A1591/25 NOTAMN
Q) TTZP/QPFXX/IV/NBO/E/000/999/1450N05112W999
A) TTZP PART 1 OF 3
B) 2511091800 C) 2511092211
D) 1800-2211
E) THE FOLLOWING AIRSPACE MANAGEMENT PLAN WILL BE IMPLEMENTED TO MANAGE AIR TRAFFIC WITHIN THE PERIOD DUE TO BLUE ORIGIN NEW GLENN ESCAPADE ROCKET LAUNCH:
1) ALTERNATIVE ROUTING SCENARIOS: PIARCO WILL IMPLEMENT THE FOLLOWING ROUTES FOR TRANSATLANTIC FLIGHTS TO AVOID THE DANGER AREA:
A) ROUTE 1 - DCT 1500N04200W DCT PAKER DCT EKNUT/IPSIN/NUMGI/TUTLO, AND REVERSE
B) ROUTE 2 - DCT 1400N04200W DCT PAKER DCT EKNUT/IPSIN/NUMGI/TUTLO, AND REVERSE
2) MINUTES-IN-TRAIL: 20 MINUTES-IN-TRAIL WILL BE IMPLEMENTED ON ROUTE 1 AND ROUTE 2 EASTBOUND AND WESTBOUND.
3) AIRBORNE HOLDING DUE TO ACTIVATION OF DEBRIS RESPONSE AREA: IN THE EVENT OF A RAPID UNCONTROLLED DISASSEMBLY, THE DEBRIS RESPONSE AREA WILL BE ACTIVATED BOUNDED BY A 50NM BUFFER AROUND THE COORDINATES:
1819N04439W - 1806N04410W - 1613N04010W - 1453N03730W - 1434N03730W - 1605N04027W - 1808N04451W - 1819N04439W.
PART 1 OF 3
A1591/25 NOTAMN
Q) TTZP/QPFXX/IV/NBO/E/000/999/1450N05112W999
A) TTZP PART 2 OF 3
B) 2511091800 C) 2511092211
D) 1800-2211
E) IN SUCH AN EVENT AIRCRAFT WILL BE CLEARED TO HOLD AT THE FOLLOWING COORDINATES, UNTIL THE AREA IS DEACTIVATED:
A) HOLDING AREA A (EASTBOUND FLIGHTS) - STANDARD HOLD AT 1500N04200W ALL TURNS TO THE RIGHT
B) HOLDING AREA B (EASTBOUND FLIGHTS) - STANDARD HOLD AT 1400N04200W ALL TURNS TO THE RIGHT
C) HOLDING AREA C (INBOUND FROM SANTA MARIA FIR VIA EKNUT/IPSIN/NUMGI) - STANDARD HOLD AT 1800N03900W ALL TURNS TO THE RIGHT.
D) ANY OTHER HOLDING AREA AS DESIGNATED BY ATC.
4) CALCULATED TIME OVER:
A) TRANSATLANTIC FLIGHTS FROM TTZP TO KZWY, WHOSE TRAJECTORY WOULD TRAVERSE THE
AREAS OF AIRCRAFT HAZARD AREA A1, A2/MYNA, B OR C
PART 2 OF 3
A1591/25 NOTAMN
Q) TTZP/QPFXX/IV/NBO/E/000/999/1450N05112W999
A) TTZP PART 3 OF 3
B) 2511091800 C) 2511092211
D) 1800-2211
E) WITHIN THE FEDERAL AVIATION ADMINISTRATION DESIGNATED AIRSPACE SHALL ARRANGE THEIR FLIGHTS TO CROSS THE COMMON TTZP-KZWY FIR BOUNDARY AT ANY WAYPOINT BETWEEN AMTTO AND NEZBT INCLUSIVE AT OR BEFORE TIME 1845 UTC.
B) FLIGHTS FROM TTZP TO TJZS, WHOSE TRAJECTORY WOULD TRAVERSE THE AREAS OF AIRCRAFT HAZARD AREA A1, A2/MYNA, B OR C WITHIN THE FEDERAL AVIATION ADMINISTRATION DESIGNATED AIRSPACE SHALL ARRANGE THEIR FLIGHTS TO CROSS THE COMMON TTZP-TJZS FIR BOUNDARY AT OR BEFORE TIME 1800 UTC.
AIRCRAFT OPERATORS ARE TO CONSIDER THE ABOVE AIRSPACE MANAGEMENT