

training areas, large scale sporting events, air show information, Special Traffic Management Programs (STMPs), and airport-specific information. These notices are applicable to operations within the United States and can be found on the Domestic Notices website.

DOWNBURST– A strong downdraft which induces an outburst of damaging winds on or near the ground. Damaging winds, either straight or curved, are highly divergent. The sizes of downbursts vary from 1/2 mile or less to more than 10 miles. An intense downburst often causes widespread damage. Damaging winds, lasting 5 to 30 minutes, could reach speeds as high as 120 knots.

DOWNWIND LEG–

(See **TRAFFIC PATTERN**.)

DP–

(See **INSTRUMENT DEPARTURE PROCEDURE**.)

DRAG CHUTE– A parachute device installed on certain aircraft which is deployed on landing roll to assist in deceleration of the aircraft.

DROP ZONE– Any pre-determined area upon which parachutists or objects land after making an intentional parachute jump or drop.

(Refer to 14 CFR §105.3, Definitions)

DSP–

(See **DEPARTURE SEQUENCING PROGRAM**.)

DT–

(See **DELAY TIME**.)

DTAS–

(See **DIGITAL TERMINAL AUTOMATION SYSTEM**.)

DUE REGARD– A phase of flight wherein an aircraft commander of a State-operated aircraft assumes responsibility to separate his/her aircraft from all other aircraft.

(See also FAA Order JO 7110.65, Para 1–2–1, **WORD MEANINGS**.)

DUTY RUNWAY–

(See **RUNWAY IN USE/ACTIVE RUNWAY/DUTY RUNWAY**.)

DVA–

(See **DIVERSE VECTOR AREA**.)

DVFR–

(See **DEFENSE VISUAL FLIGHT RULES**.)

DVFR FLIGHT PLAN– A flight plan filed for a VFR aircraft which intends to operate in airspace within which the ready identification, location, and control of aircraft are required in the interest of national security.

DVRSN–

(See **DIVERSION**.)

DYNAMIC– Continuous review, evaluation, and change to meet demands.

DYNAMIC RESTRICTIONS– Those restrictions imposed by the local facility on an “as needed” basis to manage unpredictable fluctuations in traffic demands.