

# 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
<b>GAP</b>	General Aviation Parking Area
<b>GAC</b>	General Aviation Camping Area
<b>HB</b>	Homebuilt Parking Area
<b>HBC</b>	Homebuilt Camping Area
<b>HC</b>	Handicapped Parking

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

Parking sign example:



## LAKELAND LINDER INTERNATIONAL 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**

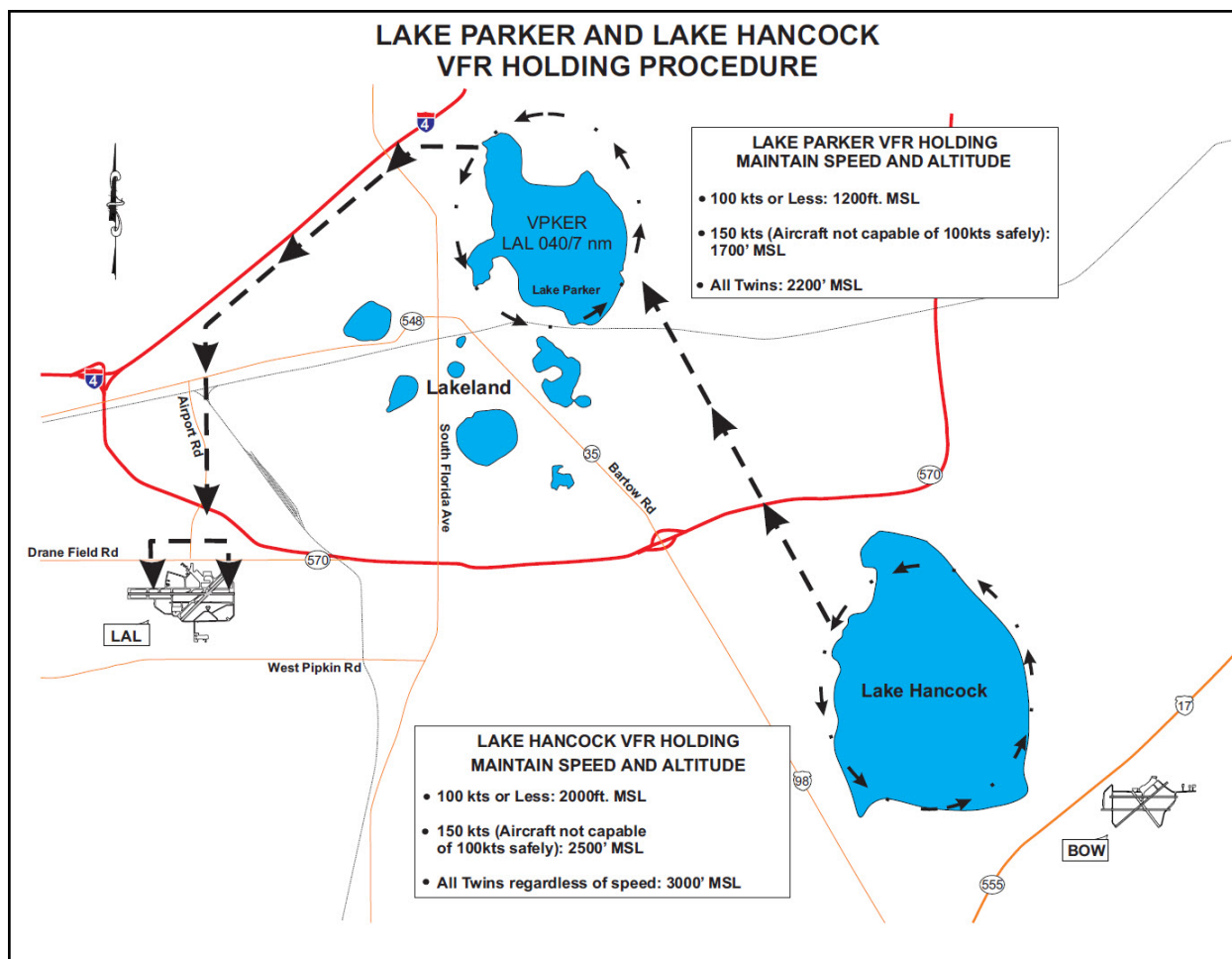
Saturday, April 06, 0700–0800 EDT (1100–1200 UTC)

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

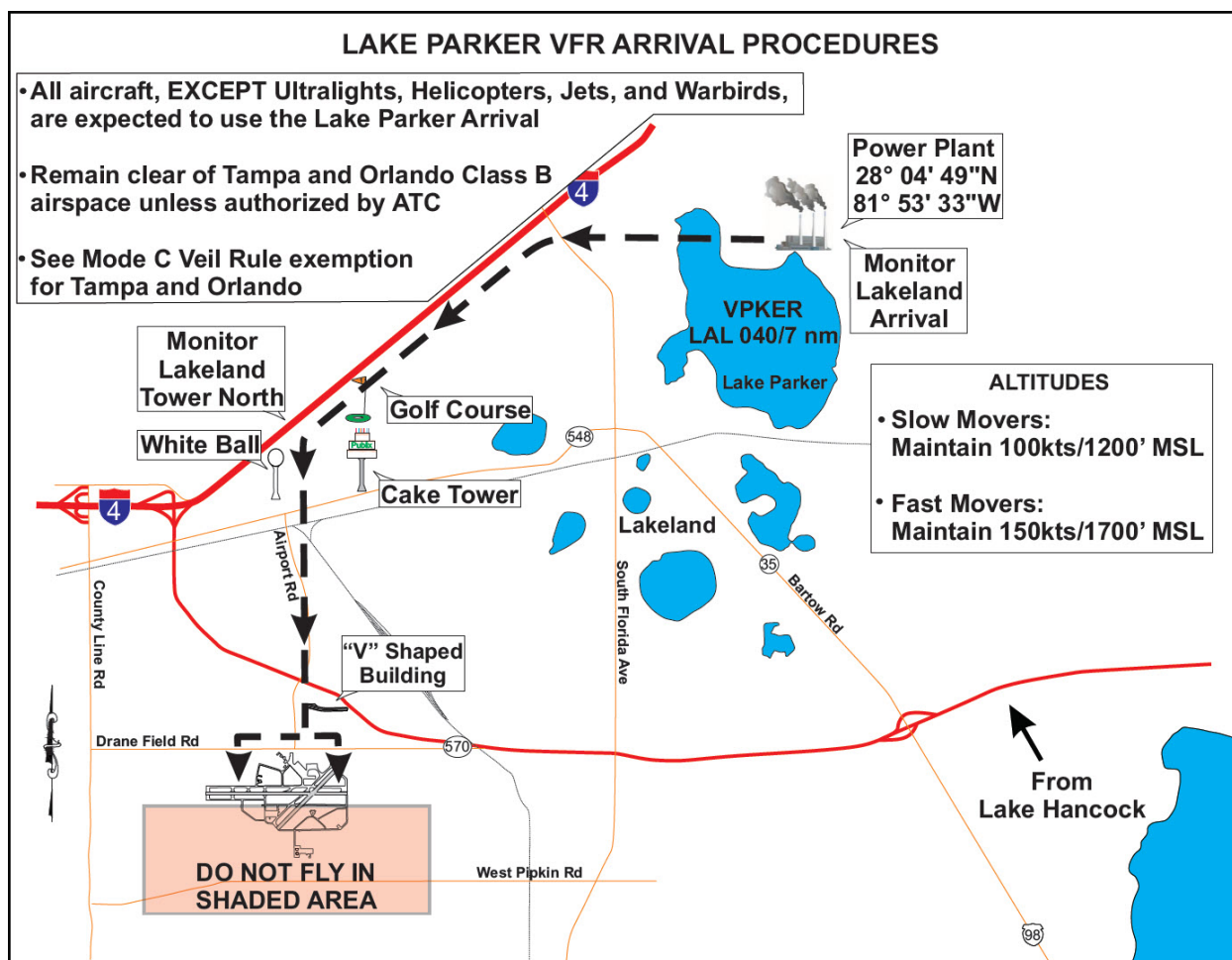
If VFR holding prior to Lake Parker is necessary, ATC will instruct aircraft to proceed to Lake Hancock.

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.

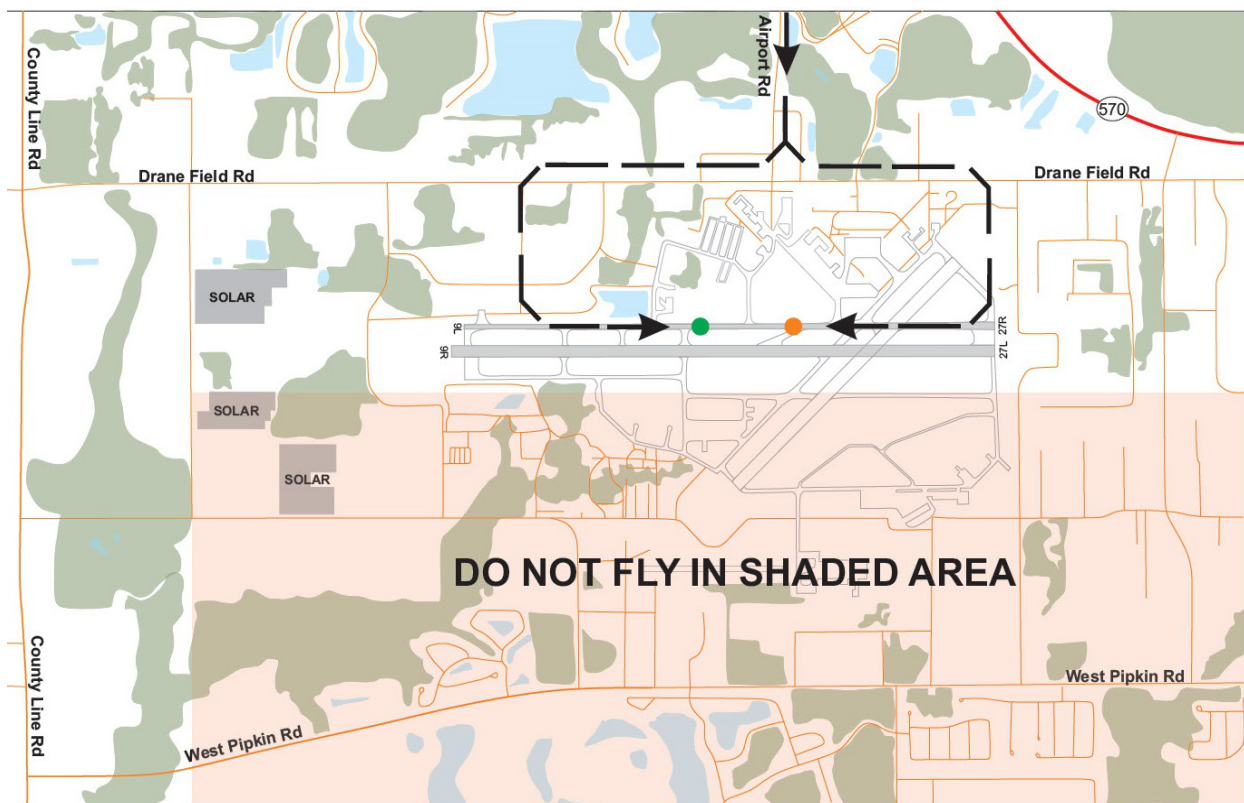
Fly southbound toward the large V-shaped building. The blue-roofed airport terminal building at LAL is directly south of the large V-shaped building.

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.

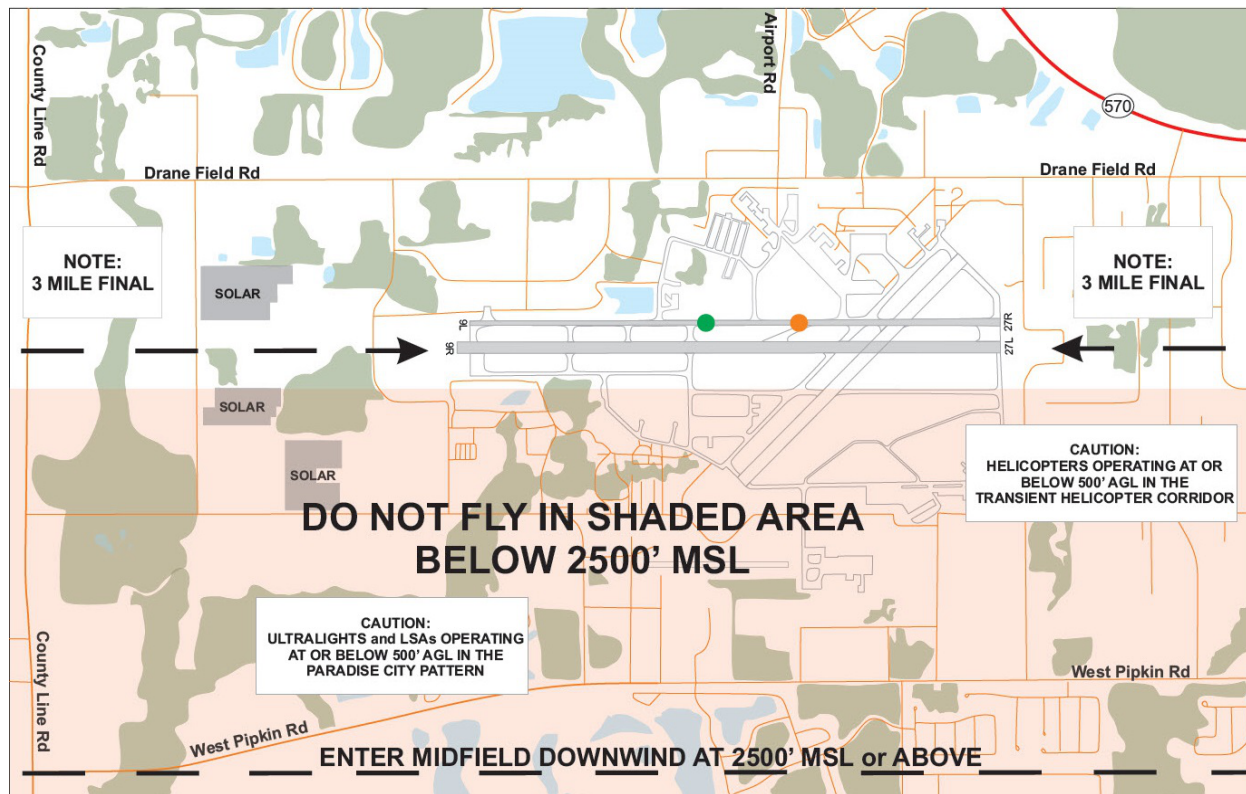
- Departing RWY 09L/27R monitor 133.125.
- Departing RWY 09R/27L monitor 127.850.

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.

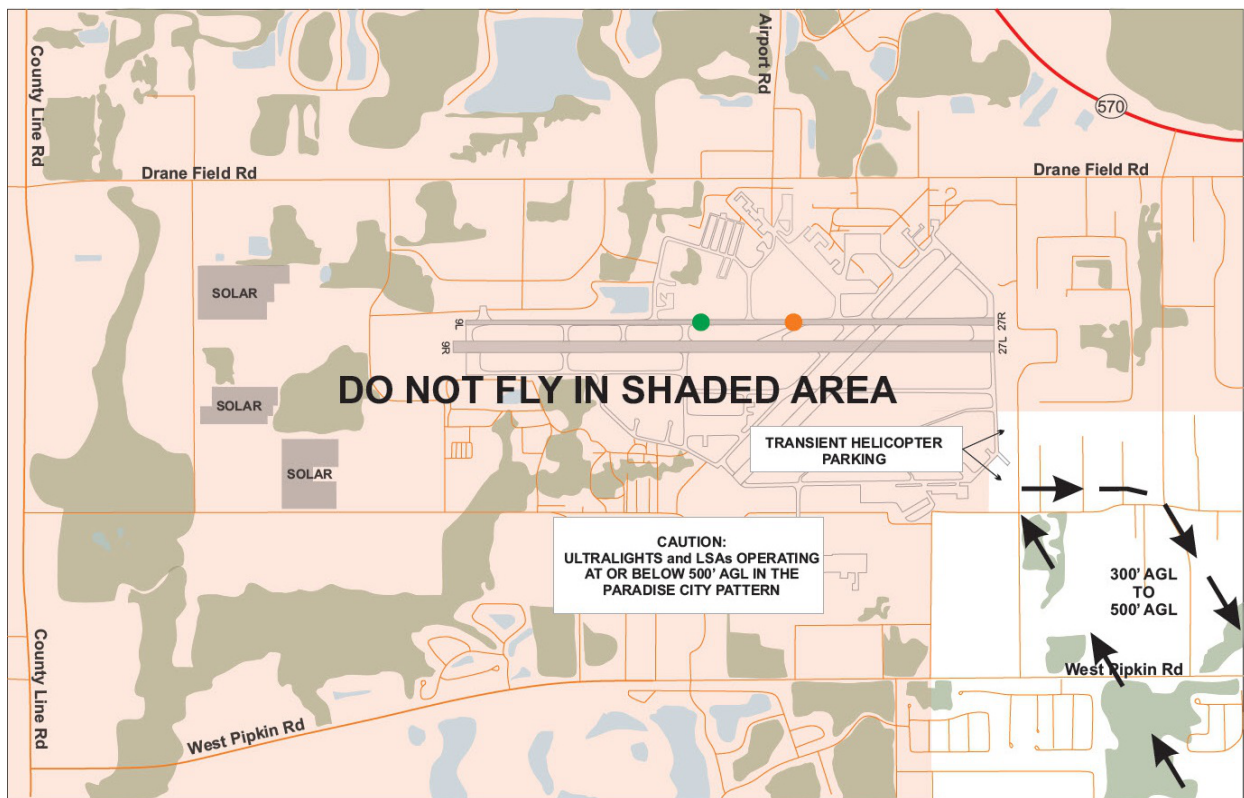
After exiting, and south of RWY 09R/27L, contact Sun 'n Fun Ground Advisory on 126.075. Note: Sun 'n Fun Ground Advisory may not be monitored at all times.

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.

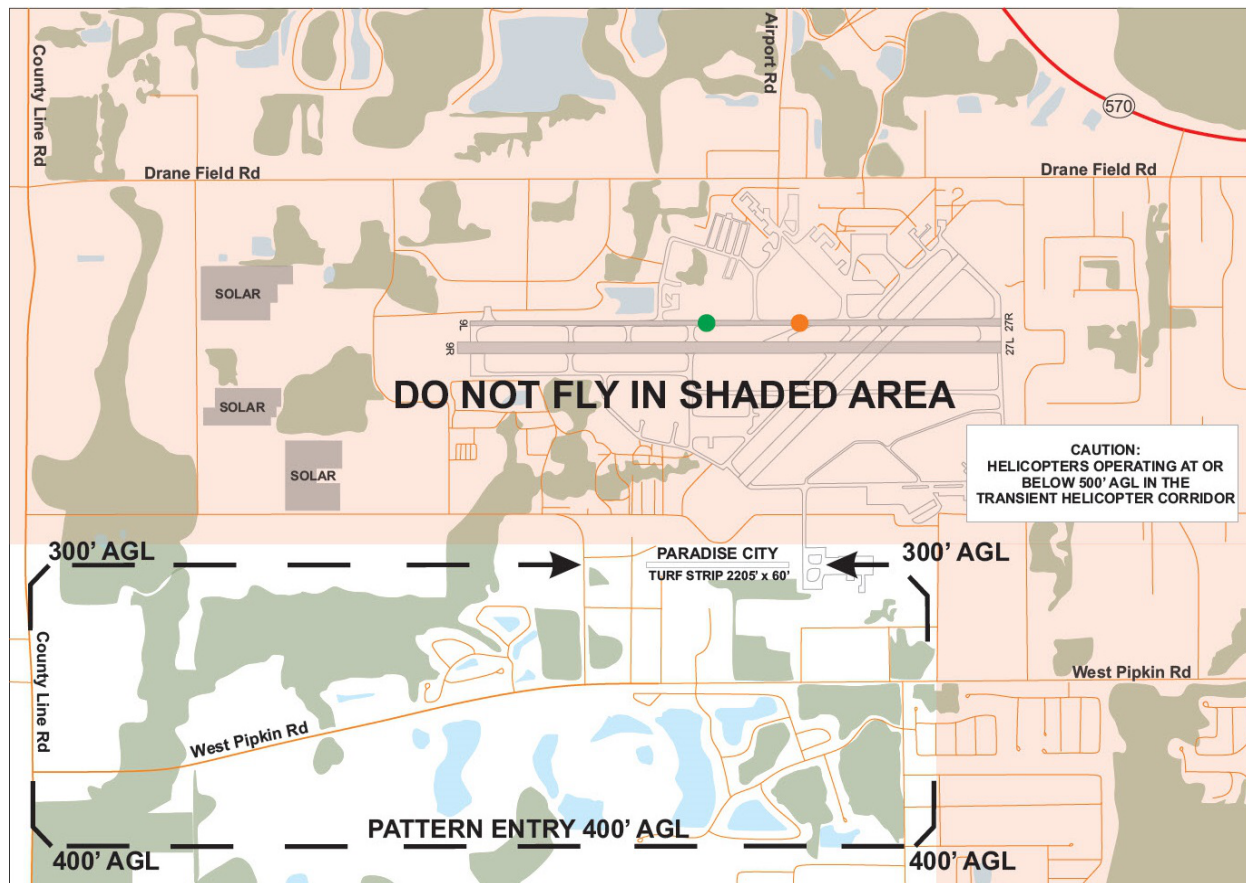
Remain east of TWY E at all times. Yield to taxiing aircraft.

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 International 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)

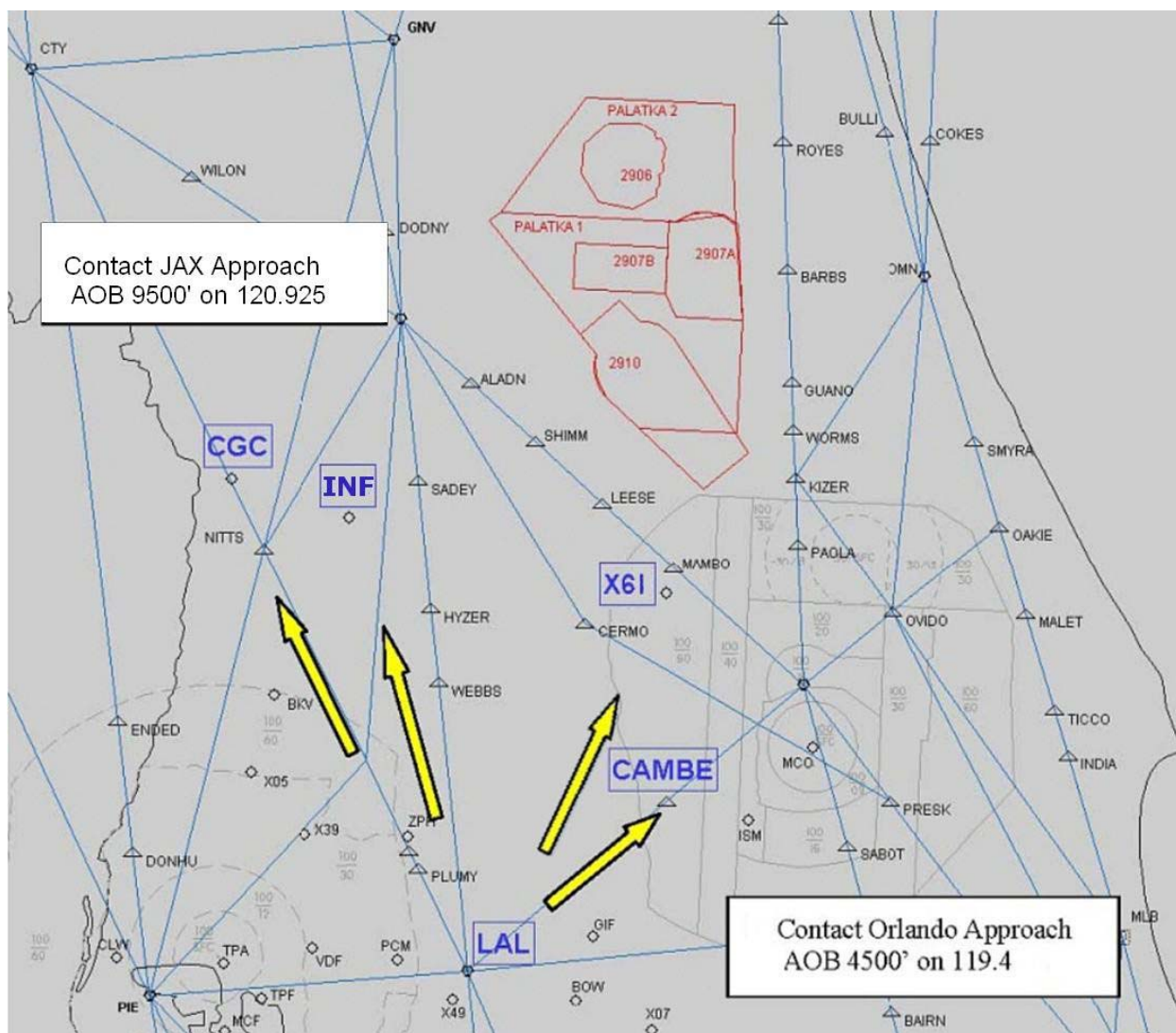
as their departure point in order to receive airborne IFR clearance. Enter **AIRFILE** or **IFR PICK UP** in the remarks section of the flight plan. MONITOR first then contact Orlando Approach at or below 4,500 feet on 119.4. Remain clear of Orlando Class B airspace.

**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

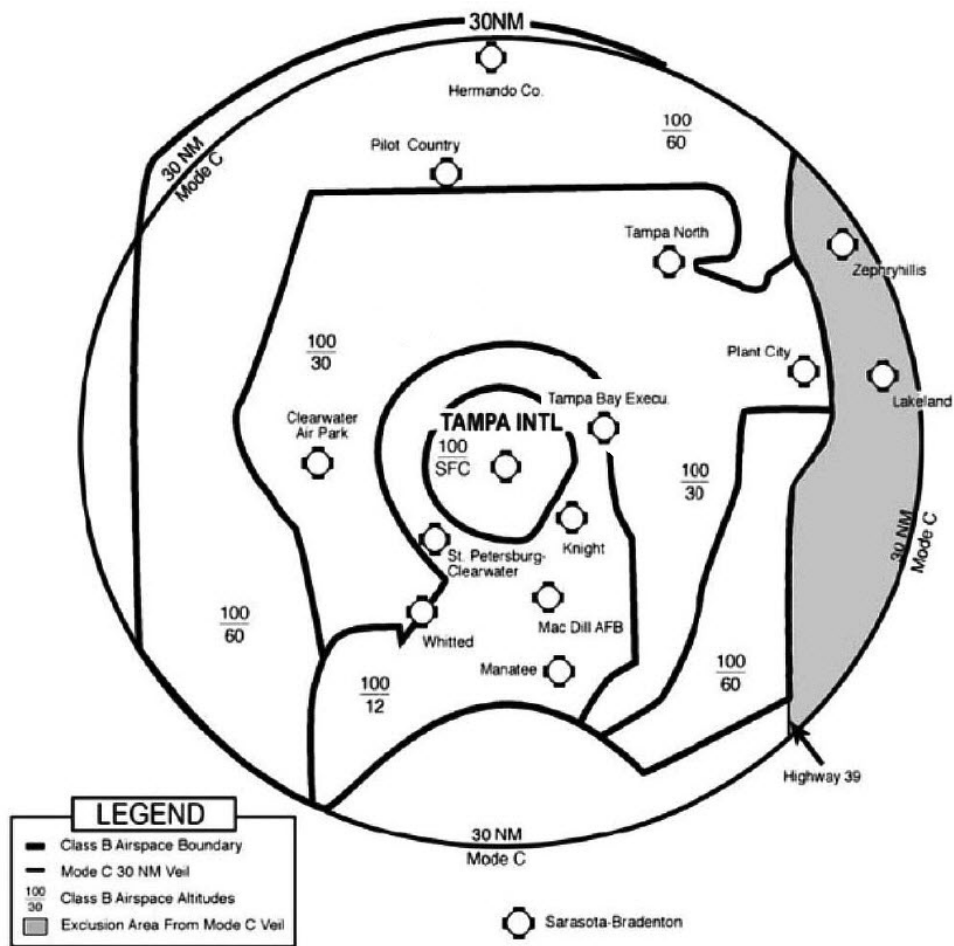
Approach may be unable to issue an IFR pick up clearance due to heavy traffic volume if you depart VFR from one of the Lakeland area airports. Due to anticipated frequency congestion, aircraft not complying with these procedures should NOT expect to receive airborne IFR pickup clearance or VFR flight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

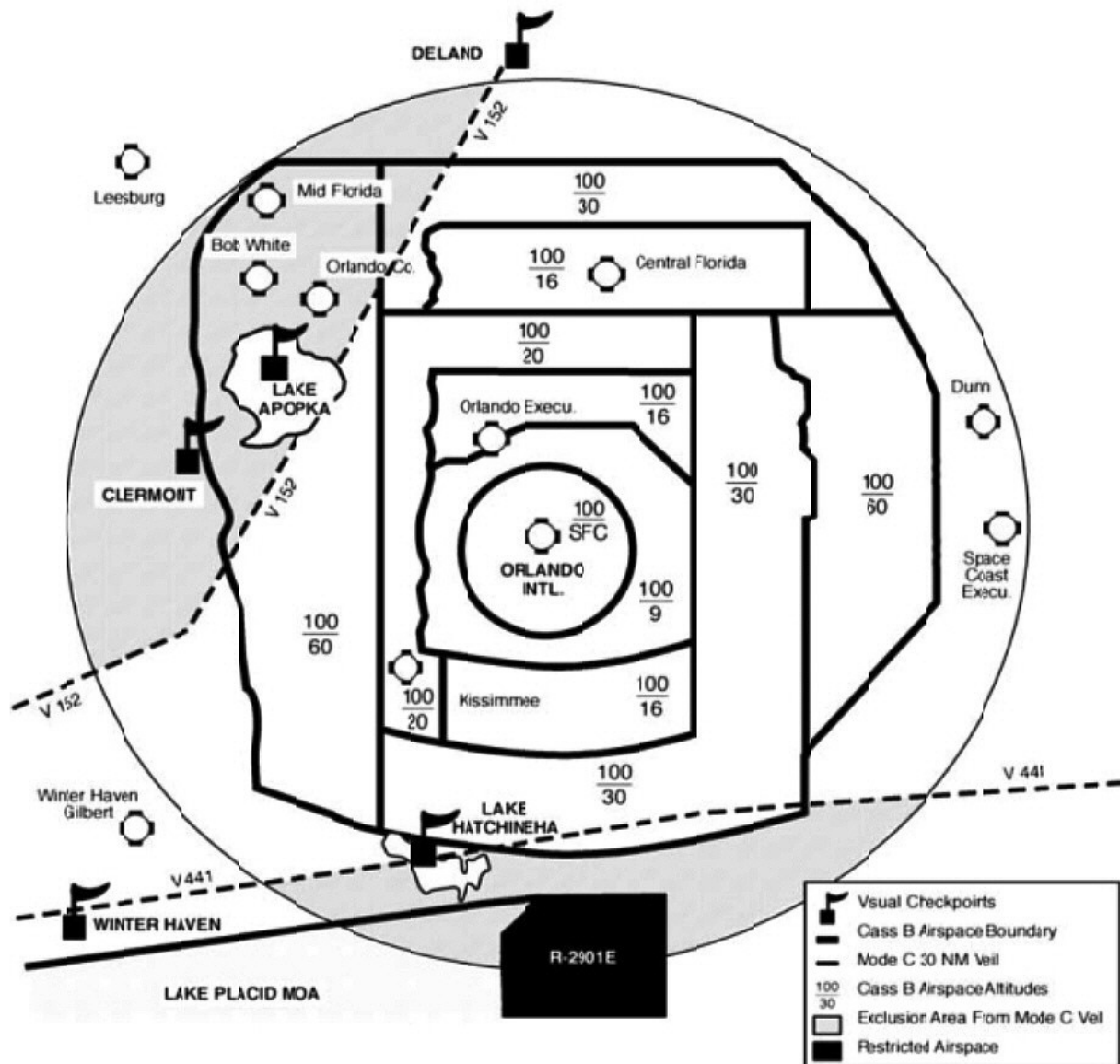
At and below 2,500 FT MSL east of Highway 39.

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 <b>IFR</b> Ground Control	124.15
Lakeland VOR	116.0
Lakeland UHF	236.775
Lakeland Tower South	118.35
RWY 9R/27L Departure Monitor	127.850

<b>TAMPA (TPA) APPROACH</b>	
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

<b>ORLANDO (F11) APPROACH</b>	
CAMBE int. 4,500' & Below	119.4
N of Orlando	135.3
SE of Orlando	119.77

<b>DAYTONA (DAB) APPROACH</b>	
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

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

<b>JACKSONVILLE (ZJX) ARTCC</b>	
TAY Surface & Above	125.37
CTY Area 10,500' & Above	128.05
OCF Area 10,500' & Above	133.325

<b>MIAMI (ZMA) ARTCC</b>	
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

<b>OTHER FLIGHT SERVICE (AFSS)</b>	
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