



FEDERAL AVIATION ADMINISTRATION



FLIGHT ADVISORY
NATIONAL SPECIAL SECURITY EVENT
UNITED NATIONS GENERAL ASSEMBLY
UNGA-76
SEPTEMBER 19, 2021 – SEPTEMBER 25, 2019

This advisory will serve as notice of flight restrictions that will be in place for the United Nations General Assembly-76th session (UNGA-76). Multiple Notices to Airmen (NOTAM) will be published to cover the events. Not all NOTAMs to be published for this event are covered in this advisory.

Pursuant to 49 USC 40103(B), The Federal Aviation Administration (FAA) classifies the airspace defined in this advisory and the published NOTAMs as "National Defense Airspace". Pilots who do not adhere to the following procedures may be intercepted, detained and interviewed by Federal 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 the 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.

The initial NOTAM for the UNGA-76 will be in effect from September 19th through September 25th, 2019. Check NOTAMs for exact times and dates.

Pursuant to Title 14, Section 99.7 of the Code of Federal Regulations, Special Security Instructions, aircraft flight operations are prohibited within a 2NMR of 404442N/0735740W or the LGA VOR/DME 253 degree radial at 4.8NM up to but not including 7,000 FT MSL, daily 1200-2100 UTC (0800-1700 local) effective 2109191200 UTC until 2109252100 UTC, except as specified below and/or unless authorized by ATC in consultation with the Air Traffic Security Coordinator (ATSC) via the Domestic Events Network (DEN):

- A. All aircraft operations within the 2NMR area(s) listed above, are prohibited except for:

1. Approved law enforcement and military aircraft directly supporting the United States Secret Service (USSS).
 2. Approved air ambulance flights, and regularly scheduled commercial passenger and all-cargo carriers operating under one of the following TSA-approved standard security programs/procedures: Aircraft Operator Standard Security Program (AOSSP), Full All-Cargo Aircraft Operator Standard Security Program (FACAOSSP), Model Security Program (MSP), Twelve Five Standard Security Program (TFSSP) All Cargo, or All-Cargo International Security Procedure (ACISP) that are arriving into and/or departing from LaGuardia (LGA), Newark Liberty (EWR) and John F. Kennedy (JFK) airports only.
 3. Emergency/life saving flights (medical/law enforcement/firefighting) operators must coordinated with the FAA supervisor at the New York TRACON prior to their departure at 516-683-2966 to avoid potential delays.
 4. All aircraft shall squawk the ATC assigned discrete beacon code continuously while operating within the TFR. In the event of a transponder failure, the pilot shall advise ATC and ATC will provide the most direct course to exit the lateral limits of the TFR.
 5. All aircraft must remain in two-way radio communications with ATC at all times.
 6. Helicopter operations arriving and departing the East 34th street heliport (6N5) and sea-plane operations arriving and departing the New York Skyports Inc. Seaplane Base (6N7) are permitted provided pilots comply with 4 and 5 above. Authorized helicopters/seaplanes must fly ATC assigned Ingress/Egress routes.
- B. 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 Homeland Security (DHS), United States Secret Service (USSS), and the Department of Defense (DOD) may take security action that results in the interference, disruption, seizure, damaging, or destruction of unmanned aircraft deemed to pose a credible threat to protected personnel, facilities, or assets.
- C. The New York/N90 TRACON is the coordination facility at (516) 683-2966.

A second NOTAM will be in effect from September 21st through September 22nd, 2021. Check NOTAM for exact times and dates.

Pursuant to Title 14, Section 91.141 of the Code of Federal Regulations, aircraft flight operations are prohibited:

Within a 7NMR (inner core) of 404501N/0735938W or the LGA 259 degree radial at 5.8NM up to but not including 18,000 FT MSL excluding a 2NMR of 405055N/0740344W or the TEB VOR/DME up to and including 2,000 FT MSL.

Within the lateral limits of the New York Class B Airspace (outer area) from the surface up to but not including 18,000 FT MSL excluding a 3NMR of 404400N/0732330W or the DPK 241 degree radial at 5.3NM from the surface up to and including 2,000 FL MSL excluding a 3NMR of 410500N/0734125W or the CMK 215 degree radial at 12.8NM from the surface up to and including 2,000 FT MSL.

Except as specified below and/or unless authorized by ATC in consultation with the Air Traffic Security Coordinator (ATSC) via the Domestic Events Network (DEN):

- A. All aircraft operations within the 7NMR area listed above, known as the inner core, are prohibited except for:
 1. Approved law enforcement and military aircraft directly supporting the United States Secret Service (USSS).
 2. Approved air ambulance flights, and regularly scheduled commercial passenger and all-cargo carriers operating under one of the following TSA-approved standard security programs/procedures: Aircraft Operator Standard Security Program (AOSSP), Full All-Cargo Aircraft Operator Standard Security Program (FACAOSSP), Model Security Program (MSP), Twelve Five Standard Security Program (TFSSP) All Cargo, or All-Cargo International Security Procedure (ACISP) that are arriving into and/or departing from LaGuardia (LGA), Newark Liberty (EWR) and John F. Kennedy (JFK) airports only.
 3. Emergency/life saving flights (medical/law enforcement/firefighting) operators must coordinated with the FAA supervisor at the New York TRACON prior to their departure at 516-683-2966 to avoid potential delays.
 4. All aircraft shall squawk the ATC assigned discrete beacon code continuously while operating within the TFR. In the event of a transponder failure, the pilot shall advise ATC and ATC will provide the most direct course to exit the lateral limits of the TFR.
 5. All aircraft must remain in two-way radio communications with ATC at all times.

6. 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 New York Skyports Inc. Seaplane Base (6N7) that have been TSA security screened, and have met gateway requirements described in paragraph D below, are authorized. TSA screening will be available daily during the TFRs and exact times will be published in the NOTAM. Special VFR operations and overflights of Manhattan are not permitted. Authorized helicopters/seaplanes must fly ATC assigned Ingress/Egress routes.

B. Operations within the outer area listed above are restricted to:

1. All aircraft must be on an active IFR or filed VFR flight plan. All aircraft shall squawk the ATC assigned discrete beacon code continuously while operating within the TFR. In the event of a transponder failure, the pilot shall advise ATC and ATC will provide the most direct course to exit the lateral limits of the TFR.
2. All aircraft must remain in two-way radio communications with ATC at all times.
3. The Farmingdale Republic, NY (FRG) and Westchester County, NY (HPN) airports ingress/egress procedure areas are for arrivals and departures only.
4. Fixed wing operations are limited to aircraft arriving or departing local airfields. Workload permitting, ATC may authorize transit operations. 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.1, 2 and 3 above. Helicopters may not loiter.
6. Emergency/life saving flights (medical/law enforcement/firefighting) operators must coordinated with the FAA supervisor at the New York TRACON prior to their departure at 516-683-2966 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 FL180: Flight training, practice instrument approaches, aerobatic flight, glider operations, parachute operations, ultralight, hang gliding, balloon operations, agriculture/crop dusting, animal population control flight operations, banner

towing operations, model aircraft operations, model rocketry, unmanned aerial systems (UAS), and utility and pipeline survey operations.

- D. Gateway airports have been created at Farmingdale Republic Airport, NY (FRG) and Linden Airport, NJ (LDJ) by FAA, TSA and U.S. Secret Service to accommodate helicopters arriving and departing JRA, JRB, 6N5 and VFR fixed wing seaplane operations arriving and departing 6N7. TSA screening will be available daily during the TFRs and exact times will be published in the NOTAM. 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.
- E. 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 Homeland Security (DHS), United States Secret Service (USSS), and the Department of Defense (DOD) may take security action that results in the interference, disruption, seizure, damaging, or destruction of unmanned aircraft deemed to pose a credible threat to protected personnel, facilities, or assets.

A third NOTAM will be in effect from September 21st through September 22nd, 2021. Check NOTAM for exact times and dates.

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.

- A. 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 2,700 FT 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 New York Class B airspace (below 3,000 FT MSL) bounded on the North by a line 2NM North of highway route 10 and bounded on the South by a line 4NM 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 New York Class B 20NM 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.

- B. 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.
- C. Pilots arriving/departing MMU shall receive and continuously transmit an ATC assigned beacon code prior to entering the MMU ingress/egress procedures area.
- D. 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.
- E. Flight training, practice instrument approaches, aerobatic flight, glider operations, parachute operations, ultralight, hang gliding, balloon operations, agriculture/crop dusting, animal population control flight operations, banner towing operations, model aircraft operations, model rocketry, unmanned aerial systems (UAS), and any other operation that is not an arrival or departure to/from MMU are not authorized.
- F. 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 Homeland Security (DHS), United States Secret Service (USSS), and the Department of Defense (DOD) may take security action that results in the interference, disruption, seizure, damaging, or destruction of unmanned aircraft deemed to pose a credible threat to protected personnel, facilities, or assets.

A fourth NOTAM may be in effect on September 21st and/or 22nd 2021. Check NOTAM for exact times and dates.

- A. Pursuant to Title 14, Section 91.141 of the Code of Federal Regulations, aircraft flight operations are prohibited within an 8NMR of 403800N/0734618W or the JFK VOR/DME up to but not including 18,000 FT MSL, except for the following operations and as described below:
 - 1. Approved law enforcement and military aircraft directly supporting the United States Secret Service (USSS).

2. Approved Air Ambulance flights, and regularly scheduled commercial passenger and all-cargo carriers operating under one of the following TSA-approved standard security programs/procedures: Aircraft Operator Standard Security Program (AOSSP), Full All-Cargo Aircraft Operator Standard Security Program (FACAOSSP), Model Security Program (MSP), Twelve Five Standard Security Program (TFSSP) All Cargo, or All-Cargo International Security Procedure (ACISP) that are arriving into and/or departing from LaGuardia (LGA), Newark Liberty (EWR) and John F. Kennedy (JFK) airports only.
 3. Emergency/life saving flights (medical/law enforcement/firefighting) operators must coordinated with the FAA supervisor at the New York TRACON prior to their departure at 516-683-2966 to avoid potential delays.
 4. All aircraft shall squawk the ATC assigned discrete beacon code continuously while operating within the TFR. In the event of a transponder failure, the pilot shall advise ATC and ATC will provide the most direct course to exit the lateral limits of the TFR.
 5. All aircraft must remain in two-way radio communications with ATC at all times.
- B. 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 Homeland Security (DHS), United States Secret Service (USSS), and the Department of Defense (DOD) may take security action that results in the interference, disruption, seizure, damaging, or destruction of unmanned aircraft deemed to pose a credible threat to protected personnel, facilities, or assets.

A fifth NOTAM may be in effect on September 21nd through the 29th 2019. Check NOTAM for exact times and dates.

Due to potential security activity, TCAS may be less sensitive than normal in the airspace in within 27NM of 40-45N 073-58W (Manhattan, NY). These activities will not generate false TCAS targets. Any traffic advisory and/or resolution advisory should be treated as valid and pilots should respond accordingly. In the unlikely event that pilots experience an anomaly with TCAS, pilots are advised to notify the appropriate ATC facility immediately. Pilots are advised to maintain an increased awareness in this area.

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 encouraged to contact a Flight Service Station at 1-800-WX-BRIEF (1-800-992-7433) prior to flight to check for all current NOTAMS.