

December 1, 2010



NOTAM ADVISORY



Washington D.C. Metropolitan Special Flight Rules Area and Washington Area Speed Restrictions

EFFECTIVE **December 1, 2010** / 0401 UTC



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Washington D.C. Metropolitan Special Flight Rules Area

This Notice does not supersede restrictions pertaining to the use of airspace contained in FDC NOTAMs. Please check current NOTAMs to ensure you have the latest information.

Pursuant to 49 USC 40103(b), the FAA has established the DC SFRA area as 'National Defense Airspace'. Any person who does not comply with the requirements applicable to the DC SFRA may be intercepted, detained and interviewed by law enforcement and or security personnel. Any of the following additional actions may also be taken against a pilot who does not comply with the requirements, special instructions and procedures announced in this NOTAM:

- A) The FAA may take administrative action, including imposing civil penalties and the suspension or revocation of airmen certificates;
- B) The United States Government may pursue criminal charges, including charges under Title 49 of the United States Code, Section 46307;
- 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.

This notice will replace NOTAM 0/9477 on **December 1, 2010, due to a change in restrictions.**

This NOTAM along with a separate NOTAM for the Leesburg Maneuvering Area provide additional special instructions for Subpart V, 14 CFR Part 93 for the Washington, D.C. Special Flight Rules Area (DC SFRA).

It is strongly recommended that all pilots flying under Visual Flight Rules (VFR) within 100 NM of the DCA VOR/DME complete special awareness training for the Washington DC Metropolitan Area. This training is mandatory for all pilots that fly under VFR within 60 NM of the DCA VOR/DME (14 CFR parts 61 and 91, effective February 9, 2009). This training is available in the Aviation Learning Center at <http://www.faasafety.gov>.

Section 1. Overview.

1. In the interest of national security the FAA has codified special flight rules and flight restrictions for certain aircraft operations in the Washington, DC Metropolitan Area. The rules went into effect on February 17th, 2009. Additional special instructions required for operating in the Washington, DC Metropolitan Special Flight Rules Area (DC SFRA), (Subpart V, 14 CFR 93.337), are now published in two NOTAMs, one for the DC SFRA and another for that part of the DC SFRA known as the Leesburg Maneuvering Area.
2. The purpose of this advisory is to summarize the NOTAM that has been issued with the additional special instructions for the DC SFRA.
3. The codified rules can be found in the Code of Federal Regulations (CFR). One resource for the CFR is the Government Printing Office website at <http://www.gpoaccess.gov/cfr/index.html>.

Section 2. Additions to Definitions 14 CFR Section 93.335.

- a. Washington, DC Metropolitan Area Special Flight Rules Area (DC SFRA) is that area of airspace previously known as the DC Metropolitan Area Air Defense Identification Zone (DC ADIZ).
- b. Washington, DC Metropolitan Area Flight Restricted Zone (DC FRZ) and the Leesburg Maneuvering are within and part of the DC SFRA.
- c. The DC Flight Restricted Zone (DC FRZ) flight plan will fulfill the requirements for a DC SFRA flight plan. A pilot may file a DC FRZ flight plan with Flight Service at 866-225-7410 and identify them self using the confidential pilot identification code assigned to them or if flying under a waiver, their waiver number.
- d. A DC SFRA flight plan will not fulfill the requirements for Visual Flight Rules (VFR) operations in the DC FRZ. A DC FRZ flight plan is required for VFR operations in the DC FRZ.
- e. Pilots may not file a DC FRZ flight plan while airborne.

Section 3. Operating in the DC SFRA.

Additions to operating in the DC SFRA, 14 CFR Section 93.339

- a. Aircraft operating in the DC SFRA must be equipped with an operable two way radio capable of communicating with ATC on appropriate radio frequencies or UNICOM. It is highly recommended that a pilot 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.
- b. Any person operating an airborne aircraft under VFR within or transiting the DC SFRA/FRZ who is aware of an inability to comply with the requirement to maintain radio contact with ATC must immediately squawk 7600 and exit the DC SFRA/FRZ by the most direct lateral route unless;
 - 1) The departure point is within the SFRA and the departure point is closer than the SFRA boundary, the pilot may return to the departure point by the most direct route.

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- 2) If the departure point is within the FRZ and the aircraft is within 5 nm of the departure point, the pilot may return to the departure point by the most direct route. Otherwise exit the FRZ via the most direct route.
- c. Any person operating an airborne aircraft under Instrument Flight Rules (IFR) within or transiting the DC SFRA/FRZ who is aware of an inability to comply with the requirement to maintain radio contact with ATC must continue the flight via the two-way radio communications failure procedures found in the FAA Aeronautical Information Manual or applicable Federal Aviation Regulations (FAR).
- d. Aircraft departing airports within the SFRA with limited two-way radio communications must establish two-way communications as soon as feasible, normally within 2nm of departure point, after departure.
- e. Pattern work operations at non-controlled tower airports within the 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 on the subject. The letter can be found at: http://www.faa.gov/about/office_org/headquarters_offices/ato/tracon/pct/

Section 4. Operating in the DC FRZ.

Additions to Operating in the DC FRZ 14 CFR Section 93.341. All Operations are prohibited within the FRZ (including transit) unless outlined below:

- a. The following operations are not authorized within the DC FRZ: flight training, aerobatic flight, practice instrument approaches, glider operations, parachute operations, ultra light, hang gliding, balloon operations, tethered balloons, agriculture/crop dusting, animal population control flight operations, banner towing operations, maintenance test flights, model aircraft operations, model rocketry, float plane operations, Unmanned Aircraft Systems (UAS) and aircraft/helicopters operating from a ship or private/corporate yacht.
- b. It is highly recommended that a pilot continuously monitor VHF frequency 121.5 or UHF frequency 243.0 for emergency instructions when operating an aircraft in the DC FRZ, either in an aircraft that is suitably equipped, or by use of portable equipment.
- c. All Air Ambulance flights must obtain and comply with an FAA/TSA Waiver for operations within the FRZ airspace.
- d. All U.S. State and Local Law Enforcement Aircraft must obtain and comply with an FAA/TSA Waiver for operations within the FRZ airspace.
- e. DOD operators conducting VFR, rotary wing flights within the FRZ must contact the NCRCC at 866-598-9525 prior to entering the FRZ.
- f. Approved DOD, LAW ENFORCEMENT, AND LIFEGUARD/AIR AMBULANCE operators may conduct training/maintenance flights within the DC FRZ with prior approval and coordination with the NCRCC at 866-598-9520. These operations are to be kept to a minimum consistent with flight safety and pilot proficiency.

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- g. The FAA Office of System Operations Security may exempt operators from restrictions based on criticality and timeliness of the mission requirements being performed.

Section 5. Operating in the DC FRZ, Ronald Reagan Washington National Airport (DCA):

Additions to Operating in the DC FRZ 14 CFR Section 93.341, operations at Ronald Reagan Washington National Airport (DCA):

- a. Part 121 and 129 regularly scheduled air carrier flights with TSA approved Aircraft Operator Standard Security Program, Full All Cargo Aircraft Operator Standard Security Program or Model Security Program (MSP) and have specific authorization from the Department of Transportation (DOT), may land and depart Ronald Reagan Washington National Airport (DCA) herein referred to as DCA Approved Carriers.
- b. DCA Approved Air Carriers, operating unscheduled, charter or additional sections may operate without a waiver under the following conditions:
 - 1) All operations must be conducted in accordance with their TSA Aircraft Operators Standard Security Program (AOSSP) and must depart a TSA or equivalent Screened Terminal Gate.
 - 2) The TSA NCRCC must be notified by telephone at least one hour prior to departure at 866-598-9520.
 - 3) Unscheduled operations at DCA require a slot reservation per 14 CFR Part 93, subpart K. Additional information may be obtained in Advisory Circular (AC) 93-1.
- c. All other flights must obtain an FAA/TSA waiver or DCA Access Standard Security Program (DASSP) Security Authorization. Eligible operations for a FAA/TSA Waiver are limited to: U.S. Government Operations (GOV), Elected Officials (ELO), Special Operations (SPO), DOD, Law Enforcement, Air Ambulance Flights or TSA Aircraft Operators Standard Security Program (AOSSP). Unscheduled operations at DCA require a slot reservation per 14 CFR Part 93, subpart K. Additional information may be obtained in Advisory Circular (AC) 93-1.
- d. DOD and Federally owned and operated aircraft on an operational mission, with prior FAA approval, may land and depart DCA without a waiver. Approval from the FAA NCRCC must be obtained at least one hour prior to departure via telephone at 866-598-9522.
- e. DOD and Federally owned and operated aircraft on a training or ferry flight may not land or depart DCA unless the operator has applied and received an FAA/TSA waiver.
- f. Foreign state or diplomatic aircraft are not authorized to land or depart at DCA.

Section 6. Operating in the DC FRZ, Andrews AFB (ADW):

Additions to Operating in the DC FRZ 14 CFR Section 93.341, operations at Andrews AFB (ADW) and Davison Army Airfield (DAA):

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- a. DOD owned and operated aircraft may operate at ADW or DAA without an FAA/TSA waiver and are responsible for the security of their aircraft, crew and passengers.
- b. Federally owned and operated aircraft may operate at ADW or DAA without an FAA/TSA waiver. These approved government operators are responsible for the security of their aircraft, crew and passengers and are required to notify the FAA NCRCC one hour prior to departure at 866-598-9522. .
- c. DCA Approved Carriers, operating unscheduled or charter flights into ADW or DAA, in support of U.S. Government operations may operate without a waiver under the following conditions:
 - 1) All operations must be conducted in accordance with their TSA Aircraft Operators Standard Security Program (AOSSP), including departing from a TSA or equivalent screened terminal.
 - 2) Notification to the TSA NCRCC via telephone at 866-598-9520 is required at least one hour prior to departure.
- d. An FAA/TSA waiver is required for all State, local Government aircraft, DOD contract (including contract aircraft using military call signs), on demand passenger or cargo operations including all part 121, 125, 129, 135 flights landing and departing ADW or DAA not listed as a DCA Approved Carrier. Notification to the TSA NCRCC via telephone at 866-598-9520 is required at least one hour before departure.
- e. 14 CFR Section 93.341 (c)(4) states that prior permission may be required to land or depart Andrews Air Force Base, MD (ADW) or Davison Army Airfield (DAA). A Prior Permission Required (PPR) approval does not authorize entry into the FRZ or supersede the requirements of this NOTAM.
- f. Foreign operated military or foreign State aircraft operations with a U.S. State Department Diplomatic Clearance, and a PPR, may land and depart only at ADW within the DC FRZ. DAA is not authorized for arrival or departure of foreign diplomatic flights.

Section 7. Clarification

In Subpart V, 14 CFR Section 93.343 (a)(2) a DC SFRA flight plan will not fulfill the requirements of a DC FRZ flight plan.

Section 8. Resources.

- a. The Code of Federal Regulations can be found on the Government Printing Office website at <http://www.gpoaccess.gov/cfr/index.html>.
- b. Direct any pilot procedural questions on the DC SFRA or FRZ to FAA System Operations Security at 9-AWA-ATS-NCRCC@faa.gov.
- c. For those waivers and sections that require notification to the TSA NCRCC call 866-598-9520.
- d. For those sections that require notification to the FAA NCRCC call 866-598-9522.

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- e. The latest Potomac TRACON Letter to Airmen can be found at: <http://www.faa.gov/ats/potomac/>
- f. Information about waiver applications and TSA Security Authorizations can be found at http://www.tsa.gov/what_we_do/tsnm/general_aviation/airspace_waivers.shtm (case sensitive use lower case only) or by contacting TSA at (571) 227-2071. Individuals may submit a request for a FAA waiver at <https://waiver.c3.faa.gov>.
- g. After normal business hours, for emergency or short notice requests, contact TSA at 866-598-9520.
- h. For operations in the DC FRZ pilots with a waiver or confidential pilot identification code, must call Flight Service at 866-225-7410 to file a DC FRZ flight plan.
- i. Information on U.S. Diplomatic Clearance and Landing Authorization Procedures can be found at <http://useg.org/useg.html>.

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