ZDC WASHINGTON (ARTCC), DC.

IFDC 9/1812 ZDC PART 1 OF 8 ... SPECIAL SECURITY INSTRUCTIONS, WASHINGTON, DC. THIS NOTAM AND COMPLEMENTARY NOTAMS REPLACE FDC 6/7201 TO PROVIDE UPDATED INSTRUCTIONS. THIS NOTAM REFERENCES THE WASHINGTON DC FLIGHT RESTRICTED ZONE (FRZ) PROCEDURES AND OPERATIONS BY UNMANNED AIRCRAFT SYSTEMS (UAS), INCLUDING MODEL AIRCRAFT (HOBBYIST OR RECREATIONAL USA ONLY), CIVIL AND COMMERCIAL OPERATIONS, AND PUBLIC OPERATIONS WITHIN THE SFRA. SPECIAL SECURITY INSTRUCTIONS FOR AIRCRAFT OPERATIONS IN THE SFRA ARE IN EFFECT PURSUANT TO 14 CODE OF FEDERAL REGULATIONS (CFR) SECTIONS 93.335, 93.337, 93.339, 93.341, 93.343, 93.345, AND 99.7, AND 49 UNITED STATES CODE (USC) SECTION 410105(B)(1), THIS NOTAM AND THREE RELATED NOTAMs REGARDING THE DC FLIGHT RESTRICTED ZONE (FRZ); LEESBURG MANEUVERING AREA (LMA); AND UNMANNED AIRCRAFT SYSTEM (UAS) OPERATIONS IN THE DC SFRA, CLARIFY AND SUPPLEMENT THE OPERATING REQUIREMENTS PRESCRIBED BY THE CITED 14 CFR SECTIONS. SECTION I. RESPONSE AND ENFORCEMENT: PURSUANT TO 49 USC 40103(B)(3), THE FAA HAS ESTABLISHED THE DC SFRA AS 'NATIONAL DEFENSE AIRSPACE'. PERSONS WHO DO NOT ADHERE TO THE PROCEDURES PRESCRIBED BY THE CITED 14 CFR SECTIONS AND THIS NOTAM MAY FACE THE FOLLOWING RESPONSE AND 20011550001-PERM END PART 1 OF 8

IFDC 9/1812 ZDC PART 2 OF 8 ... SPECIAL SECURITY INSTRUCTIONS, WASHINGTON, DC. ENFORCEMENT ACTIONS: A. PILOTS OF AIRCRAFT THAT DO NOT ADHERE TO THE PROCEDURES IN THE SPECIAL SECURITY REQUIREMENTS CONTAINED IN THIS NOTAM MAY BE INTERCEPTED, AND/OR DETAINED AND INTERVIEWED BY FEDERAL, STATE, OR LOCAL LAW ENFORCEMENT, OR OTHER GOVERNMENT PERSONNEL. B. PILOTS OF AIRCRAFT THAT DO NOT ADHERE TO THE PROCEDURES IN THE SPECIAL SECURITY REQUIREMENTS CONTAINED IN THIS NOTAM MAY FACE FAA ADMINISTRATIVE ENFORCEMENT ACTIONS, INCLUDING IMPOSING CIVIL PENALTIES AND THE SUSPENSION OR REVOCATION OF AIRCRAFT CERTIFICATES. C. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES CONCERNING OPERATIONS IN THIS AIRSPACE MAY BE SUBJECT TO CRIMINAL PENALTIES UNDER 49 USC SECTION 46307. D. THE U.S. GOVERNMENT MAY USE DEADLY FORCE AGAINST AN AIRCRAFT OPERATING IN THE DC SFRA, INCLUDING THE DC FRZ, IF IT IS DETERMINED THAT THE AIRCRAFT POSES AN IMMEDIATE AND LOUDENING HAZARD TO LIFE OR PROPERTY. ALL AIRCRAFT OPERATIONS IN THE DC SFRA ARE PROHIBITED WITHIN THE DC SFRA UNLESS IN COMPLIANCE WITH 14 CFR SECTIONS 93.335, 93.337, 93.339, 93.341, 93.343, AND 93.345, AND THE FOLLOWING SUPPLEMENTAL SPECIAL SECURITY INSTRUCTIONS REQUIRED 20011550001-PERM END PART 2 OF 8

IFDC 9/1812 ZDC PART 3 OF 8 ... SPECIAL SECURITY INSTRUCTIONS, WASHINGTON, DC. PURSUANT TO 14 CFR SECTION 99.7 AND 49 USC SECTION 40103(B)(3): A. APPLICATION OF DEFINITIONS IN 14 CFR SECTION 93.335: 1. A DC SFRA FLIGHT PLAN DOES NOT FULLFILL THE REQUIREMENTS FOR VISUAL FLIGHT RULES (VFR). 2. A DC FRZ FLIGHT PLAN IS REQUIRED FOR VFR OPERATIONS IN THE DC FRZ. PILOTS MAY NOT FILE A DC FRZ FLIGHT PLAN WHILE AIRBORNE. B. ADDITIONS TO REQUIREMENTS IN 14 CFR SECTION 93.339 - DC SFRA: 1. AIRCRAFT OPERATING IN THE DC SFRA MUST BE EQUIPPED WITH AN OPERABLE TWO-WAY RADIO CAPABLE OF COMMUNICATING WITH AIR TRAFFIC CONTROL (ATC) ON APPROPRIATE RADIO FREQUENCIES OR UNICOM. IT IS HIGHLY RECOMMENDED THAT PILOTS CONTINUOUSLY MONITOR VHF FREQUENCY 121.5 OR UHF FREQUENCY 243.0 FOR EMERGENCY INSTRUCTIONS WHEN OPERATING AN AIRCRAFT IN THE DC SFRA, EITHER IN AN AIRCRAFT THAT IS SUITABLY EQUIPPED, OR BY USE OF PORTABLE EQUIPMENT. 2. ANY PERSON OPERATING AN AIRCRAFT UNDER VFR TO OR FROM, WITHIN, OR TRANSITING THE DC SFRA/FRZ WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO MAINTAIN RADIO CONTACT WITH AIR TRAFFIC CONTROL (ATC) MUST IMMEDIATELY SQUAWK 7600 AND EXIT THE DC SFRA/FRZ BY THE MOST DIRECT LATERAL ROUTE EXCEPT WHEN THE 20011550001-PERM END PART 3 OF 8

IFDC 9/1812 ZDC PART 4 OF 8 ... SPECIAL SECURITY INSTRUCTIONS, WASHINGTON, DC. DEPARTURE POINT IS WITHIN THE DC SFRA AND THE DEPARTURE POINT IS CLOSER THAN THE DC SFRA BOUNDARY, THE PILOT MAY RETURN TO THE DEPARTURE POINT BY THE MOST DIRECT ROUTE. 3. ANY PERSON OPERATING AN AIRBORNE AIRCRAFT UNDER INSTRUMENT FLIGHT RULES (IFR) TO OR FROM, WITHIN, OR TRANSITING THE DC SFRA/FRZ WILL BE REQUIRED TO COMPLY WITH THE REQUIREMENT TO MAINTAIN RADIO CONTACT WITH ATC AND MUST CONTINUE THE FLIGHT IN COMPLIANCE WITH THE TWO-WAY RADIO COMMUNICATIONS FAILURE PROCEDURES FOUND IN THE FAA AERONAUTICAL INFORMATION MANUAL (AIM) AND/OR APPLICABLE FEDERAL AVIATION REGULATIONS (FAR). 4. ANY PERSON OPERATING AN AIRCRAFT TO OR FROM, WITHIN, OR TRANSITING THE DC SFRA WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO CONTINUOUSLY SQUAWK AN ATC ASSIGNED TRANSponder CODE MUST IMMEDIATELY ADVISE ATC AND COMPLY WITH ALL INSTRUCTIONS FROM ATC. IF UNABLE TO CONTACT ATC, PILOTS MUST EXIT THE DC SFRA/FRZ BY THE MOST DIRECT LATERAL ROUTE EXCEPT WHEN THE DEPARTURE POINT IS WITHIN THE DC SFRA AND THE DEPARTURE POINT IS CLOSER THAN THE DC SFRA BOUNDARY, THE PILOT MAY RETURN TO THE DEPARTURE POINT BY THE MOST DIRECT ROUTE. 20011550001-PERM END PART 4 OF 8

IFDC 9/1812 ZDC PART 5 OF 8 ... SPECIAL SECURITY INSTRUCTIONS, WASHINGTON, DC. THE PROCEDURES IN SECTION II, SUBSECTION A, B, AND C DO NOT AUTHORIZE PENETRATION OF RESTRICTED AREAS OR PROHIBITED AREAS. 6. AIRCRAFT DEPARTING AIRPORTS WITHIN THE DC SFRA WITH LIMITED TWO-WAY RADIO COMMUNICATIONS MUST ESTABLISH TWO-WAY COMMUNICATIONS AS SOON AS FEASIBLE, NORMALLY WITHIN 2NM OF THE DEPARTURE POINT. 7. PATTERNC Work OPERATIONS AT UN-CONTROLLED AIRPORTS WITHIN THE DC SFRA (BUT NOT WITHIN THE DC FRZ) MUST BE CONDUCTED IN ACCORDANCE WITH 14 CFR SECTION 93.339 (C) AND THE PROCEDURES SPECIFIED IN THE MOST CURRENT POTOMAC TRACON LETTER TO AIRMEN (LTA) ON THE SUBJECT. THE LETTER CAN BE FOUND AT: HTTPS://NOTAMS.AIM.FAA.GOV/NOTAMSSEARCH/ (SEARCH LOCATION PCT). (A) ALL PILOTS WHO INTEND TO CONDUCT VFR TRAFFIC PATTERN WORK AT AN AIRPORT WITHIN THE DC SFRA (NOT WITHIN THE DC FRZ) WHICH DOES NOT HAVE AN OPERATING CONTROL TOWER OR WHEN THE CONTROL TOWER IS CLOSED MUST: (1) INCLUDE "PATTERN" IN SFRA FLIGHT PLAN REMARKS. (2) PRIOR TO DEPARTURE, CONTACT POTOMAC TRACON VIA TELEPHONE NUMBER SPECIFIED IN LTA TO OBTAIN TRANSponder CODE AND ADVISE TRACON OF INTENT TO CONDUCT PATTERN WORK. 20011550001-PERM END PART 5 OF 8

IFDC 9/1812 ZDC PART 6 OF 8 ... SPECIAL SECURITY INSTRUCTIONS, WASHINGTON, DC. (3) INFORM ATC OF INTENT TO CONDUCT PATTERN WORK PRIOR TO CHanging TO COMMON TRAFFIC ADVISORY FREQUENCY (CTAF). (B) UPON COMPLETION OF PATTERN WORK, PILOTS MUST CONTACT POTOMAC TRACON VIA TELEPHONE NUMBER
SPECIFIED IN LTC TO ADVISE PATTERN WORK IS COMPLETE. 8. OPERATIONS BY UNMANNED AIRCRAFT SYSTEMS (UAS), INCLUDING MODEL AIRCRAFT (HOBBYIST OR RECREATIONAL USE ONLY), CIVIL AND COMMERCIAL OPERATIONS, AND PUBLIC OPERATIONS, ARE ONLY AUTHORIZED WITHIN THE DC SFRA, EXCLUDING THE DC FRZ, IF IN COMPLIANCE WITH THE SEPARATE FAA NOTAM, WHICH PRESCRIBES UAS-SPECIFIC OPERATING REQUIREMENTS IN THE DC SFRA NOTAM FDC 9/1811. SECTION III. RESOURCES: A. THE CODE OF FEDERAL REGULATIONS CAN BE FOUND ON THE GOVERNMENT PRINTING OFFICE WEBSITE AT WWW.ECFR.GOV. B. ANY PILOT QUESTIONS REGARDING DC SFRA OR FRZ PROCEDURES SHOULD BE DIRECTED TO THE FAA SYSTEM OPERATIONS SECURITY REPRESENTATIVE AT THE NATIONAL CAPITAL REGION COORDINATION CENTER (NCRCC) AT 9-ATO-NCRCC@FAA.GOV OR (866) 598-9522. C. FOR THOSE WAIVERS AND REQUIREMENTS IN THIS NOTAM THAT REQUIRE 2001150001-PERM END PART 6 OF 8


IFDC 9/1812 ZDC PART 8 OF 8... SPECIAL SECURITY INSTRUCTIONS, WASHINGTON, DC. I. THE TRANSPONDER REQUIREMENTS DESCRIBED IN THIS NOTAM ARE ESTABLISHED SOLELY FOR SECURITY TRACKING PURPOSES AND DO NOT IMPLY THE PROVISION OF ATC RADAR SERVICES, UNLESS ATC SERVICES ARE REQUESTED AND APPROVED. J. THE COMMUNICATIONS REQUIREMENTS DESCRIBED IN THIS NOTAM ARE ESTABLISHED TO MAINTAIN THE ABILITY TO IMMEDIATELY COMMUNICATE SECURITY-BASED INSTRUCTIONS, NOT NECESSARILY FOR ATC SERVICES, UNLESS ATC SERVICES ARE REQUESTED AND APPROVED. 2001150001-PERM END PART 8 OF 8