

Overview

Flight Plan Summary

Your estimated time of departure is more than 6 hours into the future, which may result in inaccurate or incomplete standard briefing weather data.

Aircraft ID / Type: N656BN / CH75

Center of Briefing: KCTJ

Departure Date & Time: 09/10/2020 1100 EDT

Briefing Customization

Briefing Type: Standard / Area

Area / Winds Aloft Radius: 25 nm / 100 nm

Include Graphics: Yes

Include NextGen Content: Yes

Include Plain Text Translations: Yes

Briefing Content Filters:

Only include most recent METARs

Excluded En Route NAV NOTAMs: VOR, DME, VOR-DME, ILS, TACAN, VORTAC, NDB, Other

Excluded Optional Sections: Flow Control, NHC Bulletins

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Adverse Conditions

Temporary Flight Restrictions

None

Closed/Unsafe NOTAMs

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

Location: KCTJ, [Airport Information Page](#)

None

Convective SIGMETs

None

SIGMETs

None

AIRMETs

AIRMET - IFR

None

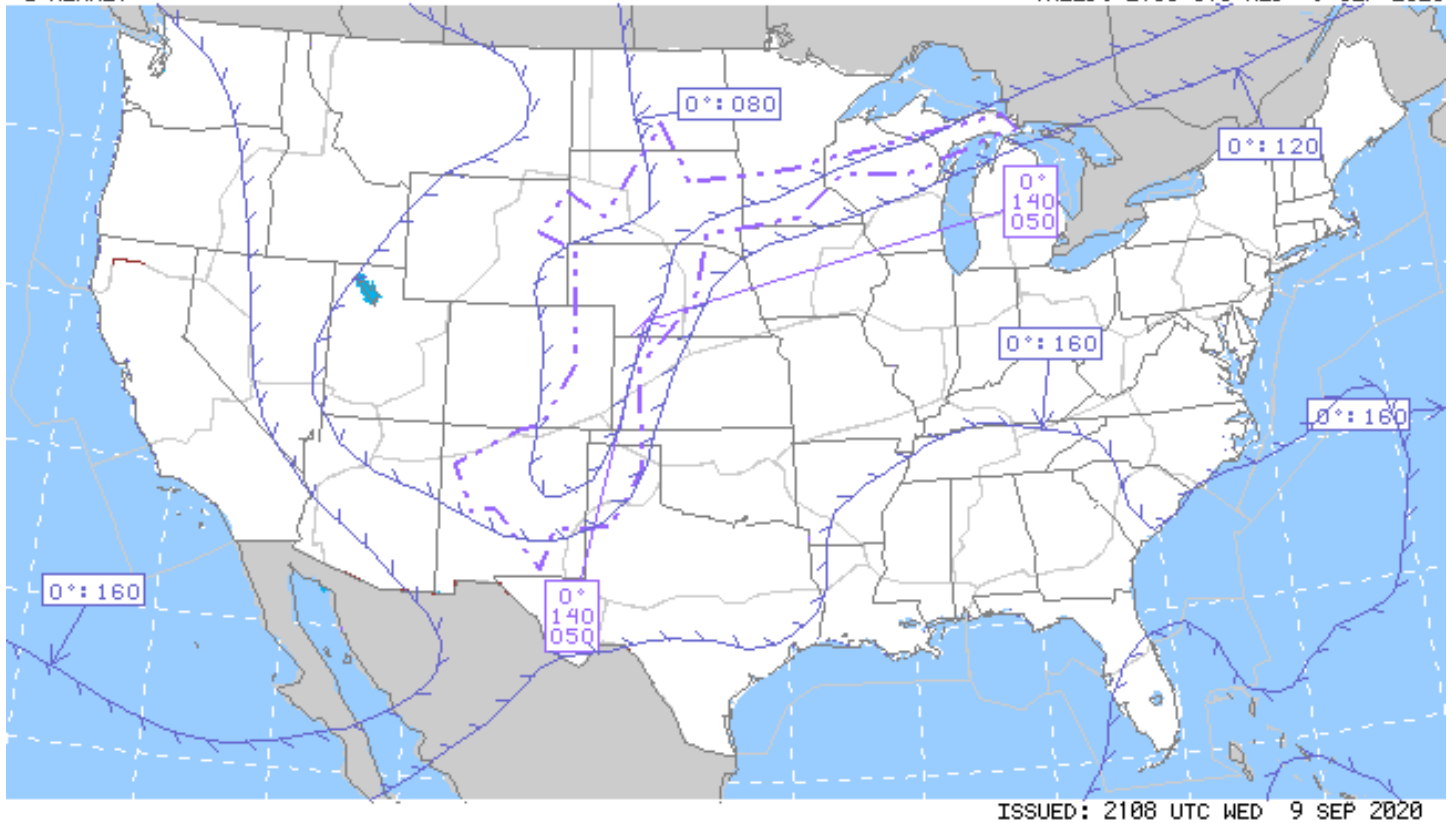
AIRMET - Mountain Obscuration

None

AIRMET - Icing

None

AIRMET - Freezing Level



ISSUED: 2108 UTC WED 9 SEP 2020

AIRMET issued by the Aviation Weather Center Kansas City, Missouri on Sep 9, 2045Z (16:45 EDT). Dallas/Ft. Worth Forecast Area AIRMET Zulu prepared on Sep 9, 2045Z (16:45 EDT). AIRMET Zulu update 3 for Ice and freezing level valid until Sep 10, 0300Z (Sep 9, 23:00 EDT). The freezing level ranges from 5,000 feet mean sea level to 17,500 feet mean sea level across area. Multiple freezing levels exist from 5,000 feet mean sea level to 14,000 feet mean sea level within an area bounded by 50 miles west of LBL to 20 miles south-south-east of LBL to 60 miles southwest of Mitbee, Gage, OK (MMB) to Lubbock Preston Smith International, Lubbock, TX (LBB) to 70 miles west-south-west of Lubbock Preston Smith International, Lubbock, TX (LBB) to 30 miles east-south-east of TBE to 50 miles west of LBL. The freezing level is at 8,000 feet mean sea level along a line from 30 miles east-south-east of Tucumcari Municipal, Tucumcari, NM (TCC) to 30 miles west of LBL. The freezing level is at 12,000 feet mean sea level along a line from 70 miles south-south-west of Texico, Texico, TX (TXO) to 60 miles west-south-west of Lubbock Preston Smith International, Lubbock, TX (LBB) to 50 miles south-south-east of Rick Husband Amarillo International, Amarillo, TX (AMA) to 40 miles east of LBL. The freezing level is at 16,000 feet mean sea level along a line from 90 miles south of Marfa Municipal, Marfa, TX (MRF) to 40 miles west-north-west of SAT to 40 miles southwest of George Bush Intercontinental, Houston, TX (IAH) to 20 miles southwest of Alexandria International, Alexandria, LA (AEX) to 40 miles south-south-west of Bill and Hillary Clinton Natio, Little Rock, AR (LIT) to 20 miles east-north-east of Bill and Hillary Clinton Natio, Little Rock, AR (LIT) to 50 miles east-north-east of Dyersburg Regional, Dyersburg, TN (DYR).

AIRMET issued by the Aviation Weather Center Kansas City, Missouri on Sep 9, 2045Z (16:45 EDT). Dallas/Ft. Worth Forecast Area AIRMET Zulu prepared on Sep 9, 2045Z (16:45 EDT). AIRMET Zulu update 3 for Ice and freezing level valid until Sep 10, 0300Z (Sep 9, 23:00 EDT). The freezing level ranges from 5,000 feet mean sea level to 17,500 feet mean sea level across area. Multiple freezing levels exist from 5,000 feet mean sea level to 14,000 feet mean sea level within an area bounded by 50 miles west of LBL to 20 miles south-south-east of LBL to 60 miles southwest of Mitbee, Gage, OK (MMB) to Lubbock Preston Smith International, Lubbock, TX (LBB) to 70 miles west-south-west of

Lubbock Preston Smith International, Lubbock, TX (LBB) to 30 miles east-south-east of TBE to 50 miles west of LBL. The freezing level is at 8,000 feet mean sea level along a line from 30 miles east-south-east of Tucumcari Municipal, Tucumcari, NM (TCC) to 30 miles west of LBL. The freezing level is at 12,000 feet mean sea level along a line from 70 miles south-south-west of Texico, Texico, TX (TXO) to 60 miles west-south-west of Lubbock Preston Smith International, Lubbock, TX (LBB) to 50 miles south-south-east of Rick Husband Amarillo International, Amarillo, TX (AMA) to 40 miles east of LBL. The freezing level is at 16,000 feet mean sea level along a line from 90 miles south of Marfa Municipal, Marfa, TX (MRF) to 40 miles west-north-west of SAT to 40 miles southwest of George Bush Intercontinental, Houston, TX (IAH) to 20 miles southwest of Alexandria International, Alexandria, LA (AEX) to 40 miles south-south-west of Bill and Hillary Clinton Natio, Little Rock, AR (LIT) to 20 miles east-north-east of Bill and Hillary Clinton Natio, Little Rock, AR (LIT) to 50 miles east-north-east of Dyersburg Regional, Dyersburg, TN (DYR).

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AIRMET issued by the Aviation Weather Center Kansas City, Missouri on Sep 9, 2108Z (17:08 EDT) amendment. Miami Forecast Area AIRMET Zulu prepared on Sep 9, 2108Z (17:08 EDT) amendment. AIRMET Zulu update 4 for Ice and freezing level valid until Sep 10, 0300Z (Sep 9, 23:00 EDT). The freezing level ranges from 15,000 feet mean sea level to 17,500 feet mean sea level across area. The freezing level is at 16,000 feet mean sea level along a line from 40 miles west-south-west of HMV to 30 miles north-north-east of SPA to 40 miles south-south-east of SPA to 30 miles west-south-west of Charleston Afb/Intl, Charleston, SC (CHS) to 120 miles southeast of Elizabeth City Cg Air Station/, Elizabeth City, NC (ECG) to 170 miles east-south-east of Elizabeth City Cg Air Station/, Elizabeth City, NC (ECG) to 180 miles east of Elizabeth City Cg Air Station/, Elizabeth City, NC (ECG). The freezing level is at 16,000 feet mean sea level along a line from 180 miles east of Palm Beach International, West Palm Beach, FL (PBI) to 160 miles east of Palm Beach International, West Palm Beach, FL (PBI) to 110 miles east of Ormond Beach Municipal, Ormond Beach, FL (OMN) to 70 miles east-north-east of Ormond Beach Municipal, Ormond Beach, FL (OMN) to 30 miles southwest of PIE to 80 miles west of Key West International, Key West, FL (EYW).

AIRMET - Turbulence Low Altitude

None

AIRMET - Turbulence High Altitude

None

AIRMET - Winds Over 30 Knots

None

AIRMET - Low Level Wind Shear

None

Urgent PIREPs & AIREPs

None

Center Weather Advisories

None

Severe Weather

None

Volcanic Ash Advisories

Location: None

Area: None

Other: None

Synopsis and Current Weather

Synopsis/Surface Analysis

	N/A	LIFR	IFR	MVFR	VFR
CLR					
FEW					
SCT					
BKN					
OVC					

Current conditions at West Georgia Rgnl-O V Gray Field, Carrollton, GA (KCTJ), **VFR**, Wind is Calm, 10 statute miles visibility, Clear Skies, Temperature 26°C, Dewpoint 20°C, Altimeter is 30.15

VFR KCTJ 092335Z AUTO West Georgia Rgnl-O V Gray Field, Carrollton, GA (KCTJ). Sep 9, 2335Z (19:35 EDT), Automated. Wind is Calm, 10 statute miles visibility, Clear Skies, Temperature 26°C, Dewpoint 20°C, Altimeter is 30.15. Remarks: automated station with precipitation discriminator hourly temp 25.7°C dewpoint 20.4°C

PIREPs & AIREPs

None

Forecasts

Cloud Coverage

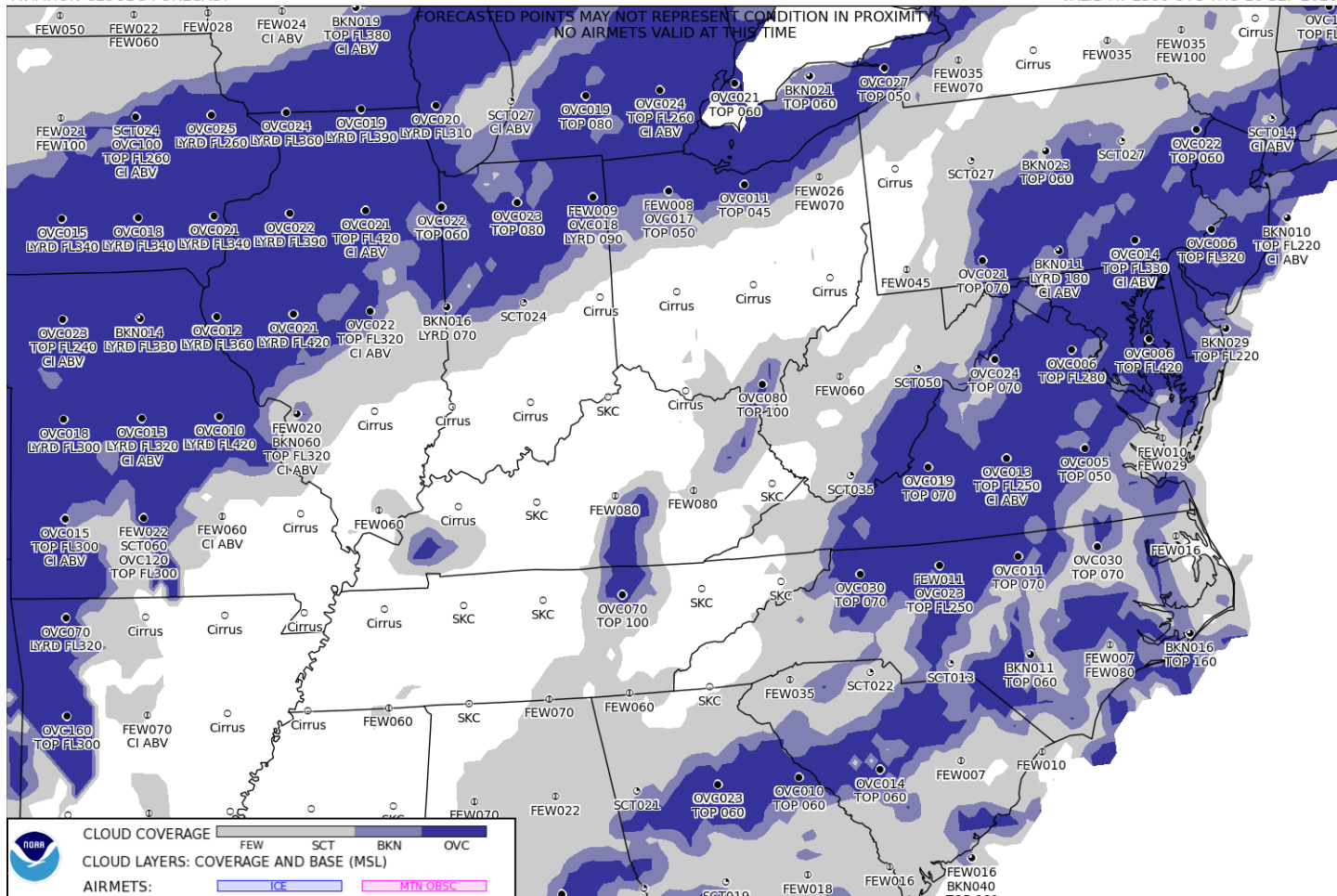
The links below will direct you to cloud coverage forecast charts for regions along your route of flight. For FAA guidance on cloud coverage forecast charts, please click [here](#).

[Cloud Coverage - Southeast 1200z](#)

[Cloud Coverage - Southeast 1500z](#)

Cloud Coverage - Southeast 1800z (chart unavailable)

[Cloud Coverage - East 1200z](#)

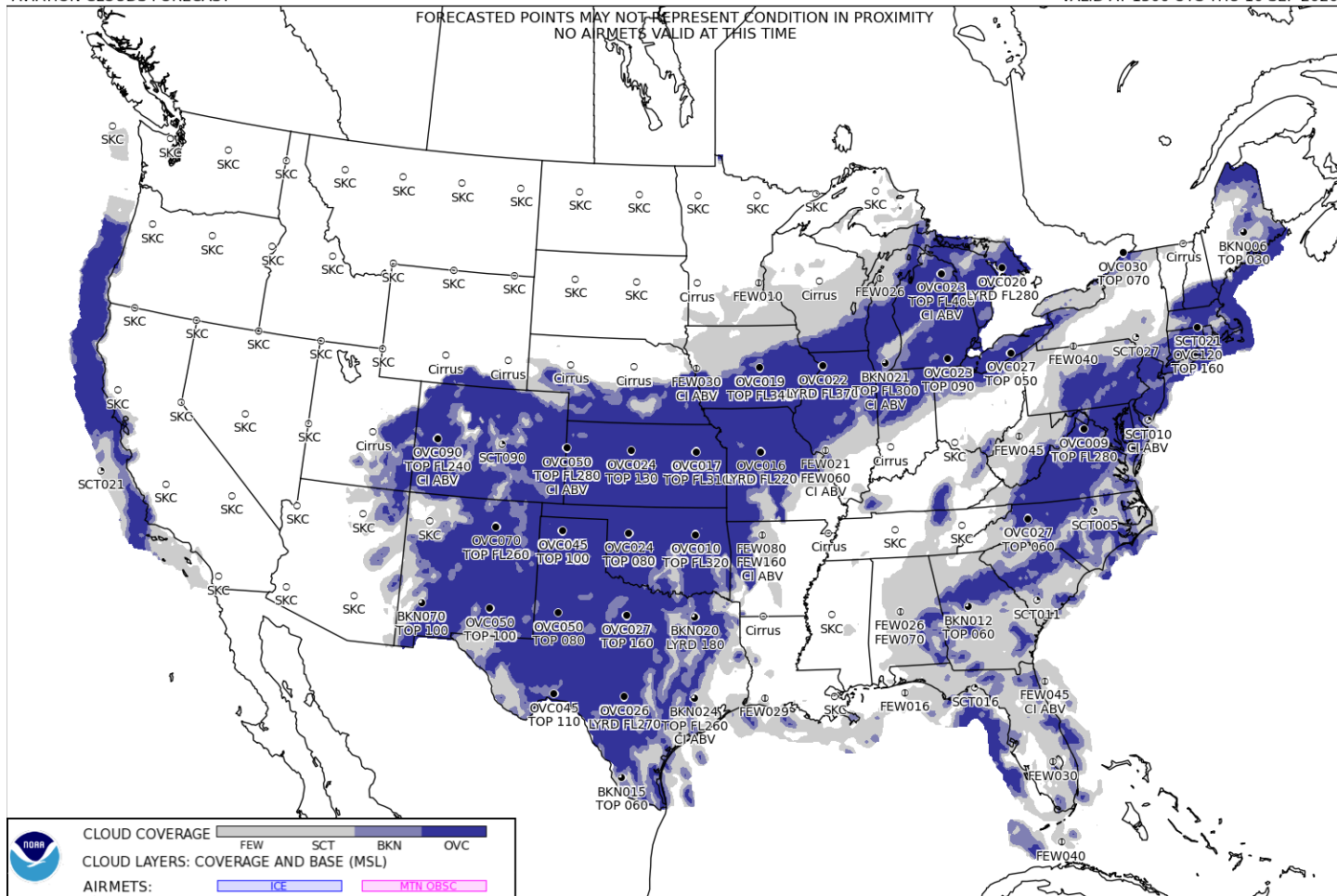


AVIATION WEATHER CENTER (NOAA/NWS/NCEP)

ISSUED AT 2202 UTC WED 09 SEP 2020

Cloud Coverage - East 1800z (chart unavailable)

[Cloud Coverage - CONUS 1200z](#)



AVIATION WEATHER CENTER (NOAA/NWS/NCEP)

ISSUED AT 2202 UTC WED 09 SEP 2020

Cloud Coverage - CONUS 1800z (chart unavailable)

Visibility, Surface Winds & Precipitation

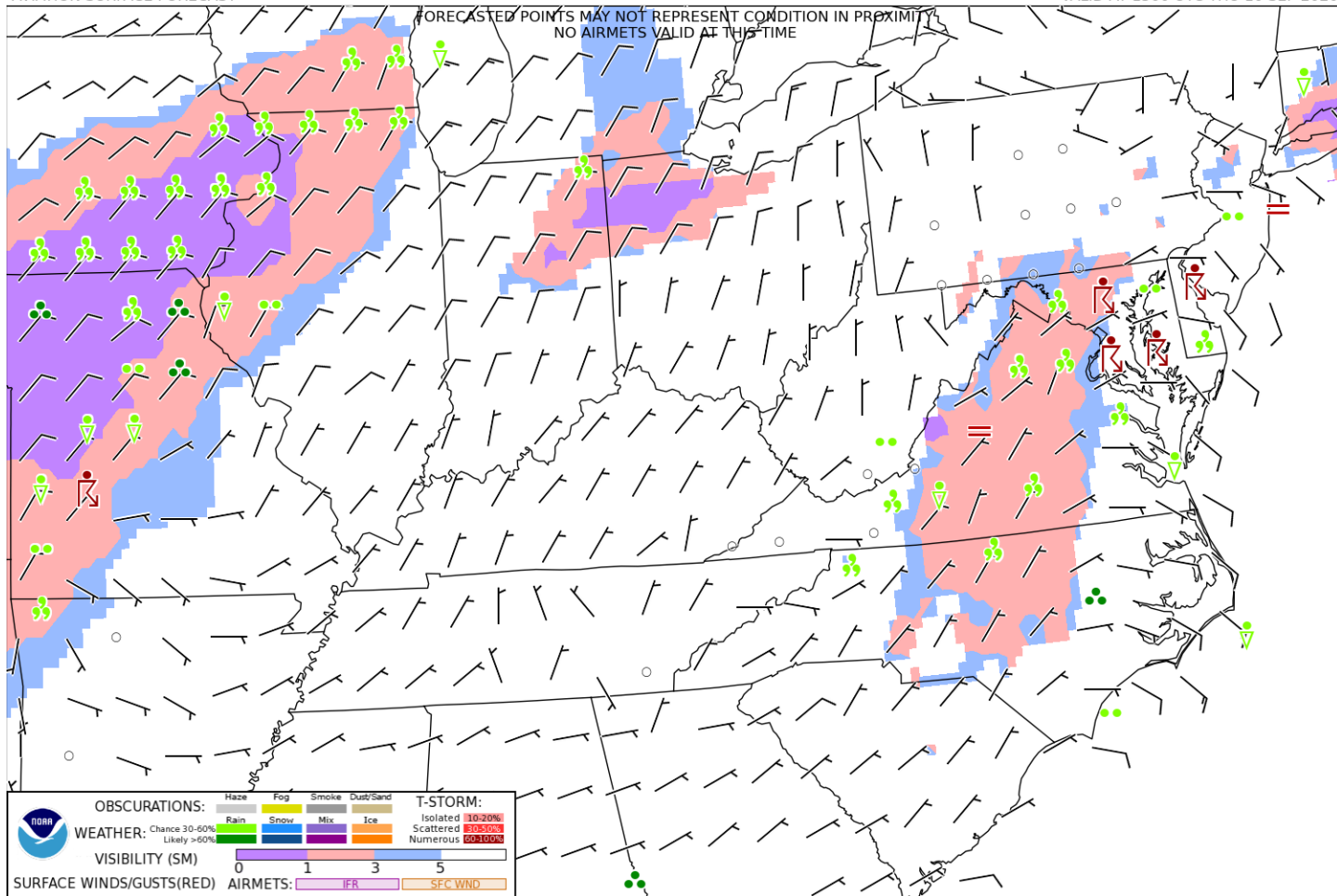
The links below will direct you to visibility, surface winds & precipitation forecast charts for regions along your route of flight. For FAA guidance on visibility, surface winds & precipitation forecast charts, please click [here](#).

[Vis, Sfc Winds & Precip - Southeast 1200z](#)

[Vis, Sfc Winds & Precip - Southeast 1500z](#)

[Vis, Sfc Winds & Precip - Southeast 1800z \(chart unavailable\)](#)

[Vis, Sfc Winds & Precip - East 1200z](#)

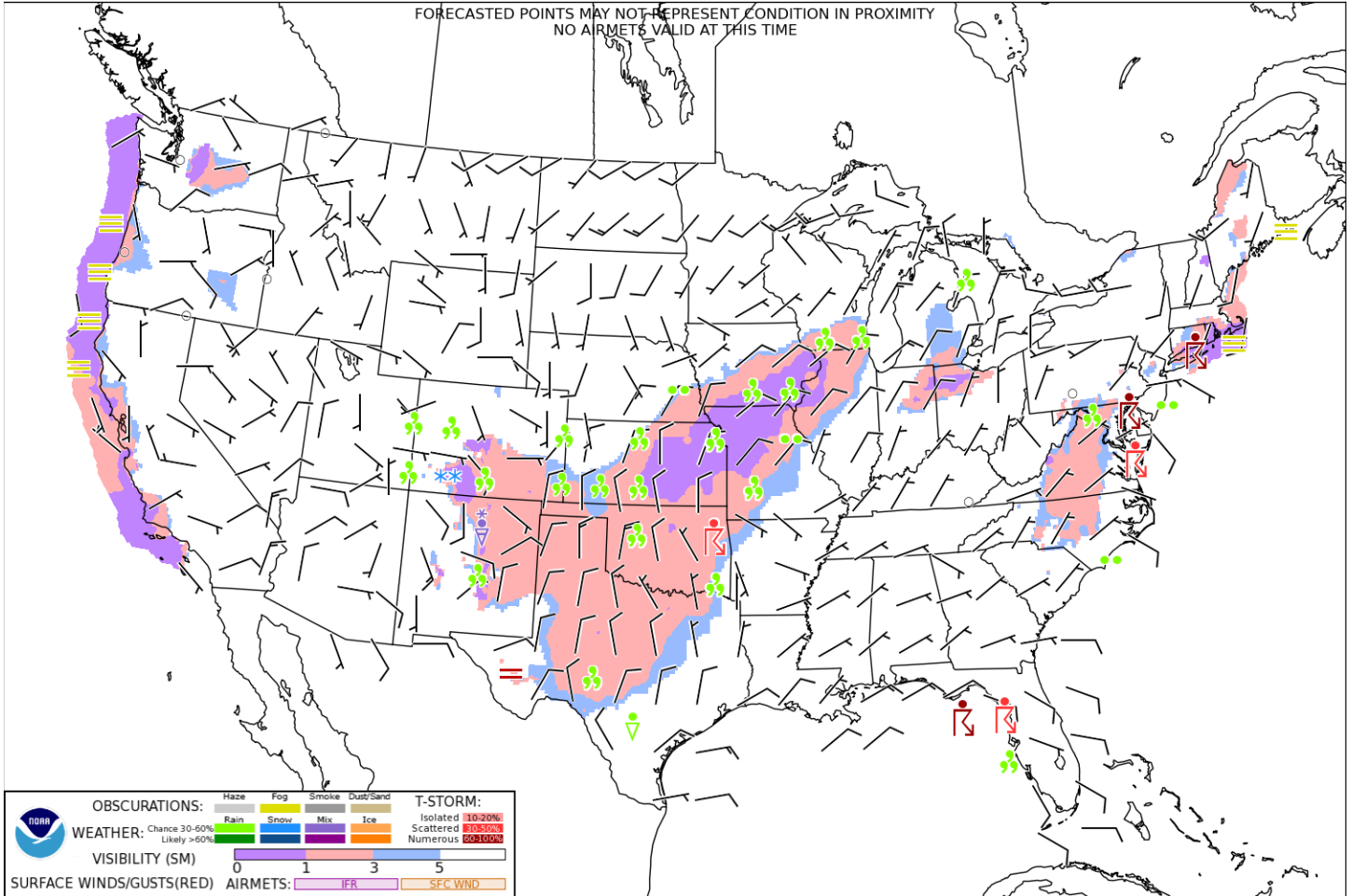


AVIATION WEATHER CENTER (NOAA/NWS/NCEP)

ISSUED AT 2201 UTC WED 09 SEP 2020

Vis, Sfc Winds & Precip - East 1800z (chart unavailable)

Vis, Sfc Winds & Precip - CONUS 1200z



AVIATION WEATHER CENTER (NOAA/NWS/NCEP)

ISSUED AT 2201 UTC WED 09 SEP 2020

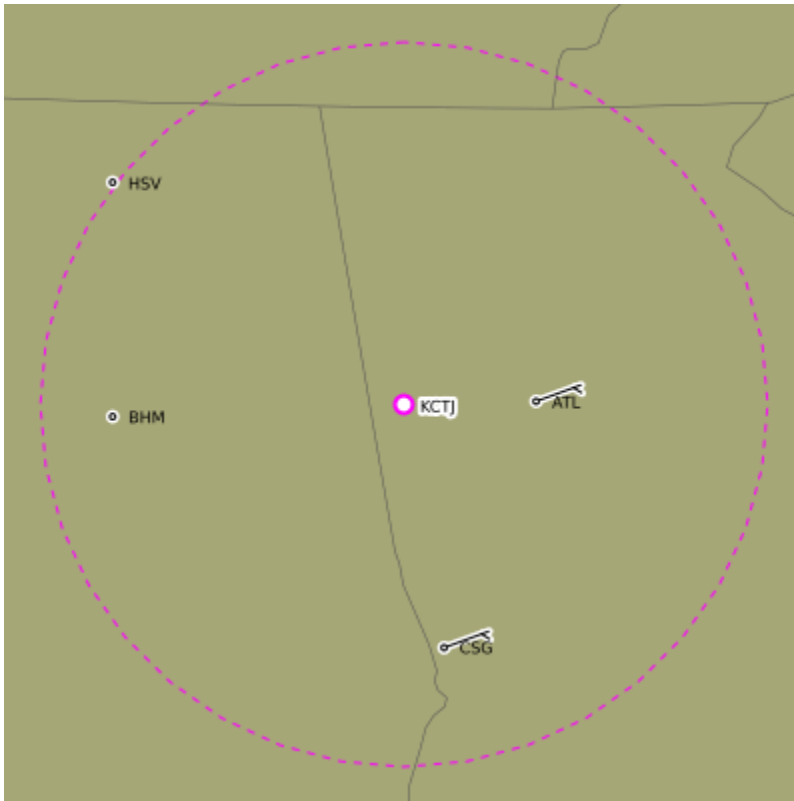
Vis, Sfc Winds & Precip - CONUS 1800z (chart unavailable)

Terminal Aerodrome Forecasts

Summary graphic is not available.

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

Winds Aloft



270023+18
 Heading ——— Temperature (°C)
 Speed(knots)

PART 1 - Flight Levels 030-390 (PART 2 - Flight Levels 450-530 available [below](#))

Station ID	030	060	090	120	180	240	300	340	390
100000Z 2000Z-0300Z									
ATL	050011	070011+16	070014+11	080007+08	030005-04	010005-17	200014-33	200025-43	190019-53
BHM	030008	090016+16	110009+12	080007+09	050007-04	120005-17	060007-34	040011-42	010009-52
CSG	030013	080018+16	090014+12	080008+07	050005-04	050008-17	190017-33	200028-42	190016-53
HSV	030010	100010+15	110009+13	110009+08	080011-04	LGTVRB-18	040011-33	030016-42	360017-52
100600Z 0300Z-1200Z									
ATL	100019	090009+16	120007+12	LGTVRB+08	040009-03	LGTVRB-17	220024-32	210037-42	220022-54
BHM	080021	080015+16	110006+12	080007+08	070009-03	100006-17	080009-33	050011-41	030017-52
CSG	100020	090018+16	090014+11	090009+07	050009-03	080012-17	210026-32	200041-42	210026-54
HSV	090016	110008+16	120007+12	100006+07	090010-03	LGTVRB-18	060018-32	040023-42	030029-53
101800Z 1200Z-0000Z									
ATL	070006	110005+16	100006+11	140007+07	060007-03	LGTVRB-16	190015-31	210025-43	170012-54
BHM	LGTVRB	070009+16	090009+12	150006+07	060011-04	LGTVRB-17	130009-32	060016-42	060022-53
CSG	070007	100009+16	110008+12	100009+07	070011-03	080007-17	160018-31	190026-42	180014-54
HSV	LGTVRB	070006+16	080009+11	130008+07	060009-04	040006-17	070024-31	050034-41	050028-53

PART 2 - Flight Levels 450-530 (PART 1 - Flight Levels 030-390 available [above](#))

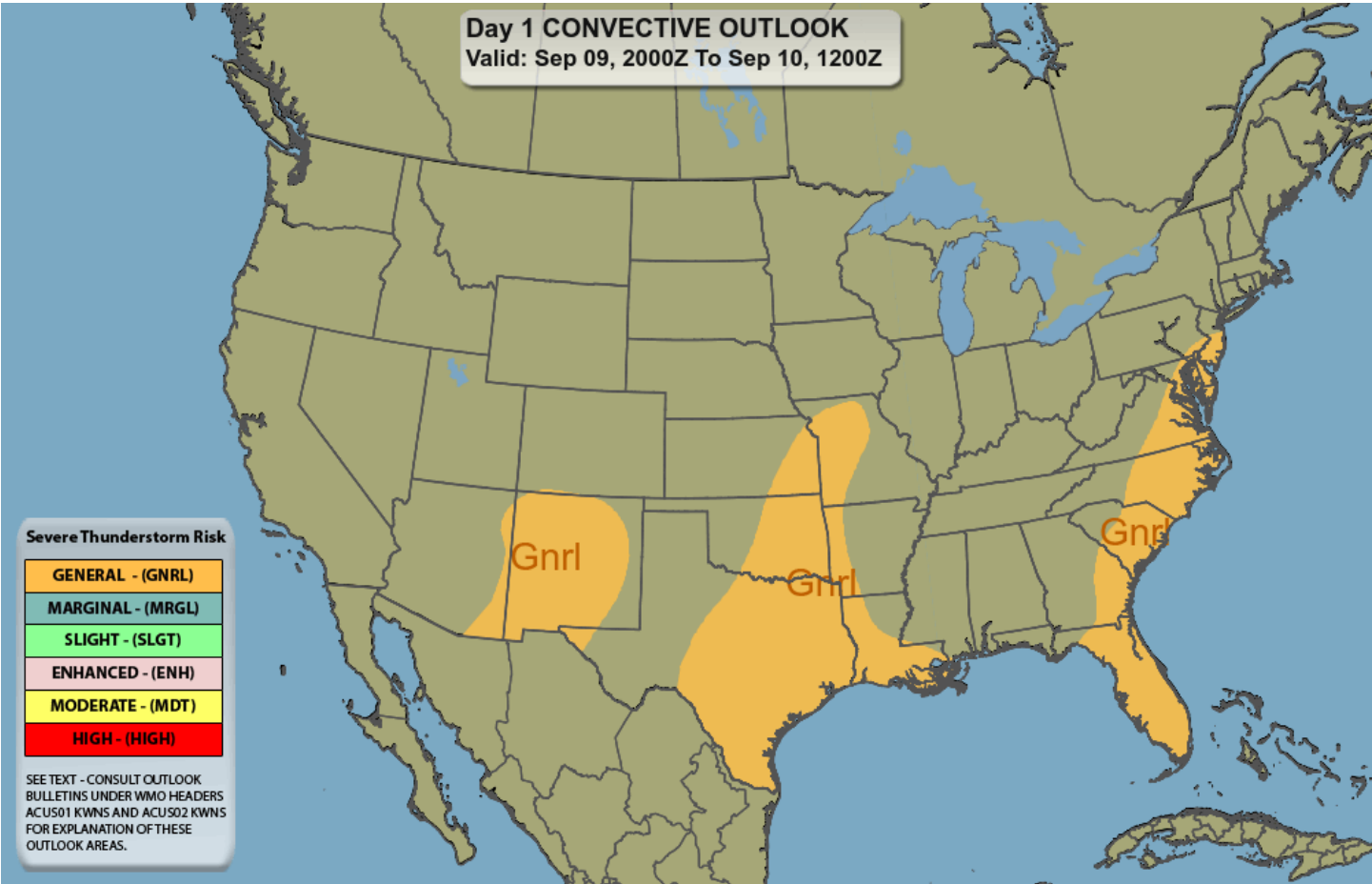
Station ID	450	530
100000Z 2000Z-0300Z		

ATL	220007-63	060007-68
BHM	020023-63	LGTVRB-68
CSG		
HSV		
100600Z 0300Z-1200Z		
ATL	020008-64	040006-69
BHM	030014-63	040015-69
CSG		
HSV		
101800Z 1200Z-0000Z		
ATL	040012-64	070006-70
BHM	040019-64	080008-70
CSG		
HSV		

Area Forecast

None

Convective Outlooks



ACUS01 KWNS 091951

SWODY1

SPC AC 091950

DAY 1 CONVECTIVE OUTLOOK

NWS STORM PREDICTION CENTER NORMAN OK

0250 PM CDT WED SEP 09 2020

VALID 092000Z - 101200Z

...NO SEVERE THUNDERSTORM AREAS FORECAST...

...SUMMARY...

THE POTENTIAL FOR SEVERE THUNDERSTORMS APPEARS NEGLIGIBLE THROUGH THE REMAINDER OF TODAY AND TONIGHT.

...20Z OUTLOOK UPDATE...

THE CATEGORICAL/10 PERCENT PROBABILITY OF THUNDERSTORM LINES HAVE BEEN ADJUSTED TO ACCOUNT FOR SLOW PROGRESSION OF SYNOPTIC AND SUB-SYNOPTIC FEATURES, AND LATEST TRENDS CONCERNING ONGOING DESTABILIZATION.

THIS INCLUDES THE REDUCTION OF THUNDERSTORM PROBABILITIES ACROSS PARTS OF UPSTATE NEW YORK INTO NORTHERN NEW ENGLAND, WHERE THERE HAVE BEEN SCATTERED AREAS OF ATTEMPTS AT DEEPENING CONVECTIVE DEVELOPMENT THIS AFTERNOON. THIS HAS GENERALLY BEEN FOCUSED ALONG A NARROW CORRIDOR OF MODEST BOUNDARY-LAYER DESTABILIZATION, WHERE LOW-LEVEL CONVERGENCE HAS BECOME LOCALLY ENHANCED, FROM THE LEE OF LAKES ERIE AND ONTARIO INTO THE ADIRONDACKS AND MOUNTAINS OF NORTHERN VERMONT/NEW HAMPSHIRE INTO NORTHWESTERN MAINE. BASED ON LATEST FORECAST SOUNDINGS AND SATELLITE IMAGERY, HOWEVER, IT APPEARS THAT WARM/DRY LAYERS IN THE MID TROPOSPHERE WILL PROBABLY CONTINUE TO SUPPRESS THIS DEVELOPMENT, RESULTING IN GENERALLY NEGLIGIBLE RISK FOR SUSTAINED THUNDERSTORMS.

ELSEWHERE, VIGOROUS THUNDERSTORM DEVELOPMENT IS ONGOING NORTH-NORTHEAST OF THE CHIRICAHUA MOUNTAINS OF SOUTHEASTERN ARIZONA. HOWEVER, THERE IS LITTLE IN LATEST OBSERVATIONAL DATA AND MODEL OUTPUT TO SUGGEST THAT THE SEVERE WEATHER POTENTIAL IS ANY GREATER THAN DESCRIBED IN THE 1630Z DISCUSSION APPENDED BELOW.

..KERR.. 09/09/2020

.PREV DISCUSSION... /ISSUED 1135 AM CDT WED SEP 09 2020/

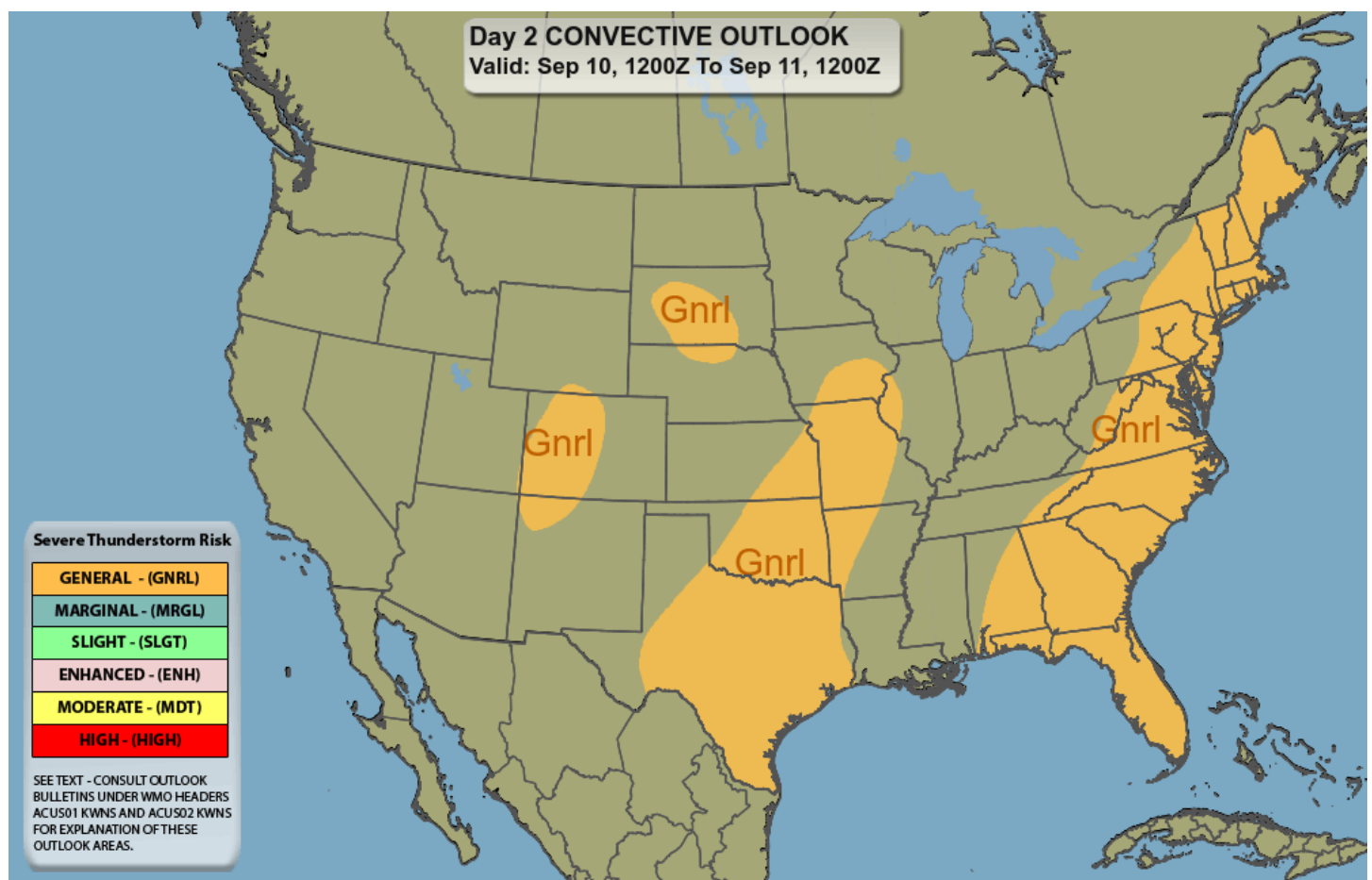
...SYNOPSIS...

THE PRIMARY THUNDERSTORM THREATS ACROSS THE CONUS TODAY WILL BE FOCUSED EAST AND SOUTHEAST OF THE CLOSED MIDLEVEL LOW NEAR THE FOUR CORNERS, ALONG AND TO THE COOL SIDE OF A SLOW-MOVING FRONT FROM CENTRAL TX TO THE MID MS VALLEY, AND WITH A MOISTURE PLUME AND WEAK MIDLEVEL TROUGH NEAR THE ATLANTIC COAST. MIDLEVEL LAPSE RATES AND DEEP-LAYER VERTICAL SHEAR WILL GENERALLY REMAIN WEAK WHERE ANY SUBSTANTIAL BUOYANCY EXISTS, LIMITING THE THREAT FOR SEVERE STORMS. A FEW WEAKLY ROTATING STORMS WILL BE POSSIBLE ACROSS CENTRAL/NORTH

CENTRAL TX IN THE MOIST ENVIRONMENT WITH LOW-LEVEL EASTERLY FLOW AND MODEST ENHANCEMENTS TO SRH, BUT THE THREAT FOR DAMAGING WINDS OR TORNADOES IS QUITE LOW. LIKEWISE, LOW-LEVEL SHEAR IS SUFFICIENTLY STRONG NEAR THE NORTHEAST NC COAST FOR A FEW WEAKLY ROTATING STORMS, BUT SEVERE STORMS ARE NOT EXPECTED.

OTHERWISE, A STRONG STORM OR TWO MAY OCCUR FROM EXTREME SOUTHEAST AZ INTO SOUTHWEST NM, TO THE WEST OF THE COLD FRONT. A NARROW OVERLAP OF ASCENT AND MODEST VERTICAL SHEAR WITH STEEPER LAPSE RATES WILL OCCUR OVER THIS AREA, ALONG THE EXTREME SOUTHEAST FLANK OF THE CLOSED LOW OVER SOUTHEAST UT. WHILE VERY ISOLATED STRONG OUTFLOW GUSTS OR HAIL CANNOT BE RULED OUT, THE POTENTIAL APPEARS TOO LOW TO WARRANT INTRODUCTION OF A MARGINAL RISK AREA.

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ACUS02 KWNS 091724

SWODY2

SPC AC 091722

DAY 2 CONVECTIVE OUTLOOK

NWS STORM PREDICTION CENTER NORMAN OK

1222 PM CDT WED SEP 09 2020

VALID 101200Z - 111200Z

...NO SEVERE THUNDERSTORM AREAS FORECAST...

...SUMMARY...

THE RISK FOR SEVERE THUNDERSTORMS APPEARS NEGLIGIBLE ACROSS THE U.S., THURSDAY THROUGH THURSDAY NIGHT.

...SYNOPSIS...

MODELS INDICATE THAT BLOCKING WILL PERSIST WITHIN THE LARGE-SCALE PATTERN ACROSS THE EASTERN PACIFIC INTO WESTERN NORTH AMERICA. HOWEVER, IT APPEARS THAT THE PROMINENT MID-LEVEL HIGH, CENTERED TO THE WEST OF THE PACIFIC NORTHWEST COAST, MAY BEGIN A MORE SUBSTANTIVE WEAKENING DURING THIS PERIOD, WHILE A LOW TO ITS SOUTHEAST BEGINS A NORTHEASTWARD ACCELERATION OUT OF THE EASTERN GREAT BASIN.

IT APPEARS THAT THIS WILL OCCUR AS A SERIES OF SHORT WAVE PERTURBATIONS CONTINUE ACCELERATING EAST-SOUTHEASTWARD WITHIN A BELT OF WESTERLIES ACROSS SOUTHERN ALASKA AND THE GULF OF ALASKA, THROUGH NORTHERN PORTIONS OF BRITISH COLUMBIA AND THE CANADIAN PRAIRIE PROVINCES. FARTHER DOWNSTREAM, ANOTHER COUPLE OF PERTURBATIONS ARE FORECAST TO RAPIDLY PROGRESS ACROSS SOUTHERN ONTARIO AND QUEBEC THROUGH THE CANADIAN MARITIMES.

AT THE SAME TIME, MID-LEVEL SUBTROPICAL RIDGING PROBABLY WILL MAINTAIN AN INFLUENCE ACROSS A LARGE PORTION OF THE SOUTHEASTERN U.S.

IN RESPONSE TO THESE DEVELOPMENTS, IN LOWER LEVELS, COLD SURFACE RIDGING LIKELY WILL REMAIN ENTRENCHED ACROSS MUCH OF THE GREAT PLAINS, UPPER MIDWEST AND GREAT LAKES REGION. WHILE THE FRONTAL ZONE ON ITS SHALLOW LEADING EDGE GRADUALLY BEGINS TO WEAKEN ACROSS THE SOUTHEASTERN GREAT PLAINS/LOWER MISSOURI VALLEY VICINITY, THE FRONT IS EXPECTED TO SURGE SOUTHEAST OF THE LOWER GREAT LAKES/ST. LAWRENCE VALLEY REGION THROUGH MUCH OF THE NORTHEAST BY 12Z FRIDAY. A PLUME OF SEASONABLY HIGH PRECIPITABLE WATER LIKELY WILL BE MAINTAINED ACROSS MUCH OF THE SOUTHERN THROUGH MID ATLANTIC COAST REGION, WHILE GRADUALLY SPREADING WESTWARD ACROSS THE EASTERN GULF STATES. A SOUTHERLY RETURN FLOW IS ALSO EXPECTED TO MAINTAIN A MOIST AIR MASS ABOVE THE SHALLOW, COOL SURFACE-BASED AIR MASS ACROSS MUCH OF THE SOUTHERN AND CENTRAL GREAT PLAINS. THIS MOISTURE MAY CONTINUE TO ADVECT NORTHWARD TOWARD THE NORTHERN GREAT PLAINS BY THURSDAY NIGHT, AHEAD OF THE NORTHEASTWARD ACCELERATING CLOSED LOW.

...EASTERN U.S...

PERTURBATIONS WITHIN WEAK MID/UPPER FLOW, MAINLY NEAR/EAST OF THE APPALACHIANS THROUGH SOUTHERN NEW ENGLAND, ARE EXPECTED TO CONTRIBUTE TO SCATTERED THUNDERSTORM ACTIVITY IN THE PRESENCE OF WEAK TO MODERATE CAPE THURSDAY. A FEW THUNDERSTORMS MAY ALSO

DEVELOP IN A CORRIDOR ALONG THE SURFACE FRONT ACROSS PARTS OF UPSTATE NEW YORK INTO NORTHERN NEW ENGLAND THURSDAY AFTERNOON. HOWEVER, WEAKER INSTABILITY ALONG THE FRONTAL ZONE CURRENTLY APPEARS LIKELY TO MINIMIZE ANY SEVERE WEATHER POTENTIAL, DESPITE THE LIKELY PRESENCE OF AT LEAST marginally sufficient DEEP-LAYER SHEAR FOR ORGANIZED CONVECTIVE DEVELOPMENT.

...GREAT PLAINS...

HIGHER LOW-LEVEL MOISTURE CONTENT AND LARGER CAPE MAY BE CONFINED TO A RELATIVELY NARROW CORRIDOR NEAR THE SHALLOW LEADING EDGE OF THE COLD SURFACE-BASED AIR, ACROSS PARTS OF EASTERN TEXAS INTO SOUTHWESTERN MISSOURI BY LATE THURSDAY AFTERNOON. ALTHOUGH MID/UPPER SUPPORT FOR THUNDERSTORM DEVELOPMENT MAY REMAIN WEAK, THIS DESTABILIZATION MAY BECOME SUPPORTIVE OF SCATTERED THUNDERSTORM DEVELOPMENT THROUGH THURSDAY EVENING.

OTHERWISE, ALTHOUGH ELEVATED INSTABILITY LIKELY WILL BE MUCH WEAKER TO THE WEST/NORTHWEST, FORCING FOR ASCENT AHEAD OF THE NORTHEASTWARD MIGRATING LOW AND TRAILING TROUGH AXIS MAY CONTRIBUTE TO A CORRIDOR OF THUNDERSTORM DEVELOPMENT ACROSS PARTS OF WEST TEXAS, AND PERHAPS CENTRAL OKLAHOMA INTO SOUTHEASTERN KANSAS, THURSDAY NIGHT.

ADDITIONAL ELEVATED THUNDERSTORM DEVELOPMENT APPEARS POSSIBLE TO THE NORTHEAST OF THE MID-LEVEL LOW, ACROSS PARTS OF THE MID MISSOURI VALLEY VICINITY BY 12Z FRIDAY.

..KERR.. 09/09/2020

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ACUS03 KWNS 090657

SWODY3

SPC AC 090656

DAY 3 CONVECTIVE OUTLOOK

NWS STORM PREDICTION CENTER NORMAN OK

0156 AM CDT WED SEP 09 2020

VALID 111200Z - 121200Z

...NO SEVERE THUNDERSTORM AREAS FORECAST...

...SUMMARY...

ORGANIZED SEVERE THUNDERSTORMS ARE NOT CURRENTLY FORECAST ACROSS THE CONTIGUOUS UNITED STATES ON FRIDAY OR FRIDAY NIGHT.

...SYNOPSIS...

A MID-LEVEL LOW WILL MOVE EAST FROM EASTERN WY INTO THE EASTERN DAKOTAS DURING THE PERIOD. IN THE LOW LEVELS, A RESIDUAL FRONTAL ZONE WILL SAG SOUTHWARD THROUGH PARTS OF THE NORTHEAST WITH THE WESTERN EXTENSION OF THE BOUNDARY ADVANCING NORTHWARD OVER PARTS OF

THE MIDWEST. A PLUME OF APPRECIABLE BOUNDARY-LAYER MOISTURE WILL ADVECT INTO PARTS OF THE LOWER MO AND MID MS VALLEYS TO THE EAST/SOUTHEAST OF THE MIGRATING MID-LEVEL LOW. MODELS SHOW GENERALLY WEAK INSTABILITY ACROSS THE CENTRAL U.S. DUE IN LARGE PART TO SUBSTANTIAL CLOUD COVER, POOR MID-LEVEL LAPSE RATES, AND SCATTERED SHOWERS. ISOLATED GENERAL THUNDERSTORMS ARE FORECAST FROM THE SOUTHERN GREAT PLAINS INTO MO/IA. ELSEWHERE, DIURNAL THUNDERSTORMS ARE FORECAST ACROSS THE SOUTHEAST.

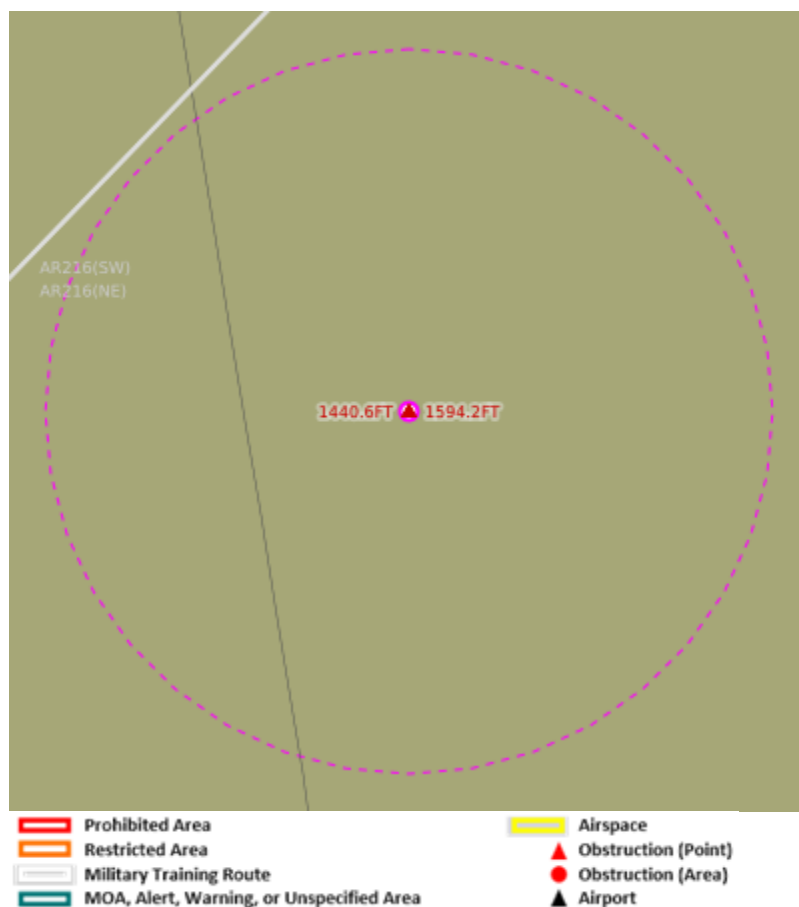
..SMITH.. 09/09/2020

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Notices to Airmen

Location NOTAMs

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



Navigation: None

Communication: None

Service: None

Obstruction within 10 nm:

!MCN 09/058 West Georgia Rgnl-O V Gray Field, Carrollton, GA (KCTJ) Obstruction tower light (Antenna Structure

Registration 1040756) 33° 33' 56.00" North 085° 00' 59.00" West (7.8 nautical miles east-south-east CTJ) **1,594.2 feet** (270.0FT above ground level) unserviceable Sep 3, 2020 0434Z (00:34 EDT) to Dec 2, 2020 0400Z (00:00 EDT)

!MCN 08/789 West Georgia Rgnl-O V Gray Field, Carrollton, GA (KCTJ) Obstruction tower light (Antenna Structure Registration 1243133) 33° 30' 38.90" North 085° 04' 49.60" West (8.0 nautical miles south-south-east CTJ) **1,440.6 feet** (259.8FT above ground level) unserviceable Aug 27, 2020 1312Z (09:12 EDT) to Sep 26, 2020 0001Z (Sep 25, 20:01 EDT)

Airspace within 10 nm: None

Special Use Airspace within 10 nm:

ISUAE 09/831 KZTL Airspace AR216(SW) active flight level 260 to 280 Sep 10, 2020 0215Z (Sep 9, 22:15 EDT) to Sep 10, 2020 0300Z (Sep 9, 23:00 EDT)

ISUAE 09/818 KZTL Airspace AR216(NE) active flight level 260 to 280 Sep 10, 2020 0130Z (Sep 9, 21:30 EDT) to Sep 10, 2020 0215Z (Sep 9, 22:15 EDT)

Runway: None

Taxiway: None

Apron: None

Aerodrome:

!MCN 07/523 West Georgia Rgnl-O V Gray Field, Carrollton, GA (KCTJ) Aerodrome airport turkey near moving areas Jul 21, 2020 1613Z (12:13 EDT)-permanent

FDC: None

Other/Unverified: None

Military: None

En Route NOTAMs

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

Navigation:

Summary graphic is not available.

Communication:

None

Service:

Summary graphic is not available.

!MCN 08/825 KZTL Service meridian approach control OPN Monday-Thursday 1200-0500 Aug 31, 2020 1200Z (08:00 EDT) to Oct 29, 2020 0500Z (01:00 EDT) (Not Depicted On Graphics)

!MCN 08/750 KZTL Service AUGUSTA approach control closed terminal radar service area not available contact Atlanta

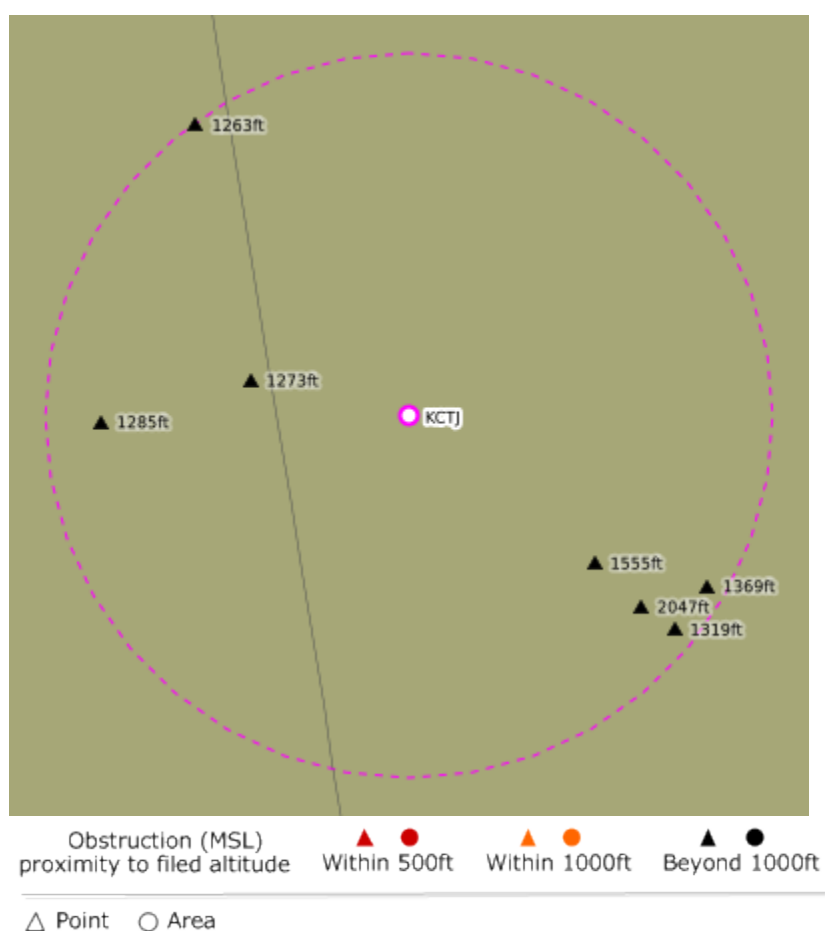
Air Route Traffic Control Center (ARTCC) at 128.1/322.325 clear delivery 770-210-7962 daily 2300-1100 Aug 26, 2020 2300Z (19:00 EDT) to Nov 8, 2020 1100Z (07:00 EDT) (Not Depicted On Graphics)

!MCN 08/585 KZTL Service TRI CITIES approach control closed terminal radar service area not available contact Atlanta Air Route Traffic Control Center (ARTCC) at 127.85 clear delivery 770-210-7692 daily 0200-1100 Aug 21, 2020 0200Z (Aug 20, 22:00 EDT) to Sep 18, 2020 1100Z (07:00 EDT) (Not Depicted On Graphics)

!MCN 07/765 KZTL Service ASHEVILLE approach control closed class C service not available contact Atlanta Air Route Traffic Control Center (ARTCC) at 132.62 daily 0100-1100 Jul 31, 2020 0100Z (Jul 30, 21:00 EDT) to Nov 1, 2020 1100Z (07:00 EDT) (Not Depicted On Graphics)

!MCN 07/258 KZTL Service STANLEY county approach control closed contact Charlotte approach control on 128.32 Jul 10, 2020 1434Z (10:34 EDT) to Oct 1, 2020 1300Z (09:00 EDT) (Not Depicted On Graphics)

Obstruction:



!MCN 08/029 West Georgia Rgnl-O V Gray Field, Carrollton, GA (KCTJ) Obstruction tower light (Antenna Structure Registration 1039308) 33° 40' 19.90" North 085° 22' 14.60" West (11.2 nautical miles west-north-west CTJ) **1,273 feet** (265.1FT above ground level) unserviceable Aug 3, 2020 0510Z (01:10 EDT) to Nov 1, 2020 0400Z (00:00 EDT)

!MCN 09/107 KZTL Obstruction stack (Aeronautical Study Number unknown) 332744N0845354W (9.9 nautical miles north-north-west CCO) **1,555 feet** (801FT above ground level) not lighted Sep 5, 2020 0054Z (Sep 4, 20:54 EDT) to Sep 18, 2020 2359Z (19:59 EDT)

!MCN 08/802 Newnan Coweta County, Atlanta, GA (KCCO) Obstruction tower light (Antenna Structure Registration 1057861) 33° 24' 43.00" North 084° 50' 03.00" West (6.8 nautical miles north-north-west CCO) **2,047.2 feet**

(1154.9FT above ground level) unserviceable Aug 27, 2020 2017Z (16:17 EDT) to Nov 10, 2020 2359Z (19:59 EDT)

!ANB 09/121 Anniston Regional, Anniston, AL (KANB) Obstruction tower light (Antenna Structure Registration 1000483) 33° 37' 25.90" North 085° 34' 33.70" West (14.3 nautical miles E ANB) **1,285.1 feet** (265.1FT above ground level) unserviceable Sep 3, 2020 1935Z (15:35 EDT) to Dec 2, 2020 0400Z (00:00 EDT)

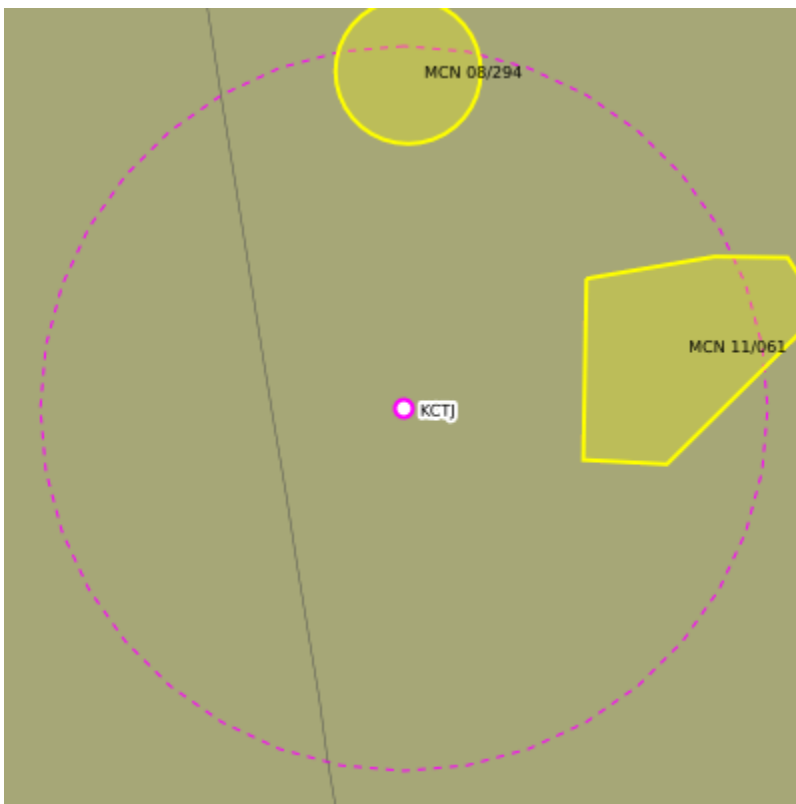
!MCN 09/063 Newnan Coweta County, Atlanta, GA (KCCO) Obstruction tower light (Antenna Structure Registration 1018005) 33° 23' 09.80" North 084° 47' 21.90" West (4.6 nautical miles north-north-west CCO) **1,319.2 feet** (368.1FT above ground level) unserviceable Sep 3, 2020 1150Z (07:50 EDT) to Dec 2, 2020 0400Z (00:00 EDT)

!MCN 08/420 Newnan Coweta County, Atlanta, GA (KCCO) Obstruction tower light (Antenna Structure Registration 1044337) 33° 26' 07.50" North 084° 44' 38.90" West (7.6 nautical miles NE CCO) **1,369.1 feet** (392.1FT above ground level) unserviceable Aug 14, 2020 1510Z (11:10 EDT) to Nov 12, 2020 0400Z (00:00 EDT)

!ANB 12/491 Center Piedmont Cherokee Cnty, Center, AL (KPYP) Obstruction tower light (Antenna Structure Registration 1050195) 33° 57' 53.00" North 085° 26' 46.00" West (11.0 nautical miles southeast PYP) **1,263.1 feet** (283.1FT above ground level) unserviceable Dec 21, 2019 2100Z (17:00 EDT) to Dec 21, 2020 2359Z (19:59 EDT)

!MCN 06/005 KZTL Obstruction tower light (Antenna Structure Registration unknown) 313437.52N081203073.86W (39NM S SAV) **1,235 feet** (1200FT above ground level) unserviceable Jun 1, 2020 1307Z (09:07 EDT) to Jul 1, 2021 2359Z (19:59 EDT) (Not Depicted On Graphics)

Airspace:



!MCN 11/061 KZTL Airspace unmanned aircraft system WI an area defined as 334650N0845404W (8.1 nautical mile S PUJ) to 334819N0844329W (10.3 nautical miles west-north-west FTY) to 334814N0843728W (5.4 nautical miles west-north-west FTY) to 334432N0843439W (3.6 nautical miles west-south-west FTY) to 333402N0844729W (15.3 nautical miles N CCO) to 333421N0845422W (12.8 nautical miles east-south-east CTJ) to Point of origin surface-400 feet above ground level Thursday 1230-1600 Nov 7, 2019 1230Z (08:30 EDT) to Oct 29, 2020 1600Z

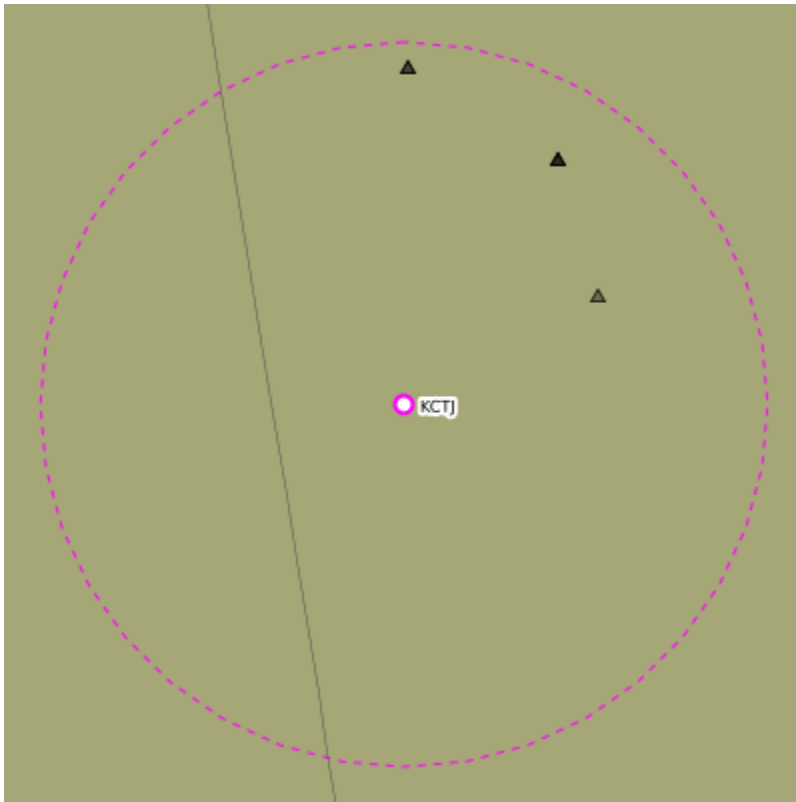
(12:00 EDT)

!MCN 08/294 Polk County-Cornelius Moore FD, Cedartown, GA (4A4) Airspace parachute jumping exercise WI an area defined as 5 nautical miles radius of 4A4 surface-15,000 feet daily sunrise-sunset Aug 11, 2020 1059Z (06:59 EDT) to Sep 1, 2023 0008Z (Aug 31, 20:08 EDT)

Special Use Airspace:

None

Runway/Taxiway/Apron/Aerodrome/FDC:



!FDC 0/5831 20GA SPECIAL EARL L SMALL JR FIELD/STOCKMAR, VILLA RICA, GA. RNAV (GPS) RWY 10, ORIG-A ... THE RNAV (GPS) RWY 10, ORIG IS SUPERSEDED BY THE RNAV (GPS) RWY 10, ORIG-A. THE RNAV (GPS) RWY 10, ORIG-A IS PROCEDURE NA UNTIL FURTHER NOTICE. 202008212021-202101132021EST

!MCN 08/202 Paulding Northwest Atlanta, Atlanta, GA (KPUJ) Aerodrome airport aviation gasoline not available Aug 7, 2020 2027Z (16:27 EDT) to Sep 30, 2020 2359Z (19:59 EDT)

!MCN 08/036 Paulding Northwest Atlanta, Atlanta, GA (KPUJ) Aerodrome airport self serve jet A fuel not available Aug 3, 2020 1333Z (09:33 EDT) to Sep 30, 2020 2359Z (19:59 EDT)

!FDC 9/2032 KPUJ IAP PAULDING NORTHWEST ATLANTA, Atlanta, GA. RNAV (GPS) RWY 13, AMDT 1A... LPV DA 1555/HAT 266 VIS 7/8 ALL CATS. 201909181739-202109191739EST

!MCN 03/337 Polk County-Cornelius Moore FD, Cedartown, GA (4A4) Runway 28 approach end work in progress continuous adjacent Mar 14, 2019 1616Z (12:16 EDT) to Oct 14, 2020 2359Z (19:59 EDT)

!MCN 03/336 Polk County-Cornelius Moore FD, Cedartown, GA (4A4) Runway 10 approach end work in progress continuous adjacent Mar 14, 2019 1616Z (12:16 EDT) to Oct 14, 2020 2359Z (19:59 EDT)

Other/Unverified:

None

Military:

None

Gen FDC NOTAMs

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

ARTCC NOTAMs:

!FDC 0/7560 KZTL AIRSPACE SPECIAL NOTICE..THE FLT INFO SERVICES BCST (FIS-B) SERVICE FOR ATLANTA /ZTL/ ARTCC AIRSPACE IS REDUCING ITS FIS-B PRODUCT LOOKAHEAD RANGE TO 5NM FOR THE SPECIAL USE AIRSPACE (SUA STATUS) PRODUCT. SUA STATUS INFO CONTINUES TO BE PROVIDED VIA THE FIS-B NOTAM PRODUCT. ALL FIS-B PRODUCT FORMATS REMAIN UNCHANGED. THIS UPDATE WILL OCCUR BTN 1400-1600 ON JULY 15, 2020. ANY OBSERVED ISSUES SHOULD BE REPORTED VIA EMAIL TO ADSB@FAA.GOV 202007151400-202009151600

!FDC 0/7551 KZTL AIRSPACE SPECIAL NOTICE..THE FLT INFO SERVICES BCST (FIS-B) SERVICE FOR ATLANTA /ZTL/ ARTCC AIRSPACE IS ADDING 2 NEW FIS-B PRODUCTS: TEMPO RESTRICTED AREA (TRA) AND TEMPO MIL OPERATING AREA (TMOA). NOTE THAT DISPLAY OF THESE 2 NEW FIS-B PRODUCTS WILL REQUIRE AVIONICS SOFTWARE UPDATES. THIS UPDATE WILL OCCUR BTN 1400-1600 ON JULY 15, 2020. ANY OBSERVED ISSUES SHOULD BE REPORTED VIA EMAIL TO ADSB@FAA.GOV 202007151400-202009151600

Other NOTAMs:

!FDC 0/5116 FDC SECURITY..SPECIAL SECURITY INSTRUCTIONS FOR UNMANNED AIRCRAFT SYSTEM (UAS) OPERATIONS FOR MULTIPLE LOCATIONS NATIONWIDE. THIS NOTAM REPLACES NOTAM FDC 9/7752 TO PROVIDE UPDATED INSTRUCTIONS. PURSUANT TO 49 U.S.C. SECTION 40103(B)(3), THE FAA CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AND IN FURTHER DETAIL AT THE FAA WEBSITE IDENTIFIED BELOW AS 'NATIONAL DEFENSE AIRSPACE'. OPERATORS WHO DO NOT COMPLY WITH THE FOLLOWING PROCEDURES MAY FACE THE FOLLOWING ENFORCEMENT ACTIONS: THE UNITED STATES GOVERNMENT MAY PURSUE CRIMINAL CHARGES, INCLUDING CHARGES UNDER 49 U.S.C. SECTION 46307; AND THE FAA MAY TAKE ADMINISTRATIVE ACTION, INCLUDING IMPOSING CIVIL PENALTIES AND REVOKING FAA CERTIFICATES OR AUTHORIZATIONS TO OPERATE UNDER TITLE 49 U.S.C. SECTIONS 44709 AND 46301. IN ADDITION, PURSUANT TO 10 U.S.C. SECTION 130I, 50 U.S.C. SECTION 2661, AND 6 U.S.C. SECTION 124N, THE DEPARTMENT OF DEFENSE (DOD), DEPARTMENT OF ENERGY (DOE), DEPARTMENT OF HOMELAND SECURITY (DHS), OR DEPARTMENT OF JUSTICE (DOJ), RESPECTIVELY, MAY TAKE SECURITY ACTION AT OR IN THE VICINITY OF SPECIFIC LOCATIONS PRE-COORDINATED WITH THE FAA WITHIN A SUBSET OF THE DEFINED AIRSPACE, OR IN RESTRICTED OR PROHIBITED AIRSPACE ADJACENT TO SUCH LOCATIONS, THAT RESULTS IN THE INTERFERENCE, DISRUPTION, SEIZURE, SECURITY..SPECIAL SECURITY INSTRUCTIONS FOR UNMANNED DAMAGING, OR DESTRUCTION OF UNMANNED AIRCRAFT CONSIDERED TO POSE A SAFETY OR SECURITY THREAT TO FACILITIES OR ASSETS. PURSUANT TO 14 C.F.R. SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS (SSI), ALL UAS FLIGHT OPERATIONS ARE PROHIBITED: WITHIN THE DEFINED AIRSPACE OVER SELECT NATIONAL SECURITY SENSITIVE LOCATIONS EXCEPT AS PROVIDED FOR BELOW. REFER TO THE FOLLOWING

FAA WEBSITE: [HTTPS://UDDS-FAA.OPENDATA.ARCGIS.COM](https://UDDS-FAA.OPENDATA.ARCGIS.COM) FOR: A LIST OF THESE SELECTED LOCATIONS AND FACILITIES, AND VISUAL DEPICTIONS, ALTITUDES, AND GEOSPATIAL DEFINITIONS OF THE OVERLYING AIRSPACE IN WHICH UAS OPERATIONS ARE PROHIBITED; A LIST OF A SPECIFIC SUBSET OF LOCATIONS AND FACILITIES, AND VISUAL DEPICTIONS, ALTITUDES, AND GEOSPATIAL DEFINITIONS OF THE OVERLYING AIRSPACE IN WHICH NON-COMPLIANT UAS OPERATIONS MAY BE SUBJECT TO THE SECURITY ACTION CITED ABOVE; DESIGNATED FACILITY CONTACTS, WHICH MAY BE CONTACTED BY UAS OPERATORS NEEDING TO OPERATE IN THE DEFINED AIRSPACE FOR OVERRIDING REASONS OF PUBLIC INTEREST OR NECESSITY (SUCH AS IN DIRECT SUPPORT OF AN ACTIVE NATIONAL DEFENSE, HOMELAND SECURITY, LAW ENFORCEMENT, SECURITY..SPECIAL SECURITY INSTRUCTIONS FOR UNMANNED FIREFIGHTING, SEARCH AND RESCUE, OR DISASTER RESPONSE MISSION; OR COMMERCIAL ACTIVITY); AND OTHER IMPORTANT INFORMATION, INCLUDING THE TIMES IN WHICH THE SSI ARE IN EFFECT. THE SSI APPLIED TO THE DEFINED AIRSPACE ARE CONTINUOUS UNLESS OTHERWISE INDICATED BY THE FAA'S UDDS WEBSITE. SOME SSI ARE ONLY IN EFFECT DURING RECURRING INTERMITTENT PERIODS SPECIFIED BY THE FAA IN THE UDDS WEBSITE. OPERATORS ARE URGED TO CHECK THIS FAA WEBSITE FREQUENTLY BEFORE AND DURING UAS FLIGHTS, ESPECIALLY WHEN OPERATING IN THE VICINITY OF OR WITHIN THE DEFINED AIRSPACE TO WHICH RECURRING INTERMITTENT SSI ARE APPLIED. SOME OF THE DEFINED SSI AIRSPACE MAY BE NEAR OR ADJACENT TO SPECIAL USE AIRSPACE (SUA), INCLUDING PROHIBITED AREAS AND RESTRICTED AREAS ESTABLISHED PURSUANT TO 14 C.F.R. PART 73. OPERATORS MUST MAINTAIN FAMILIARITY AND COMPLY WITH SUA REQUIREMENTS. UAS OPERATIONS ARE AUTHORIZED WITHIN THE DEFINED SSI AIRSPACE IF IN COMPLIANCE WITH THE REQUIREMENTS LISTED BELOW AND THE UAS FLIGHT OPERATION COMPLIES WITH ALL OTHER APPLICABLE FEDERAL AVIATION REGULATIONS: THE UAS FLIGHT OPERATION HAS BEEN PRE-APPROVED BY THE DESIGNATED FACILITY CONTACT BASED ON CRITERIA ESTABLISHED BY THE SECURITY..SPECIAL SECURITY INSTRUCTIONS FOR UNMANNED SPONSORING FEDERAL AGENCY IN COORDINATION WITH THE FAA; OR IF THE UAS FLIGHT OPERATION IS CONDUCTED IN DIRECT SUPPORT OF AN ACTIVE NATIONAL DEFENSE, HOMELAND SECURITY, LAW ENFORCEMENT, FIREFIGHTING, SEARCH AND RESCUE, OR DISASTER RESPONSE MISSION, AND PRIOR NOTIFICATION HAS BEEN PROVIDED TO THE DESIGNATED FACILITY CONTACT; OR IF THE UAS FLIGHT OPERATION IS CONDUCTED IN DIRECT SUPPORT OF A SIGNIFICANT AND URGENT GOVERNMENTAL INTEREST AND IS APPROVED BY THE FAA'S SYSTEM OPERATIONS SUPPORT CENTER (SOSC) IN ADVANCE OF ENTERING THE DEFINED SSI AIRSPACE. OPERATORS UNABLE TO SUCCESSFULLY COORDINATE WITH THE DESIGNATED FACILITY CONTACTS MAY CONTACT THE FAA SYSTEM OPERATIONS SUPPORT CENTER (SOSC) AT (202) 267-8276 FOR FURTHER ASSISTANCE. 202009011200-202109011159

!FDC 0/2234 FDC SPECIAL NOTICE. GENERAL AVIATION (GA) AND BUSINESS AVIATION ACFT ARE PROHIBITED FM USING EN ROUTE CPDLC. CPDLC DCL OPS ARE STILL PERMITTED. ALL GA AND BUSINESS ACFT MUST MODIFY THEIR FLIGHT PLAN FIELD 18 DAT CODE TO REMOVE EN ROUTE CPDLC IMMEDIATELY. FOR FURTHER INFORMATION CONTACT DCIT@L3HARRIS.COM. 202007201838-202009302359

!FDC 0/0852 FDC SECURITY SPECIAL SECURITY INSTRUCTIONS FOR UNMANNED AIRCRAFT SYSTEM (UAS) OPERATIONS WITHIN AND IN THE VICINITY OF AIRSPACE OVERLYING THE TERRITORIAL AND NAVIGABLE WATERS OF THE UNITED STATES OF AMERICA (USA). PURSUANT TO 49 USC SECTION 40103(B)(3), THE FAA CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AND IN FURTHER DETAIL BY THE FAA WEBSITE IDENTIFIED BELOW AS 'NATIONAL DEFENSE AIRSPACE'. OPERATORS WHO DO NOT COMPLY WITH THE FOLLOWING PROCEDURES MAY FACE THE FOLLOWING ENFORCEMENT ACTIONS: THE UNITED STATES GOVERNMENT MAY PURSUE CRIMINAL CHARGES, INCLUDING CHARGES UNDER 49 USC SECTION 46307; AND

THE FAA MAY TAKE ADMINISTRATIVE ACTION, INCLUDING IMPOSING CIVIL PENALTIES AND REVOKING FAA CERTIFICATES OR AUTHORIZATIONS TO OPERATE UNDER TITLE 49 USC SECTIONS 44709 AND 46301. IN ADDITION, PURSUANT TO 10 USC SECTION 130I, THE DEPARTMENT OF DEFENSE (DOD) MAY TAKE SECURITY ACTION THAT RESULTS IN THE INTERFERENCE, DISRUPTION, SEIZURE, DAMAGING, OR DESTRUCTION OF UNMANNED AIRCRAFT CONSIDERED TO POSE A SAFETY OR SECURITY THREAT TO PROTECTED DOD ASSETS. PURSUANT TO 14 CFR SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS (SSI), ALL UNMANNED AIRCRAFT ARE PROHIBITED SPECIAL SECURITY INSTRUCTIONS FOR UNMANNED FROM FLYING WITHIN A STAND-OFF DISTANCE OF 3000FT Laterally AND 1000FT ABOVE ANY U.S. NAVY (USN) VESSEL OPERATING, TRANSITING, OR AT PORT WITHIN THE TERRITORIAL WATERS AND/OR NAVIGABLE WATERS OF THE USA. THE AIRSPACE IN WHICH UAS OPERATIONS MUST COMPLY WITH THIS SSI IS DEFINED AS THE AIRSPACE, SFC-2000FT MSL, ABOVE THE TERRITORIAL AND NAVIGABLE WATERS OF THE USA, INCLUDING PORTS, ANCHORAGES AND ADJACENT LAND. THE TERRITORIAL WATERS OVER WHICH THIS SSI APPLIES ARE VISUALLY DEPICTED AND GEOSPATIALLY DEFINED ON THE FOLLOWING FAA WEBSITE: [HTTPS://UDDS-FAA.OPENDATA.ARCGIS.COM](https://UDDS-FAA.OPENDATA.ARCGIS.COM). NAVIGABLE WATERS OF THE USA ARE DEFINED BY 33 CFR PART 329. ADDITIONAL SECURITY-RELATED UAS RESTRICTIONS ARE DEPICTED ON [HTTPS://UDDS-FAA.OPENDATA.ARCGIS.COM](https://UDDS-FAA.OPENDATA.ARCGIS.COM). UAS OPERATORS NEEDING TO OPERATE IN THE DEFINED AIRSPACE IN CLOSE PROXIMITY TO USN VESSELS OPERATING IN TERRITORIAL AND NAVIGABLE WATERS OF THE USA FOR OVERRIDING REASONS OF PUBLIC INTEREST OR NECESSITY (SUCH AS IN DIRECT SUPPORT OF AN ACTIVE NATIONAL DEFENSE, HOMELAND SECURITY, LAW ENFORCEMENT, FIREFIGHTING, SEARCH AND RESCUE, OR DISASTER RESPONSE MISSION; OR COMMERCIAL ACTIVITY) MUST COORDINATE AND OBTAIN ADVANCE AUTHORIZATION FROM THE APPROPRIATE SPECIAL SECURITY INSTRUCTIONS FOR UNMANNED DOD/USN POINT OF CONTACT IDENTIFIED IN THE FOLLOWING FAA WEBSITE: [HTTPS://UDDS-FAA.OPENDATA.ARCGIS.COM](https://UDDS-FAA.OPENDATA.ARCGIS.COM). OPERATORS UNABLE TO SUCCESSFULLY COORDINATE WITH THESE DOD OR USN POINTS OF CONTACT MAY CONTACT THE FAA SYSTEM OPERATIONS SUPPORT CENTER (SOSC) AT (202) 267-8276 FOR FURTHER ASSISTANCE. IF YOU HAVE GENERAL QUESTIONS REGARDING UAS OPERATIONS, PLEASE REFER TO WWW.FAA.GOV/UAS/CONTACT; OR CONTACT THE FAA VIA EMAIL AT UASHelp@FAA.gov OR PHONE AT (844) FLY-MY-UA. IF YOU HAVE QUESTIONS REGARDING THIS UAS-SPECIFIC SSI, PLEASE REFER TO THE FOLLOWING FAA WEBSITE: [HTTPS://UDDS-FAA.OPENDATA.ARCGIS.COM](https://UDDS-FAA.OPENDATA.ARCGIS.COM); OR CONTACT THE FAA SOSC AT (202) 267-8276. 202005201400-202105201400

IFDC 0/0367 FDC SECURITY SPECIAL SECURITY INSTRUCTIONS (SSI) FOR SELECT SPORTING EVENTS. THIS NOTAM REPLACES FDC NOTAM 7/4319 TO CLARIFY ATC AUTHORIZATION OF TRANSITING FLIGHTS. THIS NOTAM IMPLEMENTS SECTION 352 OF PUBLIC LAW 108-7 AS AMENDED BY SECTION 521 OF PUBLIC LAW 108-199. PURSUANT TO 49 USC 40103(B)(3), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AS 'NATIONAL DEFENSE AIRSPACE'. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. ANY OF THE FOLLOWING ADDITIONAL ACTIONS MAY ALSO BE TAKEN AGAINST A PILOT WHO DOES NOT COMPLY WITH THE REQUIREMENTS OR ANY SPECIAL INSTRUCTIONS OR PROCEDURES ANNOUNCED IN THIS NOTAM: A) THE FAA MAY TAKE ADMINISTRATIVE ACTION, INCLUDING IMPOSING CIVIL PENALTIES AND THE SUSPENSION OR REVOCATION OF AIRMEN CERTIFICATES; OR B) THE UNITED STATES GOVERNMENT MAY PURSUE CRIMINAL CHARGES, INCLUDING CHARGES UNDER TITLE 49 OF THE UNITED STATES CODE, SECTION 46307; OR C) THE UNITED STATES GOVERNMENT MAY USE DEADLY FORCE AGAINST THE AIRBORNE AIRCRAFT, IF IT IS DETERMINED THAT THE AIRCRAFT POSES AN IMMINENT SECURITY THREAT. SECTION I. STADIUM OR SPORTS EVENTS: PURSUANT TO TITLE 14 CFR SECTION 99.7,

SPECIAL SECURITY INSTRUCTIONS, ALL MANNED AND UNMANNED SPECIAL SECURITY INSTRUCTIONS AIRCRAFT OPERATIONS ARE PROHIBITED EXCEPT AS SPECIFIED BELOW WITHIN AN AREA DEFINED AS: 3 NMR OF A QUALIFYING STADIUM OR OTHER SPORTING VENUE HOSTING A QUALIFYING EVENT UP TO AND INCLUDING 3000FT AGL. QUALIFYING LOCATIONS AND EVENTS ARE DEFINED AS ANY STADIUM OR OTHER SPORTING VENUE HAVING A SEATING CAPACITY OF 30,000 OR MORE WHERE: A. A REGULAR OR POST SEASON MAJOR LEAGUE BASEBALL, NATIONAL FOOTBALL LEAGUE, OR NCAA DIVISION ONE FOOTBALL GAME IS OCCURRING; OR B. A NASCAR CUP, INDY CAR, OR CHAMP SERIES RACE IS OCCURRING, EXCLUDING QUALIFYING AND PRE-RACE EVENTS. THIS FLIGHT PROHIBITION IS IN EFFECT ONE HOUR BEFORE THE SCHEDULED START UNTIL ONE HOUR AFTER THE END OF A QUALIFYING EVENT. SECTION II. OPERATING REQUIREMENTS (BASIC): THIS FLIGHT PROHIBITION APPLIES TO ALL MANNED AND UNMANNED AIRCRAFT OPERATIONS (INCLUDING TRAINING, PARACHUTE JUMPING, AND MODEL AIRCRAFT FLIGHTS) UNLESS THE AIRCRAFT OPERATOR MEETS AT LEAST ONE OF THE FOLLOWING REQUIREMENTS: A. THE AIRCRAFT OPERATION HAS BEEN AUTHORIZED BY ATC FOR OPERATIONAL OR SAFETY PURPOSES, INCLUDING AUTHORIZATION OF FLIGHTS SPECIFICALLY ARRIVING AT OR DEPARTING FROM AN AIRPORT DESIGNATED BY ATC USING STANDARD ATC PROCEDURES AND ROUTES; B. THE AIRCRAFT OPERATION IS BEING CONDUCTED FOR OPERATIONAL, SAFETY, OR SECURITY PURPOSES SPECIAL SECURITY INSTRUCTIONS SUPPORTING THE QUALIFYING EVENT, AND IS AUTHORIZED BY AN AIRSPACE SECURITY WAIVER APPROVED BY THE FAA; C. THE AIRCRAFT OPERATION IS ENABLING BROADCAST COVERAGE FOR THE BROADCAST RIGHTS HOLDER FOR THE QUALIFYING EVENT, AND IS AUTHORIZED BY AN AIRSPACE SECURITY WAIVER APPROVED BY THE FAA; D. THE AIRCRAFT OPERATION HAS BEEN AUTHORIZED BY ATC FOR NATIONAL SECURITY, HOMELAND SECURITY, LAW ENFORCEMENT, OR AIR AMBULANCE PURPOSES; SECTION III. RESOURCES: A. PILOTS OPERATING IN THE DEFINED AIRSPACE ARE REMINDED THAT AN FAA AIRSPACE SECURITY WAIVER DOES NOT RELIEVE OPERATORS FROM OBTAINING ALL OTHER NECESSARY AUTHORIZATIONS, INCLUDING THOSE SPECIFIC TO FLIGHTS OVER EVENTS HELD IN STADIUMS AND OTHER SPORTING VENUES, AND COMPLYING WITH ALL APPLICABLE FEDERAL AVIATION REGULATIONS. B. PILOTS MUST CONTINUOUSLY SQUAWK AN ATC-ASSIGNED BEACON CODE AND MAINTAIN 2-WAY RADIO CONTACT WITH ATC WHILE OPERATING IN THE DEFINED AIRSPACE. C. UAS OPERATORS WHO DO NOT COMPLY WITH APPLICABLE AIRSPACE RESTRICTIONS ARE WARNED THAT PURSUANT TO 10 U.S.C. SECTION 130I AND 6 U.S.C. SECTION 124N, THE DEPARTMENT OF DEFENSE (DOD), THE DEPARTMENT OF HOMELAND SECURITY (DHS) OR THE DEPARTMENT OF JUSTICE (DOJ) MAY TAKE SECURITY ACTION THAT RESULTS IN THE INTERFERENCE, DISRUPTION, SEIZURE, DAMAGING, OR SPECIAL SECURITY INSTRUCTIONS DESTRUCTION OF UNMANNED AIRCRAFT DEEMED TO POSE A CREDIBLE SAFETY OR SECURITY THREAT TO PROTECTED PERSONNEL, FACILITIES, OR ASSETS. D. ALL PREVIOUSLY ISSUED WAIVERS TO FDC NOTAM 7/4319 REMAIN VALID UNTIL THE SPECIFIED END DATE BUT NOT TO EXCEED 90 DAYS FOLLOWING THE EFFECTIVE DATE OF THIS NOTAM. INFORMATION ABOUT AIRSPACE SECURITY WAIVER APPLICATIONS AND TSA SECURITY AUTHORIZATIONS CAN BE FOUND AT [HTTP://WWW.TSA.GOV/STAKEHOLDERS/AIRSPACE-WAIVERS-0](http://www.tsa.gov/stakeholders/airspace-waivers-0) OR BY CALLING TSA AT 571-227-2071. E. SUBMIT REQUESTS FOR FAA AIRSPACE WAIVERS AT [HTTPS://WAIVERS.FAA.GOV](https://waivers.faa.gov). F. FAA RECOMMENDS THAT ALL AIRCRAFT OPERATORS CHECK NOTAMS FREQUENTLY FOR POSSIBLE CHANGES TO THIS TFR PRIOR TO OPERATIONS WITHIN THIS REGION AT [HTTP://NOTAMS.AIM.FAA.GOV](http://notams.aim.faa.gov) AND SELECT NOTAM SEARCH. G. THE SYSTEM OPERATIONS SUPPORT CENTER (SOSC) IS THE POINT OF CONTACT AND COORDINATION FACILITY FOR ANY QUESTIONS REGARDING THIS NOTAM AND ARE AVAILABLE DAILY FROM 0700-2300 EASTERN, PHONE 202-267-8276. 202001150001-PERM

IFDC 9/7567 FDC AIRSPACE EMERGENCY ORDER OF PROHIBITION..OPERATORS OF BOEING COMPANY MODEL 737-8 AND BOEING COMPANY MODEL 737-9 AIRPLANES AN EMERGENCY ORDER OF PROHIBITION HAS BEEN ISSUED BY THE FEDERAL AVIATION ADMINISTRATION (FAA) PURSUANT TO 49 U.S.C. 40113(A) AND 46105(C), EFFECTIVE 13 MAR 19, THAT PROHIBITS THE OPERATION OF BOEING MODEL 737-8 AND BOEING COMPANY MODEL 737-9 AIRPLANES BY U.S. CERTIFICATED OPERATORS. THE ORDER ALSO PROHIBITS THE OPERATION OF BOEING COMPANY MODEL 737-8 AND BOEING COMPANY MODEL 737-9 AIRPLANES IN THE TERRITORIAL AIRSPACE OF THE UNITED STATES. THE FULL TEXT OF THE ORDER IS AVAILABLE ON THE FAAS WEBSITE AT WWW.FAA.GOV/NEWS/UPDATES/MEDIA/EMERGENCY_ORDER.PDF SPECIAL FLIGHT PERMITS MAY BE ISSUED IN ACCORDANCE WITH 14 CFR SECTIONS 21.197 AND 21.199, INCLUDING TO ALLOW NON-PASSENGER CARRYING FLIGHTS, AS NEEDED, FOR PURPOSES OF FLIGHT TO A BASE FOR STORAGE, PRODUCTION FLIGHT TESTING, REPAIRS, ALTERATIONS, OR MAINTENANCE. EXPERIMENTAL AIRWORTHINESS CERTIFICATES MAY BE ISSUED IN ACCORDANCE WITH 14 CFR 21.191 TO SUPPORT CERTIFICATION OF DESIGN CHANGES. THE EMERGENCY ORDER OF PROHIBITION WAS EFFECTIVE ON 13 MAR 19 AND THE FULL TEXT OF THE PROHIBITION WILL BE PUBLISHED IN THE FEDERAL AIRSPACE EMERGENCY ORDER OF PROHIBITION..OPERATORS REGISTER ON 18 MAR 19. THE FAA ISSUED THIS ORDER BASED ON THE INITIAL INVESTIGATIONS OF TWO RECENT BOEING COMPANY MODEL 737-8 CRASHES. THE FAA IS CONTINUING TO INVESTIGATE THESE INCIDENTS AND TO ADDRESS FACTORS THAT MAY HAVE CONTRIBUTED TO THESE ACCIDENTS, AND WILL RESCIND OR MODIFY THIS ORDER AS APPROPRIATE TO MAINTAIN THE SAFETY OF THE AVIATION SYSTEM. FOR FURTHER INFORMATION CONTACT THE FAA BY EMAIL AT ASKFAA@FAA.GOV. F) SFC G) UNL 201903151928-PERM

IFDC 9/3817 FDC SPECIAL NOTICE...NATIONAL SECURITY ADVISORY FOR UNMANNED AIRCRAFT SYSTEM (UAS) OPERATIONS IN PROXIMITY TO SELECT LOCATIONS AND MOBILE ASSETS NATIONWIDE. IN THE INTEREST OF NATIONAL SECURITY, UAS OPERATORS ARE STRONGLY ADVISED TO AVOID FLYING IN CLOSE PROXIMITY (GENERALLY, IN AIRSPACE WITHIN 3000FT Laterally AND 1000FT ABOVE UNLESS INDICATED BY THE FAA BY NOTAM OR OTHER MEANS) TO: DEPARTMENT OF DEFENSE (DOD) AND DEPARTMENT OF ENERGY (DOE) FACILITIES AND MOBILE ASSETS, INCLUDING VESSELS AND GROUND VEHICLE CONVOYS AND THEIR ASSOCIATED ESCORTS, SUCH AS UNITED STATES COAST GUARD (USCG) OPERATED VESSELS. PURSUANT TO 49 U.S.C. SECTION 40103(B)(3), THE FAA CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AND IN FURTHER DETAIL BY THE FAA WEBSITE IDENTIFIED BELOW AS 'NATIONAL DEFENSE AIRSPACE'. UAS OPERATORS WHO DO NOT COMPLY WITH APPLICABLE AIRSPACE RESTRICTIONS ARE WARNED THAT PURSUANT TO 10 U.S.C. SECTION 130I AND 6 U.S.C. SECTION 124N, THE DEPARTMENT OF DEFENSE (DOD), DEPARTMENT OF HOMELAND SECURITY (DHS), OR THE DEPARTMENT OF JUSTICE (DOJ) MAY TAKE SECURITY ACTION THAT RESULTS IN THE INTERFERENCE, DISRUPTION, SEIZURE, DAMAGING, OR DESTRUCTION OF UNMANNED AIRCRAFT DEEMED TO SPECIAL NOTICE...NATIONAL SECURITY ADVISORY FOR POSE A CREDIBLE SAFETY OR SECURITY THREAT TO PROTECTED PERSONNEL, FACILITIES, OR ASSETS. THE FAA RECOMMENDS THAT UAS OPERATORS NEEDING TO OPERATE IN THE INDICATED AIRSPACE FOR OVERRIDING REASONS OF PUBLIC INTEREST OR NECESSITY (SUCH AS IN DIRECT SUPPORT OF AN ACTIVE NATIONAL DEFENSE, HOMELAND SECURITY, LAW ENFORCEMENT, FIREFIGHTING, SEARCH AND RESCUE, OR DISASTER RESPONSE MISSION) COORDINATE IN ADVANCE WITH THE APPROPRIATE DOD, DOE, OR USCG ENTITY, OR BY CONTACTING THE FAA. DOD, DOE, AND USCG POINTS OF CONTACT FOR SPECIFIC COVERED FACILITIES AND MOBILE ASSETS MAY BE AVAILABLE ON THE FOLLOWING FAA WEBSITE: [HTTPS://UDDS-FAA.OPENDATA.ARCGIS.COM](https://UDDS-FAA.OPENDATA.ARCGIS.COM). OPERATORS UNABLE TO SUCCESSFULLY COORDINATE WITH DOD, DOE, OR USCG POINTS OF CONTACT MAY

CONTACT THE FAA SYSTEM OPERATIONS SUPPORT CENTER (SOSC) AT (202) 267-8276 FOR FURTHER ASSISTANCE. THE FAA APPLIES, TO THE MAXIMUM EXTENT PRACTICABLE, SPECIAL SECURITY INSTRUCTIONS (SSI) PURSUANT TO 14 C.F.R. SECTION 99.7 OR OTHER SPECIAL NOTICE...NATIONAL SECURITY ADVISORY FOR AIRSPACE MEASURES THAT RESTRICT UAS OPERATIONS IN PROXIMITY TO FACILITIES AND MOBILE ASSETS COVERED BY 10 U.S.C. SECTION 130I AND 50 U.S.C. SECTION 2661. HOWEVER, IMPLEMENTING ADVANCE SSI OR OTHER AIRSPACE MEASURES MAY NOT BE FEASIBLE FOR ALL COVERED ASSETS AND MOBILE ASSET OPERATIONS. UAS OPERATORS SHOULD THEREFORE EXERCISE CAUTION WHEN FLYING IN PROXIMITY OF ALL DOD AND DOE FACILITIES AND MOBILE ASSETS, AND USCG MOBILE ASSETS. IF YOU HAVE GENERAL QUESTIONS REGARDING UAS OPERATIONS, PLEASE REFER TO WWW.FAA.GOV/UAS/CONTACT; OR CONTACT THE FAA VIA EMAIL AT UASHelp@FAA.gov OR BY PHONE AT (844) FLY-MY-UA. IF YOU HAVE QUESTIONS REGARDING UAS-SPECIFIC SSI, PLEASE REFER TO THE FOLLOWING FAA WEBSITE: [HTTPS://UDDS-FAA.OPENDATA.ARCGIS.COM](https://UDDS-FAA.OPENDATA.ARCGIS.COM); OR CONTACT THE FAA SOSC AT (202) 267-8276. 201910291420-202010291430

IFDC 9/3815 FDC SECURITY..SPECIAL SECURITY INSTRUCTIONS FOR UNMANNED AIRCRAFT SYSTEM (UAS) OPERATIONS IN THE VICINITY OF NAVAL BASE KITSAP AND NAVAL SUBMARINE BASE KINGS BAY. PURSUANT TO 49 U.S.C. SECTION 40103(B)(3), THE FAA CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AND IN FURTHER DETAIL BY THE FAA WEBSITE IDENTIFIED BELOW AS 'NATIONAL DEFENSE AIRSPACE'. UAS OPERATORS WHO DO NOT COMPLY WITH APPLICABLE AIRSPACE RESTRICTIONS ARE WARNED THAT PURSUANT TO 10 U.S.C. SECTION 130I AND 6 U.S.C. SECTION 124N, THE DEPARTMENT OF DEFENSE (DOD), DEPARTMENT OF HOMELAND SECURITY (DHS), OR THE DEPARTMENT OF JUSTICE (DOJ) MAY TAKE SECURITY ACTION THAT RESULTS IN THE INTERFERENCE, DISRUPTION, SEIZURE, DAMAGING, OR DESTRUCTION OF UNMANNED AIRCRAFT DEEMED TO POSE A CREDIBLE SAFETY OR SECURITY THREAT TO PROTECTED PERSONNEL, FACILITIES, OR ASSETS. THE DEPARTMENT OF DEFENSE (DOD) AND UNITED STATES COAST GUARD (USCG) MAY TAKE SECURITY ACTION THAT RESULTS IN THE INTERFERENCE, DISRUPTION, SEIZURE, DAMAGING, OR DESTRUCTION OF UNMANNED AIRCRAFT CONSIDERED TO POSE A SAFETY OR SECURITY THREAT TO PROTECTED DOD OR USCG ASSETS. PURSUANT TO 14 C.F.R. SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS (SSI), ALL UNMANNED AIRCRAFT ARE PROHIBITED FROM FLYING WITHIN A STAND-OFF DISTANCE OF 3000FT LATERALLY FROM AND 1000FT SECURITY..SPECIAL SECURITY INSTRUCTIONS ABOVE A UNITED STATES NAVY (USN) OR USCG OPERATED VESSEL WHEN OPERATING WITHIN THE DEFINED AIRSPACE. THE AIRSPACE IN WHICH UAS OPERATIONS MUST COMPLY WITH THIS SSI IS DEFINED AS THE AIRSPACE, SFC-2000FT MSL, GENERALLY OVERLYING: 1) THE PORTION THE HOOD CANAL AND STRAIT OF JUAN DE FUCA EXTENDING FROM NAVAL BASE KITSAP NEAR BREMERTON, WA, TO THE PACIFIC; AND 2) THE PORTION OF THE CUMBERLAND SOUND EXTENDING FROM NAVAL SUBMARINE BASE KINGS BAY NEAR ST. MARYS, GA, TO THE ATLANTIC. THE AIRSPACE IN WHICH THIS SSI APPLIES IS VISUALLY DEPICTED AND GEOSPATIALLY DEFINED ON THE FOLLOWING FAA WEBSITE: [HTTPS://UDDS-FAA.OPENDATA.ARCGIS.COM](https://UDDS-FAA.OPENDATA.ARCGIS.COM). UAS OPERATORS NEEDING TO OPERATE IN THE DEFINED AIRSPACE IN CLOSE PROXIMITY TO USN OR USCG VESSELS FOR OVERRIDING REASONS OF PUBLIC INTEREST OR NECESSITY (SUCH AS IN DIRECT SUPPORT OF AN ACTIVE NATIONAL DEFENSE, HOMELAND SECURITY, LAW ENFORCEMENT, FIREFIGHTING, SEARCH AND RESCUE, OR DISASTER RESPONSE MISSION) MUST COORDINATE AND OBTAIN ADVANCE AUTHORIZATION FROM THE APPROPRIATE DOD OR USCG POINT OF CONTACT IDENTIFIED IN THE FOLLOWING FAA WEBSITE: [HTTPS://UDDS-FAA.OPENDATA.ARCGIS.COM](https://UDDS-FAA.OPENDATA.ARCGIS.COM). OPERATORS UNABLE TO SUCCESSFULLY COORDINATE WITH THESE DOD OR USCG SECURITY..SPECIAL SECURITY INSTRUCTIONS POINTS OF CONTACT MAY CONTACT THE FAA SYSTEM OPERATIONS SUPPORT CENTER (SOSC) AT (202) 267-8276 FOR FURTHER ASSISTANCE. IF YOU

HAVE GENERAL QUESTIONS REGARDING UAS OPERATIONS, PLEASE REFER TO WWW.FAA.GOV/UAS/CONTACT; OR CONTACT THE FAA VIA EMAIL AT UASHELP@FAA.GOV OR PHONE AT 844-FLY-MY-UA. IF YOU HAVE QUESTIONS REGARDING THIS UAS-SPECIFIC SSI, PLEASE REFER TO THE FOLLOWING FAA WEBSITE: [HTTPS://UDDS-FAA.OPENDATA.ARCGIS.COM](https://UDDS-FAA.OPENDATA.ARCGIS.COM); OR CONTACT THE FAA SOSC AT 202-267-8276. 201910291420-202010291430

!FDC 8/2435 FDC ... SPECIAL NOTICE ... PILOTS ARE REMINDED THAT THERE ARE INCREASED SECURITY MEASURES IN PLACE FOR AIRCRAFT ENTERING DOMESTIC AIRSPACE, INCLUDING THOSE ENTERING FLORIDA COASTAL WATERS. ALL PILOTS OF VFR AIRCRAFT ARE REQUIRED TO FILE A DEFENSE VISUAL FLIGHT RULES (DVFR) FLIGHT PLAN PRIOR TO ENTRY INTO THE AIR DEFENSE IDENTIFICATION ZONE(ADIZ)IN ACCORDANCE WITH CFR 99 TITLE 14 CHAPTER 1 PART 99 SECURITY CONTROL OF AIR TRAFFIC, SECTIONS 99.1 THROUGH 99.49. THE PILOT MUST ACTIVATE THE DVFR FLIGHT PLAN WITH U.S. FLIGHT SERVICE AND SET THE AIRCRAFT TRANSPONDER TO THE ASSIGNED DISCRETE BEACON CODE PRIOR TO ENTERING THE ADIZ. FAILURE TO COMPLY WITH ALL DVFR PROCEDURES MAY RESULT IN THE AIRCRAFT BEING INTERCEPTED BY DEPARTMENT OF DEFENSE AIRCRAFT. 200806131828-PERM

!FDC 6/8818 FDC ...SPECIAL NOTICE...IN THE INTEREST OF NATIONAL SECURITY AND TO THE EXTENT PRACTICABLE, PILOTS AND UAS OPERATORS ARE STRONGLY ADVISED TO AVOID THE AIRSPACE ABOVE OR IN CLOSE PROXIMITY TO CRITICAL INFRASTRUCTURE AND OTHER SENSITIVE LOCATIONS SUCH AS POWER PLANTS (NUCLEAR, HYDRO-ELECTRIC, OR COAL), DAMS, REFINERIES, INDUSTRIAL COMPLEXES, MILITARY FACILITIES, CORRECTIONAL AND LAW ENFORCEMENT FACILITIES UNLESS OTHERWISE AUTHORIZED. PILOTS AND UAS OPERATORS SHOULD NOT CIRCLE AS TO LOITER IN THE VICINITY OVER THESE TYPES OF FACILITIES. 201603231538-PERM

!FDC 4/4386 FDC SPECIAL NOTICE... NATIONAL AIRSPACE SYSTEM INTERCEPT PROCEDURES. AVIATORS SHALL REVIEW THE FEDERAL AVIATION ADMINISTRATION AERONAUTICAL INFORMATION MANUAL (AIM) FOR INTERCEPTION PROCEDURES, CHAPTER 5, SECTION 6, PARAGRAPH 5-6-2. ALL AIRCRAFT OPERATING IN UNITED STATES NATIONAL AIRSPACE, IF CAPABLE, SHALL MAINTAIN A LISTENING WATCH ON VHF GUARD 121.5 OR UHF 243.0. IF AN AIRCRAFT IS INTERCEPTED BY U.S. MILITARY AIRCRAFT AND FLARES ARE DISPENSED, THE FOLLOWING PROCEDURES ARE TO BE FOLLOWED: FOLLOW THE INTERCEPT'S VISUAL SIGNALS, CONTACT AIR TRAFFIC CONTROL IMMEDIATELY ON THE LOCAL FREQUENCY OR ON VHF GUARD 121.5 OR UHF GUARD 243.0, AND COMPLY WITH THE INSTRUCTIONS GIVEN BY THE INTERCEPTING AIRCRAFT INCLUDING VISUAL SIGNALS IF UNABLE RADIO CONTACT. BE ADVISED THAT NONCOMPLIANCE MAY RESULT IN THE USE OF FORCE. 200405191412-PERM

!FDC 2/2422 FDC SPECIAL ADVISORY NOTICE. A WARNING SIGNAL FOR COMMUNICATING WITH AIRCRAFT IS DEPLOYED AND IS OPERATING WITHIN THE WASHINGTON DC SPECIAL FLIGHT RULES AREA (SFRA), INCLUDING THE FLIGHT RESTRICTED ZONE (FRZ). THE SIGNAL CONSISTS OF HIGHLY FOCUSED RED AND GREEN COLORED LIGHTS IN AN ALTERNATING RED/RED/GREEN SIGNAL PATTERN. THIS SIGNAL MAY BE DIRECTED AT SPECIFIC AIRCRAFT SUSPECTED OF MAKING UNAUTHORIZED ENTRY INTO THE SFRA/FRZ AND ARE ON A HEADING OR FLIGHT PATH THAT MAY BE INTERPRETED AS A THREAT OR AT THE REQUEST OF THE FAA. THE BEAM IS NOT INJURIOUS TO THE EYES OF PILOTS/AIRCROWS OR PASSENGERS, REGARDLESS OF ALTITUDE OR DISTANCE FROM THE SOURCE. IF YOU ARE IN COMMUNICATION WITH AIR TRAFFIC CONTROL AND THIS SIGNAL IS DIRECTED AT YOUR AIRCRAFT, WE ADVISE YOU TO IMMEDIATELY COMMUNICATE WITH ATC THAT YOU ARE BEING ILLUMINATED BY A VISUAL WARNING SIGNAL. IF THIS SIGNAL IS DIRECTED AT YOU

AND YOU ARE NOT COMMUNICATING WITH ATC, WE ADVISE YOU TO TURN TO A HEADING AWAY FROM THE CENTER OF THE FRZ/SFRA AS SOON AS POSSIBLE AND IMMEDIATELY CONTACT ATC ON AN APPROPRIATE FREQUENCY, OR IF UNSURE OF THE FREQUENCY, CONTACT ATC ON VHF GUARD 121.5 OR UHF GUARD 243.0. BE ADVISED THAT FAILURE TO FOLLOW THE RECOMMENDED PROCEDURES OUTLINED ABOVE MAY RESULT IN INTERCEPTION BY MILITARY AIRCRAFT AND/OR THE USE OF FORCE. THIS NOTICE ONLY APPLIES TO VFR AIRCRAFT OPERATING WITHIN THE SFRA/FRZ, INCLUDING DOD, LAW ENFORCEMENT, AND AEROMEDICAL OPERATIONS. THIS NOTICE DOES NOT CHANGE PROCEDURES ESTABLISHED FOR REPORTING UNAUTHORIZED LASER ILLUMINATION AS PUBLISHED IN ADVISORY CIRCULAR 70-2. "THIS SIGNAL MAY BE DIRECTED AT SPECIFIC AIRCRAFT SUSPECTED OF MAKING UNAUTHORIZED ENTRY INTO THE SFRA/FRZ AND ARE ON A HEADING OR FLIGHT PATH THAT MAY BE INTERPRETED AS A THREAT OR THAT OPERATE CONTRARY TO THE OPERATING RULES FOR THE SFRA/FRZ". 201201131638-PERM

State Department (KZZZ) NOTAMs:

!FDC 0/9801 KZZZ SECURITY...SPECIAL SECURITY INSTRUCTIONS (SSI) FOR TRANSPONDER OPS OF CIVIL ACFT OPERATING INTO OR OUT OF THE UNITED STATES, INTO, WI, OR ACROSS THE UNITED STATES CONTIGUOUS AIR DEFENSE IDENTIFICATION ZONE (ADIZ). IN ADDITION TO THE REQUIREMENTS PRESCRIBED IN 14 CFR PART 99.13, TRANSPONDER ON REQUIREMENTS, THE FOLLOWING SPECIAL SECURITY REQUIREMENTS ARE IN EFFECT, PURSUANT TO 14 CFR SECTION 99.7, SSI, AND AGREEMENT BETWEEN THE FEDERAL AVIATION ADMINISTRATION (FAA), THE DEPARTMENT OF DEFENSE (DOD), AND THE DEPARTMENT OF HOMELAND SECURITY (DHS). CIVIL ACFT OPERATING, INTO OR OUT OF THE UNITED STATES, INTO, WI OR ACROSS THE CONTIGUOUS U.S. ADIZ, MUST BE EQUIPPED WITH AN OPERABLE RADAR BCN TRANSPONDER HAVING ALT REPORTING CAPABILITY, AND THAT TRANSPONDER MUST BE TURNED ON AND SET TO REPLY ON THE DISCRETE BCN CODE ASSIGNED BY AIR TRAFFIC CONTROL (ATC) OR ISSUED BY AN FAA FLIGHT SERVICE STATION (FSS), UNLESS OTHERWISE AUTH BY THE FAA. IF YOU HAVE QUESTIONS REGARDING THIS SSI, CONTACT THE FAA AT 9-ATOR-HQ-IFOS@FAA.GOV. 202009082000-PERM

!FDC 0/4719 KZZZ SECURITY..SPECIAL SECURITY INSTRUCTIONS (SSI) CONCERNING NATIONAL SECURITY AND REQUIREMENTS FOR CIVIL AND FOREIGN STATE ACFT OPS IN UNITED STATES TERRITORIAL AIRSPACE. IN ACCORDANCE WITH 14 CODE OF FEDERAL REGULATIONS (CFR) 99.7, SPECIAL SECURITY INSTRUCTIONS (SSI), AND 49 USC 40103 AND 41703, IN ADDITION TO THE REQUIREMENTS PRESCRIBED IN 14 CFR PART 99, SECURITY CONTROL OF AIR TRAFFIC, THE SSI AND NATIONAL SECURITY REQUIREMENTS FOR CIVIL AND FOREIGN STATE ACFT OPS IN UNITED STATES TERRITORIAL AIRSPACE THAT WERE PUBLISHED, AND EFFECTIVE AS OF 27 APR 2017, IN THE AERONAUTICAL INFORMATION PUBLICATION (AIP) (PART II. ENROUTE, ENR 1.12) AND AERONAUTICAL INFORMATION MANUAL (AIM) (CHAPTER 5, SECTION 6) PRESCRIBE THE PROCEDURES FOR CIVIL AND FOREIGN STATE ACFT OPS IN UNITED STATES TERRITORIAL AIRSPACE. EFFECTIVE 2009080001-2109072359. THIS NOTAM CANCELS THE FOLLOWING FDC NOTAM: FDC 0/9805 - SECURITY...SPECIAL SECURITY INSTRUCTIONS (SSI) FOR TRANSPONDER OPS OF CIVIL ACFT OPERATING INTO OR OUT OF THE UNITED SECURITY..SPECIAL SECURITY INSTRUCTIONS (SSI) STATES, INTO, WI, OR ACROSS THE UNITED STATES CONTIGUOUS AIR DEFENSE IDENTIFICATION ZONE (ADIZ). FDC NOTAM 0/9805 CANCELED THE SSI AND REQUIREMENTS FORMERLY CONTAINED IN FDC NOTAMS 6/4255, 6/4256, 6/4260, 8/2435 ON 29 AUG 20:00 2020. 202009080001-202109072359

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

SPECIAL SECURITY REQUIREMENTS FOR FOREIGN STATE AIRCRAFT OPERATIONS TO, FROM, WITHIN, OR TRANSITING U.S. TERRITORIAL AIRSPACE ARE IN EFFECT PURSUANT TO 14 CODE OF FEDERAL REGULATIONS (CFR) 99.7, SPECIAL SECURITY INSTRUCTIONS, AND 49 USC 40103 AND 41703, IN ADDITION TO THE REQUIREMENTS PRESCRIBED IN 14 CFR PART 99 (SECURITY CONTROL OF AIR TRAFFIC). THE REQUIREMENTS IN THIS NOTAM SUPERSEDE THE REQUIREMENTS FOR FOREIGN STATE AIRCRAFT OPERATIONS TO, FROM, WITHIN, OR TRANSITING U.S. TERRITORIAL AIRSPACE FORMERLY PUBLISHED IN FDC NOTAM 5/5806 (A0054/15). IN ADDITION TO THE REQUIREMENTS OF THIS NOTAM, FOREIGN STATE AIRCRAFT OPERATIONS MUST COMPLY WITH ALL OTHER APPLICABLE REGULATIONS PUBLISHED IN TITLE 14 CFR. PART I. STATE AIRCRAFT OPERATIONS TO OR FROM, WITHIN, OR TRANSITING U.S. TERRITORIAL AIRSPACE A. FOREIGN STATE AIRCRAFT MAY OPERATE TO OR FROM, WITHIN, OR IN TRANSIT OF THE TERRITORIAL AIRSPACE OF THE U.S. ONLY WHEN AUTHORIZED BY THE SECRETARY OF STATE BY MEANS OF A DIPLOMATIC CLEARANCE, EXCEPT AS DESCRIBED IN PARAGRAPH B OF PART I OF THIS NOTAM. DIPLOMATIC CLEARANCES MAY BE REQUESTED BY CONTACTING THE U.S. DEPARTMENT OF STATE POINT OF CONTACT LISTED IN PART II OF THIS NOTAM. 1) A FEDERAL AVIATION ADMINISTRATION (FAA) ROUTING AUTHORIZATION FOR STATE AIRCRAFT OPERATIONS OF SPECIAL INTEREST COUNTRIES LISTED IN PART IV, PARAGRAPH E, OF THIS NOTAM IS REQUIRED BEFORE THE U.S. STATE DEPARTMENT WILL ISSUE A DIPLOMATIC CLEARANCE FOR SUCH OPERATIONS. FOREIGN GOVERNMENTS OF SPECIAL INTEREST COUNTRIES MUST REQUEST FAA ROUTING AUTHORIZATIONS BY CONTACTING THE FAA POINT OF CONTACT LISTED IN PART II OF THIS NOTAM. 2) FOREIGN STATE AIRCRAFT OPERATIONS MUST NAVIGATE U.S. TERRITORIAL AIRSPACE ON AN ACTIVE IFR FLIGHT PLAN, UNLESS SPECIFICALLY APPROVED FOR VFR FLIGHT OPERATIONS BY THE U.S. DEPARTMENT OF STATE IN THE DIPLOMATIC CLEARANCE. 3) A FOREIGN AIRCRAFT THAT OPERATES TO OR FROM, WITHIN, OR IN TRANSIT OF U.S. TERRITORIAL AIRSPACE WHILE CONDUCTING A STATE AIRCRAFT OPERATION IS NOT AUTHORIZED TO CHANGE ITS STATUS AS A STATE AIRCRAFT DURING ANY PORTION OF THE APPROVED, DIPLOMATICALLY CLEARED ITINERARY. 4) A FOREIGN AIRCRAFT DESCRIBED IN SUBPARAGRAPH A.3 MAY OPERATE FROM OR WITHIN U.S. TERRITORIAL AIRSPACE AS A CIVIL AIRCRAFT OPERATION, ONCE IT HAS COMPLETED ITS APPROVED, DIPLOMATICALLY CLEARED ITINERARY, IF THE OPERATOR IS: A FOREIGN AIR CARRIER THAT HOLDS VALID FAA PART 129 OPERATIONS SPECIFICATIONS; AND IS IN COMPLIANCE WITH ALL OTHER REQUIREMENTS APPLIED TO FOREIGN CIVIL AIRCRAFT OPERATIONS FROM OR WITHIN U.S. TERRITORIAL AIRSPACE. 5) FOREIGN STATE AIRCRAFT OPERATIONS ARE NOT AUTHORIZED TO OR FROM RONALD REAGAN WASHINGTON NATIONAL AIRPORT (KDCA). B. STATE AIRCRAFT OPERATIONS ON BEHALF OF THE GOVERNMENTS OF CANADA AND MEXICO CONDUCTED FOR THE PURPOSES OF AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, SEARCH AND RESCUE, OR EMERGENCY EVACUATION ARE AUTHORIZED TO TRANSIT U.S. TERRITORIAL AIRSPACE WITHIN 50 NM OF THEIR RESPECTIVE BORDERS WITH THE UNITED STATES, WITH OR WITHOUT AN ACTIVE FLIGHT PLAN, PROVIDED THEY HAVE RECEIVED AND CONTINUOUSLY TRANSMIT AN ATC ASSIGNED TRANSPONDER CODE. STATE AIRCRAFT OPERATIONS ON BEHALF OF THE GOVERNMENTS OF CANADA AND MEXICO CONDUCTED UNDER THIS PARAGRAPH B OF PART I ARE NOT REQUIRED TO OBTAIN A DIPLOMATIC CLEARANCE FROM THE U.S. DEPARTMENT OF STATE. PART II. U.S. STATE DEPARTMENT DIPLOMATIC CLEARANCE AND FAA ROUTING AUTHORIZATION INFORMATION A. INFORMATION ABOUT U.S. STATE DEPARTMENT DIPLOMATIC CLEARANCES FOR FOREIGN STATE AIRCRAFT FLIGHTS OPERATING TO OR FROM, WITHIN, OR TRANSITING U.S. TERRITORIAL AIRSPACE IS AVAILABLE AT: [HTTP://WWW.STATE.GOV/T/PM/ISO/C56895.HTM](http://WWW.STATE.GOV/T/PM/ISO/C56895.HTM) (LOWER CASE ONLY) OR BY CONTACTING THE U.S. STATE DEPARTMENT AT 202-736-7158, OR AFTER HOURS AT 202-647-9000. B. INFORMATION ABOUT FAA ROUTING

AUTHORIZATIONS FOR U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY FLIGHT OPERATIONS TO OR FROM, WITHIN, OR TRANSITING U.S. TERRITORIAL AIRSPACE IS AVAILABLE BY COUNTRY AT: [HTTP://WWW.FAA.GOV/AIR_TRAFFIC/PUBLICATIONS/US_RESTRICTIONS/](http://www.faa.gov/air_traffic/publications/us_restrictions/) OR BY CONTACTING THE FAA SYSTEM OPERATIONS SUPPORT CENTER (SOSC) AT 202-267-8115. PART III. SPECIAL EMPHASIS A. PILOTS ARE REMINDED THAT THERE ARE INCREASED SECURITY MEASURES IN PLACE AT MANY AREAS. IN ACCORDANCE WITH 14 CFR 91.103, PRIOR TO DEPARTURE, PILOTS MUST BECOME FAMILIAR WITH ALL AVAILABLE INFORMATION CONCERNING THAT FLIGHT, INCLUDING ANY TEMPORARY FLIGHT RESTRICTIONS ALONG THEIR ROUTE OF FLIGHT OR AT THEIR POINT OF DEPARTURE/ARRIVAL. B. NONCOMPLIANCE WITH THESE SPECIAL SECURITY REQUIREMENTS MAY RESULT IN DENIAL OF FLIGHT ENTRY INTO U.S. TERRITORIAL AIRSPACE OR GROUND STOP OF THE FLIGHT AT A U.S. AIRPORT. C. PILOTS OF AIRCRAFT THAT DO NOT ADHERE TO THE PROCEDURES IN THE SPECIAL SECURITY REQUIREMENTS CONTAINED IN THIS NOTAM MAY BE INTERCEPTED, AND/OR DETAINED AND INTERVIEWED BY FEDERAL, STATE, OR LOCAL LAW ENFORCEMENT OR OTHER GOVERNMENT PERSONNEL. PART IV. DEFINITIONS A. AS USED IN THIS NOTAM, THE TERM U.S. TERRITORIAL AIRSPACE MEANS THE AIRSPACE OVER THE UNITED STATES, ITS TERRITORIES, AND POSSESSIONS, AND THE AIRSPACE OVER THE TERRITORIAL SEA OF THE UNITED STATES, WHICH EXTENDS 12 NAUTICAL MILES FROM THE BASELINES OF THE UNITED STATES DETERMINED IN ACCORDANCE WITH INTERNATIONAL LAW. B. TO OR FROM MEANS ANY FLIGHT THAT: 1) ENTERS U.S. TERRITORIAL AIRSPACE AFTER DEPARTURE FROM A LOCATION OUTSIDE OF THE U.S., ITS TERRITORIES OR POSSESSIONS, FOR LANDING AT A DESTINATION IN THE U.S., ITS TERRITORIES OR POSSESSIONS; OR 2) EXITS U.S. TERRITORIAL AIRSPACE AFTER DEPARTURE FROM A LOCATION IN THE U.S., ITS TERRITORIES OR POSSESSIONS. C. TRANSIT MEANS ANY FLIGHT DEPARTING FROM A LOCATION OUTSIDE OF THE U.S., ITS TERRITORIES OR POSSESSIONS, WHICH OPERATES IN U.S. TERRITORIAL AIRSPACE ENROUTE TO A LOCATION OUTSIDE THE U.S., ITS TERRITORIES OR POSSESSIONS WITHOUT LANDING AT A DESTINATION IN THE U.S. D. WITHIN MEANS ANY FLIGHT DEPARTING FROM A LOCATION INSIDE OF THE U.S., ITS TERRITORIES OR POSSESSIONS, WHICH OPERATES TO A LOCATION INSIDE THE U.S., ITS TERRITORIES OR POSSESSIONS. E. THE U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRIES ARE CUBA, IRAN, THE DEMOCRATIC PEOPLES REPUBLIC OF KOREA (NORTH KOREA), THE PEOPLE'S REPUBLIC OF CHINA, THE RUSSIAN FEDERATION, SUDAN, AND SYRIA. 201601160030-PERM !FDC 6/4256 KZZZ SECURITY...SPECIAL SECURITY INSTRUCTIONS FOR CIVIL AIRCRAFT OPERATIONS TO OR FROM THE TERRITORIAL AIRSPACE OF THE UNITED STATES (U.S.). THE FOLLOWING SPECIAL SECURITY REQUIREMENTS FOR CIVIL AIRCRAFT OPERATIONS TO AND FROM THE U.S. ARE IN EFFECT PURSUANT TO 14 CODE OF FEDERAL REGULATIONS (CFR) 99.7, SPECIAL SECURITY INSTRUCTIONS, AND 49 USC 40103 AND 41703, IN ADDITION TO THE REQUIREMENTS PRESCRIBED IN 14 CFR PART 99 (SECURITY CONTROL OF AIR TRAFFIC). THE REQUIREMENTS IN THIS NOTAM SUPERSEDE THE REQUIREMENTS FOR CIVIL AIRCRAFT OPERATIONS TO OR FROM U.S. TERRITORIAL AIRSPACE FORMERLY PUBLISHED IN FDC NOTAM 5/5782 (A0053/15). SECURITY REQUIREMENTS FOR CIVIL AIRCRAFT OPERATIONS WITHIN OR TRANSITING U.S. TERRITORIAL AIRSPACE ARE PROVIDED IN A SEPARATE NOTAM. IN ADDITION TO THE REQUIREMENTS OF THIS NOTAM, CIVIL AIRCRAFT OPERATIONS TO OR FROM THE TERRITORIAL AIRSPACE OF THE U.S. MUST COMPLY WITH ALL OTHER APPLICABLE REGULATIONS PUBLISHED IN TITLE 14 CFR. PART I. CIVIL AIRCRAFT OPERATIONS TO OR FROM U.S. TERRITORIAL AIRSPACE A. CIVIL AIRCRAFT, EXCEPT AS DESCRIBED IN PART I, PARAGRAPH B, ARE AUTHORIZED TO OPERATE TO OR FROM THE TERRITORIAL AIRSPACE OF THE U.S. IF IN COMPLIANCE WITH ALL OF THE FOLLOWING CONDITIONS: 1) FILE AND ARE ON AN ACTIVE FLIGHT PLAN (IFR,VFR, OR DVFR); 2) ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER, AND

CONTINUOUSLY SQUAWK AN ATC ASSIGNED TRANSPONDER CODE; 3) MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC; 4) COMPLY WITH ALL APPLICABLE U.S. CUSTOMS AND BORDER PROTECTION (CBP) REQUIREMENTS, INCLUDING ADVANCE PASSENGER INFORMATION SYSTEM (APIS) REQUIREMENTS, IN 19 CFR PART 122; AND 5) ARE IN RECEIPT OF A FEDERAL AVIATION ADMINISTRATION (FAA) ROUTING AUTHORIZATION IF THE AIRCRAFT IS REGISTERED IN A U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY OR IS OPERATING WITH THE ICAO THREE LETTER DESIGNATOR OF A COMPANY IN A COUNTRY LISTED AS A U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY, UNLESS THE OPERATOR HOLDS VALID FAA PART 129 OPERATIONS SPECIFICATIONS. VFR AND DVFR FLIGHT OPERATIONS ARE PROHIBITED FOR ANY AIRCRAFT REQUIRING AN FAA ROUTING AUTHORIZATION. B. CIVIL AIRCRAFT REGISTERED IN THE U.S., CANADA, OR MEXICO WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS (45,500 KGS) OR LESS THAT ARE OPERATING WITHOUT AN OPERATIONAL MODE C OR S TRANSPONDER, AND/OR THE ABILITY TO MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC, ARE AUTHORIZED TO OPERATE TO OR FROM U.S. TERRITORIAL AIRSPACE OVER ALASKA IF IN COMPLIANCE WITH ALL OF THE FOLLOWING CONDITIONS: 1) DEPART AND LAND AT AN AIRPORT WITHIN THE U.S. OR CANADA; 2) ENTER OR EXIT U.S. TERRITORIAL AIRSPACE OVER ALASKA NORTH OF THE FIFTY-FOURTH PARALLEL; 3) FILE AND ARE ON AN ACTIVE FLIGHT PLAN; 4) SQUAWK 1200 IF VFR AND EQUIPPED WITH A TRANSPONDER; AND 5) COMPLY WITH ALL APPLICABLE U.S. CBP REQUIREMENTS, INCLUDING APIS REQUIREMENTS, IN 19 CFR PART 122. PART II. FAA ROUTING AUTHORIZATION AND CBP APIS INFORMATION. A. INFORMATION ABOUT FAA ROUTING AUTHORIZATIONS FOR U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY FLIGHT OPERATIONS IN U.S. TERRITORIAL AIRSPACE IS AVAILABLE BY COUNTRY AT: [HTTP://WWW.FAA.GOV/AIR_TRAFFIC/PUBLICATIONS/US_RESTRICTIONS/](http://www.faa.gov/air_traffic/publications/us_restrictions/) OR BY CONTACTING THE FAA SYSTEM OPERATIONS SUPPORT CENTER (SOSC) AT 202-267-8115. B. INFORMATION ABOUT U.S. CBP APIS REQUIREMENTS IS AVAILABLE AT [HTTP://WWW.CBP.GOV](http://www.cbp.gov) PART III. SPECIAL EMPHASIS A. PILOTS ARE REMINDED THAT THERE ARE INCREASED SECURITY MEASURES IN PLACE AT MANY AREAS. IN ACCORDANCE WITH 14 CFR 91.103, PRIOR TO DEPARTURE, PILOTS MUST BECOME FAMILIAR WITH ALL AVAILABLE INFORMATION CONCERNING THAT FLIGHT, INCLUDING ANY TEMPORARY FLIGHT RESTRICTIONS ALONG THEIR ROUTE OF FLIGHT OR AT THEIR POINT OF DEPARTURE/ARRIVAL. B. NONCOMPLIANCE WITH THESE SPECIAL SECURITY REQUIREMENTS MAY RESULT IN DENIAL OF FLIGHT ENTRY INTO U.S. TERRITORIAL AIRSPACE OR GROUND STOP OF THE FLIGHT AT A U.S. AIRPORT. C. PILOTS OF AIRCRAFT THAT DO NOT ADHERE TO THE PROCEDURES IN THE SPECIAL SECURITY REQUIREMENTS CONTAINED IN THIS NOTAM MAY BE INTERCEPTED, AND/OR DETAINED AND INTERVIEWED BY FEDERAL, STATE, OR LOCAL LAW ENFORCEMENT, OR OTHER GOVERNMENT PERSONNEL. PART IV. DEFINITIONS A. AS USED IN THIS NOTAM, THE TERM U.S. TERRITORIAL AIRSPACE MEANS THE AIRSPACE OVER THE UNITED STATES, ITS TERRITORIES, AND POSSESSIONS, AND THE AIRSPACE OVER THE TERRITORIAL SEA OF THE UNITED STATES, WHICH EXTENDS 12 NAUTICAL MILES FROM THE BASELINES OF THE UNITED STATES DETERMINED IN ACCORDANCE WITH INTERNATIONAL LAW. B. TO OR FROM MEANS ANY FLIGHT THAT: 1) ENTERS U.S. TERRITORIAL AIRSPACE AFTER DEPARTURE FROM A LOCATION OUTSIDE OF THE U.S., ITS TERRITORIES OR POSSESSIONS, FOR LANDING AT A DESTINATION IN THE U.S., ITS TERRITORIES OR POSSESSIONS; OR 2) EXITS U.S. TERRITORIAL AIRSPACE AFTER DEPARTURE FROM A LOCATION IN THE U.S., ITS TERRITORIES, OR POSSESSIONS, AND LANDS AT A DESTINATION OUTSIDE THE U.S., ITS TERRITORIES OR POSSESSIONS. C. THE U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRIES ARE CUBA, IRAN, THE DEMOCRATIC PEOPLES REPUBLIC OF KOREA (NORTH KOREA), THE PEOPLE'S REPUBLIC OF CHINA, THE RUSSIAN FEDERATION, SUDAN, AND SYRIA. 201601160030-PERM

IFDC 6/4255 KZZZ SECURITY...SPECIAL SECURITY INSTRUCTIONS FOR CIVIL AIRCRAFT OPERATIONS WITHIN OR TRANSITING THE TERRITORIAL AIRSPACE OF THE UNITED STATES (U.S.). THE FOLLOWING SPECIAL SECURITY REQUIREMENTS FOR CIVIL AIRCRAFT OPERATIONS WITHIN OR TRANSITING U.S. TERRITORIAL AIRSPACE ARE IN EFFECT PURSUANT TO 14 CODE OF FEDERAL REGULATIONS (CFR) 99.7, SPECIAL SECURITY INSTRUCTIONS, AND 49 USC 40103 AND 41703, IN ADDITION TO THE REQUIREMENTS PRESCRIBED IN 14 CFR PART 99, SECURITY CONTROL OF AIR TRAFFIC. THE REQUIREMENTS IN THIS NOTAM SUPERSEDE THE REQUIREMENTS FOR CIVIL AIRCRAFT OPERATIONS WITHIN OR TRANSITING U.S. TERRITORIAL AIRSPACE FORMERLY PUBLISHED IN FDC NOTAM 5/6289 (A0056/15). SECURITY REQUIREMENTS FOR CIVIL AIRCRAFT OPERATIONS TO OR FROM U.S. TERRITORIAL AIRSPACE ARE PROVIDED IN A SEPARATE NOTAM. IN ADDITION TO THE REQUIREMENTS OF THIS NOTAM, CIVIL AIRCRAFT OPERATIONS WITHIN OR TRANSITING THE TERRITORIAL AIRSPACE OF THE U.S. MUST COMPLY WITH ALL OTHER APPLICABLE REGULATIONS PUBLISHED IN TITLE 14 CFR. PART I. CIVIL AIRCRAFT OPERATIONS WITHIN U.S. TERRITORIAL AIRSPACE A. CIVIL AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT LESS THAN OR EQUAL TO 100,309 POUNDS (45,500 KGS) ARE AUTHORIZED TO OPERATE WITHIN THE TERRITORIAL AIRSPACE OF THE U.S. IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS AND VFR IN AIRPORT TRAFFIC PATTERN AREAS OF UNITED STATES AIRPORTS NEAR THE UNITED STATES BORDER WITH THE EXCEPTION DESCRIBED IN PART I, PARAGRAPH B. B. CIVIL AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT LESS THAN OR EQUAL TO 100,309 POUNDS (45,500 KGS) AND REGISTERED IN A U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY OR OPERATING WITH THE ICAO THREE LETTER DESIGNATOR OF A COMPANY IN A COUNTRY LISTED AS A U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY, UNLESS THE OPERATOR HOLDS VALID FEDERAL AVIATION ADMINISTRATION (FAA) PART 129 OPERATIONS SPECIFICATIONS, MUST OPERATE WITHIN THE TERRITORIAL AIRSPACE OF THE U.S. IN ACCORDANCE WITH THE SAME REQUIREMENTS AS CIVIL AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT GREATER THAN 100,309 POUNDS (45,500 KGS), AS DESCRIBED IN PART I, PARAGRAPH C. C. CIVIL AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT GREATER THAN 100,309 POUNDS (45,500 KGS) ARE AUTHORIZED TO OPERATE WITHIN THE TERRITORIAL AIRSPACE OF THE U.S. IF IN COMPLIANCE WITH ALL OF THE FOLLOWING CONDITIONS: 1) FILE AND ARE ON AN ACTIVE FLIGHT PLAN (IFR OR VFR); 2) ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER, AND CONTINUOUSLY SQUAWK AN ATC ASSIGNED TRANSPONDER CODE; 3) MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC; 4) AIRCRAFT NOT REGISTERED IN THE U.S. MUST OPERATE UNDER AN APPROVED TRANSPORTATION SECURITY ADMINISTRATION (TSA) AVIATION SECURITY PROGRAM OR IN ACCORDANCE WITH AN FAA/TSA AIRSPACE WAIVER; 5) ARE IN RECEIPT OF AND ARE OPERATING IN ACCORDANCE WITH AN FAA ROUTING AUTHORIZATION AND AN FAA/TSA AIRSPACE WAIVER IF THE AIRCRAFT IS REGISTERED IN A U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY OR IS OPERATING WITH THE ICAO THREE LETTER DESIGNATOR OF A COMPANY IN A COUNTRY LISTED AS A U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY, UNLESS THE OPERATOR HOLDS VALID FAA PART 129 OPERATIONS SPECIFICATIONS. FAA ROUTING AUTHORIZATION FOR OPERATIONS WITHIN U.S. TERRITORIAL AIRSPACE BY AIRCRAFT DESCRIBED IN THIS SUBPARAGRAPH C.5 WILL ONLY BE GRANTED FOR IFR OPERATIONS. VFR FLIGHT OPERATIONS ARE PROHIBITED WITHIN U.S. TERRITORIAL AIRSPACE FOR ANY AIRCRAFT REQUIRING AN FAA ROUTING AUTHORIZATION; AND 6) AIRCRAFT NOT REGISTERED IN THE U.S, WHEN CONDUCTING POST-MAINTENANCE, MANUFACTURER, PRODUCTION, OR ACCEPTANCE FLIGHT TEST OPERATIONS, MUST MEET ALL OF THE FOLLOWING REQUIREMENTS: A) A U.S. COMPANY MUST HAVE OPERATIONAL CONTROL OF THE AIRCRAFT; B) AN FAA-

CERTIFICATED PILOT MUST SERVE AS PILOT IN COMMAND; C) ONLY CREWMEMBERS ARE PERMITTED ONBOARD THE AIRCRAFT; AND D) MAINTENANCE FLIGHT IS INCLUDED IN THE REMARKS SECTION OF THE FLIGHT PLAN. PART II. CIVIL AIRCRAFT OPERATIONS THAT TRANSIT U.S. TERRITORIAL AIRSPACE A. CIVIL AIRCRAFT, EXCEPT THOSE OPERATING IN ACCORDANCE WITH PARAGRAPHS B, C, D, OR E OF THIS PART II, ARE AUTHORIZED TO TRANSIT THE TERRITORIAL AIRSPACE OF THE U.S. IF IN COMPLIANCE WITH ALL OF THE FOLLOWING CONDITIONS: 1) FILE AND ARE ON AN ACTIVE FLIGHT PLAN (IFR OR DVFR); 2) ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ASSIGNED TRANSPONDER CODE; 3) MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC; 4) ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR ARE OPERATING WITH AND IN ACCORDANCE WITH AN FAA/TSA AIRSPACE WAIVER, IF: (A) THE AIRCRAFT IS NOT REGISTERED IN THE U.S.; OR (B) THE AIRCRAFT IS REGISTERED IN THE U.S. AND ITS MAXIMUM TAKEOFF GROSS WEIGHT IS GREATER THAN 100,309 POUNDS (45,500 KGS); 5) ARE IN RECEIPT OF AND ARE OPERATING IN ACCORDANCE WITH AN FAA ROUTING AUTHORIZATION IF THE AIRCRAFT IS REGISTERED IN A U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY OR IS OPERATING WITH THE ICAO THREE LETTER DESIGNATOR OF A COMPANY IN A COUNTRY LISTED AS A U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY, UNLESS THE OPERATOR HOLDS VALID FAA PART 129 OPERATIONS SPECIFICATIONS. FAA ROUTING AUTHORIZATION FOR TRANSIT OF U.S. TERRITORIAL AIRSPACE BY AIRCRAFT SUBJECT TO THIS PART II, SUBPARAGRAPH A.5 WILL ONLY BE GRANTED FOR IFR OPERATIONS. DVFR AND VFR FLIGHT OPERATIONS ARE PROHIBITED FOR ANY AIRCRAFT TRANSITING U.S. TERRITORIAL AIRSPACE REQUIRING AN FAA ROUTING AUTHORIZATION. B. CIVIL AIRCRAFT REGISTERED IN CANADA OR MEXICO, AND ENGAGED IN OPERATIONS FOR THE PURPOSES OF AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, SEARCH AND RESCUE, OR EMERGENCY EVACUATION ARE AUTHORIZED TO TRANSIT U.S. TERRITORIAL AIRSPACE WITHIN 50 NM OF THEIR RESPECTIVE BORDERS WITH THE U.S., WITH OR WITHOUT AN ACTIVE FLIGHT PLAN, PROVIDED THEY HAVE RECEIVED AND CONTINUOUSLY TRANSMIT AN ATC-ASSIGNED TRANSPONDER CODE. C. CIVIL AIRCRAFT REGISTERED IN CANADA, MEXICO, BAHAMAS, BERMUDA, CAYMAN ISLANDS , OR THE BRITISH VIRGIN ISLANDS WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS (45,500 KGS) OR LESS ARE AUTHORIZED TO TRANSIT U.S. TERRITORIAL AIRSPACE IF IN COMPLIANCE WITH ALL OF THE FOLLOWING CONDITIONS: 1) FILE AND ARE ON AN ACTIVE FLIGHT PLAN (IFR, VFR, OR DVFR) THAT ENTERS U.S. TERRITORIAL AIRSPACE DIRECTLY FROM ANY OF THE COUNTRIES LISTED IN PART II, PARAGRAPH C. FLIGHTS THAT INCLUDE A STOP IN A NON-LISTED COUNTRY PRIOR TO ENTERING U.S. TERRITORIAL AIRSPACE MUST COMPLY WITH THE REQUIREMENTS PRESCRIBED BY PART II, PARAGRAPH A, INCLUDING OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR OPERATING WITH AND IN ACCORDANCE WITH AN FAA/TSA AIRSPACE WAIVER. 2) ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ASSIGNED TRANSPONDER CODE; AND 3) MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC. D. CIVIL AIRCRAFT REGISTERED IN CANADA, MEXICO, BAHAMAS, BERMUDA, CAYMAN ISLANDS, OR THE BRITISH VIRGIN ISLANDS WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT GREATER THAN 100,309 POUNDS (45,500 KGS) MUST COMPLY WITH THE REQUIREMENTS PRESCRIBED BY PART II, PARAGRAPH A, INCLUDING OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR OPERATING WITH AND IN ACCORDANCE WITH AN FAA/TSA AIRSPACE WAIVER. E. CIVIL AIRCRAFT REGISTERED IN THE U.S., CANADA, OR MEXICO WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS (45,500 KGS) OR LESS THAT ARE OPERATING WITHOUT AN OPERATIONAL MODE C OR S TRANSPONDER AND/OR THE ABILITY TO MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC, ARE AUTHORIZED TO TRANSIT U.S.

TERRITORIAL AIRSPACE OVER ALASKA IF IN COMPLIANCE WITH ALL OF THE FOLLOWING CONDITIONS: 1) ENTER AND EXIT U.S. TERRITORIAL AIRSPACE OVER ALASKA NORTH OF THE FIFTY-FOURTH PARALLEL; 2) FILE AND ARE ON AN ACTIVE FLIGHT PLAN; AND 3) SQUAWK 1200 IF VFR AND EQUIPPED WITH A TRANSPONDER.

PART III. FAA/TSA AIRSPACE WAIVER, TSA AVIATION SECURITY PROGRAM, AND FAA ROUTING AUTHORIZATION INFORMATION. A. FAA/TSA AIRSPACE WAIVERS 1) OPERATORS MAY SUBMIT REQUESTS FOR FAA/TSA AIRSPACE WAIVERS AT [HTTPS://WAIVERS.FAA.GOV](https://waivers.faa.gov) BY SELECTING INTERNATIONAL AS THE WAIVER TYPE. 2) INFORMATION REGARDING FAA/TSA AIRSPACE WAIVERS CAN BE FOUND AT: [HTTP://WWW.TSA.GOV/FOR-INDUSTRY/GENERAL-AVIATION](http://www.tsa.gov/for-industry/general-aviation) OR CAN BE OBTAINED BY CONTACTING TSA AT 571-227-2071. 3) ALL EXISTING FAA/TSA WAIVERS ISSUED UNDER PREVIOUS FDC NOTAMS REMAIN VALID UNTIL THE EXPIRATION DATE SPECIFIED IN THE WAIVER, UNLESS SOONER SUPERSEDED OR RESCINDED. B. TSA AVIATION SECURITY PROGRAMS 1) CONTACTS FOR INFORMATION REGARDING TSA AVIATION SECURITY PROGRAMS FOR APPLICANTS FOR U.S. AIR OPERATOR CERTIFICATES WILL BE PROVIDED BY THE U.S. DEPARTMENT OF TRANSPORTATION DURING THE CERTIFICATION PROCESS. 2) FOR INFORMATION ABOUT APPLICABLE TSA SECURITY PROGRAMS, U.S. AIR CARRIERS AND COMMERCIAL OPERATORS MUST CONTACT THEIR TSA PRINCIPAL SECURITY SPECIALIST (PSS), AND FOREIGN AIR CARRIERS MUST CONTACT THEIR INTERNATIONAL INDUSTRY REPRESENTATIVE (IIR). C. INFORMATION ABOUT FAA ROUTING AUTHORIZATIONS FOR U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRY FLIGHT OPERATIONS IN U.S. TERRITORIAL AIRSPACE IS AVAILABLE BY COUNTRY AT: [HTTP://WWW.FAA.GOV/AIR_TRAFFIC/PUBLICATIONS/US_RESTRICTIONS/](http://www.faa.gov/air_traffic/publications/us_restrictions/) OR BY CONTACTING THE FAA SYSTEM OPERATIONS SUPPORT CENTER (SOSC) AT 202-267-8115.

PART IV. SPECIAL EMPHASIS A. PILOTS ARE REMINDED THAT THERE ARE INCREASED SECURITY MEASURES IN PLACE AT MANY AREAS. IN ACCORDANCE WITH 14 CFR 91.103, PRIOR TO DEPARTURE, PILOTS MUST BECOME FAMILIAR WITH ALL AVAILABLE INFORMATION CONCERNING THAT FLIGHT, INCLUDING ANY TEMPORARY FLIGHT RESTRICTIONS ALONG THEIR ROUTE OF FLIGHT OR AT THEIR POINT OF DEPARTURE/ARRIVAL. B. NONCOMPLIANCE WITH THESE SPECIAL SECURITY REQUIREMENTS MAY RESULT IN DENIAL OF FLIGHT ENTRY INTO U.S. TERRITORIAL AIRSPACE OR GROUND STOP OF THE FLIGHT AT A U.S. AIRPORT. C. PILOTS OF AIRCRAFT THAT DO NOT ADHERE TO THE PROCEDURES IN THE SPECIAL SECURITY REQUIREMENTS CONTAINED IN THIS NOTAM MAY BE INTERCEPTED, AND/OR DETAINED AND INTERVIEWED BY FEDERAL, STATE, OR LOCAL LAW ENFORCEMENT, OR OTHER GOVERNMENT PERSONNEL.

PART V. DEFINITIONS A. AS USED IN THIS NOTAM, THE TERM U.S. TERRITORIAL AIRSPACE MEANS THE AIRSPACE OVER THE UNITED STATES, ITS TERRITORIES, AND POSSESSIONS, AND THE AIRSPACE OVER THE TERRITORIAL SEA OF THE UNITED STATES, WHICH EXTENDS 12 NAUTICAL MILES FROM THE BASELINES OF THE UNITED STATES DETERMINED IN ACCORDANCE WITH INTERNATIONAL LAW. B. WITHIN MEANS ANY FLIGHT DEPARTING FROM A LOCATION INSIDE OF THE U.S., ITS TERRITORIES, OR POSSESSIONS, WHICH OPERATES ENROUTE TO A LOCATION INSIDE THE U.S., ITS TERRITORIES, OR POSSESSIONS. C. TRANSIT MEANS ANY FLIGHT DEPARTING FROM A LOCATION OUTSIDE OF THE U.S., ITS TERRITORIES, OR POSSESSIONS, WHICH OPERATES IN U.S. TERRITORIAL AIRSPACE ENROUTE TO A LOCATION OUTSIDE THE U.S., ITS TERRITORIES OR POSSESSIONS WITHOUT LANDING AT A DESTINATION IN THE U.S., ITS TERRITORIES, OR POSSESSIONS. D. THE U.S. STATE DEPARTMENT-DESIGNATED SPECIAL INTEREST COUNTRIES ARE CUBA, IRAN, THE DEMOCRATIC PEOPLES REPUBLIC OF KOREA (NORTH KOREA), THE PEOPLE'S REPUBLIC OF CHINA, THE RUSSIAN FEDERATION, SUDAN, AND SYRIA. 201601160030-PERM

International NOTAMs

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

Location: None

En Route:

KICZ 20/A0022 KICZ 20200226120000 PERM Security..United states of America advisory for Kenya. Those persons described IN paragraph A below are advised to exercise extreme caution when flying into, out of, within, OR over the territory and airspace of Kenya east of 40 degrees east longitude at altitudes below flight level 260 due to the possibility of extremist/militant activity. A. Applicability. This NOTAM applies to: all United States air carriers and commercial OPERATORS; all persons exercising the privileges of an airman certificate issued by the FAA, except such persons operating U.S.-Registered aircraft for A foreign air CARRIER; and all operators of aircraft registered IN the united states, except where the operator of such aircraft IS A foreign air carrier. B. Planning. Those persons described IN paragraph A planning to fly into, out of, within, OR over the above-named area must review current security/threat information and NOTAMS; comply with all applicable FAA regulations, letters of authorization, management specifications, and operations specifications, including updating B450; and provide at least 72 hours advance notice of planned flights to the FAA at ash-AXE-CITE-WATCH@FAA.Governor with specific flight details to the maximum extent possible. C. Operations. Exercise extreme caution during flight operations due to the possibility of attacks by extremists/militants on civil aviation. Aircraft May encounter fire from small ARMS; indirect fire weapons, such as mortars and ROCKETS; and Anit-aircraft-capable weapons, including MAN-portable air defense systems (MANPADS). Such weapons could target aircraft at low altitudes, including during the arrival and departure phases of flight, and/OR target airports and aircraft on the ground, especially at airfields located east of 40 degrees east longitude. Those persons described IN paragraph A must report safety and/OR security incidents to the FAA at +1 202-267-3333. The justification for this advisory will be RE-evaluated by 26 February 2021. Additional information IS provided at: http://WWW.FAA.Governor/AIR_TRAFFIC/publications/US_RESTRICTIONS/ Feb 26, 2020 1200Z to Feb 26, 2021 2359Z Estimated

KICZ 20/A0019 KICZ 20200226120000 PERM Security..United states of America advisory for Mali. Those persons described IN paragraph A below should exercise caution when flying into, out of, within OR over the territory and airspace of Mali at altitudes below flight level 260 due to ongoing fighting and extremist/militant activity. A. Applicability. This NOTAM applies to: all United States air carriers and commercial OPERATORS; all persons exercising the privileges of an airman certificate issued by the FAA, except such persons operating U.S.-Registered aircraft for A foreign air CARRIER; and all operators of aircraft registered IN the united states, except where the operator of such aircraft IS A foreign air carrier. B. Planning. Those persons described IN paragraph A planning to fly into, out of, within, OR over the above-named area at altitudes below flight level 260 must review current security/threat information and NOTAMS; comply with all applicable FAA regulations, operations specifications, management specifications, and letters of authorization, including updating B450; and provide at least 72 hours advance notice of planned flights to the FAA at ash-AXE-CITE-WATCH@FAA.Governor with specific flight details to the maximum extent possible. C. Operations. Exercise caution during flight operations due to the possibility of attacks on civil aviation by extremists/militants. Aircraft May encounter fire from small ARMS; indirect fire weapons, such as mortars and ROCKETS; and Anit-aircraft-capable weapons, including MAN-portable air defense systems (MANPADS). Such weapons could target aircraft at low altitudes, including during the arrival and departure phases of flight, and/OR airports and aircraft on the ground. Those persons described IN paragraph A must report safety and/OR security incidents to the FAA at +1 202-267-3333. The justification for this advisory will be RE-evaluated by 26 February 2021. Additional information IS provided at: https://WWW.FAA.Governor/AIR_TRAFFIC/publications/US_RESTRICTIONS/ Feb 26, 2020 1200Z to Feb 26, 2021 2359Z Estimated

KICZ 19/A0036 KICZ 20191230152000 PERM Security..United states of America advisory for Pakistan. Those persons described IN paragraph A below are advised to exercise caution when flying into, out of, within, OR over the territory and airspace of Pakistan due to extremist/militant activity. A. Applicability. This NOTAM applies to: all United States air carriers and commercial OPERATORS; all persons exercising the privileges of an airman certificate issued by the FAA, except such persons operating U.S.-Registered aircraft for A foreign air CARRIER; and all operators of aircraft registered IN the united states, except where the operator of such aircraft IS A foreign air carrier. B. Planning. Those persons described IN paragraph A planning to fly into, out of, within, OR over the above-named area must review current security/threat information and NOTAMS and comply with all applicable FAA regulations, letters of authorization, management specifications, and operations specifications, including updating B450. C. Operations. Exercise caution during flight operations. There IS A risk to United States civil aviation operating IN the territory and airspace of Pakistan due to extremist/militant activity. There continues to be A risk to United States civil aviation from attacks against airports and aircraft, particularly for aircraft on the ground and aircraft operating at low altitudes, including during the arrival and departure phases of flight. The ongoing presence of extremist/militant elements operating IN Pakistan POSES A continued risk to United States civil aviation from small-arms fire, complex attacks against airports, indirect weapons fire, and Anit-aircraft fire, any of which could occur with little OR no warning. While, to date, there have been no reports of MAN-portable air defense systems (MANPADS) being used against civil aviation IN Pakistan, some extremist/militant groups operating IN Pakistan are suspected of having access to MANPADS. As A result, there IS A potential risk for extremists/militants to target civil aviation IN Pakistan with MANPADS. Those persons described IN paragraph A must report safety and/OR security incidents to the FAA at +1 202-267-3333. The justification for this advisory will be RE-evaluated by 1 January 2021. Additional information IS provided at: https://WWW.FAA.Governor/AIR_TRAFFIC/publications/US_RESTRICTIONS/ Dec 30, 2019 1520Z to Jan 01, 2021 2359Z Estimated

KICZ 19/A0028 KICZ 20191211130000 20230107235900 Security..United states of America flight prohibition against certain flights IN the territory and airspace of SOMALIA. 14 CFR 91.1613 special federal aviation regulation (SFAR) no. 107 prohibition against certain flights IN the territory and airspace of SOMALIA was published IN the federal register on 11 December 2019 and was effective immediately. Additional information IS provided at: https://WWW.FAA.Governor/AIR_TRAFFIC/publications/US_RESTRICTIONS/. Surface - 259, Dec 11, 2019 1300Z to Jan 07, 2023 2359Z

Uncategorized NOTAMs

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

None

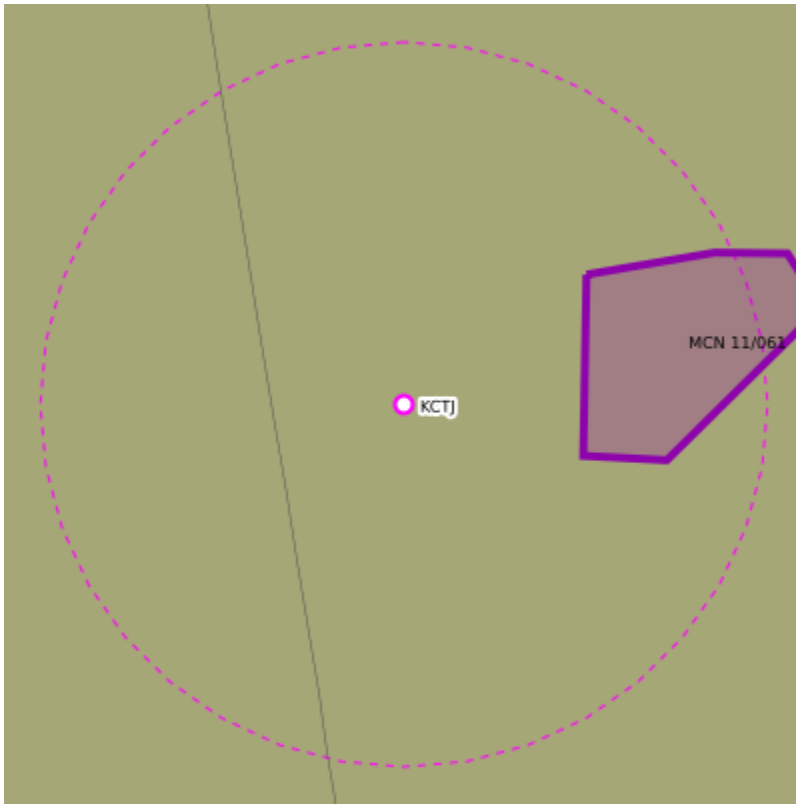
Other

UAS Operating Area (UOA)

This section of the briefing contains UAS operations issued via NOTAM.

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

Altitude filtering is applied to UOAs in this section of the briefing. All UOAs within 10nm of the departure, destination or alternates are shown; an en-route UOA is only shown where the flight plan altitude is within 2,000ft of the UOA's altitude range.



UAS Operating Area MCN 11/061

SUMMARY: UOA start is Sep 10, 1230Z, end is Sep 10, 1600Z. Maximum altitude: 400 feet AGL

NOTAM UAS Operating Area MCN 11/061 DEFINED AS
334650N0845404W TO 334819N0844329W TO 334814N0843728W
TO 334432N0843439W TO 333402N0844729W TO
333421N0845422W TO POINT OF ORIGIN SFC-400FT AGL THU 1230-
1600 1911071230-2010291600.

