

EFFECTIVE MAY 31 to JULY 31 PATTERN OPS

ZDC FLIGHT RESTRICTIONS, WASHINGTON, DC

EFFECTIVE 1305311200 UTC UNTIL 1307312200.

PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AND IN 14 CFR SECTION 93.343 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 IMMEDIATE SECURITY THREAT. PURSUANT TO 14 CFR SECTIONS 99.7, SPECIAL SECURITY INSTRUCTIONS AND 91.139, EMERGENCY AIR TRAFFIC RULES, FLIGHT OPERATIONS ARE PROHIBITED: COLLEGE PARK AIRPORT (CGS), POTOMAC AIRFIELD (VKX), AND WASHINGTON EXECUTIVE/HYDE AIRFIELD (W32), ALSO KNOWN AS THE MARYLAND THREE AIRPORTS EXCEPT AS SPECIFIED BELOW, AND/OR UNLESS AUTHORIZED BY THE AIR TRAFFIC SECURITY COORDINATOR AT THE NATIONAL CAPITAL REGION COORDINATION CENTER (NCRCC).

PART I. OVERVIEW.

A. THE PROCEDURES DESCRIBED BELOW ARE SUPPLEMENTAL TO 14 CFR PART 93 AND THE CORRESPONDING SUPPLEMENTAL NOTAM ISSUED FOR OPERATIONS WITHIN THE WASHINGTON DC FLIGHT RESTRICTED ZONE (FRZ). THIS NOTAM AUTHORIZES OPERATORS FROM COLLEGE PARK AIRPORT (CGS), POTOMAC AIRFIELD (VKX), AND WASHINGTON EXECUTIVE/HYDE AIRFIELD (W32) HENCEFORTH KNOWN AS THE MARYLAND THREE AIRPORTS TO CONDUCT TRAFFIC PATTERN WORK AND PRACTICE INSTRUMENT APPROACHES FROM THESE AIRPORTS USING THE FOLLOWING PROCEDURES. THIS NOTAM DOES NOT AUTHORIZE AIRCRAFT TO CONDUCT ANY OTHER FLIGHT OPERATIONS OUTSIDE OF THE MARYLAND THREE AIRPORTS. ALL AIRCRAFT OPERATING OUTSIDE OF THE MARYLAND THREE AIRPORTS WITHIN THE FRZ, MUST COMPLY WITH ALL THE PROCEDURES PRESCRIBED WITHIN 14 CFR PART 93 AND THE SUPPLEMENTAL NOTAM FOR THE DC FRZ. THESE PROCEDURES ARE PART OF A TEST PROGRAM THAT WILL LAST NO MORE THAN SIXTY (60) DAYS.

PART II. OPERATING REQUIREMENTS FOR TRAFFIC PATTERN WORK AND PRACTICE INSTRUMENT APPROACH OPERATIONS TO/FROM THE MARYLAND THREE AIRPORTS.

A. PILOTS CURRENTLY PINNED AND AUTHORIZED TO OPERATE TO/FROM COLLEGE PARK AIRPORT (CGS), POTOMAC AIRFIELD (VKX), AND WASHINGTON EXECUTIVE/HYDE AIRFIELD (W32), MAY BE AUTHORIZED TO CONDUCT TRAFFIC PATTERN WORK AND PRACTICE INSTRUMENT APPROACHES AT THE MARYLAND THREE AIRPORTS SUBJECT TO THE FOLLOWING REQUIREMENTS AND CONDITIONS:

1) PILOTS MUST MAKE RESERVATIONS WITH THEIR AIRPORT SECURITY COORDINATOR PRIOR TO CONDUCTING OPERATIONS.

2) PILOTS CONDUCTING PATTERN WORK OR PRACTICE INSTRUMENT APPROACHES MUST NOT APPROACH ANY CLOSER TO THE CENTER OF THE FRZ THAN THEY WOULD DURING A NORMAL ARRIVAL OR DEPARTURE FROM THE AIRPORT.

3) AIRCRAFT MUST BE EQUIPPED WITH TWO OPERATIONAL TWO-WAY COMMUNICATION RADIOS AND MONITOR 121.5 AT ALL TIMES.

4) MARYLAND THREE AIRPORT PRACTICE INSTRUMENT APPROACHES AND TRAFFIC PATTERN WORK ARE AUTHORIZED DAILY FROM 0800-1800 LOCAL

5) SOLO STUDENT PILOT OPERATIONS ARE NOT AUTHORIZED

6) TRAFFIC PATTERN OPERATIONS AND PRACTICE INSTRUMENT APPROACHES MUST BE CONDUCTED IMMEDIATELY AFTER DEPARTURE AND MUST BE CONDUCTED AT THE DEPARTURE AIRPORT.

7) OTHER RESTRICTIONS AND REQUIREMENTS APPLY, AND ARE AVAILABLE FROM THE AIRPORT SECURITY COORDINATOR.

PILOTS ARE REQUIRED TO ENSURE THEY HAVE FAMILIARIZED THEMSELVES WITH ALL MARYLAND THREE AIRPORT TRAFFIC PATTERN/ PRACTICE INSTRUMENT APPROACHES REQUIREMENTS PRIOR TO UTILIZING THESE PROCEDURES.

THE FAA IS CONDUCTING A TEST OF THESE PROCEDURES FOR APPROXIMATELY SIXTY (60) DAYS. CONTINUATION OF THESE PROCEDURES BEYOND THE TEST PERIOD IS SUBJECT TO FAA APPROVAL. THE REQUIREMENTS, TEST PARAMETERS, AND PROCEDURES IN THIS NOTAM AND THE ADDITIONAL REQUIREMENTS AVAILABLE FROM THE AIRPORT SECURITY COORDINATOR ARE SUBJECT TO CHANGE WITHOUT NOTICE. THIS TEST MAY BE SUSPENDED OR TERMINATED AT ANY TIME AT THE DISCRETION OF THE FAA'S OFFICE OF SYSTEM OPERATIONS SECURITY.