



FEDERAL AVIATION ADMINISTRATION



**FLIGHT ADVISORY  
NATIONAL SPECIAL SECURITY EVENT  
UNITED NATIONS GENERAL ASSEMBLY  
UNGA-63  
FLIGHT ADVISORY**

This advisory will serve as notice of flight restrictions that will be in place for the United Nations General Assembly-63<sup>rd</sup> session (UNGA-63). Three Notices to Airmen (NOTAM) will be issued to cover the events.

**The first NOTAM will be in effect from September 20<sup>th</sup> through October 3<sup>rd</sup>, 2008, check NOTAM for exact times and dates.**

Pursuant to 49 USC 40103(B), The Federal Aviation Administration (FAA) classifies the airspace defined in this NOTAM as "National Defense Airspace". Any person who knowingly or willfully violates the rules concerning operations in this airspace may be subject to certain criminal penalties under 49 USC 46307. Pilots who do not adhere to the following procedures may be intercepted, detained and interviewed by Federal Law Enforcement/Security Personnel. Pursuant to title 14, section 99.7 of the code of federal regulations (CFR). Special Security Instructions within a 2 nautical mile radius of JFK320011.4.

A. All aircraft operations are prohibited within a 2 nautical mile radius of latitude 40 44' 59" North / longitude 073 58' 04" West (JFK VOR/DME 320 degree radial 11.4 nautical mile fix), from the surface up to but not including 7,000 feet MSL, except as described below:

1. Law enforcement, military aircraft and air ambulance flights are authorized, commercial cargo, regularly scheduled commercial carrier operations that meet or exceed the Transportation Security Administration's (TSA) domestic security integrated program standards and are arriving into and/or departing from LaGuardia, Newark, and John F. Kennedy airports.
2. All air ambulance operations must be coordinated in advance with the FAA Operational Manager in-charge at the New York TRACON, at (516) 683-2984/2966, to avoid potential delays.
3. All aircraft must squawk a discrete transponder code assigned by ATC. All aircraft must squawk the discrete transponder code prior to departure and at all times within the TFR. In the event of a transponder failure, the pilot must advise

ATC and ATC will provide the most direct course to outside the lateral limits of the TFR.

4. All aircraft must remain in two-way radio communications with ATC.
5. Helicopter operations arriving and departing the West 30th street (JRA) and East 34th street heliports, and sea-plane operations arriving and departing the East 23rd street seaplane base, are permitted from September 20 through October 03, 2008, daily between 1200 UTC (0800 Local) to 2100 UTC (1700 Local) provided pilots comply with 3 and 4 above. Authorized helicopters/seaplanes must fly ATC assigned ingress/egress routes.

**The second NOTAM will be in effect from September 22, until September 24, 2008, check NOTAM for exact times and dates.**

Pursuant to 49 USC 40103(B), The Federal Aviation Administration (FAA) classifies the airspace defined in this NOTAM as "National Defense Airspace". Any person who knowingly or willfully violates the rules concerning operations in this airspace may be subject to certain criminal penalties under 49 USC 46307. Pilots who do not adhere to the following procedures may be intercepted, detained and interviewed by Federal Law Enforcement/Security Personnel. Pursuant to title 14, section 91.141 of the code of federal regulations (CFR).

A. Inner ring special security instructions.

All aircraft operations are prohibited within a 7 nautical mile radius of latitude 40 45' 01" North / longitude 073 59' 38" West from the surface, up to but not including 18,000 feet MSL excluding a 2 nautical mile radius of latitude 40 50' 55" North / longitude 074 03' 44" West or the TEB VOR at and below 2000 feet MSL, except for the following operations and as described below:

1. Approved law enforcement, military aircraft directly supporting the United States Secret Service (USSS) and the Office of the President of the United States, approved emergency medical flights, and regularly scheduled commercial, passenger and all-cargo carriers operating under TSA-approved standard security programs/procedures and are arriving into and/or departing from LaGuardia, Newark, and John F. Kennedy airports.
2. Helicopter operations arriving and departing the West 30th Street (JRA), East 34th Street (6N5) and Port Authority-Downtown-Manhattan/Wall Street (JRB) heliports and fixed wing seaplane operations arriving and departing 6N7 that have been TSA security screened, and have met gateway requirements described in paragraph D below, are authorized. TSA screening will be available at these locations 1100 UTC (0700 local) to 2300 UTC (1900 local) daily. Overflights of Manhattan are not permitted.

3. All air ambulance flight operations must be coordinated in advance with the FAA Operational Manager in-charge at the New York TRACON, at (516) 683-2984/2966, to avoid potential delays.
4. All aircraft must squawk a discrete transponder code assigned by ATC. All aircraft must squawk the discrete transponder code prior to departure and at all times within the TFR. In the event of a transponder failure, the pilot must advise ATC and ATC will provide the most direct course to outside the lateral limits of the TFR.
5. All aircraft must remain in two-way radio communications with ATC.

B. Outer ring special security instructions.

All aircraft operations are prohibited within the lateral confines of the New York Class B airspace, from the surface, up to but not including 18,000 feet MSL, including the airports within the lateral limits of the Class B airspace. Excluding a three nautical mile radius around Farmingdale Republic, NY (FRG) and Westchester County, NY (HPN) airports below 2,000 feet MSL, for arrivals and departures to FRG and HPN airports only.

Except for the following operations and as described below:

1. Fixed wing aircraft must be on an active IFR or VFR flight plan.
2. All aircraft must squawk a discrete transponder code assigned by ATC. All aircraft must squawk the discrete transponder code prior to departure and at all times within the TFR. In the event of a transponder failure, the pilot must advise ATC and ATC will provide the most direct course to outside the lateral limits of the TFR.
3. All aircraft must remain in two-way radio communications with ATC.
4. Fixed wing operations are limited to aircraft arriving or departing local airfields, within the lateral limits of the Class B airspace. Aircraft may not loiter.
5. Helicopter operations are permitted to land and depart local airfields and transit the airspace from the 7 nautical mile radius to the 20 nautical mile boundary of the New York Class B airspace provided pilots comply with part B, 2 and 3 above. Helicopters may not loiter.
6. All air ambulance flight operations must be coordinated in advance with the FAA Operational Manager in-charge at the New York TRACON, at (516) 683-2984/2966, to avoid potential delays.

C. The following aeronautical operations are not authorized within the New York Class B airspace LGA 20 nautical mile, JFK 20 nautical mile, and EWR 20 nautical mile boundaries, from the surface, up to but not including 18,000 feet MSL: Flight training, practice instrument approaches, aerobatic flight, glider operations, blimps, airships, parachute operations, ultralight, hang gliding, lighter than air operations, balloon

operations, agriculture/crop dusting, animal population control flight operations, banner towing operations, utility line/pipeline inspection flights, part 101 operations, model aircraft operations, model rocketry, unmanned aircraft systems (UAS), and , and commercial cargo carrier operations that fail to comply with their TSA approved security program.

D. Gateway airports have been created at Farmingdale Republic Airport, NY (FRG) and Linden Airport, NJ (LDJ) by FAA, TSA and USSS to accommodate helicopters arriving and departing JRA, JRB, 6N5 and VFR fixed wing seaplane operations arriving and departing 6N7. TSA screening will be available at these locations 1100 UTC (0700 LCL) to 0000 UTC (2000 LCL) daily. Special ATC procedures and routes to and from these airports will be assigned prior to departure from a gateway airport. Intermediate stops are not authorized unless an emergency exists.

**The third and final NOTAM will be in effect from September 22, until September 24 2008, check NOTAM for exact times and dates.**

Pursuant to 49 USC 40103(B), The Federal Aviation Administration (FAA) classifies the airspace defined in this NOTAM as "National Defense Airspace". Any person who knowingly or willfully violates the rules concerning operations in this airspace may be subject to certain criminal penalties under 49 USC 46307. Pilots who do not adhere to the following procedures may be intercepted, detained and interviewed by Federal Law Enforcement/Security Personnel.

Pursuant to title 14, section 91.141 of the code of federal regulations (CFR).

Special notice, ingress/egress procedures for Morristown airport (MMU), New Jersey. This notice supplements the requirements for flight within the New York (NY) Class B Temporary Flight Restriction (TFR), as described in the second NOTAM above, for aircraft ingress/egress operations at MMU only.

1. The MMU ingress/egress procedures area is defined as follows: That airspace at and below the ceiling of the MMU Class D airspace (at and below 2700 feet MSL) as depicted on the VFR terminal area chart, New York. Additionally, the MMU ingress/egress procedures area extends to the Northwest of MMU and is defined as follows: That airspace below the floor of the NY Class B airspace (below 3000 feet MSL) bounded on the North by a line 2 nautical mile North of highway route 10 and bounded on the South by a line 4 nautical mile South of highway route 10. The MMU ingress/egress procedures area abuts the MMU Class D airspace to the East and continues west to the NY Class B 20 nautical mile arc. The MMU ingress/egress procedures area is further defined by the following coordinates: beginning at: 405148N/0742325W, to 405430N/0743010W, to 404900N/0743445W, to 404730N/0743010W.

2. Operations are strictly limited to aircraft arriving to or departing from MMU and only apply during time frames when the MMU air traffic control tower is open.

3. Pilots arriving/departing MMU must receive and continuously transmit an ATC assigned beacon code prior to entering the MMU ingress/egress procedures area.
4. Pilots arriving/departing within the MMU ingress/egress procedures area must establish two-way communications with MMU air traffic control tower on frequency 118.1 or 353.9, and remain in two-way radio communications with MMU air traffic control tower at all times.
5. Flight training, practice instrument approaches, aerobatic flight, glider operations, blimps, airships, parachute operations, ultralight, hang gliding, lighter than air operations, balloon operations, agriculture/crop dusting, animal population control flight operations, banner towing operations, utility line/pipeline inspection flights, part 101 operations, model aircraft operations, model rocketry, unmanned aircraft systems (UAS), and any other operation that is not an arrival or departure to/from MMU are not authorized.

The NOTAMs discussed in this advisory may change with little or no notice. Pilots are advised to check NOTAMs frequently for possible changes prior to operations in the area. Pilots are strongly suggested to contact a Flight Service Station at 1-800-WX-BRIEF (1-800-992-7433) prior to flight to check for all current NOTAMS.