

**GEICO 500
MONSTER ENERGY NASCAR CUP EVENT**

**TALLADEGA, ALABAMA
April 25 – April 29, 2019**

SPECIAL AIR TRAFFIC PROCEDURES

Special air traffic procedures to manage increased traffic, enhance safety, and minimize delays are in effect for the following airports:

AIRPORT	IDENTIFIER
Talladega Municipal	KASN
Anniston Regional	KANB
St. Clair County Airport	KPLR

TRAFFIC MANAGEMENT INITIATIVES

When traffic demand exceeds airport capacity, the Air Traffic Control System Command Center (ATCSCC) may apply traffic management initiatives to **domestic, IFR arrivals**. Pilots should anticipate Expect Departure Clearance Times (EDCT), holding, or other potential delay.

Aircraft issued an EDCT are expected to depart within 5 minutes of the assigned time. Aircraft unable to depart within 5 minutes of their EDCT shall advise ATC and request a new EDCT assignment.

The program may be in effect **April 28, 0800–1400 CDT (1300–1900 UTC)**

To ensure equitable airspace access and minimize delays, ATC will not accept air-filed flight plans or airborne changes of destination to/from the Talladega area, except in emergencies. Duplicate flight plans (same call sign/multiple times) are subject to removal from the system.

TEMPORARY AIRPORT TRAFFIC CONTROL TOWER

The FAA will operate a Temporary Airport Traffic Control Tower (TATCT) at KASN as follows:

DAY	DATE	TIME (CDT)	TIME (UTC)
Saturday	April 27, 2019	1000 – 1800	1500 – 2300
Sunday	April 28, 2019	0600 – 1900	1100 – 0000

FREQUENCIES / TELEPHONE

KASN	
Tower	119.075
Ground Control	121.7
Clearance Delivery	125.275
AWOS	118.425 / (256) 362–5847
ATIS	134.05

KANB and AFSS	
KANB CTAF	123.6
KANB ASOS	119.675 / (256) 835-3931
En Route Weather (Airborne)	122.2

ARRIVAL PROCEDURES

MONITOR ATIS on 134.05. Enter the traffic pattern with lights on and gear down. Maintain a pattern as close to the airport boundary as safety will allow. Be alert for specific landing point and runway exit instructions. Expeditious compliance is expected. After exiting the runway, airport personnel will direct you to parking. There is a limited amount of paved parking, anticipate parking in grassy areas. Comply promptly with airport ground crew directions to keep the runway clear of traffic.

CAUTION: Use extreme caution when entering the area around the Talladega Airport due to limited radar coverage, high minimum vectoring altitude (4,000FT) and mountainous terrain in the KASN area.

ASN VFR ARRIVALS

During ATCT hours of operation

Two-way radio is required. MONITOR Talladega Tower frequency and contact the tower no earlier than 10 miles from the airport. Keep transmissions brief to reduce frequency congestion. Unless otherwise directed by the Tower, enter the traffic pattern via a standard downwind entry. Traffic pattern directions: RWY 22 left-hand, RWY 04 right-hand. Only arrival/departure aircraft operations authorized below 2500MSL within 5NM of ASN.

IFR ARRIVALS

There is LIMITED radar coverage in the Talladega area. To minimize delays and make the best use of the radar coverage west of Talladega, expect visual approach or ILS/RNV RWY 04 approach if weather requires. Pilots should expect radar vectors 15NM west of Talladega and to remain at or above 4000MSL for radar coverage. Due to the close proximity of PLR, ASN, and ANB, expect holding for non-radar separation and sequencing.

ANB arrivals expect vectors to hold at LINTZ at or above 4000MSL.

PLR arrivals expect holding at HANUR at or above 4000MSL

NOTE: IFR arrivals on April 28, 2019 from 1600–2000 CDT (2100–0100 UTC) may expect a **2–3 hour delay** due to KASN/KANB departure traffic. Pilots should plan to arrive before 1600 CDT or after 2000 CDT.

PREFERRED IFR ARRIVAL ROUTES / ALTITUDES

Arrivals file **AT OR BELOW FL220** and via:

FROM	AIRCRAFT	ROUTE
HKY/SVH	JET PROP	BZM SPA CHOPZ CTEEE POUNC GOSSE BZM SUG HRS GQO GOUBR JOTAV
CLT	JET- PROP	ESTRR4 IPTAY CHOPZ CTEEE POUNC GOSSE KNI2 NEANO HRS GQO GOUBR JOTAV

JQF/RUQ	JET PROP	ESTRR4 IPTAY CHOPZ CTEEE POUNC GOSSE KNI2 NEANO HRS GQO GOUBR JOTAV
GSO	JET PROP	TRI9 CARWN CHOPZ CTEEE POUNC GOSSE TRI9 YADKI BZM SUG HRS GQO GOUBR JOTAV
INT	JET PROP	TRSHA1 BAWDS CHOPZ CTEEE POUNC GOSSE TRI9 YADKI BZM SUG HRS GQO GOUBR JOTAV
EXX	JET PROP	BZM SPA CHOPZ CTEEE POUNC GOSSE BZM SUG HRS GQO GOUBR JOTAV
TRI/VJI	ALL	HMV VXV GQO GOUBR JOTAV
AVL	ALL	HRS GQO GOUBR JOTAV

Aircraft departing airports not listed file:

FROM	AIRCRAFT	ROUTE
Between VXV-ODF	ALL	GOUBR JOTAV DEST
Between GRD-ODF	AOA 150000 AOB 140000	CHOPZ CTEEE POUNC GOSSE destination ODF V415 YESVU GOUBR JOTAV destination
N of KASN	ALL	RQZ VUZ HEENA destination
W of KASN	ALL	VUZ HEENA destination
SW of KASN	ALL	HEENA destination

KASN DEPARTURE PROCEDURES

Due to close proximity and limited radar coverage, KASN, KANB, and KPLR are one airport for departure clearance purposes.

MONITOR ATIS on 134.05 prior to engine start to determine the runway in use and applicable procedure.

Pilots must adhere to departure procedures to reduce frequency congestion and provide ATC a method of sequencing and spacing. It is critical that pilots MONITOR the correct frequency as indicated.

IFR aircraft departing **after** the race on Sunday, April 28, 2019 **prior** to 1930 CDT, are asked to file flight plans with a **1530 CDT (2030Z)** proposed departure time to ensure flight plan delivery to the temporary tower and reduce departure delays. Atlanta ARTC Center will ensure flight plans with a 2030 UTC departure time remain in the system until 0030 UTC (April 29, 2019).

NOTE: IFR clearances are available at the FBO thirty minutes prior to the filed proposed departure time. Users are encouraged to obtain clearance at the FBO to reduce frequency congestion and expedite the overall departure process.

RUNWAY 22 TAXI PROCEDURE

Aircraft parked in the grass between the airport and the racetrack, taxi to the STOP sign located between taxiways A2 and A3 via the designated taxi route. (See airport diagrams). When number one (1) at the STOP sign, call Ground Control on 121.7.

Aircraft parked on the ramp adjacent to the FBO may taxi via either “A2” or “A1” to the stop signs short of “Alpha.” When number one (1) at the STOP sign, call Ground Control on 121.7.

IFR aircraft that have NOT received clearance from the FBO, call Clearance Delivery on 125.275 prior to reaching the STOP sign.

On initial contact, advise Ground Control of call sign, type aircraft, assigned beacon code (if IFR), direction of departure (if VFR), and ATIS code. **If you received your IFR clearance in the FBO, state “IFR, with clearance, beacon code _ _ _ _”.**

Do not pass the STOP sign until instructed by Ground Control. Taxi as instructed.

All aircraft MONITOR – do not call – Tower on 119.075 after receiving taxi instructions.

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

RUNWAY 04 TAXI PROCEDURE

All aircraft taxi to and hold short of Taxiway Alpha. Stop signs will be located at A1, A2, A3, and A4. (See Airport diagrams). When number one (1) at the STOP sign, call Ground Control on 121.7.

IFR aircraft that have NOT received clearance from the FBO call Clearance Delivery on 125.275 prior to reaching the STOP sign.

On initial contact advise Ground Control of call sign, type aircraft, assigned beacon code (if IFR), direction of departure (if VFR), and ATIS code. **If you received your IFR clearance in the FBO, state “IFR, with clearance, beacon code _ _ _ _”.**

Do not enter Taxiway Alpha or pass the STOP signs until instructed by Ground Control. Taxi as instructed.

All aircraft MONITOR – do not call – Tower on 119.075 after receiving taxi instructions.

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

KANB IFR DEPARTURES

Expect the same route procedures as aircraft departing KASN. Due to close proximity, ANB, KASN, and KPLR are one airport for IFR departure clearance purposes. Contact Birmingham Approach Ground Control on 132.15 for clearance.

PREFERRED IFR DEPARTURE ROUTES

Effective Sunday, April 28, 2019

Pilots should anticipate reroutes and alternate altitude assignments to allow orderly departures. This may be especially relevant for aircraft landing in the Charlotte terminal area. Eastbound aircraft may expect initial routing via the TDG 110 radial or the TDG 065 radial, as traffic dictates. Check current NOTAMs for possible changes to effective dates / times. File via one the following routes:

DESTINATION	AIRCRAFT	ROUTE
JQF/RUQ (filed AOA 150)*	Props Jets	DDASH ATL UNARM6 FNISH ATL CHPTR3

JQF/RUQ (filed AOB 140)	Props Jets	DDASH RMG FNISH RMG
CLT	Props Jets (non-RNAV) Jets (RNAV)	DDASH ATL UNARM6 FNISH ATL CHPTR3 FNISH BESTT JONZE2
HKY/SVH	Jets / T-Props Props	GAD GQO VXV BZM MRICA GQO VXV BZM
GSO/INT	(RNAV) (non-RNAV) (Props)	GAD GQO VXV MAACK TRAKS TRAKS2 GAD GQO VXV GZG BROOK3 MRICA GQO VXV GZG PSK SMOKN3
EXX/MTV/TRI/VJI	Jets/T-Props Props	GAD GQO VXV BZM MRICA GQO VXV BZM
N of a line RQZ to BKW**	All	WAMPM RQZ

*Dependent upon traffic and weather conditions at KJQF on April 28, 2019, users may receive routing via: ATL IRQ CAE FLO KABEE KABEE2 KJQF. Expect to cross IRQ at or below FL230.

**07C, 313, BMG, ENW, HNB, UMP, SDF, JVY, OEB, RID, PTK, LUK, LEX, HTS, PBX (not a complete list)

VFR /IFR PICKUP PROCEDURES

KASN/KANB/KPLR departures

Due to the high volume of traffic in the Talladega area, follow these procedures except in emergencies:

DO NOT request IFR pickup below 5,000 feet MSL due to radar coverage. If ceilings are below 5,000, you should depart IFR. Use caution for mountainous terrain.

DO NOT call Birmingham Approach until at least 15 miles from KASN. DO NOT call any Atlanta Center frequency until at least 20 miles east of KASN, or above 10,000 feet if westbound.

CAUTION: Remain clear of the Atlanta Class B airspace. IFR pickup within 40 NM of ATL will be extremely limited due Atlanta arrivals.

Squawk 1200 on departure.

If planning an IFR pick-up, ensure that an IFR flight plan is on file with Flight Service.

ATC will not accept air-filed flight plans or airborne changes of destination within 100 miles of KASN, except in emergencies.

AFTER DEPARTURE

Aircraft AT OR BELOW 10,000:

BETWEEN	FACILITY	FREQUENCY
TDG 328 radial --- 110 radial	ATLANTA CENTER	124.5
TDG 111 radial --- 138 radial	ATLANTA APPROACH	125.5
TDG 139 radial --- 164 radial	ATLANTA CENTER	120.45

TDG 165 radial ---- 200 radial	MONTGOMERY APCH	121.2
TDG 201 radial ---- 327 radial	BIRMINGHAM APCH	123.8

Aircraft ABOVE 10,000:

BETWEEN	FACILITY	FREQUENCY
TDG 261 radial ---- 320 radial	ATLANTA CENTER	127.3
TDG 321 radial ---- 110 radial	ATLANTA CENTER	134.95
TDG 111 radial ---- 190 radial	ATLANTA CENTER	120.45
TDG 191 radial ---- 260 radial	ATLANTA CENTER	132.25

TEMPORARY FLIGHT RESTRICTION

A Temporary Flight Restrictions (TFR) will be in effect for this event. See **FDC NOTAM 7/4319** for details.

GENERAL INFORMATION

Use caution for all types of traffic operating in the area including banner tows, helicopters, and blimps.

CAUTION: Pilots are requested to avoid flight at and below 5000 FT AGL in the National Security Area (NSA) northeast of Talladega.

Pilots should ensure they receive a thorough briefing on all NOTAMS for the Talladega area.

TALLADEGA MUNICIPAL AIRPORT

Parking Information

The Talladega Airport has implemented a parking reservation program. Aircraft arriving April 25–28, 2019 should obtain a parking slot prior to landing. Parking fees: jets \$300, twins \$200, and singles \$100. For reservations, call the Talladega Municipal Airport at 256–761–4815 weekdays between 0800–1600 CDT.

LEIDOS FLIGHT SERVICE

Pilot briefing and flight planning services are available online through the Leidos Pilot Portal at <https://www.1800wxbrief.com/Website/> or by telephone at 1–800–WX–BRIEF (1–800–992–7433). Press 1, or say “Briefer”, then press 2–5–2 or say “Alabama”

Contact Anniston Radio on 122.2 in the Talladega, Alabama area for VFR flight plan activation and closure. Contact Flight Service on the following frequencies for in–flight briefing services:

Direction from Talladega, Alabama

North	122.2 MHz
East	122.2 / 122.6 MHz (Macon Radio)
West	122.2 / 123.65 MHz
South	122.2 / 122.55 MHz
Northwest	122.6 MHz

In–flight pilot reports are encouraged on these frequencies.



