BEFORE\$
 144309 ==> TURNING LEFT.\$
 144309 ==> NOTE: RWY 6, TREES 1107 FT FROM DER, 483 FT LEFT OF CENTERLINE,\$

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144309 ==> UP TO 100 FT AGL/704 FT MSL. TOWER 3 FEET FROM END OF RUNWAY, 384 FEET \$
 144309 ==> LEFT OF CENTERLINE UP TO\$
 144309 ==> 36 FEET AGL/636 FEET MSL.\$
 144309 ==> ALL OTHER DATA REMAINS AS PUBLISHED.\$
 144309 ==> \$

144309 ==> !FDC 2/2969 BUY FI/T IAP BURLINGTON-ALAMANCE RGNL, BURLINGTON, NC.\$
 144309 ==> GPS RWY 24, AMDT 1B...\$
 144309 ==> S-24 NA.\$
 144309 ==> \$
 144309 ==> !FDC 2/9817 5W8 FI/T IAP SILER CITY MUNI, SILER CITY, NC.\$
 144309 ==> VOR OR GPS A, AMDT 2...\$
 144309 ==> CHANGE TERMINAL ROUTE TO READ: GREENSBORO (GSO) VORTAC TO\$
 144309 ==> LIBERTY (LIB) VORTAC (NOPT).\$
 144309 ==> \$
 144309 ==> !FDC 2/6898 IGX FI/T IAP HORACE WILLIAMS, CHAPEL HILL, NC.\$
 144309 ==> RNAV (GPS) RWY 27, ORIG...\$
 144309 ==> MISSED APPROACH: CLIMB TO 1300 THEN CLIMBING RIGHT TURN TO\$
 144309 ==> 2200 DIRECT DUHAM AND HOLD.\$
 144309 ==> PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT DUHAM ON V136\$
 144309 ==> NORTHBOUND.\$
 144309 ==> NOTE: PROCEDURE NA AT NIGHT.\$

(Page 99):

144309 ==> DISREGARD NOTE: GPS OR RNP-0.3 REQUIRED.\$
 144309 ==> \$
 144309 ==> !FDC 2/6897 IGX FI/T IAP HORACE WILLIAMS, CHAPEL HILL, NC.\$
 144309 ==> RNAV (GPS) RWY 9, ORIG...\$
 144309 ==> NOTE: PROCEDURE NA AT NIGHT.\$
 144309 ==> \$
 144309 ==> !FDC 2/6896 IGX FI/T IAP HORACE WILLIAMS, CHAPEL HILL, NC.\$
 144309 ==> VOR/DME RWY 27, AMDT 1...\$
 144309 ==> S-27 MDA 1360/HAT 868 ALL CATS. VIS CAT B 1 1/4, CAT C/D 2\$
 144309 ==> 1/2.\$
 144309 ==> CIRCLING MDA 1360/HAA 848 ALL CATS. VIS CAT A/B 1 1/4, CAT C\$
 144309 ==> 2 1/2, CAT D 2 3/4.\$
 144309 ==> NOTE: PROCEDURE NA AT NIGHT.\$
 144309 ==> DISTANCE DAANY TO THLD 5.08 NM.\$
 144309 ==> VERTICAL DESCENT ANGLE 2.91/TCH 40\$
 144309 ==> MISSED APPROACH: CLIMB TO 2300 THEN CLIMBING LEFT TURN TO 3100\$144309 ==>
 ON HEADING 180 AND RDU R-279 TO CHAPL INT/13 DME AND HOLD.\$
 144309 ==> CHANGE ALL REFERENCE TO TDZE TO THRE.\$
 144309 ==> THRE ELEVATION 492.\$
 144309 ==> \$
 144309 ==> !FDC 3/8064 RDU RALEIGH DURHAM INTERNATIONAL AIRPORT AIRSPACE ADS-B \$144309
 ==> SERVICES TISB AND FISB AVBL SEPTEMBER 14, 2012. TIS-B SERVICE IS \$

(Page 100):

144309 ==> AVAILABLE THROUGHOUT THE NAS WHERE THERE ARE BOTH ADEQUATE \$
 144309 ==> SURVEILLANCE COVERAGE (RADAR) AND BROADCAST COVERAGE FROM ADS-B \$
 144309 ==> GROUND STATIONS. REPORTS OF TIS-B AND FIS-B MALFUNCTIONS SHOULD BE \$
 144309 ==> REPORTED BY RADIO OR TELEPHONE TO THE NEAREST FSS FACILITY.\$

144309 ==> \$
 144309 ==> !FDC 3/7121 RDU FI/T STAR RALEIGH-DURHAM, RALEIGH, NC. \$
 144309 ==> ZODAS TWO ARRIVAL... \$
 144309 ==> PROCEDURE NOT AUTHORIZED\$
 144309 ==> \$
 144309 ==> !FDC 3/4670 RDU FI/T STAR RALEIGH-DURHAM, NC KAROO ONE ARRIVAL ALL \$
 144309 ==> AIRCRAFT LANDING RWY 23L/23R EXPECT RADAR VECTORS TO FINAL APPROACH \$144309
 ==> COURSE AFTER PAINS\$
 144309 ==> \$
 144309 ==> !FDC 3/4669 RDU FI/T STAR RALEIGH-DURHAM, NC.\$
 144309 ==> ALDAN ONE ARRIVAL...\$
 144309 ==> ALL AIRCRAFT LANDING RWY 23R EXPECT RADAR VECTORS TO FINAL\$
 144309 ==> APPROACH COURSE AFTER BUTTS\$
 144309 ==> \$
 144309 ==> !FDC 3/4668 RDU FI/T STAR RALEIGH-DURHAM, NC MALNR ONE ARRIVAL ALL \$
 144309 ==> AIRCRAFT LANDING RWY 5L/5R EXPECT RADAR VECTORS TO FINAL APPROACH \$
 144309 ==> COURSE AFTER OTTOS\$
 144309 ==> \$

(Page 101):

144309 ==> !FDC 3/1830 RDU FI/T IAP RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC.\$
 144309 ==> RNAV (RNP) Z RWY 5L, AMDT 1B...\$
 144309 ==> RNAV (RNP) Z RWY 5R, AMDT 1B...\$
 144309 ==> RNAV (RNP) Z RWY 23R, AMDT 1B...\$
 144309 ==> RNAV (RNP) Z RWY 23L, AMDT 1B...\$
 144309 ==> PROCEDURE NA.\$
 144309 ==> \$
 144309 ==> !FDC 3/1143 RDU FI/T STAR RALEIGH-DURHAM, RALEIGH, NC. \$
 144309 ==> FRAZI ONE ARRIVAL...\$
 144309 ==> PROCEDURE NOT AUTHORIZED WEF 1301100901\$
 144309 ==> \$
 144309 ==> !FDC 3/1142 RDU FI/T STAR RALEIGH-DURHAM, RALEIGH, NC. \$
 144309 ==> RASKL ONE ARRIVAL...\$
 144309 ==> PROCEDURE NOT AUTHORIZED WEF 1301100901\$
 144309 ==> \$
 144309 ==> !FDC 3/1135 RDU FI/T STAR RALEIGH-DURHAM, RALEIGH, NC. \$
 144309 ==> MEYER ONE ARRIVAL...\$
 144309 ==> PROCEDURE NOT AUTHORIZED WEF 1301100901\$
 144309 ==> \$
 144309 ==> !FDC 2/8442 RDU FI/T IAP RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC.\$
 144309 ==> VOR RWY 5R, AMDT 13C...\$
 144309 ==> S-5R MDA 960/HAT 539 ALL CATS.\$

(Page 102):

144309 ==> CHANGED MISSED APPROACH TO READ: CLIMBING RIGHT TURN TO 2600 ON\$144309
 ==> RDU R-087 TO ZEBUL INT AND HOLD.\$

144309 ==> VDP AT 2.42 DME ; DISTANCE VDP TO THLD 1.59 MILES.\$
 144309 ==> TEMPORARY CRANE 606 MSL 3594 FEET NE OF RWY 5R.\$
 144309 ==> \$
 144309 ==> !FDC 2/8441 RDU FI/T IAP RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC.\$
 144309 ==> RNAV (GPS) Y RWY 5R, AMDT 2...\$
 144309 ==> LPV DA 652/HATH 255 ALL CATS\$
 144309 ==> LNAV/VNAV DA 721/HATH 324, VIS RVR 3200 ALL CATS.\$
 144309 ==> CHANGE FOR INOP MALSR NOTE TO READ: FOR INOPERATIVE MALSR,\$
 144309 ==> INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 5000 AND LNAV CATS\$
 144309 ==> C/D\$
 144309 ==> VISIBILITY TO 1 3/8 MILE.\$
 144309 ==> UNLESS OTHERWISE AUTHORIZED BY AIR TRAFFIC CONTROL (ATC).\$
 144309 ==> TEMPORARY CRANE 606 MSL 3594 FEET NE OF RWY 5R.\$
 144309 ==> \$
 144309 ==> !FDC 2/8440 RDU FI/T IAP RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC.\$
 144309 ==> ILS OR LOC RWY 5R, AMDT 2B...\$
 144309 ==> S-ILS 5R DA 651/HATH 254 ALL CATS UNLESS OTHERWISE AUTHORIZED BY\$144309 ==>
 AIR TRAFFIC CONTROL (ATC).\$
 144309 ==> TEMPORARY CRANE 606 MSL 3594 FEET NE OF RWY 5R.\$

(Page 103):

144309 ==> \$
 144309 ==> !FDC 2/8439 RDU FI/T IAP RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC.\$
 144309 ==> RNAV (RNP) Z RWY 5L, AMDT 1B...\$
 144309 ==> RNP 0.15 DA 757/HAT 372 ALL CATS UNLESS OTHERWISE AUTHORIZED BY\$144309 ==>
 AIR TRAFFIC CONTROL (ATC).\$
 144309 ==> TEMPORARY CRANE 606 MSL 3594 FEET NE OF RWY 5R.\$
 144309 ==> \$
 144309 ==> !FDC 2/8438 RDU FI/T IAP RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC.\$
 144309 ==> RNAV (RNP) Z RWY 5R, AMDT 1B...\$
 144309 ==> RNP 0.30 DA 757/HAT 337, VIS RVR 4000 ALL CATS.\$
 144309 ==> CHANGE FOR INOPERATIVE MALSR TO READ: FOR INOPERATIVE MALSR,\$
 144309 ==> INCREASE RNP 0.30 VISIBILITY TO RVR 6000.\$
 144309 ==> UNLESS OTHERWISE AUTHORIZED BY AIR TRAFFIC CONTROL (ATC).\$
 144309 ==> TEMPORARY CRANE 606 MSL 3594 FEET NE OF RWY 5R.\$
 144309 ==> \$
 144309 ==> !FDC 2/8436 RDU FI/T IAP RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC.\$
 144309 ==> ILS RWY 5R (SA CAT I), AMDT 2B...\$
 144309 ==> ILS RWY 5R (SA CAT II, AMDT 2B...\$
 144309 ==> PROCEDURE NA UNLESS OTHERWISE AUTHORIZED BY AIR TRAFFIC CONTROL\$144309 ==>
 (ATC).\$
 144309 ==> TEMPORARY CRANE 606 MSL 3594 FEET NE OF RWY 5R.\$
 144309 ==> \$

(Page 104):

144309 ==> !FDC 1/0568 RDU FI/T STAR RALEIGH-DURHAM INTL, RALEIGH/DURHAM NC. \$

144309 ==> RASKL ONE ARRIVAL...CHANGE ALTITUDE ASSOCIATED WITH BUZZY TO.. AT \$
 144309 ==> 11000 FEET VICE AT OR ABOVE 11000 FEET\$
 144309 ==> \$
 144309 ==> !FDC 2/9734 JNX FI/T IAP JOHNSTON COUNTY, SMITHFIELD, NC.\$
 144309 ==> NDB RWY 3, AMDT 1...\$
 144309 ==> PROCEDURE TURN ALTITUDE: MINIMUM 1800.\$
 144309 ==> CHANGE MISSED APPROACH TO READ: CLIMB TO 1400 THEN CLIMBING\$
 144309 ==> RIGHT TURN TO 1800 DIRECT JN NDB AND HOLD.\$
 144309 ==> NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT\$
 144309 ==> AUTHORIZED.\$
 144309 ==> \$
 144309 ==> !FDC 2/9729 JNX FI/T IAP JOHNSTON COUNTY, SMITHFIELD, NC.\$
 144309 ==> RNAV (GPS) RWY 3, ORIG-A...\$
 144309 ==> LPV DA 397/HAT 250, VIS 3/4 ALL CATS.\$
 144309 ==> LNAV VIS CATS A,B 3/4.\$
 144309 ==> NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT\$
 144309 ==> AUTHORIZED.\$
 144309 ==> \$
 144309 ==> !FDC 2/9726 JNX FI/T IAP JOHNSTON COUNTY, SMITHFIELD, NC.\$
 144309 ==> ILS OR LOC RWY 3, AMDT 1A...\$
 144309 ==> PROCEDURE TURN ALTITUDE: MINIMUM 1800.\$

(Page 105):

144309 ==> S-ILS 3: DA 397 / HAT 250 ALL CATS, VISIBILITY 3/4 ALL CATS.\$
 144309 ==> S-LOC 3: VISIBILITY CAT A / B 3/4.\$
 144309 ==> JONIR DME FIX MINIMUMS:\$
 144309 ==> S-LOC 3: VISIBILITY CAT A / B 3/4.\$
 144309 ==> CHANGE MISSED APPROACH TO READ: CLIMB TO 1000 THEN CLIMBING\$
 144309 ==> RIGHT TURN TO 1800 DIRECT JN NDB AND HOLD.\$
 144309 ==> NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT\$
 144309 ==> AUTHORIZED.\$
 144309 ==> \$
 144309 ==> !FDC 3/1467 W03 FI/T IAP WILSON INDUSTRIAL AIR CENTER, WILSON, NC.\$
 144309 ==> RNAV (GPS) RWY 21, ORIG-B...\$
 144309 ==> ROCKY MOUNT-WILSON RGNL ALTIMETER SETTING MINIMUMS LNAV MDA\$
 144309 ==> 580/HAT 421 ALL CATS.\$
 144309 ==> CHANGE NOTE CIRCLING NA AT NIGHT TO RWYS 9, 17, 15, 33 TO READ\$
 144309 ==> PROCEDURE NA AT NIGHT. \$
 144309 ==> HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.\$
 144309 ==> \$
 144309 ==> !FDC 2/3927 W03 FI/T IAP WILSON INDUSTRIAL AIR CENTER, WILSON, NC.\$
 144309 ==> RNAV (GPS) RWY 33, ORIG-A...\$
 144309 ==> PROCEDURE NA AT NIGHT.\$
 144309 ==> DELETE NOTE: CIRCLING TO RWY 9, 15, 27, 33 NA AT NIGHT.\$
 144309 ==> \$

(Page 106):

144309 ==> !FDC 2/3923 W03 FI/T IAP WILSON INDUSTRIAL AIR CENTER, WILSON, NC.\$
 144309 ==> RNAV (GPS) RWY 3, AMDT 1A...\$
 144309 ==> PROCEDURE NA AT NIGHT.\$
 144309 ==> DELETE NOTE: CIRCLING TO RWY 9, 15, 27, 33 NA AT NIGHT.\$
 144309 ==> \$
 144309 ==> !FDC 3/8635 RWI FI/T IAP ROCKY MOUNT-WILSON REGIONAL,\$
 144309 ==> ROCKY MOUNT, NC.\$
 144309 ==> VOR/DME RWY 22, AMDT 3...\$
 144309 ==> ALTERNATE MINIMUMS NA, TYI VORTAC UNMONITORED.\$
 144309 ==> \$
 144309 ==> !FDC 3/3312 ISO FI/T IAP KINSTON RGNL JETPORT AT STALLINGS FLD,\$
 144309 ==> KINSTON, NC.\$
 144309 ==> VOR RWY 23, AMDT 15...\$
 144309 ==> MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3100\$144309 ==>
 DIRECT ISO VORTAC AND HOLD. CONTINUE CLIMB-IN-HOLD TO 3100.\$
 144309 ==> \$
 144309 ==> \$
 144309 ==> DUAT Main Menu\$
 144309 ==> \$
 144309 ==> Weather Briefing 1\$
 144309 ==> Flight Plan and Planner 2\$
 144309 ==> Encode 3\$

(Page 107):

144309 ==> Decode 4\$
 144309 ==> Modify Personal Data Profile 5\$
 144309 ==> Service Information 6\$
 144309 ==> Extended Decode 7\$
 144309 ==> FAA/NWS Contractions 8\$
 144309 ==> \$
 144309 ==> Select function (or 'Q' to quit): \$
 144317 <== #BYE\Y\$
 144317 ==> \$
 144317 ==> \$
 144317 ==> You have selected the 'Exit DUATS' Quick Path service.\$
 144317 ==> \$
 144317 ==> \$
 144317 ==> Transaction number: 015633\$
 144317 ==> Sun Mar 31 14:43:17 2013 (UTC)\$
 144317 ==> \$
 144317 ==> Session number: 00298\$
 144317 ==> \$
 144317 ==> ... end DUAT session\$
 144317 ==> \$
 *** Transaction end time: 130331144317^M\$
 *** Total transaction time: 00:00:09^M\$

(Page 108):

^M\$

*** FINISHED WITH DIALOGUE EVENTS ****^M\$

Weather briefing 1 for N6506L from IAD DUATS for 3/31/13

==~==~==~==~==~==~==~==~== PuTTY log 2013.04.02 12:39:54 ==~==~==~==~==~==~==

1

Searching event log . . . ^M\$

^M\$

Events related to transaction number 015616^M\$

recorded in file jou/0331/130331.DUAT.00233^M\$

during the period from 130331000000 to 130331235959 (YYMMDDhhmmss)^M\$

^M\$

^M\$

*** Transaction Number: 015616^M\$

*** Transaction start time: 130331144243^M\$

144243 *** PILOT logon: MOBILE (10683097) (BRK=60000000002c0000)\$

144243 ==> \$

144243 ==> Transaction number: 015616\$

144243 ==> Sun Mar 31 14:42:43 2013 (UTC)\$

144243 ==> \$

144243 ==> Welcome to the CSC DUAT System\$

144243 ==> \$

144243 ==> \$

144243 ==> \$

144243 ==> *****\$

144243 ==> \$

144243 ==> * Effective immediately until further notice..... The following special notice\$

(Page 1):

144243 ==> \$

144243 ==> information may be viewed by requesting FDC NOTAMS.\$

144243 ==> \$

144243 ==> \$

144243 ==> * ALL RESTRICTIONS FOR OPERATION IN ENHANCED CLASS B AIRSPACE BY VFR/IFR\$

144243 ==> \$

144243 ==> GENERAL AVIATION.\$

144243 ==> \$

144243 ==> \$

144243 ==> * IFR OPERATIONS IN THE U.S.\$

144243 ==> \$

144243 ==> \$

144243 ==> * VFR OPERATIONS IN THE U.S.\$

144243 ==> \$

144243 ==> \$

144243 ==> Advisories affecting the Air Traffic System are available in National Flow\$

144243 ==> \$

144243 ==> Control messages and National FDC NOTAMS.\$

144243 ==> \$

144243 ==> \$

(Page 2):

144243 ==> To request these messages it is recommended you use the Location Weather \$
144243 ==> \$
144243 ==> feature of DUATS:\$
144243 ==> \$
144243 ==> For FDC NOTAMS:\$
144243 ==> \$
144243 ==> National Locations ZZZ and FDC, Weather Type FDC\$
144243 ==> \$
144243 ==> For National Flow Control Messages:\$
144243 ==> \$
144243 ==> Location DCC, Weather Type ATC\$
144243 ==> \$
144243 ==> For TFR, ARTCC ID, Example: ZDC:\$
144243 ==> \$
144243 ==> ^|^IWeather Type FDC \$
144243 ==> \$
144243 ==> \$
144243 ==> *****\$
144243 ==> \$
144243 ==> *****NOTICE*****NOTICE*****NOTICE*****\$

(Page 3):

**\$
144243 ==> \$
144243 ==> * The U.S. Government continues to receive credible indications that \$
144243 ==> \$
144243 ==> extremist individuals are planning additional terrorist operations \$
144243 ==> \$
144243 ==> against U.S. and Western interests within the U.S. and overseas. Such \$
144243 ==> \$
144243 ==> operations, possibly involving civil and general aviation (GA) aircraft, \$
144243 ==> \$
144243 ==> could be carried out whenever attack preparations are complete and \$
144243 ==> \$
144243 ==> operatives are in place. The Transportation Security Administration (TSA) \$
144243 ==> \$
144243 ==> has no credible information concerning specific targets, timing, or \$

(Page 4):

144243 ==> \$
144243 ==> methods of attack. However, the GA community should observe good \$
144243 ==> \$
144243 ==> physical security for aircraft and facilities and be continuously on the \$

144243 ==> \$
144243 ==> lookout for suspicious persons, activities, and operations around airports.\$
144243 ==> \$
144243 ==> \$
144243 ==> * Terrorists who are no longer able to hijack commercial airliners because \$
144243 ==> \$
144243 ==> of increased security at commercial airports may turn to GA airports and \$
144243 ==> \$
144243 ==> aircraft to conduct operations.\$
144243 ==> \$
144243 ==> \$
144243 ==> \$

(Page 5):

144243 ==> * The TSA asks members of the GA community to report all unusual and \$
144243 ==> \$
144243 ==> suspicious activities. If you observe persons, aircraft, and operations \$
144243 ==> \$
144243 ==> that do not fit the customary pattern at your airport, you should \$
144243 ==> \$
144243 ==> immediately advise law enforcement authorities.\$
144243 ==> \$
144243 ==> \$
144243 ==> \$
144243 ==> * Your immediate action is requested for these items:\$
144243 ==> \$
144243 ==> - Secure unattended aircraft to prevent unauthorized use.\$
144243 ==> \$
144243 ==> - Verify the identification of crew and passengers prior to departure.\$
144243 ==> \$
144243 ==> - Verify that baggage and cargo are known to the persons on board.\$

(Page 6):

144243 ==> \$
144243 ==> - Where identification systems are in place, encourage employees to \$
144243 ==> \$
144243 ==> wear proper identification and challenge persons not wearing proper \$
144243 ==> \$
144243 ==> identification.\$
144243 ==> \$
144243 ==> \$
144243 ==> \$
144243 ==> * Increased vigilance should be directed toward the following:\$
144243 ==> \$
144243 ==> - Aircraft with unusual or unauthorized modifications.\$

144243 ==> \$
144243 ==> - Persons loitering in the vicinity of aircraft or air operations areas.\$
144243 ==> \$
144243 ==> - Persons who appear to be under stress or the control of other persons.\$
144243 ==> \$
144243 ==> - Persons whose identification appears altered or inconsistent.\$

(Page 7):

144243 ==> \$
144243 ==> *****NOTICE*****NOTICE*****NOTICE*****\$
144243 ==> \$
144243 ==> * With Aviation Security the primary issue in the United States today\$
144243 ==> \$
144243 ==> the FAA has issued the following WARNING which is directed at\$
144243 ==> \$
144243 ==> unauthorized users, abusers, and hackers and is not meant to\$
144243 ==> \$
144243 ==> discourage legitimate users in any way. DUATS is a free FAA\$
144243 ==> \$
144243 ==> sponsored service to pilots, dispatchers and others authorized by\$
144243 ==> \$
144243 ==> the FAA. Legitimate users are encouraged to use DUATS as much as\$144243 ==> \$
144243 ==> needed and without reservation.\$
144243 ==> \$
144243 ==>
*****WARNING*****WARNING*****WARNING*****\$

(Page 8):

144243 ==> \$
144243 ==> * This is a Federal Aviation Administration (FAA) computer system.\$144243 ==> \$
144243 ==> FAA systems, including all related equipment, networks, and network\$
144243 ==> \$
144243 ==> devices (specifically including Internet access) are provided for\$
144243 ==> \$
144243 ==> the processing of official Government information. Unauthorized\$144243 ==> \$
144243 ==> access or use of this computer system may subject violators to\$
144243 ==> \$
144243 ==> criminal, civil, and/or administrative action. All information on\$
144243 ==> \$
144243 ==> this computer may be intercepted, recorded, read, copied, and\$
144243 ==> \$
144243 ==> disclosed by and to authorized personnel for official purposes,\$
144243 ==> \$
144243 ==> including criminal investigations. Access or use of this computer\$

(Page 9):

144243 ==> \$
 144243 ==> system by any person whether authorized or unauthorized,\$
 144243 ==> \$
 144243 ==> constitutes consent with these terms.\$
 144243 ==> \$
 144243 ==> \$
 144243 ==> ... press RETURN to continue \$
 144244 <== \$
 144244 ==> \$
 144244 ==> \$
 144244 ==> One or more entries in your 'Default Parameters' are\$
 144244 ==> blank. To display all items select '5' followed by '1'.
 144244 ==> Select the appropriate parameter menu item to update.\$
 \$
 144244 ==> DUAT Main Menu\$
 144244 ==> \$
 144244 ==> Weather Briefing 1\$
 144244 ==> Flight Plan and Planner 2\$
 144244 ==> Encode 3\$
 144244 ==> Decode 4\$
 144244 ==> Modify Personal Data Profile 5\$
 144244 ==> Service Information 6\$

(Page 10):

144244 ==> Extended Decode 7\$
 144244 ==> FAA/NWS Contractions 8\$
 144244 ==> \$
 144244 ==> Select function (or 'Q' to quit): \$
 144244 <== \$
 144244 ==> \$
 144244 ==> Select function (or 'Q' to quit): \$
 144244 <== #WLOS\N6506L\1630\UKF\KOCW\50\DIRECT\0101\\N\N\N\$
 144244 ==> \$
 144244 ==> \$
 144244 ==> You have selected the 'Low Alt Weather Brief' Quick Path service.\$
 144244 ==> \$
 144244 ==> \$
 144244 ==> \$
 144244 ==> Working... Please wait.\$
 144244 ==> \$
 144244 ==> ***** Departure Closest Terminal Weather *****\$
 144244 ==> METAR KUKF 311355Z AUTO 00000KT 1SM BR OVC003 08/08 A2995 RMK AO2\$
 144244 ==> METAR KUKF 311415Z AUTO 00000KT 1 1/2SM BR OVC003 08/08 A2996 RMK \$
 144244 ==> AO2\$
 144244 ==> METAR KUKF 311435Z AUTO 21003KT 1 3/4SM BR OVC003 08/08 A2997 RMK \$
 144244 ==> AO2\$

(Page 11):

144244 ==> \$
144244 ==> \$
144244 ==> TAF is not available, refer to the Area Forecast\$
\$
144244 ==> !UKF 05/005 UKF RWY 1/19 PAEW ADJ\$
144244 ==> !UKF 05/003 UKF RWY 1/19 WORK IN PROGRESS ADJ SURVEYING\$
144244 ==> \$
144244 ==> ***** Destination Closest Terminal Weather *****\$
144244 ==> METAR KOCW 311355Z AUTO 14006KT 10SM SCT070 13/10 A3001 RMK AO2 \$
144244 ==> T01300096\$
144244 ==> METAR KOCW 311415Z AUTO 15003KT 10SM CLR 14/11 A3001 RMK AO2 \$
144244 ==> T01410108\$
144244 ==> METAR KOCW 311435Z AUTO 15003KT 10SM SCT075 SCT110 15/11 A3000 RMK \$
144244 ==> AO2 T01450111\$
144244 ==> \$
144244 ==> \$
144244 ==> TAF is not available, refer to the Area Forecast\$
\$
144244 ==> !OCW 07/008 OCW RWY 35 BUMP IN PAVEMENT 1700 FM THR 25 WEST OF\$
144244 ==> CNTRLN\$
144244 ==> !OCW 07/007 OCW RWY 17 BUMP IN PAVEMENT 2070 FM THR 50 EAST OF\$
144244 ==> CNTRLN\$

(Page 12):

144244 ==> !OCW 02/008 OCW SVC AWOS-3 DP OTS WEF 1302151610\$
144245 ==> \$
144245 ==> \$
144245 ==> ***** FA Hazards and Flight Precautions *****\$
144245 ==> current report not available\$
144245 ==> \$
144245 ==> ***** FA Synopsis and VFR Clouds/Weather *****\$
144245 ==> MIAC FA 310849 COR\$
144245 ==> SYNOPSIS AND VFR CLDS/WX\$
144245 ==> SYNOPSIS VALID UNTIL 010300\$
144245 ==> CLDS/WX VALID UNTIL 312100...OTLK VALID 312100-010300\$
144245 ==> NC SC GA FL AND CSTL WTRS E OF 85W\$
144245 ==> .\$.
144245 ==> SEE AIRMET SIERRA FOR IFR CONDS AND MTN OBSCN.\$
144245 ==> TS IMPLY SEV OR GTR TURB SEV ICE LLWS AND IFR CONDS.\$
144245 ==> NON MSL HGTS DENOTED BY AGL OR CIG.\$
144245 ==> .\$.
144245 ==> SYNOPSIS...WRMFNT NW NC-SERN NC. 18Z CDFNT DVLPG WRN NC-XTRM NW\$
144245 ==> GA. 03Z CDFNT N CNTRL NC-NW SC-NRN GA.\$
144245 ==> .\$.

144245 ==> NC\$
144245 ==> WRN...OVC030-050 TOP FL250. VIS 3SM NMRS -SHRA. 15Z OVC040-060.\$

(Page 13):

144245 ==> VIS 5SM SCT -SHRA. ISOL -TSRA. CB TOP FL300. OTLK...VFR SHRA.\$
144245 ==> PIEDMONT...SCT025 OVC045 TOP FL250. VIS 3-5SM NMRS -SHRA. AFT 12Z\$
144245 ==> OVC015-025. 18Z BKN040-050. WND W G25KT. OTLK...VFR.\$
144245 ==> NERN...BKN150 LYRD FL250. OVC CI. 14Z BKN070. 18Z OVC040.\$
144245 ==> OTLK...VFR SHRA.\$
144245 ==> RMNDR...SCT-BKN070 LYRD FL250. OVC CI. OCNL VIS 3-5SM -RA. AFT\$
144245 ==> 12Z BKN040-050. 16Z BKN035. SCT -SHRA. ISOL -TSRA. CB TOP FL300.\$
144245 ==> OTLK...VFR SHRA.\$
144245 ==> .\$.
144245 ==> SC\$
144245 ==> NW...OVC025 TOP FL220. VIS 3-5SM NMRS -SHRA. ISOL -TSRA. CB TOP\$
144245 ==> FL270. 18Z SCT090 BKN CI. OTLK...VFR.\$
144245 ==> RMNDR...SCT035 OVC070 LYRD FL250. SCT -SHRA. ISOL -TSRA. CB TOP\$
144245 ==> FL300. 15Z OVC050. WND SW G25KT. SCT -SHRA. WDLY SCT -TSRA.\$
144245 ==> OTLK...VFR SHRA.\$
144245 ==> .\$.
144245 ==> CSTL WTRS..UPDT\$
144245 ==> ATLC WTRS...\$
144245 ==> NC/SC/GA/N HLF FL PEN ATLC...BKN070-090 LYRD FL250. WDLY SCT\$
144245 ==> -SHRA/-TSRA. CB TOP FL300. BECMG 1416 BKN040. SCT -SHRA/-TSRA.\$
144245 ==> OTLK...VFR SHRA.\$
144245 ==> S HLF FL PEN ATLC...SCT040 SCT-BKN CI. OTLK...VFR.\$

(Page 14):

144245 ==> GULF WTRS E OF 85W...\$
144245 ==> SRQ NWD...BKN040-050 LYRD FL250. WDLY SCT -TSRA. CB TOP FL410.\$
144245 ==> OTLK...VFR SHRA TSRA.\$
144245 ==> S OF SRQ...SCT040 SCT-BKN CI. OTLK...VFR.\$
144245 ==>\$
144245 ==> DFWC FA 310945\$
144245 ==> SYNOPSIS AND VFR CLDS/WX\$
144245 ==> SYNOPSIS VALID UNTIL 010400\$
144245 ==> CLDS/WX VALID UNTIL 312200...OTLK VALID 312200-010400\$
144245 ==> OK TX AR TN LA MS AL\$
144245 ==> .\$.
144245 ==> SEE AIRMET SIERRA FOR IFR CONDS AND MTN OBSCN.\$
144245 ==> TS IMPLY SEV OR GTR TURB SEV ICE LLWS AND IFR CONDS.\$
144245 ==> NON MSL HGTS DENOTED BY AGL OR CIG.\$
144245 ==> .\$.
144245 ==> SYNOPSIS...CDFNT SWRN OH-CNTRL KY-NERN AR-N CNTRL TX TO SERN NM.\$
144245 ==> 18Z CDFNT XTRM E TN-NRN AL-NRN LA WWD TO FAR W TX. BY 04Z CDFNT\$
144245 ==> CNTRL AL-NRN LA-SERN TX WWD TO TRANSPECOS.\$

144245 ==> .\$.
144245 ==> TN\$.
144245 ==> WEST..BKN015 TOP 030. VIS 3SM BR. 15Z BKN015 TOP 150. SCT -SHRA\$.
144245 ==> BECMG 1719 SCT120. OTLK..VFR\$.

(Page 15):

144245 ==> MIDDLE..OVC015 TOP 040. VIS 3SM BR. 17Z BKN025 TOP 050. VIS 5SM\$.
144245 ==> BR. 19Z BKN040 TOP 150. SCT -SHRA. OTLK..VFR\$.
144245 ==> EAST..OVC020 TOP 100. VIS 5SM -RA BR. 16Z BKN025 TOP 050. BECMG\$.
144245 ==> 1921 BKN050 TOP 150. SCT -SHRA. OTLK..VFR\$.
144245 ==> .\$.
144245 ==> BOSC FA 311001 COR\$.
144245 ==> SYNOPSIS AND VFR CLDS/WX\$.
144245 ==> SYNOPSIS VALID UNTIL 010300\$.
144245 ==> CLDS/WX VALID UNTIL 312100...OTLK VALID 312100-010300\$.
144245 ==> ME NH VT MA RI CT NY LO NJ PA OH LE WV MD DC DE VA AND CSTL WTRS\$.
144245 ==> .\$.
144245 ==> SEE AIRMET SIERRA FOR IFR CONDS AND MTN OBSCN\$.
144245 ==> TS IMPLY SEV OR GTR TURB SEV ICE LLWS AND IFR CONDS\$.
144245 ==> NON MSL HGTS DENOTED BY AGL OR CIG\$.
144245 ==> .\$.
144245 ==> SYNOPSIS...WRMFNT SW VA-S CNTRL NC. HIGH PRES NRN ATLC WTRS. 03Z\$.
144245 ==> LOW PRES SYS SERN PA. WRMFNT SE PA-SRN NJ-VA WTRS SEWD. CDFNT SE\$.
144245 ==> PA-DC-S CNTRL VA. ANOTHER CDFNT NW OH-CNTRL IN\$.
144245 ==> .\$.
144245 ==> MD DC DE VA\$.
144245 ==> NRN APLCNS WWD...SCT060 BKN120 LYRD FL250. 12Z OVC060-080. SCT\$.
144245 ==> -SHRA. ISOL -TSRA. CB TOP FL300. AFT 15Z OVC035. OTLK...MVFR CIG\$.

(Page 16):

144245 ==> SHRA\$.
144245 ==> SRN APLCNS WWD...SCT060 OVC110 TOP FL250. VIS 3-5SM -RA BR. 12Z\$.
144245 ==> OVC030-050. VIS 3SM -RA BR. 17Z BKN060-080. WND W G 25KT. WDLY\$.
144245 ==> SCT -TSRA. CB TOP FL300. SCT -SHRA. OTLK...VFR SHRA\$.
144245 ==> DE-NERN MD...SCT-BKN100 LYRD FL250. BKN CI. 16Z OVC040. 19Z\$.
144245 ==> OVC020. SCT -SHRA. WDLY SCT -TSRA. CB TOP FL300. OTLK...MVFR CIG\$.
144245 ==> SHRA\$.
144245 ==> RMNDR...SCT-BKN100 LYRD FL250. OVC CI. 12Z BKN030 OVC050. SCT\$.
144245 ==> -SHRA. ISOL -TSRA. CB TOP FL270. OTLK...VFR\$.
144245 ==> .\$.
144245 ==> CSTL WTRS\$.
144245 ==> ACK NWD...SKC OR SCT CI. 20Z BKN150 LYRD FL250. OTLK...VFR\$.
144245 ==> S OF ACK...BKN CI. BECMG 1719 BKN040-050 LYRD FL250. WDLY SCT\$.
144245 ==> -SHRA. ISOL -TSRA. CB TOP FL300. OTLK...MVFR SHRA\$.
144245 ==>\$.
144245 ==> \$.

144245 ==> \$
144245 ==> ***** FA Turbulence *****\$
144245 ==> current report not available\$
144245 ==> \$
144245 ==> ***** Severe Weather Outlook *****\$
144245 ==> SPC AC 311215\$

(Page 17):

144245 ==> DAY 1 CONVECTIVE OUTLOOK \$
144245 ==> NWS STORM PREDICTION CENTER NORMAN OK\$
144245 ==> 0715 AM CDT SUN MAR 31 2013\$
144245 ==> VALID 311300Z - 011200Z\$
144245 ==> ...THERE IS A SLGT RISK OF SVR TSTMS TODAY ACROSS PARTS OF\$
144245 ==> CENTRAL...SOUTHERN AND EASTERN TEXAS INTO THE LOWER MISSISSIPPI\$
144245 ==> VALLEY...\$
144245 ==> ...SYNOPSIS...\$
144245 ==> MODELS SUGGEST THAT BLOCKING OVER THE EASTERN PACIFIC WILL WEAKEN\$
144245 ==> DURING THIS FORECAST PERIOD...AS A COUPLE OF SIGNIFICANT UPSTREAM\$
144245 ==> IMPULSES WITHIN THE SPLIT MID-LATITUDE WESTERLIES PROGRESS EASTWARD.\$144245
==> THE REMNANTS OF THE SOUTHERN STREAM CLOSED LOW ARE FORECAST TO SHIFT\$144245 ==>
INLAND ACROSS CALIFORNIA INTO THE GREAT BASIN BY 12Z MONDAY. \$
144245 ==> HOWEVER...THE DOWNSTREAM CONFLUENCE OF THE NORTHERN AND SOUTHERN\$
144245 ==> STREAMS IS EXPECTED TO LINGER ACROSS THE HIGH PLAINS...AS AN UPPER\$
144245 ==> TROUGH WITHIN THE MORE PROMINENT NORTHERN STREAM CONTINUES TO\$
144245 ==> AMPLIFY EAST OF THE MISSISSIPPI VALLEY...IN RESPONSE TO A STRONG\$
144245 ==> SHORT WAVE IMPULSE DIGGING SOUTHEAST OF THE UPPER MIDWEST.\$
144245 ==> A NUMBER OF OTHER IMPULSES ARE PROGRESSING THROUGH THE CYCLONIC\$
144245 ==> NORTHERN STREAM EAST OF THE ROCKIES. THE MOST SIGNIFICANT OF THESE\$
144245 ==> IS NOW DIGGING THROUGH THE LOWER MISSOURI VALLEY...AND FORECAST TO\$
144245 ==> TURN EASTWARD THROUGH THE OHIO VALLEY...THEN NORTHEASTWARD TOWARD\$

(Page 18):

144245 ==> NEW ENGLAND LATER TODAY AND TONIGHT. THIS IS ACCOMPANIED BY AN\$
144245 ==> INITIAL COLD FRONTAL SURGE INTO THE SOUTHERN PLAINS...WHILE A\$
144245 ==> STRONGER INTRUSION OF COLD AIR BEGINS TO NOSE SOUTHWARD INTO THE\$
144245 ==> NORTHERN PLAINS AND UPPER MIDWEST.\$
144245 ==> MODEST LINGERING LOW-LEVEL MOISTURE ACROSS THE SOUTHERN\$
144245 ==> PLAINS...NEAR AND SOUTH OF THE INITIAL FRONT...COUPLED WITH RESIDUAL\$144245 ==>
VERY STEEP MID-LEVEL LAPSE RATES...ARE EXPECTED TO CONTRIBUTE TO\$
144245 ==> CONSIDERABLE VIGOROUS CONVECTIVE DEVELOPMENT TODAY. SOME OF THIS\$
144245 ==> ACTIVITY PROBABLY WILL DEVELOP EAST SOUTHEASTWARD INTO THE LOWER\$
144245 ==> MISSISSIPPI VALLEY...AND WILL INCLUDE A FEW SEVERE STORMS.\$
144245 ==> ...SOUTHERN PLAINS INTO LOWER MISSISSIPPI VALLEY...\$
144245 ==> AN INITIAL STRONG/SEVERE STORM CLUSTER HAS EVOLVED NEAR THE RED\$
144245 ==> RIVER VALLEY...SUPPORTED BY FORCING ASSOCIATED WITH THE SOUTHWARD\$
144245 ==> SURGING FRONT...AND AT LEAST THE GLANCING INFLUENCE OF THE MISSOURI\$

144245 ==> VALLEY SHORT WAVE IMPULSE. STRONGEST CONVECTION CURRENTLY APPEARS\$
144245 ==> TO BE WHERE THE FRONT IS INTERSECTING A REMNANT CONVECTIVE BOUNDARY\$
144245 ==> ON THE EASTERN FRINGE OF STRONGER MID-LEVEL CAPPING EXTENDING EAST\$
144245 ==> SOUTHEAST OF THE RED RIVER VALLEY THROUGH THE ARKLATEX REGION. \$
144245 ==> ACTIVITY PROBABLY WILL CONTINUE TO TRACK ALONG THIS BOUNDARY ACROSS\$
144245 ==> THE ARKLATEX AND NORTHERN LOUISIANA BY EARLY
AFTERNOON...ACCOMPANIED\$144245 ==> BY THE RISK FOR DAMAGING WIND GUSTS AND LARGE HAIL.
A TORNADO MAY\$
144245 ==> NOT BE COMPLETELY OUT OF THE QUESTION WITHIN A NARROW CORRIDOR ALONG\$
(Page 19):

144245 ==> THE BOUNDARY...BUT THIS THREAT APPEARS LIMITED IN GENERAL BY THE\$
144245 ==> WEAK TO MODEST NATURE OF THE LOW-LEVEL FLOW FIELDS AND SHEAR.\$
144245 ==> MEANWHILE...LOWER/MID TROPOSPHERIC WARM ADVECTION...MID-LEVEL\$
144245 ==> COOLING...AND AN INCREASINGLY DIVERGENT UPPER FLOW FIELD BETWEEN THE\$144245
==> DISTINCT NORTHERN AND SOUTHERN STREAMS...PROBABLY WILL SUPPORT\$
144245 ==> ADDITIONAL CONVECTIVE DEVELOPMENT TO THE SOUTHWEST OF THE INITIAL\$
144245 ==> CLUSTER...ROUGHLY BETWEEN WACO AND TYLER BY MIDDAY. AIDED BY\$
144245 ==> MODERATELY LARGE CAPE AND FAVORABLE DEEP LAYER SHEAR BENEATH 30-40+\$
144245 ==> KNOT WEST NORTHWESTERLY 500 MB FLOW...AN ORGANIZED SEVERE THREAT IS\$
144245 ==> EXPECTED TO EVOLVE...WITH THE RISK FOR DAMAGING WIND GUSTS AND LARGE\$144245
==> HAIL.\$
144245 ==> MORE UNCERTAINTY LINGERS SOUTHWARD INTO THE TEXAS HILL COUNTRY AND\$
144245 ==> AREAS SOUTHEASTWARD TOWARD THE MIDDLE AND LOWER TEXAS COAST. BUT\$
144245 ==> FORCING ASSOCIATED WITH A SOUTHERN STREAM IMPULSE COULD CONTRIBUTE\$
144245 ==> TO ADDITIONAL STRONG/SEVERE STORM DEVELOPMENT DURING THE AFTERNOON\$
144245 ==> HOURS.\$
144245 ==> ...CENTRAL CALIFORNIA COASTAL AREAS AND INTERIOR VALLEY...\$
144245 ==> AS THE MID-LEVEL COLD CORE /-22 TO -24C AT 500 MB/ ASSOCIATED WITH\$
144245 ==> THE CLOSED LOW SPREADS INLAND TODAY...THERMODYNAMIC PROFILES MAY\$
144245 ==> BECOME SUPPORTIVE OF HAIL WITH THUNDERSTORM ACTIVITY. IT MAY NOT BE\$144245
==> OUT OF THE QUESTION THAT STRONGER CELLS COULD AT LEAST BRIEFLY\$
144245 ==> APPROACH SEVERE CRITERIA...BUT THE SEVERE THREAT IN GENERAL IS\$

(Page 20):

144245 ==> EXPECTED TO BE LIMITED BY WEAK VERTICAL SHEAR.\$
144245 ==> ..KERR/LEITMAN.. 03/31/2013\$
144245 ==> \$
144245 ==> \$
144245 ==> \$
144245 ==> ***** Severe Weather Warnings *****\$
144245 ==> SPC WW 311428\$
144245 ==> ARZ000-LAZ000-TXZ000-010000-\$
144245 ==> URGENT - IMMEDIATE BROADCAST REQUESTED\$
144245 ==> SEVERE THUNDERSTORM WATCH NUMBER 71\$
144245 ==> NWS STORM PREDICTION CENTER NORMAN OK\$
144245 ==> 920 AM CDT SUN MAR 31 2013\$

144245 ==> THE NWS STORM PREDICTION CENTER HAS ISSUED A\$
 144245 ==> SEVERE THUNDERSTORM WATCH FOR PORTIONS OF \$
 144245 ==> SOUTHERN ARKANSAS\$
 144245 ==> NORTHERN AND CENTRAL LOUISIANA\$
 144245 ==> EAST TEXAS\$
 144245 ==> EFFECTIVE THIS SUNDAY MORNING AND EVENING FROM 920 AM UNTIL 700\$
 144245 ==> PM CDT.\$
 144245 ==> HAIL TO 1.5 INCHES IN DIAMETER...THUNDERSTORM WIND GUSTS TO 70\$
 144245 ==> MPH...AND DANGEROUS LIGHTNING ARE POSSIBLE IN THESE AREAS.\$
 144245 ==> THE SEVERE THUNDERSTORM WATCH AREA IS APPROXIMATELY ALONG AND 70\$

(Page 21):

144245 ==> STATUTE MILES NORTH AND SOUTH OF A LINE FROM 5 MILES WEST\$
 144245 ==> NORTHWEST OF LONGVIEW TEXAS TO 55 MILES NORTH NORTHEAST OF\$
 144245 ==> ALEXANDRIA LOUISIANA. FOR A COMPLETE DEPICTION OF THE WATCH SEE\$
 144245 ==> THE ASSOCIATED WATCH OUTLINE UPDATE (WOU\$64 KWNS WOU1).\$
 144245 ==> REMEMBER...A SEVERE THUNDERSTORM WATCH MEANS CONDITIONS ARE\$
 144245 ==> FAVORABLE FOR SEVERE THUNDERSTORMS IN AND CLOSE TO THE WATCH\$
 144245 ==> AREA. PERSONS IN THESE AREAS SHOULD BE ON THE LOOKOUT FOR\$
 144245 ==> THREATENING WEATHER CONDITIONS AND LISTEN FOR LATER STATEMENTS\$
 144245 ==> AND POSSIBLE WARNINGS. SEVERE THUNDERSTORMS CAN AND OCCASIONALLY\$
 144245 ==> DO PRODUCE TORNADOES.\$
 144245 ==> OTHER WATCH INFORMATION...CONTINUE...WW 70...\$
 144245 ==> DISCUSSION...NE TX/SW AR SQLN EXPECTED TO CONTINUE ESE THROUGH THE\$
 144245 ==> REMAINDER OF THE MORNING AND INTO THE AFTN. STORMS MAY STRENGTHEN\$
 144245 ==> DOWNSTREAM INTO NRN LA BY LATE MORNING AS SFC HEATING AND CONTINUED\$
 144245 ==> LOW-LVL MOISTURE TRANSPORT /ALONG 30+ KT WSWLY 1 KM JET/ FURTHER\$
 144245 ==> DESTABILIZE REGION. WITH TIME...PERHAPS AROUND NOON CDT...EXPECT\$
 144245 ==> THAT SUFFICIENT DESTABILIZATION WILL HAVE OCCURRED FARTHER\$
 144245 ==> DOWNSTREAM TO WARRANT ISSUANCE OF A REPLACEMENT WATCH COVERING
 AREAS\$144245 ==> ALONG DIFFUSE W-E WARM FRONT EWD INTO CNTRL MS.\$
 144245 ==> AVIATION...A FEW SEVERE THUNDERSTORMS WITH HAIL SURFACE AND ALOFT\$
 144245 ==> TO 1.5 INCHES. EXTREME TURBULENCE AND SURFACE WIND GUSTS TO 60\$
 144245 ==> KNOTS. A FEW CUMULONIMBI WITH MAXIMUM TOPS TO 450. MEAN STORM\$

(Page 22):

144245 ==> MOTION VECTOR 29035.\$
 144245 ==> ...CORFIDI\$
 144245 ==> \$
 144245 ==> SPC WW 311013\$
 144245 ==> ARZ000-OKZ000-TXZ000-311700-\$
 144245 ==> URGENT - IMMEDIATE BROADCAST REQUESTED\$
 144245 ==> SEVERE THUNDERSTORM WATCH NUMBER 70\$
 144245 ==> NWS STORM PREDICTION CENTER NORMAN OK\$
 144245 ==> 510 AM CDT SUN MAR 31 2013\$
 144245 ==> THE NWS STORM PREDICTION CENTER HAS ISSUED A\$

144245 ==> SEVERE THUNDERSTORM WATCH FOR PORTIONS OF \$
 144245 ==> PARTS OF SOUTHWESTERN ARKANSAS\$
 144245 ==> PARTS OF SOUTHERN OKLAHOMA OKLAHOMA\$
 144245 ==> NORTH CENTRAL AND NORTHEAST TEXAS\$
 144245 ==> EFFECTIVE THIS SUNDAY MORNING FROM 510 AM UNTIL NOON CDT.\$
 144245 ==> HAIL TO 2 INCHES IN DIAMETER...THUNDERSTORM WIND GUSTS TO 70\$
 144245 ==> MPH...AND DANGEROUS LIGHTNING ARE POSSIBLE IN THESE AREAS.\$
 144245 ==> THE SEVERE THUNDERSTORM WATCH AREA IS APPROXIMATELY ALONG AND 90\$
 144245 ==> STATUTE MILES NORTH AND SOUTH OF A LINE FROM 35 MILES SOUTH OF\$
 144245 ==> WICHITA FALLS TEXAS TO 30 MILES SOUTH SOUTHEAST OF TEXARKANA\$
 144245 ==> ARKANSAS. FOR A COMPLETE DEPICTION OF THE WATCH SEE THE\$
 144245 ==> ASSOCIATED WATCH OUTLINE UPDATE (WOUS64 KWNS WOU0).\$

(Page 23):

144245 ==> REMEMBER...A SEVERE THUNDERSTORM WATCH MEANS CONDITIONS ARE\$
 144245 ==> FAVORABLE FOR SEVERE THUNDERSTORMS IN AND CLOSE TO THE WATCH\$
 144245 ==> AREA. PERSONS IN THESE AREAS SHOULD BE ON THE LOOKOUT FOR\$
 144245 ==> THREATENING WEATHER CONDITIONS AND LISTEN FOR LATER STATEMENTS\$
 144245 ==> AND POSSIBLE WARNINGS. SEVERE THUNDERSTORMS CAN AND OCCASIONALLY\$
 144245 ==> DO PRODUCE TORNADOES.\$
 144245 ==> DISCUSSION...AN INTENSIFYING AND INCREASINGLY ORGANIZED CLUSTER OF\$
 144245 ==> THUNDERSTORMS WILL CONTINUE TO DEVELOP SOUTHEASTWARD THROUGH PARTS\$
 144245 ==> OF THE RED RIVER VALLEY THIS MORNING. THE RISK FOR SEVERE HAIL WILL\$144245 ==>
 CONTINUE IN STRONGER CELLS...WITH POTENTIAL FOR DAMAGING WIND GUSTS\$
 144245 ==> ALSO INCREASING...ESPECIALLY AS SURFACE TEMPERATURES BEGIN TO WARM\$
 144245 ==> AHEAD OF IT AFTER DAYBREAK. ADDITIONAL STRONG/SEVERE STORMS MAY\$
 144245 ==> DEVELOP IN ADVANCE OF THE CONVECTIVE SYSTEM...ACROSS NORTH CENTRAL\$
 144245 ==> AND NORTHEAST TEXAS.\$
 144245 ==> AVIATION...A FEW SEVERE THUNDERSTORMS WITH HAIL SURFACE AND ALOFT\$
 144245 ==> TO 2 INCHES. EXTREME TURBULENCE AND SURFACE WIND GUSTS TO 60\$
 144245 ==> KNOTS. A FEW CUMULONIMBI WITH MAXIMUM TOPS TO 450. MEAN STORM\$
 144245 ==> MOTION VECTOR 29035.\$
 144245 ==> ...KERR\$
 144245 ==> \$
 144245 ==> \$
 144245 ==> SPC AWW 311417\$

(Page 24):

144245 ==> WW 71 SEVERE TSTM AR LA TX 311420Z - 010000Z\$
 144245 ==> AXIS..70 STATUTE MILES NORTH AND SOUTH OF LINE..\$
 144245 ==> 5WNW GGG/LONGVIEW TX/ - 55NNE ESF/ALEXANDRIA LA/\$
 144245 ==> ..AVIATION COORDS.. 60NM N/S /3WSW GGG - 24S MLU/\$
 144245 ==> HAIL SURFACE AND ALOFT..1.5 INCHES. WIND GUSTS..60 KNOTS.\$
 144245 ==> MAX TOPS TO 450. MEAN STORM MOTION VECTOR 29035.\$
 144245 ==> LAT...LON 33419480 33159194 31129194 31389480\$
 144245 ==> THIS IS AN APPROXIMATION TO THE WATCH AREA. FOR A\$

144245 ==> COMPLETE DEPICTION OF THE WATCH SEE WOUS64 KWNS\$
 144245 ==> FOR WOU1.\$
 144245 ==> \$
 144245 ==> SPC AWW 311007\$
 144245 ==> WW 70 SEVERE TSTM AR OK TX 311010Z - 311700Z\$
 144245 ==> AXIS..90 STATUTE MILES NORTH AND SOUTH OF LINE..\$
 144245 ==> 35S SPS/WICHITA FALLS TX/ - 30SSE TXK/TEXARKANA AR/\$
 144245 ==> ..AVIATION COORDS.. 80NM N/S /32S SPS - 17N EIC/\$
 144245 ==> HAIL SURFACE AND ALOFT..2 INCHES. WIND GUSTS..60 KNOTS.\$
 144245 ==> MAX TOPS TO 450. MEAN STORM MOTION VECTOR 29035.\$
 144245 ==> LAT...LON 34779850 34349380 31759380 32159850\$
 144245 ==> THIS IS AN APPROXIMATION TO THE WATCH AREA. FOR A\$
 144245 ==> COMPLETE DEPICTION OF THE WATCH SEE WOUS64 KWNS\$
 144245 ==> FOR WOU0.\$

(Page 25):

144245 ==> \$
 144245 ==> \$
 144245 ==> SPC WW-A 311430\$
 144245 ==> ARZ000-OKZ000-TXZ000-311540-\$
 144245 ==> STATUS REPORT ON WW 70\$
 144245 ==> SEVERE WEATHER THREAT CONTINUES RIGHT OF A LINE FROM 25 ESE SEP\$
 144245 ==> TO 20 NE TXK.\$
 144245 ==> ..SPC..03/31/13\$
 144245 ==> ATTN...WFO...SHV...OUN...TSA...FWD...\$
 144245 ==> &&\$
 144245 ==> STATUS REPORT FOR WS 70 \$
 144245 ==> SEVERE WEATHER THREAT CONTINUES FOR THE FOLLOWING AREAS \$
 144245 ==> ARC057-073-091-311540-\$
 144245 ==> AR \$
 144245 ==> . ARKANSAS COUNTIES INCLUDED ARE\$
 144245 ==> HEMPSTEAD LAFAYETTE MILLER \$
 144245 ==> \$\$\$
 144245 ==> TXC001-035-037-063-067-073-139-159-161-183-203-213-217-257-315-\$
 144245 ==> 343-347-349-365-379-401-419-423-449-459-467-499-311540-\$
 144245 ==> TX \$
 144245 ==> . TEXAS COUNTIES INCLUDED ARE\$
 144245 ==> ANDERSON BOSQUE BOWIE \$

(Page 26):

144245 ==> CAMP CASS CHEROKEE \$
 144245 ==> ELLIS FRANKLIN FREESTONE \$
 144245 ==> GREGG HARRISON HENDERSON \$
 144245 ==> HILL KAUFMAN MARION \$
 144245 ==> MORRIS NACOGDOCHES NAVARRO \$
 144245 ==> PANOLA RAINS RUSK \$

144245 ==> SHELBY SMITH TITUS \$
 144245 ==> UPSHUR VAN ZANDT WOOD \$
 144245 ==> \$\$\$
 144245 ==> THE WATCH STATUS MESSAGE IS FOR GUIDANCE PURPOSES ONLY. PLEASE\$
 144245 ==> REFER TO WATCH COUNTY NOTIFICATION STATEMENTS FOR OFFICIAL\$
 144245 ==> INFORMATION ON COUNTIES...INDEPENDENT CITIES AND MARINE ZONES\$
 144245 ==> CLEARED FROM SEVERE THUNDERSTORM AND TORNADO WATCHES.\$
 144245 ==> \$\$\$
 144245 ==> \$
 144245 ==> \$
 144245 ==> \$
 144245 ==> ***** SIGMETs *****\$
 144245 ==> current report not available\$
 144245 ==> \$
 144245 ==> ***** Convective SIGMET *****\$
 144245 ==> MKCE WST 311355\$

(Page 27):

144245 ==> OUTLOOK VALID 311555-311955\$
 144245 ==> AREA 1...FROM 130SE SIE-190ESE ECG-140SSE ILM-190SE CHS-140ENE\$
 144245 ==> OMN-110ESE SAV-50SSW ILM-130SE SIE\$
 144245 ==> WST ISSUANCES POSS. REFER TO MOST RECENT ACUS01 KWNS FROM STORM\$
 144245 ==> PREDICTION CENTER FOR SYNOPSIS AND METEOROLOGICAL DETAILS.\$
 144245 ==> AREA 2...FROM 50WSW SBY-60NE ILM-SAV-CRG-50S TLH-110W PIE-170S\$
 144245 ==> CEW-40SSW BNA-VXV-CLT-40NE LYH-50WSW SBY\$
 144245 ==> WST ISSUANCES POSS. REFER TO MOST RECENT ACUS01 KWNS FROM STORM\$
 144245 ==> PREDICTION CENTER FOR SYNOPSIS AND METEOROLOGICAL DETAILS.\$
 144245 ==> \$
 144245 ==> \$
 144245 ==> \$
 144245 ==> \$
 144245 ==> ***** Center Weather Advisory *****\$
 144245 ==> ZTL1 CWA 311415 \$
 144245 ==> ZTL CWA 102 VALID UNTIL 311615\$
 144245 ==> FROM PSK-30SE GSO-ODF-PSK\$
 144245 ==> AREA OCNL CIGS BLW 005 AND OCNL VIS BLW 2SM IN FG/RA.\$
 144245 ==> EXP CONDS TO CONT BYD END OF PERIOD.\$
 144245 ==> \$
 144245 ==> \$
 144245 ==> \$

(Page 28):

144245 ==> \$
 144245 ==> \$
 144245 ==> \$
 144245 ==> \$

144245 ==> ***** AIRMETs *****\$
 144245 ==> MIAS WA 310845\$
 144245 ==> AIRMET SIERRA UPDT 1 FOR IFR AND MTN OBSCN VALID UNTIL 311500\$
 144245 ==> .\$.
 144245 ==> AIRMET IFR...NC SC GA OH WV MD VA\$
 144245 ==> FROM 50ESE AIR TO RIC TO RDU TO 20NNW FLO TO IRQ TO 40E ATL TO\$
 144245 ==> LGC TO GQO TO HNV TO HNN TO 50ESE AIR\$
 144245 ==> CIG BLW 010/VIS BLW 3SM PCPN/BR. CONDS CONTG BYD 15Z THRU 21Z.\$
 144245 ==> .\$.
 144245 ==> AIRMET MTN OBSCN...NC SC GA PA WV MD VA\$
 144245 ==> FROM SLT TO HAR TO 40SSE PSK TO CLT TO ATL TO GQO TO HNV TO HNN\$
 144245 ==> TO EWC TO SLT\$
 144245 ==> MTNS OBSC BY CLDS/PCPN. CONDS CONTG BYD 15Z THRU 21Z.\$
 144245 ==> .\$.
 144245 ==> OTLK VALID 1500-2100Z\$
 144245 ==> AREA 1...IFR NC SC NY PA OH WV MD DC VA\$
 144245 ==> BOUNDED BY HNK-30WNW SAX-20SSE DCA-RIC-CLT-20ESE VXV-HMV-HNN-EWC-\$
 144245 ==> HNK\$

(Page 29):

144245 ==> CIG BLW 010/VIS BLW 3SM PCPN/BR. CONDS CONTG THRU 21Z.\$
 144245 ==> .\$.
 144245 ==> AREA 2...MTN OBSCN NC SC GA NH VT MA NY PA WV MD VA\$
 144245 ==> BOUNDED BY CON-HNK-HAR-40SSE PSK-CLT-ATL-GQO-HMV-HNN-EWC-JHW-SYR-\$
 144245 ==> CON\$
 144245 ==> MTNS OBSC BY CLDS/PCPN. CONDS CONTG THRU 21Z.\$
 144245 ==>\$
 144245 ==> DFWS WA 310845\$
 144245 ==> AIRMET SIERRA UPDT 2 FOR IFR AND MTN OBSCN VALID UNTIL 311500\$
 144245 ==> .\$.
 144245 ==> .\$.
 144245 ==> AIRMET MTN OBSCN...TN KY\$
 144245 ==> FROM HNN TO HNV TO GQO TO LOZ TO HNN\$
 144245 ==> MTNS OBSC BY CLDS/PCPN/BR. CONDS CONTG BYD 15Z ENDG 18-21Z.\$
 144245 ==>\$
 144245 ==> BOSS WA 310845\$
 144245 ==> AIRMET SIERRA UPDT 1 FOR IFR AND MTN OBSCN VALID UNTIL 311500\$
 144245 ==> .\$.
 144245 ==> AIRMET IFR...OH WV MD VA NC SC GA\$
 144245 ==> FROM 50ESE AIR TO RIC TO RDU TO 20NNW FLO TO IRQ TO 40E ATL TO\$
 144245 ==> LGC TO GQO TO HNV TO HNN TO 50ESE AIR\$
 144245 ==> CIG BLW 010/VIS BLW 3SM PCPN/BR. CONDS CONTG BYD 15Z THRU 21Z.\$

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144245 ==> .\$.
 144245 ==> AIRMET MTN OBSCN...PA WV MD VA NC SC GA\$

144245 ==> FROM SLT TO HAR TO 40SSE PSK TO CLT TO ATL TO GQO TO HMV TO HNN\$
144245 ==> TO EWC TO SLT\$
144245 ==> MTNS OBSC BY CLDS/PCPN. CONDS CONTG BYD 15Z THRU 21Z.\$
144245 ==> .\$.
144245 ==> OTLK VALID 1500-2100Z\$
144245 ==> AREA 1...IFR NY PA OH WV MD DC VA NC SC\$
144245 ==> BOUNDED BY HNK-30WNW SAX-20SSE DCA-RIC-CLT-20ESE VXV-HMV-HNN-EWC-\$
144245 ==> HNK\$
144245 ==> CIG BLW 010/VIS BLW 3SM PCPN/BR. CONDS CONTG THRU 21Z.\$
144245 ==> .\$.
144245 ==> AREA 2...MTN OBSCN NH VT MA NY PA WV MD VA NC SC GA\$
144245 ==> BOUNDED BY CON-HNK-HAR-40SSE PSK-CLT-ATL-GQO-HMV-HNN-EWC-JHW-SYR-\$
144245 ==> CON\$
144245 ==> MTNS OBSC BY CLDS/PCPN. CONDS CONTG THRU 21Z.\$
144245 ==>\$
144245 ==> \$
144245 ==> MIAT WA 310845\$
144245 ==> AIRMET TANGO UPDT 1 FOR TURB AND STG SFC WND\$ VALID UNTIL 311500\$
144245 ==> .\$.
144245 ==> AIRMET TURB...NC SC GA FL AND CSTL WTRS\$

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144245 ==> FROM HMV TO 180E ECG TO 190ESE ECG TO 130SSE ILM TO 220SE CHS TO\$
144245 ==> 30NE OMN TO IRQ TO 20ENE GQO TO HMV\$
144245 ==> MOD TURB BTN FL300 AND FL400. CONDS CONTG BYD 15Z THRU 21Z.\$
144245 ==> .\$.
144245 ==> AIRMET TURB...NC SC GA PA WV MD DC DE VA AND CSTL WTRS\$
144245 ==> FROM JST TO SBY TO 70SSE ECG TO 20N CRG TO 50S AMG TO 30WNW TLH\$
144245 ==> TO GQO TO HMV TO HNN TO JST\$
144245 ==> MOD TURB BLW 100. CONDS CONTG BYD 15Z THRU 21Z.\$
144245 ==> .\$.
144245 ==> OTLK VALID 1500-2100Z\$
144245 ==> AREA 1...TURB NC SC GA FL AND CSTL WTRS\$
144245 ==> BOUNDED BY HMV-190E ECG-190ESE ECG-130SSE ILM-220SE CHS-30N CRG-\$
144245 ==> 20S LGC-GQO-HMV\$
144245 ==> MOD TURB BTN FL280 AND FL400. CONDS CONTG THRU 21Z.\$
144245 ==> .\$.
144245 ==> AREA 2...TURB NC SC GA FL NH VT MA RI CT NY LO NJ PA OH WV MD DC\$
144245 ==> DE VA AND CSTL WTRS\$
144245 ==> BOUNDED BY MSS-PLB-160SSE ACK-160SE SIE-190ESE ECG-130SSE ILM-\$
144245 ==> 50SSE SAV-20N CRG-40WNW PZD-GQO-HMV-HNN-CVG-20ENE AIR-MSS\$
144245 ==> MOD TURB BLW 100. CONDS CONTG THRU 21Z.\$
144245 ==> .\$.
144245 ==> AREA 3...STG SFC WND\$ NC RI NY NJ MD DE VA CSTL WTRS\$

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144245 ==> BOUNDED BY 40SSE HTO-180S ACK-160SE SIE-190ESE ECG-130SE ILM-\$
 144245 ==> 30SSE ILM-110E ECG-30ESE CYN-40SSE HTO\$
 144245 ==> SUSTAINED SURFACE WINDS GTR THAN 30KT EXP. CONDS DVLPG 17-18Z.\$
 144245 ==> CONDS CONTG THRU 21Z.\$
 144245 ==>\$
 144245 ==> DFWT WA 310845\$
 144245 ==> AIRMET TANGO UPDT 1 FOR TURB VALID UNTIL 311500\$
 144245 ==> .\$.
 144245 ==> .\$.
 144245 ==> .\$.
 144245 ==> OTLK VALID 1500-2100Z...TURB OK TX AR TN MS NE KS IA MO LM MI IL\$
 144245 ==> IN KY\$
 144245 ==> BOUNDED BY 30WSW MKG-FWA-CVG-HNN-HMV-50SE LIT-40N SPS-40NNE AMA-\$
 144245 ==> 20NNE MCK-40SW DSM-30WSW MKG\$
 144245 ==> MOD TURB BTN FL240 AND FL400. CONDS CONTG THRU 21Z.\$
 144245 ==>\$
 144245 ==> BOST WA 310845\$
 144245 ==> AIRMET TANGO UPDT 1 FOR TURB AND STG SFC WND\$S VALID UNTIL 311500\$
 144245 ==> .\$.
 144245 ==> AIRMET TURB...PA WV MD DC DE VA NC SC GA AND CSTL WTR\$S\$
 144245 ==> FROM JST TO SBY TO 70SSE ECG TO 20N CRG TO 50S AMG TO 30WNW TLH\$
 144245 ==> TO GQO TO HMV TO HNN TO JST\$

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144245 ==> MOD TURB BLW 100. CONDS CONTG BYD 15Z THRU 21Z.\$
 144245 ==> .\$.
 144245 ==> AIRMET TURB...ME NH VT MA RI CT NY LO NJ PA OH LE WV MD DC DE VA\$
 144245 ==> AND CSTL WTR\$S\$
 144245 ==> FROM YSC TO 140SSE BGR TO 200SE ACK TO 160SE SIE TO 180E ECG TO\$
 144245 ==> HMV TO HNN TO YYZ TO MSS TO YSC\$
 144245 ==> MOD TURB BTN FL260 AND FL390. CONDS CONTG BYD 15Z THRU 21Z.\$
 144245 ==> .\$.
 144245 ==> OTLK VALID 1500-2100Z\$
 144245 ==> AREA 1...TURB NH VT MA RI CT NY LO NJ PA OH WV MD DC DE VA NC SC\$
 144245 ==> GA FL AND CSTL WTR\$S\$
 144245 ==> BOUNDED BY MSS-PLB-160SSE ACK-160SE SIE-190ESE ECG-130SSE ILM-\$
 144245 ==> 50SSE SAV-20N CRG-40WNW PZD-GQO-HMV-HNN-CVG-20ENE AIR-MSS\$
 144245 ==> MOD TURB BLW 100. CONDS CONTG THRU 21Z.\$
 144245 ==> .\$.
 144245 ==> AREA 2...STG SFC WND\$S RI NY NJ MD DE VA NC CSTL WTR\$S\$
 144245 ==> BOUNDED BY 40SSE HTO-180S ACK-160SE SIE-190ESE ECG-130SE ILM-\$
 144245 ==> 30SSE ILM-110E ECG-30ESE CYN-40SSE HTO\$
 144245 ==> SUSTAINED SURFACE WINDS GTR THAN 30KT EXP. CONDS DVLPG 17-18Z.\$
 144245 ==> CONDS CONTG THRU 21Z.\$
 144245 ==>\$
 144245 ==> \$

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144245 ==> MIAZ WA 310845\$
144245 ==> AIRMET ZULU UPDT 1 FOR ICE AND FRZLVL VALID UNTIL 311500\$
144245 ==> .\$.
144245 ==> AIRMET ICE...NC SC GA FL AND CSTL WTR\$
144245 ==> FROM HNV TO 110E ECG TO 180E ECG TO 190ESE ECG TO 130SSE ILM TO\$
144245 ==> 200SE CHS TO 80SE SAV TO OMN TO 50E TLH TO 50SW PZD TO GQO TO HNV\$
144245 ==> MOD ICE BTN FRZLVL AND FL220. FRZLVL 070-110. CONDS CONTG BYD 15Z\$
144245 ==> THRU 21Z.\$
144245 ==> .\$.
144245 ==> FRZLVL...RANGING FROM 050-130 ACRS AREA\$
144245 ==> 080 ALG 50WSW HNV-60SSW ILM-130SSE ILM\$
144245 ==> 120 ALG 110WNW EYW-70NW EYW-150SE MIA\$
144245 ==>\$
144245 ==> DFWZ WA 310845\$
144245 ==> AIRMET ZULU UPDT 2 FOR ICE AND FRZLVL VALID UNTIL 311500\$
144245 ==> .\$.
144245 ==> AIRMET ICE...TN IN KY\$
144245 ==> FROM FWA TO CVG TO HNN TO HNV TO 20S VXV TO 30N IJU TO FWA\$
144245 ==> MOD ICE BTN FRZLVL AND FL190. FRZLVL 060-090. CONDS ENDG 12-15Z.\$
144245 ==> .\$.
144245 ==> .\$.
144245 ==> OTLK VALID 1500-2100Z...ICE AR TN MS AL MO IL IN KY\$

(Page 35):

144245 ==> BOUNDED BY HNN-HNV-GQO-30SE LIT-20S FSM-20WSW RZC-60ESE SGF-50SW\$
144245 ==> STL-70S AXC-20ENE BWG-HNN\$
144245 ==> MOD ICE BTN 090 AND FL200. CONDS CONTG THRU 21Z.\$
144245 ==> .\$.
144245 ==> FRZLVL...RANGING FROM 075-145 ACRS AREA\$
144245 ==> 120 ALG 70WNW MRF-50ESE FST-40SSW CWK-40E IAH-110S LCH\$
144245 ==>\$
144245 ==> BOSZ WA 310845\$
144245 ==> AIRMET ZULU UPDT 1 FOR ICE AND FRZLVL VALID UNTIL 311500\$
144245 ==> .\$.
144245 ==> AIRMET ICE...NY NJ PA OH LE WV MD DC DE VA AND CSTL WTR\$
144245 ==> FROM 40NNE ERI TO 20NNE SLT TO 20ESE ETX TO 110E ECG TO HNV TO\$
144245 ==> HNN TO CVG TO FWA TO 20SSW DXO TO 40NNE ERI\$
144245 ==> MOD ICE BTN FRZLVL AND FL200. FRZLVL 050-070. CONDS CONTG BYD 15Z\$
144245 ==> THRU 21Z.\$
144245 ==> .\$.
144245 ==> OTLK VALID 1500-2100Z...ICE ME NH VT MA RI CT NY LO NJ PA OH LE\$
144245 ==> WV MD DC DE VA AND CSTL WTR\$
144245 ==> BOUNDED BY YSC-180S ACK-160SE SIE-170E ECG-30SSW PSK-HNN-60ESE\$
144245 ==> CVG-ROD-DXO-MSS-YSC\$

144245 ==> MOD ICE BTN FRZLVL AND FL200. FRZLVL 050-070. CONDS CONTG THRU\$
144245 ==> 21Z.\$

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144245 ==> .\$.
144245 ==> FRZLVL...RANGING FROM SFC-075 ACRS AREA\$
144245 ==> SFC ALG 80WSW YOW-30N SYR-40ENE SYR-60WSW YSJ\$
144245 ==> 040 ALG 40ESE ECK-50SW HNK-40WSW ACK-70SSE ACK-190SSE ACK\$
144245 ==>\$.
144245 ==> \$.
144245 ==> \$.
144245 ==> ***** Surface Observations *****\$.
144245 ==> no reports available for NC67\$
144245 ==> METAR KGEV 311355Z AUTO 00000KT 1 3/4SM RA OVC002 07/07 A2987 RMK \$
144245 ==> AO2 T00740065\$
144245 ==> METAR KGEV 311415Z AUTO 31004KT 3SM DZ BKN002 BKN008 OVC013 08/07 \$
144245 ==> A2988 RMK AO2 T00760067\$
144245 ==> METAR KGEV 311435Z AUTO 00000KT 3SM -DZ SCT002 SCT008 OVC015 08/07 \$
144245 ==> A2988 RMK AO2 T00750066\$
144245 ==> METAR KUKF 311355Z AUTO 00000KT 1SM BR OVC003 08/08 A2995 RMK AO2\$
144245 ==> METAR KUKF 311415Z AUTO 00000KT 1 1/2SM BR OVC003 08/08 A2996 RMK \$
144245 ==> AO2\$
144245 ==> METAR KUKF 311435Z AUTO 21003KT 1 3/4SM BR OVC003 08/08 A2997 RMK \$
144245 ==> AO2\$
144245 ==> METAR KMWK 311355Z AUTO 16004KT 1/2SM FG OVC001 10/08 A2990 RMK AO2\$
144245 ==> T00980082\$

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144245 ==> METAR KMWK 311415Z AUTO 16003KT 1/4SM FG OVC001 10/08 A2990 RMK AO2\$
144245 ==> T00980082\$
144245 ==> METAR KMWK 311435Z AUTO 20003KT 1/2SM FG OVC001 10/09 A2990 RMK AO2\$
144245 ==> T01000085\$
144245 ==> METAR KEXX 311355Z AUTO 19004KT 5SM BR OVC009 11/11 A2991 RMK AO2 \$
144245 ==> T01100110\$
144245 ==> METAR KEXX 311415Z AUTO 19005KT 5SM BR OVC009 11/11 A2991 RMK AO2 \$
144245 ==> T01100110\$
144245 ==> METAR KEXX 311435Z AUTO 21003KT 7SM OVC009 12/12 A2991 RMK AO2 \$
144245 ==> T01180118\$
144245 ==> METAR KINT 311354Z 00000KT 3SM BR OVC004 10/09 A2991 RMK AO2 RAE1258 \$
144245 ==> SLP127 P0000 T01000094\$
144245 ==> METAR KGSO 311354Z 22006KT 3SM BR OVC003 10/09 A2990 RMK AO2 SLP122 \$144245
==> T01000094\$
144245 ==> SPECI KGSO 311402Z 22005KT 3SM BR OVC005 10/09 A2990 RMK AO2\$
144245 ==> METAR KSIF 311355Z AUTO 00000KT 1SM -RA OVC006 09/09 A2991 RMK AO2 \$
144245 ==> T00850085\$
144245 ==> METAR KSIF 311415Z AUTO 00000KT 1 1/2SM BR OVC004 09/09 A2991 RMK \$

144245 ==> AO2 T00880088\$
144245 ==> METAR KSIF 311435Z AUTO 00000KT 1 3/4SM BR BKN002 OVC006 09/09 \$
144245 ==> A2991 RMK AO2 T00910091\$

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144245 ==> METAR KHBI 311355Z AUTO 20009G14KT 10SM OVC065 12/11 A2995 RMK AO2 \$
144245 ==> P0001 T01210106\$
144245 ==> METAR KHBI 311415Z AUTO 20008KT 10SM SCT013 SCT035 BKN065 12/11 \$
144245 ==> A2994 RMK AO2 T01240110\$
144245 ==> METAR KHBI 311435Z AUTO 21010KT 10SM BKN015 BKN035 BKN080 13/11 \$
144245 ==> A2994 RMK AO2 T01300114\$
144245 ==> METAR KBUY 311354Z AUTO 17003KT 5SM BR BKN008 OVC012 11/11 A2992 RMK \$
144245 ==> AO2 RAE11 CIG 004V010 SLP129 P0000 T01110106 TSNO\$
144245 ==> SPECI KBUY 311439Z AUTO 21005KT 7SM OVC010 13/11 A2991 RMK AO2 CIG \$
144245 ==> 007V012 TSNO\$
144245 ==> METAR K5W8 311355Z AUTO 18005KT 10SM BKN006 BKN033 OVC075 11/11 \$
144245 ==> A2993 RMK AO2 T01110106\$
144245 ==> METAR K5W8 311415Z AUTO 18005KT 10SM BKN006 OVC065 12/11 A2993 RMK \$
144245 ==> AO2 T01170111\$
144245 ==> METAR K5W8 311435Z AUTO 20007KT 10SM SCT006 BKN038 OVC065 13/11 \$
144245 ==> A2992 RMK AO2 T01250114\$
144245 ==> METAR KTDF 311355Z AUTO 16006KT 5SM -DZ OVC003 09/09 A2993 RMK AO2\$
144245 ==> METAR KTDF 311415Z AUTO 19005KT 7SM OVC003 10/10 A2993 RMK AO2 LTG \$
144245 ==> DSNT S\$
144245 ==> METAR KTDF 311435Z AUTO 20007KT 7SM OVC005 11/11 A2993 RMK AO2 LTG \$
144245 ==> DSNT S\$

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144245 ==> METAR KIGX 311356Z AUTO VRB05KT 3SM -RA BR OVC005 11/09 A2993 RMK \$
144245 ==> AO2 RAE1257B22 SLP133 P0000 T01060094\$
144245 ==> SPECI KIGX 311416Z AUTO VRB05KT 4SM BR BKN007 OVC013 11/09 A2993 RMK \$
144245 ==> AO2 RAE1357 CIG 004V011 P0000 T01110094\$
144245 ==> METAR KTTA 311355Z AUTO 17005KT 7SM SCT007 SCT043 OVC090 12/11 \$
144245 ==> A2995 RMK AO2 T01180111\$
144245 ==> METAR KTTA 311415Z AUTO 19005KT 10SM SCT010 SCT017 OVC100 13/12 \$
144245 ==> A2993 RMK AO2 T01260116\$
144245 ==> METAR KTTA 311435Z AUTO 21008KT 10SM SCT014 BKN085 OVC100 14/12 \$
144245 ==> A2993 RMK AO2 T01440124\$
144245 ==> METAR KRDU 311351Z 18007KT 6SM BR BKN006 BKN032 OVC080 11/10 A2994 \$
144245 ==> RMK AO2 RAE27 SLP139 P0005 T01110100\$
144245 ==> SPECI KRDU 311404Z 18009G14KT 6SM BR SCT009 BKN038 OVC085 12/11 \$
144245 ==> A2993 RMK AO2\$
144245 ==> no reports available for RAX\$
144245 ==> METAR KLHZ 311355Z AUTO 16006KT 3SM -RA OVC004 A2996 RMK AO2 P0005\$
144245 ==> METAR KLHZ 311415Z AUTO 17006KT 5SM HZ OVC004 A2995 RMK AO2\$
144245 ==> METAR KLHZ 311435Z AUTO 16008KT 5SM HZ OVC004 A2994 RMK AO2\$

144245 ==> METAR KJNX 311355Z AUTO 20003KT 7SM SCT003 BKN055 OVC095 11/11 \$
144245 ==> A2997 RMK AO2 P0004\$
144245 ==> METAR KJNX 311415Z AUTO 19003KT 7SM BKN005 BKN034 OVC065 11/11 \$

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144245 ==> A2997 RMK AO2 LTG DSNT SE\$
144245 ==> METAR KRWI 311353Z AUTO 16005KT 3SM -RA BR FEW036 BKN070 OVC080 \$
144245 ==> 10/09 A2999 RMK AO2 SLP155 P0008 T01000089\$
144245 ==> METAR KGWV 311355Z AUTO 14006KT 5SM RA SCT026 SCT033 OVC080 11/11 \$
144245 ==> A2999 RMK AO2 P0003 T01100110\$
144245 ==> METAR KGWV 311415Z AUTO 15004KT 4SM -RA OVC070 12/12 A2998 RMK AO2 \$
144245 ==> P0001 T01160116\$
144245 ==> METAR KGWV 311435Z AUTO 16005KT 7SM -DZ SCT050 OVC080 12/12 A2998 \$
144245 ==> RMK AO2 P0001 T01240122\$
144245 ==> METAR KGSB 311358Z AUTO 11004KT 9SM FEW005 SCT042 BKN055 OVC070 12/11\$
144245 ==> A2997 RMK AO2 RAB1330E1353 SLP152 P0002 T01150109 \$\$
144245 ==> SPECI KGSB 311432Z AUTO 15004KT 10SM -RA FEW016 BKN080 13/12 A2996\$
144245 ==> RMK AO2\$
144245 ==> METAR KETC 311355Z AUTO 16004KT 7SM -RA SCT040 OVC070 11/09 A2999 \$
144245 ==> RMK AO2 P0006 T01050092\$
144245 ==> METAR KETC 311415Z AUTO 16005KT 5SM RA BKN031 BKN039 OVC060 11/09 \$
144245 ==> A2999 RMK AO2 P0003 T01070094\$
144245 ==> METAR KETC 311435Z AUTO 14004KT 5SM -RA SCT031 SCT040 OVC075 11/10 \$
144245 ==> A2997 RMK AO2 P0005 T01100097\$
144245 ==> METAR KISO 311356Z 18007KT 7SM BKN033 13/10 A3001\$
144245 ==> METAR KPGV 311355Z AUTO 17004KT 10SM SCT042 SCT050 OVC090 12/10 \$

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144245 ==> A3002 RMK AO2\$
144245 ==> METAR KPGV 311415Z AUTO 18004KT 10SM BKN038 BKN050 OVC090 12/10 \$
144245 ==> A3001 RMK AO2 LTG DSNT S\$
144245 ==> METAR KPGV 311435Z AUTO 19004KT 10SM DZ OVC036 12/10 A3001 RMK AO2\$
144245 ==> METAR KOCW 311355Z AUTO 14006KT 10SM SCT070 13/10 A3001 RMK AO2 \$
144245 ==> T01300096\$
144245 ==> METAR KOCW 311415Z AUTO 15003KT 10SM CLR 14/11 A3001 RMK AO2 \$
144245 ==> T01410108\$
144245 ==> METAR KOCW 311435Z AUTO 15003KT 10SM SCT075 SCT110 15/11 A3000 RMK \$
144245 ==> AO2 T01450111\$
144245 ==> \$
144245 ==> ***** Pilot Reports *****\$
144245 ==> GSO UA /OV GSO235005 /TM 1340 /FL034 /TP DC10 /SK OVC-TOP034 /RM\$
144245 ==> DURC\$
144245 ==> \$
144245 ==> \$
144245 ==> RDU UA /OV RDU180010 /TM 1355 /FL090 /TP CRJ7 /SK\$
144245 ==> SCT010/SCT050-TOP055/OVC090-TOPUNKN\$

144245 ==> \$
144245 ==> \$
144245 ==> \$
144245 ==> ***** Radar Summaries *****\$

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144245 ==> JKL 1435 AREA 3R 61/91 214/69 82W MT 130 69/87\$
144245 ==> AUTO\$
144245 ==> ^JN211 KM11 KP1 LO11 MN1 NN2 OM11 PM1\$
144245 ==> \$
144245 ==> MRX 1435 AREA 3R 19/46 219/43 51W\$
144245 ==> AUTO\$
144245 ==> ^ML12 NM1 OM12\$
144245 ==> \$
144245 ==> RLX 1435 AREA 3RW+ 293/60 103/109 152W\$
144245 ==> AUTO\$
144245 ==> ^IO11 JO111 KO31 LM111111 MK122211 NK11 NN111 ON1\$
144245 ==> \$
144245 ==> GSP 1435 AREA 4R 102/74 148/107 31W\$
144245 ==> AUTO\$
144245 ==> ^LP1 MP12 NQ1 OQ22\$
144245 ==> \$
144245 ==> CAE 1435 AREA 3RW++ 50/55 188/109 109W MT 230 198/96 C2635\$
144245 ==> AREA 8R 93/74 99/99 24W\$
144245 ==> AUTO\$
144245 ==> ^KN1 KQ2 LM12 LQ2 ML1222 NN2221 OO12 PN43 QN32 RN2\$
144245 ==> \$
144245 ==> FCX 1435 CELL TRWX 265/57 D3\$

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144245 ==> AREA 3RW+ 309/88 102/117 173W\$
144245 ==> AUTO\$
144245 ==> ^IK111 JJ11111 KJ1112321 LI11222311 MJ2221 MQ1 NK22 OJ51 PJ1\$
144245 ==> \$
144245 ==> RAX 1435 AREA 4RW++ 316/102 92/94 151W MT 230 38/93 C2727\$
144245 ==> AUTO\$
144245 ==> ^HM111 IJ1213211 JI1 JK223331 KL22421 LL1122 ML1222 NL122 RM1\$
144245 ==> \$
144245 ==> LWX 1435 AREA 4RW+ 27/105 207/119 216W MT 190 243/86 C2317\$
144245 ==> AUTO\$
144245 ==> ^IL1 JL2 KI112211 LH1122221 MI12322 NI21211 OH1111111111 PI11 PL112211 QN121 \$
144245 ==> RK111 RO1\$
144245 ==> \$
144245 ==> LTX 1435 AREA 10TRWX 95/84 95/96 3W\$
144245 ==> AREA 5RW++ 92/102 121/60 22W\$
144245 ==> LN 5RW+ 118/118 162/122 19W\$

144245 ==> AREA 5R 350/104 25/84 62W\$
144245 ==> AREA 2R 289/112 236/114 48W\$
144245 ==> AREA 4R 286/44 159/44 82W\$
144245 ==> AUTO\$
144245 ==> ^HL21 IK22 JK22 KQ5 LP45 ML121 MP3 NH1 NK211 OH1 OK2 OM12 OR2 PI2 PN1
(Page 44):

PQ33 QJ21 \$
144245 ==> QQ2\$
144245 ==> \$
144245 ==> AKQ 1435 AREA 5RW++ 294/122 152/92 183W MT 200 356/18 C1717\$
144245 ==> AUTO\$
144245 ==> ^KK22221 LJ1342221 MH111233221 NH112223221 OH1 OJ2223211 PK22321 QK1222
RL12\$
144245 ==> \$
144245 ==> MHX 1435 AREA 6TRWXX 85/84 103/72 14W C2221\$
144245 ==> CELL TRWXX 125/91 D4\$
144245 ==> CELL TRWX 167/55 D9 C2221\$
144245 ==> AREA 3RW++ 313/113 125/119 189W MT 700 162/96\$
144245 ==> AREA 3R 240/74 223/126 28W\$
144245 ==> AUTO\$
144245 ==> ^HK121 II1222111 JI14211 JP621 KH1232 KP662 LI221 LP622 MI22 MQ632 NL1 NO5 NQ43 \$
144245 ==> ON45 OQ33 PN3 PQ34 QK1 QQ1 RL2\$
144245 ==> \$
144245 ==> \$
144245 ==> \$
144245 ==> ***** Terminal Forecasts *****\$
144245 ==> TAF KINT 311121Z 3112/0112 18007KT 3SM -RA BR OVC008 TEMPO\$

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144245 ==> 3112/3114 1 1/2SM -RA BR OVC004\$
144245 ==> FM311500 21012G20KT P6SM VCSH OVC014\$
144245 ==> FM311800 25013G23KT P6SM BKN040\$
144245 ==> FM010400 30007KT P6SM FEW080\$
144245 ==> TAF KGSO 311121Z 3112/0112 18007KT 3SM -RA BR OVC008 TEMPO\$
144245 ==> 3112/3114 1 1/2SM -RA BR OVC004\$
144245 ==> FM311500 21012G20KT P6SM VCSH OVC014\$
144245 ==> FM311800 25013G23KT P6SM BKN040\$
144245 ==> FM010400 30007KT P6SM FEW080\$
144245 ==> TAF AMD KRDU 311413Z 3114/0112 15008KT 4SM -RA BR FEW008 SCT024\$
144245 ==> OVC040 TEMPO 3114/3116 6SM BR SCT009 BKN040\$
144245 ==> FM311600 23014G24KT P6SM BKN025\$
144245 ==> FM312000 24012G25KT P6SM BKN045\$
144245 ==> FM010000 25008KT P6SM VCSH BKN050\$
144245 ==> FM010700 31006KT P6SM FEW050\$
144245 ==> TAF KRWI 311121Z 3112/0112 16010KT 5SM -RA BR SCT010 BKN035\$
144245 ==> FM311600 22012G22KT P6SM BKN035\$

144245 ==> FM312300 24009KT P6SM SCT045\$
144245 ==> FM010400 26006KT P6SM OVC080\$
144245 ==> TAF AMD KGSB 3105/0107 VRB06KT 9999 SCT020 BKN120 QNH3004INS\$
144245 ==> BECMG 3112/3113 21012G18KT 4800 -SHRA OVC010 WSCONDS 520008\$
144245 ==> QNH2997INS\$

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144245 ==> TEMPO 3113/3119 24025G35KT 3200 RA OVC060\$
144245 ==> BECMG 3119/3120 25015G20KT 9999 NSW SCT015 BKN030 520206\$
144245 ==> QNH2989INS\$
144245 ==> BECMG 3123/3124 25009KT 9999 SCT030 BKN060 520206\$
144245 ==> QNH2992INS T20/3121Z T09/3106Z AMD 310512\$
144245 ==> LAST NO AMDS AFT 3105 NEXT 0101\$
144245 ==> TAF AMD KISO 311208Z 3112/0112 16010KT P6SM -RA SCT010 BKN080\$
144245 ==> FM311500 22013G24KT P6SM VCSH BKN060\$
144245 ==> FM010000 21009KT P6SM BKN100\$
144245 ==> FM010700 24004KT P6SM VCSH BKN050 AMD NOT SKED\$
144245 ==> TAF AMD KPGV 311207Z 3112/0112 16010KT P6SM -RA SCT060 OVC080\$
144245 ==> FM311500 23013G24KT P6SM VCSH BKN060\$
144245 ==> FM010000 23009KT P6SM BKN100\$
144245 ==> FM010700 27004KT P6SM VCSH BKN050 AMD LTD TO CLD VIS AND\$
144245 ==> WIND\$
144245 ==> \$
144245 ==> ***** FD Winds Aloft Forecast *****\$
144245 ==> DATA BASED ON 311200Z REQUESTED\$
144245 ==> VALID 311800Z FOR USE 1400-2100Z. TEMPS NEG ABV 24000 ALTITUDE\$
144245 ==> FT 3000 6000 9000 12000 18000 24000 30000 34000 39000

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5000\$
144245 ==> GSP 2422 2730+06 2734+00 2639-05 2639-18 2755-30 277046 287956 288664 2627+08\$
144245 ==> TRI 2735+03 2738-02 2642-07 2549-19 2663-32 279249 279557 289362\$
144245 ==> ROA 2417 2639+03 2532-02 2536-05 2646-19 2551-33 278149 269058 278761 2531+05\$
144245 ==> RDU 2228 2635+05 2534+00 2539-05 2644-19 2752-31 277946 278156 277063 2432+07\$
144245 ==> ILM 2336 2339+05 2542+00 2642-05 2743-18 2744-30 275945 275854 266764 2338+07\$
144245 ==> ORF 2032 2346+03 2442-02 2539-07 2653-19 2759-32 277947 278456 266963 2241+05\$
144245 ==> HAT 2334 2340+04 2346-02 2444-06 2548-19 2649-31 275946 276555 277165 2338+06\$
144245 ==> \$
144245 ==> \$
144245 ==> \$
144245 ==> ***** NOTAMs *****\$
144245 ==> \$
144245 ==> ***** Runway NOTAMs *****\$
144245 ==> !TRI 03/037 TRI RWY 9/27 CLSD EXC TAXI WEF 1303211943\$

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144245 ==> !TRI 03/008 TRI RWY 27 PAPI OTS WEF 1303052325-1305062200\$
 144245 ==> !UKF 05/005 UKF RWY 1/19 PAEW ADJ\$
 144245 ==> !UKF 05/003 UKF RWY 1/19 WORK IN PROGRESS ADJ SURVEYING\$
 144245 ==> !RDU 12/099 ZEF RWY 7/25 WORK IN PROGRESS CONSTRUCTION EQUIPMENT ADJ\$144245
 ==> APPROACH END RWY 25\$
 144245 ==> !RDU 10/185 8A7 RWY 9 PAPI OTS\$
 144245 ==> !INT 07/009 INT RWY 4/22 CLSD ACR\$
 144245 ==> !INT 08/006 INT RWY 22 PAPI OTS\$
 144245 ==> !GSO 03/032 GSO RWY 14 HOLD POSITION SIGN AT TWY A4 RWY 14/32\$
 144245 ==> UNLGTD WEF 1303310158-1304052100\$
 144245 ==> !GSO 03/034 GSO RWY 23R RVRT OTS WEF 1303311008\$
 144245 ==> !GSO 03/033 GSO RWY 5L RVRR OTS WEF 1303311008\$
 144245 ==> !SIF 04/003 SIF RWY 31 REIL OTS\$
 144245 ==> !SIF 12/001 SIF RWY 31 PAPI OTS\$
 144245 ==> !HBI 09/004 HBI RWY 3 PAPI OTS\$
 144245 ==> !BUY 05/002 BUY RWY 24 PAPI OTS\$
 144245 ==> !BUY 12/004 BUY RWY 6/24 NOW 6405X100 WEF 1212101700\$
 144245 ==> !TDF 02/008 TDF RWY 6 PAPI GP 3.00 VICE 3.25 WEF 1302142235\$
 144245 ==> !TDF 02/006 TDF RWY 24 PAPI OTS WEF 1302142151\$
 144245 ==> !JNX 02/008 JNX RWY 3 PAPI OTS WEF 1302211704\$
 144245 ==> !JNX 12/001 JNX RWY 21 PAPI OTS\$
 144245 ==> !RWI 07/009 RWI RWY 22 PAPI OTS\$

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144245 ==> !GWW 03/007 GWW RWY 23 PAPI NOT COINCIDENTAL WITH GP\$
 144245 ==> !ILM 10/024 ILM RWY 17/35 WORK IN PROGRESS CONSTRUCTION ADJ NORTH\$
 144245 ==> SIDE\$
 144245 ==> !PGV 07/017 PGV RWY 15/33 CLSD PERM\$
 144245 ==> !OCW 07/008 OCW RWY 35 BUMP IN PAVEMENT 1700 FM THR 25 WEST OF\$
 144245 ==> CNTRLN\$
 144245 ==> !OCW 07/007 OCW RWY 17 BUMP IN PAVEMENT 2070 FM THR 50 EAST OF\$
 144245 ==> CNTRLN\$
 144245 ==> !ORF 03/020 ORF RWY 5 PAPI OTS\$
 144245 ==> \$
 144245 ==> \$
 144245 ==> ***** Aerodrome NOTAMs *****\$
 144245 ==> !RDU 02/249 8A7 AD ABN OTS\$
 144245 ==> !SIF 04/004 SIF AD SE WINDSOCK LGT OTS\$
 144245 ==> \$
 144245 ==> \$
 144245 ==> ***** Obstruction NOTAMs *****\$
 144245 ==> !GSP 03/020 GSP OBST TOWER 1118 (270 AGL) 5.5 S LGTS OTS (ASR\$
 144245 ==> 1016197) WEF 1303282022-1304122022\$
 144245 ==> !GSP 03/021 GSP OBST TOWER 1062 (312 AGL) 12.9 SSE LGTS OTS (ASR\$
 144245 ==> 1240165) WEF 1303300543-1304140543\$
 144245 ==> !GSP 01/005 GSP OBST TOWER 908 (250 AGL) 3.4 E LGTS OTS (ASR UNKN)\$

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144245 ==> TIL 1304031324\$
144245 ==> !TRI 03/045 TRI OBST TOWER 2013 (271 AGL) 7.4 ENE LGTS OTS (ASR\$
144245 ==> 1045692) TIL 1304132158\$
144245 ==> !RDU 03/230 NC2 OBST TOWER 1414 (400 AGL) 7.5 S LGTS OTS (ASR\$
144245 ==> 1262531) WEF 1303301127-1304141127\$
144245 ==> !RDU 03/199 8A7 OBST TOWER 1197 (415 AGL) 5.6 WSW LGTS OTS (ASR\$
144245 ==> 1005129) WEF 1303251630-1304091630\$
144245 ==> !ROA 03/052 ROA OBST TOWER 3848 (269 AGL) 17.2 NW LGTS OTS (ASR\$
144245 ==> 1023983) WEF 1303271639-1304111639\$
144245 ==> !EXX 03/006 EXX OBST TOWER 1123 (412 AGL) 4.8 NE LGTS OTS (ASR\$
144245 ==> 1006905) TIL 1304060001\$
144245 ==> !RDU 03/168 N97 OBST TOWER 1339 (287 AGL) 2.4 ENE LGTS OTS (ASR\$
144245 ==> 1005465) WEF 1303201212-1304041212\$
144245 ==> !RDU 03/196 N83 OBST TOWER 1548 (666 AGL) 4.5 E LGTS OTS (ASR\$
144245 ==> 1033582) WEF 1303251118-1304091118\$
144245 ==> !SIF 03/005 SIF OBST TOWER 1734 (1040 AGL) 6.2 SSW LGTS OTS (ASR\$
144245 ==> 1007580) TIL 1304111941\$
144245 ==> !SIF 03/004 SIF OBST TOWER 1046 (260 AGL) 3.9 WNW LGTS OTS \$
144245 ==> (ASR 1253888) WEF 1303181716-1304021716\$
144245 ==> !RDU 03/162 W88 OBST TOWER 1028 (290 AGL) 7.97 SE LGTS OTS \$
144245 ==> (ASR 1258214) WEF 1303200705-1304040705\$
144245 ==> !RDU 03/215 W88 OBST TOWER 1077 (265 AGL) 3.9 ESE LGTS OTS \$

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144245 ==> (ASR 1056904) WEF 1303280608-1304120608\$
144245 ==> !HBI 03/004 HBI OBST TOWER 1366 (215 AGL) 6.6 NNW LGTS OTS (ASR\$
144245 ==> 1011541) WEF 1303301126-1304141126\$
144245 ==> !RDU 03/180 6A5 OBST TOWER 1549 (809 AGL) 5.2 SSE LGTS OTS \$
144245 ==> (ASR 1062557) WEF 1303220145-1304060145\$
144245 ==> !RDU 03/239 6A5 OBST TOWER 1001 (229 AGL) 9.5 ESE LGTS OTS (ASR\$
144245 ==> 1254354) WEF 1303311023-1304151023\$
144245 ==> !RDU 03/174 3A4 OBST TOWER 2624 (1889 AGL) 8.7 WSW LGTS OTS (ASR\$
144245 ==> 1001558) WEF 1303202108-1304042108\$
144245 ==> !RDU 03/222 3A4 OBST TOWER 886 (147 AGL) 0.4 S LGTS OTS (ASR 1003637)\$
144245 ==> TIL 1304130750\$
144245 ==> !RDU 03/198 N61 OBST TOWER 1843 (941 AGL) 5.7 NE LGTS OTS \$
144245 ==> (ASR 1024643) TIL 1304091611\$
144245 ==> !BUY 03/009 BUY OBST TOWER 1051 (309 AGL) 6.2 NW LGTS OTS (ASR\$
144245 ==> 1007021) WEF 1303311055-1304151055\$
144245 ==> !BUY 03/007 BUY OBST TOWER 956 (315 AGL) 6.2 NNW LGTS OTS (ASR\$
144245 ==> 1016494) TIL 1304151042\$
144245 ==> !BUY 03/006 BUY OBST TOWER 1232 (520 AGL) 8.0 W LGTS OTS (ASR\$
144245 ==> 1033583) WEF 1303281111-1304121111\$
144245 ==> !BUY 03/008 BUY OBST TOWER 1141 (500 AGL) 6.1 NNW LGTS OTS (ASR\$

144245 ==> 1005741) TIL 1304151047\$

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144245 ==> !RDU 03/231 5W8 OBST TOWER 923 (343 AGL) 10.6 SW LGTS OTS (ASR\$
144245 ==> 1008977) WEF 1303301140-1304141140\$
144245 ==> !IGX 03/007 IGX OBST TOWER 1768 (1089 AGL) 6.1 SW LGTS OTS (ASR\$
144245 ==> 1005059) WEF 1303291343-1304131343\$
144245 ==> !IGX 03/006 IGX OBST TOWER 2036 (1294 AGL) 6.5 SW LGTS OTS (ASR\$
144245 ==> 1014574) WEF 1303232101-1304072101\$
144245 ==> !TTA 03/016 TTA OBST TOWER 803 (270 AGL) 7.1 NW LGTS OTS (ASR\$
144245 ==> 1006630) TIL 1304141646\$
144245 ==> !TTA 03/013 TTA OBST TOWER 632 (320 AGL) 11.1 NNE LGTS OTS (ASR\$
144245 ==> 1006089) WEF 1303240329-1304080329\$
144245 ==> !TTA 03/012 TTA OBST TOWER 771 (400 AGL) 6.3 SW LGTS OTS (ASR\$
144245 ==> 1001087) WEF 1303232125-1304072125\$
144245 ==> !TTA 03/010 TTA OBST TOWER 2147 (1747 AGL) 7.36 SE LGTS OTS (ASR\$
144245 ==> 1238110) TIL 1304031207\$
144245 ==> !TTA 01/002 TTA OBST TOWER 784 (523 AGL) 8.3 ENE (3538N7857W) UNLGTD\$144245 ==>
WEF 1301032215-1312151600\$
144245 ==> !RDU 02/167 RDU OBST CRANE UNKN (75 AGL) .53 NNE AER 5L\$
144245 ==> !RDU 03/216 RDU OBST TOWER 813 (420 AGL) 4.1 NNW LGTS OTS (ASR\$
144245 ==> 1005185) WEF 1303281446-1304121446\$
144245 ==> !RDU 03/225 RDU OBST TOWER 810 (420 AGL) 7.9 NNW LGTS OTS (ASR\$
144245 ==> 1005705) WEF 1303292017-1304132017\$
144245 ==> !RDU 03/171 RDU OBST TOWER 789 (419 AGL) 4.8 SSW LGTS OTS (ASR\$

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144245 ==> 1008551) WEF 1303201840-1304041840\$
144245 ==> !RDU 11/025 RDU OBST CRANE 592 (167 AGL) 0.49 NNW APCH END RWY 5R\$
144245 ==> FLAGGED/LGTD 1300-2200 DLY WEF 1211071300-1306302200\$
144245 ==> !RDU 03/233 RDU OBST TOWER 725 (238 AGL) 5.5 SSE LGTS OTS (ASR\$
144245 ==> 1006632) TIL 1304141645\$
144245 ==> !RDU 03/210 RDU OBST STACK 784 (523 AGL) 16.0 SW LGTS OTS (ASR UNKN)\$144245 ==>
TIL 1304111400\$
144245 ==> !RDU 03/185 W17 OBST TOWER 660 (345 AGL) 4.2 SSE LGTS OTS (ASR\$
144245 ==> 1008959) WEF 1303221957-1304061957\$
144245 ==> !RDU 03/202 W17 OBST TOWER 766 (500 AGL) 8.4 WSW LGTS OTS (ASR\$
144245 ==> 1004858) WEF 1303262022-1304102022\$
144245 ==> !RDU 03/167 W17 OBST TOWER 1549 (1199 AGL) 8.8 NNW LGTS OTS (ASR\$
144245 ==> 1001740) WEF 1303201153-1304041153\$
144245 ==> !RDU 03/235 W17 OBST TOWER 573 (273 AGL) 1.7 NE LGTS OTS (ASR\$
144245 ==> 1005264) WEF 1303310212-1304150212\$
144245 ==> !LHZ 03/009 LHZ OBST TOWER 1280 (1086 AGL) 13.0 E LGTS OTS (ASR\$
144245 ==> 1008248) WEF 1303260538-1304100538\$
144245 ==> !LHZ 03/005 LHZ OBST TOWER 656 (328 AGL) 6.3 NNW LGTS OTS (ASR\$
144245 ==> 1007192) WEF 1303201839-1304041839\$

144245 ==> !LHZ 03/010 LHZ OBST TOWER 803 (488 AGL) 19.9 NNE LGTS OTS (ASR\$
144245 ==> 1238889) WEF 1303290239-1304130239\$
144245 ==> !JNX 03/009 JNX OBST TOWER 433 (260 AGL) 7.3 E LGTS OTS (ASR 1212348)
(Page 54):

\$
144245 ==> WEF 1303282021-1304121921\$
144245 ==> !RDU 03/238 W03 OBST TOWER 2208 (1968 AGL) 9.3 WNW LGTS OTS (ASR\$
144245 ==> 1004438) TIL 1304151000\$
144245 ==> !RDU 03/166 W03 OBST TOWER 750 (499 AGL) 7.3 WSW LGTS OTS (ASR\$
144245 ==> 1272417) WEF 1303201117-1304041117\$
144245 ==> !RWI 03/006 RWI OBST TOWER 564 (425 AGL) 5.1 NE LGTS OTS \$
144245 ==> (ASR 1009593) TIL 1304021725\$
144245 ==> !RWI 03/010 RWI OBST TOWER 427 (292 AGL) 3.8 SE LGTS OTS (ASR\$
144245 ==> 1011105) TIL 1304150656\$
144245 ==> !RWI 03/009 RWI OBST TOWER 640 (500 AGL) 7.8 NNW LGTS OTS (ASR\$
144245 ==> 1062750) TIL 1304111454\$
144245 ==> !RWI 03/003 RWI OBST TOWER UNKN (294 AGL) 5.06 NE UNLGTD\$
144245 ==> (3555N07749W)\$
144245 ==> !GWW 03/003 GWW OBST TOWER 444 (319 AGL) 8.2 E LGTS OTS (ASR 1228411)\$
144245 ==> WEF 1303221753-1304061753\$
144245 ==> !RDU 03/218 ETC OBST TOWER 527 (480 AGL) 8.8 SSW LGTS OTS (ASR\$
144245 ==> 1255714) TIL 1304121816\$
144245 ==> !RDU 03/184 N08 OBST TOWER 380 (320 AGL) 6.4 SW LGTS OTS (ASR\$
144245 ==> 1226613) WEF 1303221752-1304061752\$
144245 ==> !ILM 03/029 ILM OBST TOWER 318 (303 AGL) 3.5 W LGTS OTS (ASR 1214419)
(Page 55):

\$
144245 ==> TIL 1304090004\$
144245 ==> !ILM 03/028 ILM OBST TOWER 852 (803 AGL) 11.1 W LGTS OTS (ASR\$
144245 ==> 1024421) TIL 1304082351\$
144245 ==> !ILM 03/032 ILM OBST TOWER 374 (338 AGL) 8.9 SW LGTS OTS (ASR\$
144245 ==> 1005379) WEF 1303281833-1304121833\$
144245 ==> !ILM 03/026 ILM OBST TOWER 339 (311 AGL) 7.9 WNW LGTS OTS (ASR\$
144245 ==> 1221293) TIL 1304042144\$
144245 ==> !ILM 03/019 ILM OBST TOWER 627.3 (605.3 AGL) 11.0 SSW LGTS OTS (ASR\$
144245 ==> 1285012) TIL 1304022232\$
144245 ==> !PGV 03/005 PGV OBST TOWER 348 (306 AGL) 4.9 NE LGTS OTS (ASR\$
144245 ==> 1055747) WEF 1303301842-1304141742\$
144245 ==> !RDU 03/140 MCZ OBST TOWER 482 (430 AGL) 3.0 E LGTS OTS (ASR 1215602)\$
144245 ==> WEF 1303161706-1303311706\$
144245 ==> !ORF 03/013 ORF OBST CRANE UNKN (80 AGL) 0.5 WSW DALGT \$
144245 ==> WEF 1303111312-1304192100\$
144245 ==> !ORF 03/026 ORF OBST TOWER 273 (265 AGL) 13.2 SE LGTS OTS (ASR\$
144245 ==> 1017447) TIL 1304030346\$
144245 ==> !ORF 03/028 ORF OBST TOWER 172 (157 AGL) 8.3 ESE LGTS OTS (ASR\$
144245 ==> 1047861) TIL 1304042314\$

144245 ==> !ORF 06/066 ORF OBST CRANE UNKN (300 AGL) 5.83 WSW (3651N07618W) LGT\$
(Page 56):

144245 ==> OTS\$
144245 ==> !ORF 03/033 ORF OBST TOWER 128 (115 AGL) 1.6 NW LGTS OTS (ASR\$
144245 ==> 1008943) TIL 1304131727\$
144245 ==> \$
144245 ==> \$
144245 ==> ***** Navigation NOTAMs *****\$
144245 ==> !GPS 03/167 ZDC NAV GPS IS UNRELIABLE AND MAY BE UNAVAILABLE WITHIN A\$
144245 ==> RADIUS OF 15NM AND CENTERED AT 381541N/0762612W OR THE LOCATION ALSO \$
144245 ==> KNOWN AS THE RICHMOND, VA VOR /RIC/ AT 042 RADIAL AT 62NM FROM 50FT \$144245
==> AGL TO FL400 AND ABOVE 1300-2200 DLY WEF 1304011300-1304052200\$
144245 ==> !GEV 07/009 GEV NAV RWY 28 ILS LLZ/DME UNUSBL BYD 15 DEGS L OF CRS\$
144245 ==> !MWK 01/004 MWK NAV AZW NDB OTS \$
144245 ==> !ROA 09/005 ROA NAV TACAN AZM OTS\$
144245 ==> !INT 07/010 INT NAV RWY 33 ILS GP UNUSBL BYD 7 DEG LEFT/4 DEG RIGHT\$
144245 ==> OF COURSE\$
144245 ==> !INT 01/019 INT NAV GBT OTS WEF 1301221905\$
144245 ==> !GSO 03/005 GSO NAV ILS RWY 23L CAT 2 N/A WEF 1303011941-1306282000 \$144245 ==>
!RDU 12/022 RDU NAV ILS RWY 23L LLZ UNUSBL CPD APCH 2 NM TO THR \$
144245 ==> !RDU 07/098 RDU NAV ILS RWY 5R OM OTS\$
144245 ==> !RDU 05/009 RDU NAV ILS RWY 5L MM OTS\$

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144245 ==> !RWI 08/008 RWI NAV ILS RWY 4 MM OTS\$
144245 ==> !GWW 03/006 GWW NAV ILS RWY 23 GP UNMONITORED\$
144245 ==> !RDU 03/237 TYI NAV VORTAC UNMONITORED WEF 1303310837\$
144245 ==> !RDU 01/170 ETC NAV NDB UNMONITORED WEF 1301221724\$
144245 ==> !ILM 03/027 ILM NAV VORTAC OTS WEF 1303251000-1306282200\$
144245 ==> !ISO 06/014 ISO NAV ILS RWY 5 LLZ CLASSFIED 1B VERSUS 1T WEF\$
144245 ==> 1206211519\$
144245 ==> !PGV 11/003 PGV NAV ILS RWY 20 MM OTS WEF 1211052223\$
144245 ==> !RDU 11/034 MCZ NAV NDB DCMSN WEF 1211052225\$
144245 ==> !ORF 06/032 ORF NAV RWY 23 ILS MM DCMSND\$
144245 ==> !ORF 01/004 ORF NAV ILS RWY 5 LLZ UNUSBL BYD 10 BLW 2100\$
144245 ==> \$
144245 ==> \$
144245 ==> ***** Communication NOTAMs *****\$
144245 ==> !DCA 07/220 ZDC COM RTR QXC COMISSIONING DELAYED 272.75 REMAIN IN\$
144245 ==> USE\$
144245 ==> !DCA 01/053 ZDC COM REMOTE TRANSMITTER/RECEIVER 269.375 VICE 317.70\$
144245 ==> WEF 1101060001\$
144245 ==> !LHZ 09/010 LHZ COM GCO 135.075 OTS\$
144245 ==> !RDU 02/182 W03 COM CTAF/UNICOM 123.0 VICE 122.975 WEF 1302211508\$
144245 ==> \$
144245 ==> \$

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144245 ==> ***** Airspace NOTAMs *****\$
144245 ==> !SUA 03/029 ZTL AIRSPACE R3004A ACT SFC-7000FT AGL WEF\$
144245 ==> 1304010900-1304020500\$
144245 ==> !SUA 03/030 ZTL AIRSPACE R3004B ACT 7000FT AGL-16000FT AGL WEF\$
144245 ==> 1304010900-1304020500\$
144245 ==> !SUA 02/730 ZTL AIRSPACE R3004A ACT SFC-7000FT WEF\$
144245 ==> 1303010800-1303312359\$
144245 ==> !SUA 02/731 ZTL AIRSPACE R3004B ACT 7000FT-16000FT WEF\$
144245 ==> 1303010800-1303312359\$
144245 ==> !MCN 04/454 ZTL AIRSPACE R3004A ACT LIVE FIRE EXERCISE 1100-0459 DLY\$144245 ==>
!SUA 03/008 ZDC AIRSPACE R5304A ACT SFC-6999FT WEF\$
144245 ==> 1303311200-1304010500\$
144245 ==> !SUA 03/007 ZDC AIRSPACE R5303A ACT SFC-6999FT WEF\$
144245 ==> 1303311200-1304010500\$
144245 ==> !SUA 03/027 ZDC AIRSPACE R5303A ACT SFC-6999FT WEF\$
144245 ==> 1304010600-1304010959\$
144245 ==> !SUA 03/923 ZDC AIRSPACE W72B ACT SFC-UNL WEF 1303150500-1306030359\$144245
==> !SUA 03/846 ZDC AIRSPACE R6606 ACT SFC-FL230 WEF\$
144245 ==> 1303292101-1304011159\$
144245 ==> !SUA 03/013 ZDC AIRSPACE R6606 ACT SFC-FL230 WEF\$
144245 ==> 1304012101-1304021159\$
144245 ==> !SUA 03/599 ZDC AIRSPACE R6602A ACT SFC-3999FT WEF\$

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144245 ==> 1303102100-1303312100\$
144245 ==> !SUA 03/034 ZDC AIRSPACE R6613A ACT SFC-10000FT WEF\$
144245 ==> 1304021100-1304021159\$
144245 ==> !SUA 03/005 ZDC AIRSPACE R6611A ACT SFC-10000FT WEF\$
144245 ==> 1304011100-1304011159\$
144245 ==> !SUA 03/014 ZDC AIRSPACE R6602A ACT SFC-3999FT WEF\$
144245 ==> 1304010000-1304281600\$
144245 ==> !SUA 03/927 ZDC AIRSPACE W110 ACT SFC-FL230 WEF\$
144245 ==> 1303150500-1306030359\$
144245 ==> !SUA 03/924 ZDC AIRSPACE W107A ACT SFC-UNL WEF 1303150500-1306030359\$
144245 ==> !SUA 03/921 ZDC AIRSPACE W50B ACT SFC-FL750 WEF\$
144245 ==> 1303150500-1306030359\$
144245 ==> !SUA 03/920 ZDC AIRSPACE W50A ACT SFC-FL750 WEF\$
144245 ==> 1303150500-1306030359\$
144245 ==> !SUA 03/025 ZDC AIRSPACE R6601 ACT SFC-5000FT WEF\$
144245 ==> 1304020401-1304021059\$
144245 ==> !SUA 03/922 ZDC AIRSPACE W72A ACT SFC-UNL WEF 1303150500-1306030359\$144245
==> !SUA 03/015 ZDC AIRSPACE R6602B ACT 4000FT-10999FT WEF\$
144245 ==> 1304010000-1304080400\$
144245 ==> !SUA 03/032 ZDC AIRSPACE R6612 ACT SFC-7000FT WEF\$

144245 ==> 1304021100-1304021159\$

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144245 ==> !SUA 03/001 ZDC AIRSPACE R6601 ACT SFC-5000FT WEF\$
144245 ==> 1304010401-1304011059\$
144245 ==> !SUA 03/004 ZDC AIRSPACE R6612 ACT SFC-7000FT WEF\$
144245 ==> 1304011100-1304011159\$
144245 ==> !DCA 01/228 ZDC AIRSPACE AIRSPACE UNMANNED ACFT 1200/BLW 0.75 NMR\$
144245 ==> ILM068025 CTC CAMP LEJUNE RANGE CONTROL DUTY OFFICER 119.5/233.8 AND\$144245
==> 910-451-3064 EXT 4449 CALL SIGN BLACKBURN WEF 1301221613\$
144245 ==> !SUA 03/031 ZDC AIRSPACE R6611A ACT SFC-10000FT WEF\$
144245 ==> 1304021100-1304021159\$
144245 ==> !SUA 03/919 ZDC AIRSPACE W386 ACT SFC-UNL WEF 1303150500-1306030359\$144245
==> !SUA 03/925 ZDC AIRSPACE W107C ACT SFC UP TO BUT NOT INCLUDING FL180\$
144245 ==> WEF 1303150500-1306030359\$
144245 ==> !SUA 03/926 ZDC AIRSPACE W122 ACT SFC-UNL WEF 1303150500-1306030359\$144245
==> !SUA 03/026 ZDC AIRSPACE R5304A ACT SFC-6999FT WEF\$
144245 ==> 1304010600-1304010959\$
144245 ==> !DCA 03/249 ZDC AIRSPACE VFR HELICOPTER/UNMANNED ACFT 1000/BLW 5NMR\$
144245 ==> ORF087009 CTC RANGE OFFICER, 757-422-7010 EXT 232\$
144245 ==> !SUA 03/006 ZDC AIRSPACE R6613A ACT SFC-10000FT WEF\$
144245 ==> 1304011100-1304011159\$
144245 ==> !SUA 03/918 ZDC AIRSPACE W50C ACT SFC-FL750 WEF\$
144245 ==> 1303150500-1306030359\$

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144245 ==> !ILM 01/042 ILM AIRSPACE SEE ZDC 01/228 UNMANNED ACFT\$
144245 ==> \$
144245 ==> \$
144245 ==> ***** Taxiway NOTAMs *****\$
144245 ==> !TRI 03/034 TRI TWY C EAST OF TWY R CLSD WEF 1303191200\$
144245 ==> !ROA 03/037 ROA TWY N MANDATORY HOLD SHORT SIGN AT RWY 6/24 UNLGTD\$
144245 ==> !ROA 03/050 ROA TWY E1 HOLD SIGN AT RWY 6/24 UNLGTD\$
144245 ==> !GSO 08/041 GSO TWY E PORTIONS NOT VISIBLE FROM TWR BTN J,H\$
144245 ==> !GSO 02/034 GSO TWY M BTN TWY HONDA AIRCRAFT RAMP ENTRANCE AND TWY\$
144245 ==> M6 CLSD WEF 1302211840-1304042200\$
144245 ==> !GSO 08/040 GSO TWY D1 IS PRIMARY ENTRANCE FOR ATLANTIC AERO FBO\$
144245 ==> !GSO 01/054 GSO TWY K NE TWY K6 CLSD EXC CARGO ACFT\$
144245 ==> !GSO 02/033 GSO TWY M6 CLSD WEF 1302211838-1304042200\$
144245 ==> !BUY 01/008 BUY TWY NORTH END TWY LGTS OTS\$
144245 ==> !JNX 03/002 JNX TWY A CLSD FROM SOUTH END OF NORTH PARKING RAMP TO\$
144245 ==> TWY F WEF\$
144245 ==> 1303081332\$
144245 ==> !JNX 03/001 JNX TWY E CLSD WEF 1303081332\$
144245 ==> !ILM 12/037 ILM TWY B NONSTD MARKING BTN TWY G AND AER RWY 24 WEF\$
144245 ==> 1212181934\$

144245 ==> !ORF 02/043 ORF TWY C HOLDING AREA FOR RWY 5 CLSD BARRICADED \$
144245 ==> WEF 1302251533-1305271700\$

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144245 ==> !ORF 02/042 ORF TWY C WORK IN PROGRESS MAINTENANCE BTN APCH END RWY\$
144245 ==> 23 AND TWY H ADJ W SIDE LGTD AND BARRICADED WEF 1302251535-1305271700\$
144245 ==> !ORF 02/041 ORF TWY C HOLDING AREA FOR RWY 23 CLSD BARRICADED \$
144245 ==> WEF 1302251535-1305271700\$
144245 ==> !ORF 02/040 ORF TWY C WORK IN PROGRESS MAINTENANCE BTN TWY A AND\$
144245 ==> APCH\$
144245 ==> END RWY 5 ADJ E SIDE LGTD AND BARRICADED WEF 1302251534-1305271700\$
144245 ==> \$
144245 ==> \$
144245 ==> ***** Ramp/Apron NOTAMs *****\$
144245 ==> !ORF 12/009 ORF APRON TERMINAL APRON WORK IN PROGRESS CONST GATE B16\$144245
==> LGTD AND BARRICADED WEF 1212031552-1311292200\$
144245 ==> \$
144245 ==> \$
144245 ==> ***** Service NOTAMs *****\$
144245 ==> !LHZ 11/004 LHZ SVC DP/T UNREL WEF 1211061313\$
144245 ==> !RDU 09/101 W03 SVC PCL NOW 123.0\$
144245 ==> !ISO 04/008 ISO SVC AWOS-3 132.75 UNAVBL 1030-0200 DLY\$
144245 ==> !OCW 02/008 OCW SVC AWOS-3 DP OTS WEF 1302151610\$
144245 ==> \$
144245 ==> \$

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144245 ==> ***** Unverified Aeronautic Information NOTAMs *****\$
144245 ==> \$
144245 ==> \$
144245 ==> ***** Other NOTAMs *****\$
144245 ==> \$
144245 ==> \$
144245 ==> ***** NOTAMs without keywords *****\$
144245 ==> !UAR 10/016 GSO BROOK TWO ARRIVAL...\$
144245 ==> SPA TRANSITION: MEA 15000, MOCA 6000. \$
144245 ==> \$
144245 ==> \$
144245 ==> ***** FDC NOTAMs *****\$
144245 ==> !FDC 3/8319 ZTL GA. ATLANTA, GA. LASER LIGHT DEMONSTRATION WILL BE\$
144245 ==> CONDUCTED NORTH NORTHEAST OF THE HARTSFIELD-JACKSON ATLANTA \$
144245 ==> INTERNATIONAL AIRPORT (ATL)GOERGIA AT 334539N/842335W, OR THE \$
144245 ==> ATLANTA/ATL/VORTAC 10 DEGREE RADIAL 8 NAUTICAL MILES. \$
144245 ==> EFFECTIVE 1304050200 UTC UNTIL 1304050430 UTC. \$
144245 ==> LASER LIGHT BEAMS MAY BE INJURIOUS TO PILOTS'/PASSENGERS' EYES WITHIN\$
144245 ==> 357 FEET OF THE LIGHT SOURCE. FLASH BLINDNESS OR COCKPIT \$

144245 ==> ILLUMINATION MAY OCCUR BEYOND THESE DISTANCES. \$
144245 ==> ATLANTA TRACON /A80/, TELEPHONE 678-364-6103, IS THE FAA COORDINATION
(Page 64):

\$
144245 ==> FACILITY.\$
144245 ==> \$
144245 ==> !FDC 3/8315 ZTL GA.. ATLANTA, GA. LASER LIGHT DEMONSTRATION WILL BE\$
144245 ==> CONDUCTED NORTH NORTHEAST OF THE HARTSFIELD-JACKSON ATLANTA \$
144245 ==> INTERNATIONAL AIRPORT (ATL) GOERGIA AT 334541N/842336W, OR THE \$
144245 ==> ATLANTA /ATL/ VORTAC 10 DEGREE RADIAL 8 NAUTICAL MILES. \$
144245 ==> EFFECTIVE 1304060115 UTC UNTIL 1304060615 UTC,\$
144245 ==> 1304070115 UTC UNTIL 1304070615 UTC, AND\$
144245 ==> 1304080115 UTC UNTIL 1304080615 UTC\$
144245 ==> LASER LIGHT BEAMS MAY BE INJURIOUS TO PILOTS'/PASSENGERS' EYES WITHIN\$
144245 ==> 758 FEET OF THE LIGHT SOURCE. FLASH BLINDNESS OR COCKPIT \$
144245 ==> ILLUMINATION MAY OCCUR BEYOND THESE DISTANCES. \$
144245 ==> ATLANTA TRACON /A80/, TELEPHONE 678-364-6103, IS THE FAA COORDINATION\$
144245 ==> FACILITY.\$
144245 ==> \$
144245 ==> !FDC 3/7935 ZTL AIRSPACE ADS-B SERVICES TISB AND FISB AVBL NOVEMBER \$144245 ==>
19, 2010. TIS-B SERVICE IS AVAILABLE THROUGHOUT THE NAS WHERE THERE \$144245 ==> ARE BOTH
ADEQUATE SURVEILLANCE COVERAGE (RADAR) AND BROADCAST \$
144245 ==> COVERAGE FROM ADS-B GROUND STATIONS. REPORTS OF TIS-B AND FIS-B \$

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144245 ==> MALFUNCTIONS SHOULD BE REPORTED BY RADIO OR TELEPHONE TO THE NEAREST \$
144245 ==> FSS FACILITY.\$
144245 ==> \$
144245 ==> !FDC 3/2865 ZTL FI/T ROUTE ZTL.\$
144245 ==> V66 BROOKWOOD (OKW) VORTAC, AL TO KYLEE, AL NA EXCEPT FOR\$
144245 ==> AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.\$
144245 ==> \$
144245 ==> !FDC 3/0471 ZTL FI/T ROUTE ZDC ZTL.\$
144245 ==> J37 SPARTANBURG (SPA) VORTAC, SC TO LYNCHBURG (LYH) VORTAC, \$
144245 ==> VA NA.\$
144245 ==> \$
144245 ==> !FDC 2/8513 ZTL FI/T ROUTE ZTL.\$
144245 ==> V537 MACON (MCN) VORTAC GA R-184 UNUSABLE, NA EXCEPT FOR AIRCRAFT\$144245
==> EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.\$
144245 ==> \$
144245 ==> !FDC 2/4604 ZTL AL.. FI/T ROUTE ZIX ZTL.\$
144245 ==> V241 WIREGRASS (RRS) VORTAC, AL TO COP NORTHBOUND MEA 6000, RRS\$
144245 ==> (355-025) R-019 UNUSABLE BELOW 6000.\$
144245 ==> \$
144245 ==> !FDC 2/4428 ZTL FI/T ROUTE ZIX ZTL.\$
144245 ==> V537 MOULTRIE (MGR) VOR/DME, GA R-007 NORTHBOUND TO COP NA AND\$

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144245 ==> R-180 SOUTHBOUND TO COP NA.\$
144245 ==> \$
144245 ==> !FDC 2/2820 ZTL AL.. FI/T ROUTE ZIX ZTL.\$
144245 ==> V168 WIREGRASS (RRS) VORTAC, AL NORTHBOUND TO MILER, AL MEA 6000,\$144245 ==>
GNSS MEA 3000G.\$
144245 ==> \$
144245 ==> !FDC 9/3124 ZDC DE.. FLIGHT RESTRICTION GREENVILLE/WILIMNGTON, DE. \$
144245 ==> PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION\$144245 ==>
(FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AS 'NATIONAL \$
144245 ==> DEFENSE AIRSPACE'. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES \$
144245 ==> THE RULES CONCERNING OPERATIONS IN THIS AIRSPACE MAY BE SUBJECT TO \$
144245 ==> CERTAIN CRIMINAL PENALTIES UNDER 49 USC 46307. PILOTS WHO DO NOT \$
144245 ==> ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND \$144245
==> INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. PURSUANT TO TITLE \$
144245 ==> 14, SECTION 91.141 OF THE CODE OF FEDERAL REGULATIONS, AIRCRAFT \$
144245 ==> FLIGHT OPERATIONS ARE PROHIBITED WITHIN THE FOLLOWING AREA(S) UNLESS \$
144245 ==> OTHERWISE AUTHORIZED BY ATC WITHIN A 1 NMR OF 394605N/0753704W OR THE\$
144245 ==> DQO005005.4 UP TO AND INCLUDING 1500 FT AGL EFFECTIVE IMMEDIATELY \$
144245 ==> UNTIL FURTHER NOTICE.\$

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144245 ==> \$
144245 ==> !FDC 7/4003 ZDC SPECIAL NOTICE...\$
144245 ==> EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE\$
144245 ==> IFR TURBOJET AIRCRAFT FILED AT OR ABOVE FL240 DEPARTING FROM \$
144245 ==> MONTREAL, TORONTO, CLEVELAND, AND BOSTON CENTERS TO JACKSONVILLE AND \$
144245 ==> MIAMI CENTERS AS WELL AS CARIBBEAN DESTINATIONS BETWEEN THE HOURS OF \$
144245 ==> 1200Z AND 2000Z (1100Z AND 1900Z DURING DAYLIGHT SAVINGS TIME), SHALL\$
144245 ==> NOT ENTER WASHINGTON CENTER AIRSPACE BETWEEN J53 AND J61 ON DIRECT \$
144245 ==> ROUTES SOUTHBOUND. PILOTS SHALL NOT FILE VIA DIRECT \$
144245 ==> ILM/DIW/CLB/RDU/CAE/CHS/FLO OR IN THE VICINITY OF THESE NAVAIDS ON \$
144245 ==> DIRECT ROUTING BETWEEN THESE AIRWAYS. PLEASE FILE VIA THE FOLLOWING \$144245 ==>
ROUTES: FROM CZY: .. EWC J53 PSK CAE. .. PSB J61 EDDYS J174 DIW. .. \$144245 ==> PSB J61 HUBBS J193
WEAVR J121 CHS. FROM CZU: .. JFK J79 SBY J209 ORF \$
144245 ==> J174 DIW. .. JFK J79 SBY J209 ORF J121 CHS. .. PSB J61 OTT J61 EDDYS \$
144245 ==> J174 DIW. .. PSB J61 OTT J61 HUBBS J193 WEAVR J121 CHS. FROM ZBW: .. \$
144245 ==> HTO J174 SWL J121 CHS. .. HTO J174 DIW. .. CMK J75 CAE. .. PSB J61 \$

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144245 ==> OTT J61 EDDYS J174 DIW. PSB J61 OTT J61 HUBBS J193 WEAVR J121 CHS \$
144245 ==> FROM/THRU ZOB (TO ATLANTIC ROUTES): .. CXR J146 ETG PSB J61 EDDYS \$
144245 ==> J174 DIW PLEASE DIRECT ANY QUESTIONS TO WASHINGTON ARTCC AT \$
144245 ==> 703-771-3443 OR 703-779-3787\$

144245 ==> \$
 144245 ==> !FDC 3/7929 ZDC AIRSPACE ADS-B SERVICES TISB AND FISB AVBL NOVEMBER \$144245 ==>
 19, 2010. TIS-B SERVICE IS AVAILABLE THROUGHOUT THE NAS WHERE THERE \$144245 ==> ARE BOTH
 ADEQUATE SURVEILLANCE COVERAGE (RADAR) AND BROADCAST \$
 144245 ==> COVERAGE FROM ADS-B GROUND STATIONS. REPORTS OF TIS-B AND FIS-B \$
 144245 ==> MALFUNCTIONS SHOULD BE REPORTED BY RADIO OR TELEPHONE TO THE NEAREST \$
 144245 ==> FSS FACILITY.\$
 144245 ==> \$
 144245 ==> !FDC 3/3953 ZDC PART 1 OF 2 .. FLIGHT RESTRICTIONS. WILMINGTON, \$
 144245 ==> DELAWARE, MARCH \$
 144245 ==> 11, 2013 LOCAL. \$
 144245 ==> PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION \$
 144245 ==> (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOVICE PRESIDENT OF THE UNITED \$
 144245 ==> STATES, AND\$
 144245 ==> MEDEVAC/AIR AMBULANCE FLIGHTS.\$
 144245 ==> 3. AIRCRAFT OPERATIONS NECESSITATED FOR SAFETY OR\$

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144245 ==> EMERGENCY REASONS.\$
 144245 ==> 4. AIRCRAFT THAT RECEIVE ATC AUTHORIZATION IN\$
 144245 ==> CONIL \$
 144245 ==> PENALTIES AND THE SUSPENSION OR REVOCATION OF AIRMEN CERTIFICATES; \$
 144245 ==> OR \$
 144245 ==> B) THE UNITED STATES GOVERNMENT MAY PURSUE CRIMINAL CHARGES, \$
 144245 ==> INCLUDING CHARGES UNDER TITLE 49 OF THE UNITED STATES CODE, \$
 144245 ==> SECTION 46307;NS MAY ALSO BE TAKEN AGAINST A PILOT WHO DOES NOT COMPLY WITH \$
 144245 ==> THE REQUIREMENTS OR ANY SPECIAL INSTRUCTIONS OR PROCEDURES ANNOUNCED \$
 144245 ==> IN THIS NOTAM: \$
 144245 ==> A) THE FAA MAY TAKE ADMINISTRATIVE ACTION, INCLUDING IMPOSING CIVTAM AS \$
 144245 ==> 'NATIONAL \$
 144245 ==> DEFENSE AIRSPACE'. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING \$
 144245 ==> PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW \$
 144245 ==> ENFORCEMENT/SECURITY PERSONNEL. ANY OF THE FOLLOWING ADDITIONAL \$
 144245 ==> ACTIOARTURES TO/FROM AIRPORTS\$
 144245 ==> WITHIN THIS TFR.\$
 144245 ==> 2. APPROVED; LAW ENFORCEMENT, FIRE FIGHTING,\$
 144245 ==> MILITARY AIRCRAFT DIRECTLY SUPPORTING THE UNITED\$

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144245 ==> STATES SECRET SERVICE (USSS) AND THE OFFICE OF THE\$
 144245 ==> 0046004.4 UP TO BUT NOT \$
 144245 ==> INCLUDING 2999 FT AGL \$
 144245 ==> EFFECTIVE 1303111045 UTC (0645 LOCAL 03/11/13) UNTIL 1303111200 UTC \$144245 ==>
 (0800 LOCAL 03/11/13). \$
 144245 ==> EXCEPT THE FLIGHT OPERATIONS LISTED BELOW:\$
 144245 ==> 1. ALL IFR ARRIVALS OR DEPDE OF FEDERAL \$

144245 ==> REGULATIONS, AIRCRAFT FLIGHT OPERATIONS ARE PROHIBITED \$
 144245 ==> END PART 1 OF 2\$
 144245 ==> !FDC 3/3953 ZDC PART 2 OF 2 .. FLIGHT RESTRICTIONS. WILMINGTON, \$
 144245 ==> DELAWARE, MARCH \$
 144245 ==> WITHIN A 3 NMR OF 394414N/0753304W OR THE DQ OR \$
 144245 ==> C) THE UNITED STATES GOVERNMENT MAY USE DEADLY FORCE AGAINST THE \$
 144245 ==> AIRBORNE AIRCRAFT, IF IT IS DETERMINED THAT THE AIRCRAFT POSES AN \$
 144245 ==> IMMINENT SECURITY THREAT. \$
 144245 ==> PURSUANT TO TITLE 14, SECTION 91.141 OF THE COSULTATION WITH THE AIR TRAFFIC \$
 144245 ==> SECURITY\$
 144245 ==> COORDINATOR (ATSC) VIA THE DOMESTIC EVENTS\$
 144245 ==> NETWORK(DEN).\$
 144245 ==> END PART 2 OF 2\$
 144245 ==> \$

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144245 ==> !FDC 3/2960 ZDC FI/T ROUTE ZDC ZNY.\$
 144245 ==> V3-V419 MODENA (MXE) VORTAC, PA TO MAZIE, PA NA EXCEPT FOR\$
 144245 ==> AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.\$
 144245 ==> \$
 144245 ==> !FDC 3/2959 ZDC FI/T ROUTE ZDC ZNY.\$
 144245 ==> J75 MODENA (MXE) VORTAC. PA TO CHANGE OVER POINT MODENA (MXE)\$
 144245 ==> VORTAC, PA R-056 29NM NA EXCEPT FOR AIRCRAFT EQUIPPED WITH \$
 144245 ==> SUITABLE RNAV SYSTEM WITH GPS.\$
 144245 ==> \$
 144245 ==> !FDC 3/2928 ZDC VA.. SMITH MOUNTAIN LAKE, VA.\$
 144245 ==> AIRBORNE TO GROUND LASER ACTIVITY WILL BE CONDUCTED EFFECTIVE: \$
 144245 ==> 1500-1530 UTC DLY 1301191500 UTC UNTIL 1301191530 UTC WITHIN AN AREA \$
 144245 ==> BOUNDED BY 371207N/0794404W OR THE LYNCHBURG /LYH/ VORTAC 267 DEGREE \$
 144245 ==> RADIAL AT 24.0 NAUTICAL MILES THEN TO 371207N/0792046W OR THE \$
 144245 ==> LYNCHBURG /LYH/ VORTAC 244 DEGREE RADIAL AT 6.1 NAUTICAL MILES THEN \$144245 ==>
 TO 365343N/0792046W OR THE LYNCHBURG /LYH/ VORTAC 199 DEGREE RADIAL \$144245 ==> AT 22.1
 NAUTICAL MILES THEN TO 365343N/0794404W OR THE LYNCHBURG \$
 144245 ==> /LYH/ VORTAC 233 DEGREE RADIAL AT 32.1 NAUTICAL MILES BACK TO THE \$
 144245 ==> ORIGINAL POINT 6,000 FEET MSL THROUGH 21,000 FEET MSL. AVOID AIRBORNE\$

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144245 ==> HAZARD BY 5 NAUTICAL MILES Laterally AND 1,000 FEET VERTICALLY. THIS\$144245 ==>
 LASER BEAM IS INJURIOUS TO PILOTS /AIRCROWS AND PASSENGERS EYES. \$
 144245 ==> WASHINGTON /ZDC/ ARTCC TELEPHONE 703-771-3470 IS THE FAA COORDINATION\$
 144245 ==> FACILITY.\$
 144245 ==> \$
 144245 ==> !FDC 3/2088 ZDC FI/T ROUTE ZDC.\$
 144245 ==> V139 NEW BERN (EWN) VOR/DME, NC R-232 UNUSABLE BYD 30 NM EXCEPT\$
 144245 ==> FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.\$
 144245 ==> \$

144245 ==> !FDC 3/2087 ZDC FI/T ROUTE ZDC.\$
 144245 ==> V56 WALLO, NC TO FONPO, NC NA EXCEPT FOR AIRCRAFT EQUIPPED WITH\$
 144245 ==> SUITABLE RNAV SYSTEM WITH GPS.\$
 144245 ==> \$
 144245 ==> !FDC 3/0472 ZDC FI/T ROUTE ZDC ZTL.\$
 144245 ==> J37 SPARTANBURG (SPA) VORTAC, SC TO LYNCHBURG (LYH) VORTAC, \$
 144245 ==> VA NA.\$
 144245 ==> \$
 144245 ==> !FDC 3/0002 ZDC NC.. FI/T ROUTE ZDC.\$
 144245 ==> V66-V615 RALEIGH/DURHAM (RDU) VORTAC, NC TO DUFFI, NC MEA 2600.\$
 144245 ==> \$
 144245 ==> !FDC 2/9160 ZDC FI/T ROUTE ZDC ZNY.\$

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144245 ==> V276 YARDLEY (ARD) VORTAC, PA TO HIKES, PA MEA 2400.\$
 144245 ==> \$
 144245 ==> !FDC 2/0779 ZDC FI/T ROUTE ZDC ZJX.\$
 144245 ==> V1 WALLO, NC TO KINSTON (ISO) VORTAC, NC MEA 2000 NORTHEAST\$
 144245 ==> BOUND, 7000 SOUTHWEST BOUND.\$
 144245 ==> \$
 144245 ==> !FDC 1/6386 ZDC PART 1 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC\$
 144245 ==> EFFECTIVE 1111300501 UTC UNTIL FURTHER NOTICE.\$
 144245 ==> THIS NOTICE REPLACES NOTAM 0/4965 DUE TO FLIGHT PLAN REQUIREMENT \$
 144245 ==> CHANGE. \$
 144245 ==> PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION \$
 144245 ==> (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AND IN 14 CFR \$
 144245 ==> SECTION 93.339 AS 'NATIONAL DEFENSE AIRSPACE'. PILOTS WHO DO NOT \$
 144245 ==> ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND \$144245
 ==> INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. ANY OF THE \$
 144245 ==> FOLLOWING ADDITIONAL ACTIONS MAY ALSO BE TAKEN AGAINST A PILOT WHO \$
 144245 ==> DOES NOT COMPLY WITH THE REQUIREMENTS OR ANY SPECIAL INSTRUCTIONS OR \$
 144245 ==> PROCEDURES ANNOUNCED IN THIS NOTAM: A) THE FAA MAY TAKE \$
 144245 ==> ADMINISTRATIVE ACTION, INCLUDING IMPOSING CIVIL PENALTIES AND THE \$
 144245 ==> SUSPENSION OR REVOCATION OF AIRMEN CERTIFICATES; OR B) THE UNITED \$
 144245 ==> STATES GOVERNMENT MAY PURSUE CRIMINAL CHARGES, INCLUDING CHARGES \$

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144245 ==> UNDER TITLE 49 OF THE UNITED STATES CODE, SECTION 46307; OR C) THE \$
 144245 ==> UNITED STATES GOVERNMENT MAY USE DEADLY FORCE AGAINST THE AIRBORNE \$
 144245 ==> AIRCRAFT, IF IT IS DETERMINED THAT THE AIRCRAFT POSES AN IMMINENT \$
 144245 ==> SECURITY THREAT. PURSUANT TO 14 CFR SECTIONS 99.7, SPECIAL SECURITY \$144245 ==>
 INSTRUCTIONS AND 91.139, EMERGENCY AIR TRAFFIC RULES, FLIGHT \$
 144245 ==> OPERATIONS ARE PROHIBITED: WITHIN THE LEESBURG MANEUVERING AREA \$
 144245 ==> END PART 1 OF 7\$
 144245 ==> !FDC 1/6386 ZDC PART 2 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC\$
 144245 ==> EXCEPT AS SPECIFIED BELOW, AND/OR UNLESS AUTHORIZED BY THE AIR \$

144245 ==> TRAFFIC SECURITY COORDINATOR AT THE NATIONAL CAPITAL REGION \$
 144245 ==> COORDINATION CENTER (NCRCC). PART I. OVERVIEW. A. THE PROCEDURES AS \$144245 ==>
 DESCRIBED BELOW ARE SUPPLEMENTAL TO 14 CFR PART 93 AND THE \$
 144245 ==> CORRESPONDING SUPPLEMENTAL NOTAM ISSUED FOR OPERATIONS WITHIN THE\$
 144245 ==> DC SFRA. THEY DO NOT AUTHORIZE AIRCRAFT TO CONDUCT ANY OTHER FLIGHT \$144245
 ==> OPERATIONS OUTSIDE OF THE LEESBURG MANEUVERING AREA. ALL AIRCRAFT \$
 144245 ==> OPERATING OUTSIDE OF THE LEESBURG MANEUVERING AREA, WITHIN THE \$
 144245 ==> WASHINGTON DC SPECIAL FLIGHT RULES AREA (DC SFRA), MUST COMPLY WITH \$144245
 ==> ALL THE PROCEDURES PROSCRIBED WITHIN 14 CFR PART 93 AND THE \$
 144245 ==> SUPPLEMENTAL NOTAM FOR THE DC SFRA. B. THE LEESBURG MANEUVERING AREA \$
 144245 ==> IS THE AREA DEFINED AS WITHIN THE DC SFRA AND IS THE AIRSPACE AROUND \$

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144245 ==> THE LEESBURG EXECUTIVE AIRPORT (JYO) BOUNDED BY A LINE BEGINNING AT \$144245 ==>
 THE WASHINGTON /DCA/ VOR/DME 299 DEGREE RADIAL AT 30 NM \$
 144245 ==> 390139.1N/0773826.7W, THENCE CLOCKWISE ALONG THE DCA 30 NM ARC TO THE\$
 144245 ==> 391242N/0772930W OR THE ARMEL /AML/ VORTAC 004 DEGREE RADIAL AT 16.6\$144245
 ==> NM, THENCE SOUTH VIA A LINE DRAWN TO THE 390303N/0772837W OR THE \$
 144245 ==> ARMEL /AML/ VORTAC 004 DEGREE RADIAL AT 7 NM, THENCE COUNTERCLOCKWISE\$
 144245 ==> ALONG THE AML 7 NM ARC TO THE AML 331 DEGREE RADIAL AT 7 NM \$
 144245 ==> 390139.3N/0773325.5W, THENCE WEST VIA A LINE DRAWN TO THE POINT OF \$
 144245 ==> END PART 2 OF 7\$
 144245 ==> !FDC 1/6386 ZDC PART 3 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC\$
 144245 ==> BEGINNING. PART II. OPERATING REQUIREMENTS IN THE LEESBURG \$
 144245 ==> MANEUVERING AREA: A. FLIGHT OPERATIONS, INCLUDING ULTRA LIGHT \$
 144245 ==> VEHICLES AND UNMANNED AIRCRAFT SYSTEMS (UAS), EACH AIRCRAFT MUST: 1. \$
 144245 ==> BE EQUIPPED WITH AT LEAST ONE OPERABLE TWO-WAY RADIO CAPABLE OF \$
 144245 ==> COMMUNICATING WITH POTOMAC TRACON (PCT) ON APPROPRIATE RADIO \$
 144245 ==> FREQUENCIES. 2. BE EQUIPPED WITH AN OPERATING TRANSPONDER WITH \$
 144245 ==> AUTOMATIC ALTITUDE REPORTING CAPABILITY AS SPECIFIED UNDER 14 CFR \$
 144245 ==> SECTION 91.215. 3. MONITOR VHF GUARD 121.5 OR UHF GUARD 243.0, IF \$
 144245 ==> ABLE. 4. SQUAWK THE ATC ASSIGNED TRANSPONDER CODE OR APPROPRIATE \$

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144245 ==> LEESBURG MOVEMENT AREA BEACON CODE AT ALL TIMES. CODE 1200 IS NOT \$
 144245 ==> PERMITTED AT ANY TIME WITHIN THE LEESBURG MANEUVERING AREA OR SFRA. \$144245
 ==> B. EXCEPT FOR FAA APPROVED DOD, FAA APPROVED LAW ENFORCEMENT, AND \$
 144245 ==> WAIVERED LIFEGUARD/AIR AMBULANCE OPERATIONS FLIGHTS, ALL AIRCRAFT \$
 144245 ==> OPERATING UNDER VISUAL FLIGHT RULES ARE RESTRICTED TO AN INDICATED \$
 144245 ==> AIRSPEED OF 180 KNOTS OR LESS. IF UNABLE, THE PILOT MUST CONTACT \$
 144245 ==> POTOMAC TRACON ON (PCT) AND ADVISE THEM OF THE AIRCRAFT'S OPERATIONAL\$
 144245 ==> LIMITATIONS PRIOR TO ENTERING THE LMA OR SFRA. PART III. VFR DC SFRA\$144245 ==>
 OPERATIONS AT JYO. A. EGRESS/ INGRESS PROCEDURES FOR JYO. 1. EGRESS \$144245 ==> PROCEDURES
 FOR LEESBURG MANEUVERING AREA 1) AIRCRAFT MUST SQUAWK \$
 144245 ==> TRANSPONDER CODE 1226 2) PILOTS DEPARTING JYO MUST ANNOUNCE THE \$
 144245 ==> END PART 3 OF 7\$

144245 ==> !FDC 1/6386 ZDC PART 4 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC\$
 144245 ==> AIRCRAFT CALL SIGN, AIRCRAFT TYPE AND INTENDED DEPARTURE RUNWAY ON \$
 144245 ==> THE PUBLISHED CTAF PRIOR TO DEPARTURE. 3) PILOTS MUST EXIT THE \$
 144245 ==> LEESBURG MANEUVERING AREA VIA THE MOST DIRECT LATERAL ROUTE WHILE \$
 144245 ==> AVOIDING THE SFRA. 4) PILOTS NEED NOT COMMUNICATE WITH POTOMAC TRACON\$
 144245 ==> (PCT) UNLESS OTHERWISE DIRECTED. 2. INGRESS PROCEDURES FOR LEESBURG \$144245 ==>
 MANEUVERING AREA 1) AIRCRAFT MUST SQUAWK TRANSPONDER CODE 1227 PRIOR \$

(Page 77):

144245 ==> TO ENTERING THE LEESBURG MANEUVERING AREA TO INDICATE THE PILOT'S \$
 144245 ==> INTENT TO LAND AT JYO. 2) BEFORE ENTERING THE LEESBURG MANEUVERING \$
 144245 ==> AREA, PILOTS MUST ANNOUNCE THE AIRCRAFT CALL SIGN, AIRCRAFT TYPE AND \$
 144245 ==> RUNWAY OF INTENDED LANDING ON THE PUBLISHED CTAF. 3) PILOTS MUST \$
 144245 ==> ENTER THE LEESBURG MANEUVERING AREA VIA THE MOST DIRECT ROUTE. 4) \$
 144245 ==> PILOTS NEED NOT COMMUNICATE WITH POTOMAC TRACON (PCT) UNLESS \$
 144245 ==> OTHERWISE DIRECTED. B. TRAFFIC PATTERN OPERATIONS AT JYO. 1. PILOTS \$144245 ==>
 WISHING TO CONDUCT TRAFFIC PATTERN OPERATIONS AT JYO MUST: 1) FILE A \$
 144245 ==> DC SFRA FLIGHT PLAN. 2) OBTAIN AND SQUAWK THE ASSIGNED TRANSPONDER \$
 144245 ==> CODE FROM POTOMAC TRACON (PCT). 3) ESTABLISH AND MAINTAIN TWO-WAY \$
 144245 ==> RADIO COMMUNICATIONS ON THE PUBLISHED CTAF FREQUENCY. 4) OBTAIN ATC \$144245
 ==> AUTHORIZATION TO PERFORM PRACTICE APPROACHES FROM POTOMAC TRACON \$
 144245 ==> (PCT); AUTHORIZATIONS WILL BE WORKLOAD PERMITTING. PART IV. RADIO OR \$
 144245 ==> TRANSPONDER FAILURE: 1. ANY PERSON OPERATING AN AIRCRAFT UNDER VFR \$
 144245 ==> END PART 4 OF 7\$
 144245 ==> !FDC 1/6386 ZDC PART 5 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC\$
 144245 ==> WITHIN THE DC SFRA WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH \$144245
 ==> THE REQUIREMENT TO MAINTAIN RADIO CONTACT WITH ATC SHALL IMMEDIATELY \$

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144245 ==> CHANGE THE TRANSPONDER CODE TO 7600 AND EXIT THE DC SFRA BY THE MOST \$
 144245 ==> DIRECT LATERAL ROUTE OR IF THE AIRCRAFT DEPARTURE POINT IS CLOSER, \$
 144245 ==> RETURN TO THE DEPARTURE POINT BY THE MOST DIRECT ROUTE. THESE \$
 144245 ==> PROCEDURES DO NOT AUTHORIZE PENETRATION OF RESTRICTED OR PROHIBITED \$144245
 ==> AIRSPACE. 2. ANY PERSON OPERATING AN AIRCRAFT UNDER IFR WITHIN THE DC\$
 144245 ==> SFRA WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE \$
 144245 ==> REQUIREMENT TO MAINTAIN RADIO CONTACT WITH ATC SHALL CONTINUE THE \$
 144245 ==> FLIGHT VIA THE TWO-WAY RADIO COMMUNICATIONS FAILURE PROCEDURES FOUND \$
 144245 ==> IN THE FAA AERONAUTICAL INFORMATION MANUAL. THESE PROCEDURES DO NOT \$144245
 ==> AUTHORIZE PENETRATION OF RESTRICTED OR PROHIBITED AIRSPACE. 3. ANY \$
 144245 ==> PERSON OPERATING AN AIRCRAFT WITHIN THE DC SFRA WHO BECOMES AWARE OF \$
 144245 ==> AN INABILITY TO COMPLY WITH THE REQUIREMENT TO CONTINUOUSLY SQUAWK \$
 144245 ==> THE ATC ASSIGNED TRANSPONDER CODE MUST IMMEDIATELY ADVISE ATC AND \$
 144245 ==> COMPLY WITH ALL INSTRUCTIONS FROM ATC. IF UNABLE TO CONTACT ATC, \$
 144245 ==> PILOTS SHALL FOLLOW THE PROCEDURES LISTED IN PART IV PARAGRAPH 1 AND \$
 144245 ==> 2 ABOVE. THESE PROCEDURES DO NOT AUTHORIZE PENETRATION OF RESTRICTED \$

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144245 ==> AREAS OR PROHIBITED AREAS. PART V. DEFINITION: FOR PURPOSES OF THIS \$144245 ==> NOTAM, A DC SFRA FLIGHT PLAN IS DEFINED IN 14 CFR PART 93.335. PART \$144245 ==> END PART 5 OF 7\$
144245 ==> !FDC 1/6386 ZDC PART 6 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC\$
144245 ==> VI. INFORMATION: 1) DIRECT ANY QUESTIONS ON THE LEESBURG MANEUVERING \$
144245 ==> AREA OR DC SFRA TO THE FAA REPRESENTATIVE AT THE NATIONAL CAPITAL \$
144245 ==> REGION COORDINATION CENTER (NCRCC), TELEPHONE 866-598-9522. 2) \$
144245 ==> INFORMATION ABOUT WAIVER APPLICATIONS AND TSA SECURITY AUTHORIZATIONS\$
144245 ==> CAN BE FOUND AT \$
144245 ==> [HTTP://WWW.TSA.GOV/WHAT_WE_DO/TSNM/GENERAL_AVIATION/AIRSPACE_WAIVERS.\\$](http://WWW.TSA.GOV/WHAT_WE_DO/TSNM/GENERAL_AVIATION/AIRSPACE_WAIVERS.$)
144245 ==> SHTM (CASE SENSITIVE USE LOWER CASE ONLY) OR BY CONTACTING TSA AT \$
144245 ==> (571) 227-2071. INDIVIDUALS MAY SUBMIT A REQUEST FOR A FAA WAIVER AT \$
144245 ==> [HTTPS://WAIVER.C3.FAA.GOV](https://waiver.c3.faa.gov). 3) THE TRANSPONDER REQUIREMENTS DESCRIBED \$
144245 ==> IN THIS NOTICE ARE SOLELY FOR SECURITY TRACKING PURPOSES AND DO NOT \$144245 ==> IMPLY ATC RADAR SERVICES, UNLESS ATC SERVICES ARE REQUESTED AND \$
144245 ==> APPROVED. 4) THE COMMUNICATIONS REQUIREMENTS DESCRIBED IN THIS NOTICE\$

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144245 ==> ARE FOR MAINTAINING THE ABILITY TO IMMEDIATELY COMMUNICATE \$
144245 ==> SECURITY-BASED INSTRUCTIONS, NOT FOR ATC SERVICES, UNLESS ATC \$
144245 ==> SERVICES ARE REQUESTED AND APPROVED. 5) IT IS STRONGLY RECOMMENDED \$
144245 ==> THAT ALL PILOTS FLYING UNDER VISUAL FLIGHT RULES (VFR) WITHIN 100 NM \$
144245 ==> OF THE DCA VOR/DME COMPLETE SPECIAL AWARENESS TRAINING FOR THE \$
144245 ==> WASHINGTON DC METROPOLITAN AREA, THIS TRAINING IS MANDATORY FOR ALL \$144245
==> PILOTS THAT FLY UNDER VFR WITHIN 60 NM OF THE DCA VOR/DME (14 CFR \$
144245 ==> PARTS 61 AND 91, EFFECTIVE FEBRUARY 9, 2009). THIS TRAINING IS \$
144245 ==> END PART 6 OF 7\$
144245 ==> !FDC 1/6386 ZDC PART 7 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC\$
144245 ==> AVAILABLE IN THE AVIATION LEARNING CENTER AT \$
144245 ==> [HTTP://WWW.FAASAFETY.GOV.\\$](http://WWW.FAASAFETY.GOV.$)
144245 ==> END PART 7 OF 7\$
144245 ==> \$
144245 ==> !FDC 1/1155 ZDC DC .. FLIGHT RESTRICTIONS, WASHINGTON, DC.\$
144245 ==> EFFECTIVE 1101102040 UTC UNTIL FURTHER NOTICE. \$
144245 ==> THIS NOTICE WILL REPLACE NOTAM 0/9463 DUE TO TECHNICAL ERROR, NO \$
144245 ==> CHANGES IN RESTRICTIONS. \$
144245 ==> PURSUANT TO TITLE 14 CFR SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS.\$
144245 ==> A. EXCEPT FOR FAA APPROVED DOD, LAW ENFORCEMENT, AND WAIVERED \$

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144245 ==> LIFEGUARD/AIR AMBULANCE FLIGHTS, ALL VFR AIRCRAFT OPERATIONS\$
144245 ==> WITHIN 30NM OF 385134N/0770211W OR THE WASHINGTON /DCA/ VOR/DME,\$
144245 ==> FROM THE SURFACE UP TO BUT NOT INCLUDING FL180, ARE RESTRICTED\$

144245 ==> TO AN INDICATED AIRSPEED OF 180 KNOTS OR LESS, IF CAPABLE. IF \$
 144245 ==> UNABLE, THE PILOT MUST CONTACT THE APPROPRIATE ATC FACILITY AND \$
 144245 ==> ADVISE THEM OF THE AIRCRAFT'S OPERATIONAL LIMITATIONS. \$
 144245 ==> B. ALL VFR AIRCRAFT OPERATIONS WITHIN THE AIRSPACE BETWEEN 30 NMR \$
 144245 ==> AND 60 NMR OF 385134N/0770211W OR THE WASHINGTON /DCA/ VOR/DME, \$
 144245 ==> FROM THE SURFACE UP TO BUT NOT INCLUDING FL180, ARE RESTRICTED TO \$144245 ==>
 AN INDICATED AIRSPEED OF 230 KNOTS OR LESS, IF CAPABLE. IF UNABLE \$144245 ==> THE PILOT MUST
 CONTACT THE APPROPRIATE ATC FACILITY AND ADVISE \$
 144245 ==> THEM OF THE AIRCRAFT'S OPERATIONAL LIMITATIONS PRIOR TO ENTERING \$
 144245 ==> THE 60 NMR OF THE WASHINGTON /DCA/ VOR/DME. \$
 144245 ==> \$
 144245 ==> !FDC 0/8326 ZDC PART 1 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$
 144245 ==> EFFECTIVE \$
 144245 ==> 1012010401 UTC UNTIL FURTHER NOTICE. THIS NOTICE WILL REPLACE NOTAM \$144245 ==>
 0/9477 DUE TO A CHANGE IN RESTRICTIONS. THIS NOTAM AND A NOTAM FOR \$
 144245 ==> THE LEESBURG MANEUVERING AREA SUPPLEMENT SUBPART V, 14 CFR PART 93 \$
 144245 ==> FOR THE WASHINGTON, D.C. SPECIAL FLIGHT RULES AREA (DC SFRA). \$
 144245 ==> PURSUANT TO 49 USC 40103(B), THE FAA HAS ESTABLISHED THE DC SFRA AREA \$

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144245 ==> AS 'NATIONAL DEFENSE AIRSPACE. ANY PERSON WHO DOES NOT COMPLY WITH \$
 144245 ==> THE REQUIREMENTS APPLICABLE TO THE DC SFRA MAY BE INTERCEPTED, \$
 144245 ==> DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. ANY \$144245
 ==> OF THE FOLLOWING ADDITIONAL ACTIONS MAY ALSO BE TAKEN AGAINST A PILOT \$
 144245 ==> WHO DOES NOT COMPLY WITH THE REQUIREMENTS OR ANY SPECIAL \$
 144245 ==> INSTRUCTIONS OR PROCEDURES ANNOUNCED IN THIS NOTAM: A) THE FAA MAY \$
 144245 ==> TAKE ADMINISTRATIVE ACTION, INCLUDING IMPOSING CIVIL PENALTIES AND \$
 144245 ==> THE SUSPENSION OR REVOCATION OF AIRMEN CERTIFICATES; B) THE UNITED \$
 144245 ==> STATES GOVERNMENT MAY PURSUE CRIMINAL CHARGES, INCLUDING CHARGES \$
 144245 ==> UNDER TITLE 49 OF THE UNITED STATES CODE, SECTION 46307; C) THE \$
 144245 ==> UNITED STATES GOVERNMENT MAY USE DEADLY FORCE AGAINST THE AIRBORNE \$
 144245 ==> AIRCRAFT, IF IT IS DETERMINED THAT THE AIRCRAFT POSES AN IMMINENT \$
 144245 ==> SECURITY THREAT. 1. THIS NOTICE SUPPLEMENTS THE DC SFRA WITH \$
 144245 ==> ADDITIONAL GUIDANCE AND INFORMATION. 2. APPLICATION OF DEFINITIONS IN \$
 144245 ==> SUBPART V, 14 CFR SECTION 93.335: A. THE DC FLIGHT RESTRICTED ZONE \$
 144245 ==> END PART 1 OF 10 \$
 144245 ==> !FDC 0/8326 ZDC PART 2 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$
 144245 ==> EFFECTIVE \$
 144245 ==> (DC FRZ) FLIGHT PLAN FULFILLS THE REQUIREMENT FOR A DC SFRA FLIGHT \$
 144245 ==> PLAN. A DC FRZ FLIGHT PLAN MUST BE FILED WITH FLIGHT SERVICE AT \$

(Page 83):

144245 ==> 866-225-7410. THE INITIATOR/PILOT MUST IDENTIFY THEMSELF AND USE THE \$
 144245 ==> CONFIDENTIAL PILOT IDENTIFICATION CODE OR THEIR WAIVER NUMBER. B. A \$144245 ==>
 DC SFRA FLIGHT PLAN DOES NOT FULFILL THE REQUIREMENTS FOR VISUAL \$
 144245 ==> FLIGHT RULES (VFR) OPERATIONS IN THE DC FRZ. A DC FRZ FLIGHT PLAN IS \$

144245 ==> REQUIRED FOR VFR OPERATIONS IN THE DC FRZ. C. PILOTS MAY NOT FILE A \$144245 ==> DC FRZ FLIGHT PLAN WHILE AIRBORNE. 3. ADDITIONS TO OPERATING IN THE \$144245 ==> DC SFRA 14 CFR SECTION 93.339: A. AIRCRAFT OPERATING IN THE DC SFRA \$144245 ==> MUST BE EQUIPPED WITH AN OPERABLE TWO WAY RADIO CAPABLE OF \$
 144245 ==> COMMUNICATING WITH ATC ON APPROPRIATE RADIO FREQUENCIES OR UNICOM. IT\$
 144245 ==> IS HIGHLY RECOMMENDED THAT A PILOT CONTINUOUSLY MONITOR VHF \$
 144245 ==> FREQUENCY 121.5 OR UHF FREQUENCY 243.0 FOR EMERGENCY INSTRUCTIONS \$
 144245 ==> WHEN OPERATING AN AIRCRAFT IN THE DC SFRA, EITHER IN AN AIRCRAFT THAT\$
 144245 ==> IS SUITABLY EQUIPPED, OR BY USE OF PORTABLE EQUIPMENT. B. ANY PERSON\$144245 ==> OPERATING AN AIRBORNE AIRCRAFT UNDER VFR WITHIN OR TRANSITING THE DC\$144245 ==> SFRA/FRZ WHO IS AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT\$144245 ==> TO MAINTAIN RADIO CONTACT WITH ATC MUST IMMEDIATELY SQUAWK 7600 AND \$144245 ==> EXIT THE DC SFRA/FRZ BY THE MOST DIRECT LATERAL ROUTE UNLESS; 1) THE \$

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144245 ==> DEPARTURE POINT IS WITHIN THE SFRA AND THE DEPARTURE POINT IS CLOSER \$
 144245 ==> END PART 2 OF 10\$
 144245 ==> !FDC 0/8326 ZDC PART 5 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$
 144245 ==> EFFECTIVE \$
 144245 ==> U.S. STATE AND LOCAL LAW ENFORCEMENT AIRCRAFT MUST OBTAIN AND COMPLY \$
 144245 ==> WITH AN FAA/TSA WAIVER FOR OPERATIONS WITHIN THE FRZ. E. DOD \$
 144245 ==> OPERATORS CONDUCTING VFR, ROTARY WING FLIGHTS WITHIN THE FRZ MUST \$
 144245 ==> CONTACT THE NCRCC AT 866-598-9525 PRIOR TO ENTERING THE FRZ. F. \$
 144245 ==> APPROVED DOD, LAW ENFORCEMENT, AND LIFEGUARD/AIR AMBULANCE OPERATORS \$
 144245 ==> MAY CONDUCT TRAINING/MAINTENANCE FLIGHTS WITHIN THE DC FRZ WITH PRIOR\$
 144245 ==> APPROVAL AND COORDINATION WITH THE TSA NCRCC AT 866-598-9520. THESE \$144245 ==> OPERATIONS ARE TO BE KEPT TO A MINIMUM CONSISTENT WITH FLIGHT SAFETY \$
 144245 ==> AND PILOT PROFICIENCY. G. THE FAA OFFICE OF SYSTEM OPERATIONS \$
 144245 ==> SECURITY MAY EXEMPT OPERATORS FROM RESTRICTIONS BASED ON SAFETY, \$
 144245 ==> CRITICALITY AND TIMELINESS OF THE MISSION REQUIREMENTS BEING \$
 144245 ==> PERFORMED. 5. ADDITIONS TO OPERATING IN THE DC FRZ 14 CFR SECTION \$
 144245 ==> 93.341, OPERATIONS AT RONALD REAGAN WASHINGTON NATIONAL AIRPORT \$

(Page 85):

144245 ==> (DCA): A. PART 121 AND 129 REGULARLY SCHEDULED AIR CARRIER FLIGHTS \$
 144245 ==> WITH TSA APPROVED AIRCRAFT OPERATOR STANDARD SECURITY PROGRAM, FULL \$144245 ==> ALL CARGO AIRCRAFT OPERATOR STANDARD SECURITY PROGRAM OR MODEL \$
 144245 ==> SECURITY PROGRAM (MSP) AND HAVE SPECIFIC AUTHORIZATION FROM THE \$
 144245 ==> DEPARTMENT OF TRANSPORTATION (DOT), MAY LAND AND DEPART RONALD REAGAN\$
 144245 ==> WASHINGTON NATIONAL AIRPORT (DCA) HEREIN REFERRED TO AS DCA APPROVED\$144245 ==> CARRIERS. B. DCA APPROVED AIR CARRIERS, OPERATING UNSCHEDULED, \$
 144245 ==> END PART 5 OF 10\$
 144245 ==> !FDC 0/8326 ZDC PART 6 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$
 144245 ==> EFFECTIVE \$
 144245 ==> CHARTER OR ADDITIONAL SECTIONS MAY OPERATE WITHOUT A WAIVER UNDER THE\$
 144245 ==> FOLLOWING CONDITIONS: 1) ALL OPERATIONS MUST BE CONDUCTED IN \$

144245 ==> ACCORDANCE WITH THEIR TSA AIRCRAFT OPERATORS STANDARD SECURITY \$
144245 ==> PROGRAM (AOSSP) AND MUST DEPART A TSA OR EQUIVALENT SCREENED TERMINAL\$
144245 ==> GATE. 2) THE TSA NCRCC MUST BE NOTIFIED BY TELEPHONE AT LEAST ONE \$
144245 ==> HOUR PRIOR TO DEPARTURE AT 866-598-9520. 3) UNSCHEDULED OPERATIONS AT\$
144245 ==> DCA REQUIRE A SLOT RESERVATION PER 14 CFR PART 93, SUBPART K. \$
144245 ==> ADDITIONAL INFORMATION MAY BE OBTAINED IN ADVISORY CIRCULAR (AC) \$

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144245 ==> 93-1. C. ALL OTHER FLIGHTS MUST OBTAIN AN FAA/TSA WAIVER OR DCA \$
144245 ==> ACCESS STANDARD SECURITY PROGRAM (DASSP) SECURITY AUTHORIZATION. \$
144245 ==> ELIGIBLE OPERATIONS FOR A FAA/TSA WAIVER ARE LIMITED TO: U.S. \$
144245 ==> GOVERNMENT OPERATIONS (GOV), ELECTED OFFICIALS (ELO), SPECIAL \$
144245 ==> OPERATIONS (SPO), DOD, LAW ENFORCEMENT, AIR AMBULANCE FLIGHTS OR TSA \$
144245 ==> AIRCRAFT OPERATORS STANDARD SECURITY PROGRAM (AOSSP). UNSCHEDULED \$
144245 ==> OPERATIONS AT DCA REQUIRE A SLOT RESERVATION PER 14 CFR PART 93, \$
144245 ==> SUBPART K. ADDITIONAL INFORMATION MAY BE OBTAINED IN ADVISORY \$
144245 ==> CIRCULAR (AC) 93-1. D. DOD AND FEDERALLY OWNED AND OPERATED AIRCRAFT \$
144245 ==> ON AN OPERATIONAL MISSION, WITH PRIOR FAA APPROVAL, MAY LAND AND \$
144245 ==> DEPART DCA WITHOUT A WAIVER. APPROVAL FROM THE FAA NCRCC MUST BE \$
144245 ==> OBTAINED AT LEAST ONE HOUR PRIOR TO DEPARTURE VIA TELEPHONE AT \$
144245 ==> END PART 6 OF 10\$
144245 ==> !FDC 0/8326 ZDC PART 7 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$
144245 ==> EFFECTIVE \$
144245 ==> 866-598-9522. D. DOD AND FEDERALLY OWNED AND OPERATED AIRCRAFT ON A \$144245
==> TRAINING OR FERRY FLIGHT MAY NOT LAND OR DEPART DCA UNLESS THE \$
144245 ==> OPERATOR HAS APPLIED AND RECEIVED AN FAA/TSA WAIVER. E. FOREIGN STATE\$
144245 ==> OR DIPLOMATIC AIRCRAFT ARE NOT AUTHORIZED TO LAND OR DEPART AT DCA. \$

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144245 ==> 6. ADDITIONS TO OPERATING IN THE DC FRZ 14 CFR SECTION 93.341, \$
144245 ==> OPERATIONS AT ANDREWS AFB (ADW) AND DAVISON ARMY AIRFIELD (DAA): A. \$144245
==> DOD OWNED AND OPERATED AIRCRAFT MAY OPERATE AT ADW OR DAA WITHOUT AN \$
144245 ==> FAA/TSA WAIVER AND ARE RESPONSIBLE FOR THE SECURITY OF THEIR \$
144245 ==> AIRCRAFT, CREW AND PASSENGERS. B. FEDERALLY OWNED AND OPERATED \$
144245 ==> AIRCRAFT MAY OPERATE AT ADW OR DAA WITHOUT AN FAA/TSA WAIVER. THESE \$144245
==> APPROVED GOVERNMENT OPERATORS ARE RESPONSIBLE FOR THE SECURITY OF \$
144245 ==> THEIR AIRCRAFT, CREW AND PASSENGERS AND ARE REQUIRED TO NOTIFY THE \$
144245 ==> FAA NCRCC ONE HOUR PRIOR TO DEPARTURE AT 866-598-9522. C. DCA \$
144245 ==> APPROVED CARRIERS, OPERATING UNSCHEDULED OR CHARTER FLIGHTS INTO ADW \$
144245 ==> OR DAA, IN SUPPORT OF U.S. GOVERNMENT OPERATIONS MAY OPERATE WITHOUT \$
144245 ==> A WAIVER UNDER THE FOLLOWING CONDITIONS: 1) ALL OPERATIONS MUST BE \$
144245 ==> CONDUCTED IN ACCORDANCE WITH THEIR TSA AIRCRAFT OPERATORS STANDARD \$
144245 ==> SECURITY PROGRAM (AOSSP), INCLUDING DEPARTING FROM A TSA OR \$
144245 ==> EQUIVALENT SCREENED TERMINAL. 2) NOTIFICATION TO THE TSA NCRCC VIA \$
144245 ==> TELEPHONE AT 866-598-9520 IS REQUIRED AT LEAST ONE HOUR PRIOR TO \$
144245 ==> END PART 7 OF 10\$
144245 ==> !FDC 0/8326 ZDC PART 8 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$

144245 ==> EFFECTIVE \$

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144245 ==> DEPARTURE. D. AN FAA/TSA WAIVER IS REQUIRED FOR ALL STATE, LOCAL \$
144245 ==> GOVERNMENT AIRCRAFT, DOD CONTRACT (INCLUDING CONTRACT AIRCRAFT USING \$
144245 ==> MILITARY CALL SIGNS), ON DEMAND PASSENGER OR CARGO OPERATIONS \$
144245 ==> INCLUDING ALL PART 121, 125, 129, 135 FLIGHTS LANDING AND DEPARTING \$144245 ==>
ADW OR DAA NOT LISTED AS A DCA APPROVED CARRIER. NOTIFICATION TO THE \$
144245 ==> TSA NCRCC VIA TELEPHONE AT 866-598-9520 IS REQUIRED AT LEAST ONE HOUR\$
144245 ==> BEFORE DEPARTURE. E. 14 CFR SECTION 93.341 (C)(4) STATES THAT PRIOR \$144245 ==>
PERMISSION MAY BE REQUIRED TO LAND OR DEPART ANDREWS AIR FORCE BASE, \$
144245 ==> MD (ADW) OR DAVISON ARMY AIRFIELD (DAA). A PRIOR PERMISSION REQUIRED \$
144245 ==> (PPR) APPROVAL DOES NOT AUTHORIZE ENTRY INTO THE FRZ OR SUPERSEDE THE\$
144245 ==> REQUIREMENTS OF THIS NOTAM. F. FOREIGN OPERATED MILITARY OR FOREIGN \$144245
==> STATE AIRCRAFT OPERATIONS WITH A U.S. STATE DEPARTMENT DIPLOMATIC \$
144245 ==> CLEARANCE, AND A PPR, MAY LAND AND DEPART ONLY AT ADW WITHIN THE DC \$144245
==> FRZ. DAA IS NOT AUTHORIZED FOR ARRIVAL OR DEPARTURE OF FOREIGN \$
144245 ==> DIPLOMATIC FLIGHTS. 7. IN SUBPART V, 14 CFR SECTION 93.343 (A)(2) A \$144245 ==> DC
SFRA FLIGHT PLAN WILL NOT FULFILL THE REQUIREMENTS OF A DC FRZ \$

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144245 ==> FLIGHT PLAN. 8. RESOURCES: A. THE CODE OF FEDERAL REGULATIONS CAN BE \$
144245 ==> FOUND ON THE GOVERNMENT PRINTING OFFICE WEBSITE AT A. \$
144245 ==> [HTTP://WWW.GPOACCESS.GOV/CFR/INDEX.HTML](http://www.gpoaccess.gov/cfr/index.html). B. DIRECT ANY PILOT \$
144245 ==> PROCEDURAL QUESTIONS ON THE DC SFRA OR FRZ TO FAA SYSTEM OPERATIONS \$144245
==> END PART 8 OF 10\$
144245 ==> !FDC 0/8326 ZDC PART 3 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$
144245 ==> EFFECTIVE \$
144245 ==> THAN THE SFRA BOUNDARY, THE PILOT MAY RETURN TO THE DEPARTURE POINT \$144245
==> BY THE MOST DIRECT ROUTE. 2) IF THE DEPARTURE POINT IS WITHIN THE FRZ\$
144245 ==> AND THE AIRCRAFT IS WITHIN 5 NM OF THE DEPARTURE POINT, THE PILOT \$
144245 ==> MAY RETURN TO THE DEPARTURE POINT BY THE MOST DIRECT ROUTE. \$
144245 ==> OTHERWISE, THE PILOT MUST EXIT THE FRZ VIA THE MOST DIRECT ROUTE. C. \$
144245 ==> ANY PERSON OPERATING AN AIRBORNE AIRCRAFT UNDER INSTRUMENT FLIGHT \$
144245 ==> RULES (IFR) WITHIN OR TRANSITING THE DC SFRA/FRZ WHO IS AWARE OF AN \$144245 ==>
INABILITY TO COMPLY WITH THE REQUIREMENT TO MAINTAIN RADIO CONTACT \$
144245 ==> WITH ATC MUST CONTINUE THE FLIGHT VIA THE TWO-WAY RADIO \$
144245 ==> COMMUNICATIONS FAILURE PROCEDURES FOUND IN THE FAA AERONAUTICAL \$
144245 ==> INFORMATION MANUAL (AIM) OR APPLICABLE FEDERAL AVIATION REGULATIONS \$144245
==> (FAR). D. AIRCRAFT DEPARTING AIRPORTS WITHIN THE SFRA WITH LIMITED \$

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144245 ==> TWO-WAY RADIO COMMUNICATIONS MUST ESTABLISH TWO-WAY COMMUNICATIONS AS\$
144245 ==> SOON AS FEASIBLE, NORMALLY WITHIN 2NM OF THE DEPARTURE POINT. E. \$

144245 ==> PATTERN WORK OPERATIONS AT NON-CONTROLLED TOWER AIRPORTS WITHIN THE \$144245 ==> SFRA (BUT NOT WITHIN THE DC FRZ) MUST BE CONDUCTED IN ACCORDANCE WITH\$
144245 ==> 14 CFR SECTION 93.339 (C) AND THE PROCEDURES SPECIFIED IN THE MOST \$
144245 ==> CURRENT POTOMAC TRACON LETTER TO AIRMEN ON THE SUBJECT. THE LETTER \$
144245 ==> CAN BE FOUND AT: \$
144245 ==> END PART 3 OF 10\$
144245 ==> !FDC 0/8326 ZDC PART 4 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$
144245 ==> EFFECTIVE \$
144245 ==> [HTTP://WWW.FAA.GOV/ABOUT/OFFICE_ORG/HEADQUARTERS_OFFICES/ATO/TRACON/P\\$](http://www.faa.gov/about/office_org/headquarters_offices/ato/tracon/p$)
144245 ==> CT/ \$
144245 ==> 4. ADDITIONS TO OPERATING IN THE DC FRZ 14 CFR SECTION 93.341. ALL \$
144245 ==> OPERATIONS ARE PROHIBITED WITHIN THE FRZ (INCLUDING TRANSIT) UNLESS \$144245 ==>
OUTLINED BELOW: A. THE FOLLOWING OPERATIONS ARE NOT AUTHORIZED WITHIN\$
144245 ==> THE DC FRZ: FLIGHT TRAINING, AEROBATIC FLIGHT, PRACTICE INSTRUMENT \$144245 ==>
APPROACHES, GLIDER OPERATIONS, PARACHUTE OPERATIONS, ULTRA LIGHT, \$
144245 ==> HANG GLIDING, BALLOON OPERATIONS, TETHERED BALLOONS, AGRICULTURE/CROP
(Page 91):

\$
144245 ==> DUSTING, ANIMAL POPULATION CONTROL FLIGHT OPERATIONS, BANNER TOWING \$144245
==> OPERATIONS, MAINTENANCE TEST FLIGHTS, MODEL AIRCRAFT OPERATIONS, \$
144245 ==> MODEL ROCKETRY, FLOAT PLANE OPERATIONS, UNMANNED AIRCRAFT SYSTEMS \$
144245 ==> (UAS) AND AIRCRAFT/HELICOPTERS OPERATING FROM A SHIP OR \$
144245 ==> PRIVATE/CORPORATE YACHT. B. IT IS HIGHLY RECOMMENDED THAT A PILOT \$
144245 ==> CONTINUOUSLY MONITOR VHF FREQUENCY 121.5 OR UHF FREQUENCY 243.0 FOR \$144245
==> EMERGENCY INSTRUCTIONS WHEN OPERATING AN AIRCRAFT IN THE DC FRZ, \$
144245 ==> EITHER IN AN AIRCRAFT THAT IS SUITABLY EQUIPPED, OR BY USE OF \$
144245 ==> PORTABLE EQUIPMENT. C. ALL AIR AMBULANCE FLIGHTS MUST OBTAIN AND \$
144245 ==> COMPLY WITH AN FAA/TSA WAIVER FOR OPERATIONS WITHIN THE FRZ. D. ALL \$144245 ==>
END PART 4 OF 10\$
144245 ==> !FDC 0/8326 ZDC PART 9 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$
144245 ==> EFFECTIVE \$
144245 ==> SECURITY AT 9-AWA-ATS-NCRCC@FAA.GOV. C. FOR THOSE WAIVERS AND \$
144245 ==> SECTIONS THAT REQUIRE NOTIFICATION TO THE TSA NCRCC CALL \$
144245 ==> 866-598-9520. D. FOR THOSE SECTIONS THAT REQUIRE NOTIFICATION TO THE \$
144245 ==> FAA NCRCC CALL 866-598-9522. E. THE LATEST POTOMAC TRACON LETTER TO \$144245 ==>
AIRMEN CAN BE FOUND AT: \$
144245 ==> [HTTP://WWW.FAA.GOV/ABOUT/OFFICE_ORG/HEADQUARTERS_OFFICES/ATO/TRACON/P\\$](http://www.faa.gov/about/office_org/headquarters_offices/ato/tracon/p$)

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144245 ==> CT/ \$
144245 ==> F. INFORMATION ABOUT WAIVER APPLICATIONS AND TSA SECURITY \$
144245 ==> AUTHORIZATIONS CAN BE FOUND AT \$
144245 ==> [HTTP://WWW.TSA.GOV/WHAT_WE_DO/TSNM/GENERAL_AVIATION/AIRSPACE_WAIVERS.\\$](http://www.tsa.gov/what_we_do/tsnm/general_aviation/airspace_waivers.$)
144245 ==> SHTM \$
144245 ==> (CASE SENSITIVE USE LOWER CASE ONLY) OR BY CONTACTING TSA AT (571) \$
144245 ==> 227-2071. INDIVIDUALS MAY SUBMIT A REQUEST FOR A FAA WAIVER AT \$

144245 ==> [HTTPS://WAIVER.C3.FAA.GOV](https://waiver.c3.faa.gov). G. AFTER NORMAL BUSINESS HOURS, FOR \$
 144245 ==> END PART 9 OF 10\$
 144245 ==> !FDC 0/8326 ZDC PART 10 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, \$
 144245 ==> EFFECTIVE \$
 144245 ==> EMERGENCY OR SHORT NOTICE REQUESTS, CONTACT TSA NCRCC AT \$
 144245 ==> 866-598-9520. H. FOR OPERATIONS IN THE DC FRZ PILOTS WITH A WAIVER OR\$
 144245 ==> CONFIDENTIAL PILOT IDENTIFICATION CODE, MUST CALL FLIGHT SERVICE AT \$144245 ==>
 866-225-7410 TO FILE A DC FRZ FLIGHT PLAN. I. INFORMATION ON U.S. \$
 144245 ==> DIPLOMATIC CLEARANCE AND LANDING AUTHORIZATION PROCEDURES CAN BE \$
 144245 ==> FOUND AT [HTTP://USEG.ORG/USEG.HTML](http://useg.org/useg.html). 9. IT IS STRONGLY RECOMMENDED \$
 144245 ==> THAT ALL PILOTS FLYING UNDER VISUAL FLIGHT RULES (VFR) WITHIN 100 NM \$
 144245 ==> OF THE DCA VOR/DME COMPLETE SPECIAL AWARENESS TRAINING FOR THE \$

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144245 ==> WASHINGTON DC METROPOLITAN AREA, THIS TRAINING IS MANDATORY FOR ALL \$144245
 ==> PILOTS THAT FLY UNDER VFR WITHIN 60 NM OF THE DCA VOR/DME (14 CFR \$
 144245 ==> PARTS 61 AND 91, EFFECTIVE FEBRUARY 9, 2009). THIS TRAINING IS \$
 144245 ==> AVAILABLE IN THE AVIATION LEARNING CENTER AT \$
 144245 ==> [HTTP://WWW.FAASAFETY.GOV](http://www.faa.gov).\$
 144245 ==> END PART 10 OF 10\$
 144245 ==> \$
 144245 ==> \$
 144245 ==> !FDC 2/2690 GEV FI/T IAP ASHE COUNTY, JEFFERSON, NC.\$
 144245 ==> LOC RWY 28, AMDT 2...\$
 144245 ==> NOTE: CIRCLING TO RWY 10 NA AT NIGHT.\$
 144245 ==> NOTE: STRAIGHT-IN AND CIRCLING RWY 28 PROCEDURES NA AT NIGHT.\$
 144245 ==> \$
 144245 ==> !FDC 3/3277 UKF FI/T ODP WILKES COUNTY, NORTH WILKESBORO, NC.\$
 144245 ==> TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...\$
 144245 ==> TAKE-OFF MINIMUMS: RWY 1, STANDARD WITH MINIMUM CLIMB OF 340'\$
 144245 ==> PER NM TO 5000.\$
 144245 ==> RWY 19, STANDARD WITH MINIMUM CLIMB OF 225' PER NM TO 3200.\$
 144245 ==> DEPARTURE PROCEDURES: RWY 1, CLIMB HEADING 005 TO 5000 BEFORE\$
 144245 ==> PROCEEDING ON COURSE.\$
 144245 ==> RWY 19, CLIMB HEADING 185 TO 3200 BEFORE PROCEEDING ON COURSE.\$
 144245 ==> \$

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144245 ==> !FDC 3/7514 MWK FI/T ODP MOUNT AIRY/SURRY COUNTY, MOUNT AIRY, NC.\$
 144245 ==> TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...\$
 144245 ==> DEPARTURE PROCEDURE NA, EXCEPT FOR AIRCRAFT EQUIPPED WITH\$
 144245 ==> SUITABLE RNAV SYSTEM WITH GPS. AZW NDB OTS.\$
 144245 ==> \$
 144245 ==> !FDC 2/5084 8A7 FI/T IAP TWIN LAKES, MOCKSVILLE, NC.\$
 144245 ==> RNAV (GPS) RWY 9, ORIG...\$
 144245 ==> LNAV MINIMUMS NA\$

144245 ==> DISREGARD 3.04 ANGLE/35 FT TCH.\$
 144245 ==> \$
 144245 ==> !FDC 3/8004 GSO PIEDMONT TRIAD INTERNATIONAL AIRPORT AIRSPACE ADS-B \$144245
 ==> SERVICES TISB AND FISB AVBL MARCH 15, 2012. TIS-B SERVICE IS \$
 144245 ==> AVAILABLE THROUGHOUT THE NAS WHERE THERE ARE BOTH ADEQUATE \$
 144245 ==> SURVEILLANCE COVERAGE (RADAR) AND BROADCAST COVERAGE FROM ADS-B \$
 144245 ==> GROUND STATIONS. REPORTS OF TIS-B AND FIS-B MALFUNCTIONS SHOULD BE \$
 144245 ==> REPORTED BY RADIO OR TELEPHONE TO THE NEAREST FSS FACILITY.\$
 144245 ==> \$
 144245 ==> !FDC 3/3901 GSO FI/T IAP PIEDMONT TRIAD INTL, GREENSBORO, NC.\$
 144245 ==> RNAV (GPS) RWY 5R, AMDT 2B...\$
 144245 ==> DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV CAT D\$
 144245 ==> VISIBILITY TO RVR 6000.\$
 144245 ==> LPV DA 1150/HAT 250 ALL CATS.\$

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144245 ==> LNAV MDA 1320/HAT 420 ALL CATS, VIS CAT C RVR 4000.\$
 144245 ==> \$
 144245 ==> !FDC 3/1497 GSO FI/P IAP PIEDMONT TRIAD INTL, GREENSBORO, NC.\$
 144245 ==> RNAV (GPS) RWY 5R, AMDT 2B...\$
 144245 ==> LNAV MDA 1320/HAT 420 ALL CATS, VIS CAT C RVR 4000.\$
 144245 ==> CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.\$
 144245 ==> THIS IS RNAV (GPS) RWY 5R, AMDT 2C.\$
 144245 ==> \$
 144245 ==> !FDC 3/1494 GSO FI/P IAP PIEDMONT TRIAD INTL, GREENSBORO, NC.\$
 144245 ==> ILS OR LOC RWY 14, AMDT 18B...\$
 144245 ==> S-ILS 14 DA 1125 ALL CATS.\$
 144245 ==> S-LOC 14 MDA 1380/HAT 455 ALL CATS.\$
 144245 ==> CHART TDZE 925.\$
 144245 ==> THIS IS ILS OR LOC RWY 14, AMDT 18C.\$
 144245 ==> \$
 144245 ==> !FDC 3/1493 GSO FI/P IAP PIEDMONT TRIAD INTL, GREENSBORO, NC.\$
 144245 ==> VOR RWY 5R, AMDT 13A...\$
 144245 ==> MISSED APPROACH:\$
 144245 ==> CLIMB TO 1600 THEN CLIMBING LEFT TURN TO 3100 ON HEADING 330\$
 144245 ==> AND GSO R-360 TO MAYOS/GSO 16.9 DME AND HOLD.\$
 144245 ==> CHART NOTE: DME REQUIRED.\$
 144245 ==> CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.\$

(Page 96):

144245 ==> THIS IS VOR RWY 5R, AMDT 13B.\$
 144245 ==> \$
 144245 ==> !FDC 2/7814 GSO FI/T IAP PIEDMONT TRIAD INTL, GREENSBORO, NC.\$
 144245 ==> ILS OR LOC RWY 23L, AMDT 9B...\$
 144245 ==> S-ILS 23L DA 1239/HAT 353, VIS RVR 5000 ALL CATS.\$
 144245 ==> TEMPORARY CRANE 1102 MSL 1191 SE OF RWY 23L\$

144245 ==> EXCEPT WHEN ADVISED BY ATCT THAT THIS CRANE IS\$
 144245 ==> DOWN.\$
 144245 ==> \$
 144245 ==> !FDC 2/7813 GSO FI/T IAP PIEDMONT TRIAD INTL, GREENSBORO, NC.\$
 144245 ==> ILS RWY 23L (CAT II), AMDT 9B...\$
 144245 ==> S-ILS 23L NA.\$
 144245 ==> EXCEPT WHEN ADVISED BY ATC THAT THIS CRANE IS\$
 144245 ==> DOWN.\$
 144245 ==> TEMPORARY CRANE 1102 MSL 1191 FT SE OF RWY 23L.\$
 144245 ==> \$
 144245 ==> !FDC 2/7812 GSO FI/T IAP PIEDMONT TRIAD INTL, GREENSBORO, NC.\$
 144245 ==> RNAV (GPS) RWY 23L, AMDT 2B...\$
 144245 ==> LPV DA 1255/HAT 369, VIS RVR 5000 ALL CATS.\$
 144245 ==> LNAV/VNAV DA 1313/HAT 427, VIS RVR 5000 ALL CATS.\$
 144245 ==> LNAV MDA 1420/HAT 534 ALL CATS, VIS CAT C/D RVR 5500.\$
 144245 ==> EXCEPT WHEN ADVISED BY ATC THAT THIS CRANE IS\$

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144245 ==> DOWN.\$
 144245 ==> TEMPORARY CRANE 1102 MSL 1191 FT SE OF RWY 23L.\$
 144245 ==> \$
 144245 ==> !FDC 2/7811 GSO FI/T IAP PIEDMONT TRIAD INTL, GREENSBORO, NC.\$
 144245 ==> VOR/DME RWY 23L, AMDT 10A...\$
 144245 ==> S-23L MDA 1400/HAT 514 ALL CATS. VIS CAT A/B RVR 5000, CAT C/D\$
 144245 ==> RVR 5500.\$
 144245 ==> TEMPORARY CRANE 1102 MSL 1191 SE OF RWY 23L\$
 144245 ==> EXCEPT WHEN ADVISED BY ATCT THAT THIS CRANE IS\$
 144245 ==> DOWN.\$
 144245 ==> \$
 144245 ==> !FDC 2/2977 BUY FI/T ODP BURLINGTON-ALAMANCE RGNL, BURLINGTON, NC.\$
 144245 ==> TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...\$
 144245 ==> TAKEOFF MINIMUMS: RWY 6, 300-1 1/4 OR STANDARD WITH MINIMUM\$
 144245 ==> CLIMB OF 259 406 FT FROM DER, 76 FT RIGHT\$
 144245 ==> OF CENTERLINE, 95 FT AGL/717 FT MSL.\$
 144245 ==> RWY 24, TREES BEGINNING 115 FEET FROM END OF RUNWAY, 365 FEET\$
 144245 ==> LEFT OF CENTERLINE UP TO 99 FEET AGL/689 FEET MSL. POWER POLE \$
 144245 ==> 702FT PER NM TO 900.\$
 144245 ==> DEPARTURE PROCEDURE: RWY 24, CLIMB HEADING 240 TO 1200 BEFORE\$
 144245 ==> TURNING LEFT.\$
 144245 ==> NOTE: RWY 6, TREES 1107 FT FROM DER, 483 FT LEFT OF CENTERLINE,\$

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144245 ==> UP TO 100 FT AGL/704 FT MSL. TOWER 3 FEET FROM END OF RUNWAY, 384 FEET \$
 144245 ==> LEFT OF CENTERLINE UP TO\$
 144245 ==> 36 FEET AGL/636 FEET MSL.\$
 144245 ==> ALL OTHER DATA REMAINS AS PUBLISHED.\$
 144245 ==> \$

144245 ==> !FDC 2/2969 BUY FI/T IAP BURLINGTON-ALAMANCE RGNL, BURLINGTON, NC.\$
 144245 ==> GPS RWY 24, AMDT 1B...\$
 144245 ==> S-24 NA.\$
 144245 ==> \$
 144245 ==> !FDC 2/9817 5W8 FI/T IAP SILER CITY MUNI, SILER CITY, NC.\$
 144245 ==> VOR OR GPS A, AMDT 2...\$
 144245 ==> CHANGE TERMINAL ROUTE TO READ: GREENSBORO (GSO) VORTAC TO\$
 144245 ==> LIBERTY (LIB) VORTAC (NOPT).\$
 144245 ==> \$
 144245 ==> !FDC 2/6898 IGX FI/T IAP HORACE WILLIAMS, CHAPEL HILL, NC.\$
 144245 ==> RNAV (GPS) RWY 27, ORIG...\$
 144245 ==> MISSED APPROACH: CLIMB TO 1300 THEN CLIMBING RIGHT TURN TO\$
 144245 ==> 2200 DIRECT DUHAM AND HOLD.\$
 144245 ==> PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT DUHAM ON V136\$
 144245 ==> NORTHBOUND.\$
 144245 ==> NOTE: PROCEDURE NA AT NIGHT.\$

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144245 ==> DISREGARD NOTE: GPS OR RNP-0.3 REQUIRED.\$
 144245 ==> \$
 144245 ==> !FDC 2/6897 IGX FI/T IAP HORACE WILLIAMS, CHAPEL HILL, NC.\$
 144245 ==> RNAV (GPS) RWY 9, ORIG...\$
 144245 ==> NOTE: PROCEDURE NA AT NIGHT.\$
 144245 ==> \$
 144245 ==> !FDC 2/6896 IGX FI/T IAP HORACE WILLIAMS, CHAPEL HILL, NC.\$
 144245 ==> VOR/DME RWY 27, AMDT 1...\$
 144245 ==> S-27 MDA 1360/HAT 868 ALL CATS. VIS CAT B 1 1/4, CAT C/D 2\$
 144245 ==> 1/2.\$
 144245 ==> CIRCLING MDA 1360/HAA 848 ALL CATS. VIS CAT A/B 1 1/4, CAT C\$
 144245 ==> 2 1/2, CAT D 2 3/4.\$
 144245 ==> NOTE: PROCEDURE NA AT NIGHT.\$
 144245 ==> DISTANCE DAANY TO THLD 5.08 NM.\$
 144245 ==> VERTICAL DESCENT ANGLE 2.91/TCH 40\$
 144245 ==> MISSED APPROACH: CLIMB TO 2300 THEN CLIMBING LEFT TURN TO 3100\$144245 ==>
 ON HEADING 180 AND RDU R-279 TO CHAPL INT/13 DME AND HOLD.\$
 144245 ==> CHANGE ALL REFERENCE TO TDZE TO THRE.\$
 144245 ==> THRE ELEVATION 492.\$
 144245 ==> \$
 144245 ==> !FDC 3/8064 RDU RALEIGH DURHAM INTERNATIONAL AIRPORT AIRSPACE ADS-B \$144245
 ==> SERVICES TISB AND FISB AVBL SEPTEMBER 14, 2012. TIS-B SERVICE IS \$

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144245 ==> AVAILABLE THROUGHOUT THE NAS WHERE THERE ARE BOTH ADEQUATE \$
 144245 ==> SURVEILLANCE COVERAGE (RADAR) AND BROADCAST COVERAGE FROM ADS-B \$
 144245 ==> GROUND STATIONS. REPORTS OF TIS-B AND FIS-B MALFUNCTIONS SHOULD BE \$
 144245 ==> REPORTED BY RADIO OR TELEPHONE TO THE NEAREST FSS FACILITY.\$

144245 ==> \$
 144245 ==> !FDC 3/7121 RDU FI/T STAR RALEIGH-DURHAM, RALEIGH, NC. \$
 144245 ==> ZODAS TWO ARRIVAL... \$
 144245 ==> PROCEDURE NOT AUTHORIZED\$
 144245 ==> \$
 144245 ==> !FDC 3/4670 RDU FI/T STAR RALEIGH-DURHAM, NC KAROO ONE ARRIVAL ALL \$
 144245 ==> AIRCRAFT LANDING RWY 23L/23R EXPECT RADAR VECTORS TO FINAL APPROACH \$144245
 ==> COURSE AFTER PAINS\$
 144245 ==> \$
 144245 ==> !FDC 3/4669 RDU FI/T STAR RALEIGH-DURHAM, NC.\$
 144245 ==> ALDAN ONE ARRIVAL...\$
 144245 ==> ALL AIRCRAFT LANDING RWY 23R EXPECT RADAR VECTORS TO FINAL\$
 144245 ==> APPROACH COURSE AFTER BUTTS\$
 144245 ==> \$
 144245 ==> !FDC 3/4668 RDU FI/T STAR RALEIGH-DURHAM, NC MALNR ONE ARRIVAL ALL \$
 144245 ==> AIRCRAFT LANDING RWY 5L/5R EXPECT RADAR VECTORS TO FINAL APPROACH \$
 144245 ==> COURSE AFTER OTTOS\$
 144245 ==> \$

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144245 ==> !FDC 3/1830 RDU FI/T IAP RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC.\$
 144245 ==> RNAV (RNP) Z RWY 5L, AMDT 1B...\$
 144245 ==> RNAV (RNP) Z RWY 5R, AMDT 1B...\$
 144245 ==> RNAV (RNP) Z RWY 23R, AMDT 1B...\$
 144245 ==> RNAV (RNP) Z RWY 23L, AMDT 1B...\$
 144245 ==> PROCEDURE NA.\$
 144245 ==> \$
 144245 ==> !FDC 3/1143 RDU FI/T STAR RALEIGH-DURHAM, RALEIGH, NC. \$
 144245 ==> FRAZI ONE ARRIVAL...\$
 144245 ==> PROCEDURE NOT AUTHORIZED WEF 1301100901\$
 144245 ==> \$
 144245 ==> !FDC 3/1142 RDU FI/T STAR RALEIGH-DURHAM, RALEIGH, NC. \$
 144245 ==> RASKL ONE ARRIVAL...\$
 144245 ==> PROCEDURE NOT AUTHORIZED WEF 1301100901\$
 144245 ==> \$
 144245 ==> !FDC 3/1135 RDU FI/T STAR RALEIGH-DURHAM, RALEIGH, NC. \$
 144245 ==> MEYER ONE ARRIVAL...\$
 144245 ==> PROCEDURE NOT AUTHORIZED WEF 1301100901\$
 144245 ==> \$
 144245 ==> !FDC 2/8442 RDU FI/T IAP RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC.\$
 144245 ==> VOR RWY 5R, AMDT 13C...\$
 144245 ==> S-5R MDA 960/HAT 539 ALL CATS.\$

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144245 ==> CHANGED MISSED APPROACH TO READ: CLIMBING RIGHT TURN TO 2600 ON\$144245
 ==> RDU R-087 TO ZEBUL INT AND HOLD.\$

144245 ==> VDP AT 2.42 DME ; DISTANCE VDP TO THLD 1.59 MILES.\$
 144245 ==> TEMPORARY CRANE 606 MSL 3594 FEET NE OF RWY 5R.\$
 144245 ==> \$
 144245 ==> !FDC 2/8441 RDU FI/T IAP RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC.\$
 144245 ==> RNAV (GPS) Y RWY 5R, AMDT 2...\$
 144245 ==> LPV DA 652/HATH 255 ALL CATS\$
 144245 ==> LNAV/VNAV DA 721/HATH 324, VIS RVR 3200 ALL CATS.\$
 144245 ==> CHANGE FOR INOP MALSR NOTE TO READ: FOR INOPERATIVE MALSR,\$
 144245 ==> INCREASE LNAV/VNAV ALL CATS VISIBILITY TO RVR 5000 AND LNAV CATS\$
 144245 ==> C/D\$
 144245 ==> VISIBILITY TO 1 3/8 MILE.\$
 144245 ==> UNLESS OTHERWISE AUTHORIZED BY AIR TRAFFIC CONTROL (ATC).\$
 144245 ==> TEMPORARY CRANE 606 MSL 3594 FEET NE OF RWY 5R.\$
 144245 ==> \$
 144245 ==> !FDC 2/8440 RDU FI/T IAP RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC.\$
 144245 ==> ILS OR LOC RWY 5R, AMDT 2B...\$
 144245 ==> S-ILS 5R DA 651/HATH 254 ALL CATS UNLESS OTHERWISE AUTHORIZED BY\$144245 ==>
 AIR TRAFFIC CONTROL (ATC).\$
 144245 ==> TEMPORARY CRANE 606 MSL 3594 FEET NE OF RWY 5R.\$

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144245 ==> \$
 144245 ==> !FDC 2/8439 RDU FI/T IAP RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC.\$
 144245 ==> RNAV (RNP) Z RWY 5L, AMDT 1B...\$
 144245 ==> RNP 0.15 DA 757/HAT 372 ALL CATS UNLESS OTHERWISE AUTHORIZED BY\$144245 ==>
 AIR TRAFFIC CONTROL (ATC).\$
 144245 ==> TEMPORARY CRANE 606 MSL 3594 FEET NE OF RWY 5R.\$
 144245 ==> \$
 144245 ==> !FDC 2/8438 RDU FI/T IAP RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC.\$
 144245 ==> RNAV (RNP) Z RWY 5R, AMDT 1B...\$
 144245 ==> RNP 0.30 DA 757/HAT 337, VIS RVR 4000 ALL CATS.\$
 144245 ==> CHANGE FOR INOPERATIVE MALSR TO READ: FOR INOPERATIVE MALSR,\$
 144245 ==> INCREASE RNP 0.30 VISIBILITY TO RVR 6000.\$
 144245 ==> UNLESS OTHERWISE AUTHORIZED BY AIR TRAFFIC CONTROL (ATC).\$
 144245 ==> TEMPORARY CRANE 606 MSL 3594 FEET NE OF RWY 5R.\$
 144245 ==> \$
 144245 ==> !FDC 2/8436 RDU FI/T IAP RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC.\$
 144245 ==> ILS RWY 5R (SA CAT I), AMDT 2B...\$
 144245 ==> ILS RWY 5R (SA CAT II, AMDT 2B...\$
 144245 ==> PROCEDURE NA UNLESS OTHERWISE AUTHORIZED BY AIR TRAFFIC CONTROL\$144245 ==>
 (ATC).\$
 144245 ==> TEMPORARY CRANE 606 MSL 3594 FEET NE OF RWY 5R.\$
 144245 ==> \$

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144245 ==> !FDC 1/0568 RDU FI/T STAR RALEIGH-DURHAM INTL, RALEIGH/DURHAM NC. \$

144245 ==> RASKL ONE ARRIVAL...CHANGE ALTITUDE ASSOCIATED WITH BUZZY TO.. AT \$
 144245 ==> 11000 FEET VICE AT OR ABOVE 11000 FEET\$
 144245 ==> \$
 144245 ==> !FDC 2/9734 JNX FI/T IAP JOHNSTON COUNTY, SMITHFIELD, NC.\$
 144245 ==> NDB RWY 3, AMDT 1...\$
 144245 ==> PROCEDURE TURN ALTITUDE: MINIMUM 1800.\$
 144245 ==> CHANGE MISSED APPROACH TO READ: CLIMB TO 1400 THEN CLIMBING\$
 144245 ==> RIGHT TURN TO 1800 DIRECT JN NDB AND HOLD.\$
 144245 ==> NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT\$
 144245 ==> AUTHORIZED.\$
 144245 ==> \$
 144245 ==> !FDC 2/9729 JNX FI/T IAP JOHNSTON COUNTY, SMITHFIELD, NC.\$
 144245 ==> RNAV (GPS) RWY 3, ORIG-A...\$
 144245 ==> LPV DA 397/HAT 250, VIS 3/4 ALL CATS.\$
 144245 ==> LNAV VIS CATS A,B 3/4.\$
 144245 ==> NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT\$
 144245 ==> AUTHORIZED.\$
 144245 ==> \$
 144245 ==> !FDC 2/9726 JNX FI/T IAP JOHNSTON COUNTY, SMITHFIELD, NC.\$
 144245 ==> ILS OR LOC RWY 3, AMDT 1A...\$
 144245 ==> PROCEDURE TURN ALTITUDE: MINIMUM 1800.\$

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144245 ==> S-ILS 3: DA 397 / HAT 250 ALL CATS, VISIBILITY 3/4 ALL CATS.\$
 144245 ==> S-LOC 3: VISIBILITY CAT A / B 3/4.\$
 144245 ==> JONIR DME FIX MINIMUMS:\$
 144245 ==> S-LOC 3: VISIBILITY CAT A / B 3/4.\$
 144245 ==> CHANGE MISSED APPROACH TO READ: CLIMB TO 1000 THEN CLIMBING\$
 144245 ==> RIGHT TURN TO 1800 DIRECT JN NDB AND HOLD.\$
 144245 ==> NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT\$
 144245 ==> AUTHORIZED.\$
 144245 ==> \$
 144245 ==> !FDC 3/1467 W03 FI/T IAP WILSON INDUSTRIAL AIR CENTER, WILSON, NC.\$
 144245 ==> RNAV (GPS) RWY 21, ORIG-B...\$
 144245 ==> ROCKY MOUNT-WILSON RGNL ALTIMETER SETTING MINIMUMS LNAV MDA\$
 144245 ==> 580/HAT 421 ALL CATS.\$
 144245 ==> CHANGE NOTE CIRCLING NA AT NIGHT TO RWYS 9, 17, 15, 33 TO READ\$
 144245 ==> PROCEDURE NA AT NIGHT. \$
 144245 ==> HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.\$
 144245 ==> \$
 144245 ==> !FDC 2/3927 W03 FI/T IAP WILSON INDUSTRIAL AIR CENTER, WILSON, NC.\$
 144245 ==> RNAV (GPS) RWY 33, ORIG-A...\$
 144245 ==> PROCEDURE NA AT NIGHT.\$
 144245 ==> DELETE NOTE: CIRCLING TO RWY 9, 15, 27, 33 NA AT NIGHT.\$
 144245 ==> \$

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144245 ==> !FDC 2/3923 W03 FI/T IAP WILSON INDUSTRIAL AIR CENTER, WILSON, NC.\$
 144245 ==> RNAV (GPS) RWY 3, AMDT 1A...\$
 144245 ==> PROCEDURE NA AT NIGHT.\$
 144245 ==> DELETE NOTE: CIRCLING TO RWY 9, 15, 27, 33 NA AT NIGHT.\$
 144245 ==> \$
 144245 ==> !FDC 3/8635 RWI FI/T IAP ROCKY MOUNT-WILSON REGIONAL,\$
 144245 ==> ROCKY MOUNT, NC.\$
 144245 ==> VOR/DME RWY 22, AMDT 3...\$
 144245 ==> ALTERNATE MINIMUMS NA, TYI VORTAC UNMONITORED.\$
 144245 ==> \$
 144245 ==> !FDC 3/3312 ISO FI/T IAP KINSTON RGNL JETPORT AT STALLINGS FLD,\$
 144245 ==> KINSTON, NC.\$
 144245 ==> VOR RWY 23, AMDT 15...\$
 144245 ==> MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3100\$144245 ==>
 DIRECT ISO VORTAC AND HOLD. CONTINUE CLIMB-IN-HOLD TO 3100.\$
 144245 ==> \$
 144245 ==> \$
 144245 ==> DUAT Main Menu\$
 144245 ==> \$
 144245 ==> Weather Briefing 1\$
 144245 ==> Flight Plan and Planner 2\$
 144245 ==> Encode 3\$

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144245 ==> Decode 4\$
 144245 ==> Modify Personal Data Profile 5\$
 144245 ==> Service Information 6\$
 144245 ==> Extended Decode 7\$
 144245 ==> FAA/NWS Contractions 8\$
 144245 ==> \$
 144245 ==> Select function (or 'Q' to quit): \$
 144252 <== #BYE\Y\$
 144252 ==> \$
 144252 ==> \$
 144252 ==> You have selected the 'Exit DUATS' Quick Path service.\$
 144252 ==> \$
 144252 ==> \$
 144252 ==> Transaction number: 015616\$
 144252 ==> Sun Mar 31 14:42:52 2013 (UTC)\$
 144252 ==> \$
 144252 ==> Session number: 00233\$
 144252 ==> \$
 144252 ==> ... end DUAT session\$
 144252 ==> \$
 *** Transaction end time: 130331144252^M\$
 *** Total transaction time: 00:00:09^M\$

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^M\$

*** FINISHED WITH DIALOGUE EVENTS ****^M\$