

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.)

DRA–

(See DEBRIS RESPONSE AREA.)

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.)

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.