



U.S. Department
of Transportation

Federal Aviation
Administration

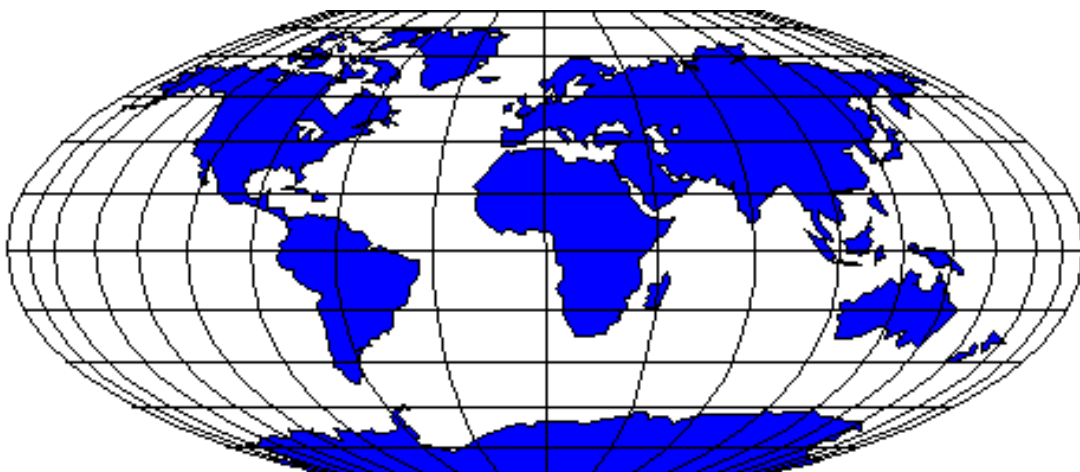
NOTICES TO AIRMEN

Domestic/International

February 28, 2019


Next Issue


March 28, 2019



*Notices to Airmen included in this publication are **NOT** given during pilot briefings unless specifically requested by the pilot. An electronic version of this publication is on the internet at http://www.faa.gov/air_traffic/publications/notices*

| JANUARY – 2019 | | | | | | | FEBRUARY – 2019 | | | | | | | MARCH – 2019 | | | | | | |
|----------------|-----|-----|-----|-----|-----|-----|-----------------|-----|-----|-----|-----|-----|-----|------------------|-----|-----|-----|-----|-----|-----|
| SUN | MON | TUE | WED | THU | FRI | SAT | SUN | MON | TUE | WED | THU | FRI | SAT | SUN | MON | TUE | WED | THU | FRI | SAT |
| | | 1 | 2 | 3 | 4 | 5 | | | | | | 1 | 2 | | | | | | 1 | 2 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| 27 | 28 | 29 | 30 | 31 | | | 24 | 25 | 26 | 27 | 28 | | | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| | | | | | | | | | | | | | | 31 | | | | | | |
| APRIL – 2019 | | | | | | | MAY – 2019 | | | | | | | JUNE – 2019 | | | | | | |
| SUN | MON | TUE | WED | THU | FRI | SAT | SUN | MON | TUE | WED | THU | FRI | SAT | SUN | MON | TUE | WED | THU | FRI | SAT |
| | 1 | 2 | 3 | 4 | 5 | 6 | | | | 1 | 2 | 3 | 4 | | | | | | | 1 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 28 | 29 | 30 | | | | | 26 | 27 | 28 | 29 | 30 | 31 | | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| | | | | | | | | | | | | | | 30 | | | | | | |
| JULY – 2019 | | | | | | | AUGUST – 2019 | | | | | | | SEPTEMBER – 2019 | | | | | | |
| SUN | MON | TUE | WED | THU | FRI | SAT | SUN | MON | TUE | WED | THU | FRI | SAT | SUN | MON | TUE | WED | THU | FRI | SAT |
| | 1 | 2 | 3 | 4 | 5 | 6 | | | | | 1 | 2 | 3 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 28 | 29 | 30 | 31 | | | | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 29 | 30 | | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| OCTOBER – 2019 | | | | | | | NOVEMBER – 2019 | | | | | | | DECEMBER – 2019 | | | | | | |
| SUN | MON | TUE | WED | THU | FRI | SAT | SUN | MON | TUE | WED | THU | FRI | SAT | SUN | MON | TUE | WED | THU | FRI | SAT |
| | | 1 | 2 | 3 | 4 | 5 | | | | | | 1 | 2 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 6 | 7 | 8 | 9 | 10 | 11 | 12 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 20 | 21 | 22 | 23 | 24 | 25 | 26 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 27 | 28 | 29 | 30 | 31 | | | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 29 | 30 | 31 | | | | |
| | | | | | | | | | | | | | | | | | | | | |

 = Cutoff dates for submitting information to AJV-5 for next publication. (Twenty-three (23) days before effective date.)

 = Effective dates and cutoff dates for submitting information to the Publications Staff, AJV-8 for next publication. (Twenty-eight (28) days before next effective date.)

NOTICES TO AIRMEN

February 28, 2019

Note: Part 1, FDC NOTAMs, was removed from the Notices to Airmen Publication effective February 28, 2019. These NOTAMs are still considered on request items when obtaining a briefing from Flight Service Stations (FSS). Prior to flight, pilots should always check with Flight Service for current NOTAMs (1-800-WX-BRIEF). Check the Foreword for more information.

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**There are no Northeast United States notices for this edition.*

Southeast United States

**There are no Southeast United States notices for this edition.*

East Central United States

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|---------|---|--------|

North Central United States

**There are no North Central United States notices for this edition.*

Northwest United States

**There are no Northwest United States notices for this edition.*

Southwest United States

| | | |
|---------|---|--------|
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**There are no Alaska and Hawaii notices for this edition.*

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Temporary Flight Restrictions (TFR) and additional NOTAM information are available on the FAA website at <http://www.faa.gov>

NOTICES TO AIRMEN

Publication Schedule

PART 1

Information for **Part 1** (Part 95 Revisions) shall be submitted to the **National Flight Data Center, AJV-5**, before the information cutoff dates listed in the chart below. Information, as well as inquiries, should be addressed to:

| Address | Category |
|---|--|
| Federal Aviation Administration National Flight Data Center (AJV-5) 1305 East-West Hwy Silver Spring, MD 20910 | Airports & NAVAIDs Airspace & Procedures Part 95 Revisions |

Current NOTAMs are available from Flight Service Stations at 1-800-WX-BRIEF. Notices, restrictions, and advisories may change at any time and without notice. Do not attempt any operation in the National Airspace System without first obtaining and understanding a thorough pre-flight briefing.

PARTS 2 AND 3

Information for **Part 2** (International) and **Part 3** (Graphic Notices) shall be submitted electronically to **Air Traffic Procedures (AJV-8)**, through the appropriate regional office. Requirements for Graphic Notices are listed on page viii of the Foreword and **must** be submitted well in advance of the event, but not later than 28 days prior to publication (see table below). Changes to submissions cannot be accepted after the cutoff dates. Graphic Notices for special events are published in two editions prior to the event. Information for Parts 2 and 3, as well as inquiries, should be addressed to:

| Address | E-Mail | Phone Number |
|---|--------------------------|----------------|
| FAA HQ, Mission Support Services Air Traffic Procedures (AJV-8) 600 Independence Ave., SW Washington, DC 20597 | 9-ATOR-HQ-PubGrp@faa.gov | 1-202-267-0916 |

Cutoff Dates for Submitting Information To Be Published

| Effective Date of Publication | Information Submission Cutoff Dates for Graphic Notices (Parts 2 & 3) | Information Submission Cutoff Dates for FDC NOTAMs (Parts 1) |
|-------------------------------|--|---|
| January 3, 2019 | December 6, 2018 | December 12, 2018 |
| January 31, 2019 | January 3, 2019 | January 9, 2019 |
| February 28, 2019 | January 31, 2019 | February 6, 2019 |
| March 28, 2019 | February 28, 2019 | March 6, 2019 |
| April 25, 2019 | March 28, 2019 | April 3, 2019 |
| May 23, 2019 | April 25, 2019 | May 1, 2019 |
| June 20, 2019 | May 23, 2019 | May 29, 2019 |
| July 18, 2019 | June 20, 2019 | June 26, 2019 |
| August 15, 2019 | July 18, 2019 | July 24, 2019 |
| September 12, 2019 | August 15, 2019 | August 21, 2019 |
| October 10, 2019 | September 12, 2019 | September 18, 2019 |
| November 7, 2019 | October 10, 2019 | October 16, 2019 |
| December 5, 2019 | November 7, 2019 | November 13, 2019 |

SUBSCRIPTION INFORMATION

***This and other selected Air Traffic publications are available online:
www.faa.gov/air_traffic/publications***

| <i>General Public*</i> | <i>Government Organizations*</i> |
|---|---|
| Contact: Superintendent of Documents U.S. Government Printing Office P.O. Box 979050 St. Louis, MO 63197-9000 Call: 202-512-1800 Online: http://bookstore.gpo.gov | This publication is available on the FAA Website. All Government organizations are responsible for viewing, downloading, and subscribing to receive electronic mail notifications when changes occur to this publication. Electronic subscription information can be obtained by visiting the aforementioned website. |
| <i>*For those desiring printed copies, current pricing is available on the GPO website at http://bookstore.gpo.gov</i> | |

FOREWORD

NATIONAL AIRSPACE SYSTEM CHANGES

The main references for changes to the National Airspace System (NAS) are the Aeronautical Charts and the Chart Supplements. Most changes to the NAS meeting NOTAM criteria are known sufficiently in advance to be carried in these publications. When this cannot be done, changes are carried in the Notices to Airmen publication (NTAP) and/or the Service A telecommunications system as a NOTAM D item.

NOTAMS IN THE NOTICES TO AIRMEN PUBLICATION

NOTAM D information printed in this publication is **NOT** included on the Service A circuit.

The Notices to Airmen publication is issued every 28 days. Data in this publication which is current on the effective date of the next Chart Supplement will be transferred to the supplements and removed from this publication.

PART 1. PUBLICATION CRITERIA

Revisions to Part 95 of the Code of Federal Regulations – Minimum En Route IFR Altitudes and Changeover Points are published four (4) weeks prior to the 56-day IFR chart cycle.

The revisions will remain in the NTAP until four (4) weeks prior to the next IFR chart 56-day cycle. (IFR 56-day cycle dates are published in the AFD in the General Information Section under Effective Date.)

The consolidation of Part 95 Altitudes will continue to be published as a separate document.

PART 2. INTERNATIONAL NOTICES TO AIRMEN

The International Notices to Airmen feature significant international information and data which may affect a pilot's decision to enter or use areas of foreign or international airspace. Each issuance of this Part is complete in itself. Temporary data will be repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently published or is available in other permanent sources. New items will be indicated by a black bar running in the left or right margin.

The information in Part 2 is divided into two sections. Section 1, Flight Prohibitions, Potentially Hostile Situations, and Foreign Notices is arranged alphabetically by country. Section 2, International Oceanic Airspace Notices, is divided into two sections: General and Region Specific.

Any notice submitted for inclusion must include the following information at the end of the notice: submitting office and date of the revision (e.g., AJV-81, 2/2/2017). In addition, all electronic mail submissions to 9-ATOR-HQ-PubGrp@faa.gov should specify a time frame in which to expect the removal of the notice from the publication. Submitting offices should notify AJV-8 when notices are no longer needed in the publication.

PART 3. GRAPHIC NOTICES

This section contains special notices and notices containing graphics pertaining to almost every aspect of aviation, such as military training areas, large scale sporting events that may attract media attention or draw large crowds of aircraft, air show information, and airport-specific information.

Data in this section is updated continuously. All submissions for inclusion in this section must have regional office approval and be submitted to AJV-8 through the regional office.

Notices for events requiring Special Traffic Management Programs (STMP) should be coordinated following the procedures in FAA Order JO 7210.3, Facility Operation and Administration.

Submissions should be sent to AJV-8 well in advance of but **no later than 28 days prior to** the effective date of the Notices to Airmen edition to ensure adequate lead time for inclusion in the publication.

Notices to Airmen (NOTAMS) submitted for inclusion in the NTAP are published **no earlier than two publication cycles (56 day periods) prior to the cycle in which the NOTAM becomes effective**. Special NOTAMS capture special events, like the Super Bowl, and are generally published in the NTAP for two consecutive publication cycles. NOTAMS that are more permanent in nature are posted in the NTAP until transferred to other appropriate Air Traffic Publications.

With the exception of dated special events, any notice submitted for inclusion must include the following information at the end of the notice: submitting office and date of the revision (e.g., AJV-81, 2/2/2017). In addition, all electronic mail submissions should specify a time frame in which to expect the removal of the notice from the publication. Regional offices should notify AJV-8 when notices are no longer needed in the publication.

Text files should be submitted as Word documents. Any graphics submitted for inclusion must be of high quality and in camera ready form; *FAX copies will not be accepted*. Electronic mail submissions are required and should be addressed to 9-ATOR-HQ-PubGrp@faa.gov. Graphics should be submitted in one of the following formats: GIF, JPEG, TIFF, BMP, or PDF. Please do not submit graphics with a “.doc” file extension. Each graphic must be submitted as a separate attachment. Graphic notices may be submitted in color or black and white. Avoid using white text in any graphic. Copyrighted materials, such as maps, should not be submitted for publication without written permission of the copyright owner.

REMOVED PARTS

Part 1. FDC NOTAMs

Effective with the February 28, 2019, edition, this part was removed from the publication. This included Section 1, Airway NOTAMs; Section 2, Airport, Facility and Procedural NOTAMs; and Section 3, General NOTAMs. These NOTAMs are still considered on request items when obtaining a briefing from Flight Service Stations (FSS). The most current and up-to-date information on NOTAMs is contained in the FAA's official NOTAM Search website, which can be found at <https://notams.aim.faa.gov/notamSearch/>. Pilots should obtain preflight IFR route and amendment FDC NOTAM information via the NOTAM Search website, an approved Flight Service web portal, or upon request by calling a Flight Service Station. Part 2, 3, and 4 of the NTAP were renumbered as Part 1, 2, and 3, respectively.

Part 5. Special Temporary Flight Restrictions/Prohibited Areas Around the Washington, DC, Thurmont, MD, and Crawford, TX, Areas

Effective with the November 27, 2003, edition, this part was removed from the publication. For information on flight restrictions, pilots are directed to the FAA website at <http://www.faa.gov>. Pilots may also call flight service at 1-800-WX-BRIEF.

TIME REFERENCES

All time references are indicated as UTC or local. During periods of Daylight Saving Time, effective hours in local time will be one hour earlier than shown. All states observe Daylight Savings Time except Arizona, Hawaii, Puerto Rico, and the Virgin Islands.

NEW INFORMATION

Vertical lines in the outside margin indicate new or revised information.

INTERNET

The entire Notices to Airmen publication is published on the internet at the following address in PDF and HTML format: http://www.faa.gov/air_traffic/publications/notices/

There are two copies of the NTAP on the website, the current version and the previous version. This is done to overlay any current NOTAMs and information that may be needed.

ERROR OR OBSOLETE DATA NOTIFICATION

Notification of erroneous or obsolete data should be directed to the Federal Aviation Administration, Air Traffic Procedures, AJV-81, 600 Independence Avenue, SW, Washington, DC 20597, or via e-mail at 9-ATOR-HQ-PubGrp@faa.gov.

CONTRACTIONS

NOTAM CONTRACTIONS

This list contains most of the commonly used contractions currently in use in Notices to Airmen (NOTAMS) and the standard aviation weather products, such as METAR/TAF, area forecasts, SIGMETs, AIRMETs, etc.

| <i>Contraction</i> | <i>Decode</i> |
|--------------------|---|
| A | |
| ABN | Aerodrome Beacon |
| ABV | Above |
| ACFT | Aircraft |
| ACT | Active or Activated or Activity |
| AD | Aerodrome |
| ADJ | Adjacent |
| AGL | Above ground level |
| ALS | Approach Light System |
| ALT | Altitude |
| ALTN | Alternate |
| AP | Airport |
| APCH | Approach |
| APP | Approach control or Approach Control Office |
| ARR | Arrival or Arrive |
| ASPH | Asphalt |
| ATC | Air Traffic Control |
| ATIS | Automatic Terminal Information Service |
| AUTH | Authority |
| AVBL | Available |
| AWY | Airway |
| AZM | Azimuth |
| B | |
| BA GOOD | Braking action good |
| BA GOOD TO MEDIUM | Braking action good to medium |
| BA MEDIUM | Braking action medium |
| BA MEDIUM TO POOR | Braking action medium to poor |
| BA NIL | Braking action nil |
| BC | Back Course |
| BCN | Beacon |
| BLW | Below |
| C | |
| CAT | Category |
| CK | Check |
| CL | Center Line |
| CLSD | Closed |
| CMB | Climb |
| COM | Communications |
| CONC | Concrete |
| CTC | Contact |
| CTL | Control |
| D | |
| DCT | Direct |
| DEG | Degrees |
| DH | Decision Height |
| DIST | Distance |
| DLA | Delay or delayed |
| DLY | Daily |
| DME | Distance Measuring Equipment |
| DP | Dew Point Temperature |

| <i>Contraction</i> | <i>Decode</i> |
|--------------------|---|
| E | |
| E | East |
| ELEV | Elevation |
| ENG | Engine |
| EXC | Except |
| F | |
| FAF | Final Approach fix |
| FAN MKR | Fan Marker |
| FDC | Flight Data Center |
| FM | From |
| FREQ | Frequency |
| FNA | Final approach |
| FRI | Friday |
| FSS | Automated/Flight Service Station |
| FT | Foot, feet |
| G | |
| GCA | Ground Control Approach |
| GP | Glide Path |
| GPS | Global Positioning System |
| GRVL | Gravel |
| H | |
| HDG | Heading |
| HEL | Helicopter |
| HELI | Heliport |
| HIRL | High Intensity Runway Lights |
| HIWAS | Hazardous Inflight Weather Advisory Service |
| HLDG | Holding |
| HR | Hour |
| I | |
| IAF | Initial approach fix |
| IAP | Instrument Approach Procedure |
| INBD | Inbound |
| ID | Identification |
| IDENT | Identify/Identifier/Identification |
| IF | Intermediate approach fix |
| ILS | Instrument Landing System |
| IM | Inner Marker |
| IN | Inch/Inches |
| INFO | Information |
| INOP | Inoperative |
| INSTR | Instrument |
| INT | Intersection |
| INTL | International |
| INTST | Intensity |
| K | |
| KT | Knots |
| L | |
| L | Left |
| LAA | Local Airport Advisory |
| LAT | Latitude |

| <i>Contraction</i> | <i>Decode</i> |
|--------------------|---|
| LAWRS | Limited Aviation Weather Reporting Station |
| LB | Pound/Pounds |
| LC | Local Control |
| LOC | Localizer |
| LGT | Light or lighting |
| LGTD | Lighted |
| LIRL | Low Intensity Runway Lights |
| LM | Locator Middle |
| LDG | Landing |
| LO | Outer Locator |
| LONG | Longitude |
| | |
| M | |
| MAINT | Maintain, maintenance |
| MALS | Medium Intensity Approach Light System |
| MALSF | Medium Intensity Approach Light System with Sequenced Flashers |
| MALSR | Medium Intensity Approach Light System with Runway Alignment Indicator Lights |
| MAPT | Missed Approach Point |
| MCA | Minimum Crossing Altitude |
| MDA | Minimum Descent Altitude |
| MEA | Minimum Enroute Altitude |
| MIN | Minute |
| MIRL | Medium Intensity Runway Lights |
| MLS | Microwave Landing System |
| MM | Middle Marker |
| MNM | Minimum |
| MNT | Monitor/Monitoring/Monitored |
| MOC | Minimum Obstruction Clearance |
| MON | Monday |
| MSG | Message |
| MSL | Mean Sea Level |
| | |
| N | |
| N | North |
| NA | Not Authorized |
| NAV | Navigation |
| NB | Northbound |
| NDB | Nondirectional Radio Beacon |
| NE | North-east |
| NGT | Night |
| NM | Nautical Mile(s) |
| NTAP | Notice To Airmen Publication |
| NW | North-west |
| | |
| O | |
| OBSC | Obscured |
| OBST | Obstacle |
| OM | Outer Marker |
| OPR | Operate |
| OPS | Operation |
| | |
| P | |
| PAPI | Precision Approach Path Indicator |
| PAR | Precision Approach Radar |
| PARL | Parallel |
| PAX | Passenger |
| PCL | Pilot Controlled Lighting |
| PERM | Permanent/Permanently |
| PJE | Parachute jumping exercise |
| PLA | Practice Low Approach |
| PN | Prior Notice Required |

| <i>Contraction</i> | <i>Decode</i> |
|--------------------|--|
| PPR | Prior Permission Required |
| PRN | Pseudo random noise |
| PROC | Procedure |
| PTN | Procedure Turn |
| | |
| R | |
| RAIL | Runway Alignment Indicator Lights |
| RCL | Runway Centerline |
| RCLL | Runway Centerline Light System |
| REC | Receive/Receiver |
| REIL | Runway End Identifier Lights |
| REP | Report |
| RLLS | Runway Lead-in Lights System |
| RNAV | Area Navigation |
| RPLC | Replace |
| RSR | En Route Surveillance Radar |
| RTS | Return to Service |
| RVR | Runway Visual Range |
| RWY | Runway |
| | |
| S | |
| S | South |
| SAT | Saturday |
| SB | Southbound |
| SE | Southeast |
| SID | Standard Instrument Departure |
| SIMUL | Simultaneous |
| SKED | Scheduled |
| SSALF | Simplified Short Approach Lighting System with Sequenced Flashers |
| SSALR | Simplified Short Approach Lighting System with Runway Alignment Indicator Lights |
| SSALS | Simplified Short Approach Lighting System |
| SSR | Secondary Surveillance Radar |
| STA | Straight-in Approach |
| STAR | Standard Terminal Arrival |
| SUN | Sunday |
| SW | Southwest |
| | |
| T | |
| T | Temperature |
| TACAN | Tactical Air Navigational Aid |
| TAR | Terminal area surveillance radar |
| TDZ | Touchdown Zone |
| TEMPO | Temporary |
| TFC | Traffic |
| TFR | Temporary Flight Restriction |
| TGL | Touch and Go Landings |
| THR | Threshold |
| THRU | Through |
| THU | Thursday |
| TKOF | Takeoff |
| TUE | Tuesday |
| TWR | Tower |
| TWY | Taxiway |
| | |
| U | |
| UNREL | Unreliable |
| | |
| V | |
| VASI | Visual Approach Slope Indicator |
| VIS | Visibility |
| VOR | VHF Omni-Directional Radio Range |

| <i>Contraction</i> | <i>Decode</i> |
|--------------------|---------------------------|
| VORTAC | VOR and TACAN (colocated) |
| | |
| W | |
| W | West |
| WB | Westbound |

| <i>Contraction</i> | <i>Decode</i> |
|--------------------|---------------|
| WED | Wednesday |
| WI | Within |
| WPT | Waypoint |
| WX | Weather |

WEATHER CONTRACTIONS

| <i>Contraction</i> | <i>Decode</i> |
|--------------------|--|
| A | |
| A | Absolute (temperature) |
| A | Alaskan Standard Time (time groups only) |
| A | Arctic (air mass) |
| A01 | Automated Observation without Precipitation Discriminator (rain/snow) (METAR) |
| A02 | Automated Observation with Precipitation Discriminator (rain/snow) (METAR) |
| AAWF | Auxiliary Aviation Weather Facility |
| AC | Altostratus |
| ACC | Altostratus Castellanus |
| ACSL | Standing Lenticular Altostratus |
| ACYC | Anticyclonic |
| ADRNDCK | Adirondack |
| ADV | Advise |
| ADVCTN | Advection |
| ADVV | Advisory |
| AFC | Area Forecast Center |
| AFDK | After Dark |
| ALF | Aloft |
| ALGHNY | Allegheny |
| ALQDS | All Quadrants |
| ALSEC | All Sectors |
| ALTA | Alberta |
| ALUTN | Aleutian |
| ALWF | Actual Wind Factor |
| AM | Ante Meridiem |
| AMD | Amended Forecast (TAF) |
| AMPLTD | Amplitude |
| AMS | Air Mass |
| AMS | American Meteorological Society |
| ANLYS | Analysis |
| APLCN | Appalachian |
| AS | Altostratus |
| ASOS | Automated Surface Observing System |
| ATLC | Atlantic |
| AURBO | Aurora Borealis |
| AWP | Aviation Weather Processors |
| | |
| B | |
| B | Beginning of Precipitation (time in minutes) (weather reports only) |
| B | Bering Standard Time (time groups only) |
| BACLN | Baroclinic or Baroclinic Prognosis |
| BATROP | Barotropic or Barotropic Prognosis |
| BC | Patches (METAR) |
| BC | British Columbia |
| BCFG | Patchy Fog (METAR) |
| BCH | Beach |
| BCKG | Backing |
| BDA | Bermuda |
| BECMG | Becoming (expected between 2 digit beginning hour and 2 digit ending hour) (TAF) |

| <i>Contraction</i> | <i>Decode</i> |
|--------------------|---|
| BFDK | Before Dark |
| BINOVC | Breaks in Overcast |
| BKN | Broken |
| BL | Between Layers |
| BL | Blowing (METAR) |
| BLD | Build |
| BLDUP | Buildup |
| BLKHLS | Black Hills |
| BLKT | Blanket |
| BLZD | Blizzard |
| BMS | Basic Meteorological Services |
| BNDRY | Boundary |
| BOVC | Base of Overcast |
| BR | Mist (METAR) |
| BRF | Brief |
| BRKHIC | Breaks in Higher Overcast |
| BRKSHR | Berkshire |
| BRM | Barometer |
| BTWN | Between |
| | |
| C | |
| C | Central Standard Time (time groups only) |
| C | Continental (air mass) |
| CAN | Canada |
| CARIB | Caribbean |
| CASCDS | Cascades |
| CAVOK | Cloud and Visibility OK (METAR) |
| CAVU | Clear or Scattered Clouds and Visibility Greater Than Ten Miles |
| CAWS | Common Aviation Weather Sub-system |
| CB | Cumulonimbus |
| CBMAM | Cumulonimbus Mamma |
| CC | Cirrocumulus |
| CCLKWS | Counterclockwise |
| CCSL | Standing Lenticular Cirrocumulus |
| CDFNT | Cold Front |
| CFP | Cold Front Passage |
| CHARC | Characteristic |
| CHSPK | Chesapeake |
| CI | Cirrus |
| CIG | Ceiling |
| CLD | Cloud |
| CLR | Clear at or below 12,000 feet (AWOS/ASOS report) (METAR) |
| CLRS | Clear and Smooth |
| CNCL | Cancel |
| CNDN | Canadian |
| CNVTV | Convective |
| CONFDC | Confidence |
| CONTDVD | Continental Divide |
| CONTRAILS | Condensation Trails |
| COR | Correction to the observation (METAR) |

| <i>Contraction</i> | <i>Decode</i> |
|--------------------|---|
| CS | Cirrostratus |
| CST | Coast |
| CTGY | Category |
| CTSKLS | Catskills |
| CU | Cumulus |
| CUFRA | Cumulus Fractus |
| CYC | Cyclonic |
| CYCLGN | Cyclogenesis |
| | |
| D | |
| DABRK | Daybreak |
| DCAVU | Clear or Scattered Clouds and Visibility Greater than Ten, Remainder of Report Missing (weather reports only) |
| DKTS | Dakotas |
| DMSH | Diminish |
| DNS | Dense |
| DNSLP | Downslope |
| DNSTRM | Downstream |
| DP | Deep |
| DPNG | Deepening |
| DPTH | Depth |
| DR | Low Drifting (METAR) |
| DRFT | Drift |
| DS | Dust Storm (METAR) |
| DSIPT | Dissipate |
| DTLN | International Dateline |
| DTRT | Deteriorate |
| DU | Widespread Dust (METAR) |
| DVV | Downward Vertical Velocity |
| DWNDFTS | Downdrafts |
| DWPNT | Dew Point |
| DZ | Drizzle (METAR) |
| | |
| E | |
| E | Eastern Standard Time (time groups only) |
| E | Ending of Precipitation (time in minutes) (weather reports only) |
| E | Equatorial (air mass) |
| E | Estimated (weather reports only) |
| ELNGT | Elongate |
| EMBDD | Embedded |
| EMSU | Environment Meteorological Support Unit |
| ENERN | East–northeastern (weather reports only) |
| ENEWD | East–northeastward (weather reports only) |
| EOF | Expected Operations Forecast |
| ESERN | East–southeastern (weather reports only) |
| ESEWD | East–southeastward (weather reports only) |
| EXTRAP | Extrapolate |
| EXTRM | Extreme |
| | |
| F | |
| FA | Area Forecast |
| FAH | Fahrenheit |
| FEW | 1 or 2 octas (eighths) cloud coverage (METAR) |
| FC | Funnel Cloud (METAR) |
| +FC | Tornado/ Water Spout (METAR) |
| FG | Fog (METAR) |
| FIBI | Filed but Impractical to Transmit |
| FILG | Filling |
| FINO | Weather Report Will Not Be Filed for Transmission |
| FL | Flash Advisory |
| FLDST | Flood Stage |
| FLG | Falling |
| FLRY | Flurry |

| <i>Contraction</i> | <i>Decode</i> |
|--------------------|--|
| FLWIS | Flood Warning Issued |
| FM | From (4 digit beginning time in hours and minutes) (TAF) |
| FNT | Front |
| FNTGNS | Frontogenesis |
| FNTLYS | Frontolysis |
| FORNN | Forenoon |
| FRMG | Forming |
| FROPA | Frontal Passage |
| FROSFC | Frontal Surface |
| FRST | Frost |
| FRWF | Forecast Wind Factor |
| FRZ | Freeze |
| FRZLVL | Freezing Level |
| FRZN | Frozen |
| FT | Terminal Forecast |
| FU | Smoke (METAR) |
| FULYR | Smoke Layer Aloft |
| FUOCTY | Smoke Over City |
| FWC | Fleet Weather Central |
| FZ | Supercooled/freezing (METAR) |
| | |
| G | |
| G | Gusts Reaching (knots) (weather reports only) |
| GLFALSK | Gulf of Alaska |
| GLFCAL | Gulf of California |
| GLFMEX | Gulf of Mexico |
| GLFSTLAWR | Gulf of St. Lawrence |
| GR | Hail (METAR) |
| GRAD | Gradient |
| GRBNKS | Grand Banks |
| GRDL | Gradual |
| GRTLKS | Great Lakes |
| GS | Small Hail/Snow Pellets (METAR) |
| GSTS | Gusts |
| GSTY | Gusty |
| | |
| H | |
| HCVIS | High Clouds Visible |
| HDFRZ | Hard Freeze |
| HDSVLY | Hudson Valley |
| HI | Hi |
| HIEAT | Highest Temperature Equaled for All Time |
| HIEFM | Highest Temperature Equaled for The Month |
| HIESE | Highest Temperature Equaled So Early |
| HIESL | Highest Temperature Equaled So Late |
| HIFOR | High Level Forecast |
| HITMP | Highest Temperature |
| HIXAT | Highest Temperature Exceeded for All Time |
| HIXFM | Highest Temperature Exceeded for The Month |
| HIXSE | Highest Temperature Exceeded So Early |
| HIXSL | Highest Temperature Exceeded So Late |
| HLSTO | Hailstones |
| HLTP | Hilltop |
| HLYR | Haze Layer Aloft |
| HURCN | Hurricane |
| HUREP | Hurricane Report |
| HX | High Index |
| HZ | Haze (METAR) |
| | |
| I | |
| IC | Ice Crystals (METAR) |
| ICG | Icing |
| ICGIC | Icing in Clouds |
| ICGICIP | Icing in Clouds and Precipitation |

| <i>Contraction</i> | <i>Decode</i> |
|--------------------|--|
| ICGIP | Icing in Precipitation |
| IMDT | Immediate |
| INLD | Inland |
| INSTBY | Instability |
| INTR | Interior |
| INTRMTRGN | Inter–Mountain Region |
| INTS | Intense |
| INTSFY | Intensify |
| INVRN | Inversion |
| IOVC | In Overcast |
| IR | Ice on Runway |
| J | |
| JTSTR | Jet Stream |
| K | |
| K | Cold (air mass) |
| KFRST | Killing Frost |
| L | |
| LABRDR | Labrador |
| LCTMP | Little Change in Temperature |
| LDG | Landing |
| LFT | Lift |
| LGRNG | Long Range |
| LIFR | Low IFR (weather reports only) |
| LK | Lake |
| LOEAT | Lowest Temperature Equaled for All Time |
| LOEFM | Lowest Temperature Equaled for The Month |
| LOESE | Lowest Temperature Equaled So Early |
| LOESL | Lowest Temperature Equaled So Late |
| LOTMP | Lowest Temperature |
| LOXAT | Lowest Temperature Exceeded for All Time |
| LOXFM | Lowest Temperature Exceeded for The Month |
| LOXSE | Lowest Temperature Exceeded So Early |
| LOXSL | Lowest Temperature Exceeded So Late |
| LSR | Loose Snow on Runway |
| LTGCC | Lightning Cloud-to-Cloud |
| LTGCCC | Lightning Cloud-to-Cloud, Cloud-to-Ground |
| LTGCCG | Lightning Cloud-to-Ground |
| LTGCW | Lightning Cloud-to-Water |
| LTGIC | Lightning in Clouds |
| LTLCG | Little Change |
| LTNG | Lightning |
| LX | Low Index |
| LYR | Layer or Layered or Layers |
| M | |
| M | Maritime (air mass) |
| M | In temperature field means "minus" or below zero (METAR) |
| M | In RVR Field, indicates visibility less than lowest reportable sensor value (e.g. M0600FT) |
| M | Missing (weather reports only) |
| M | Mountain Standard Time (time groups only) |
| MA | Map Analysis |
| MAN | Manitoba |
| MEGG | Merging |
| MEX | Mexico |
| MHKVLY | Mohawk Valley |
| MI | Shallow (METAR) |
| MIDN | Midnight |
| MIFG | Patches of Shallow Fog Not Deeper Than Two Meters (METAR) |

| <i>Contraction</i> | <i>Decode</i> |
|--------------------|---|
| MLTLVL | Melting Level |
| MMO | Main Meteorological Office |
| MNLD | Mainland |
| MOGR | Moderate or Greater |
| MONTR | Monitor |
| MOV | Move |
| MRGL | Marginal |
| MRNG | Morning |
| MRTM | Maritime |
| MS | Minus |
| MSTLY | Mostly |
| MSTR | Moisture |
| MTN | Mountain |
| MVFR | Marginal VFR |
| MXD | Mixed |
| N | |
| NB | New Brunswick |
| NCWX | No Change in Weather |
| NELY | Northeasterly (weather reports only) |
| NERN | Northeastern |
| NEW ENG | New England |
| NFLD | Newfoundland |
| NGT | Night |
| NL | No Layers |
| NMBR | Number |
| NNERN | North–northeastern (weather reports only) |
| NNEWD | North–northeastward (weather reports only) |
| NNWRN | North–northwestern (weather reports only) |
| NNWWD | Northwestward (weather reports only) |
| NO | Not available (e.g. SLPNO, RVRNO) |
| NORPI | No Pilot Balloon Observation Will Be Filed Next Collection Unless Weather Changes Significantly |
| NPRS | Nonpersistent |
| NS | Nimbostratus |
| NS | Nova Scotia |
| NSCSWD | No Small Craft or Storm Warning are Being Displayed |
| NSW | No Significant Weather (METAR) |
| NVA | Negative Vorticity Advection |
| NWLY | Northwesterly (weather reports only) |
| NWRN | Northwestern (weather reports only) |
| O | |
| OBS | Observation |
| OBSC | Obscure |
| OCFNT | Occluded Front |
| OCLD | Occlude |
| OCLN | Occlusion |
| OFP | Occluded Frontal Passage |
| OFSHR | Offshore |
| OMTNS | Over Mountains |
| ONSHR | On Shore |
| ONT | Ontario |
| ORGPHC | Orographic |
| OSV | Ocean Station Vessel |
| OTAS | On Top and Smooth |
| OTLK | Outlook |
| OVC | Overcast |
| P | |
| P | Pacific Standard Time (time group only) |
| P | Polar (air mass) |

| <i>Contraction</i> | <i>Decode</i> |
|--------------------|--|
| P | In RVR field, indicates visibility greater than highest reportable sensor value (e.g. P6000FT) |
| P6SM | Visibility greater than 6 statute miles (TAF only) |
| PAC | Pacific |
| PBL | Probable |
| PCPN | Precipitation |
| PDMT | Predominant |
| PDMT | Predominate |
| PDW | Priority Delayed Weather |
| PL | Ice Pellets (METAR) |
| PEN | Peninsula |
| PGTSND | Puget Sound |
| PIBAL | Pilot Balloon Observation |
| PISE | No Pilot Balloon Observation Due To Unfavorable Sea Conditions |
| PISO | No Pilot Balloon Observation Due To Snow |
| PIWI | No Pilot Balloon Observation Due To High, or Gusty, Surface Wind |
| PLW | Plow (snow) |
| PNHDL | Panhandle |
| PO | Dust/Sand Whirls (METAR) |
| PPINA | Radar Weather Report Not Available (or omitted for a reason different than those otherwise stated) |
| PPINE | Radar Weather Report No Echoes Observed |
| PPINO | Radar Weather Report Equipment Inoperative Due To Breakdown |
| PPIOK | Radar Weather Report Equipment Operation Resumed |
| PPIOM | Radar Weather Report Equipment Inoperative Due To Maintenance |
| PR | Partial (METAR) |
| PRBLTY | Probability |
| PRESFR | Pressure Falling Rapidly |
| PRESRR | Pressure Rising Rapidly |
| PRJMP | Pressure Jump (weather reports only) |
| PROB40 | Probability 40 percent (METAR) |
| PROG | Prognosis or Prognostic |
| PRSNT | Present |
| PS | Plus |
| PSG | Passage |
| PSG | Passing |
| PTCHY | Patchy |
| PTLY | Partly |
| PVA | Positive Vorticity Advection |
| PY | Spray (METAR) |
| Q | |
| QSTNRY | Quasi-stationary |
| QUE | Quebec |
| R | |
| R | Runway (used in RVR measurement) |
| RA | Rain (METAR) |
| RABA | No RAWIN Obs., No Balloons Available |
| RABAL | Radiosonde Balloon Wind Data |
| RABAR | Radiosonde Balloon Release |
| RACO | No RAWIN Obs., Communications Out |
| RADAT | Radiosonde Observation Data |
| RADNO | Report Missing Account Radio Failure |
| RAFI | Radiosonde Observation Not Filed |
| RAFRZ | Radiosonde Observation Freezing Levels |
| RAHE | No RAWIN Obs., No Gas Available |
| RAICG | Radiosonde Observation Icing at |
| RAOB | Radiosonde Observation |
| RAREP | Radar Weather Report |

| <i>Contraction</i> | <i>Decode</i> |
|--------------------|---|
| RAVU | Radiosonde Analysis and Verification Unit |
| RAWE | No RAWIN obs., Unfavorable Weather |
| RAWI | No RAWIN Obs., High and Gusty Winds |
| RAWIN | Upper Winds Obs. (by radio methods) |
| RCD | Radar Cloud Detection Report |
| RCDNA | Radar Cloud Detection Report Not Available |
| RCDNE | Radar Cloud Detection Report No Echoes Observed |
| RCDNO | Radar Cloud Detector Inoperative Due to Breakdown Until |
| RCDOM | Radar Cloud Detector Inoperative Due to Maintenance Until |
| RCKY | Rockies (mountains) |
| RDG | Ridge |
| RDWND | Radar Dome Wind |
| RESTR | Restrict |
| RGD | Ragged |
| RH | Relative Humidity |
| RHINO | Radar Echo Height Information Not Available |
| RHINO | Radar Range Height Indicator Not Operating on Scan |
| RIOGD | Rio Grande |
| RMK | Remark(s) |
| RNFL | Rainfall |
| ROBEPS | Radar Operating Below Prescribed Standard |
| RPD | Rapid |
| RSG | Rising |
| RUF | Rough |
| RY/RWY | Runway |
| S | |
| SA | Sand (METAR) |
| SASK | Saskatchewan |
| SBSD | Subside |
| SC | Stratocumulus |
| SCSL | Standing Lenticular Stratocumulus |
| SCT | Scattered |
| SELS | Severe Local Storms |
| SELY | Southeasterly (weather reports only) |
| SERN | Southeastern (weather reports only) |
| SFERICS | Atmospherics |
| SG | Snow Grains (METAR) |
| SGD | Solar–Geophysical Data |
| SH | Showers (METAR) |
| SHFT | Shift (weather reports only) |
| SHLW | Shallow |
| SHRTLY | Shortly |
| SHWR | Shower |
| SIERNEV | Sierra Nevada |
| SKC | Sky Clear (METAR) |
| SLD | Solid |
| SLP | Sea Level pressure (e.g. 1013.2 reported as 132) |
| SLR | Slush on Runway |
| SLT | Sleet |
| SM | Statute mile(s) |
| SMK | Smoke |
| SMTH | Smooth |
| SN | Snow (METAR) |
| SNBNK | Snowbank |
| SNFLK | Snowflake |
| SNOINCR | Snow Depth Increase in Past Hour |
| SNW | Snow |
| SNWFL | Snowfall |
| SP | Station Pressure |

| <i>Contraction</i> | <i>Decode</i> |
|--------------------|---|
| SPECI | Special Report (METAR) |
| SPKL | Sprinkle |
| SPLNS | South Plains |
| SPRD | Spread |
| SQ | Squall (METAR) |
| SQAL | Squall |
| SQLN | Squall Line |
| SS | Sandstorm (METAR) |
| SSERN | South-southeastern (weather reports only) |
| SSEWD | South-southeastward (weather reports only) |
| SSWRN | South-southwestern (weather reports only) |
| SSWWD | South-southwestward (weather reports only) |
| ST | Stratus |
| STAGN | Stagnation |
| STFR | Stratus Fractus |
| STFRM | Stratiform |
| STG | Strong |
| STM | Storm |
| STNRY | Stationary |
| SWLG | Swelling |
| SWLY | Southwesterly (weather reports only) |
| SWRN | Southwestern (weather reports only) |
| SX | Stability Index |
| SXN | Section |
| SYNOP | Synoptic |
| SYNS | Synopsis |
| | |
| T | |
| T | Trace (weather reports only) |
| T | Tropical (air mass) |
| TCU | Towering Cumulus |
| TEMPO | Temporary changes expected (between 2 digit beginning hour and 2 digit ending hour) (TAF) |
| THD | Thunderhead (non METAR) |
| THDR | Thunder (non METAR) |
| THK | Thick |
| THN | Thin |
| TKOF | Takeoff |
| TOP | Cloud Top |
| TOVC | Top of Overcast |
| TPG | Topping |
| TRIB | Tributary |
| TROF | Trough |
| TROP | Tropopause |
| TRPCD | Tropical Continental (air mass) |
| TRPCL | Tropical |
| TRPLYR | Trapping Layer |
| TS | Thunderstorm (METAR) |
| TSHWR | Thundershower (non METAR) |
| TSQLS | Thundersqualls (non METAR) |
| TSTM | Thunderstorm (non METAR) |
| TURBC | Turbulence |
| TURBT | Turbulent |
| TWRG | Towering |
| | |
| U | |
| UAG | Upper Atmosphere Geophysics |
| UDDF | Up and Down Drafts |
| UNSB | Unseasonable |
| UNSTBL | Unstable |
| UNSTDY | Unsteady |
| UNSTL | Unsettle |
| UP | Unknown Precipitation (Automated Observations) |
| UPDFTS | Updrafts |

| <i>Contraction</i> | <i>Decode</i> |
|--------------------|---|
| UPR | Upper |
| UPSLP | Upslope |
| UPSTRM | Upstream |
| UVV | Upward Vertical Velocity |
| UWNDS | Upper Winds |
| | |
| V | |
| V | Varies (wind direction and RVR) |
| V | Variable (weather reports only) |
| VA | Volcanic Ash (METAR) |
| VC | Vicinity |
| VLCTY | Velocity |
| VLNT | Violent |
| VLY | Valley |
| VR | Veer |
| VRB | Variable wind direction when speed is less than or equal to 6 knots |
| VRISL | Vancouver Island, BC |
| VRT MOTN | Vertical Motion |
| VSBY | Visibility |
| VSBYDR | Visibility Decreasing Rapidly |
| VSBYIR | Visibility Increasing Rapidly |
| VV | Vertical Visibility (Indefinite Ceiling) (METAR) |
| | |
| W | |
| W | Warm (air mass) |
| WA | AIRMET |
| WDC-1 | World Data Centers in Western Europe |
| WDC-2 | World Data Centers Throughout Rest of World |
| WDLY | Widely |
| WDSRPD | Widespread |
| WEA | Weather |
| WFP | Warm Front Passage |
| WINT | Winter |
| WND | Wind |
| WNWRN | West-northwestern (weather reports only) |
| WNWWD | West-northwestward (weather reports only) |
| WPLTO | Western Plateau |
| WR | Wet Runway |
| WRM | Warm |
| WRMFNT | Warm Front |
| WRNG | Warning |
| WS | Wind Shear (in TAFs, low level and not associated with convective activity) |
| WS | SIGMET |
| WSHFT | Wind Shift |
| WSOM | Weather Service Operations Manual |
| WSR | Wet Snow on Runway |
| WSWRN | West-southwestern (weather reports only) |
| WSWWD | West-southwestward (weather reports only) |
| WTR | Water |
| WTSPT | Waterspout |
| WV | Wave |
| WW | Severe Weather Forecast |
| WXCON | Weather Reconnaissance Flight Pilot Report |
| | |
| X | |
| XCP | Except |
| XPC | Expect |
| | |
| Y | |
| Y | Yukon Standard Time (time groups only) |
| YKN | Yukon |

| <i>Contraction</i> | <i>Decode</i> |
|--------------------|------------------|
| YLSTN | Yellowstone |
| | |
| <i>Z</i> | |
| ZI | Zonal Index |
| ZI | Zone of Interior |

PART 1. Part 95 Revisions



Section 1. Revisions to Minimum En Route IFR Altitudes & Changeover Points



**REVISIONS TO IFR ALTITUDES & CHANGEOVER POINT
AMENDMENT 544
EFFECTIVE DATE February 28, 2019**

§95.6001 VICTOR ROUTES-U.S

§95.6007 VOR FEDERAL AIRWAY V7

| FROM | TO | MEA |
|-----------------------------------|----------------------------|------------|
| IS AMENDED TO READ IN PART | | |
| BOILER, IN VORTAC | CHICAGO HEIGHTS, IL VORTAC | 2800 |
| PAPPI, IL FIX | *TALOR, WI FIX | **4000 |
| *5300 - MCA TALOR, WI FIX , N BND | | |
| **1800 - MOCA | | |

§95.6020 VOR FEDERAL AIRWAY V20

| FROM | TO | MEA |
|------------------------------------|--------------------|------------|
| IS AMENDED TO READ IN PART | | |
| COLUMBUS, GA VORTAC | GRANT, GA FIX | *3000 |
| *2400 - MOCA | | |
| GRANT, GA FIX | *SMARR, GA FIX | **4000 |
| *4500 - MCA SMARR, GA FIX , NE BND | | |
| **2500 - MOCA | | |
| **2600 - GNSS MEA | | |
| SMARR, GA FIX | *SINCA, GA FIX | **4500 |
| *4500 - MCA SINCA, GA FIX , SW BND | | |
| **2500 - MOCA | | |
| **2500 - GNSS MEA | | |
| SINCA, GA FIX | ATHENS, GA VOR/DME | *3000 |
| *2200 - MOCA | | |

§95.6035 VOR FEDERAL AIRWAY V35

| FROM | TO | MEA |
|-----------------------------------|--------------------|------------|
| IS AMENDED TO READ IN PART | | |
| SINCA, GA FIX | ATHENS, GA VOR/DME | *3000 |
| *2200 - MOCA | | |

§95.6051 VOR FEDERAL AIRWAY V51

| FROM | TO | MEA |
|------------------------------------|----------------------------|------------|
| IS AMENDED TO READ IN PART | | |
| SHELBYVILLE, IN VOR/DME | *OCKEL, IN FIX | **5000 |
| *4700 - MCA OCKEL, IN FIX , SE BND | | |
| **2900 - MOCA | | |
| OCKEL, IN FIX | BOILER, IN VORTAC | 2600 |
| BOILER, IN VORTAC | CHICAGO HEIGHTS, IL VORTAC | 2800 |

§95.6066 VOR FEDERAL AIRWAY V66

| FROM | TO | MEA |
|---|--------------------|------------|
| IS AMENDED TO READ IN PART | | |
| CANER, GA FIX *2400 - MOCA | GRANT, GA FIX | *3000 |
| GRANT, GA FIX *4500 - MCA SMARR, GA FIX , NE BND **2500 - MOCA **2600 - GNSS MEA | *SMARR, GA FIX | **4000 |
| SMARR, GA FIX *4500 - MCA SINCA, GA FIX , SW BND **2500 - MOCA **2500 - GNSS MEA | *SINCA, GA FIX | **4500 |
| SINCA, GA FIX *2200 - MOCA | ATHENS, GA VOR/DME | *3000 |

§95.6070 VOR FEDERAL AIRWAY V70

| FROM | TO | MEA |
|--|----------------|------------|
| IS AMENDED TO READ IN PART | | |
| CHAFF, AL FIX *4500 - MCA RUTEL, AL FIX , NE BND **1800 - MOCA | *RUTEL, AL FIX | **2500 |
| RUTEL, AL FIX *4500 - MCA CRENS, AL FIX , SW BND **1800 - MOCA | *CRENS, AL FIX | **4500 |

§95.6085 VOR FEDERAL AIRWAY V85

| FROM | TO | MEA |
|-----------------------------------|---------------------|------------|
| IS AMENDED TO READ IN PART | | |
| FALCON, CO VORTAC | HYGEN, CO FIX | |
| SE BND | | 9400 |
| NW BND | | 16000 |
| HYGEN, CO FIX | LARAMIE, WY VOR/DME | 16000 |

§95.6097 VOR FEDERAL AIRWAY V97

| FROM | TO | MEA |
|--|----------------------------|------------|
| IS AMENDED TO READ IN PART | | |
| CINCINNATI, KY VORTAC | SHELBYVILLE, IN VOR/DME | 2800 |
| SHELBYVILLE, IN VOR/DME *4700 - MCA OCKEL, IN FIX , SE BND **2900 - MOCA | *OCKEL, IN FIX | **5000 |
| OCKEL, IN FIX | BOILER, IN VORTAC | 2600 |
| BOILER, IN VORTAC | CHICAGO HEIGHTS, IL VORTAC | 2800 |

§95.6155 VOR FEDERAL AIRWAY V155

| FROM | TO | MEA |
|---|----------------|------------|
| IS AMENDED TO READ IN PART | | |
| COLUMBUS, GA VORTAC *2400 - MOCA | GRANT, GA FIX | *3000 |
| GRANT, GA FIX *4500 - MCA SMARR, GA FIX , NE BND **2500 - MOCA **2600 - GNSS MEA | *SMARR, GA FIX | **4000 |
| SMARR, GA FIX *4500 - MCA SINCA, GA FIX , SW BND **2500 - MOCA **2500 - GNSS MEA | *SINCA, GA FIX | **4500 |

§95.6164 VOR FEDERAL AIRWAY V164

| FROM | TO | MEA |
|---|-----------------------|------------|
| IS AMENDED TO READ IN PART | | |
| BUFFALO, NY VOR/DME *11000 - MCA BENEE, NY FIX , N BND **4400 - MOCA **5000 - GNSS MEA | *BENEE, NY FIX | **11000 |
| BENEE, NY FIX *4500 - MOCA *5000 - GNSS MEA | WELLSVILLE, NY VORTAC | *6000 |

§95.6167 VOR FEDERAL AIRWAY V167

| FROM | TO | MEA |
|--|---------------|------------|
| IS AMENDED TO READ IN PART | | |
| PROVIDENCE, RI VOR/DME *1800 - MOCA | ZUNUX, MA FIX | *2500 |
| ZUNUX, MA FIX *1800 - MOCA | PEAKE, MA FIX | *3000 |

§95.6170 VOR FEDERAL AIRWAY V170

| FROM | TO | MEA |
|-----------------------------|-----------------------|------------|
| IS AMENDED TO DELETE | | |
| WORTHINGTON, MN VOR/DME | FAIRMONT, MN VOR/DME | 3300 |
| FAIRMONT, MN VOR/DME | ROCHESTER, MN VOR/DME | 3000 |

§95.6191 VOR FEDERAL AIRWAY V191

| FROM | TO | MEA |
|---|----------------|------------|
| IS AMENDED TO READ IN PART | | |
| NEWTT, IL FIX *5000 - MRA **2200 - MOCA | *BOJAK, IL FIX | **5000 |

§95.6219 VOR FEDERAL AIRWAY V219

| FROM | TO | MEA |
|-----------------------------|----------------------|------------|
| IS AMENDED TO DELETE | | |
| SIoux CITY, IA VORTAC | RITTA, IA WP | |
| | NE BND | *9000 |
| | SW BND | *4500 |
| *3300 - MOCA | | |
| RITTA, IA WP | MILSS, IA FIX | 9000 |
| MILSS, IA FIX | FAIRMONT, MN VOR/DME | 8000 |
| FAIRMONT, MN VOR/DME | MANKATO, MN VOR/DME | *3000 |
| *2500 - MOCA | | |

§95.6220 VOR FEDERAL AIRWAY V220

| FROM | TO | MEA |
|--|-------------------|------------|
| IS AMENDED TO READ IN PART | | |
| KREMMLING, CO VOR/DME | NIWOT, CO FIX | *17000 |
| *15900 - MOCA | | |
| NIWOT, CO FIX | *GILL, CO VOR/DME | |
| | NE BND | 7400 |
| | SW BND | 17000 |
| *14500 - MCA GILL, CO VOR/DME , SW BND | | |

§95.6263 VOR FEDERAL AIRWAY V263

| FROM | TO | MEA |
|-----------------------------------|-------------------|------------|
| IS AMENDED TO READ IN PART | | |
| HUGO, CO VOR/DME | KANDO, CO FIX | *10000 |
| *8500 - MOCA | | |
| *9000 - GNSS MEA | | |
| KANDO, CO FIX | AKRON, CO VOR/DME | |
| | NE BND | *8500 |
| | SW BND | *10000 |
| *7500 - MOCA | | |

§95.6361 VOR FEDERAL AIRWAY V361

| FROM | TO | MEA |
|-----------------------------------|---------------------|------------|
| IS AMENDED TO READ IN PART | | |
| KREMMLING, CO VOR/DME | BARGR, CO FIX | *16000 |
| *15600 - MOCA | | |
| BARGR, CO FIX | CHEYENNE, WY VORTAC | |
| | NE BND | 9200 |
| | SW BND | 16000 |

§95.6454 VOR FEDERAL AIRWAY V454

| FROM | TO | MEA |
|---|--------------------------------------|---------------|
| IS AMENDED TO READ IN PART | | |
| CHAFF, AL FIX *4500 - MCA RUTEL, AL FIX , NE BND **1800 - MOCA | *RUTEL, AL FIX | **2500 |
| RUTEL, AL FIX *4500 - MCA CRENS, AL FIX , SW BND **1800 - MOCA | *CRENS, AL FIX | **4500 |
| BANBI, AL FIX COLUMBUS, GA VORTAC *2400 - MOCA | COLUMBUS, GA VORTAC GRANT, GA FIX | 2400 *3000 |
| GRANT, GA FIX *4500 - MCA SMARR, GA FIX , NE BND **2500 - MOCA **2600 - GNSS MEA | *SMARR, GA FIX | **4000 |
| SMARR, GA FIX *4500 - MCA SINCA, GA FIX , SW BND **2500 - MOCA **2500 - GNSS MEA | *SINCA, GA FIX | **4500 |
| SINCA, GA FIX *4000 - MCA MADDI, GA FIX , NE BND **2200 - MOCA | *MADDI, GA FIX | **3000 |
| MADDI, GA FIX *4000 - MCA VESTO, GA FIX , SW BND **2300 - MOCA | *VESTO, GA FIX | **4000 |
| GREENWOOD, SC VORTAC | LOCKS, SC FIX | 2400 |

§95.8003 VOR FEDERAL AIRWAY CHANGEOVER POINT

AIRWAY SEGMENT

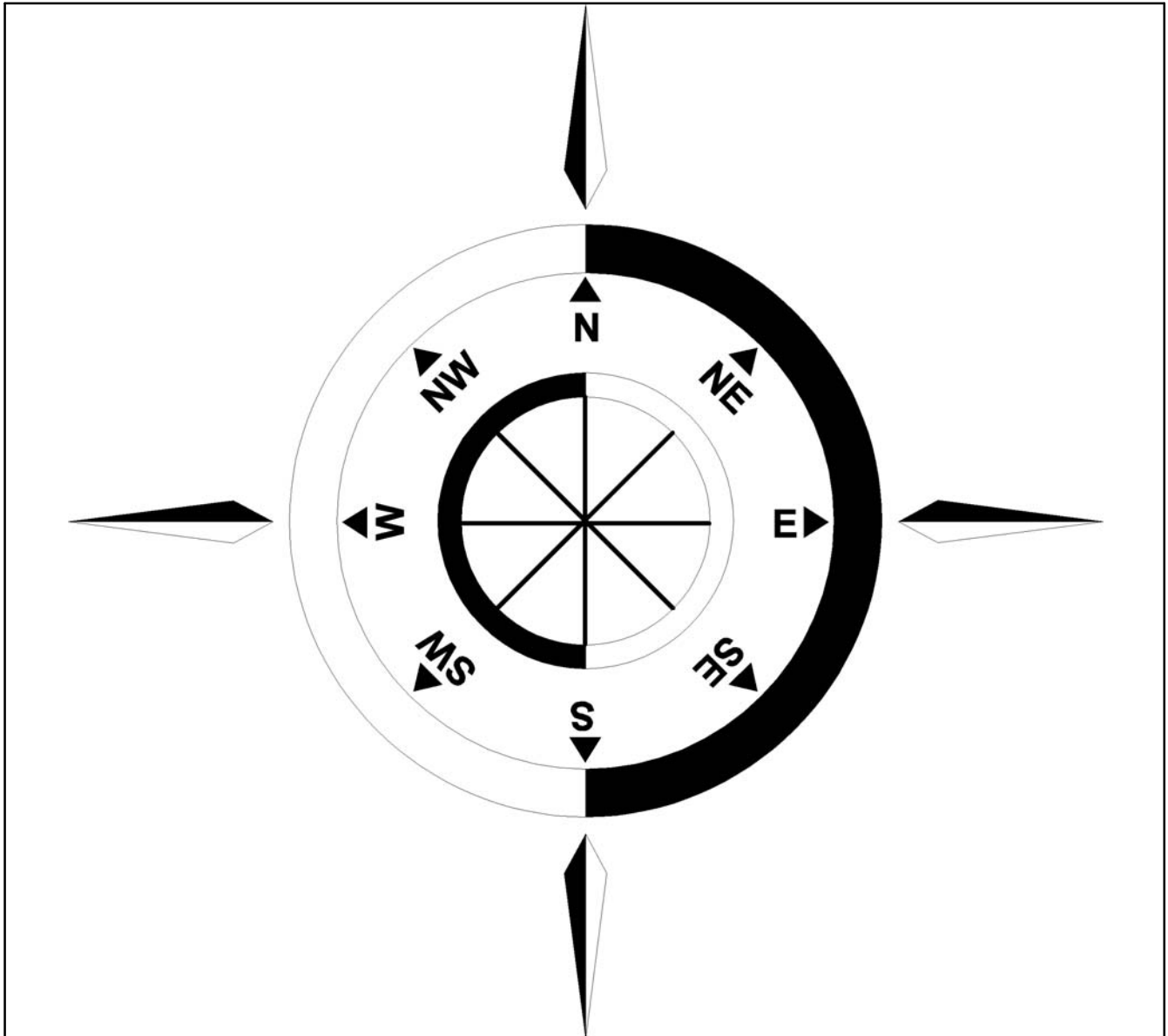
CHANGEOVER POINTS

| FROM | TO | DISTANCE | FROM |
|--|-------------------------|-----------------|-------------|
| V97 | | | |
| IS AMENDED TO ADD CHANGEOVER POINT | | | |
| CINCINNATI, KY VORTAC | SHELBYVILLE, IN VOR/DME | 39 | CINCINNATI |
| IS AMENDED TO DELETE CHANGEOVER POINT | | | |
| SHELBYVILLE, IN VOR/DME | BOILER, IN VORTAC | 50 | SHELBYVILLE |
| V219 | | | |
| IS AMENDED TO DELETE CHANGEOVER POINT | | | |
| SIoux CITY, IA VORTAC | FAIRMONT, MN VOR/DME | 74 | SIoux CITY |

Part 2.



INTERNATIONAL NOTICES TO AIRMEN



GENERAL

This part features significant international notices to airmen (NOTAM) information and special notices.

The information contained in the International Notices to Airmen section is derived from international notices and other official sources. International notices are of two types: Class One International Notices are those NOTAMs issued via telecommunications. They are made available to the U.S. flying public by the International NOTAM Office (Washington, DC) through the local Flight Service Station (FSS). Class Two International Notices are NOTAMs issued via postal services and are not readily available to the U.S. flying public. The International Notices to Airmen draws from both these sources and also includes information about temporary hazardous conditions which are not otherwise readily available to the flyer. Before any international flight, always update the International Notices to Airmen with a review of Class One International Notices available at your closest FSS.

Foreign notices carried in this publication are carried as issued to the maximum extent possible. Most abbreviations used in this publication are listed in ICAO Document DOC 8400. Wherever possible, the source of the information is included at the end of an entry. This allows the user to confirm the currency of the information with the originator.

International Information Source Code Table

| <i>Code</i> | <i>Information Source</i> |
|--|--|
| I or II (followed by the NOTAM number) | Class One or Class Two NOTAMs |
| AIP | Aeronautical Information Publication (followed by the AIP change number) |
| AIC | Aeronautical Information Circular (followed by the AIC number) |
| DOS | Department of State advisories |
| FAA | Federal Aviation Administration. |

The International Notices to Airmen section gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on the domestic NOTAM circuit or published in other official sources available to the user.

Each issue of this section is complete in itself. Temporary data will be repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently published or is available in other permanent sources. New items will be indicated by a black bar running in the left or right margin.

This section includes data issued by foreign governments. The publication of this data in no way constitutes legal recognition of the validity of the data. This publication does not presume to tabulate all NOTAM data, although every effort is made to publish all pertinent data. The Federal Aviation Administration does not assume liability for failure to publish, or the accuracy of, any particular item.

INTERNATIONAL NOTICES TO AIRMEN

SECTION 1

Flight Prohibitions, Potentially Hostile Situations, and Foreign Notices

Introduction: This section contains information concerning FAA-issued flight prohibitions for countries and territories outside the United States, advisory notices on potentially hostile situations abroad, and notices issued by foreign governments and civil aviation authorities.

These may affect a pilot's decision to enter or use areas of foreign or international airspace. During the flight planning process, pilots should review FAA's Prohibitions, Restrictions, and Notices at https://www.faa.gov/air_traffic/publications/us_restrictions/ for foreign airspace and entry restrictions. Foreign airspace penetration without official authorization can involve extreme danger to the aircraft and the imposition of severe penalties and inconvenience on both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.

All operators also should check the latest U.S. Department of State Travel Warnings and Public Announcements at <http://travel.state.gov>, and can obtain additional information by contacting the appropriate foreign government authorities.

BAHAMAS, THE

Communication Procedures for Aircraft Operations Within the Nassau and Grand Bahama Terminal Control Areas (TMAS')

Effective immediately, all aircraft operating or about to operate (IFR, VFR, including military unless specifically exempted, etc.) within the Nassau and Grand Bahama TMAS' and within a 50 nautical mile radius of Nassau and Freeport Int'l airports SHALL report, as a minimum, to the respective Approach Control Unit as follows:

- a. Their identification.
- b. Aircraft type.
- c. Position.
- d. Direction of flight.
- e. Cruising level.

These reports shall enable the respective approach control unit to provide a more effective advisory service to possible conflicting flights, controlled and uncontrolled within the TMAS'.

Pilots shall contact the appropriate approach control unit as follows:

- a. "Nassau Approach" on frequency 121.0 MHz.
- b. "Freeport Approach" on frequency 126.5 MHz.

(Bahamas AIC 2/20/2010)

COMMONWEALTH OF INDEPENDENT STATES (CIS)

Special Notice: Provideniya Bay Airport, CIS.

In accordance with Federal Aviation Administration (FAA) Order 8260.31B, The Alaska Region is modifying the arrival and departure minimums for Provideniya Bay Airport, CIS.

Provideniya Bay PAR+2 NDB RWY 01 Visual RWY 19:

Approach visibility minimums are 9 km (9000 meters) IFR or VFR.

Departure minimums IFR or VFR:

RWY 01 ceiling 750 meters, visibility 5 km (5000 meters)

RWY 19 ceiling 300 meters, visibility 1.5 km (1500 meters)

NOTE–

NDB minimums apply when using PAR (VIS 9 KM/9000 METERS).

(FAA/AAL–200 2/22/2010)

CHINA

Federal Aviation Administration (FAA) Flight Routing Authorization Requirements in United States Territorial Airspace

All aircraft with China registrations beginning with B; aircraft using the ICAO designator of a China company; or aircraft used for China diplomatic flights require FAA routing authorization for flights in United States Territorial Airspace, unless the aircraft is registered in Hong Kong, Macau, or Taiwan, or the aircraft is operated by a company with FAA Part 129 operations specifications.

Only IFR flights are eligible for FAA routing authorization. See current FAA KFDC NOTAMS for other requirements and information regarding Aircraft that Operate To or From or Within or Transit Territorial Airspace of the United States (US).

FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance or US Transportation Security Administration (TSA) waiver. To obtain FAA routing authorization, contact the FAA System Operations Support Center at 9-ATOR-HQ-RT-REQ@faa.gov or FAX 202-267-5289 (Attention FAA SOSC), or call 202-267-8115.

Provide the following information:

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E-Mail address. Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number.
2. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)- City (ICAO Location Identifier), etc.
3. Specific route information for each leg of the flight: Callsign, departure point, date/time (UTC), route, destination, date/time (UTC).
4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.

(FAA/AJR–2 System Operations Security 6/27/2013)

CUBA

Federal Aviation Administration (FAA) Flight Routing Authorization Requirements in United States Territorial Airspace

All aircraft with Cuba registration beginning with CU; aircraft using the ICAO designator of a Cuba company; or aircraft used for Cuba diplomatic flights require FAA routing authorization for flights in United States Territorial Airspace.

Only IFR flights are eligible for FAA routing authorization. See current FAA KFDC NOTAMS for other requirements and information regarding Aircraft that Operate To or From or Within or Transit Territorial Airspace of the United States (US).

FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance or US Transportation Security Administration (TSA) waiver. To obtain FAA routing authorization, contact the FAA System Operations Support Center at 9-ATOR-HQ-RT-REQ@faa.gov or FAX 202-267-5289 (Attention FAA SOSOC), or call 202-267-8115.

Provide the following information:

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E-Mail address. Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number.
2. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)- City (ICAO Location Identifier), etc.
3. Specific route information for each leg of the flight: Callsign, departure point, date/time (UTC), route, destination, date/time (UTC).
4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.

(FAA/AJR-2 System Operations Security 6/27/2013)

EUROPE

EUROCONTROL Integrated Initial Flight Plan Processing System (IFPS).

All aircraft flying into, departing from, or transiting Europe within the General Air Traffic (GAT) Civil system must file an International Civil Aviation Organization (ICAO) flight plan with the Integrated Initial Flight Plan Processing System (IFPS) managed by the EUROCONTROL Central Flow Management Unit (CFMU). This system is the sole source for the distribution of the IFR/GAT portions of flight plan information to Air Traffic Control (ATC) within participating European Countries collectively known as the IFPS Zone (IFPZ). Flight plans and associated messages for all IFR flights, including the IFR portions of mixed IFR/VFR flights, entering, over flying or departing the IFPZ, shall be addressed only to the two IFPS addresses for that portion of the flight within the IFPZ. The IFPS addresses to be included in flight plans and associated messages submitted by operators that intend to fly into or through the IFPZ are as follows:

| Network | IFPS Unit Addresses |
|------------------|---------------------|
| IFPU1 | |
| Haren, Belgium | AFTN EUCHZMFP |
| SITA BRUEP7X | |
| IFPU2 | |
| Brétigny, France | AFTN EUCBZMFP |
| SITA PAREP7X | |

IFPS will ensure distribution of the accepted flight plan to all relevant ATS units within their area of responsibility. Flight plan message originators filing to IFPS are responsible for ensuring that the flight plan and any modifications made thereto are addressed to all the relevant ATS units outside the IFPZ. In order to ensure consistency between the flight plan data distributed within the IFPZ and that distributed outside the IFPZ, the EUROCONTROL CFMU has established a “re-addressing function”. The “re-addressing function” is intended primarily for flights originating within the IFPZ and proceeding outside the IFPZ.

Note.— Detailed procedures and information applicable to flight plan addressing and distribution are contained in the EUROCONTROL “Basic CFMU Handbook”.

Additional information may be obtained from Aeronautical Information Publications (AIP) and/or Aeronautical Information Circulars (AIC) issued by individual countries, through commercial flight planners, or by contacting EUROCONTROL, rue de la Fusee, 96, B-1130, Brussels, Belgium. Telephone: 32-2- 745-1950, FAX: 32-2- 729-9041 and on the EUROCONTROL Web site: www.eurocontrol.int.

NOTE–IFPS Zone Countries – Albania, Armenia, Austria, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Lithuania, Luxembourg, Former Yugoslav Republic of Macedonia, Malta, Monaco, Morocco, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Romania, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, United Kingdom, Serbia and Montenegro.

(AEU-500 6/7/2010)

IRAN (ISLAMIC REPUBLIC OF)

Federal Aviation Administration (FAA) Flight Routing Authorization Requirements in United States Territorial Airspace

All aircraft with Iran registrations beginning with EP; aircraft using the ICAO designator of an Iran company; or aircraft used for Iran diplomatic flights require FAA routing authorization for flights in United States Territorial Airspace.

Only IFR flights are eligible for FAA routing authorization. See current FAA KFDC NOTAMS for other requirements and information regarding Aircraft that Operate To or From or Within or Transit Territorial Airspace of the United States (US).

FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance or US Transportation Security Administration (TSA) waiver. To obtain FAA routing authorization, contact the FAA System Operations Support Center at 9-ATOR-HQ-RT-REQ@faa.gov or FAX 202-267-5289 (Attention FAA SOSC), or call 202-267-8115.

Provide the following information:

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E-Mail address. Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number.
2. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)- City (ICAO Location Identifier), etc.
3. Specific route information for each leg of the flight: Callsign, departure point, date/time (UTC), route, destination, date/time (UTC).
4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.

(FAA/AJR-2 System Operations Security 6/27/2013)

DEMOCRATIC PEOPLE’S REPUBLIC OF NORTH KOREA (DPRK)

Federal Aviation Administration (FAA) Flight Routing Authorization Requirements in United States Territorial Airspace

All aircraft with DPRK registrations beginning with P; aircraft using the ICAO designator of a DPRK company; or aircraft used for DPRK diplomatic flights require FAA routing authorization for flights in United States Territorial Airspace.

Only IFR flights are eligible for FAA routing authorization. See current FAA KFDC NOTAMS for other requirements and information regarding Aircraft that Operate To or From or Within or Transit Territorial Airspace of the United States (US).

FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance or US Transportation Security Administration (TSA) waiver. To obtain FAA routing authorization, contact the FAA System Operations Support Center at 9-ATOR-HQ-RT-REQ@faa.gov or FAX 202-267-5289 (Attention FAA SOSC), or call 202-267-8115.

Provide the following information:

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E-Mail address. Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number.
2. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)- City (ICAO Location Identifier), etc.
3. Specific route information for each leg of the flight: Callsign, departure point, date/time (UTC), route, destination, date/time (UTC).
4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.

(FAA/AJR-2 System Operations Security 6/27/2013)

RUSSIA FEDERATION

Federal Aviation Administration (FAA) Flight Routing Authorization Requirements in United States Territorial Airspace

All aircraft with Russian Federation registrations beginning with RA; aircraft using the ICAO designator of a Russian Federation company; or aircraft used for Russian Federation diplomatic flights require FAA routing authorization for flights in United States Territorial Airspace, unless the aircraft is operated by a company with FAA Part 129 operations specifications.

Only IFR flights are eligible for FAA routing authorization. See current FAA KFDC NOTAMS for other requirements and information regarding Aircraft that Operate To or From or Within or Transit Territorial Airspace of the United States (US).

FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance or US Transportation Security Administration (TSA) waiver. To obtain FAA routing authorization, contact the FAA System Operations Support Center at 9-ATOR-HQ-RT-REQ@faa.gov or FAX 202-267-5289 (Attention FAA SOSOC), or call 202-267-8115.

Provide the following information:

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E-Mail address. Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number.
2. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)- City (ICAO Location Identifier), etc.
3. Specific route information for each leg of the flight: Callsign, departure point, date/time (UTC), route, destination, date/time (UTC).
4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.

(FAA/AJR-2 System Operations Security 6/27/2013)

SUDAN

Federal Aviation Administration (FAA) Flight Routing Authorization Requirements in United States Territorial Airspace

All aircraft with Sudan registrations beginning with ST; aircraft using the ICAO designator of a Sudan company; or aircraft used for Sudan diplomatic flights require FAA routing authorization for flights in United States Territorial Airspace.

Only IFR flights are eligible for FAA routing authorization. See current FAA KFDC NOTAMS for other requirements and information regarding Aircraft that Operate To or From or Within or Transit Territorial Airspace of the United States (US).

FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance or US Transportation Security Administration (TSA) waiver. To obtain FAA routing authorization, contact the FAA System Operations Support Center at 9-ATOR-HQ-RT-REQ@faa.gov or FAX 202-267-5289 (Attention FAA SOSC), or call 202-267-8115.

Provide the following information:

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E-Mail address. Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number.
2. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)- City (ICAO Location Identifier), etc.
3. Specific route information for each leg of the flight: Callsign, departure point, date/time (UTC), route, destination, date/time (UTC).
4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.

(FAA/AJR-2 System Operations Security 6/27/2013)

SYRIAN ARAB REPUBLIC

Federal Aviation Administration (FAA) Flight Routing Authorization Requirements in United States Territorial Airspace

All aircraft with Syrian Arab Republic registrations beginning with YK; aircraft using the ICAO designator of a Syrian Arab Republic company; or aircraft used for Syrian Arab Republic diplomatic flights require FAA routing authorization for flights in United States Territorial Airspace.

Only IFR flights are eligible for FAA routing authorization. See current FAA KFDC NOTAMS for other requirements and information regarding Aircraft that Operate To or From or Within or Transit Territorial Airspace of the United States (US).

FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance or US Transportation Security Administration (TSA) waiver. To obtain FAA routing authorization, contact the FAA System Operations Support Center at 9-ATOR-HQ-RT-REQ@faa.gov or FAX 202-267-5289 (Attention FAA SOSC), or call 202-267-8115.

Provide the following information:

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E-Mail address. Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number.
2. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)- City (ICAO Location Identifier), etc.
3. Specific route information for each leg of the flight: Callsign, departure point, date/time (UTC), route, destination, date/time (UTC).
4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.

(FAA/AJR-2 System Operations Security 6/27/2013)

SECTION 2

INTERNATIONAL OCEANIC AIRSPACE NOTICES

INTRODUCTION

The following information contains the most current notices involving airspace matters pertaining to U.S. internationally delegated airspace. The information provided is divided into two sections: General and Region Specific.

GENERAL

COMMUNICATIONS REQUIREMENTS IN OCEANIC AIRSPACE DELEGATED TO THE FAA FOR PROVISION OF AIR TRAFFIC SERVICES

1. The United States Aeronautical Information Publication (AIP), (section ENR 7.1, paragraph 6) describes satellite voice (SATVOICE) communications services available in Anchorage, New York and Oakland oceanic control areas (OCAs), along with the requirements for use of those services. The AIP currently allows use of suitably installed and operated SATVOICE to communicate with New York and San Francisco RADIO only “when unable to communicate on HF” (High Frequency) radio. Some questions have arisen as to what constitutes being “unable” to communicate on HF.

2. Anchorage, New York and Oakland OCAs are “high seas” (international) airspace (for U.S. operators, 14 CFR § 91.703 refers). Therefore, all operations therein must comply with ICAO Annex 2 (*Rules of the Air*), which requires that aircraft “maintain continuous air-ground voice communication watch on the appropriate communication channel...” (Paragraph 3.6.5.1). This means that a long-range communication system (LRCS) is required whenever operations will exceed the range of VHF voice communications between aircraft and air traffic control. Additionally, regulations issued by the State of Registry/ State of the Operator may stipulate how many LRCS are required. Examples of such regulations, for U.S. operators, include 14 CFR §§ 91.511, 121.351, 125.203 and 135.165.

3. An operator is considered to be “unable to communicate on HF” during poor HF propagation conditions (commonly referred to as “HF Blackouts”), or if he/she suffers inflight HF radio failure. In those cases, that operator can use AIP-compliant SATVOICE equipment and procedures to continue the flight to destination. A one-time return flight through Anchorage, New York and Oakland OCAs, to obtain maintenance on the HF radios, would also be acceptable under these circumstances, and would meet the criteria for use of SATVOICE with New York and San Francisco RADIO as per the AIP. Operators must still comply with applicable regulations on how many LRCS are required, as well as with applicable Minimum Equipment List (MEL) provisos.

4. When first establishing communications with New York or San Francisco RADIO via SATVOICE, the flight crew should request a “callback check.” Such a check will help ensure RADIO can contact the crew during the period of SATVOICE use. The table below illustrates a sample callback check. Additionally, in the event the operator has indicated capability for SATVOICE via both Iridium and Inmarsat (by listing codes M1 and M3 in Item 10 of the ATC flight plan), the flight crew should inform the RADIO operator of the service to use for communicating with the aircraft.

| Sample Transcript of SATVOICE Callback Check | |
|--|---|
| SATVOICE call from the air: | “New York RADIO, Airline 123, request SATVOICE Callback check.” For aircraft equipped with both Inmarsat and Iridium: “... on Inmarsat/Iridium (as applicable)” |
| Answer from the ground: | “Airline 123, copy, terminating call, will call you right back” |
| New SATVOICE call from ground: | “Airline 123, New York RADIO with your SATVOICE Callback, how do you read?” |
| SATVOICE answer from the air: | “Loud and clear, SATVOICE Callback check good, good day!” |

5. FAA point of contact: Aviation Safety Inspector Kevin C. Kelley, Flight Technologies and Procedures Division, 202–267–8854, Kevin.C.Kelley@faa.gov.

(Flight Operations Group, Flight Technologies and Procedures Division, Flight Standards Service, 2/28/2019)

REGION SPECIFIC

SPECIAL EMPHASIS ITEMS FOR OPERATIONS ON NORTH ATLANTIC TRACKS/ROUTES EMPLOYING REDUCED LATERAL SEPARATION

On 29 March 2018 the Reduced Lateral Separation Minimum (RLatSM) trial on the ICAO North Atlantic (NAT) Organized Track System (OTS) concluded. In its place, the ICAO NAT region implemented 23 nautical mile lateral spacing (with waypoints defined by ½-degree latitude) for operators specifically authorized for Performance Based Communications and Surveillance (PBCS) and Performance Based Navigation (PBN) separation criteria. Implementation of PBCS and PBN separation criteria began with three OTS tracks, between flight levels 350–390 inclusive, being set aside specifically for aircraft authorized PBCS and PBN operations.

The ICAO Europe/North Atlantic (EUR/NAT) office has published a number of NAT Ops Bulletins. The office provides those bulletins on its public website. Three bulletins provide particularly useful information to help operators safely fly wherever reduced lateral separation minimums, e.g. ½-degree latitude, are applied in oceanic airspace. Those bulletins are:

- Number 2018_001 *Implementation of Performance Based Separation Minima*
- Number 2017_003 *RLatSM Phase 2 Aeronautical Information Circular*
- Number 2015_003 *RLatSM Special Emphasis Items – Phase 2 Update*

While the information provided in the two RLatSM bulletins generally focuses on the now-concluded RLatSM trials, the guidance provided on the *special emphasis items*, and the procedures to follow in the event of communication, navigation and surveillance equipment failures, remains relevant to operations under PBCS separation minimums. Information includes:

- *Pilot training on map and FMC displays of ½ degree and whole degree waypoints*
- **Required** *pilot procedures for verifying waypoint degrees and minutes inserted into navigation systems*
- *Pilot in-flight contingency and weather deviation procedures*

Operators are strongly encouraged to review the bulletins and include relevant information in their training programs on oceanic operations. Use the information in the bulletins hand in hand with the information published in the U.S. Aeronautical Information Publication (AIP).

The ICAO EUR/NAT office will coordinate the revision of the NAT Ops Bulletins over the coming months to reflect the conclusion of the RLatSM trials.

Operators may find the bulletins on the *ICAO EUR/NAT* website (<https://www.icao.int/EURNAT/Pages/welcome.aspx>), then selecting *EUR/NAT Documents*, then *NAT Documents*, and then *NAT OPS Bulletins*.

(Performance Based Flight Systems Branch, AFS-470, 5/24/18)

NORTH ATLANTIC DATA LINK MANDATE MARCH 2018 UPDATE

1. Introduction.

a. This notice updates operators on the status of and requirements related to the International Civil Aviation Organization (ICAO) North Atlantic (NAT) region Data Link Mandate (DLM), first instituted in February 2015. This notice also identifies those portions of North Atlantic region airspace where data link equipment is not required. This notice is derived from information published in NAT OPS BULLETIN 2017-1 *NAT Common DLM AIC*. That bulletin is available at the ICAO Europe/North Atlantic office website, under EUR & NAT Documents > NAT Documents > NAT Ops Bulletins. All U.S. operators intending flights in the NAT region should familiarize themselves with all the current NAT Ops Bulletins.

b. Except as identified below, aircraft operating at FL 350 through FL 390, throughout the ICAO North Atlantic region, must be equipped with operable FANS 1/A (or equivalent) CPDLC and ADS-C equipment. This new phase of the NAT DLM went into effect on December 7, 2017. (Prior to December 7, 2017, the mandate applied only to the tracks of the NAT Organized Track System (OTS).)

c. The objectives of the ICAO NAT DLM are to enhance communication, surveillance and ATC intervention capabilities in the NAT in order to reduce collision risk and meet NAT target levels of safety. ADS-C provides conformance monitoring of aircraft adherence to cleared route and flight level, thereby significantly enhancing safety in the NAT. ADS-C also facilitates search and rescue operations and the capability to locate the site of an accident in oceanic airspace. CPDLC significantly enhances air/ground communications and controller intervention capability.

Note: The NAT DLM is expected to expand to include all operations at and above FL 290 beginning in January 2020.

2. Exceptions to DLM.

a. There is airspace within the NAT region where data link equipment is not required. That airspace is as follows:

(1) Air traffic services (ATS) surveillance airspace: airspace where ATS provides surveillance through radar, multilateration, and/or ADS-B and where VHF voice communications are available. In addition to VHF voice capability, aircraft operating in these areas must be equipped with a transponder and/or ADS-B extended squitter transmitter.

Note: The graphic provided at the end of this notice illustrates where ATS surveillance and VHF voice capability generally exists within the NAT region. Operators planning flights in the NAT region with aircraft not meeting DLM requirements must however consult with the applicable State Aeronautical Information Publication (AIP) to determine exactly where they may fly under this exception. Some portions of this surveillance airspace may specifically require ADS-B capability in order to qualify for the DLM exception.

(2) Airspace north of 80° North latitude. (Such airspace lies outside the reliable service area of geostationary satellites.)

(3) The entire New York Oceanic CTA/FIR.

(4) Tango routes T9, T13, T16, T25, and T213 (eastern portion of the NAT). However, the exception for data link equipage on these routes will end not later than January 2020. Operators must check with the applicable State AIPs before planning flights without data link equipment on those routes.

Note: Whenever a NAT OTS track infringes on a Tango route, data link equipage is required on that part of the route infringed upon, for operations at FL 350 through FL 390, for the duration of the published OTS time.

b. Certain specific categories of aircraft are also exempt from the data link equipage requirement. Those aircraft for which Item 18 of the ATC flight plan includes codes STS/FFR, HOSP, HUM, MEDEVAC SAR, or STATE are exempt. However, depending on traffic loading, ATC may not be able to clear those non-equipped flights on the requested route and/or flight level.

c. Pilots of non-equipped aircraft may request a continuous climb or descent, without intermediate level off, through DLM airspace (i.e. FL 350 through FL 390). ATC will approve such requests as traffic allows.

d. Altitude reservation (ALTRV) requests will likewise be considered by ATC on a case by case basis.

3. Contingency Procedures. The following procedures should be followed by operators/pilots experiencing data link equipment failure:

a. Failure prior to departure. Pilots/operators of aircraft with less than fully operational CPDLC and/or ADS-C equipment should flight plan to remain clear of NAT region data link mandate airspace (i.e. FL 350 through FL 390).

b. Failure after departure. ATC may clear aircraft with less than fully operational CPDLC and/or ADS-C equipment to operate in NAT data link mandate airspace as traffic permits. Pilots of such aircraft must notify ATC of their data link equipment status before entering NAT DLM airspace.

c. Failure after entering DLM airspace. Pilots must immediately notify ATC of a CPDLC or ADS-C equipment failure while operating within data link mandate airspace. Depending on traffic, ATC may permit the degraded aircraft to continue in DLM airspace, otherwise a climb or descent out of DLM flight levels may be required.

4. U.S. Operator Authorization to Use FANS 1/A (or equivalent) Data Link Systems.

a. U.S. operators intending to fly in NAT DLM airspace are required to have been issued operational authorization via Operations Specification, Management Specification or Letter of Authorization (as appropriate) A056 *Data Link Communications*. Advisory Circular (AC) 90-117 *Data Link Communications* provides guidance on operational use, aircraft eligibility, minimum performance and services of communication service providers, performance monitoring, training requirements, and discrepancy reporting related to the use of data link communication systems.

b. Operators may also find helpful the information posted in the “FAA NAT Resource Guide for U.S. Operators,” under the Comm/Nav/Surveillance, Data Link Communications sections. Operators can find the resource guide at the following address:

https://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afx/afs/afs400/afs470/media/NAT.pdf

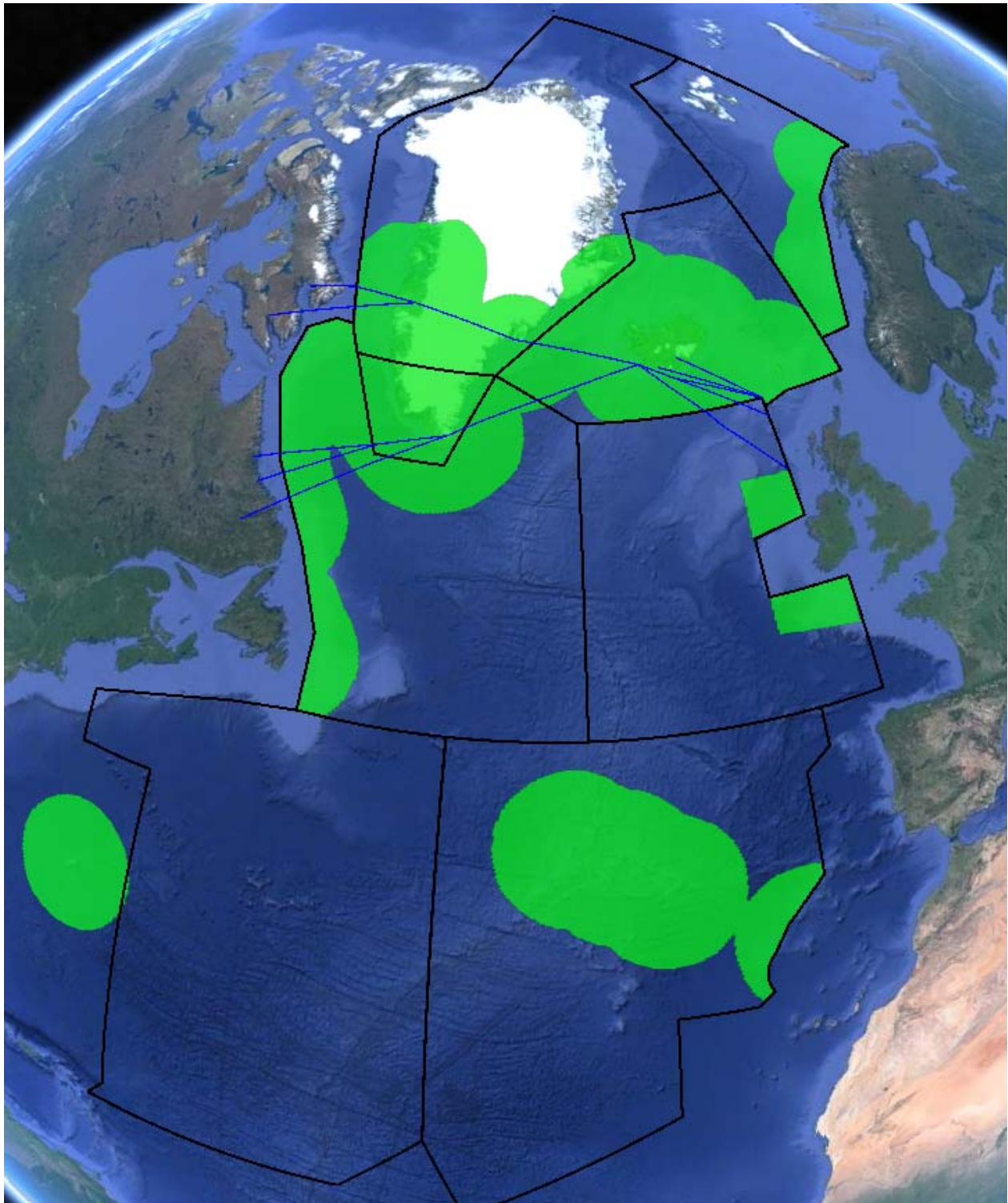
5. Contacts.

a. Aviation Safety Inspector Mark Patterson, Performance Based Flight Systems Branch, 202-267-8848, Mark.Patterson@faa.gov.

b. Aviation Safety Inspector Madison Walton, Performance Based Flight Systems Branch, 202-267-8850, Madison.Walton@faa.gov.

c. Senior Aviation Analyst Mark Wisniewski (SAIC), Performance Based Flight Systems Branch, 202-267-8843, Mark.ctr.Wisniewski@faa.gov.

(Performance Based Flight Systems Branch, AFS-470, 3/1/18)

ATS Surveillance Airspace Graphic - NAT Regional Data Link Mandate Phase 2

Note 1. ATS surveillance and VHF voice coverage is provided at and above FL 300 in the green shaded areas.

Note 2. the blue lines on the map represent the NAT Blue Spruce Routes.

SPECIAL NOTICE -- NAT ATS MESSAGE FORMAT

The following is submitted in an effort to standardize ATS message formats for air/ground communications in the North Atlantic (NAT) Region:

1. General

a. All NAT air-ground messages are categorized under one of the following headings (excluding emergency messages):

- (1) Position Report.
- (2) Request Clearance.
- (3) Revised Estimate.
- (4) Miscellaneous Message.

b. In order to enable ground stations to process messages in the shortest possible time, pilots should observe the following rules:

- (1) Use the correct type of message applicable to the data transmitted.
- (2) State the message type on the contact call to the ground station or at the start of the message.
- (3) Adhere strictly to the sequence of information for the type of message.
- (4) All times in each of the messages should be expressed in hours and minutes.

2. Description of ATS Message Types. Aircraft should transmit air-ground messages using standard RTF phraseology in accordance with the following:

a. POSITION. To be used for routine position reports.

Content and Data Sequence

- (1) "POSITION."
- (2) Flight identification.
- (3) Present position.
- (4) Time over present position (hours and minutes).
- (5) Present flight level.
- (6) Next position on assigned route.
- (7) Estimated time for next position (hours and minutes).
- (8) Next subsequent position.
- (9) Any further information; e.g., MET data or Company message.

EXAMPLE-

"Position, SWISSAIR 100, 56N 010W 1235, flight level 330, estimating 56N 020W 1310, next 56N 030W"

b. REQUEST CLEARANCE.

(1) To be used, in conjunction with a routine position report, to request a change of mach number, flight level, or route and to request westbound oceanic clearance prior to entering Reykjavik, Santa Maria or Shanwick CTAs.

Content and Data Sequence

- (a) "REQUEST CLEARANCE."
- (b) Flight identification.
- (c) Present or last reported position.
- (d) Time over present or last reported position (hours and minutes).
- (e) Present flight level.
- (f) Next position on assigned route or oceanic entry point.
- (g) Estimate for next position or oceanic entry point.
- (h) Next subsequent position.
- (i) Requested Mach number, flight level or route.
- (j) Further information or clarifying remarks.

EXAMPLE–

"Request clearance, TWA 801, 56N 020W 1245, flight level 330, estimating 56N 030W 1320, next 56N 040W, requesting flight level 350"

(2) To be used to request a change in Mach number, flight level, or route when a position report message is not appropriate.

Content and Data Sequence

- (a) "REQUEST CLEARANCE."
- (b) Flight identification.
- (c) Requested Mach number, flight level or route.
- (d) Further information or clarifying remarks.

EXAMPLE–

"Request clearance, BAW 212, requesting flight level 370"

- c. REVISED ESTIMATE. To be used to update estimate for next position.

Content and Data Sequence

- (1) "Revised Estimate."
- (2) Flight identification.
- (3) Next position on route.
- (4) Revised estimate for next position (hours and minutes).

(5) Further information.

EXAMPLE–

“Revised estimate, WDA 523, 57N 040W 0325”

d. MISCELLANEOUS. To be used to pass information or make a request in plain language that does not conform with the content of other message formats. No message designator is required as this will be inserted by the ground station.

Content and Data Sequence

(1) Flight identification.

(2) General information or request in plain language and format free.

(ZNY, Updated 5/24/2018)

GULF OF MEXICO RNAV ROUTES Q100, Q102, AND Q105

This NOTAM defines RNAV equipment requirements for operators filing Q100, Q102, and Q105 through Gulf of Mexico airspace. Only aircraft approved for IFR Area Navigation operations will be cleared to operate on Q100, Q102, and Q105 between the surface and FL600 (inclusive).

Operator Determination of RNAV Equipment Eligibility

In accordance with Federal Aviation Regulations 91.511, 121.351, 125.203, and 135.165 (as applicable) an approved Long-Range Navigation System (INS, IRS, GPS or Loran C) is required for operation on these routes.

In addition, operators will not flight plan or operate on these routes unless their aircraft are equipped with RNAV systems that are approved for IFR navigation and the pilots are qualified to operate them. Aircraft may be considered eligible to operate on these routes if they fall under one of the following categories:

1. For new installations, the Airplane Flight Manual must show that the navigation system installation has received airworthiness approval in accordance with one of the following FAA ACs:

- a.** AC 20-138, as amended (Airworthiness Approval of Positioning and Navigation Systems).
- b.** AC 25-15 (Flight Management System [FMS] approval).

2. Installations that have previously received airworthiness approval under the following ACs are eligible for Gulf of Mexico Q-route operation provided it is shown in the Airplane Flight Manual:

- a.** AC 90-45A (RNAV system approval).
- b.** AC 20-130, as amended (Multi-Sensor Navigation system approval).

■ **NOTE - INS LIMITATIONS.** See paragraph 6, below.

Operational Requirements and Procedures

1. Class I Navigation: operations on Q100, Q102 and Q105 will continue to be categorized as Class I navigation, as defined in FAA Order 8900.1, Vol. 4, Chapter 1, Section 3, Class I Navigation.

2. Operations Specifications: operators are considered eligible to conduct operations on the Q-routes provided that aircraft are equipped with the appropriate equipment in accordance with the “Operator

Determination of RNAV Equipment Eligibility” paragraph above and operations are conducted in accordance with paragraph 3, 4, 5 and 6 below. Title 14 CFR Parts 121, 125, 135 operators are authorized to operate on the Q-routes when they are issued Operations Specifications (OpSpecs) paragraph B034 (Class I Navigation Using Area Navigation Systems). In addition, OpSpecs B034 must be annotated in OpSpecs paragraph B050 (Enroute Authorizations, Limitations and Procedures), for the Gulf of Mexico High Offshore Airspace.

3. Pilots in command filing on RNAV routes are certifying that the crews and equipment are qualified to conduct RNAV operations.

4. Pilots in command shall be responsible for navigating along route centerline (as defined by the aircraft navigation system) in accordance with the requirements of Title 14 CFR 91, section 181 (course to be flown) and ICAO Annex 2, paragraph 3.6.2.1.1. (Annex 2, paragraph 3.6.2.1 states that flights shall “in so far as practical, when on an established ATS route, operate on the defined centerline of that route.”)

5. Pilots in command shall notify the Air Route Traffic Control Center (ARTCC) of any loss of navigation capability that affects the aircraft’s ability to navigate within the lateral limits of the route.

6. INS or IRS LIMITATION. For the purposes of operating on the following RNAV routes, Q100, Q102, and Q105, aircraft equipped with Inertial Navigation Systems (INS) or Inertial Reference Systems (IRS) that cannot receive automatic position updates (e.g., DME/DME update) for the entire length of the route, are limited to 1.5 consecutive hours of un-updated operation. In preparation for take-off, this time starts at the time that the INS or IRS is placed in the navigation mode. En route, the maximum time allowed between automatic position updates is 1.5 hours. Systems that perform updating after the pilot has manually selected the navigation aid are considered to have “automatic update” capability.

7. Radar monitoring will normally be provided. In the event of loss of radar, aircraft will be advised. ATC will ensure that the appropriate nonradar separation is applied during these time periods.

FAA Contacts

| | | | |
|-----------------|---|--------------|------------------------|
| Madison Walton | Performance Based Flight Systems Branch (AFS-470) | 202-267-8850 | Madison.Walton@faa.gov |
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(AFS-470, 4/29/14)

PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN THE NEW YORK OCEANIC CTA/FIR DURING ASEPS TRIAL

1. Introduction

a. The International Civil Aviation Organization’s (ICAO) Separation and Airspace Safety Panel (SASP) has submitted a proposal for amendment to ICAO Document 4444, Procedures for Air Navigation Services – Air Traffic Management, which modifies aircraft contingency procedures to support the operational use of Advanced Surveillance Enhanced Procedural Separation (ASEPS) minima. The amendments for the new ASEPS minima and the new contingency procedures are expected to be published in November 2020.

b. Three Air Navigation Service Providers (ANSP) in the ICAO North Atlantic (NAT) Region – Gander (Canada), Shanwick (the United Kingdom and Ireland), and Santa Maria (Portugal) are planning to trial the

ASEPS minima, using ADS-B as the advanced surveillance, beginning no earlier than March 28, 2019. To support this trial, and maintain regional procedural harmony, all of the NAT ANSPs are planning to implement the proposed contingency procedures at the time the trial starts. The trial is intended to last until November 2020 when the new ASEPS minima are published in ICAO Doc 4444. At that time, the use of trial minima will transition to actual usage by those ANSPs who wish to do so.

c. The procedures contained herein are to be used in place of the procedures contained in the U.S. Aeronautical Information Publication (AIP), ENR 7.3, paragraphs 1, 2, and 4 for operations within the entirety of the New York Center oceanic CTA/FIR. The contingency procedures contained in the U.S. AIP, ENR 7.3, paragraphs 1, 2, and 4 remain applicable to operations within the Anchorage and Oakland Air Route Traffic Control Centers.

d. Although all possible contingencies cannot be covered, the procedures in paragraphs 2, 3, and 4 provide for the more frequent cases, such as:

- (1) inability to comply with assigned clearance due to meteorological conditions (see paragraph 4);
- (2) enroute diversion across the prevailing traffic flow (for example, due to medical emergencies (see paragraphs 2 and 3); and
- (3) loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations, or pressurization failure (see paragraphs 2 and 3).

NOTE-

Guidance on procedures to follow when an aircraft experiences a degradation in navigation capabilities can be found in ICAO Doc 4444, Procedures for Air Navigation Services – Air Traffic Management, chapter 5, section 5.2.2.

e. The pilot shall take action as necessary to ensure the safety of the aircraft, and the pilot's judgement shall determine the sequence of actions to be taken, having regard to the prevailing circumstances. Air traffic control shall render all possible assistance.

2. General Procedures

NOTE-

Figure 1 provides an aid for understanding and applying the contingency procedures contained in paragraphs 2 and 3.

a. If an aircraft is unable to continue the flight in accordance with its ATC clearance, a revised clearance should be obtained, whenever possible, prior to initiating any action.

b. If prior clearance cannot be obtained, the following contingency procedures should be employed until a revised clearance is received:

(1) leave the cleared route or track by initially turning at least 30 degrees to the right or to the left in order to intercept and maintain a parallel, same direction track or route offset of 9.3 km (5.0 NM). The direction of the turn should be based on one or more of the following:

- (a) aircraft position relative to any organized track or route system;
- (b) the direction of flights and flight levels allocated on adjacent tracks;
- (c) the direction to an alternate airport;
- (d) any strategic lateral offset being flown; and

(e) terrain clearance;

(2) the aircraft should be flown at a flight level and an offset track where other aircraft are less likely to be encountered;

(3) maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped) leaving ACAS in RA mode at all times, unless aircraft operating limitations dictate otherwise;

(4) turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

(5) keep the SSR transponder on at all times and, when able, squawk 7700, as appropriate;

(6) as soon as practicable, the pilot shall advise air traffic control of any deviation from assigned clearance;

(7) use whatever means is appropriate (i.e. voice and/or CPDLC) to communicate during a contingency or emergency;

(8) if voice communication is used, the radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times, shall be used, as appropriate;

(9) when emergency situations are communicated via CPDLC, the controller may respond via CPDLC. However, the controller may also attempt to make voice communication contact with the aircraft;

NOTE–

Additional guidance on emergency procedures for controllers and radio operators, and flight crew, in data link operations can be found in the Global Operational Data Link (GOLD) Manual (Doc 10037).

(10) establish communications with and alert nearby aircraft by broadcasting, at suitable intervals on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz) and where appropriate on the frequency in use: aircraft identification, the nature of the distress condition, intention of the person in command, position (including the ATS route designator or the track code, as appropriate) and flight level; and

(11) the controller should attempt to determine the nature of the emergency and ascertain any assistance that may be required. Subsequent ATC action with respect to that aircraft shall be based on the intentions of the pilot and overall traffic situation.

3. Actions to be Taken Once Offset from Track

NOTE–

The pilot's judgement of the situation and the need to ensure the safety of the aircraft will determine if the actions outlined in 3. b. (1) or (2) will be taken. Factors for the pilot to consider when diverting from the cleared route or track without an ATC clearance include, but are not limited to:

a. operation within a parallel track system;

b. the potential for User Preferred Routes (UPRs) parallel to the aircraft's track or route;

c. the nature of the contingency (e.g. aircraft system malfunction); and

d. weather factors (e.g. convective weather at lower flight levels).

a. If possible, maintain the assigned flight level until established on the 9.3 km (5.0 NM) parallel, same direction track or route offset. If unable, initially minimize the rate of descent to the extent that is operationally feasible.

b. Once established on a parallel, same direction track or route offset by 9.3 km (5.0 NM), either:

(1) descend below FL 290, and establish a 150 m (500 ft) vertical offset from those flight levels normally used, and proceed as required by the operational situation or, if an ATC clearance has been obtained, proceed in accordance with the clearance; or

NOTE—

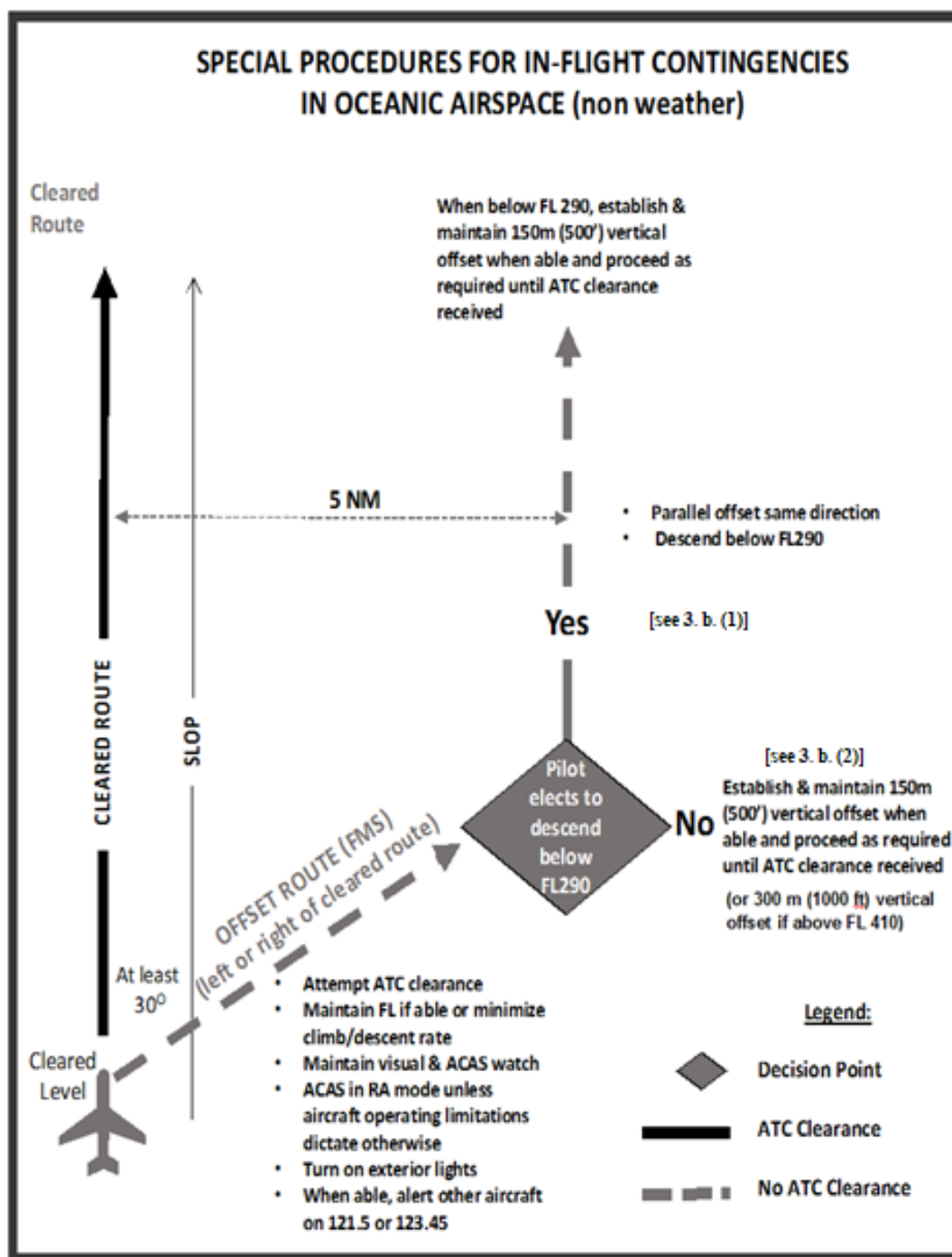
Descent below FL 290 is considered particularly applicable to operations where there is a predominant traffic flow (e.g. east–west) or parallel track system where the aircraft’s diversion path will likely cross adjacent tracks or routes. A descent below FL 290 can decrease the likelihood of conflict with other aircraft, ACAS RA events, and delays in obtaining a revised ATC clearance.

(2) establish a 150 m (500 ft) vertical offset (or 300 m (1000 ft) vertical offset if above FL 410 from those flight levels normally used, and proceed as required by the operational situation, or if an ATC clearance has been obtained, proceed in accordance with the clearance.

NOTE—

Altimetry system error may lead to less than actual 500 ft vertical separation when the procedure above is applied. In addition, with the 500 ft vertical offset applied, ACAS RAs may occur.

Figure 1. Visual aid for understanding and applying the contingency procedures guidance



4. Weather Deviation Procedures

a. General

NOTE–

The following procedures are intended for deviations around adverse meteorological conditions.

(1) When weather deviation is required, the pilot should initiate communications with ATC via voice or CPDLC. A rapid response may be obtained by either:

(a) stating, “WEATHER DEVIATION REQUIRED” to indicate that priority is desired on the frequency and for ATC response; or

(b) requesting a weather deviation using a CPDLC lateral downlink message.

(2) When necessary, the pilot should initiate the communications using the urgency call “PAN PAN” (preferably spoken three times) or by using a CPDLC urgency downlink message.

(3) The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

b. Actions to be Taken When Controller–Pilot Communications are Established

(1) The pilot should notify ATC and request clearance to deviate from track or route, advising when possible, the extent of the deviation requested. The flight crew will use whatever means is appropriate (i.e. CPDLC and/or voice) to communicate during a weather deviation.

NOTE–

Pilots are advised to contact ATC as soon as possible with requests for clearance in order to provide time for the request to be assessed and acted upon.

(2) ATC should take one of the following actions:

(a) when appropriate separation can be applied, issue clearance to deviate from track; or

(b) if there is conflicting traffic and ATC is unable to establish appropriate separation, ATC should:

[1] advise the pilot of inability to issue clearance for the requested deviation;

[2] advise the pilot of conflicting traffic; and

[3] request the pilot’s intentions.

(3) The pilot should take one of the following actions:

(a) comply with the ATC clearance issued; or

(b) advise ATC of intentions and execute the procedures provided in paragraph 4.c. below.

c. Actions to be Taken if a Revised ATC Clearance Cannot be Obtained

NOTE–

The provisions of this paragraph apply to situations where a pilot needs to exercise the authority of a pilot-in-command under the provisions of ICAO Annex 2, 2.3.1.

(1) If the aircraft is required to deviate from track or route to avoid adverse meteorological conditions, and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:

(a) if possible, deviate away from an organized track or route system;

(b) establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including ATS route designator or the track code) and intentions, on the frequency in use and on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz);.

- (c) watch for conflicting traffic both visually and by reference to ACAS (if equipped);
- (d) turn on all aircraft exterior lights (commensurate with appropriate operating limitations);
- (e) for deviations of less than 9.3 km (5.0 NM) from the originally cleared track or route remain at a level assigned by ATC;
- (f) for deviations greater than or equal to 9.3 km (5.0 NM) from the originally cleared track or route, when the aircraft is approximately 9.3 km (5.0 NM) from track, initiate a level change in accordance with the Table below;
- (g) if the pilot receives clearance to deviate from cleared track or route for a specified distance and, subsequently, requests, but cannot obtain a clearance to deviate beyond that distance, the pilot should apply an altitude offset in accordance with the Table below before deviating beyond the cleared distance;
- (h) when returning to track or route, be at its assigned flight level when the aircraft is within approximately 9.3 km (5.0 NM) of the centerline; and
- (i) if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

NOTE–

If, as a result of actions taken under the provisions of 4. c. (1), the pilot determines that there is another aircraft at or near the same flight level with which a conflict may occur, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.

Altitude Offset When Denied Clearance to Deviate 9.3 km (5.0 NM) or More

| Originally Cleared Track or Route Center Line | Deviations ≥ 9.3 km (5.0 NM) | Level Change |
|---|-----------------------------------|--------------------------|
| EAST (000° – 179° magnetic) | LEFT | DESCEND 90 m (300 ft) |
| | RIGHT | CLIMB 90 m (300 ft) |
| WEST (180° – 359° magnetic) | LEFT | CLIMB 90 m (300 ft) |
| | RIGHT | DESCEND 90 m (300 ft) |

(2/28/19)

Part 3.

I

GRAPHIC NOTICES



Section 1. General

DECOMMISSIONING OF COMPUTER VOICE RESERVATION SYSTEM (CVRS), AIRPORT RESERVATION OPERATIONS AND SPECIAL TRAFFIC MANAGEMENT PROGRAMS FOR TELEPHONE USERS

June 21, 2018

Purpose: Decommission the Computer Voice Reservation System (CVRS), Airport Reservation Operations and Special Traffic Management Programs for telephone users.

Discussion: The CVRS telephone service for users has been cited as a security risk and is no longer serviceable. This service will be decommissioned.

Recommended Action: Operators of aircraft, directors of safety, directors of operations, chief pilots, dispatch supervisors, fractional ownership program managers and training managers should ensure pilots are aware of this decommissioning.

This change will be effective June 21, 2018.

Contact: Direct questions or comments regarding this subject to the Traffic Flow Management System, 9-AWA-ATCSCC-SLE-Support@faa.gov.

Traffic Flow Management System (TFMS)
2nd Level Engineering
AJM-2521

COLD TEMPERATURE RESTRICTED AIRPORTS

Aug 16, 2018

Cold Temperature Altitude Corrections

Subject: Cold temperature altitude corrections at airports with a published cold temperature restriction.


Purpose: 1. To provide an updated list of 14 CFR Part 97 Cold Temperature Restricted Airports (CTRA) and segments designated with a temperature restriction; 2. Describe how to calculate and apply altitude corrections during cold temperature operations; 3. Describe the two methods, All Segments Methods and NTAP Segment(s) Method, which operators are allowed to use when making cold temperature altitude corrections.

This year's list includes restricted temperatures based on standard Required Obstacle Clearance (ROC) values and published approach altitudes that account for additional altitude adjustments. These adjustments do not only reflect the minimum ROC for an approach segment based on terrain and/or an obstacle, but also an upward adjustment for other operational and/or ATC needs. These adjusted approach altitudes can result in the segment no longer being identified with a restriction or in a revised restricted temperature for the airport being published, i.e. (-24C now -30C).

This list may also be found at the bottom of the, "Terminal Procedures Basic Search" page. http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

Background: In response to aviation industry concerns over cold weather altimetry errors, the FAA conducted a risk analysis to determine if current 14 CFR Part 97 instrument approach procedures, in the United States National Airspace System, place aircraft at risk during cold temperature operations. This study applied the coldest recorded temperature at the given airports in the last five years and specifically determined if there was a probability that during these non-standard day operations, anticipated altitude errors in a barometric altimetry system could exceed the ROC used on procedure segment altitudes. If a probability, of the ROC being exceeded, went above one percent on a segment of the approach, a temperature restriction was applied to that segment. In addition to the low probability that these procedures will be required, the probability of the ROC being exceeded precisely at an obstacle position is extremely low, providing an even greater safety margin.

The CTRA risk analysis was only performed on airports of 2500 ft. and greater due to database constraints. Pilots must calculate a cold temperature altitude correction at any airport included in the airports list below. Pilots operating into an airport with a runway length less than 2500 feet may make a cold temperature altitude correction in cold temperature conditions, if desired. Pilots must advise ATC with the corrected altitude when applying altitude corrections on any approach segment with the exception of the final segment.

All Segments Method: Pilots may correct all altitudes from the IAF altitude to the missed approach final holding altitude. Pilots familiar with the NTAP procedure for making altitude corrections and choosing to use the All Segments Method are only required to use the published "snowflake" icon,  /CTRA temperature limit on the approach chart for making corrections and do not need to reference the restricted airports list in this NTAP. Calculations will be made based on the altitude at the Final Approach Fix (FAF)/Precision Final Approach Fix (PFAF), the Minimum Descent Altitude or Decision Altitude (DA) and the Missed Approach (MA) final holding altitude. The calculations made at these fixes will be used to make altitude corrections on the other fixes in the applicable approach segment(s).

NTAP Segment(s) Method: Pilots may correct only the required segment(s) indicated in this NTAP's restricted airports list. Pilots using the NTAP Segment(s) Method will need to reference the NTAP restricted

airports list to determine which segment(s) require a correction. Calculations will be made based on the altitude at the Final Approach Fix (FAF)/Precision Final Approach Fix (PFAF), the Minimum Descent Altitude or Decision Altitude (DA) and the Missed Approach (MA) final holding altitude. The calculations made at these fixes will be used to make altitude corrections on the other fixes in the applicable approach segment(s).

Actions:

When and where to correct: Pilots must make an altitude correction to the published, “at”, “at or above” and “at or below” altitudes on all designated segment(s), for all published procedures and runways when the reported airport temperature is at or below the published airport cold temperature restriction on the approach plate. Pilots must advise ATC of the amount of altitude correction applied when correcting on any segment of the approach other than the final segment. ATC requires this information to ensure appropriate vertical separation between known traffic. Reference the **How to Apply Cold Temperature Altitude Corrections on an Approach** for examples and additional information.

Affected Airports: Cold Temperature Restricted Airports are identified by a “snowflake” icon (**EF**) and temperature limit, in Celsius, on U.S. Government approach charts or a “textual” Note published on commercial charting publications. The NTAP will maintain the list of airports and segment(s) affected. Pilots correcting all segments will need only to use the instrument approach chart to determine whether the approach requires a cold temperature altitude correction.

Altitudes not corrected: ATC does not apply a cold temperature correction to Minimum Vectoring Altitude (MVA) charts. Pilots must request approval from ATC to apply a cold temperature correction to an ATC assigned altitude or an assigned altitude when flying on a radar vector in lieu of a published missed approach procedure. Pilots must not correct altitudes published on Standard Instrument Departures (SIDs), Obstacle Departure Procedures (ODPs) and Standard Terminal Arrivals (STARs).

Use of corrected MDA/DA: Pilots must use the corrected Minimum Descent Altitude (MDA) or Decision Altitude/ Decision Height (DA) as the minimum for an approach. Pilots must meet the requirements in 14 CFR Part 91.175 in order to operate below the corrected MDA or DA. Pilots must see and avoid obstacles when descending below the MDA.

Methods for Calculating Altitude Corrections: Pilots of aircraft **not equipped with** an RNAV system capable of temperature compensation must use the AIM 7-2-3, ICAO Cold Temperature Error Table to calculate a cold temperature altitude correction. The calculations for the approach will be calculated from three points on the approach:

NOTE: For the purpose of this procedure, when the FAF is referenced, it is the FAF altitude or the PFAF/Glideslope intercept altitude.

1. The FAF/PFAF will be used to calculate the correction to be applied to all altitudes from the FAF/PFAF:
 - a. Up to but not including the intermediate fix (IF) altitude for the NTAP Segment(s) Method
 - b. Up to and including the initial approach fix (IAF) for the All Segments Method
2. The published MDA or DA will be used to calculate the correction to be applied to all altitudes in the final approach segment as applicable.
3. The final missed approach (MA) holding altitude will be used to calculate the correction to be applied to the final missed approach holding altitude only.

NOTE: Pilots may use Real Time Mesoscale Analysis (RTMA): Alternate Report of Surface Temperature, for computing altitude corrections, when airport temperatures are not available via

normal reporting. See InFO 15006 for additional information, http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info/all_infos/media/2015/info15006.pdf.

The RTMA website is http://nomads.ncep.noaa.gov/pub/data/nccf/com/rtma/prod/airport_temps/

Pilots of aircraft **equipped with** an RNAV system capable of temperature compensation, and choosing to use this system, must ensure the system is active and operating correctly. If the system is not operating correctly, or not being used, the pilot must manually calculate and apply a cold weather altitude correction using the AIM 7-2-3, ICAO Cold Temperature Error Table. The MDA/DA and step down fixes in the final segment will still require a manual correction.

PILOTS MUST NOT MAKE AN ALTIMETER CHANGE to accomplish an altitude correction. Pilots must ensure that the altimeter is set to the current altimeter setting provided by ATC in accordance with 14 CFR §91.121.

ICAO COLD TEMPERATURE ERROR TABLE
HEIGHT ABOVE AIRPORT IN FEET

| REPORTED TEMP °C | | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1500 | 2000 | 3000 | 4000 | 5000 |
|------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|
| | +10 | 10 | 10 | 10 | 10 | 20 | 20 | 20 | 20 | 20 | 30 | 40 | 60 | 80 | 90 |
| | 0 | 20 | 20 | 30 | 30 | 40 | 40 | 50 | 50 | 60 | 90 | 120 | 170 | 230 | 280 |
| | -10 | 20 | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 150 | 200 | 290 | 390 | 490 |
| | -20 | 30 | 50 | 60 | 70 | 90 | 100 | 120 | 130 | 140 | 210 | 280 | 420 | 570 | 710 |
| | -30 | 40 | 60 | 80 | 100 | 120 | 140 | 150 | 170 | 190 | 280 | 380 | 570 | 760 | 950 |
| | -40 | 50 | 80 | 100 | 120 | 150 | 170 | 190 | 220 | 240 | 360 | 480 | 720 | 970 | 1210 |
| | -50 | 60 | 90 | 120 | 150 | 180 | 210 | 240 | 270 | 300 | 450 | 590 | 890 | 1190 | 1500 |

Acceptable Use of Table:

Pilots may calculate a correction with a visual interpolation of the chart when using reported temperature and height above airport. This calculated altitude correction may then be rounded to the nearest whole hundred or rounded up. I.e., a correction of 130 ft. from the chart may be rounded to 100 ft. or 200 ft. A correction of 280 ft. will be rounded up to 300 ft. This rounded correction will be added to the FAF, all step-down fixes outside of the FAF and the IAF altitudes. The correction calculated from the MDA or DA may be used as is, rounded up, but never rounded down. This number will be added to the MDA, DA and all step-down fixes inside of the FAF as applicable. Do not round down when using the 5000 ft. column for calculated height above airport values greater than 5000 ft.

No extrapolation above the 5000 ft. column is required. Pilots may use the 5000 ft. “height above airport in feet” column for calculating corrections when the calculated altitude is greater than 5000 ft. above reporting station elevation. Pilots must add the correction(s) from the table to the affected segment altitude(s) and fly at the new corrected altitude.


It is important to understand that the correction from the table will place the aircraft back to an altitude based on a standard day. Although the techniques adopted in this NTAP to use the FAF altitude and MDA to correct the affected segment altitudes may not place the aircraft back to a standard day altitude on all fixes, a safe obstacle clearance will be maintained. These techniques have also been adopted to minimize the number of entries into the table while making corrections required by the pilot.

Additional Temperature Restrictions on IAP Charts: The charted temperature restriction for “uncompensated baro-VNAV systems” on 14 CFR Part 97 RNAV (GPS) and RNAV (RNP) Authorization Required (AR)

approach plates is independent of the temperature restriction established at a “Cold Temperature Restricted Airport”. The charted temperature restriction for an uncompensated baro-VNAV system is applicable when the LNAV/VNAV line of minima is used on an RNAV (GPS) approach. The temperature restriction for an uncompensated baro-VNAV system on an RNAV (RNP) AR approach applies to the entire procedure. Aircraft without a compensating baro-VNAV system may not use the LNAV/VNAV line of minima on the RNAV (GPS) approach when the actual temperature is above or below the charted baro-VNAV temperature restriction. For aircraft without a compensating baro-VNAV system, the RNAV (RNP) AR approach is not authorized when the actual temperature is above or below the charted baro-VNAV temperature restriction. In all cases, a cold temperature altitude correction must be applied when the actual temperature is at or below the cold temperature restricted airport temperature restriction.

How to Apply Cold Temperature Altitude Corrections on an Approach:

All Segments Method: All segments corrected from IAF through MA holding altitude:

Step 1: Determine if there is a published “snowflake” icon,  /CTRA temperature limit on the approach chart.

Step 2: If the reported airport temperature is at or below the published CTRA temperature limit, apply cold temperature altitude corrections to all published altitudes from the IAF altitude to the MA final holding altitude.

A Aircraft not equipped with a temperature compensating RNAV system or not using that system (use manual correction).

- All altitudes from the FAF/PFAF up to and including the IAF altitude: Calculate correction by taking FAF/PFAF altitude and subtracting the airport elevation. This number will be used to enter the height above airport in the ICAO table until reaching the reported temperature. Round this number as applicable and then add to all altitudes from the FAF altitude through the IAF altitude.
- All altitudes in final segment: Calculate correction by taking the MDA or DA for the approach being flown and subtract the airport elevation. This number will be used to enter the height above airport in the ICAO table until reaching the reported temperature. Use this number or round up. Add this number to MDA or DA/DH, as applicable, and any applicable step-down fixes in the final segment.
- Final holding altitude in the Missed Approach Segment: Calculate the correction by taking the final missed approach (MA) holding altitude and subtract the airport elevation. This number will be used to enter the height above airport in the ICAO table until reaching the reported temperature. Round this number as applicable and then add to the final MA altitude only.

B If flying an aircraft equipped with a RNAV system capable of temperature compensation, follow the instructions for applying temperature compensation provided in the AFM, AFM supplement, or RNAV system operating manual. Ensure that temperature compensation is active prior to the IAF and remains active through the entire approach. Manually calculate an altimetry correction for the MDA or DA. Determine an altimetry correction from the ICAO table based on the reported airport temperature and the height difference between the MDA or DA, as applicable, and the airport elevation.

NOTE: Some RNAV systems apply temperature compensation only to those altitudes associated with an instrument approach procedure loaded into the active flight plan while other systems apply temperature compensation to all procedure altitudes or user entered altitudes in the active flight plan,


including altitudes associated with a STAR. For those systems that apply temperature compensation to all altitudes in the active flight plan, delay activating temperature compensation until the aircraft has passed the last altitude constraint associated with the active STAR.

Step 3: For RNAV (GPS) approaches flown to the LNAV/VNAV line of minima using baro-VNAV vertical guidance, determine if there are published uncompensated baro-VNAV temperature limits. If the reported airport temperature is above or below the published limits, do not use the LNAV/VNAV line of minima unless the RNAV system is capable of temperature compensation and the system is active. Use an alternative line of minima (e.g., LNAV). CTRA correction must still be made on this approach if applicable.

Step 4: For RNAV (RNP) AR approaches, determine if there are uncompensated baro-VNAV temperature limits published on the approach. If the reported airport temperature is above or below the published temperature limits, the RNP (AR) approach may not be flown.

NOTE: When executing an approach with vertical guidance at a CTRA airport (i.e., ILS, LPV, LNAV/VNAV), pilots are reminded to follow the glideslope/glidepath as published when it is intersected inbound on the approach at the corrected altitude. The ILS glideslope and WAAS generated glidepath are unaffected by cold temperatures and will provide reliable vertical guidance to the corrected DA/DH. A baro-VNAV generated glidepath will be affected by cold temperatures and must be corrected when at or below the published temperature limit and using the LNAV/VNAV line of minima to DA/DH.

NTAP Segment(s) method:

Step 1: Determine if there is a published “snowflake” icon,  /CTRA temperature limit on the approach chart.

Step 2: If the reported airport temperature is at or below the published CTRA temperature limit, apply cold temperature altitude corrections to all published altitudes, on the affected segments, listed in Cold Temperature Restricted Airports List found in this NTAP.

A Aircraft not equipped with a temperature compensating RNAV system or not using the system will make a manual correction using ICAO Cold Temperature Error Table.

- Intermediate Segment: All altitudes from the FAF/PFAF up to but not including the intermediate fix (IF) altitude. Calculate correction by taking FAF/PFAF altitude and subtracting the airport elevation. This number will be used to enter the height above airport in the ICAO table until reaching the reported temperature. Round this number as applicable and then add to FAF altitude and all step-down altitudes.
- Final segment: Calculate correction by taking the MDA or DA for the approach being flown and subtract the airport elevation. This number will be used to enter the height above airport in the ICAO table until reaching the reported temperature. Use this number or round up. Add this number to MDA or DA/DH, as applicable, and any applicable step-down fixes in the final segment.
- Missed Approach Segment: Calculate the correction by taking the final missed approach (MA) holding altitude and subtract the airport elevation. This number will be used to enter the height above airport in the ICAO table until reaching the reported temperature. Round this number as applicable and then add to the final MA altitude only.

B If flying an aircraft equipped with a RNAV system capable of temperature compensation, follow the instructions for applying temperature compensation provided in the AFM, AFM supplement, or

RNAV system operating manual. Ensure that temperature compensation is active on the segment being corrected. Manually calculate an altimetry correction for the MDA or DA. Determine an altimetry correction from the ICAO table based on the reported airport temperature and the height difference between the MDA or DA, as applicable, and the airport elevation.

NOTE: Some RNAV systems apply temperature compensation only to those altitudes associated with an instrument approach procedure loaded into the active flight plan while other systems apply temperature compensation to all procedure altitudes or user entered altitudes in the active flight plan, including altitudes associated with a STAR. For those systems that apply temperature compensation to all altitudes in the active flight plan, delay activating temperature compensation until the aircraft has passed the last altitude constraint associated with the active STAR.

Step 3: For RNAV (GPS) approaches flown to the LNAV/VNAV line of minima using baro-VNAV vertical guidance, determine if there are published uncompensated baro-VNAV temperature limits. If the reported airport temperature is above or below the published limits, do not use the LNAV/VNAV line of minima unless the RNAV system is capable of temperature compensation and the system is active. Use an alternative line of minima (e.g., LNAV). CTRA correction must still be made on this approach if applicable.

Step 4: For RNAV (RNP) AR approaches, determine if there are uncompensated baro-VNAV temperature limits published on the approach. If the reported airport temperature is above or below the published temperature limits, the RNP (AR) approach may not be flown.

NOTE: When executing an approach with vertical guidance at a CTRA airport (i.e., ILS, LPV, LNAV/VNAV), pilots are reminded to follow the glideslope/glidepath as published when it is intersected inbound on the approach at the corrected altitude. The ILS glideslope and WAAS generated glidepath are unaffected by cold temperatures and will provide reliable vertical guidance to the corrected DA/DH. A baro-VNAV generated glidepath will be affected by cold temperatures and must be corrected when at or below the published temperature limit and using the LNAV/VNAV line of minima to DA/DH.

Communication: Pilots must request approval from ATC whenever applying a cold temperature altitude correction. Pilots do not need to inform ATC of the final approach segment correction (i.e., new MDA or DA/DH). This report should be provided on initial radio contact with the ATC facility issuing approach clearance. ATC requires this information in order to ensure appropriate vertical separation between known traffic. Pilots should query ATC when vectored altitudes to a segment are lower than the requested corrected altitude. Pilots are encouraged to self-announce corrected altitude when flying into non-towered airfields.

The following are examples of appropriate pilot-to-ATC communication when applying cold-temperature altitude corrections.

- On initial check-in with ATC providing approach clearance: Hayden, CO (example below).
 - Vectors to final approach course: Outside of PICIN: *“Request 12000 ft. for cold temperature operations.”*
 - Vectors to final approach course: Inside of PICIN: *“Request 10500 ft. for cold temperature operations.”*
 - Missed Approach segment: *“Require final holding altitude, 10500 ft. on missed approach for cold temperature operations.”*
- Pilots cleared by ATC for an instrument approach procedure; “Cleared the RNAV RWY 28 approach (from any IAF)”. Hayden, CO (example below).
 - IAF: *“Request 13500 for cold temperature operations at TUSKK, TILLI or HIPNA”*

For additional information contact Kel Christianson, AFS-470, at 202-267-8838.

Cold Temperature Restricted Airports: Airports are listed by ICAO code, Airport Name, Temperature Restriction in Celsius. The temperature will be indicated on Airport IAPs next to a snowflake symbol, ❄-XX°C in the United States Terminal Procedure Publication (TPP).

| Identifier | Airport Name | Temperature | Affected Segment | | |
|----------------------|------------------------|-------------|------------------|-------|-------------|
| | | | Intermediate | Final | Missed Appr |
| <u>Alaska</u> | | | | | |
| PABL | Buckland | -36C | X | | |
| PABR | Wiley Post-Will Rogers | -42C | X | | |
| PABT | Bettles | -37C | X | X | |
| PACE | Central | -43C | X | X | |
| PACH | Chuathbaluk | -43C | X | X | |
| PACI | Chalkyitsik | -32C | X | | |
| PACM | Scammon Bay | -21C | X | | |
| PACX | Coldfoot | -11C | X | X | |
| PADE | Deering | -24C | X | X | |
| PADM | Marshall Don Hunter Sr | -22C | | X | |
| PAEE | EEK | -38C | X | | |
| PAEG | Eagle | -49C | X | | |
| PAEN | Kenai | -31C | X | | |
| PAFA | Fairbanks Intl | -45C | X | | |
| PAFM | Ambler | -42C | X | | |
| PAGA | Edward G. Pitka Sr | -33C | X | | |
| PAGH | Shungnak | -20C | X | | X |
| PAGK | Gulkana | -37C | X | | |
| PAGM | Gambell | -26C | | X | |
| PAHC | Holy Cross | -26C | | X | |
| PAHL | Huslia | -32C | X | | |
| PAHX | Shageluk | -37C | X | | |
| PAIK | Bob Baker Memorial | -7C | X | X | |
| PAIL | Iliamna | -13C | X | | |
| PAIW | Wales | -12C | | X | |
| PAJN | Juneau Intl | -13C | X | | |
| PAKN | King Salmon | -31C | X | | |
| PAKP | Anaktuvuk | -9C | X | | |
| PAKV | Kaltag | -21C | X | X | |
| PALG | Kalskag | -42C | X | | |
| PAMB | Manokotak | -34C | X | | |
| PAMC | McGrath | -31C | X | X | X |
| PAMH | Minchumina | -37C | X | | |
| PAMK | St Michael | -37C | X | | |
| PANA | Napakiak | -37C | X | | |
| PANI | Aniak | -34C | | X | |
| PANN | Nenana Muni | -43C | X | | |

| Identifier | Airport Name | Temperature | Intermediate | Final | Missed Appr |
|--------------------------|--------------------------------|-------------|--------------|-------|-------------|
| PANU | Nulato | -29C | X | | X |
| PANV | Anvik | -32C | X | | |
| PAOB | Kobuk | -23C | X | | |
| PAOM | Nome | -27C | X | | |
| PAOR | Northway | -43C | X | | |
| PAOT | Ralph Wien Memorial | -44C | X | | |
| PAQH | Quinhagak | -36C | X | | |
| PAQT | Nuiqsut | -41C | X | | |
| PARC | Artic Village | -38C | X | X | |
| PARS | Russian Mission | -15C | X | X | |
| PARY | Ruby | -33C | X | X | |
| PASA | Savoonga | -27C | X | | |
| PASC | Deadhorse | -45C | X | | |
| PASK | Selawik | -36C | X | | X |
| PATA | Ralph M Calhoun Memorial | -51C | | X | |
| PATE | Teller | -25C | | X | |
| PATQ | Atkasuk Edward Burnell Sr. Mem | -43C | X | | |
| PAUN | Unalakleet | -39C | X | | |
| PAVD | Valdez Pioneer Field | -11C | X | | |
| PAVE | Venetie | -42C | X | | |
| PAVL | Kivalina | -34C | X | | |
| PAWB | Beaver | -42C | X | | |
| PAWD | Seward | -3C | X | | |
| PAWG | Wrangell | -5C | X | X | |
| PAWI | Wainwright | -42C | X | | |
| PAWS | Wasilla | -31C | X | | |
| PFAL | Allakaket | -44C | X | | |
| PFCL | Clarks Point | -34C | X | | |
| PFEL | Elim | -29C | | X | |
| PFKT | Brevig Mission | -24C | X | | |
| PFKU | Koyukuk | -30C | | X | |
| PFKW | Kwethluk | -38C | X | | |
| PFSH | Shaktoolik | -35C | X | | |
| PFTO | Tok Junction | -20C | X | | |
| PFYU | Fort Yukon | -45C | X | X | |
| <u>California</u> | | | | | |
| KMMH | Mammoth Yosemite | -25C | | X | |
| KSVE | Susanville Muni | -22C | X | X | |
| KTRK | Truckee – Tahoe | -13C | X | X | |
| KTVL | Lake Tahoe | -27C | X | | |
| <u>Colorado</u> | | | | | |
| KAEJ | Central Colorado Rgnl | -25C | | X | |

| Identifier | Airport Name | Temperature | Intermediate | Final | Missed Appr |
|-----------------------------|---------------------------------|-------------|--------------|-------|-------------|
| KASE | Aspen–Pitkin County/Sardy Field | –22C | X | | |
| KCAG | Craig–Moffat | –26C | | X | |
| KCEZ | Cortez Muni | –25C | | X | |
| KEEO | Meeker Coulter Field | –25C | | X | |
| KEGE | Eagle County Rgnl | –18C | X | | |
| KGUC | Gunnison–Crested Butte Rgnl | –28C | X | | |
| KHDN | Yampa Valley | –24C | | X | |
| KLXV | Lake County | –27C | | X | |
| KRIL | Garfield County Rgnl | –15C | X | X | |
| KSBS | Steamboat Springs/Bob Adams Fld | –32C | X | | |
| KTAD | Perry Stokes | –26C | X | | |
| <u>Connecticut</u> | | | | | |
| KBDL | Bradley Intl | –23C | | X | |
| <u>Idaho</u> | | | | | |
| KJER | Jerome County | –22C | | X | |
| KMYL | McCall Muni | –21C | X | | |
| KSMN | Lemhi County | –11C | X | X | X |
| KSUN | Friedman Memorial | –16C | | X | |
| 65S | Boundary County | –8C | | X | |
| <u>Indiana</u> | | | | | |
| KSMD | Smith Field | –27C | | X | |
| <u>Iowa</u> | | | | | |
| KAMW | Ames Muni | –27C | X | | |
| KIKV | Ankeny Rgnl | –27C | X | | |
| KSPW | Spencer Muni | –32C | X | | |
| <u>Maine</u> | | | | | |
| KPQI | Northern Maine Rgnl | –30C | X | | |
| 3B1 | Greenville Muni | –29C | X | | |
| <u>Massachusetts</u> | | | | | |
| KBAF | Westfield–Barnes Regional | –21C | | X | |
| KFIT | Fitchburg Muni | –25C | | X | |
| KPSF | Pittsfield Muni | –24C | | X | |
| 0B5 | Turners Falls | –22C | X | | |
| 7B2 | Northampton | –24C | X | | |
| <u>Michigan</u> | | | | | |
| KAPN | Alpena County Rgnl | –32C | X | | |
| KBFA | Boyne Mountain | –29C | | X | |
| KIWD | Gogebic–Iron County | –27C | | X | |
| KPLN | Pellston Rgnl of Emmet County | –30C | | X | |
| KTVC | Cherry Capital | –20C | | X | |

| Identifier | Airport Name | Temperature | Intermediate | Final | Missed Appr |
|-----------------------------|--------------------------|-------------|--------------|-------|-------------|
| <u>Minnesota</u> | | | | | |
| KBFW | Silver Bay Municipal | -35C | X | X | |
| KCKC | Grand Marais/Cook County | -30C | | | X |
| KCQM | Cook Muni | -38C | X | | |
| KELO | Ely Muni | -39C | X | | |
| KHIB | Range Rgnl | -31C | X | | |
| KINL | Falls Intl | -31C | X | | |
| KRRT | Warroad Intl Memorial | -37C | X | | |
| <u>Montana</u> | | | | | |
| KBTM | Bert Mooney | -19C | X | X | |
| KBZN | Bozeman Yellowstone Intl | -33C | X | | X |
| KEKS | Ennis-Big Sky | -26C | X | | X |
| KGTF | Great Falls Intl | -33C | X | | |
| KHLN | Helena Rgnl | -21C | X | X | |
| KHVR | Havre City-County | -30C | | | X |
| KMSO | Missoula Intl | -11C | X | X | X |
| KOLF | L M Clayton | -38C | X | | |
| KSBX | Shelby | -31C | | | X |
| KWYS | Yellowstone | -19C | X | X | |
| M46 | Colstrip | -32C | X | | |
| M75 | Malta | -37C | X | | |
| 3U3 | Bowman Field | -33C | X | | |
| 6S5 | Ravalli County | -30C | | | X |
| 6S8 | Laurel Municipal | -30C | X | | |
| 7S0 | Ronan | -27C | X | | |
| 8S1 | Polson | -20C | X | X | |
| 32S | Stevensville | -20C | X | | |
| <u>Nebraska</u> | | | | | |
| KCDR | Chadron Muni | -32C | X | | |
| <u>Nevada</u> | | | | | |
| KEKO | Elko Rgnl | -20C | | X | |
| KELY | Ely (Yelland Field) | -31C | X | | |
| KLOL | Derby Field | -25C | X | | |
| KRNO | Reno/Tahoe Intl | -15C | | X | |
| KRTS | Reno/Stead | -15C | | X | |
| KWMC | Winnemucca Muni | -22C | | | X |
| 05U | Eureka | -24C | | | X |
| <u>New Hampshire</u> | | | | | |
| KBML | Berlin Rgnl | -24C | | X | |
| KCNH | Claremont Muni | -28C | | X | |
| KHIE | Mount Washington Rgnl | -24C | | X | |
| KLCI | Laconia Muni | -25C | X | | |
| KLEB | Lebanon Muni | -20C | X | X | |

| Identifier | Airport Name | Temperature | Intermediate | Final | Missed Appr |
|------------------------------|-----------------------------------|-------------|--------------|-------|-------------|
| 5B9 | Haverhill/Dean Memorial | -27C | | X | |
| <u>New Mexico</u> | | | | | |
| KAXX | Angel Fire | -31C | X | | |
| <u>New York</u> | | | | | |
| KART | Watertown Intl | -37C | X | | |
| KDKK | Chautauqua County/Dunkirk | -20C | | X | |
| KELM | Elmira/Corning Rgnl | -21C | X | X | |
| KGFL | Floyd Bennett Memorial | -18C | X | X | |
| KITH | Ithaca Tompkins Rgnl | -19C | | X | |
| KLKP | Lake Placid | -22C | | X | |
| KPBG | Plattsburgh Intl | -29C | X | | |
| KSLK | Adirondack Rgnl | -26C | | X | |
| 4B6 | Ticonderoga Muni | -27C | | X | |
| 20N | Kingston-Ulster | -21C | X | | |
| <u>North Carolina</u> | | | | | |
| KRHP | Western Carolina Rgnl | -5C | | X | |
| 1A5 | Macon County | -17C | X | | |
| <u>North Dakota</u> | | | | | |
| KBIS | Bismarck | -35C | X | | |
| KDIK | Dickinson-Theodore Roosevelt Rgnl | -30C | X | | |
| KFAR | Hector Intl | -25C | X | | |
| KISN | Sloulin Field Intl | -36C | X | | |
| <u>Ohio</u> | | | | | |
| KBKL | Burke Lakefront | -23C | | X | |
| KILN | Wilmington Air Park | -22C | X | | |
| <u>Oregon</u> | | | | | |
| KBDN | Bend Muni | -23C | X | | |
| KBKE | Baker City Muni | -21C | X | | X |
| KGCD | Grant County Rgnl/Ogilvie Field | -19C | | | X |
| KLGD | La Grande/Union County | -13C | | X | |
| KLKV | Lake County | -29C | | | X |
| KLMT | Klamath Falls | -27C | X | | |
| KMFR | Rogue Valley Intl-Medford | -5C | X | | |
| KPDT | Eastern Oregon Rgnl at Pendleton | -19C | X | | |
| KRDM | Roberts Field | -21C | X | | |
| S39 | Prineville | -26C | X | | |
| <u>Pennsylvania</u> | | | | | |
| KAFJ | Washington County | -27C | | X | |
| KAVP | Wilkes-Barre/Scranton Intl | -21C | X | | |
| KIPT | Williamsport Rgnl | -14C | | X | |

| Identifier | Airport Name | Temperature | Intermediate | Final | Missed Appr |
|------------------------------|--|-------------|--------------|-------|-------------|
| <u>South Dakota</u> | | | | | |
| KEFC | Belle Fourche Muni | -27C | X | | |
| KIEN | Pine Ridge | -33C | | X | |
| KMBG | Mobridge Muni | -31C | X | | |
| KSPF | Black Hills–Clyde Ice Field | -28C | X | | |
| <u>Tennessee</u> | | | | | |
| 0A9 | Elizabethton Muni | -12C | | X | |
| 6A4 | Mountain City/Johnson County | -12C | | X | |
| <u>Utah</u> | | | | | |
| KBCE | Bryce Canyon Airport | -30C | X | | |
| KDTA | Delta Muni | -27C | | | X |
| KENV | Wendover | -12C | X | | |
| KLGU | Logan–Cache | -25C | X | | |
| KRIF | Richfield Muni | -34C | X | | |
| KSGU | St George Muni | -14C | X | | |
| U52 | Beaver Municipal | -27C | X | | |
| U55 | Panguitch Municipal | -28C | X | | |
| <u>Vermont</u> | | | | | |
| KBTV | Burlington Intl | -10C | X | | |
| KDDH | William H. Morse State | -17C | X | X | |
| KEFK | Newport State | -30C | X | | |
| KMPV | Edward F. Knapp State | -20C | X | | |
| KMVL | Morrisville–Stowe State | -30C | | X | |
| KRUT | Rutland–Southern Vermont Rgnl | -4C | X | X | |
| KVSF | Hartness State (Springfield) | -24C | | X | |
| <u>Virginia</u> | | | | | |
| KMTV | Blue Ridge | -18C | X | | |
| KROA | Roanoke Rgnl/Woodrum Field | -13C | | X | |
| KVBW | Bridgewater Air Park | -16C | X | | |
| W13 | Eagle's Nest | -19C | X | | |
| <u>Washington St.</u> | | | | | |
| KEAT | Pangborn Memorial | -7C | X | | |
| KOMK | Omak | -15C | | X | |
| KRLD | Richland | -19C | X | | |
| <u>West Virginia</u> | | | | | |
| KEKN | Elkins–Randolph County Jennings Randolph Field | -17C | | X | |
| W99 | Grant County | -9C | | X | |
| 312 | Point Pleasant/Mason County | -18C | | X | |
| <u>Wisconsin</u> | | | | | |

| Identifier | Airport Name | Temperature | Intermediate | Final | Missed Appr |
|-----------------------|-----------------------------|-------------|--------------|-------|-------------|
| KASX | John F. Kennedy Memorial | -31C | X | | |
| KCMY | Sparta/Fort McCoy | -33C | X | | |
| KLSE | La Crosse Muni | -20C | | X | |
| KOVS | Boscobel | -27C | | X | |
| KPDC | Prairie du Chien Muni | -28C | | X | |
| KRHI | Rhineland-Oneida County | -31C | X | | |
| KRPD | Rice Lake Rgnl-Carl's Field | -35C | X | | |
| 4R5 | Major Gilbert Field | -30C | X | | |
| <u>Wyoming</u> | | | | | |
| KAFO | Afton Municipal Airport | -22C | | X | |
| KCOD | Yellowstone Rgnl | -31C | X | | |
| KEMM | Kemmerer Muni | -35C | X | | |
| KGCC | Gillette-Campbell County | -26C | | X | |
| KGEY | South Big Horn County | -33C | X | X | |
| KJAC | Jackson Hole | -26C | X | X | |
| KLAR | Laramie Rgnl | -35C | X | | |
| KSHR | Sheridan County | -24C | X | | |
| KWRL | Worland Muni | -33C | | | X |
| W43 | Hulett Muni | -34C | X | | |

Additional Information: The following military airfields meet the criteria to be identified as a Cold Temperature Restricted Airport using the FAA cold temperature model. USAF, USA, USM, USN and USCG are not required to adhere to the procedures found in this NTAP at these airfields. This information is applicable to FAA authorized operators operating into these airfields.

| Identifier | Airport Name | Temperature | Intermediate | Final | Missed Appr |
|------------|----------------------|-------------|--------------|-------|-------------|
| KGTB | Wheeler-Sack AAF | -29C | X | | |
| KRYM | Ray S. Miller AAF | -34C | X | | |
| PAEI | Eielson AFB | -37C | X | | X |
| PAFB | Ladd AAF | -33C | X | | X |
| PAIM | Indian Mountain LRRS | -44C | X | | |
| PALU | Cape Lisburne LRRS | -34C | X | | |
| PASV | Sparrevohn LRRS | -21C | X | | |
| PATC | Tin City LRRS | -37C | X | | |
| PATL | Tatalina LRRS | -21C | X | | X |
| PPIZ | Point Lay LRRS | -41C | X | | |

See the following examples for identifying and applying altitude corrections.

Hayden/Yampa Valley (KHDN). Reported Temperature -24°C: RNAV (GPS) RWY 28.

All Segments Method: All segments corrected from IAF through MA holding altitude.

Uncompensated Baro-VNAV System or Manual Method:

- 1 Cold Temperature Restricted Airport Temperature Limit: -24°C

- 2 Altitude at the Final Approach Fix (FAF) (BEEAR) = 10000 ft.
- 3 Airport elevation = 6606 ft.
- 4 Difference: $10000 \text{ ft.} - 6606 \text{ ft.} = 3394 \text{ ft.}$
- 5 Use the AIM 7-2-3 ICAO Cold Temperature Error Table for a height above airport of 3394 ft. and -24°C . Visual interpolation is approximately 500 ft. Actual interpolation is 546 ft. Add 500 ft. to the FAF and all procedure altitudes outside of the FAF up to and including IAF altitude:
 - TUSKK (IAF), TILLJ (IAF) and HIPNA (IAF HILO): $13000 + 500 = 13500 \text{ ft.}$
 - PICIN (stepdown fix): $11500 + 500 = 12000 \text{ ft.}$
 - BEEAR (FAF): $10000 + 500 = 10500 \text{ ft.}$
- 6 Correct altitudes within the final segment altitude based on the minima used. LP MDA = 7080 ft.
- 7 Difference: $7080 \text{ ft.} - 6606 \text{ ft.} = 474 \text{ ft.}$
- 8 AIM 7-2-3 Table: 474 ft. at -24°C is approximately 80ft. Use 80 ft. or round up to 100 ft.
- 9 Add corrections to altitudes up to but not including the FAF:
 - DICEV (stepdown fix): $8400 + 80 = 8480 \text{ ft.}$
 - BUYYA (stepdown fix): $7860 + 80 = 7940 \text{ ft.}$
 - LP MDA: $7080 + 80 = 7160 \text{ ft.}$
- 10 Correct MEKWY/Missed Approach Holding Altitude: MA altitude is same as BEEAR (10000); therefore, the same table calculation in step 5 may be used at MEKWY. Take 500 ft. correction for 10000 ft. and add to MA holding altitude:
 - MEKWY: $10000 + 500 = 10500 \text{ ft.}$

Compensated Baro-VNAV System:

Operators using a temperature compensating RNAV system to make altitude corrections will be set to the current airport temperature (-24°C) and activated prior to the passing the IAF. A manual calculation of the cold temperature altitude correction is required for the MDA/DA. Although using the temperature compensating system should provide clearance over step-down fixes on any segment, a correction will be added to all applicable step-down fixes and monitored during descent to ensure aircraft will be “at” or “above” the corrected step-down fix altitude during the approach.

Hayden/Yampa Valley (KHDN). Reported Temperature -24°C : RNAV (GPS) RWY 28.

NTAP Segments Method: Final segment required.

Uncompensated Baro-VNAV System or Manual Method:

- 1 Cold Temperature Restricted Airport Temperature Limit: -24°C
- 2 Airport elevation = 6606 ft.
- 3 Correct altitudes within the final segment altitude based on the minima used. LP MDA = 7080 ft.
- 4 Difference: $7080 \text{ ft.} - 6606 \text{ ft.} = 474 \text{ ft.}$
- 5 AIM 7-2-3 Table: 474 ft. at -24°C is approximately 80ft. Use 80 ft. or round up to 100 ft.
- 6 Add corrections to MDA and all stepdown fix altitudes in final segment up to but not including the FAF:
 - DICEV (stepdown fix): $8400 + 80 = 8480 \text{ ft.}$
 - BUYYA (stepdown fix): $7860 + 80 = 7940 \text{ ft.}$
 - LP MDA: $7080 + 80 = 7160$

Compensated Baro-VNAV System:

Operators using a temperature compensating RNAV system to make altitude corrections will set the current airport temperature (-24°C) and activate the system for the required segment(s). A manual calculation of the cold temperature altitude correction is required for the MDA/DA. Although using the temperature compensating system should provide clearance over step-down fixes on any segment, a correction will be added to all applicable step-down fixes and monitored during descent to ensure aircraft will be “at” or “above” the corrected step-down fix altitude during the approach.

HAYDEN, COLORADO

| | | | |
|--------------------------|-----------------|-----------------------------|-----------------------|
| WAAS CH 48825 W28A | APP CRS 303° | Rwy Idg TDZE Apt Elev | 10000 6606 6606 |
|--------------------------|-----------------|-----------------------------|-----------------------|

AL-5983 (FAA)

15064

RNAV (GPS) RWY 28
YAMPA VALLEY (HDN)

AWOS-3
119.275

DENVER CENTER
120.475 235.975

UNICOM
123.0 (CTAF) 0

MISSED APCH FIX

Procedure NA for arrivals on CHE VOR/DME airway radial 041.

NOT FOR NAVIGATION

ELEV 6606

TDZE 6606

| CATEGORY | A | B | C | D |
|----------|--------|-------------|-------------------------|-------------------------|
| LP MDA | 7080-1 | 474 (500-1) | 7080-1½ 474 (500-1½) | NA |
| LNAV MDA | 7120-1 | 514 (600-1) | 7120-1½ 514 (600-1½) | NA |
| CIRCLING | 7220-1 | 614 (700-1) | 7220-1½ 614 (700-1½) | 7320-2¼ 714 (800-2¼) |

REIL Rwy 28 0

HIRL Rwy 10-28 0

HAYDEN, COLORADO

YAMPA VALLEY (HDN)

(KMFR) Rogue Valley Intl–Medford. Reported Temperature -5°C : RNAV (RNP) RWY 32.

All Segments Method: All segments corrected from IAF through MA holding altitude.

Uncompensated Baro–VNAV System or Manual Method:

- 1 Cold Temperature Restricted Airport Temperature Limit: -5°C
- 2 Altitude at the Final Approach Fix (FAF) (CUNBA) = 2600 ft.
- 3 Airport elevation = 1335 ft.
- 4 Difference: $2600\text{ ft.} - 1335\text{ ft.} = 1265\text{ ft.}$
- 5 Use the AIM 7–2–3 ICAO Cold Temperature Error Table for a height above airport of 1265 ft. and -5°C . The approximate calculation is 100 ft. Add the correction to the FAF and all procedure altitudes outside of the FAF up to and including IAF altitude:
 - BAYTS (IAF): $9100 + 100 = 9200$, ZUNAS (IAF): $7400 + 100 = 7500$, ACLOB (IAF): $7700 + 100 = 7800$, SAMIE (IAF): $7300 + 100 = 7400$
 - All Stepdown fixes between FILPU and the IAFs (BAYTS, ZUNAS, ACLOB and SAMIE).
 - OMACO (9200), NIGEE (7500), IPAGY (7500), HIDVO (6200)
 - NIGEE (7500), IPAGY (7500), HIDVO (6200)
 - KUSNE (7800), INITY (7700), HIDVO (6200)
 - RURTE (7400), ZIDAX (7400), WONIG (6700), PUNRE (5700)
 - FILPU (IF): $4600 + 100 = 4700$
 - ERBAW (Stepdown Fix): $3800 + 100 = 3900\text{ ft.}$
 - CUNBA (PFAF): $2600 + 100 = 2700\text{ ft.}$
- 6 Correct altitudes within the final segment altitude based on the minima used. RNP 0.15 DA = 1609 ft. or RNP 0.30 DA 1661 ft.
- 7 Difference: $1609\text{ ft.} - 1335\text{ ft.} = 274\text{ ft.}$
- 8 AIM 7–2–3 Table: 274 ft. at -5°C is approximately 25 ft. Use 25 ft. or round up to 100 ft. for correction.
 - Add correction to RNP 0.15 DA: $1609\text{ ft.} + 25\text{ ft.} = 1634\text{ ft.}$
- 9 Correction at CUTTR: Take final holding altitude and subtract field elevation: $9000 - 1335 = 7665\text{ ft.}$ Using table, 5000 ft height above airport and -5°C correction is approximately 230 ft. Round up to 300 ft.
 - Missed Approach Holding Altitude/CUTTR: $9000 + 300 = 9300\text{ ft.}$

If the airport temperature decreases below -8°C , an uncompensated baro–VNAV system may not be used to fly this RNAV (RNP) approach. Cold temperature correction is still required on all segments for all other non RNAV (RNP) approaches flown at this airport.

Compensated Baro–VNAV System:

Operators using a temperature compensating RNAV system to make altitude corrections will be set to the current airport temperature (-5°C) and activated prior to the passing the IAF. A manual calculation of the cold temperature altitude correction is required for the MDA/DA. At temperatures below -8°C , a compensating baro–VNAV system must be on and active to fly the RNAV (RNP) approach. Manual calculation of a cold temperature compensated MDA or DA, as applicable, is still required. Cold temperature correction is still required on all segments.

(KMFR) Rogue Valley Intl–Medford. Reported Temperature -5°C : RNAV (RNP) RWY 32.

NTAP Segment(s) method: Intermediate segment required

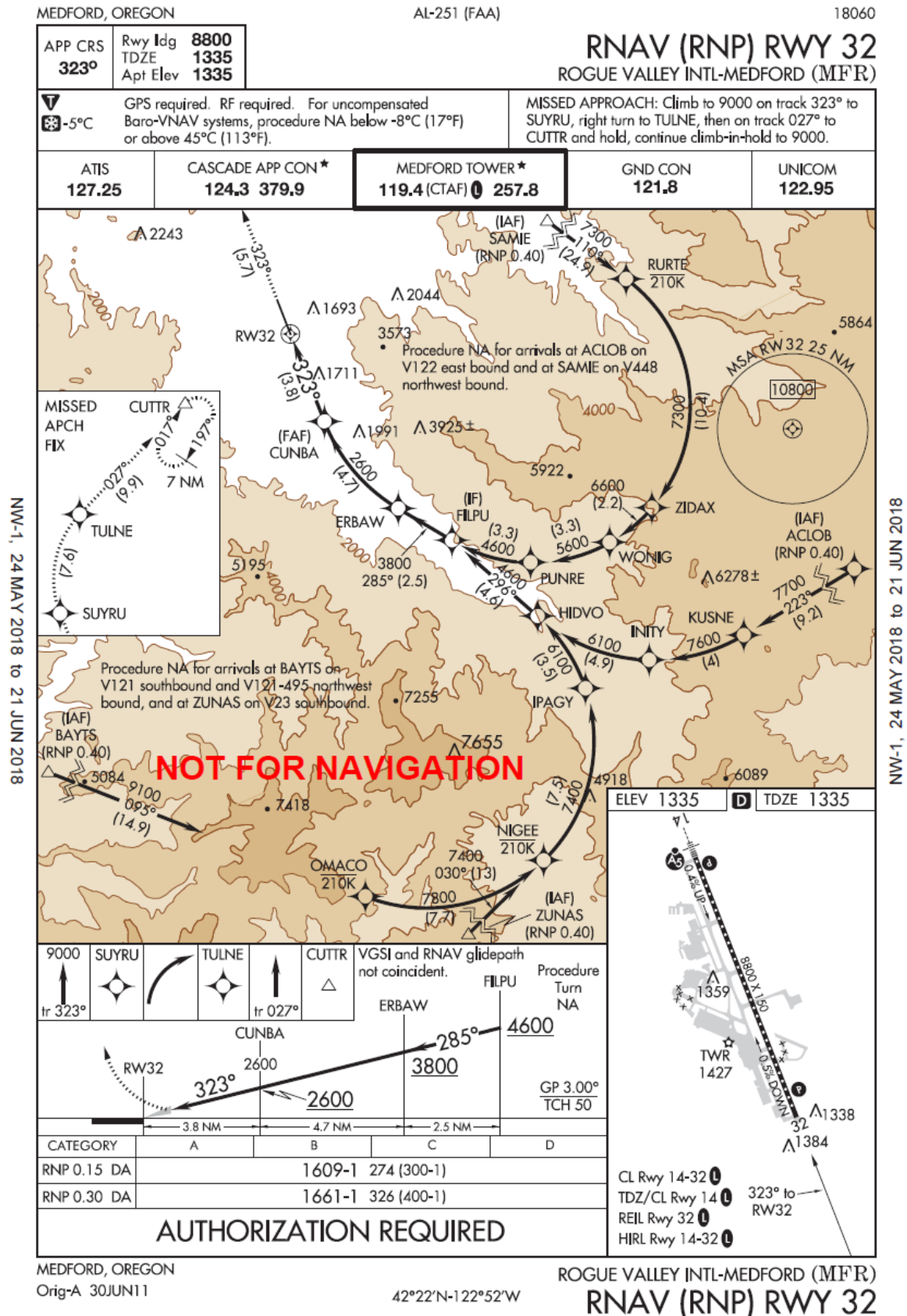
Uncompensated Baro–VNAV System or Manual Method:

- 1 Cold Temperature Restricted Airport Temperature Limit: -5°C
- 2 Altitude at the PFAF (CUNBA) = 2600 ft.
- 3 Airport elevation = 1335 ft.
- 4 Difference: $2600\text{ ft.} - 1335\text{ ft.} = 1265\text{ ft.}$
- 5 Use the AIM 7-2-3 ICAO Cold Temperature Error Table for a height above airport of 1265 ft. and -5°C . The approximate calculation is 100 ft. Add the correction to the FAF and all procedure altitudes outside of the FAF up to but not including IF:
 - ERBAW (Stepdown Fix): $3800 + 100 = 3900\text{ ft}$
 - CUNBA (PFAF): $2600 + 100 = 2700\text{ ft.}$

If the airport temperature decreases below -8°C , an uncompensated baro-VNAV system may not be used to fly this approach. Cold temperature correction is still required on the intermediate segment for all other non RNAV (RNP) approaches flown at this airport.

Compensated Baro-VNAV System:

Operators using a temperature compensating RNAV system to make altitude corrections will set the current airport temperature (-5°C) and activate the system for the intermediate segment. At temperatures below -8°C , baro-VNAV temperature compensation must be on and active to fly this approach. Manual calculation of a cold temperature compensated MDA or DA, as applicable, is still required. Cold temperature correction is still required on the intermediate segment.



(KMFR) Rogue Valley Intl–Medford. Reported Temperature -5°C ILS or LOC/DME RWY 14.

All Segments Method: All segments corrected from IAF through MA holding altitude.

Uncompensated Baro–VNAV System or Manual Method:

- 1 Cold Temperature Restricted Airport Temperature Limit: -5°C
- 2 Altitude at the FAF (OSSAJ) = 3800 ft.
- 3 Airport elevation = 1335 ft.
- 4 Difference: $3800\text{ ft.} - 1335\text{ ft.} = 2465\text{ ft.}$
- 5 Use the AIM 7–2–3 ICAO Cold Temperature Error Table for a height above airport of 2465 ft. and -5°C . The approximate calculation is 200 ft.
- 6 Add the correction to the FAF and all procedure altitudes outside of the FAF up to and including IAF altitudes:
 - SAMIE (IAF): $6000 + 200 = 6200\text{ ft.}$
 - FISTA (IF): $5900 + 200 = 6100\text{ ft.}$
 - AMASE (stepdown fix): $4700 + 200 = 4900\text{ ft.}$
 - OSSAJ (FAF): $3800 + 200 = 4000\text{ ft.}$
- 7 Correct altitudes in the final segment based on the minima used. ILS DA(H): 1503 ft.
- 8 Difference: $1503\text{ ft.} - 1335\text{ ft.} = 168\text{ ft.}$
- 9 AIM 7–2–3 Table: 168 ft. at -5°C is 20 ft. Use 20 ft. for correction or round up to 100 ft.
- 10 Add correction to DA: $1503\text{ ft.} + 20\text{ ft.} = 1523\text{ ft.}$
- 11 Correction at final holding altitude (OED VORTAC): Take final holding altitude and subtract field elevation: $6400\text{ ft.} - 1335\text{ ft.} = 5065\text{ ft.}$ Using table, correction is approximately 400 ft.
 - Missed Approach final holding altitude (OED VORTAC): $6400 + 400 = 6800\text{ ft.}$

Compensated Baro–VNAV System:

Operators using a temperature compensating RNAV system to make altitude corrections will be set to the current airport temperature (-5°C) and activated prior to the passing the IAF. A manual calculation of the cold temperature altitude correction is required for the MDA/DA.

NTAP Segment(s) method: Intermediate segment required

Uncompensated Baro–VNAV System or Manual Method:

- 1 Cold Temperature Restricted Airport Temperature Limit: -5°C
- 2 Altitude at the FAF (OSSAJ) = 3800 ft.
- 3 Airport elevation = 1335 ft.
- 4 Difference: $3800\text{ ft.} - 1335\text{ ft.} = 2465\text{ ft.}$
- 5 Use the AIM 7–2–3 ICAO Cold Temperature Error Table for a height above airport of 2465 ft. and -5°C . The approximate calculation is 200 ft. Add the correction to the FAF and all procedure altitudes outside of the FAF up to but not including IF:
 - AMASE (stepdown fix): $4700 + 200 = 4900\text{ ft.}$
 - OSSAJ (FAF): $3800 + 200 = 4000\text{ ft.}$

Compensated Baro–VNAV System:

Operators using a temperature compensating RNAV system to make altitude corrections will set the current airport temperature (-5°C) and activate the system for the intermediate segment.

MEDFORD, OREGON

AL-251 (FAA)

18060

| | | |
|--|------------------------|--|
| LOC/DME I-MFR 110.3 Chan 40 | APP CRS 143° | Rwy Idg TDZE Apt Elev 8800 1303 1335 |
|--|------------------------|--|

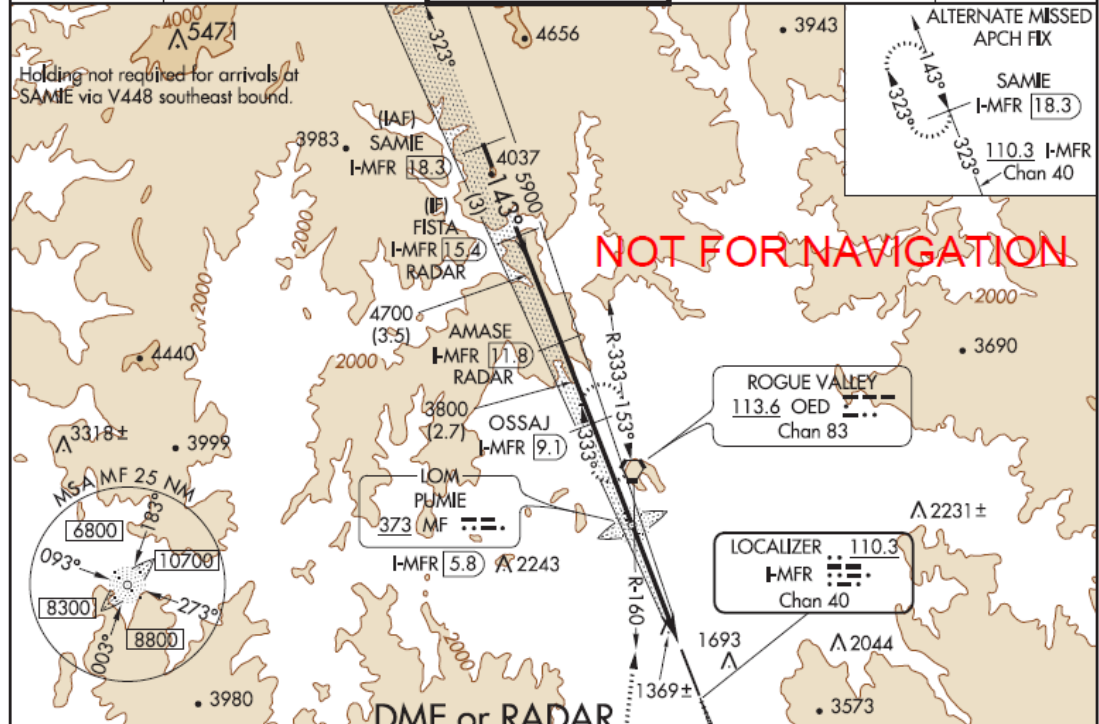
ILS or LOC/DME RWY 14

ROGUE VALLEY INTL-MEDFORD (MFR)

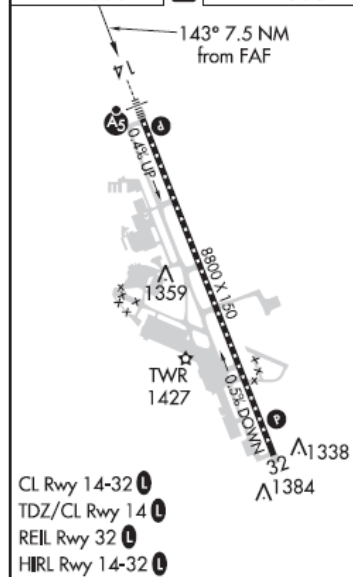
When Medford altimeter setting not received, procedure NA.
For inoperative MALSR, increase S-ILS 14 all Cats visibility to 2½. DME required. Circling NA at night to Rwy 10.
#Missed approach requires minimum climb of 319 feet per NM to 4100.

MALSR
MISSED APPROACH: Climb to 6400 via I-MFR SE course to JILOK/I-MFR 1.6 DME and climbing right turn on heading 350 and OED VORTAC R-160 to OED VORTAC and hold, continue climb-in-hold to 6400.

| | | | | |
|-----------------------|--|---|-------------------------|-------------------------|
| ATIS 127.25 | CASCADE APP CON* 124.3 379.9 | MEDFORD TOWER* 119.4(CTAF) 0257.8 | GND CON 121.8 | UNICOM 122.95 |
|-----------------------|--|---|-------------------------|-------------------------|

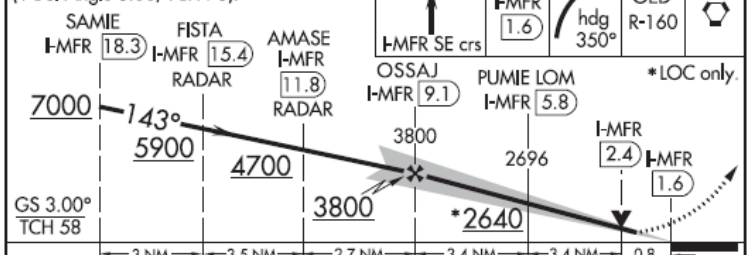


ELEV 1335 D TDZE 1303



DME or RADAR REQUIRED

VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 73).



| CATEGORY | A | B | C | D |
|-----------|------------------------|-------------------------|-------------------------|------------------------|
| S-ILS 14# | | 1503/18 | 200 (200-½) | |
| S-ILS 14 | | 1936-1¾ | 633 (700-1¾) | |
| S-LOC 14# | | 1620/24 | 317 (300-½) | |
| S-LOC 14 | 2080/24 777 (800-½) | 2080/40 777 (800-¾) | 2080-1¾ 777 (800-1¾) | 2080-2 777 (800-2) |
| CIRCLING | 2080-1 745 (800-1) | 2080-1¼ 745 (800-1¼) | 2080-2¼ 745 (800-2¼) | 2260-3 925 (1000-3) |

MEDFORD, OREGON

Amdt 2A 10MAR11

ROGUE VALLEY INTL-MEDFORD (MFR)

42°22'N-122°52'W

ILS or LOC/DME RWY 14

(KAMW) Ames Muni. Reported Temperature -27°C : RNAV (GPS) RWY 1.

All Segments Method: All segments corrected from IAF through MA holding altitude.

Uncompensated Baro-VNAV System or Manual Method:

- 1 Cold Temperature Restricted Airport Temperature Limit: -27°C
- 2 Altitude at the Final Approach Fix (FAF) (NIYKU) = 3400 ft.
- 3 Airport elevation = 956 ft.
- 4 Difference: $3400\text{ ft.} - 956\text{ ft.} = 2444\text{ ft.}$
- 5 Use the AIM 7-2-3 ICAO Cold Temperature Error Table for a height above airport of 2444 ft. and -27°C . The approximate calculation is 400 ft. Add the correction to the FAF and all procedure altitudes outside of the FAF up to and including IAF altitude:
 - WOWLU (IAF): $4000 + 400 = 4400$, SIFAY (IAF): $4000 + 400 = 4400$, OHFAH (IAF): $4000 + 400 = 4400$
 - OHFAH (IF): $4000 + 400 = 4400$
 - NIYKU (PFAF): $3400 + 400 = 3800\text{ ft.}$
- 6 Correct altitudes within the final segment altitude based on the minima used. LNAV/VNAV DA = 1364 ft.
- 7 Difference: $1364\text{ ft.} - 956\text{ ft.} = 408\text{ ft.}$
- 8 AIM 7-2-3 Table: 408 ft. at -27°C is approximately 70 ft. Use 70 ft. or round up to 100 ft. for correction.
 - Add correction to LNAV/VNAV DA: $1364\text{ ft.} + 70\text{ ft.} = 1434\text{ ft.}$ No correction at CEXOG required, only required if using LNAV minima.
- 9 Correction at FULLE: Take final holding altitude and subtract field elevation: $3000\text{ ft.} - 956\text{ ft.} = 2044\text{ ft.}$ Using table, 2044 ft height above airport and -27°C correction is approximately 330 ft. Round down to 300 ft. or up to 400 ft.
 - Missed Approach Holding Altitude/FULLE: $3000 + 300 = 3300\text{ ft.}$

If the airport temperature decreases below -16°C , an uncompensated baro-VNAV system may not be used to fly to the RNAV (GPS) LNAV/VNAV approach minima.

Compensated Baro-VNAV System:

Operators using a temperature compensating RNAV system to make altitude corrections will be set to the current airport temperature of -27°C and activated prior to the passing the IAF. A manual calculation of the cold temperature altitude correction is required for the MDA/DA. At temperatures below -16°C , a compensating baro-VNAV system must be on and active to fly to the LNAV/VNAV line of minima on this approach. Manual calculation of a cold temperature compensated MDA or DA is still required.

(KAMW) Ames Muni. Reported Temperature -27°C : RNAV (GPS) RWY 1.

NTAP Segment(s) method: Intermediate segment required

Uncompensated Baro-VNAV System or Manual Method:

- 1 Cold Temperature Restricted Airport Temperature Limit: -27°C
- 2 Altitude at the PFAF (NIYKU) = 3400 ft.
- 3 Airport elevation = 956 ft.
- 4 Difference: $3400\text{ ft.} - 956\text{ ft.} = 2444\text{ ft.}$
- 5 Use the AIM 7-2-3 ICAO Cold Temperature Error Table for a height above airport of 2444 ft. and -27°C . The approximate calculation is 400 ft. Add the correction to the FAF and all procedure altitudes outside of the FAF up to but not including IF:
 - NIYKU (PFAF): $3400 + 400 = 3800\text{ ft.}$

Compensated Baro-VNAV System:

Operators using a temperature compensating RNAV system to make altitude corrections will be set to the current airport temperature of -27°C and activated prior to the intermediate segment. At temperatures below -16°C , a compensating baro-VNAV system must be on and active to fly to the LNAV/VNAV line of minima on this approach. Manual calculation of a cold temperature compensated MDA or DA is still required.

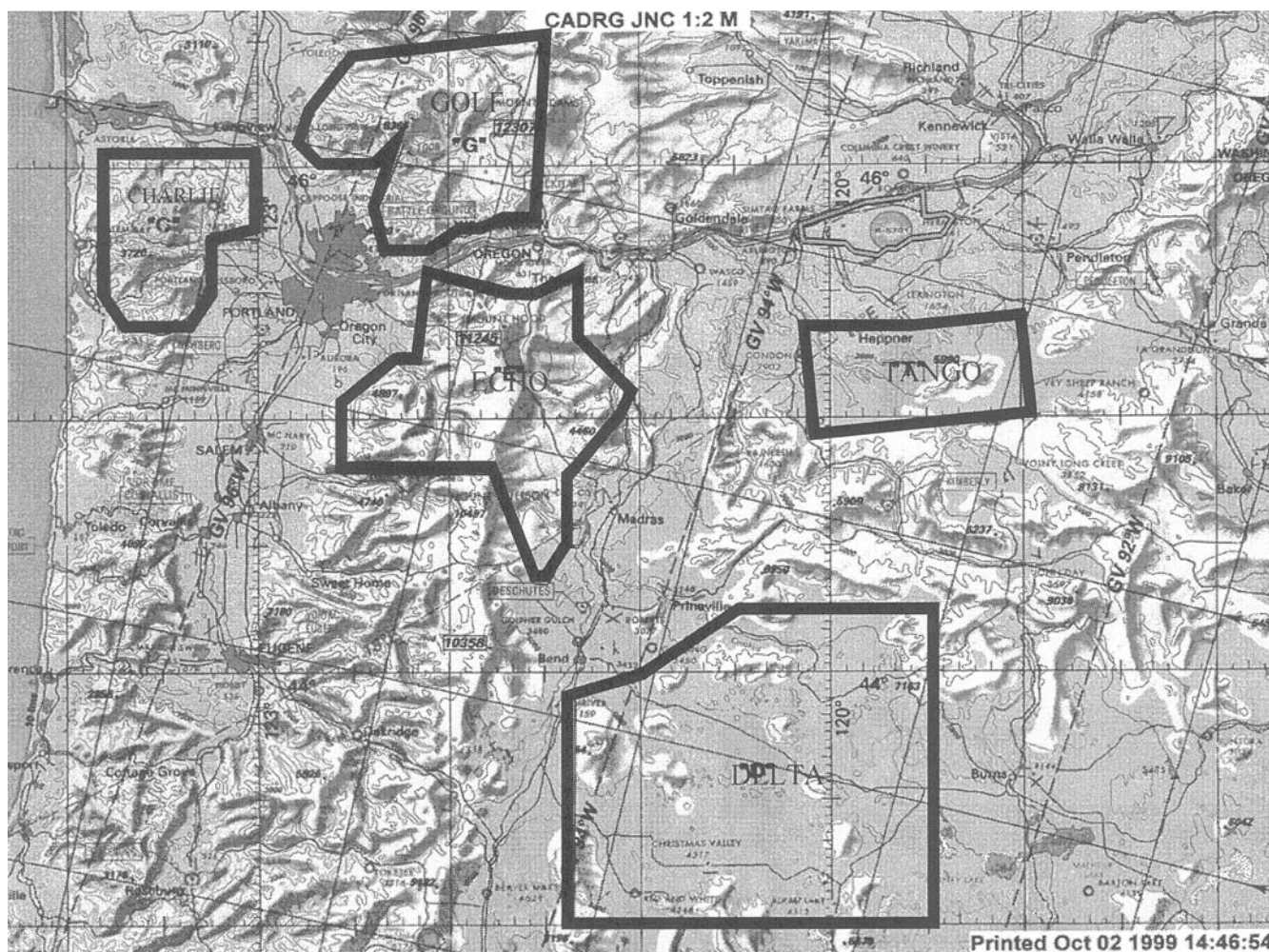
Section 2. Special Military Operations

Notice to Pilots and Interested Personnel in Northern Oregon and Southwest Washington

LIGHTS OUT MILITARY HELICOPTER OPERATIONS

Effective Date: April 30, 2000

The U.S. Air Force 304th Rescue Squadron conducts low altitude flight in five low altitude tactical navigation (LATN) Areas: "Charlie," "Delta," "Echo," "Golf," and "Tango." These operations are conducted day and night below 200 feet above ground level (AGL). The night operations are conducted utilizing night vision goggles (NVGs). FAA exemption 5891A authorized NVG training in Air Force helicopters to be conducted without lighted position lights. These operations will ONLY be conducted below 200 feet AGL and outside of five (5) nautical miles from any public use airport, within the five (5) LATN areas.

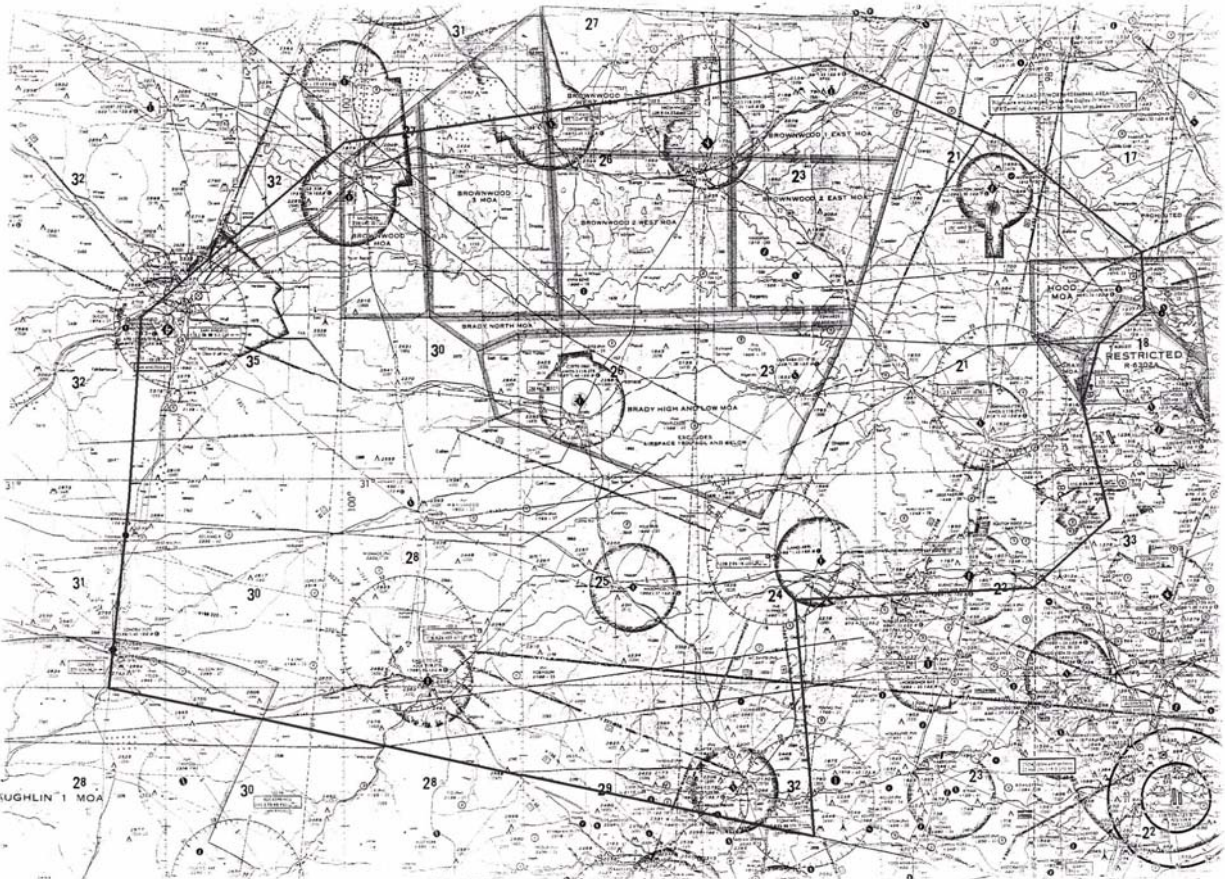


(ANM-520.6 3/2/2000)

Notice to Pilots and Interested Personnel in Central and Southwest Texas

LIGHTS OUT MILITARY HELICOPTER OPERATIONS

The U.S. Army/National Guard is conducting “lights out” tactical helicopter training. These operations are conducted day and night. The night operations are conducted without the use of exterior aircraft lights from the surface up to 200 feet AGL, outside four (4) nautical miles from any public-use airport, and within the boundaries depicted below:



Beginning at lat. 31°24'00" N., long. 097°44'00" W./ North Fort Hood;
to lat. 31°30'00" N., long. 097°44'00" W.; to lat. 31°48'00" N., long. 098°07'00" W.;
to lat. 31°57'00" N., long. 098°37'00" W.; to lat. 31°48'00" N., long. 099°59'00" W.;
to lat. 31°23'00" N., long. 100°35'00" W.; to lat. 30°29'00" N., long. 100°40'00" W.;
to lat. 30°16'00" N., long. 098°42'00" W.; to lat. 30°43'00" N., long. 098°41'00" W.;
to lat. 30°45'00" N., long. 098°03'00" W.; to lat. 30°52'00" N., long. 097°52'00" W.;
to lat. 31°09'00" N., long. 097°55'00" W.; to lat. 31°17'00" N., long. 097°53'00" W.;
to point of origin.

(SJT 2/21/02)

LIGHTS OUT/LOW LEVEL MILITARY HELICOPTER OPERATIONS IN SOUTHWEST WISCONSIN

The Army National Guard is conducting “Lights Out” tactical operation training IAW FAA Exemption 3946J. These operations are conducted between official sunset and official sunrise at an altitude below 500’ agl. and outside four (4) nautical miles from any public use airport.

The Routes are defined as below:

LONE ROCK (NVG Route #1)

42° 49.70’ N 89° 24.70’ W – SP
42° 45.50’ N 89° 58.00’ W – CP A
42° 46.00’ N 90° 17.50’ W – CP B
43° 03.80’ N 90° 56.40’ W – CP C
43° 17.74’ N 91° 01.13’ W – CP D
43° 43.16’ N 91° 04.76’ W – CP E
43° 53.21’ N 91° 00.64’ W – CP F
44° 08.82’ N 90° 44.30’ W – RP

DELLS (NVG Route #2)

43° 11.00’ N 89° 54.50’ W – SP
43° 26.35’ N 90° 21.24’ W – CP A
43° 41.34’ N 90° 47.89’ W – CP B
43° 43.49’ N 90° 54.37’ W – CP C
43° 50.10’ N 90° 57.31’ W – CP D
43° 51.32’ N 90° 59.43’ W – CP E
43° 53.21’ N 91° 00.64’ W – CP F
44° 08.82’ N 90° 44.30’ W – RP

CW3 TRAVIS E. BOXRUCKER
AASF#2 MADISON, WI
travis.boxrucker@us.army.mil

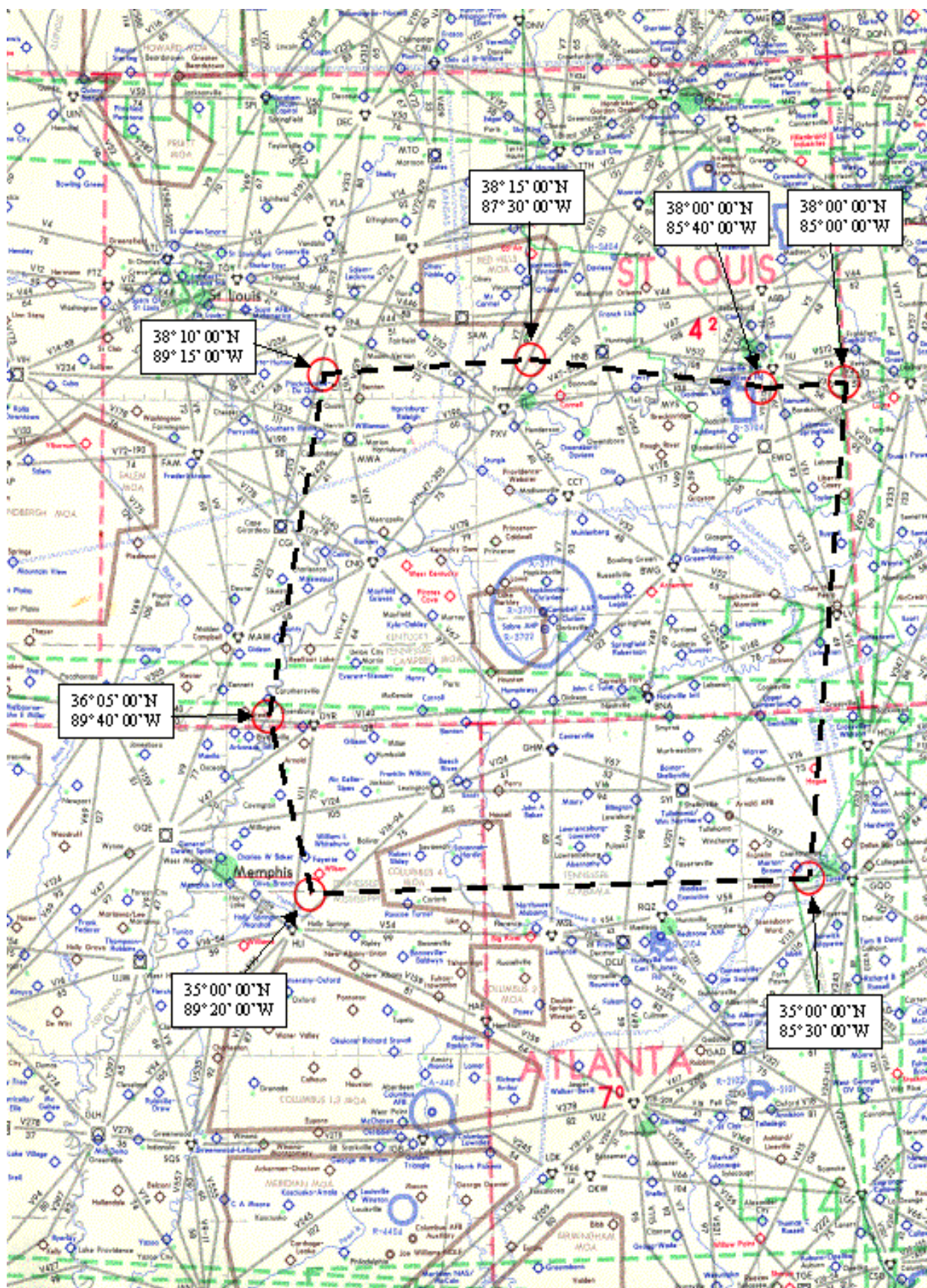
Notice to Pilots and Interested Persons in KY, TN, Southern IL, IN and Northern AL

LIGHTS OUT MILITARY HELICOPTER OPERATIONS

The U.S. Army is conducting “lights out” tactical helicopter training. These operations are conducted without the use of exterior aircraft lights from the surface to 500 feet above ground level, in accordance with FAA Exemption 3946, as amended, during the times of Sunset to Sunrise, and within the boundaries depicted below:

Lat. 38-00-00N, Long. 085-00-00W, to
Lat. 35-00-00N, Long. 085-30-00W, to
Lat. 35-00-00N, Long. 089-20-00W, to
Lat. 36-05-00N, Long. 089-40-00W, to
Lat. 38-10-00N, Long. 089-15-00W, to
Lat. 38-15-00N, Long. 087-30-00W, to
Lat. 38-00-00N, Long. 085-40-00W, to
point of origin. Excluding that airspace
within a 4 nautical mile radius of all public
use airports, and also excluding all class
“B”, “C”, “D” and “E” controlled airspace.

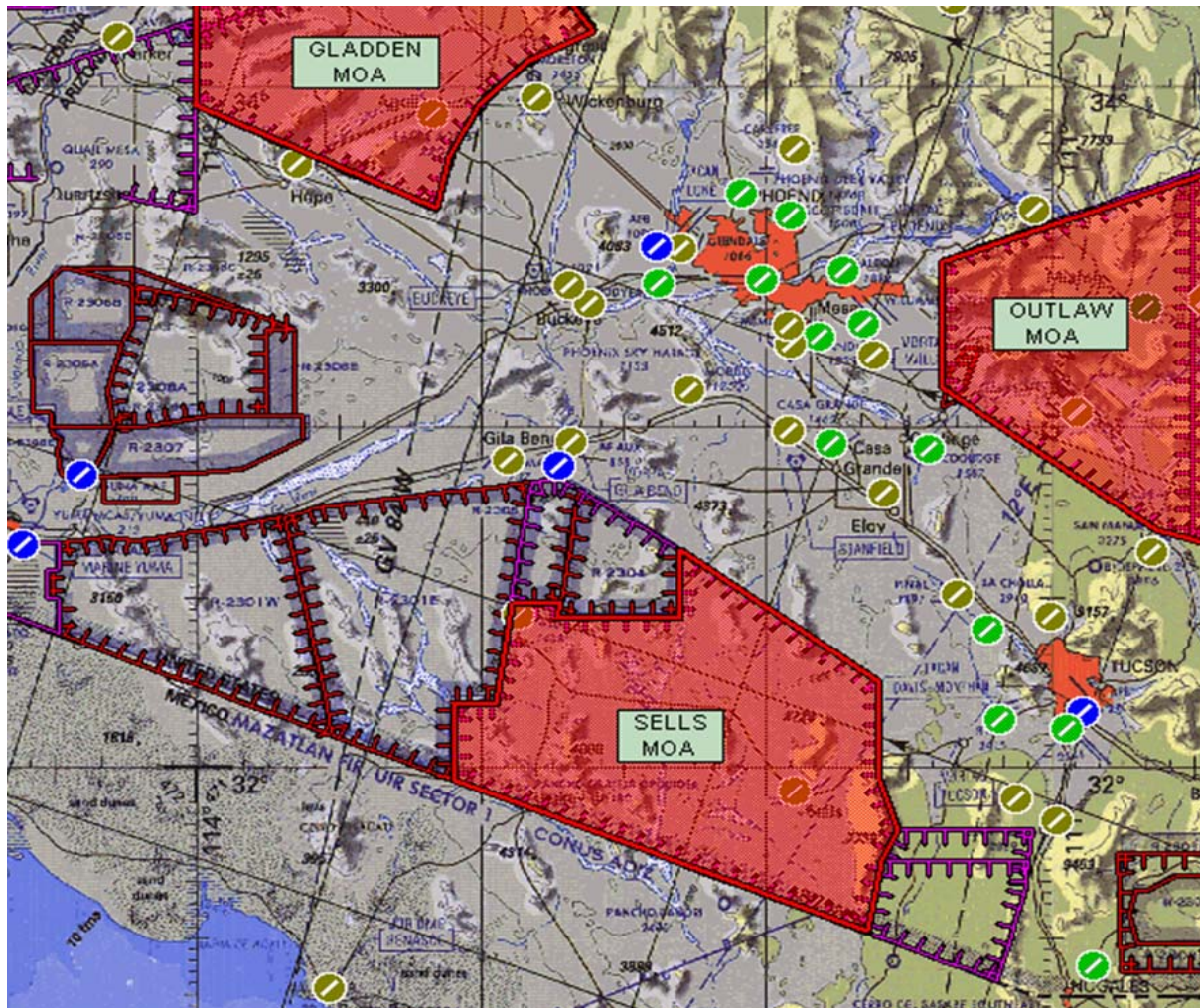
(ASO-530/920 6/8/06)



Notice to Pilots and Other Interested Personnel in Southern Arizona

Night Vision Goggle Lights-Out Operations Sells Low/Sells 1 MOA, Arizona

Lights-out night vision goggle training operations will be conducted within the Sells Low/Sells 1 MOAs at all altitudes from sunset to 0700Z, Monday-Friday, or as scheduled by NOTAM when the MOAs are activated for military training. Nonparticipating pilots should contact Albuquerque Center on 126.45 or 125.25 for traffic advisories and NOTAM information.



Fox 3 High/Low, Paxon High/Low, and Delta 5 Military Operations Areas (MOAs)

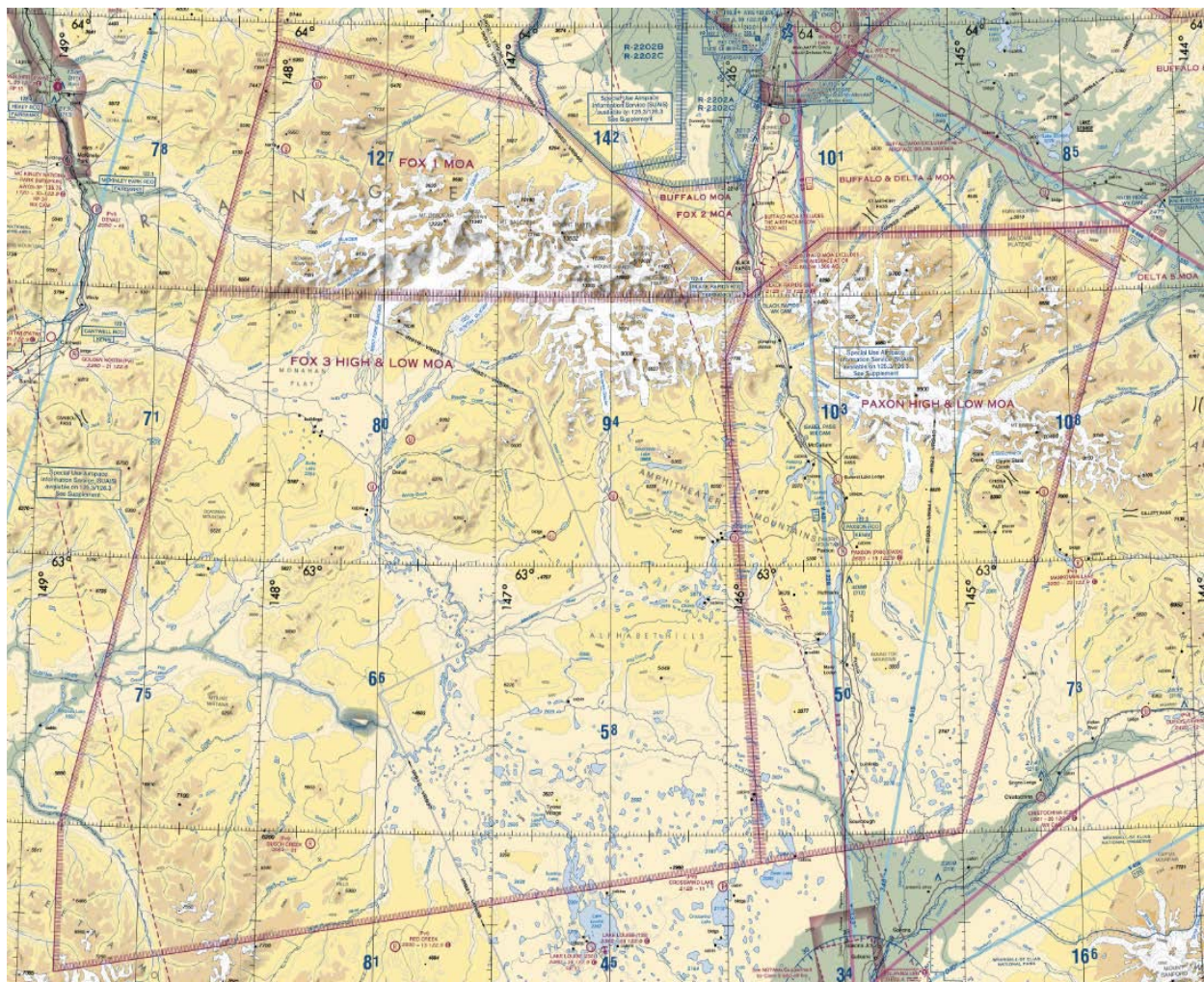
Big Delta, AK

Effective: beginning November 8, 2018

New airspace: Fox 3 High/Low, Paxon High/Low, and Delta 5 Military Operations Areas (MOAs) in the vicinity of Big Delta, AK will be effective November 8, 2018. The printed/folded chart copies of the Anchorage Sectional 103rd Edition (effective November 8, 2018) do not depict this airspace. A depiction of the new airspace and coordinates are provided below. Also provided is a corrected inset table showing altitude structure, time of use, controlling agency and contact frequencies.

Digital copies of the corrected sectional charts are available at https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/vfr/

Anchorage Sectional depiction of missing airspace:



Coordinates for the new airspaces are as follows:

Fox 3 High MOA, AK

Boundaries: Beginning at lat. 63°30'00" N., long. 145°54'00" W.;
to lat. 63°23'00" N., long. 146°00'00" W.;
to lat. 62°26'53" N., long. 145°51'33" W.;
to lat. 62°13'35" N., long. 148°50'50" W.;
to lat. 62°30'00" N., long. 148°50'50" W.;
to lat. 63°30'00" N., long. 148°16'46" W.;
to the point of beginning.

Fox 3 Low MOA, AK

Boundaries: Beginning at lat. 63°30'00" N., long. 145°54'00" W.;
to lat. 63°23'00" N., long. 146°00'00" W.;
to lat. 62°26'53" N., long. 145°51'33" W.;
to lat. 62°13'35" N., long. 148°50'50" W.;
to lat. 62°30'00" N., long. 148°50'50" W.;
to lat. 63°30'00" N., long. 148°16'46" W.;
to the point of beginning.

Paxon High MOA, AK

Boundaries: Beginning at lat. 63°30'00" N., long. 145°54'00" W.;
to lat. 63°37'00" N., long. 145°33'00" W.;
to lat. 63°37'00" N., long. 144°33'14" W.;
to lat. 63°32'22" N., long. 144°16'22" W.;
to lat. 62°30'00" N., long. 145°00'00" W.;
to lat. 62°26'53" N., long. 145°51'33" W.;
to lat. 63°23'00" N., long. 146°00'00" W.;
to the point of beginning.

Paxon Low MOA, AK

Boundaries: Beginning at lat. 63°30'00" N., long. 145°54'00" W.;
to lat. 63°37'00" N., long. 145°33'00" W.;
to lat. 63°37'00" N., long. 144°33'14" W.;
to lat. 63°32'22" N., long. 144°16'22" W.;
to lat. 62°30'00" N., long. 145°00'00" W.;
to lat. 62°26'53" N., long. 145°51'33" W.;
to lat. 63°23'00" N., long. 146°00'00" W.;
to the point of beginning.

Delta 5 MOA, AK

Boundaries: Beginning at lat. 63°37'00" N., long. 144°33'14" W.;
to lat. 63°37'00" N., long. 144°13'00" W.;
to lat. 63°32'22" N., long. 144°16'22" W.;
to the point of beginning.

Anchorage Sectional inset table:

| MOA NAME | ALTITUDE* | TIME OF USE† | CONTROLLING AGENCY/ CONTACT FACILITY | FREQUENCIES |
|--------------|---|---|---|--------------|
| BIRCH | 500 AGL TO BUT NOT INCL 5000 | 0800-1800 MON-FRI | ANCHORAGE CNTR | 135.3 322.5 |
| BUFFALO | 300 AGL TO BUT NOT INCL 7000 | 0800-1800 MON-FRI | ANCHORAGE CNTR | 135.3 322.5 |
| DELTA 2 | 5000 | 0700-2400 MON-FRI MAJOR FLYING EXERCISES ONLY | ANCHORAGE CNTR | 135.3 322.5 |
| DELTA 3 | 3000 AGL | 0700-2400 MON-FRI MAJOR FLYING EXERCISES ONLY | ANCHORAGE CNTR | 135.3 322.5 |
| DELTA 4 | 7000 | 0700-2400 MON-FRI MAJOR FLYING EXERCISES ONLY | ANCHORAGE CNTR | 135.3 322.5 |
| DELTA 5 | 500 AGL | 0700-2400 | ANCHORAGE CNTR | 125.55 254.3 |
| EIELSON | 100 AGL | 0800-1800 MON-FRI | ANCHORAGE CNTR | 135.3 322.5 |
| FOX 1 | 5000 AGL | 0800-1800 MON-FRI | ANCHORAGE CNTR | 135.3 322.5 |
| FOX 2 | 7000 | 0800-1800 MON-FRI | ANCHORAGE CNTR | 135.3 322.5 |
| FOX 3 HIGH | 5000 AGL | 0800-1800 MON-FRI | ANCHORAGE CNTR | 125.55 254.3 |
| FOX 3 LOW | 500 AGL TO BUT NOT INCL 5000 | 0700-2400 | ANCHORAGE CNTR | 125.55 254.3 |
| PAXON HIGH | 14,000 | 0800-1800 MON-FRI | ANCHORAGE CNTR | 125.55 254.3 |
| PAXON LOW | 500 AGL TO BUT NOT INCL 14,000 | 0700-2400 | ANCHORAGE CNTR | 125.55 254.3 |
| SUSITNA | 10,000 OR 5000 AGL WHICHEVER IS HIGHER | INTERMITTENT 0800-1800 MON-FRI | ANCHORAGE CNTR | 125.55 254.3 |
| YUKON 1 | 100 AGL | 0800-1800 MON-FRI | ANCHORAGE CNTR | 133.1 285.4 |
| YUKON 3 HIGH | 10,000 | 1000-1500 MON-FRI | ANCHORAGE CNTR | 135.3 322.5 |
| YUKON 3A LOW | 100 AGL TO BUT NOT INCL 10,000 | 1000-1130 & 1330-1500 MON-FRI | ANCHORAGE CNTR | 135.3 322.5 |
| YUKON 3B | 2000 AGL | BY NOTAM | ANCHORAGE CNTR | 135.3 322.5 |

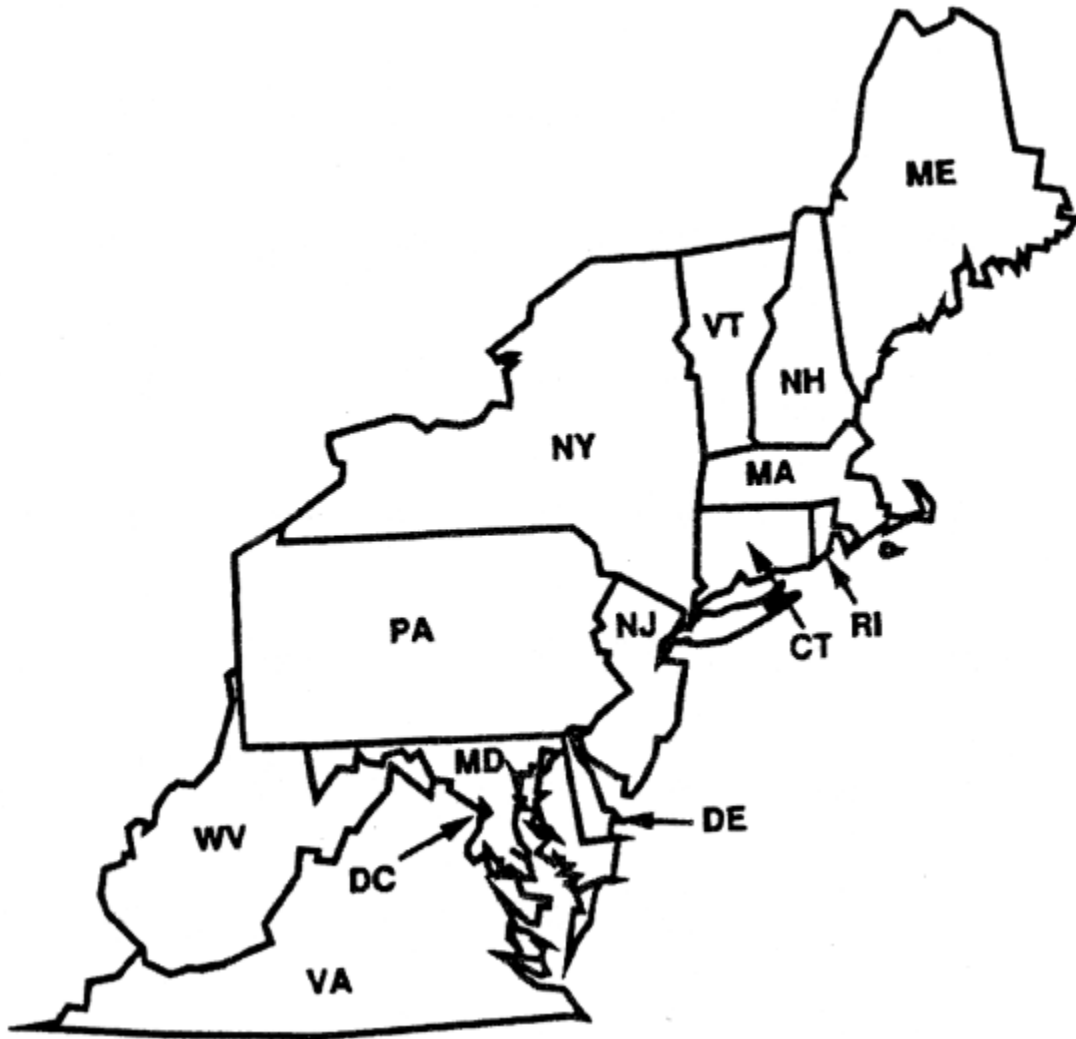
*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.

†Other times contact USAF SUAIS or FAA FSS, see SUAIS in Supplement.

//END//

Section 3. Airport and Facility Notices

Northeast United States



**There are no Northeast United States notices for this edition.*

Southeast United States



**There are no Southeast United States notices for this edition.*

East Central United States



CLEVELAND-HOPKINS INTERNATIONAL AIRPORT (CLE) STANDARD (CODED) TAXI ROUTES

Effective: Until Further Notice

The Cleveland–Hopkins International Airport (CLE) has instituted standardized taxi routes to all runways for departure aircraft.

These standardized taxi routes will use color-coded designations for routings to various runways. The color-coded routes may be issued by the CLE ground controller instead of the normal traditional full taxiway routings. The routes and associated codes are published in text form below. Pilots who are unable to comply with standardized routes should advise ground control on initial contact.

READBACK ALL HOLD SHORT INSTRUCTIONS

| Runway 6L | | |
|-----------|----------------------------|---|
| Route ID | Start Point | Routing Via |
| Violet | All Terminal Parking Areas | Juliet, Kilo, Lima, November HOLD SHORT OF RUNWAY 6R and monitor 120.9, Golf. <i>(Monitor 124.5 when west of Runway 6R)</i> |

| Runway 6R | | |
|-----------|----------------------------|------------------------|
| Route ID | Start Point | Routing Via |
| Emerald | All Terminal Parking Areas | Juliet, Kilo and Lima. |

| Runway 6R, Intersection Tango | | |
|-------------------------------|----------------------------|------------------------------|
| Route ID | Start Point | Routing Via |
| Red | All Terminal Parking Areas | Juliet, Kilo, Lima and Tango |

| Runway 24L | | |
|------------|----------------------------|-------------------------------|
| Route ID | Start Point | Routing Via |
| Blue | All Terminal Parking Areas | Juliet, Sierra, Lima, Whiskey |

| Runway 24R | | |
|------------|----------------------------|--|
| Route ID | Start Point | Routing Via |
| Grey | All Terminal Parking Areas | Juliet, Sierra, HOLD SHORT OF RUNWAY 24L and monitor 120.9, Sierra. <i>(Monitor 124.5 when west of Runway 24L)</i> |

| Runway 24R | | |
|------------|----------------------------|---|
| Route ID | Start Point | Routing Via |
| Orange | All Terminal Parking Areas | Juliet, Romeo HOLD SHORT OF RUNWAY 24L and monitor 120.9, Bravo, Golf, Sierra. <i>(Monitor 124.5 when west of Runway 24L)</i> |

(CLE ATCT 10/23/08)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

STANDARD (CODED) TAXI ROUTES

RUNWAY 22L

| Route ID | Starting Point | Routing Via |
|----------|--|---|
| Green 5 | <u>South terminal</u> circles 3N or 4N. CONTACT GROUND ON 121.8 | Uniform, Yankee. |
| Green 6 | <u>South terminal</u> circle 2S. CONTACT GROUND ON 119.25 | J-8, Tango, Yankee. Hold short of Quebec and contact ground on 132.72. Hold short of Uniform and contact ground on 121.8. |
| Green 7 | <u>North terminal</u> circle 1. CONTACT GROUND ON 119.45 | Hotel, Yankee. Hold short of Kilo and contact ground 121.8. |
| Green 8 | <u>South terminal</u> circle 2N. CONTACT GROUND ON 119.45 | Uniform, Foxtrot, Hotel and Yankee. Hold short of Kilo and contact ground on 121.8. |

RUNWAY 21R

| Route ID | Starting Point | Routing Via |
|----------|---|---|
| Blue 1 | <u>South terminal</u> circles 3N or 4N. CONTACT GROUND ON 121.8. | TURN RIGHT on Uniform, Golf, RY 9L, Mike and M-6. Hold short of U-8 and contact ground on 119.45. |
| Blue 2 | <u>South terminal</u> circles 3N or 4N. CONTACT GROUND ON 121.8. | TURN RIGHT on Uniform, Golf, Victor, Mike and M-6. Hold short of U-8 and contact ground on 119.45. |
| Blue 3 | <u>South terminal</u> circle 2N. CONTACT GROUND ON 119.45. | Uniform, Golf, Victor, Mike, M-6. |
| Blue 4 | <u>South terminal</u> circle 2N. CONTACT GROUND ON 119.45. | Uniform, Golf, RY 9L, Mike, M-6. |
| Blue 6 | <u>South terminal</u> circle 3N or 4N CONTACT GROUND ON 121.8. | TURN LEFT on Uniform, join Kilo, RY 9L, Golf, Victor, Mike and M-6. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L. |

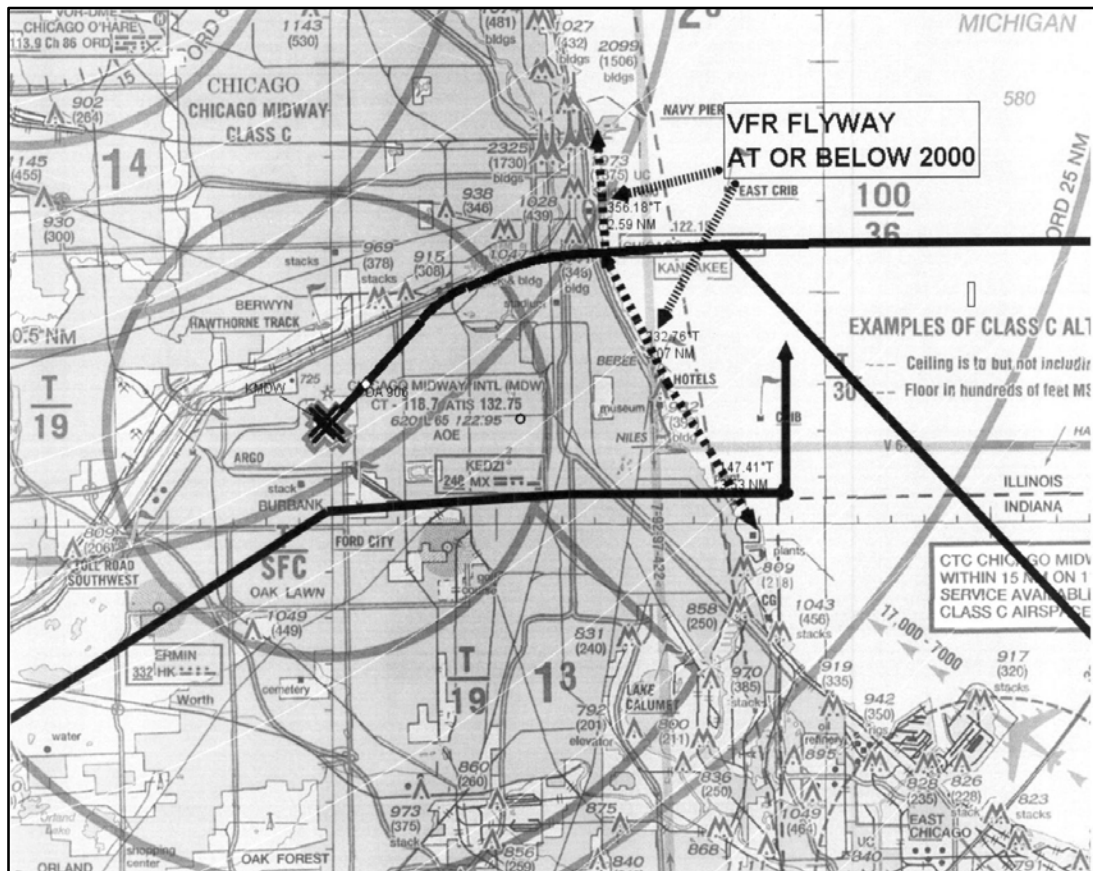
| | | |
|---------|--|--|
| Blue 7 | South terminal circles 2S. CONTACT GROUND ON 119.25 | Juliet, Papa Papa, Foxtrot, Whiskey and Papa. |
| Blue 11 | South terminal circles 3N or 4N CONTACT GROUND ON 121.8 | TURN LEFT on Uniform, join Kilo, RY 9L, Mike and M-6. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L. |
| Blue 16 | South terminal Taxiway Kilo between Taxiways Romeo and Uniform CONTACT GROUND ON 132.72. | Kilo, RY 9L, Mike and M-6. Hold short of Uniform and contact ground 121.8. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L. |
| Blue 17 | South terminal . Taxiway Kilo between Taxiways Romeo and Uniform CONTACT GROUND ON 132.72. | Kilo, RY 9L, Golf, Victor, Mike and M-6. Hold short of Uniform and contact ground 121.8. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L. |
| Blue 14 | North terminal circle 1 CONTACT GROUND ON 119.45 | Foxtrot, Victor, Mike, and M-6. |
| Blue 15 | North terminal circles 2 through 6 CONTACT GROUND ON 121.8 | Kilo, Victor, Mike and M-6. Hold short of Foxtrot and contact ground on 119.45. |

RUNWAY 3L

| Route ID | Starting Point | Routing Via |
|----------|---|--|
| Brown 8 | South terminal Taxiway Kilo between Taxiways Romeo and Uniform. CONTACT GROUND ON 132.72. | Kilo, RY 9L, Foxtrot and Mike. Hold short of Uniform and contact ground 121.8. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L. |
| Brown 2 | South terminal circle 2S. CONTACT GROUND ON 119.25. | Juliet, Papa Papa. Hold short of PP-1 and MONITOR tower on 118.4 |
| Brown 4 | North terminal circles 2 through 6 CONTACT GROUND ON 121.8 | Kilo, Victor, Foxtrot, Mike. Hold short of Foxtrot and contact ground on 119.45. |
| Brown 6 | North terminal circle 1 CONTACT GROUND ON 119.45 | Foxtrot, Mike. |
| Brown 7 | South terminal circle 2S. CONTACT GROUND ON 119.25. | Juliet, Papa Papa, PP1. |

MIDWAY AIRPORT (MDW) ARRIVALS TO RUNWAY 22L AND VFR AIRCRAFT

During times when MDW arrivals are landing on runway 22L, MDW arrivals will cross the Lake Michigan shoreline (from Navy Pier to Gary/Chicago Int'l airport) between 3,000 feet and 2,400 feet, inbound to runway 22L. When transitioning the Chicago Metropolitan area along the Lake Michigan shoreline, VFR aircraft are advised that lower altitudes are strongly suggested.



*Solid bold tracks indicate the estimated flight paths into Runway 22L

Should you have any questions, please feel free to contact the Chicago TRACON Plans and Procedures office at:

847.608.5548
847.608.5590

(AJV-C21, 2/1/2018)

South Central United States



NOTICES TO AIRMEN (NOTAM) FOR THE PROTOTYPE RUNWAY STATUS LIGHTS (RWSL) AT DALLAS FT WORTH INTERNATIONAL AIRPORT (DFW), DFW, TX

The Federal Aviation Administration (FAA) operates prototype Runway Status Lights (RWSL) system at DFW.

Runway Status Lights, indicate when a runway is unsafe to enter, cross, or take-off through the use of in-pavement red lights installed only at selected intersections and runways as described below.

LIGHTING

RWSL conveys the **runway occupancy status**, indicating when a runway is unsafe to enter through the use of red in-pavement warning Runway Entrance Lights (RELs) and when it is unsafe to take off through the use of red in-pavement warning Takeoff Hold Lights (THLs).

The RELs are a series of red lights, typically 6, 7 or up to 20+ in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One REL is placed just before the hold line and one REL is placed near the runway centerline. All RELs are directed toward the **runway hold line** and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location.

RELs are operational at the following intersections at DFW:

- **Runway 18L/36R**
- **Runway 17R/35L**
 - **Taxiways EK, K8, EL, EM (East Side)**
 - **Taxiways Y, Z, EJ, B, A (East and West Side)**
- **Runway 17C/35C**
 - **Taxiways EJ, EL, ER (East Side)**
 - **Taxiways Y, Z, B, A (East and West Side)**

The THLs are directed toward the **approach end** of the runway and are visible to pilots in position for takeoff or just commencing departure roll. There are two sets of THLs, each comprising a series of **red** in-pavement lights at 100' spacing along the runway centerline.

There are four sets of THLs on the following runways at DFW:

- **17R/35L comprised of 16 pairs for a total of 32 lights at each end of the runway**

When operating at airports with RWSL, pilots will operate with the transponder "On" when departing the gate or parking area until arrival at the gate or parking area. This ensures interaction with the FAA surveillance systems which provide information to the RWSL system.

Runway Status Lights indicate runway status only. They do not substitute for an ATC clearance. Pilots are still required to receive an ATC clearance as they normally would for any operation on the runway.

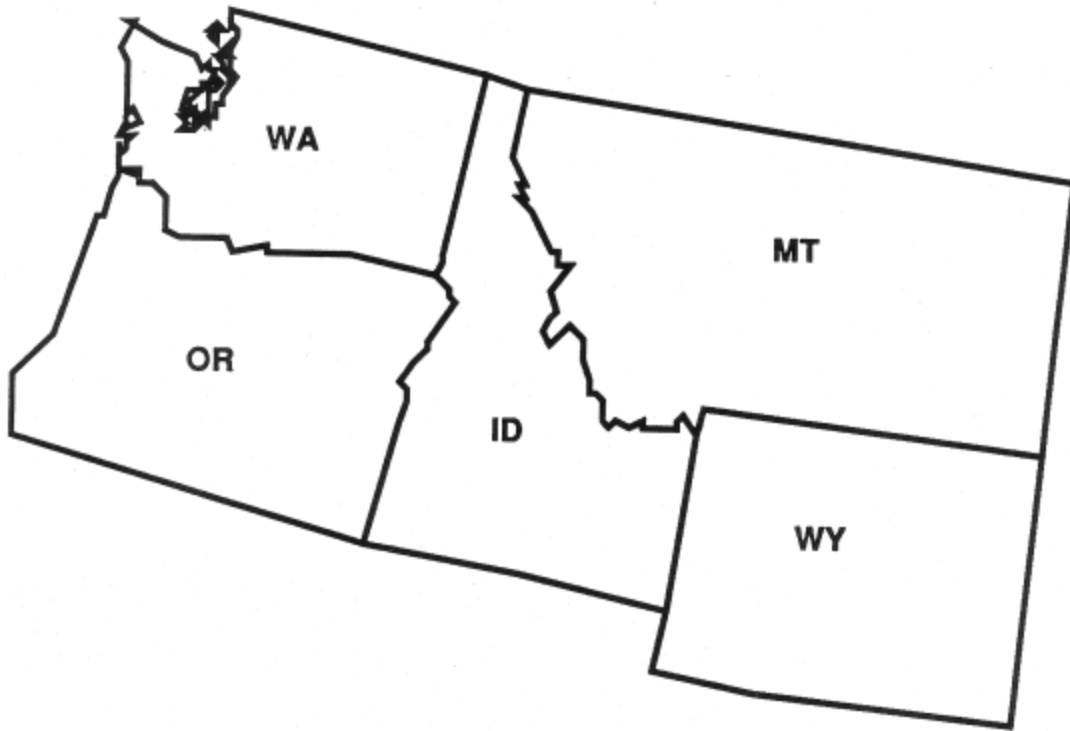
Pilots are encouraged to learn more about the RWSL system at
http://www.faa.gov/air_traffic/technology/rwsl/

North Central United States



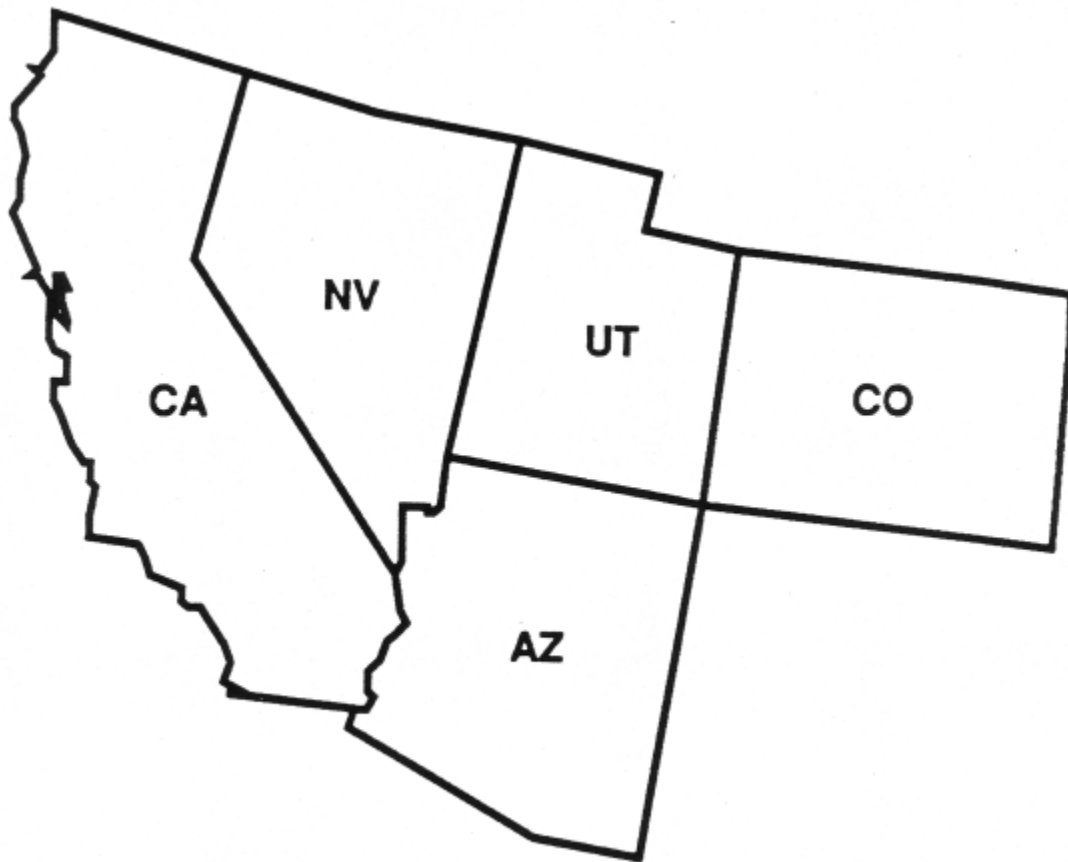
**There are no North Central United States notices for this edition.*

Northwest United States



**There are no Northwest United States notices for this edition.*

Southwest United States



Denver Tower

Standard Ramp Taxi Routes

Denver, Colorado

Denver Ramp Tower has instituted Standard Ramp Departure Taxi Routes for aircraft departing the main ramp and south cargo. Pilots who are unable to comply with standardized routes should advise Ramp Control on initial contact. The route will be issued by Ramp Control as “Standard Taxi East” or “Standard Taxi West”.

Standard Ramp Departure Taxi Routes

| Standard Taxi East | |
|--------------------------|--|
| Origin | Routing |
| Concourse A – South Side | Taxi via Taxiway Alfa Sierra (AS) towards Apron Location Point 2E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 2E. |
| Concourse A – North Side | Taxi via Taxiway Bravo Sierra (BS) towards Apron Location Point 4E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 4E. |
| Concourse B – South Side | Taxi via Taxiway Bravo Sierra (BS) towards Apron Location Point 4E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 4E. |
| Concourse B – North Side | Taxi via Taxiway Charlie Sierra (CS) towards Apron Location Point 6E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 6E. |
| Concourse C – South Side | Taxi via Taxiway Charlie Sierra (CS) towards Apron Location Point 6E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 6E. |
| Concourse C – North Side | Taxi via Taxiway Charlie November (CN) towards Apron Location Point 7E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 7E. |
| South Cargo | Taxi east on Taxiway Alfa (A). Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at the taxiway clearance bar. |

Standard Ramp Departure Taxi Routes

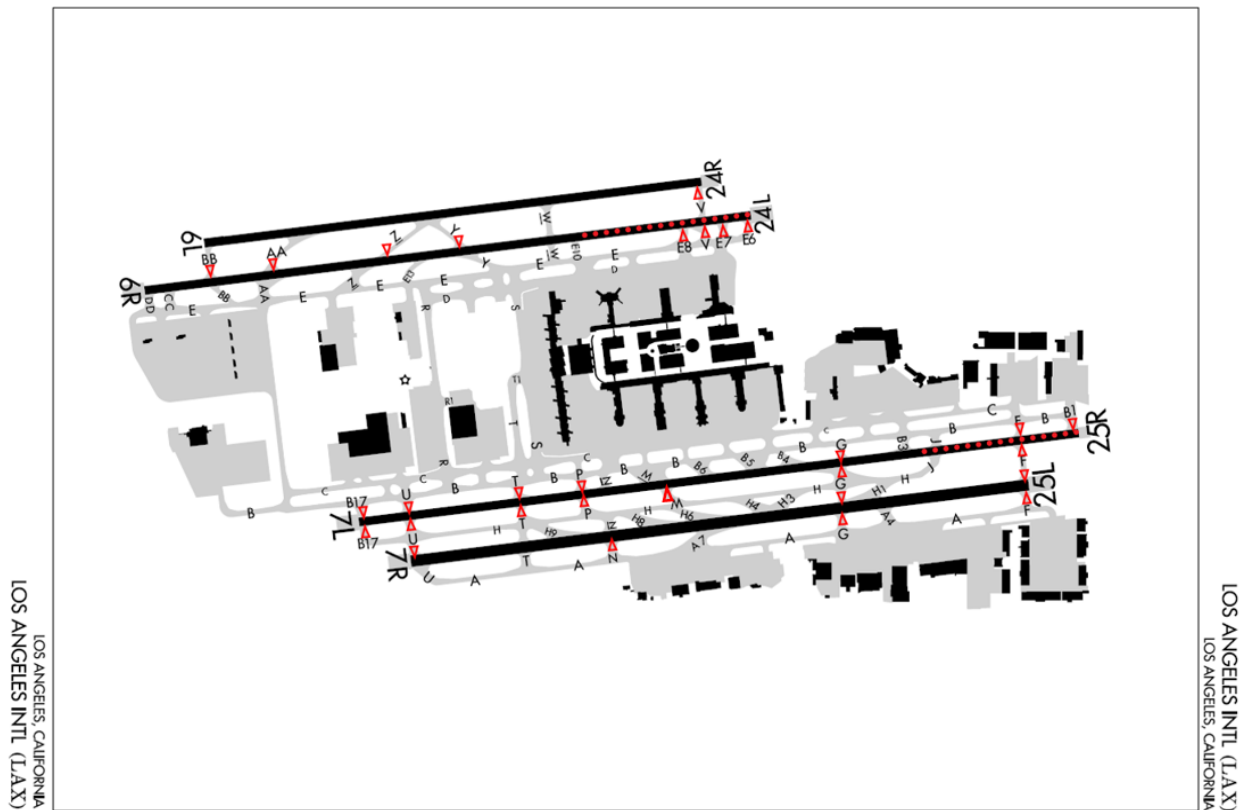
| Standard Taxi West | |
|---------------------------|---|
| Origin | Routing |
| Concourse A – South Side | Taxi via Taxiway Alfa Alfa (AA) towards Apron Location Point 1W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 1W. |
| Concourse A – North Side | Taxi via Taxiway Alfa November (AN) towards Apron Location Point 3W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 3W. |
| Concourse B – South Side | Taxi via Taxiway Alfa November (AN) towards Apron Location Point 3W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 3W. |
| Concourse B – North Side | Taxi via Taxiway Bravo November (BN) towards Apron Location Point 5W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 5W. |
| Concourse C – South Side | Taxi via Taxiway Bravo November (BN) towards Apron Location Point 5W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 5W. |
| Concourse C – North Side | Taxi via Taxiway Charlie November (CN) towards Apron Location Point 7W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 7W. |

LOS ANGELES INTERNATIONAL AIRPORT (LAX) RUNWAY STATUS LIGHTS (RWSLs)

LAX Runway Status Lights (RWSLs) are operating. RWSLs are red in-pavement lights that serve as warning lights on runways and taxiways indicating that it is unsafe to enter, cross, or begin takeoff on a runway when illuminated.

Note: *RWSLs indicate a runway's status only, they do not indicate clearance. Pilots and vehicle operators are required to receive a clearance from air traffic control before proceeding.*

Runway Status Lights at Los Angeles (LAX)



Takeoff Hold Lights (THLs)

- Runway 24L (North Complex)
- Runway 25R (South Complex)

Runway Entrance Lights (RELs)

South Complex:

- Taxiway B1 (North of Runway 25R)
- Taxiway F (North and South of Runways 25L/25R)
- Taxiway G (North and South of Runways 25L/25R)
- Taxiway M (South of Runway 25R)
- Taxiway N (South of Runway 25L)

- Taxiway P (North and South of Runway 25R)
- Taxiway T (North and South of Runway 25R)
- Taxiway U (North and South of Runway 25R and North of Runway 25L)
- Taxiway B17 (North and South of Runway 25R)

North Complex:

- Taxiway E6 (South of Runway 24L)
- Taxiway E7 (South of Runway 24L)
- Taxiway E8 (South of Runway 24L)
- Taxiway V (South of Runway 24R)
- Taxiway V (South of Runway 24L)
- Taxiway Y (North of Runway 24L)
- Taxiway Z (North of Runway 24L)
- Taxiway AA (North of Runway 24L)
- Taxiway BB (North of Runway 24L)

For more information, visit the website: https://www.faa.gov/air_traffic/technology/rwsl/



(AJV-W21, revision 2/1/2018)

STANDARDIZED TAXI ROUTES FOR LOS ANGELES INTERNATIONAL AIRPORT (KLAX)

The following standardized taxi routes may be issued to all taxiing aircraft:

North Route:

Taxi towards Taxiway Tango (T), taxi northbound on Taxiway Tango (T), and at checkpoint 1 contact Ground Control on frequency 121.65; hold short of Taxiway Delta (D).

(Taxiway Tango (T) is not visible from the ATCT)

South Route:

Taxi towards Taxiway Romeo (R), taxi southbound on Taxiway Romeo (R), and at checkpoint 2 contact Ground Control on frequency 121.4; hold short of Taxiway Charlie (C).

(Taxiway Romeo (R) is not visible from the ATCT)

West Route:

Taxi westbound on Taxiway Charlie (C) towards Taxiway Alfa Alfa (AA), hold short of Taxiway Alfa Alfa (AA), contact Ground Control on frequency 121.65 when number one approaching Taxiway Alfa Alfa (AA).

Bridge Route:

Taxi towards Taxiway Alfa Alfa (AA), taxi southbound on Taxiway Alfa Alfa (AA), and at checkpoint 3 contact Ground Control on frequency 121.4; hold short of Taxiway Charlie (C).

(Taxiway Alfa Alfa (AA) is not visible from the ATCT)

Romeo Route:

Taxi westbound on Taxiway Charlie (C) towards Taxiway Romeo (R), hold short of Taxiway Romeo (R), contact Ground Control on frequency 121.65 when number one approaching Taxiway Romeo (R).

(Taxiway Romeo (R) is not visible from the ATCT)

The Bradley Route was removed due to the extended closure of Taxilane Sierra (S)

(AJV-W21, 5/24/2018)

SAN DIEGO MCCLELLAN–PALOMAR AIRPORT

Pilots are encouraged to exercise caution when flying over exhaust plumes from power plant exhaust stacks 3.15 west of the McClellan–Palomar Airport. Information on avoiding flights over exhaust plumes is found in the Aeronautical Information Manual, Chapter 7, Section 7–5–15.



Alaska



Hawaii



**There are no Alaska and Hawaii notices for this edition.*

Section 4. Major Sporting and Entertainment Events

Toyota Owners 400

MONSTER ENERGY NASCAR CUP SERIES EVENT

RICHMOND, VIRGINIA
April 11– April 14, 2019

SPECIAL AIR TRAFFIC PROCEDURES

Special air traffic procedures to manage increased traffic, enhance safety, and minimize delays are in effect 1200 UTC April 11, 2019 through 0500 UTC April 14 2019 for the following airports:

| AIRPORT | IDENTIFIER |
|--------------------------------|-------------------|
| Richmond International Airport | RIC |
| Richmond Executive Airport | FCI |
| Hanover County Airport | OFP |

ATIS

Monitor Richmond International Airport ATIS on 119.15 prior to initial contact inbound and engine startup outbound.

IFR ARRIVAL ROUTES

Jet aircraft file one of the following routes:

| FROM | TO RIC |
|------------------|------------------------------|
| EXX/HKY/SVH | LYH POWTN4 KRIC |
| CLT/EQY/JQF | BARMY4 RDU NEAVL DUCXS4 KRIC |
| GSO/INT | QUAK7 SBV KELCE DUCXS4 KRIC |
| Florida airports | FLO RDU NEAVL DUCXS4 KRIC |

| FROM | TO FCI/OFP |
|------------------|----------------------|
| EXX/HKY/SVH | LYH FAK |
| CLT/EQY/JQF | BARMY4 RDU LVL MANGE |
| GSO/INT | QUAK7 SBV NUTTS |
| Florida airports | FLO RDU LVL MANGE |

VFR ARRIVALS

Richmond Class C Airspace

Pilot participation and Class C Service is required for aircraft landing at airports within the lateral limits of the Richmond Class C airspace. Contact Potomac Approach Control at least 20 miles from the Richmond International Airport. Remain clear of Class C airspace until receiving clearance to proceed inbound.

VFR arrivals should cancel their flight plans with Flight Service prior to landing or as soon as possible thereafter.

| FLIGHT SERVICE FREQUENCIES | |
|----------------------------|------------------|
| 122.2 | Transmit/Receive |
| 122.1 | Transmit |
| RIC VOR 114.1 | Receive |

RICHMOND RACEWAY ADVISORY

Expect restricted aircraft operations and aerial demonstrations over the Richmond Raceway. Aerial operations may include military fly-bys and lifeguard helicopter operations.

Racetrack Advisory frequency: 130.87

ALL AIRCRAFT must depart RIC with Class C service. Monitor ATIS on 119.15 prior to taxi.

HELICOPTER OPERATIONS BETWEEN RICHMOND RACEWAY AND RICHMOND INTERNATIONAL

All helicopters flying between the raceway and RIC shall have an approved waiver on file with Richmond Tower. Helicopter flights should request the RACEWAY Corridor (see graphic). Prior to requesting the corridor:

- Monitor the Richmond airport ATIS on 119.15.
- Contact Richmond Tower on 121.1. Give aircraft identification number and location. Request entrance to the RACEWAY Corridor.

RACEWAY Corridor is only available in VFR conditions.

Use caution for numerous towers and antennas along the route at and below 450 feet MSL. There are five antennas one (1) NM north of Entry/Exit Point Yankee.

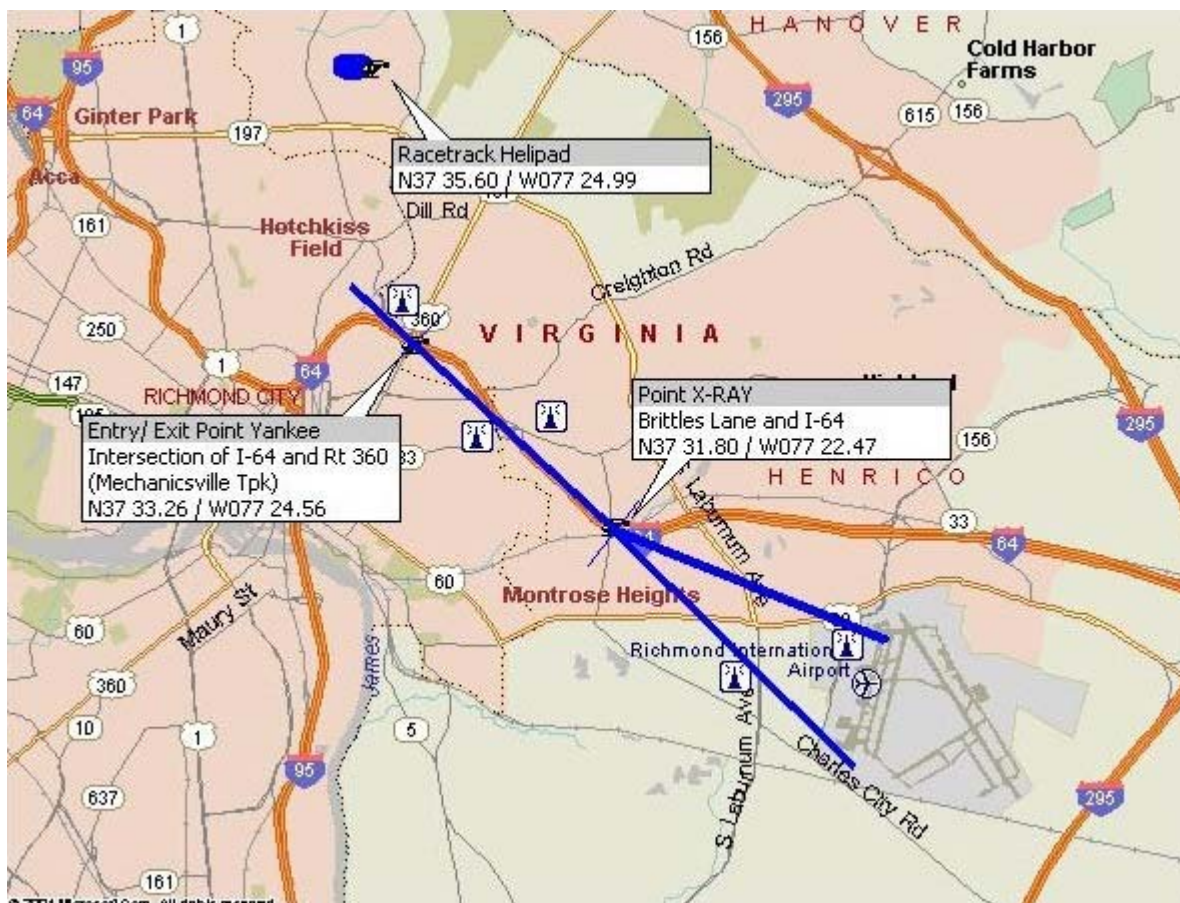
RACEWAY Corridor Inbound:

Proceed VFR to Entry Point Yankee (Intersection of I-64 and Rt. 360, Mechanicsville Tpk., N37° 33.26' / W077° 24.56'). Request clearance to enter Class C airspace via the RACEWAY corridor from RIC Tower on frequency 121.1. Follow I-64 to point X-RAY (Intersection of I-64 and Brittles Lane, N37° 31.80' / W077° 22.47') at or below 600' MSL. Proceed direct to HeloAir, Richmond Jet or MillionAir. Squawk beacon code 0350. Monitor RIC Tower on 121.1 at all times.

RACEWAY Corridor Outbound:

Contact RIC Tower on frequency 121.1. Request clearance to depart the Class C airspace via the RACEWAY Corridor. Upon receiving clearance, proceed from HeloAir, Richmond Jet, or MillionAir direct to point X-RAY (Intersection of I-64 and Brittles Lane, N37° 31.80' / W077° 22.47') at 900' MSL. Follow I-64 to Exit Point Yankee (Intersection of I-64 and Rt. 360, Mechanicsville Tpk. N37° 33.26' / W077° 24.56'). Report clear of RACEWAY Corridor. Squawk beacon code 0350. Monitor RIC Tower on 121.1 at all times.

Racetrack Helipad: N37° 35.60' / W077° 24.99'



IFR DEPARTURE ROUTES

To minimize delays, file IFR flight plans to your destination via one of the following routes. To receive advanced navigation (RNAV) procedures/routes, you must use the correct PBN capability qualifier, in ICAO format, when filing your flight plan. Flight plans without the correct ICAO RNAV designators will receive conventional procedures.

| DEST. | TYPE | ROUTE |
|---------|------|--|
| CLT | Jets | RIC KALLI5 LYH CHSLY4 or |
| | | RIC HPW V213 MAZON CVI J193 WEA VR J121 BARTL OKNEE MLLET2 |
| EQY | Jets | RIC KALLI5 LYH MAJIC3 EQY or |
| | | RIC HPW V213 MAZON CVI J193 WEA VR J121 BARTL FLO RASLN3 |
| JQF | Jets | RIC KALLI5 LYH NASCR4 or |
| | | RIC HPW V213 MAZON CVI J193 WEA VR J121 BARTL FLO KABEE3 |
| GSO/INT | Jets | RIC KALLI5 LYH HENBY3 or |
| | | RIC HPW V213 MAZON ARGAL JAYRR |
| EXX | Jets | RIC KALLI5 LYH V222 BURCH |
| HKY/SVH | Jets | RIC KALLI5 LYH V222 BURCH BZM |

AIR FILED FLIGHT PLANS

Due to frequency congestion, Washington Center, Potomac TRACON, and Richmond ATCT will not accept air filed flight plans to or from the Richmond area, except for emergencies.

NOTE: Expect extended drop times on flight plans. **DO NOT file duplicate flight plans.**

IFR/VFR DEPARTURE PROCEDURES

Monitor ATIS on 119.15 prior to engine start-up for current airport information and special instructions.

Contact Clearance Delivery on 127.55 for IFR clearance or to request VFR services in the Class C area. Give the following:

- Aircraft identification number
- Type aircraft
- Destination
- Requested altitude

Taxi to nearest exit spot (see airport diagram) and monitor ground control on 121.9. Remain clear of active taxiways at all times.

NOTE: Taxiway Golf west of taxiway Alpha, taxiway Tango south of taxiway Golf, and the east/west section of taxiway Kilo are **designated non-movement areas** to allow aircraft on the Million Air ramp access to exit spots 2 and 3. Use caution on these taxiways and do not block access to the cargo ramp. Do not block the North/South portion of Kilo. Exit spot three is for non-turbo propeller driven aircraft. Exit spot two is for turboprop and jet aircraft.

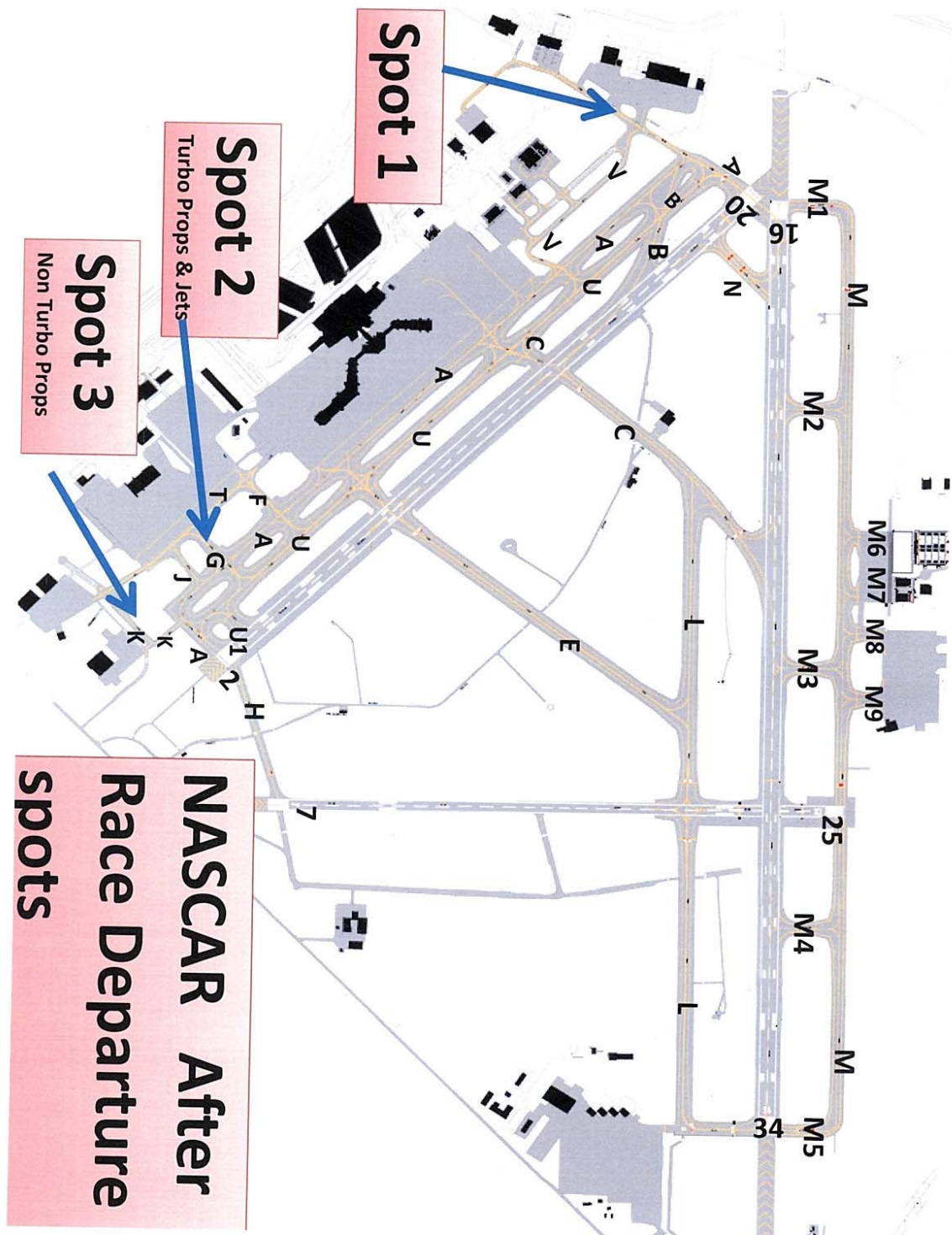
When number one (1) at the exit spot, contact ground control. Give your position, aircraft call sign, and current ATIS code.

Taxi as instructed. Expect to depart from the runway end unless otherwise advised.

Monitor tower 121.1 when instructed by ground control.

Tower will consider aircraft ready for departure when number one (1) for assigned runway.

Aircraft equipped with anti-collision lights, exercise courtesy while taxiing.



HELICOPTER DEPARTURES

When not using the RACEWAY corridor:

Contact clearance delivery on 127.55 MHz. Give your aircraft call sign, type aircraft, destination, if IFR or VFR, and current ATIS code.

Contact Tower on 121.1 MHz and give your location on the airport.

Deviation from these procedures may result in increased departure delays.

FUEL ADVISORY

Due to special ATC departure procedures after the race, expect clearance to altitudes lower than requested. Higher altitudes will be available as traffic permits.

Section 5. Airshows

2019 U.S. & Canadian Military Aerial Aircraft/Parachute Demonstrations

During CY 2019, the U.S. and Canadian Military Aerial Demonstration Teams (Thunderbirds, Blue Angels, Snowbirds, and Golden Knights) will be performing on the dates and locations listed below.

Pilots should expect Temporary Flight Restrictions (TFR) in accordance with 14 CFR Section 91.145, Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events. The dimensions and effective times of the TFRs may vary based upon the specific aerial demonstration event and will be issued via the U.S. NOTAM system. Pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding these airspace restrictions.

The currently scheduled 2019 aerial demonstration locations, subject to change without notice, are:

| DATE | | USAF Thunderbirds | USN Blue Angels | USA Golden Knights | Canadian Snowbirds |
|--------------|-------|-------------------------|------------------------|--------------------------------|--------------------|
| March | 3 | Las Vegas, NV | | | |
| | 16 | | NAF El Centro, CA | | |
| | 16–17 | TBD | | | |
| | 23–24 | Davis–Monthan AFB, AZ | Salinas, CA | | |
| | 30–31 | Travis AFB, CA | NAS Key West, FL | Travis AFB, CA | |
| | | | | | |
| April | 6–7 | Waco, TX | Lakeland, FL | | |
| | 13 | | | Louisville, KY | |
| | 13–14 | | NAS Corpus Christi, TX | | |
| | 19–21 | | | Corpus Christi, TX | |
| | 27–28 | Seymour Johnson AFB, NC | MCAS Beaufort, SC | | |
| | | | | | |
| May | 4–5 | Keesler AFB, MS | Fort Lauderdale, FL | | |
| | 10 | | | JB Andrews, MD | |
| | 11–12 | Joint Base Andrews, MD | JB Andrews, MD | JB Andrews, MD | |
| | 18 | Kirtland AFB, NM | | | |
| | 18–19 | | Cape Girardeau, MO | | Barksdale AFB, LA |
| | 22 | | Annapolis, MD | | |
| | 25–26 | Wantagh, NY | Miami Beach, FL | Wantagh, NY Miami Beach, FL | Latrobe, PA |
| | 29 | | | | Winston Salem, NC |
| | 30 | USAF Academy, CO | | | |
| | | | | | |
| June | 1–2 | Offutt AFB, NE | Oklahoma City, OK | | |
| | 8–9 | Ft. Wayne, IN | Smyrna, TN | | |
| | 15–16 | Mankato, MN | Ocean City, MD | Whiteman AFB, MO | Ocean City, MD |
| | 21–23 | | | Fairchild AFB, WA | |

| DATE | | USAF Thunderbirds | USN Blue Angels | USA Golden Knights | Canadian Snowbirds |
|------------------|-------|-------------------|------------------------|--------------------|--------------------|
| | 22-23 | Dayton, OH | | Dayton, OH | |
| | 29-30 | Open Date | Davenport, IA | | |
| | | | | | |
| July | 6-7 | | Kansas City, MO | | |
| | 13 | | Pensacola Beach, FL | | |
| | 13-14 | | | | |
| | 20-21 | Fargo, ND | Duluth, MN | | |
| | 24 | Cheyenne, WY | | | |
| | 27-28 | Milwaukee, WI | Grand Junction, CO | | |
| | | | | | |
| August | 3-4 | | Seattle, WA | | |
| | 17-18 | Sioux Falls, SD | Chicago, IL | | |
| | 21 | Atlantic City, NJ | | | |
| | 24-25 | Rochester, NY | New Windsor, NY | | |
| | 31 | Cleveland, OH | | | |
| | | | | | |
| September | 1-2 | Cleveland, OH | | | |
| | 7-8 | Grissom ARB, IN | Chesterfield, MO | | |
| | 14-15 | Reno, NV | | | |
| | 21-22 | NAS Oceana, VA | NAS Lemoore, CA | | |
| | 28-29 | Robins AFB, GA | MCAS Miramar, CA | | Santa Rosa, CA |
| | | | | | |
| October | 5-6 | San Juan, PR | Sacramento, CA | | Huntington, CA |
| | 12-13 | Hampton, GA | San Francisco, CA | | |
| | 19-20 | Houston, TX | Fort Worth, TX | | |
| | 26-27 | Sheppard AFB, TX | Jacksonville Beach, FL | | |
| | | | | | |
| November | 2-3 | Punta Gorda, FL | Moody AFB, GA | | |
| | 8-9 | | NAS Pensacola, FL | | |
| | 15-17 | Nellis AFB, NV | | | |
| | | | | | |

Note: Dates and locations are scheduled “show dates” only and do not reflect arrival or practice date TFR periods that may precede the specific aerial demonstration events listed above. Again, pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding any airspace restrictions.

2019 SUN 'N FUN FLY-IN

Lakeland, Florida

April 01 – 07, 2019

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PREFLIGHT PLANNING & SAFETY INFORMATION

Pilots are expected to adhere to all published LAL arrival and departure procedures and ATC instructions. Failure to do so may jeopardize your safety and the safety of others.

No Radio (NORDO) aircraft must land at an airport within approximately thirty (30) minutes of LAL, call Lakeland Tower at 863-834-3335, and receive ATC approval for arrival. Specific routes and runway assignment will be issued based on traffic and weather conditions.

To ensure clear and concise communications with ATC, pilots are asked to carry a copy of the Sun 'n Fun NOTAM aboard their aircraft.

All VFR departures requesting airborne activation of IFR flight plans or VFR flight following in the central Florida area should use published procedures. (*See: IFR Pick Up/VFR Flight Following*)

When weather at Lakeland or along your route of flight is marginal VFR, it is strongly suggested that you file IFR from your departure airport and receive your IFR clearance and departure release on the ground. Tampa, Orlando, and Jacksonville Approaches may be unable to issue IFR pick-up clearances due to traffic volume and complexity.

When traffic volume is low, Air Traffic frequencies and positions may be combined. Ground Air Traffic Operational Remote (GATOR) and flagmen positions may not be staffed. Continue to follow ATC instructions.

Pilots should check Local and FDC NOTAMs frequently for current information that may affect your flight.

Pilots must obtain ATC clearance prior to entering Class B airspace around Tampa and Orlando.

Due to the large number of departures after the daily airshow, arrival traffic is normally not accepted until at least one (1) hour after the airshow ends. Check arrival ATIS to determine when the airport is reopened.

Do NOT plan to arrive or depart after the night airshow. The airport is closed.

Do rock your wings for airborne acknowledgements.

Do NOT make unnecessary radio transmissions where procedures state, "Monitor the frequency only".

AIRCRAFT WINDSHIELD SIGNS

Pilots landing or departing LAL should display a sign in the LEFT side of their windshield to designate their intended parking/camping area or type departure. The sign should have LARGE dark letters readable from at least 50 feet. Computer or tablet signs are not acceptable.

ABBREVIATIONS

| Abbreviation | Meaning |
|--------------|-------------------------------|
| GAP | General Aviation Parking Area |
| GAC | General Aviation Camping Area |
| HB | Homebuilt Parking Area |
| HBC | Homebuilt Camping Area |
| HC | Handicapped Parking |

| | |
|----------------|------------------------------------|
| SP | Seaplane Parking Area |
| VAC | Vintage Aircraft Camping/Parking |
| ONC | One Night Camping |
| CBP | U.S. Customs and Border Protection |
| FBO | Fixed Base Operator |
| E1 | E1 Ramp Tenants |
| E2 | E2 Ramp Tenants |
| EXHIBIT | Exhibitor |
| WB | Warbirds |
| P | Paradise City |
| VFR | VFR Departure |
| IFR | IFR Departure |

Parking sign example:



LAKELAND LINDER REGIONAL AIRPORT (LAL) NOTICE

Do NOT stop on the runway after landing. High-speed taxi to the end of the runway.

Do NOT stand on/near or walk/drive across the runways.

Use caution when operating in non-movement areas. All movement on other than paved runways is at pilots own risk.

All aircraft must be tied down; aircraft on paved surfaces must be chocked. Tie down equipment and chocks may not be available.

Aircraft parking and camping is allowed in designated areas only. Camping north of RWY 09L/27R is prohibited.

Contact the FBO for hard surface reserved parking and fueling information.

Student training flights and solos are NOT permitted at LAL during this event.

Observe all fire prevention rules. NO campfires or stoves are permitted near aircraft.

RWY 05/23 will be CLOSED from 1400 EDT (1800 UTC) March 22 through 1600 EDT (2000 UTC) April 11.

RWY 08/26 will be CLOSED from 1400 EDT (1800 UTC) March 22 through 1600 EDT (2000 UTC) April 11. (*See: Paradise City*)

Several taxiways will be closed as indicated by orange cones or low profile barricades.

Engine operation and taxi are prohibited SOUTH of RWY 09R/27L from 1930–0700 EDT (2330–1100 UTC).

U.S. Customs and Border Protection General Aviation facility will be CLOSED April 1 through April 8.

AIRPORT CLOSURES

The airport is CLOSED during aerobatic demonstrations and nightly from 1930–0600 EDT (2330–1000 UTC) March 31 through April 08, except for Paradise City.

Paradise City is CLOSED during aerobatic demonstrations and nightly from SUNSET – SUNRISE March 31 through April 08.

AIRSHOW OPERATIONS

The air show operations area is from the surface to 15,000 FT MSL, within a five (5) nautical mile radius of LAL.

| AIR SHOW SCHEDULE | | | |
|-------------------|----------|------------|------------|
| DAY | DATE | TIME (EDT) | TIME (UTC) |
| Tuesday | April 02 | 1400–1700 | 1800–2100 |
| Wednesday | April 03 | 1400–1700 | 1800–2100 |
| Wednesday Night | April 03 | 1930–2100 | 2330–0100 |
| Thursday | April 04 | 1300–1715 | 1700–2115 |
| Friday | April 05 | 1300–1715 | 1700–2115 |
| Saturday | April 06 | 1300–1715 | 1700–2115 |
| Saturday Night | April 06 | 1930–2130 | 2330–0100 |
| Sunday | April 07 | 1300–1715 | 1700–2115 |

NOTE–

Air show and flight restriction schedules are subject to change. Pilots should check NOTAMs (both D and FDC) frequently to ensure the most current information.

TEMPORARY FLIGHT RESTRICTIONS

Temporary flight restrictions (TFR) will be in effect during periods of high performance aerial demonstrations. TFR information is disseminated via FDC NOTAM prior to the event. Once published, text and graphic depictions of restrictions may be found at:

<https://tfr.faa.gov/>

BALLOON LAUNCH ADVISORY

Saturday, April 06, 0700–0800 EDT (1100–1200 UTC)

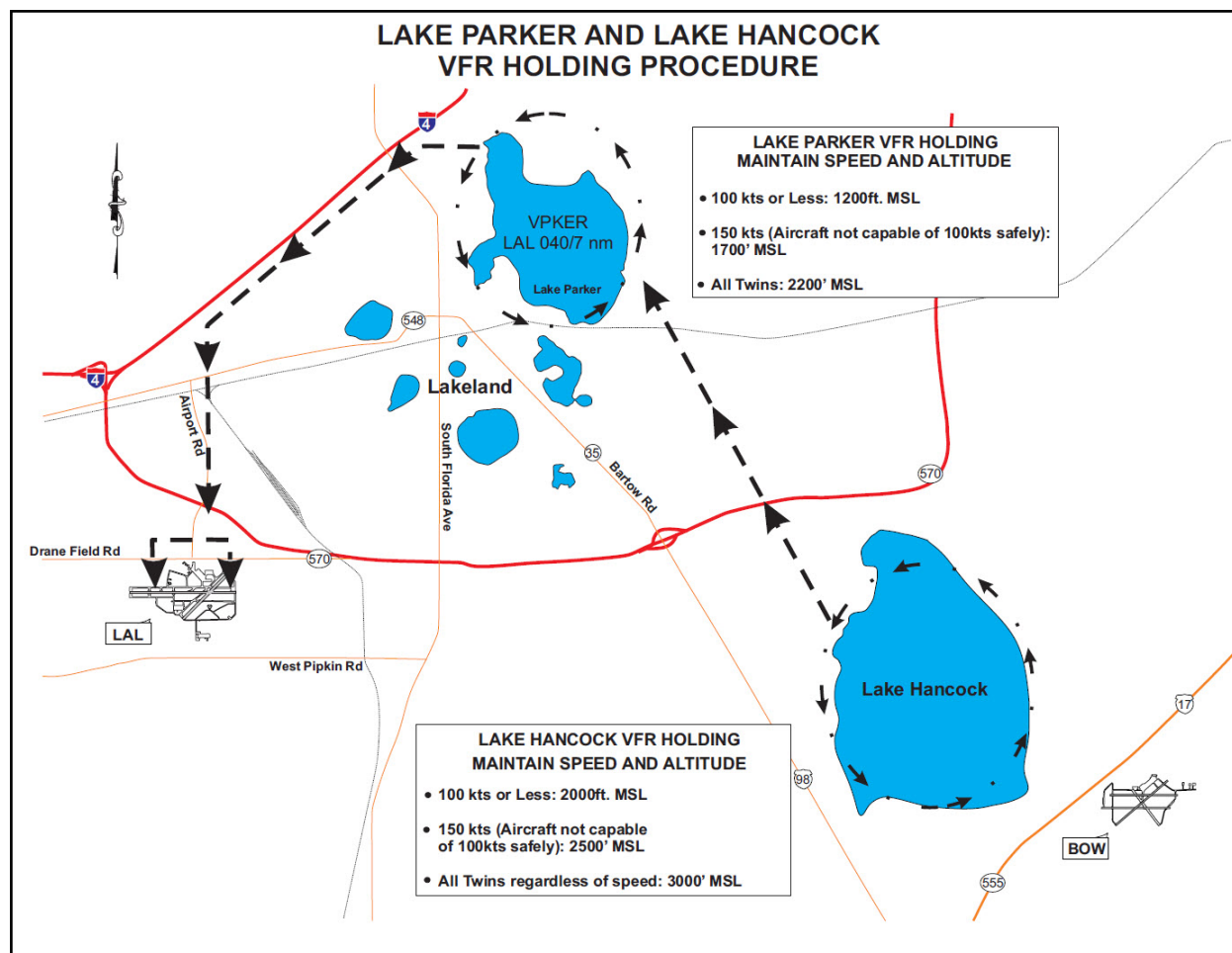
Use caution for balloon activity in the vicinity of LAL. Arriving aircraft may expect delays during this event.

SKYDIVING ACTIVITY ADVISORY

Remain vigilant for skydiving activity in the vicinity of Zephyrhills Airport (ZPH) located 16.4 nm NW of Lakeland on the LAL332 radial. Be alert for skydivers descending from 13,500 feet over ZPH sunrise to sunset.

Remain vigilant for skydiving activity in the vicinity of Blackwater Creek Ultralight Airport (9FD2) located 11.2 nm NW of Lakeland on the LAL326 radial. Be alert for skydivers descending from 17,999 feet over 9FD2 sunrise to sunset.

LAKE PARKER/LAKE HANCOCK VFR HOLDING



VFR HOLDING AT LAKE PARKER

If VFR holding is necessary, ATC will instruct a lead aircraft to turn left and proceed southbound over the west shore of Lake Parker. Hold counter-clockwise around the lakeshore.

All other aircraft will be instructed to follow the leader in single file.

Do not proceed past Lake Parker without ATC clearance.

Maintain 1,200 FT MSL/100 knots or less, 1,700 FT MSL/150 knots, or 2,200 FT MSL (twin-engine aircraft) regardless of airspeed.

VFR HOLDING AT LAKE HANCOCK

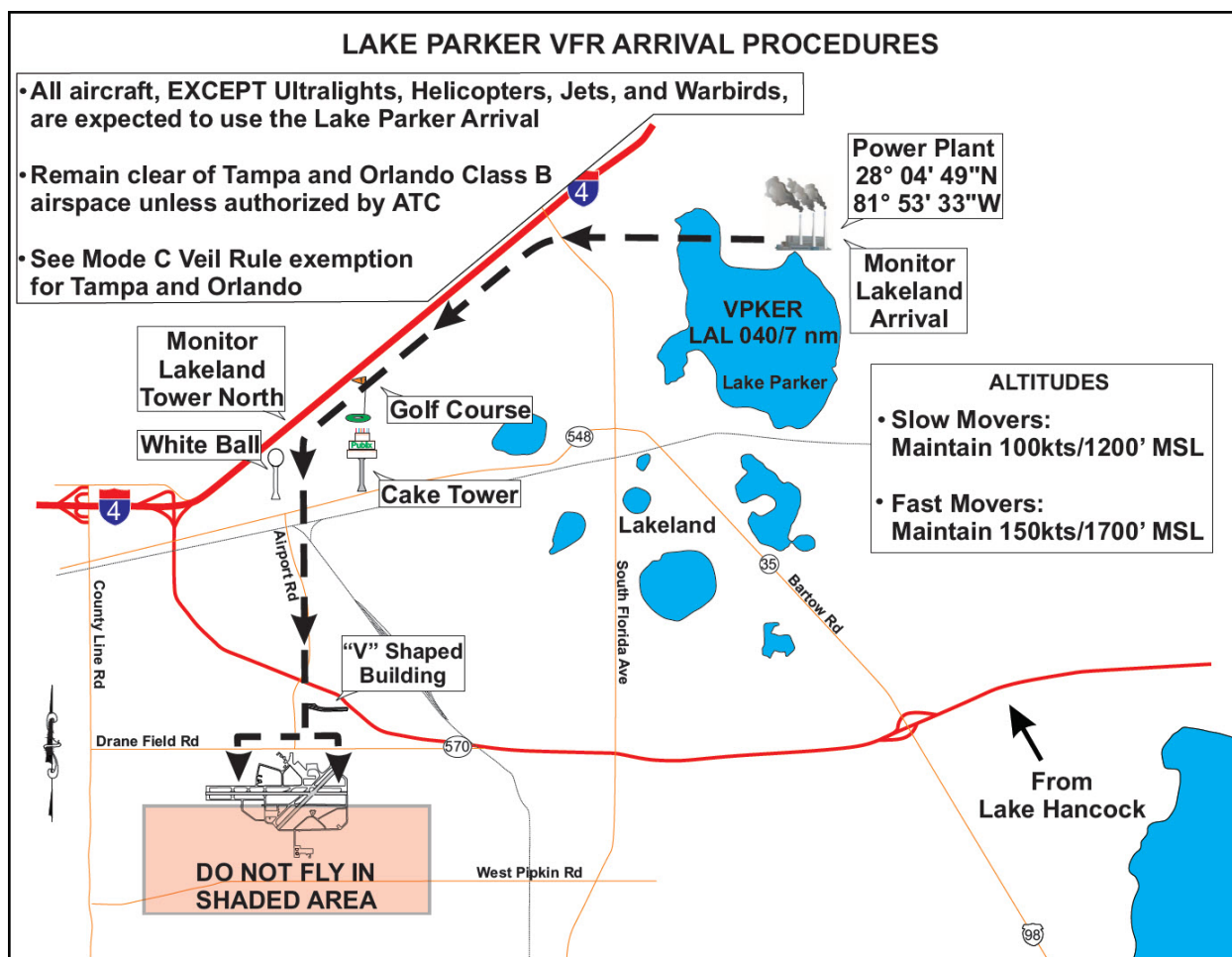
If VFR holding prior to Lake Parker is necessary, ATC will instruct aircraft to proceed to Lake Hancock.

Remain clear of Lake Parker and east of the Lakeland Airport.

Hold counter clockwise around the lakeshore.

Maintain 2000 feet MSL/ 100 knots or less, 2500 feet MSL/150 knots or 3,000 feet MSL (twin-engine aircraft) regardless of speed.

LAKE PARKER VFR ARRIVAL PROCEDURES



30 miles out: turn landing lights ON

Fly toward Lake Parker to approach from the North, Northeast, East or Southeast.

20 miles out: Listen to ARRIVAL ATIS 128.575 for landing and special information, then MONITOR Lake Parker Arrival on 124.5.

Ensure landing lights are ON and landing gear is DOWN.

Fly westbound over the north shore of Lake Parker. The power plant smokestacks with white strobe lights are located at the north side of Lake Parker. Expect heavy air traffic in this area.

All aircraft maintain 100 knots, at 1,200 feet MSL, approaching Lake Parker. Aircraft unable to safely slow to this speed should maintain 150 knots at 1,700 feet.

ATC will contact you in the vicinity of Lake Parker's north shore, using your aircraft "color" and "type" to provide sequencing and other arrival information.

ATC may ask you to "rock your wings" as an acknowledgement for instructions.

Do not transmit unless requested by ATC or if you have an emergency.

Remain in trail to the airport. No side-by-side.

From the north shore, depart the power plant flying westbound. You will see baseball fields to your south. Follow the road north of the baseball fields. Continue westbound.

Continue westbound approximately one-half nautical mile toward the intersection of Interstate I-4 and a four-lane road.

At the intersection of Interstate I-4 and the four-lane road, turn southwest following Interstate I-4 approximately three (3) nautical miles.

Turn southbound, keeping the golf course and cake tower to your east and the white water tower to your west. LAL is approximately 3.5 nautical miles south of you.

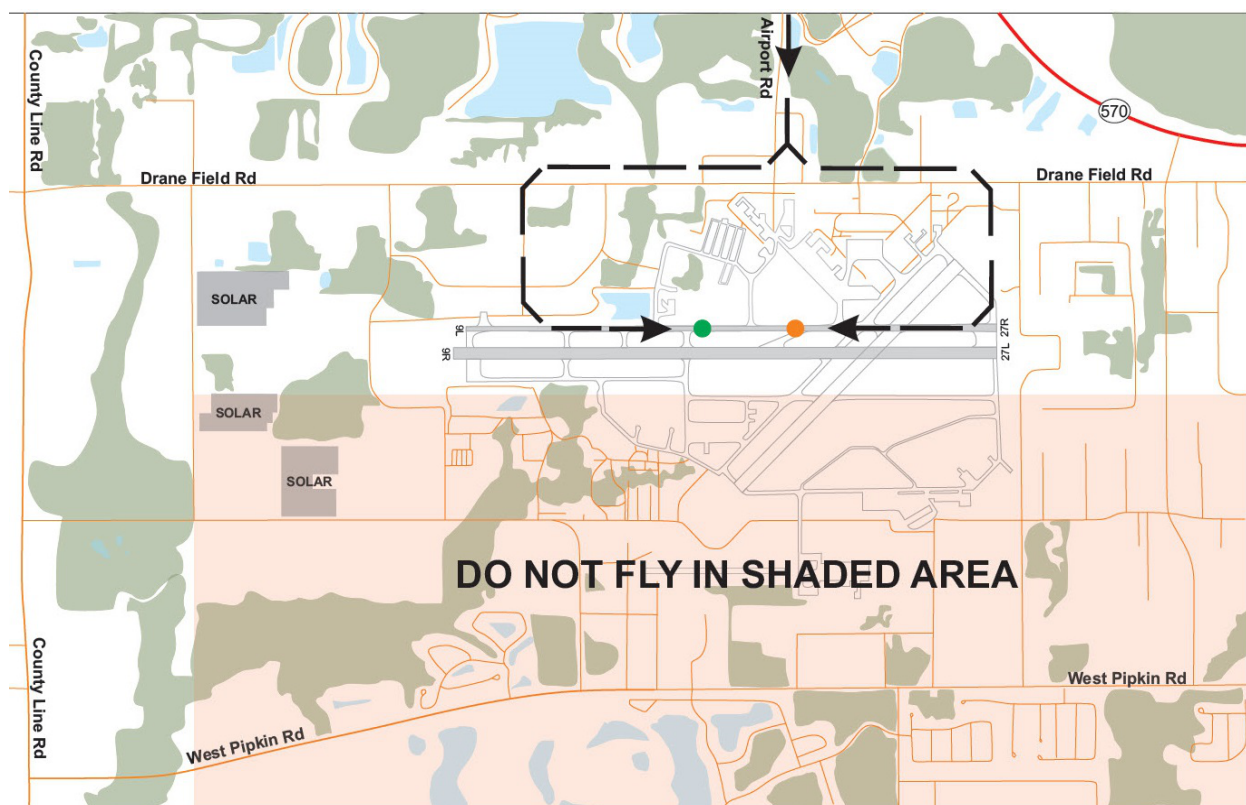
Fly southbound toward the large V-shaped building. The blue-roofed airport terminal building at LAL is directly south of the large V-shaped building.

Monitor Lakeland frequency 135.225 after making your turn southbound toward the blue roof terminal.

LISTEN for ATC instructions.

Over-fly the large V-shaped building. Continue toward the blue-roofed airport terminal building. Plan to turn downwind prior to the airport terminal building in the vicinity of Drane Field Road.

TRAFFIC PATTERN



IMPORTANT – RWY 09L/27R is a narrow strip 75 feet wide (which is usually a taxiway) marked with a green and orange dot. RWY 09L landing distances: orange dot 3173 FT, green dot 4672 FR. RWY 27R landing distances: orange dot 5311 FT, green dot 3812 FT.

CAUTION – Be alert for special event and fly-by aircraft using the main runway with opposite-direction base leg entries. Expect numerous aircraft in the fly-by pattern and other operations at/below 2000 FT MSL south of RWY 09R/27L.

Do not deviate south of RWY 09R/27L in the event of a go-around.

Downwind:

Fly directly toward the **blue-roofed** terminal building. Plan to turn downwind prior to the blue-roofed terminal building in the vicinity of Drane Field Road. You will fly either left traffic for RWY 09L or right traffic for RWY 27R.

Final: RWY 09L or 09R:

The displaced thresholds are indicated by banners on each side of the runways. If you require the full length (8500 FT), advise the tower.

Short Final:

If landing RWY 09L/27R, you may be instructed by the tower controller to land on either the GREEN or the ORANGE dot

LANDING

Do NOT land on the main (wide) RWY 09R/27L unless specifically instructed by ATC.

Do NOT stop on the runway. High speed taxi to the end of the runway or follow ATC instruction.

AFTER TOUCHDOWN

Remain on hard surface unless directed by parking flagman.

Use caution when taxiing due to the high volume of aircraft, vehicles, and personnel.

When south of RWY 09R/27L, Sun 'n Fun personnel will direct you to the parking area. Monitor Sun 'n Fun Ground Advisory on 126.075. **Note:** Sun 'n Fun Ground Advisory may not be monitored at all times.

Park only where directed. Due to congestion, you may be asked to temporarily stop your aircraft.

Do NOT leave your aircraft until you have reached your final parking spot and have tied your aircraft down.

Select 121.5 prior to radio shutdown to detect inadvertent activation of ELT.

LAKELAND VFR DEPARTURES

If Lakeland Airport is IFR, taxi is prohibited without an IFR clearance.

Prior to engine start, place a sign in your windshield with the letters “**VFR**” to show the you intend to depart VFR.

Before taxiing, monitor Lakeland Departure ATIS on 118.025 for taxi information.

When ready to taxi, do not contact ground control. Follow the flagman's directions and other traffic to the advertised active runway.

Hold short of the runway and monitor the applicable tower frequency.

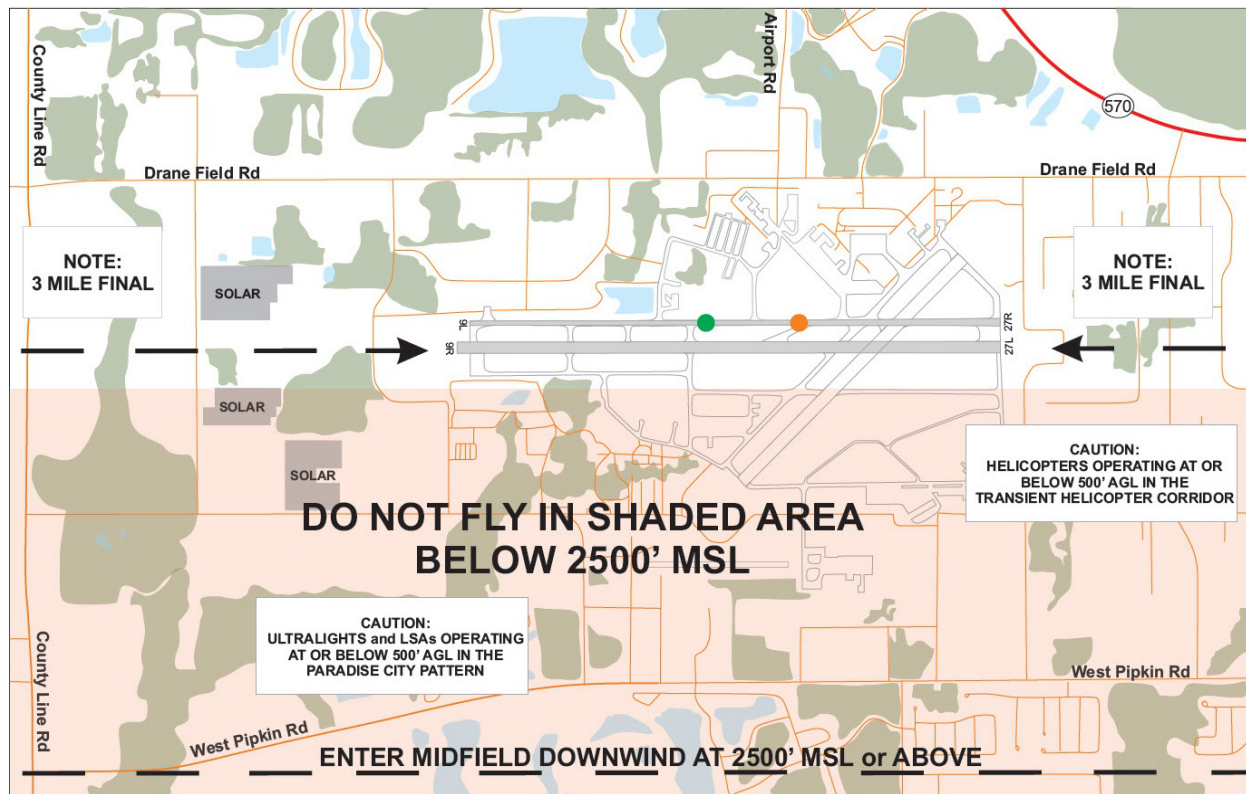
- Departing RWY 09L/27R monitor 133.125.
- Departing RWY 09R/27L monitor 127.850.

FAA air traffic controllers on elevated platforms “GATORS” near runway departure points will clear all aircraft for take off via the applicable departure frequency.

After departure, proceed straight out for three (3) miles before proceeding on course. Avoid Lake Parker and Lake Hancock.

Be alert for numerous aircraft departing, particularly after 1800 EDT, and for arrival traffic from the north. Use caution for special flight activity south of the airport and parachute jumping at the Zephyrhills Airport (ZPH) and Blackwater Creek Ultralight Airport (9FD2).

WARBIRD SOUTH ARRIVALS



CONTACT Lakeland Tower on 118.35 10 NM South of LAL.

Pilot should state: Warbird south arrival, aircraft color and type, position.

Example: "Lakeland Tower, Warbird south arrival, silver mustang, 10 south"

Approach the airport from the south and enter a mid-field downwind for RWY 09R or 27L, as instructed. Remain AT OR ABOVE 2,500 FT MSL until turning a wide base leg to at least a three (3) mile final.

Expect a high volume of traffic for RWY 09L/27R from opposite-direction base legs.

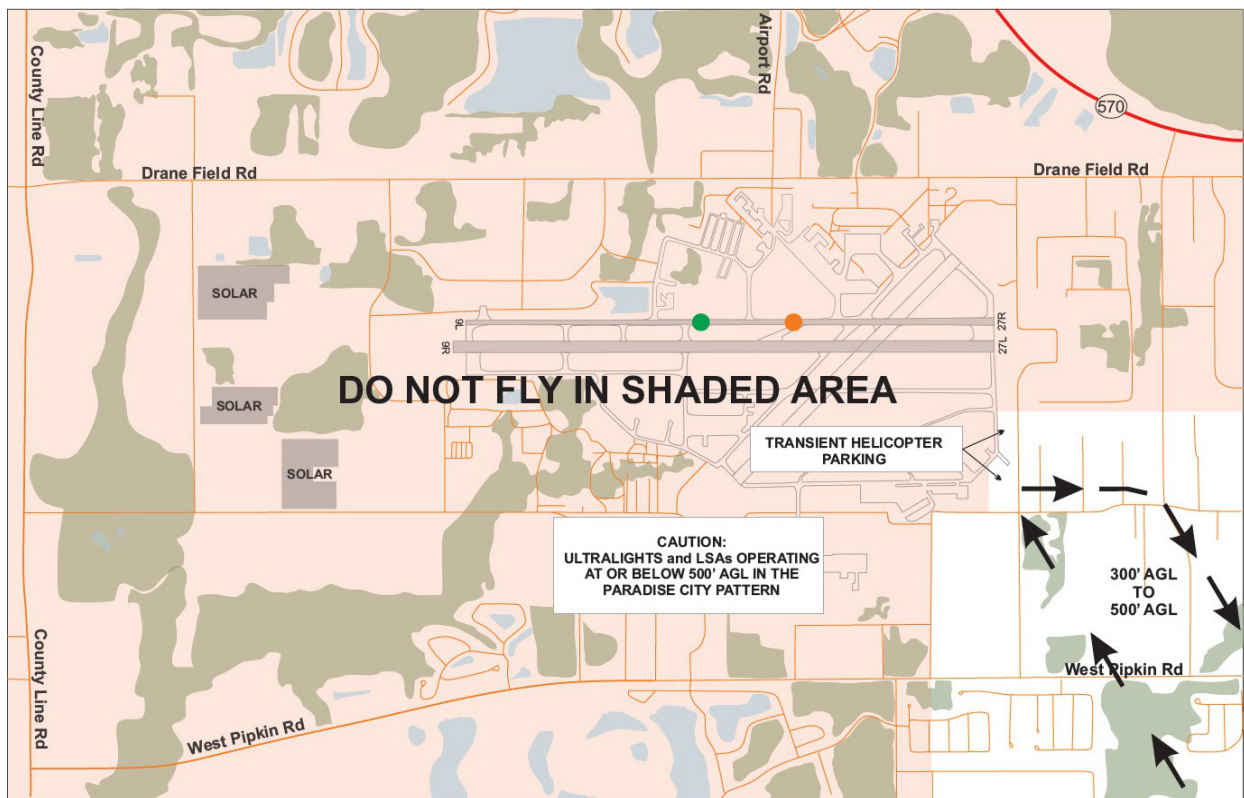
After exiting, and south of RWY 09R/27L, contact Sun 'n Fun Ground Advisory on 126.075. Note: Sun 'n Fun Ground Advisory may not be monitored at all times.

Use caution for numerous aircraft operating South of RWY 09R/27L at and below 2000 FT MSL.

IMPORTANT – RWY 09R has a displaced threshold. Advise the tower if you require the full length (8500FT).

CHOPPERTOWN

VFR ARRIVAL/DEPARTURE



Approach the airport from the southeast at or below 500 feet MSL.

Announce call sign, location, and intentions on Helicopter Advisory frequency 123.025.

Example: "N1234, 3 South on the Helicopter arrival."

Remain in the helicopter corridor. Remain east of the large hangars to avoid the Paradise City flight pattern.

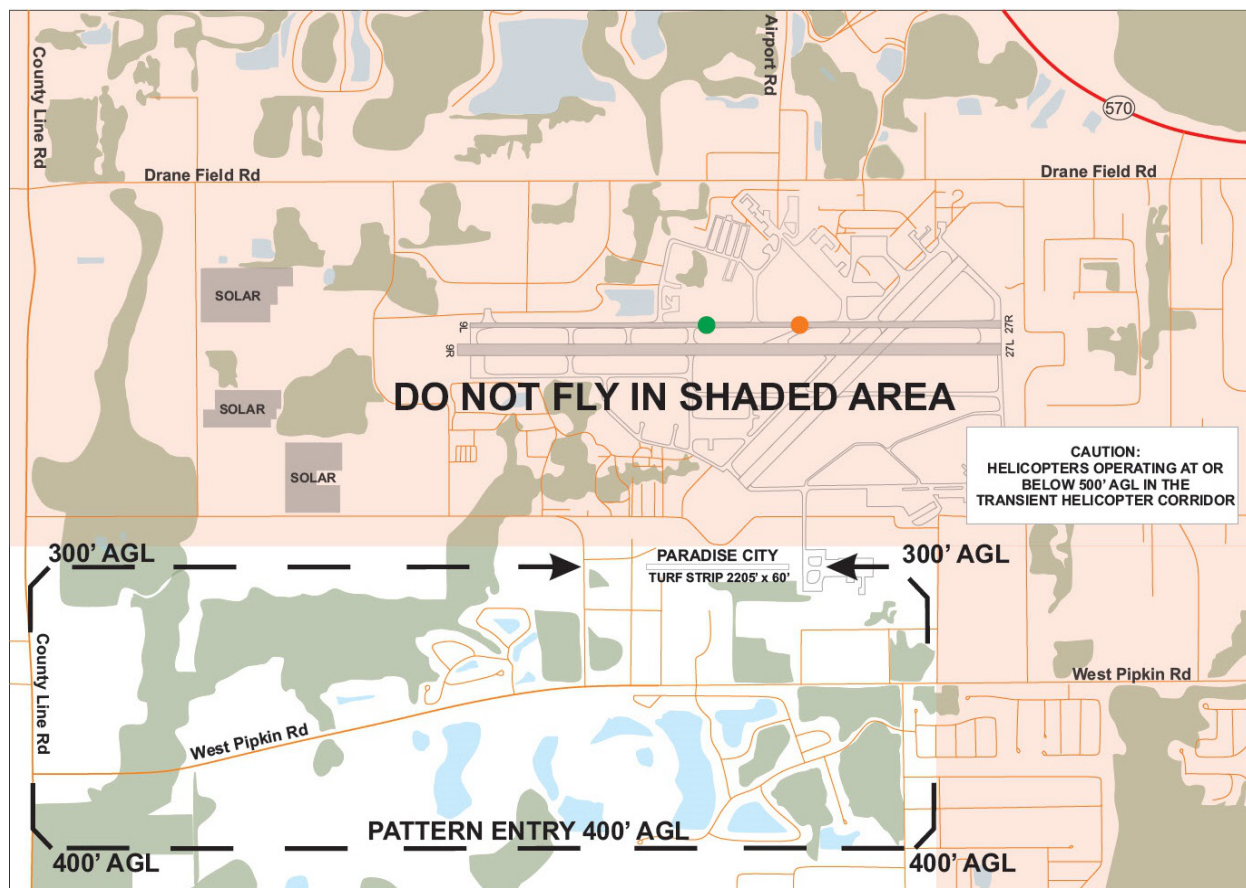
Park in the grass East of Taxiway E.

Remain east of TWY E at all times. Yield to taxiing aircraft.

Helicopters may not depart/arrive during airfield closures.

All pilots must attend a briefing prior to departure from Choppertown. Briefing times are available at the Choppertown Advisory Tower.

PARADISE CITY ARRIVAL/DEPARTURE**



Paradise City turf strip is 2205 FT long x 60 FT wide with displaced thresholds on each end. A ditch runs parallel to the south side of the strip.

Inbound traffic approach LAL from the south at 400 FT AGL. Enter the pattern on the downwind leg at a forty-five (45) degree angle.

Avoid South Lakeland Airport (X49) 3.5 NM SW of LAL due to extensive aircraft activity. Be alert for heavy traffic in the airspace surrounding LAL. Use caution for helicopter operations at the same altitudes just east of Paradise City.

Do NOT fly north of the Paradise City turf strip or east of Airside Center Drive.

Monitor Paradise City Advisory frequency 123.825 with enough time to receive advisories. **Note:** The frequency is for airport advisory information and pilot communications. It is NOT intended/authorized for Air Traffic Control clearances, sequencing, or separation of aircraft.

All pilots must attend a pilot briefing prior to departure from Paradise City. Briefing times are available in the Paradise City main tent.

**Paradise City is limited to Ultralight Aircraft (14 CFR 103), Light Sport Aircraft (SLSA), Experimental Light Sport Aircraft (ELSA), and Homebuilt rotorcraft (Ultralight or Experimental). Aircraft not included in these descriptions may apply through the Paradise City Chairman for special authorization by the Sun 'n Fun Director of Operations. VFR daytime operations only.

IFR PROCEDURES

Special air traffic procedures are effective for IFR aircraft operating to/from the following airports:

| AIRPORT | IDENTIFIER |
|----------------------------------|------------|
| Lakeland Linder Regional Airport | LAL |
| Plant City Municipal Airport | PCM |
| Bartow Municipal Airport | BOW |
| Lake Wales Municipal Airport | X07 |
| Winter Haven Gilbert Airport | GIF |

TRAFFIC MANAGEMENT

Traffic Management Initiatives will be used when arrival rates exceed airport capacity. Pilots should prepare for potential airborne holding, reroutes, or Expect Departure Clearance Times (EDCT's) issued for domestic IFR arrivals.

Heavy demand periods are expected: DAILY 0700 – 1959 EDT (1100 – 2359 UTC)

IFR TRAFFIC

Due to traffic congestion and ARTCC radar limitations, southbound traffic filed over CHS via V1 should request 8,000 feet or above. Traffic filed V1 at 6,000 feet and below will be rerouted via V437.

Duplicate flight plans (same time/call sign) to multiple airport destinations are subject to removal.

Do NOT request air-filed flight plans or make airborne destination changes to/from the airports listed. Except in an emergency, requests will not be accepted within 200NM of LAL.

NOTE – Please be familiar with the Sun 'n Fun Lake Parker Arrival and Departure Procedures.

IFR PREFERRED ARRIVAL ROUTES

IFR arrivals through Jacksonville Air Route Traffic Control Center (ZJX ARTCC) file via the following routes:

| AREA | ROUTE |
|----------------------|---|
| V579 & West | CTY OCF LAL (dest.) |
| East of V579 to V267 | TAY GNV OCF LAL (dest.) |
| East of V267 | V3 SSI V441 OCF LAL (dest.) or V1 STARY SSI V441 OCF LAL (dest.) |

IFR ARRIVALS

When Lakeland ceiling and visibility are reported at or above 3,000 feet and five (5) miles, plan to cancel IFR and expect a vector to the vicinity of Lake Parker for a VFR approach following the Sun 'n Fun Lake Parker Arrival Procedures.

Jet aircraft are NOT recommended over Lake Parker. Expect ATC vectors to final RWY 09R/27L.

Pilots retaining IFR clearance until landing must contact Tampa Approach on 120.65 after exiting the runway to cancel IFR.

IFR DEPARTURES

File your flight plan at least four (4) hours prior to proposed departure time. IFR flight plans not activated will expire ninety (90) minutes after proposed departure time.

Prior to engine start, place a sign in your windshield with the letters “**IFR**” to show you intend to depart IFR.

Monitor ATIS on 118.025. IFR departures will be instructed via ATIS to contact Ground Control on 124.15 or 121.4.

Contact Ground Control as instructed for clearance. Do NOT taxi until you receive enroute clearance. If you have not received initial departure instructions prior to reaching the runway, attempt to taxi your aircraft to a position that will allow other VFR aircraft to pass for departure.

Do NOT accept FAA flagman's instructions to enter the runway or take off unless you have received departure release from Ground Control.

IFR OVERFLIGHTS

IFR overflight traffic at and below 15,000 feet MSL expect routing to avoid congested areas.

IFR PICK UP/VFR FLIGHT FOLLOWING

IFR pick-up and VFR flight following procedures are required for the following Lakeland area airports:

| AIRPORT | IDENTIFIER |
|--|------------|
| Lakeland Linder Airport | LAL |
| Plant City Airport | PCM |
| Gilbert Field Municipal Airport (Winter Haven) | GIF |
| Tampa Executive Airport | VDF |
| Peter O. Knight Airport | TPF |
| Bartow Municipal Airport | BOW |
| Zephyrhills Municipal Airport | ZPH |
| South Lakeland Airpark | X49 |
| Lake Wales Airport | X07 |

IMPORTANT– When weather at Lakeland or along your route of flight is marginal VFR, it is strongly suggested that you FILE IFR off your departure airport and receive your IFR clearance/departure release on the ground. Tampa, Orlando, and Jacksonville Approaches may not be able to issue IFR pick-up clearances due to traffic volume and complexity.

Destinations to the Northeast and East coast through Orlando Approach: Orlando

Approach is unable to retrieve flight plan information or activate IFR clearances for aircraft requesting an IFR pick up that file off the Lakeland area airports. Aircraft departing VFR from the LAL area destined to the east coast or northeast must file a flight plan showing **CAMBE** intersection or **X61** (Bob White Airport)

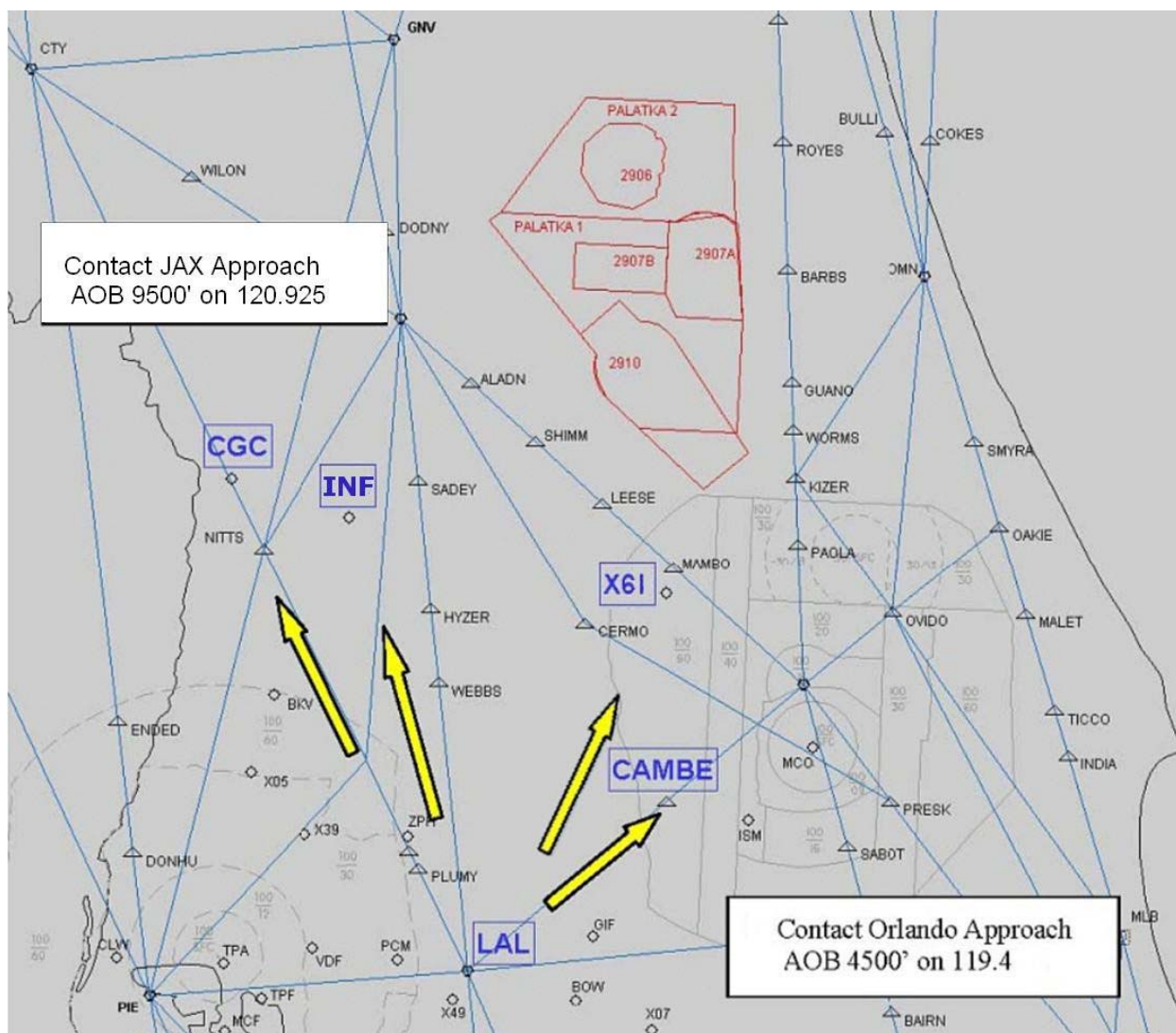
as their departure point in order to receive airborne IFR clearance. Enter **AIRFILE** or **IFR PICK UP** in the remarks section of the flight plan. MONITOR first then contact Orlando Approach at or below 4,500 feet on 119.4. Remain clear of Orlando Class B airspace.

Destinations to the North or Northwest through Jacksonville Approach: Jacksonville

Approach is unable to retrieve flight plan information or activate IFR clearances for aircraft requesting an IFR pick up that file off the Lakeland area airports. Aircraft departing VFR from the LAL area destined to the north or northwest must file a flight plan showing either **CGC** (Crystal River Airport) or **INF** (Inverness Airport) as their departure point in order to receive airborne IFR clearance. Enter **AIRFILE** or **IFR PICK UP** in the remarks section of the flight plan. Approximately ten (10) miles south of CGC/INF, MONITOR first then contact Jacksonville Approach at or below 9,500 feet on 120.925.

Departing from a Lakeland area airport through Tampa Approach: Tampa

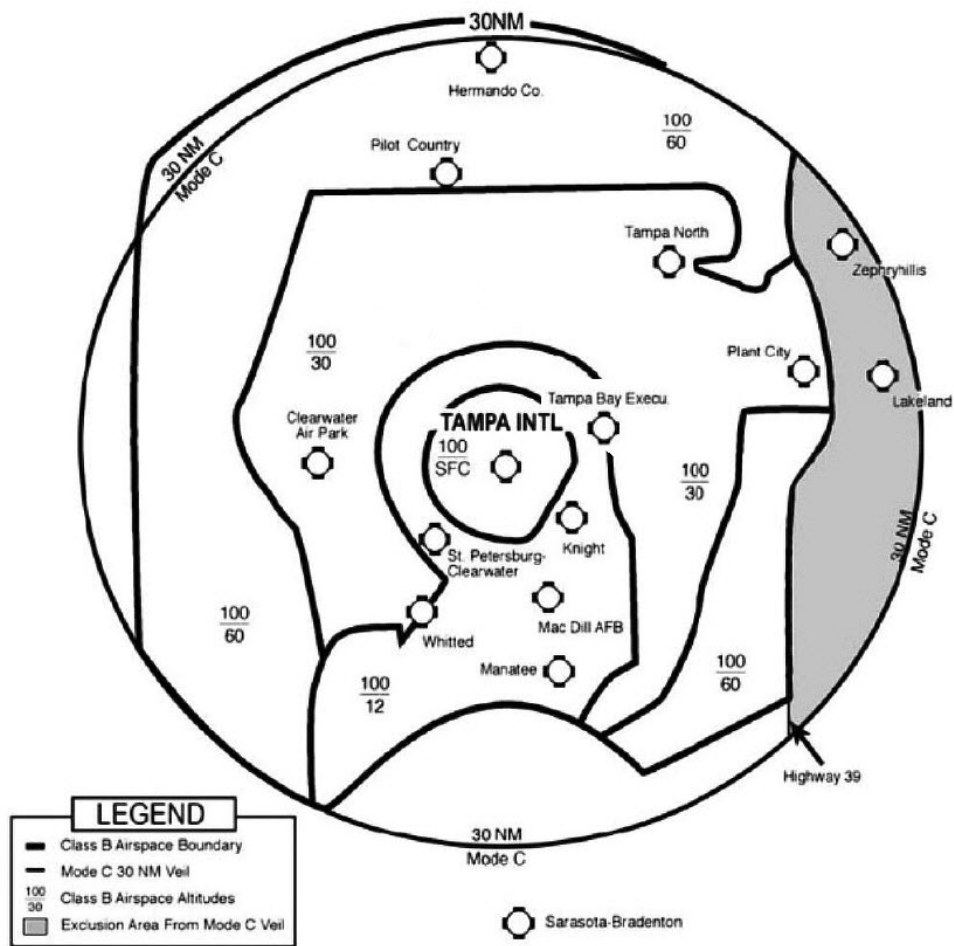
Approach may be unable to issue an IFR pick up clearance due to heavy traffic volume if you depart VFR from one of the Lakeland area airports. Due to anticipated frequency congestion, aircraft not complying with these procedures should NOT expect to receive airborne IFR pickup clearance or VFR flight following until north of the Florida/Georgia border.



DO NOT USE FOR NAVIGATION: NOT TO SCALE

REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT

TAMPA CLASS B MODE C VEIL (DO NOT USE FOR NAVIGATION – NOT TO SCALE)



Operators of aircraft not equipped with Mode C transponders may operate within the Tampa Class B Mode C veil to attend the Sun 'n Fun Fly-In at LAL along the following ATC-designated route:

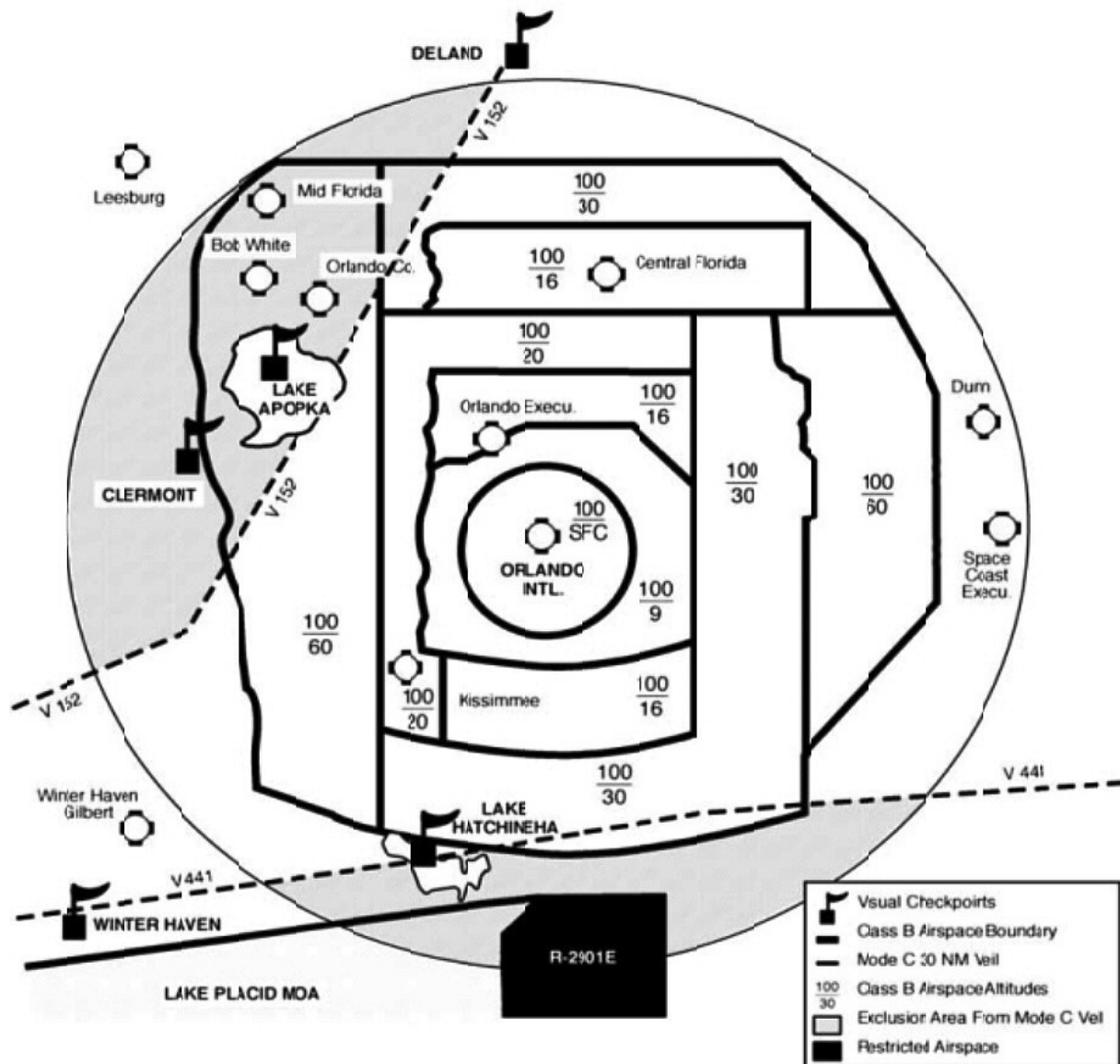
At and below 2,500 FT MSL east of Highway 39.

Remain outside of the lateral boundary of the Tampa Class B airspace.

Aircraft must follow the LAL arrival and departure procedures.

CAUTION: This notice does not constitute authorization to enter the Tampa Class B airspace.

ORLANDO CLASS B MODE C VEIL
(DO NOT USE FOR NAVIGATION – NOT TO SCALE)



Operators of aircraft not equipped with Mode C transponders may operate within the Orlando Class B Mode C veil to attend the Sun 'n Fun Fly-In at LAL along the following ATC-designated routes:

Northwest portion of Orlando Class B:

At or below 2,500 FT MSL along a route that passes over the city of Deland, Lake Apopka, and the City of Clermont. Remain northwest of V152.

Southern portion of Orlando Class B:

At or below 2,500 FT MSL south of V441 along a route over the center of Lake Hatchineha and east of the City of Winter Haven. Remain outside of the lateral boundaries of the Orlando Class B airspace and outside R-2901E.

CAUTION: This notice does not constitute authorization to enter the Orlando Class B airspace.

EXCEPTIONS

Per 14 CFR 91.215, aircraft without electrical systems, balloons, and gliders are exempt from the Mode C transponder requirement when operating within the Orlando and Tampa Mode C veil. ATC authorization to deviate from transponder requirement is not required.

OTHER REQUESTS FOR AUTHORIZATIONS ORLANDO APPROACH

Requests to operate along other than the routes specified above must be submitted to Orlando Approach in accordance with 14 CFR 91.215. Such requests will not be considered approved without the express written authorization signed by the Orlando Manager or designee.

Operations conducted in accordance with the procedures outlined in this notice must remain outside the Orlando Class B airspace unless otherwise authorized by Orlando Approach.

FLIGHT SERVICE INFORMATION

Pilot briefing and flight planning services are available online through the Leidos Pilot Portal at <https://www.1800wxbrief.com/Website/> or by contacting Leidos Flight Service at 1-800-WX-BRIEF (1-800-992-7433).

INBOUND VFR FLIGHT PLANS

Filing flight plans:

Pilots should allow for unexpected delays and add an additional 30 minutes when filing their ETE.

Pilots should ensure the color of their aircraft is included in the remarks section of their VFR flight plan.

Pilots are requested to close their flight plans while airborne. Due to the large number of aircraft, pilots may encounter up to a 30-minute delay in parking their aircraft.

Contacting Flight Service by Radio:

On initial call-up, advise flight service of your full aircraft identification and which frequency you are using.

When transmitting on 122.1 and listening to the VOR, remember to check that volume is up.

Due to frequency congestion, air files and in-flight full route weather briefings are discouraged.

REMEMBER TO CLOSE YOUR VFR FLIGHT PLANS

FREQUENCIES

| LAKELAND AREA | |
|-------------------------|---------|
| Lakeland Arrival ATIS | 128.575 |
| Lake Parker Arrival | 124.5 |
| Lakeland Ground Control | 121.4 |
| Lakeland Helicopter | 123.025 |

| | |
|------------------------------------|---------|
| Warbird Parking Advisory | 125.025 |
| Lakeland Tower North | 135.225 |
| RWY 9L/27R Departure Monitor | 133.125 |
| Paradise City Advisory | 123.825 |
| Lakeland Departure ATIS | 118.025 |
| Sun 'n Fun Ground Advisory | 126.075 |
| Lakeland IFR Ground Control | 124.15 |
| Lakeland VOR | 116.0 |
| Lakeland UHF | 236.775 |
| Lakeland Tower South | 118.35 |
| RWY 9R/27L Departure Monitor | 127.850 |

| TAMPA (TPA) APPROACH | |
|-----------------------------|--------|
| E of Tampa SFC-4,000' | 119.9 |
| E of Tampa 4,500'-12,000' | 135.5 |
| W of Tampa SFC-4,000' | 125.3 |
| W of Tampa 4,500'-12,000' | 118.8 |
| SRQ Area SFC-4,000' | 119.65 |
| SRQ Area 4,500'-12,000' | 134.25 |
| Tampa Tower | 119.5 |
| LAL IFR Arrivals Cancelling | 120.65 |

| ORLANDO (F11) APPROACH | |
|-------------------------------|--------|
| CAMBE int. 4,500' & Below | 119.4 |
| N of Orlando | 135.3 |
| SE of Orlando | 119.77 |

| DAYTONA (DAB) APPROACH | |
|-------------------------------|--------|
| N of Daytona SFC-3,500' | 125.8 |
| N of Daytona 4,000'-11,000' | 118.85 |
| SW of Daytona SFC-3,500' | 126.55 |
| SSE of Daytona SFC-3,500' | 125.35 |
| S of Daytona 4,000'-11,000' | 127.07 |


| JACKSONVILLE (JAX) APPROACH | |
|------------------------------------|---------|
| Vicinity of GNV – 28J – PGD | |
| SFC to 6,000 | 118.17 |
| 6,500 to 10,000 | 121.3 |
| Vicinity of X60 – OCF – LEE | |
| SFC to 6,000 | 118.6 |
| 6,500 to 10,000 | 128.67 |
| VFR Following/IFR Pick-up | 120.925 |


| JACKSONVILLE (ZJX) ARTCC | |
|---------------------------------|---------|
| TAY Surface & Above | 125.37 |
| CTY Area 10,500' & Above | 128.05 |
| OCF Area 10,500' & Above | 133.325 |

| MIAMI (ZMA) ARTCC | |
|-------------------------------|--------|
| S of Lakeland 9,000' & Below | 134.55 |
| S of Lakeland 10,000' & Above | 127.2 |
| SRQ Area 13,000' & Above | 132.35 |
| LBV Area | 132.45 |

| OTHER FLIGHT SERVICE (AFSS) | |
|------------------------------------|---------|
| BKV | 122.3 |
| FT DRUM | 122.2 |
| LAL (receive) | 116.0 |
| LAL (transmit) | 122.1 |
| MLB | 122.6 |
| OMN | 122.4 |
| OMN (receive) | 112.6 |
| OMN (transmit) | 122.1 |
| ORL | 122.65 |
| ORL | 123.65 |
| PGD | 122.025 |
| PIE | 122.45 |
| PIE | 123.6 |
| SEF | 122.25 |
| SRQ (receive) | 117.0 |
| SRQ (transmit) | 122.1 |
| TIX | 123.6 |
| VRB | 122.5 |

| JANUARY – 2020 | | | | | | | FEBRUARY – 2020 | | | | | | | MARCH – 2020 | | | | | | |
|----------------|-----|-----|-----|-----|-----|-----|-----------------|-----|-----|-----|-----|-----|-----|------------------|-----|-----|-----|-----|-----|-----|
| SUN | MON | TUE | WED | THU | FRI | SAT | SUN | MON | TUE | WED | THU | FRI | SAT | SUN | MON | TUE | WED | THU | FRI | SAT |
| | | | 1 | 2 | 3 | 4 | | | | | | | 1 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| 26 | 27 | 28 | 29 | 30 | 31 | | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 29 | 30 | 31 | | | | |
| | | | | | | | | | | | | | | | | | | | | |
| APRIL – 2020 | | | | | | | MAY – 2020 | | | | | | | JUNE – 2020 | | | | | | |
| SUN | MON | TUE | WED | THU | FRI | SAT | SUN | MON | TUE | WED | THU | FRI | SAT | SUN | MON | TUE | WED | THU | FRI | SAT |
| | | | 1 | 2 | 3 | 4 | | | | | | 1 | 2 | | 1 | 2 | 3 | 4 | 5 | 6 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 26 | 27 | 28 | 29 | 30 | | | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 28 | 29 | 30 | | | | |
| | | | | | | | 31 | | | | | | | | | | | | | |
| JULY – 2020 | | | | | | | AUGUST – 2020 | | | | | | | SEPTEMBER – 2020 | | | | | | |
| SUN | MON | TUE | WED | THU | FRI | SAT | SUN | MON | TUE | WED | THU | FRI | SAT | SUN | MON | TUE | WED | THU | FRI | SAT |
| | | | 1 | 2 | 3 | 4 | | | | | | | 1 | | | 1 | 2 | 3 | 4 | 5 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 26 | 27 | 28 | 29 | 30 | 31 | | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 27 | 28 | 29 | 30 | | | |
| | | | | | | | 30 | 31 | | | | | | | | | | | | |
| OCTOBER – 2020 | | | | | | | NOVEMBER – 2020 | | | | | | | DECEMBER – 2020 | | | | | | |
| SUN | MON | TUE | WED | THU | FRI | SAT | SUN | MON | TUE | WED | THU | FRI | SAT | SUN | MON | TUE | WED | THU | FRI | SAT |
| | | | | 1 | 2 | 3 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | | | 1 | 2 | 3 | 4 | 5 |
| 4 | 5 | 6 | 7 | 8 | 9 | 10 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 11 | 12 | 13 | 14 | 15 | 16 | 17 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| 18 | 19 | 20 | 21 | 22 | 23 | 24 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| 25 | 26 | 27 | 28 | 29 | 30 | 31 | 29 | 30 | | | | | | 27 | 28 | 29 | 30 | 31 | | |
| | | | | | | | | | | | | | | | | | | | | |

 = Cutoff dates for submitting information to AJV-5 for next publication. (Twenty-three (23) days before effective date.)

 = Effective dates and cutoff dates for submitting information to the Publications Staff, AJV-8 for next publication. (Twenty-eight (28) days before next effective date.)

**U.S. Department
of Transportation
Federal Aviation
Administration
800 Independence Ave., S.W.
Washington, DC 20591**

**Critical to
Flying
Safety**

**Flight Information Publication
*Notices to Airmen***