



U.S. Department  
of Transportation

Federal Aviation  
Administration

# *NOTICES TO AIRMEN*

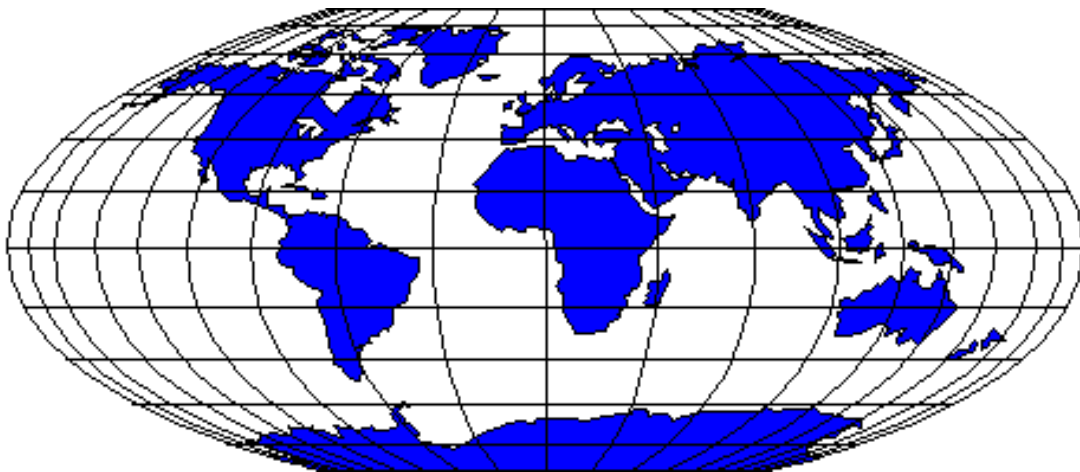
*Domestic/International*

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**September 25, 2008**

*Next Issue*


**October 23, 2008**




*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/airports\\_airtraffic/air\\_traffic/publications/notices](http://www.faa.gov/airports_airtraffic/air_traffic/publications/notices)*

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JANUARY – 2008							FEBRUARY – 2008							MARCH – 2008						
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
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27	28	29	30	31			24	25	26	27	28	29		23	24	25	26	27	28	29
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APRIL – 2008							MAY – 2008							JUNE – 2008						
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27	28	29	30				25	26	27	28	29	30	31	29	30					
JULY – 2008							AUGUST – 2008							SEPTEMBER – 2008						
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27	28	29	30	31			24	25	26	27	28	29	30	28	29	30				
							31													
OCTOBER – 2008							NOVEMBER – 2008							DECEMBER – 2008						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
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12	13	14	15	16	17	18	9	10	11	12	13	14	15	14	15	16	17	18	19	20
19	20	21	22	23	24	25	16	17	18	19	20	21	22	21	22	23	24	25	26	27
26	27	28	29	30	31		23	24	25	26	27	28	29	28	29	30	31			
							30													

 = Cutoff dates for submitting NOTAMs to AJR-32 for next publication. (Twenty-three (23) days before effective date.)

 = Effective dates and cutoff dates for submitting information to the Publications Staff, AJR-31 for next publication. (Twenty-eight (28) days before next effective date.)

# NOTICES TO AIRMEN

September 25, 2008

Flight Data Center (FDC) NOTAM information current as of September 3, 2008

FDC NOTAMs listed through 8/1696 – 8/6518 dated September 3, 2008

Prior to flight, pilots should always check with Flight Service for current NOTAMs (1-800-WX-BRIEF).

## TABLE OF CONTENTS

### General Information

Title	Page
Publication Schedule .....	v
Subscription Information .....	vi
Foreword (criteria and procedures for submitting data for publication) .....	vii
Contractions .....	xi
NOTAM .....	xi
Weather .....	xiv

### PART 1. FDC NOTAMs

#### Section 1

Airway NOTAMs (listed alphabetically by ARTCC) .....	1-AN-1	■
--	--------	---

#### Section 2

Content Criteria for NOTAMs in Section 2		
Airport, Facilities, and Procedural NOTAMs (listed alphabetically by state or territory) .....	1-AFPN-1	■

#### Section 3

General NOTAMs (listed by NOTAM number, beginning with the most recent) .....	1-GN-1	■
---	--------	---

### PART 2. Part 95 Revisions

Revisions to Minimum En Route IFR Altitudes and Changeover Points .....	2-IFR-1	■
---	---------	---

<b>Title</b>	<b>Page</b>
--------------	-------------

**PART 3. International NOTAMs**

General .....	3-INTL-3
International Notices .....	3-INTL-5
Flight Prohibitions, Potentially Hostile Situations, and Foreign Notices .....	3-INTL-5
International Oceanic Airspace Notices .....	3-INTL-15
General .....	3-INTL-15
Region Specific .....	3-INTL-20

**PART 4. Graphic Notices**

(Notices are listed in categories. **For information on submitting graphic notices for publication, see page viii.)**

<u><b>Control No.</b></u>	<u><b>Category</b></u>	<u><b>Page No.</b></u>
---------------------------	------------------------	------------------------

**Section 1. General**

GEN04003	Special Instrument Approach Procedure NOTAMs .....	4-GEN-3
GEN04008	High Volume Winter Routings .....	4-GEN-4
GEN04009	Revision Domestic U.S. Reduced Vertical Separation Minimum: Operational Policy/Procedures .....	4-GEN-5
GEN05002	Automatic Dependent Surveillance-Broadcast (ADS-B) and other Broadcast Services--Initial Capabilities in the National Airspace System (NAS) .....	4-GEN-20
GEN05004	Discontinuance of 121.5 & 243 MHz for Satellite Distress Alerts .....	4-GEN-25
GEN05009	Revised Weather Radar Phraseology .....	4-GEN-26
GEN06002	Precision Object Free Zone. ....	4-GEN-27
GEN07000	Altitude and Speed Constraints Published on Area Navigation Procedures. ....	4-GEN-28
GEN08000	Area Navigation Flight Plan Filing Requirements. ....	4-GEN-29
GEN08001	Operation on U.S. Area Navigation Routes, Standard Terminal Arrival & Departure Procedures .....	4-GEN-31

The following notices remain in effect and now appear [renumbered] in the applicable geographical section of this publication: GEN05001 now SC08001, GEN06001 now SW08001, GEN08002 now NE08001, GEN08003 and GEN08004 now SC08002 and SC08003 respectively.

**Section 2. Special Military Operations**

MIL99002	New Mexico. White Sands Missile Range .....	4-MIL-3
MIL00003	Oregon/Washington. Lights Out Military Helicopter Operations .....	4-MIL-5
MIL02005	Texas. Central and Southwest Texas Lights Out Military Helicopter Operations .	4-MIL-6
MIL05007	Wisconsin. Lights Out/Low Level Military Helicopter Operations .....	4-MIL-7
MIL06003	Various Locations. Lights Out Military Helicopter Operations .....	4-MIL-8
MIL08000	Alaska. Special Use Airspace (Temporary Military Operations Areas) .....	4-MIL-10
MIL08001	Louisiana. Special Use Airspace (Military Operations Areas) .....	4-MIL-13

**Section 3. Airport and Facility Notices**

**Northeast United States**

NE98001	Pennsylvania. Pittsburgh Tower Standard Taxi Routes .....	4-NE-3
NE03004	Maryland. Freeway Airport VOR/GPS Runway 36 Approach .....	4-NE-5

NE03005	Pennsylvania. Philadelphia International Airport ILS PRM Approach Procedures	4-NE-6
NE05001	Maryland. Baltimore–Washington International Airport Standard Taxi Routes . .	4-NE-7
NE06001	Pennsylvania. Special Authorization to Conduct Taxi Into Position & Hold Operations at Intersection (Pittsburgh Tower) . . . . .	4-NE-8
NE07000	New Jersey. Special Authorization to Conduct Taxi Into Position & Hold Operations at Intersection (Newark Tower) . . . . .	4-NE-9
NE07002	Massachusetts. Boston–Logan International Airport Taxiway Modifications . . . .	4-NE-10
NE07003	New Jersey. Newark Liberty International Airport Intersecting Runway Operations . . . . .	4-NE-12
NE08001	Massachusetts. Boston–Logan International Airport Taxiway Construction . . . . .	4-NE-13
 <b>Southeast United States</b>		
SE05002	Georgia. DeKalb–Peachtree Airport GPS Runway 20L Approach . . . . .	4-SE-3
SE05003	Florida. Special High Altitude Q Routes to Airports in Florida . . . . .	4-SE-4
SE05004	Georgia. Atlanta Approach Control Acquisition of Athens Sector Airspace . . . . .	4-SE-6
SE06001	Georgia. Atlanta Hartsfield–Jackson International Airport ILS PRM Approach Procedures. . . . .	4-SE-8
SE08000	Florida. Eglin AFB RAPCON Hours of Operation . . . . .	4-SE-9
 <b>East Central United States</b>		
EC99001	Illinois. Chicago O’Hare International Airport Standard Taxi Routes . . . . .	4-EC-3
EC04002	Michigan. Detroit Metropolitan Wayne County Airport Standard Taxi Routes . . .	4-EC-4
EC05000	Ohio. Cleveland Hopkins International Airport ILS PRM Approach Procedures . .	4-EC-6
EC05001	Illinois. Chicago O’Hare Unscheduled Arrival Reservation Program . . . . .	4-EC-7
EC08000	Ohio. Cleveland Hopkins International Airport Standard Taxi Routes . . . . .	4-EC-8
 <b>South Central United States</b>		
SC08001	Texas. Runway Status Lights, Dallas/Fort Worth International Airport – West Airfield . . . . .	4-SC-3
SC08002	Texas. Runway Status Lights, Dallas/Fort Worth International Airport – East Airfield . . . . .	4-SC-8
SC08003	Texas. Final Approach Runway Occupancy Signal (FAROS), Dallas/Fort Worth International Airport . . . . .	4-SC-14
 <b>North Central United States</b>		
NC05000	Missouri. Simultaneous Offset Instrument Approach (SOIA) Procedure for Pilots Filing Flight Plans to Lambert–St. Louis International Airport . . . . .	4-NC-3
NC06001	Missouri. Lambert–St. Louis ILS PRM Approach Procedures . . . . .	4-NC-4
 <b>Northwest United States</b>		
NW03001	Washington. Concurrent Operations to Boeing Field and Seattle–Tacoma International Airport . . . . .	4-NW-3
NW03002	Washington. Concurrent Operations to Spokane International Airport and Fairchild Air Force Base . . . . .	4-NW-6
 <b>Southwest United States</b>		
SW01003	California. Los Angeles Center Limited Radar Services . . . . .	4-SW-3
SW03003	Colorado. Light Detection and Ranging (LIDAR) Operation . . . . .	4-SW-4
SW04001	California. San Francisco SOIA/PRM . . . . .	4-SW-5

SW06000	California. Final Approach Runway Occupancy Signal (FAROS), Long Beach (Dougherty Field) Airport .....	4-SW-6
SW08001	California. Runway Status Lights, San Diego International Airport .....	4-SW-9

**Alaska and Hawaii**

AH01001	Alaska. Anchorage Merrill Field Mode C Intruder Alert Services .....	4-A&H-3
AH01009	Alaska. Lake Hood Seaplane Base Mode C Intruder Alert Services .....	4-A&H-4
AH01010	Alaska. Point Mackenzie Area Mode C Intruder Alert Services .....	4-A&H-5
AH03004	Alaska. Implementation of IFR RNAV Operations Using GPS .....	4-A&H-6
AH03009	Alaska. Increased Surveillance for the ADS-B Equipped Aircraft .....	4-A&H-8
AH06000	Alaska. Taxi Into Position and Hold Operations .....	4-A&H-10

**Section 4. Major Sporting and Entertainment Events**

SP08023	Virginia. 2008 Virginia Tech Football Games .....	4-SPORT-3
SP08028	Indiana. Notre Dame Football Season 2008 .....	4-SPORT-5
SP08029	Texas. 2008 University of Texas Longhorn Football Season .....	4-SPORT-7
SP08030	Louisiana. 2008 Louisiana State University Tigers Football Season .....	4-SPORT-10
SP08031	Texas. 2008 Texas A&M Aggies Football Season .....	4-SPORT-13
SP08033	Florida. National Business Aviation Association (NBAA) Convention .....	4-SPORT-16
SP08034	Pennsylvania. 2008 Penn State Football Games .....	4-SPORT-24
SP08035	Alabama. AMP Energy 500 Sprint Cup NASCAR Event .....	4-SPORT-26
SP08036	Georgia. Pep Boys Auto 500 .....	4-SPORT-36
SP08038	Missouri. Kansas Speedway NASCAR Race .....	4-SPORT-41
SP08039	Arkansas. 2008 University of Arkansas Razorbacks Football Season .....	4-SPORT-46
SP08040	North Carolina. NASCAR Bank of America 500 .....	4-SPORT-49
SP08041	Texas. NASCAR Sprint Cup Series Dickies 500 .....	4-SPORT-53
SP08042	Georgia. Sunbelt Agricultural Exposition .....	4-SPORT-57
SP08043	Florida. Ford 400 NASCAR Sprint Cup Series Event .....	4-SPORT-60
SP08044	California. Aircraft Owners and Pilots Association (AOPA) Expo 2008 .....	4-SPORT-64
SP08045	South Dakota. 2008 Pheasant Hunting Season .....	4-SPORT-72

**Section 5. Airshows**

AIR08001	2008 U.S./Canada Airshows .....	5-AIR-3
AIR08007	New Mexico. Albuquerque International Balloon Fiesta .....	5-AIR-4
AIR08009	Arizona. 2008 Copperstate Fly-In .....	5-AIR-6
AIR08010	California. Rio Vista (O88) Airport Day .....	5-AIR-15

**Special Notices**

Washington, D.C. Metropolitan ADIZ and FRZ .....	Page 1
--	--------

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

# NOTICES TO AIRMEN

## Publication Schedule

### **PARTS 1 AND 2**

Information for **Part 1** (NOTAMs) and **Part 2** (Revisions to IFR Altitude and Changeover Points) shall be submitted to the **National Flight Data Center, AJR-32**, before the information cutoff dates listed in the chart below. Information, as well as inquiries, should be addressed to:

Address	Category	Phone Number
Federal Aviation Administration National Flight Data Center (AJR-32) 800 Independence Avenue, S.W. Washington, DC 20591	Airports & NAVAIDs Airspace & Procedures Part 95 Revisions	1-866-295-8236

### **PARTS 3 AND 4**

Information for **Part 3** (International) and **Part 4** (Graphic Notices) shall be submitted electronically to **Air Traffic Publications, AJR-31**, through the appropriate regional office. Requirements for Graphic Notices are listed on page viii of the Foreword and shall 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 3 and 4, as well as inquiries, should be addressed to:

Address	EMail	Phone Number
Federal Aviation Administration Air Traffic Publications (AJR-31) Room 428 800 Independence Avenue, S.W. Washington, DC 20591	sherita.l.jones@faa.gov	1-202-267-7769

### **Cutoff Dates for Submitting Information To Be Published**

Effective Date of Publication	Information Submission Cutoff Dates for <b>Graphic Notices (Parts 3 &amp; 4)</b>	Information Submission Cutoff Dates for <b>NFDC NOTAMs (Parts 1 &amp; 2)</b>
January 18, 2008	December 20, 2007	December 26, 2007
February 14, 2008	January 17, 2008	January 23, 2008
March 13, 2008	February 14, 2008	February 20, 2008
April 10, 2008	March 13, 2008	March 19, 2008
May 8, 2008	April 10, 2008	April 16, 2008
June 5, 2008	May 8, 2008	May 14, 2008
July 3, 2008	June 5, 2008	June 11, 2008
July 31, 2008	July 3, 2008	July 9, 2008
August 28, 2008	July 31, 2008	August 6, 2008
September 25, 2008	August 28, 2008	September 3, 2008
October 23, 2008	September 25, 2008	October 1, 2008
November 20, 2008	October 23, 2008	October 29, 2008
December 18, 2008	November 20, 2008	November 26, 2008


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<sup>1</sup> NIMA distributed publications will only be addressed to organizational names.		

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# FOREWORD

## NATIONAL AIRSPACE SYSTEM CHANGES

The main references for changes to the National Airspace System (NAS) are the Aeronautical Charts and the Airport/Facility Directories. 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 and/or the Service A telecommunications system as a NOTAM D item.

## FDC AIRWAY NOTAMS

National Flight Data Center (FDC) NOTAMs reflecting airway changes are carried as Center Area NOTAMs (CAN) on the NOTAM(D) circuit. CANs are NOTAMs issued on airway changes that fall within an ARTCC's airspace. CANs are in FDC format and issued by the U.S. NOTAM Office.

## NOTAMS IN THE NOTICES TO AIRMEN PUBLICATION

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

FDC NOTAMs reflect changes to Standard Instrument Approach Procedures (SIAPs), flight restrictions, and aeronautical chart revisions. The date and number of the last FDC NOTAM included in this issue is indicated on the Table of Contents page. This ensures that FDC NOTAMs issued after the Notices to Airmen publication cutoff date can be identified.

## PART 1. PUBLICATION CRITERIA

**Section 1, Airway NOTAMs.** NOTAMs are sorted alphabetically by ARTCC and in descending FDC NOTAM numerical order.

**Section 2, Airports/Facilities & Procedural NOTAMs.** Categories may include Chart Corrections, Airports, Facilities, Procedural NOTAMs, and others, as required.

NOTAMs in section 2 are sorted alphabetically by state, city, airport name and in descending NOTAM numerical order.

**Section 3, FDC General NOTAMs.** Contains NOTAMs that are general in nature and not tied to a specific airport/facility identifier; i.e., flight advisories and restrictions. NOTAMs in section 3 are sorted by descending NOTAM numerical order.

NOTAM information of a **temporary** nature is not expected to remain current for an extended period and is carried until expiration or cancellation. NOTAMs of a **permanent** nature are carried until published on the proper charts or in the Airport/Facility Directory (AFD).

**The Notices to Airmen publication is issued every 28 days.** Data in this publication which is current on the effective date of the next Airport/Facility Directory (AFD) will be transferred to the AFD and removed from this publication.

Facilities are responsible for forwarding NOTAM information to be included in Part One to the National Flight Data Center (NFDC).

FDC NOTAM LEGEND	
Code	Explanation
0/777	Accountability number assigned to the message originator.
FI/T	Flight information of a temporary nature.
FI/P	Flight information of a permanent nature.

## PART 2. PUBLICATION CRITERIA

**Revisions to Part 95 of the Federal Aviation Regulations** – Minimum En Route IFR Altitudes and Changeover Points are published four (4) weeks prior to the 56–day IFR chart cycle; i.e., Part 95 revisions to IFR altitudes on charts effective November 9, 1995, were published in the November 9, 1995, Notices to Airmen Publication (NTAP).

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 3. 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 promulgated 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 3 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.

Notification of erroneous or obsolete data should be directed to the Federal Aviation Administration, Air Traffic Publications, AJR–31, 800 Independence Avenue, SW, Washington, DC 20591.

## PART 4. 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 AJR–31 through the regional office.

Notices for events requiring Special Traffic Management Programs (STMP) should be coordinated following the procedures in FAA Order JO7210.3V, Facility Operation and Administration, paragraph 17–10–2.

Submissions should be sent to AJR–31 well in advance of but **no later than 28 days prior to** the effective date of the Notices to Airmen edition date to ensure adequate lead time for inclusion in the publication.

Notices submitted for inclusion in the Notices to Airmen publication will be published no earlier than two editions prior to the effective date of the Notice. Special notices will be carried in the Notices to Airmen publication for the entire duration of the Notice, and in the case of more permanent notices, until transferred to other appropriate Air Traffic Publications.

With the exception of dated special events, regional offices should notify AJR–31 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 [sherita.l.jones@faa.gov](mailto:sherita.l.jones@faa.gov). Graphics should be submitted in one of the following formats: gif, jpg, tif, or pdf. Please do not submit graphics with a “.doc” file extension. All graphic notices must be submitted in black and white; no color submissions will be accepted with the exception of aeronautical charts. Copyrighted materials, such as maps, should not be submitted for publication without written permission of the copyright owner.

**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 Savings 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**

With the exception of the NOTAMs in Part 1, vertical lines in the outside margin indicate new or revised information. In Part 1, new NOTAMs are shown in shaded text.

**INTERNET**

The entire Notices to Airmen publication is published on the internet at the following address: [http://www.faa.gov/airports\\_airtraffic/air\\_traffic/publications/notices/](http://www.faa.gov/airports_airtraffic/air_traffic/publications/notices/)

There are two copies of the Notices to Airmen publication on the web site, the current version and the previous version. This is done to overlay any current NOTAMs and information that may be needed.

In the web version, revised/updated items are shown in blue-colored text.



### 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>
<b>A</b>	
ABN	Airport Beacon
ABV	Above
ACC	Area Control Center (ARTCC)
ACCUM	Accumulate
ACFT	Aircraft
ACR	Air Carrier
ACT	Active
ADJ	Adjacent
ADZD	Advised
AFD	Airport Facility Directory
AGL	Above ground level
ALS	Approach Light System
ALT	Altitude
ALTM	Altimeter
ALTN	Alternate
ALTONLY	Alternately
ALSTG	Altimeter Setting
AMDT	Amendment
AMGR	Airport Manager
AMOS	Automatic Meteorological Observing System
AP	Airport
APCH	Approach
AP LGT	Airport Lights
APP	Approach control
ARFF	Aircraft Rescue & Fire Fighting
ARR	Arrive, arrival
ASOS	Automated Surface Observing System
ASPH	Asphalt
ATC	Air Traffic Control
ATCSCC	Air Traffic Control System Command Center
ATIS	Automatic Terminal Information Service
AUTH	Authority
AUTOB	Automatic Weather Reporting System
AVBL	Available
AWOS	Automatic Weather Observing/Reporting System
AWY	Airway
AZM	Azimuth
<b>B</b>	
BA FAIR	Braking action fair
BA NIL	Braking action nil
BA POOR	Braking action poor
BC	Back Course
BCN	Beacon
BERM	Snowbank(s) Containing Earth/Gravel
BLW	Below
BND	Bound

<i>Contraction</i>	<i>Decode</i>
BRG	Bearing
BYD	Beyond
<b>C</b>	
CAAS	Class A Airspace
CAT	Category
CBAS	Class B Airspace
CBSA	Class B Surface Area
CCAS	Class C Airspace
CCLKWS	Counterclockwise
CCSA	Class C Surface Area
CD	Clearance Delivery
CDAS	Class D Airspace
CDSA	Class D Surface Area
CEAS	Class E Airspace
CESA	Class E Surface Area
CFR	Code of Federal Regulations
CGAS	Class G Airspace
CHG	Change
CIG	Ceiling
CK	Check
CL	Centerline
CLKWS	Clockwise
CLR	Clearance, clear(s), cleared to
CLSD	Closed
CMB	Climb
CMSND	Commissioned
CNL	Cancel
COM	Communications
CONC	Concrete
CPD	Coupled
CRS	Course
CTC	Contact
CTL	Control
<b>D</b>	
DALGT	Daylight
DCMSND	Decommissioned
DCT	Direct
DEGS	Degrees
DEP	Depart/Departure
DEPPROC	Departure procedures
DH	Decision Height
DISABLD	Disabled
DIST	Distance
DLA	Delay or delayed
DLT	Delete
DLY	Daily

<i>Contraction</i>	<i>Decode</i>
DME	Distance Measuring Equipment
DMSTN	Demonstration
DP	Dew Point Temperature
DRFT	Snowbank(s) Caused By Wind Action
DSPLCD	Displaced
<b>E</b>	
E	East
EB	Eastbound
EFAS	En Route Flight Advisory Service
ELEV	Elevation
ENG	Engine
ENRT	En route
ENTR	Entire
EXC	Except
<b>F</b>	
FAC	Facility or facilities
FAF	Final Approach fix
FAN MKR	Fan Marker
FDC	Flight Data Center
FI/T	Flight inspection temporary
FI/P	Flight inspection permanent
FM	From
FREQ	Frequency
FNA	Final approach
FPM	Feet per minute
FREQ	Frequency
FRH	Fly Runway Heading
FRI	Friday
FRZN	Frozen
FSS	Automated/Flight Service Station
FT	Foot, feet
<b>G</b>	
GC	Ground Control
GCA	Ground Control Approach
GOVT	Government
GP	Glide Path
GPS	Global Positioning System
GRVL	Gravel
<b>H</b>	
HAA	Height Above Airport
HAT	Height Above Touchdown
HDG	Heading
HEL	Helicopter
HELI	Heliport
HIRL	High Intensity Runway Lights
HIWAS	Hazardous Inflight Weather Advisory Service
HLDG	Holding
HOL	Holiday
HP	Holding Pattern

<i>Contraction</i>	<i>Decode</i>
HR	Hour
<b>I</b>	
IAF	Initial approach fix
IAP	Instrument Approach Procedure
INBD	Inbound
ID	Identification
IDENT	Identify/Identifier/Identification
IF	Intermediate fix
ILS	Instrument Landing System
IM	Inner Marker
IMC	Instrument Meteorological Conditions
IN	Inch/Inches
INDEFY	Indefinitely
INFO	Information
INOP	Inoperative
INSTR	Instrument
INT	Intersection
INTL	International
INTST	Intensity
IR	Ice On Runway(s)
<b>K</b>	
KT	Knots
<b>L</b>	
L	Left
LAA	Local Airport Advisory
LAT	Latitude
LAWRS	Limited Aviation Weather Reporting Station
LB	Pound/Pounds
LC	Local Control
LOC	Local/Locally/Location
LCTD	Located
LDA	Localizer Type Directional Aid
LGT	Light or lighting
LGTD	Lighted
LIRL	Low Intensity Runway Lights
LLWAS	Low Level Wind Shear Alert System
LM	Compass Locator at ILS Middle Marker
LDG	Landing
LLZ	Localizer
LO	Compass Locator at ILS Outer Marker
LONG	Longitude
LRN	Loran
LSR	Loose Snow on Runway(s)
LT	Left Turn
<b>M</b>	
MAG	Magnetic
MAINT	Maintain, maintenance
MALS	Medium Intensity Approach Light System

<i>Contraction</i>	<i>Decode</i>
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
MED	Medium
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
MRA	Minimum reception altitude
MSA	Minimum Safe Altitude/Minimum Sector Altitude
MSAW	Minimum Safe Altitude Warning
MSG	Message
MSL	Mean Sea Level
MU	MU meters
MUD	Mud
MUNI	Municipal
<b>N</b>	
N	North
NA	Not Authorized
NAV	Navigation
NB	Northbound
NDB	Nondirectional Radio Beacon
NE	Northeast
NGT	Night
NM	Nautical Mile(s)
NMR	Nautical Mile Radius
NONSTD	Nonstandard
NOPT	No Procedure Turn Required
NR	Number
NTAP	Notice To Airmen Publication
NW	Northwest
<b>O</b>	
OBSC	Obscured
OBST	Obstruction
OM	Outer Marker
OPR	Operate
OPS	Operation
ORIG	Original
OTS	Out of Service
OVR	Over

<i>Contraction</i>	<i>Decode</i>
<b>P</b>	
PAEW	Personnel and Equipment Working
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
PARL	Parallel
PAT	Pattern
PAX	Passenger
PCL	Pilot Controlled Lighting
PERM	Permanent/Permanently
PJE	Parachute jumping exercise
PLA	Practice Low Approach
PLW	Plow/Plowed
PN	Prior Notice Required
PPR	Prior Permission Required
PREV	Previous
PRN	Pseudo random noise
PROC	Procedure
PROP	Propeller
PSR	Packed Snow on Runway(s)
PTCHY	Patchy
PTN	Procedure Turn
PVT	Private
<b>R</b>	
RAIL	Runway Alignment Indicator Lights
RAMOS	Remote Automatic Meteorological Observing System
RCAG	Remote Communication Air/Ground Facility
RCL	Runway Centerline
RCLL	Runway Centerline Light System
RCO	Remote Communication Outlet
REC	Receive/Receiver
RELCTD	Relocated
REIL	Runway End Identifier Lights
REP	Report
RLLS	Runway Lead-in Lights System
RMNDR	Remainder
RNAV	Area Navigation
RPLC	Replace
RQRD	Required
RRL	Runway Remaining Lights
RSR	En Route Surveillance Radar
RSVN	Reservation
RT	Right Turn
RTE	Route
RTR	Remote Transmitter/Receiver
RTS	Return to Service
RUF	Rough
RVR	Runway Visual Range
RVRM	Runway Visual Range Midpoint
RVRR	Runway Visual Range Rollout
RVRT	Runway Visual Range Touchdown

<i>Contraction</i>	<i>Decode</i>
RWY	Runway
<b>S</b>	
S	South
SA	Sand, sanded
SAT	Saturday
SAWR	Supplementary Aviation Weather Reporting Station
SB	Southbound
SDF	Simplified Directional Facility
SE	Southeast
SFL	Sequence Flashing Lights
SID	Standard Instrument Departure
SIMUL	Simultaneous
SIR	Packed or Compacted Snow and Ice on Runway(s)
SKED	Scheduled
SLR	Slush on Runway(s)
SN	Snow
SNBNK	Snowbank(s) Caused by Plowing
SNGL	Single
SPD	Speed
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
SVC	Service
SW	Southwest
SWEPT	Swept or Broom/Broomed
<b>T</b>	
T	Temperature
TAA	Terminal Arrival Area
TACAN	Tactical Air Navigational Aid
TAR	Terminal area surveillance radar
TDZ	Touchdown Zone
TDZ LG	Touchdown zone lights
TEMPO	Temporary
TFC	Traffic
TFR	Temporary Flight Restriction
TGL	Touch and Go Landings
THN	Thin
THR	Threshold
THRU	Through
THU	Thursday

<i>Contraction</i>	<i>Decode</i>
TIL	Until
TKOF	Takeoff
TM	Traffic Management
TMPA	Traffic Management Program Alert
TRML	Terminal
TRNG	Training
TRSN	Transition
TSNT	Transient
TUE	Tuesday
TWR	Tower
TWY	Taxiway
<b>U</b>	
UFN	Until further notice
UNAVBL	Unavailable
UNLGTD	Unlighted
UNMKD	Unmarked
UNMNT	Unmonitored
UNREL	Unreliable
UNUSBL	Unusable
<b>V</b>	
VASI	Visual Approach Slope Indicator
VDP	Visual Descent Point
VGSI	Visual Glide Slope Indicator
VIA	By Way Of
VICE	Instead/Versus
VIS	Visibility
VMC	Visual Meteorological Conditions
VOL	Volume
VOR	VHF Omni-Directional Radio Range
VORTAC	VOR and TACAN (colocated)
<b>W</b>	
W	West
WB	Westbound
WED	Wednesday
WEF	With effect from or effective from
WI	Within
WIE	With immediate effect or effective immediately
WKDAYS	Monday through Friday
WKEND	Saturday and Sunday
WND	Wind
WPT	Waypoint
WSR	Wet Snow on Runway(s)
WTR	Water on Runway(s)
WX	Weather



## WEATHER CONTRACTIONS

<i>Contraction</i>	<i>Decode</i>
<b>A</b>	
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	Alto cumulus
ACC	Alto cumulus Castellanus
ACSL	Standing Lenticular Alto cumulus
ACYC	Anticyclonic
ADRNDCK	Adirondack
ADV	Advise
ADVCTN	Advection
ADVY	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</b>	
B	Beginning of Precipitation (time in minutes) (weather reports only)
B	Bering Standard Time (time groups only)
BACLIN	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

<i>Contraction</i>	<i>Decode</i>
BECMG	Becoming (expected between 2 digit beginning hour and 2 digit ending hour) (TAF)
BFDK	Before Dark
BINOVC	Breaks in Overcast
BKN	Broken
BL	Between Layers
BL	Blowing (METAR)
BLD	Build
BLDUP	Buildup
BLK HLS	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
<b>C</b>	
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

<i>Contraction</i>	<i>Decode</i>
CONTDVD	Continental Divide
CONTRAILS	Condensation Trails
COR	Correction to the observation (METAR)
CS	Cirrostratus
CST	Coast
CTGY	Category
CTSKLS	Catskills
CU	Cumulus
CUFRA	Cumulus Fractus
CYC	Cyclonic
CYCLGN	Cyclogenesis
<b>D</b>	
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)
<b>E</b>	
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

<i>Contraction</i>	<i>Decode</i>
EXTRM	Extreme
<b>F</b>	
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
FLWIS	Flood Warning Issued
FM	From (4 digit beginning time in hours and minutes) (TAF)
FNT	Front
FNTGNS	Frontogenesis
FNTLYS	Frontolysis
FORN	Forenoon
FRMG	Forming
FROPA	Frontal Passage
FROFC	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)
<b>G</b>	
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
<b>H</b>	
HCVIS	High Clouds Visible

<i>Contraction</i>	<i>Decode</i>
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)
<b>I</b>	
IC	Ice Crystals (METAR)
ICG	Icing
ICGIC	Icing in Clouds
ICGICIP	Icing in Clouds and Precipitation
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
<b>J</b>	
JTSTR	Jet Stream
<b>K</b>	
K	Cold (air mass)
KFRST	Killing Frost
<b>L</b>	
LABRDR	Labrador
LCTMP	Little Change in Temperature
LDG	Landing
LFT	Lift
LGRNG	Long Range
LIFR	Low IFR (weather reports only)
LK	Lake

<i>Contraction</i>	<i>Decode</i>
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
LTGCCCG	Lightning Cloud-to-Cloud, Cloud-to-Ground
LTGCG	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
<b>M</b>	
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)
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

<i>Contraction</i>	<i>Decode</i>
<b>N</b>	
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)
<b>O</b>	
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
<b>P</b>	
P	Pacific Standard Time (time group only)
P	Polar (air mass)
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

<i>Contraction</i>	<i>Decode</i>
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)
<b>Q</b>	
QSTNRY	Quasi-stationary
QUE	Quebec
<b>R</b>	
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

<i>Contraction</i>	<i>Decode</i>
RAICG	Radiosonde Observation Icing at
RAOB	Radiosonde Observation
RAREP	Radar Weather Report
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
	<b>S</b>
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
SIR	Snow and Ice on Runway
SKC	Sky Clear (METAR)

<i>Contraction</i>	<i>Decode</i>
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
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
	<b>T</b>
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

<i>Contraction</i>	<i>Decode</i>
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
<b>U</b>	
UAG	Upper Atmosphere Geophysics
UDDF	Up and Down Drafts
UNSBL	Unseasonable
UNSTBL	Unstable
UNSTDY	Unsteady
UNSTL	Unsettle
UP	Unknown Precipitation (Automated Observations)
UPDFTS	Updrafts
UPR	Upper
UPSLP	Upslope
UPSTRM	Upstream
UVV	Upward Vertical Velocity
UWNDS	Upper Winds
<b>V</b>	
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

<i>Contraction</i>	<i>Decode</i>
VSBYIR	Visibility Increasing Rapidly
VV	Vertical Visibility (Indefinite Ceiling) (METAR)
<b>W</b>	
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
WDSPRD	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
<b>X</b>	
XCP	Except
XPC	Expect
<b>Y</b>	
Y	Yukon Standard Time (time groups only)
YKN	Yukon
YLSTN	Yellowstone
<b>Z</b>	
ZI	Zonal Index
ZI	Zone of Interior

**Part 1.**

**Section 1.**

**FDC**

**AIRWAY NOTAMS**

**NEW OR REVISED NOTAMS ARE INDICATED IN SHADED TEXT.**







# PART 1

## Section 1. AIRWAY NOTAMS

### ANCHORAGE ARTCC

**FDC 8/9480** ZAN AK.. FI/T AIRWAY ZAN. G10 SAINT PAUL ISLAND (SPY) NDB, AK TO CAPE NEWENHAM (EHM) NDB, AK MEA 4600.

**FDC 8/9479** ZAN AK.. FI/T AIRWAY ZAN. V333 AMADO, AK TO CAPE NEWENHAM (EHM) NDB, AK MEA 4600.

**FDC 8/9478** ZAN AK.. FI/T AIRWAY ZAN. T228 KIPNUK (IHK) VOR/DME, AK TO CAPE NEWENHAM (EHM) NDB, AK MEA 4600.

**FDC 8/8265** ZAN AK.. FI/T AIRWAY ZAN. J606 FROM SALDO (AK) NDB TO ST PAUL (SPY) NDB/DME USE AK BEARING 066 TO COP.

**FDC 8/8264** ZAN AK.. FI/T AIRWAY ZAN. R1 FROM SALDO (AK) NDB TO ST PAUL (SPY) NDB/DME USE AK BEARING 066 TO COP.

**FDC 8/8263** ZAN AK.. FI/T AIRWAY ZAN. R50 FROM NANWAK (AIX) NDB TO OSCARVILLE (OSE) NDB USE OSE BEARING 218 TO COP.

**FDC 8/4819** ZAN AK.. FI/T AIRWAY ZAN. V531 BERJO, AK DME FIX TO KOTZEBUE, AK VOR/DME: MEA 2500 SE AND 8000 NW.

**FDC 8/1562** ZAN AK.. FI/T AIRWAY ZAN. G2 ADD MRA FLAG AT JOGMO 11000.

**FDC 8/0603** ZAN AK.. FI/T AIRWAY ZAN. J135 FROM BETHEL (BET) VORTAC TO UNALAKLEET (UKN) VOR/DME USE BET RADIAL 350 TO CHANGEOVER.

**FDC 8/0594** ZAN AK.. FI/T AIRWAY ZAN. J123 FROM BETHEL (BET) VORTAC TO NOME (OME) VOR/DME USE BET RADIAL 319 TO CHANGEOVER. J123 FROM BETHEL (BET) VORTAC TO KING SALMON (AKN) VORTAC USE BET RADIAL 108 TO CHANGEOVER.

**FDC 8/0593** ZAN AK.. FI/T AIRWAY ZAN. V350 FROM BETHEL (BET) VORTAC TO EMMONAK (ENM) VOR/DME USE BET RADIAL 310 TO CHANGEOVER. V350 FROM BETHEL (BET) VORTAC TO TOGIAC (TOG) NDB USE BET RADIAL 137 TO CHANGEOVER.

**FDC 8/0590** ZAN AK.. FI/T AIRWAY ZAN. V308 FROM BETHEL (BET) VORTAC TO CERGU USE BET RADIAL 047.

**FDC 8/0589** ZAN AK.. FI/T AIRWAY ZAN. J188 FROM BETHEL (BET) VORTAC TO CERGU USE BET RADIAL 047.

**FDC 8/0586** ZAN AK.. FI/T AIRWAY ZAN. V453 FROM BETHEL (BET) VORTAC TO UNALAKLEET (UNK) VOR/DME USE BET RADIAL 350 TO CHANGEOVER. V453 FROM BETHEL (BET) VORTAC TO ATLEY USE BET RADIAL 124.

**FDC 8/0585** ZAN AK.. FI/T AIRWAY ZAN. V319 FROM BETHEL (BET) VORTAC TO HOOPER BAY (HPB) VOR/DME USE BET RADIAL 272 TO CHANGEOVER. V319 FROM BETHEL (BET) VORTAC TO SPARREVOHN (SQA) VOR/DME USE BET RADIAL 062 TO CHANGEOVER.

**FDC 8/0582** ZAN AK.. FI/T AIRWAY ZAN. J501 FROM BETHEL (BET) VORTAC TO SPARREVOHN (SQA) VOR/DME USE BET RADIAL 062 TO CHANGEOVER.

**FDC 8/0581** ZAN AK.. FI/T AIRWAY ZAN. V506 FROM BETHEL (BET) VORTAC TO NOME (OME) VOR/DME USE BET RADIAL 319 TO CHANGEOVER. V506 FROM BETHEL (BET) VORTAC TO KING SALMON (AKN) VORTAC USE BET RADIAL 108 TO CHANGEOVER.

**FDC 8/0580** ZAN AK.. FI/T AIRWAY ZAN. T250 FROM BETHEL (BET) VORTAC TO KUKULIAK (UUL) VOR/DME USE BET RADIAL 295 TO CHANGEOVER.

**FDC 8/0579** ZAN AK.. FI/T AIRWAY ZAN. J120 FROM BETHEL (BET) VORTAC TO SAINT PAUL ISLAND (SPY) NDB USE BET RADIAL 215 TO CHANGEOVER. J120 FROM BETHEL (BET) VORTAC TO MCGRATH (MCG)VORTAC USE BET RADIAL 032 TO CHANGEOVER.

**FDC 8/0578** ZAN AK.. FI/T AIRWAY ZAN. V480-T222 FROM BETHEL (BET) VORTAC TO KIPNUK (IHK) VOR/DME USE BET RADIAL 214 TO CHANGEOVER. V480-T222 FROM BETHEL (BET) VORTAC TO MCGRATH (MCG) VORTAC USE BET RADIAL 032 TO CHANGEOVER.

**FDC 8/0116** ZAN AK.. FI/T AIRWAY ZAN. V328 FROM KIPNUK (IHK) VOR/DME TO DILLINGHAM (DLG) VOR/DME, CROSSING RADIAL AT ACATE SHOULD BE BETHEL (BET) VORTAC R-180.

**FDC 7/8251** ZAN AK.. FI/T AIRWAY ZAN. R4 FROM CHENA (CUN) NDB TO BEAR CREEK (BCC) NDB USE CUN BEARING 078 TO CHANGEOVER.

**FDC 7/8173** ZAN AK.. FI/T AIRWAY ZAN. V531 TAL VOR/DME TO CENSE, TAL VOR/DME TO GULLY NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TAL VOR/DME UNUSABLE.

**FDC 7/8172** ZAN AK.. FI/T AIRWAY ZAN. V488 TAL VOR/DME TO CIBEB, TAL VOR/DME TO GULLY NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TAL VOR/DME UNUSABLE.

**FDC 7/8171** ZAN AK.. FI/T AIRWAY ZAN. V489 TAL VOR/DME TO HORSI NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TAL VOR/DME UNUSABLE.

**FDC 7/7140** ZAN AK FI/T AIRWAY ZAN G15 FROM ANVIK (ANV) NDB TO SAINT MARYS (SMA) NDB USE ANV BEARING 052 TO CHANGEOVER.

**FDC 7/5630** ZAN AK FI/T AIRWAY ZAN R51 FROM SUMNER STRAIT (SQM) NDB TO SITKA (SIT) NDB USE SQM BEARING 084 TO CHANGEOVER.

**FDC 7/5629** ZAN AK FI/T AIRWAY ZAN B28 FROM NICHOLS (ICK) NDB TO SITKA (SIT) NDB USE ICK BEARING 109 TO CHANGEOVER.

**FDC 7/5628** ZAN AK FI/T AIRWAY ZAN G12 FROM SALDO (AK) NDB TO PORT HEIDEN (PDN) NDB USE AK BEARING 013 TO CHANGEOVER.

**FDC 7/5627** ZAN AK FI/T AIRWAY ZAN B38 FROM ELEPHANT (EEF) NDB TO HAINES (HNS) NDB USE EEF BEARING 151 TO CHANGEOVER.

**FDC 7/5625** ZAN AK FI/T AIRWAY ZAN G9 FROM OSCARVILLE (OSE) NDB TO CAIRN MOUNTAIN (CRN) NDB USE OSE BEARING 246 TO CHANGEOVER.

**FDC 7/5624** ZAN AK FI/T AIRWAY ZAN B27 SALDO (AK) NDB TO WOODY ISLAND (RWO) NDB USE AK BEARING 273 TO CHANGEOVER.

**FDC 7/5210** ZAN AK.. FI/T AIRWAY ZAN. A9 FROM CHENA (CUN) NDB TO EVANSVILLE (EAV) NDB USE CUN BEARING 119 TO CHANGEOVER. FROM BROWERVILLE (VIR) NDB TO EVANSVILLE (EAV) NDB USE VIR BEARING 314 TO CHANGEOVER.

**FDC 7/4174** ZAN AK.. FI/T AIRWAY ZAN. G8 FROM SALDO (AK) NDB TO ELFEE (ELF) NDB USE AK BEARING 029 TO CHANGEOVER POINT.

**FDC 7/1619** ZAN AK.. FI/T AIRWAY ZAN. G16 FROM BROWERVILLE (VIR) NDB TO NUIQSUT VILLAGE (UQS) NDB USE VIR BEARING 276 TO CHANGEOVER. FROM BROWERVILLE (VIR) NDB TO WAINWRIGHT VILLAGE (UKK) NDB USE VIR BEARING 039 TO CHANGEOVER.

**FDC 7/1605** ZAN AK.. FI/T AIRWAY ZAN. J115 FROM CHANDALAR LAKE (CQR) NDB TO DEADHORSE (SCC) VORTAC USE CQR BEARING 156 TO CHANGEOVER.

**FDC 7/1604** ZAN AK.. FI/T AIRWAY ZAN. A17 FROM CHENA (CUN) NDB TO CHANDALAR LAKE (CQR) NDB USE CUN BEARING 148 AND CQR BEARING 327. FROM CHANDALAR LAKE (CQR) NDB TO PUT RIVER (PVQ) NDB USE CQR BEARING 156 TO CHANGEOVER.

**FDC 7/1108** ZAN FI/T AIRWAY ZAN A15 FROM SUMNER STRAIT (SQM) NDB TO COGHLAN ISLAND (CGL) NDB USE SQM BEARING 133 TO CHANGEOVER.

**FDC 7/0929** ZAN AK.. FI/T AIRWAY ZAN. B3 FROM ANIAK (ANI) NDB TO ANVIK (ANV) NDB USE ANI BEARING 149 AND ANV BEARING 328. B3 FROM ANVIK (ANV) NDB TO NORTH RIVER (JNR) NDB USE ANV BEARING 151 AND JNR BEARING 330. B3 FROM NORTH RIVER (JNR) TO NORTON BAY (OAY) NDB USE JNR BEARING 129 TO CHANGEOVER.

**FDC 7/0926** ZAN AK.. FI/T AIRWAY ZAN. B26 FROM CHENA (CUN) NDB TO YUKON RIVER (FTO) NDB USE CUN BEARING 183 TO CHANGEOVER.

**FDC 7/0690** ZAN FI/T AK.. AIRWAY ZAN. V456 TUCKS, AK TO NOSKY, AK MCA AT TUCKS 12000 SW.

**FDC 6/9156** ZAN AK FI/T AIRWAY ZAN. B27 FROM OSCARVILLE (OSE) NDB TO SAINT MARYS (SMA) NDB USE OSE BEARING 137 TO CHANGEOVER.

**FDC 6/9148** ZAN AK.. FI/T AIRWAY ZAN. R50 FROM OSCARVILLE (OSE) NDB TO ANVIK (ANV) NDB USE OSE BEARING 188 TO CHANGEOVER.

**FDC 4/6478** ZAN AK.. FI/T AIRWAY ZAN. J155 FROM NENANA (ENN) VORTAC TO CHANDALAR LAKE (CQR) NDB USE ENN RADIAL 338 AND CQR BEARING 341.

**FDC 4/6477** ZAN AK.. FI/T AIRWAY ZAN. J115 FROM FAIRBANKS (FAI) VORTAC TO CHANDALAR LAKE (CQR) NDB USE FAI RADIAL 328 AND CQR BEARING 332.

**FDC 4/6302** ZAN AK.. FI/T AIRWAY ZAN R99 FROM SALDO (AK) NDB TO DUTCH HARBOR (DUT) NDB USE AK BEARING 035 AND DUT BEARING 212.

**FDC 4/6281** ZAN AK.. FI/T AIRWAY ZAN. B28 FROM NICHOLS (ICK) NDB TO CANADIAN BORDER USE ICK BEARING 297.

**FDC 4/6280** ZAN AK.. FI/T AIRWAY ZAN. A15 FROM NICHOLS (ICK) NDB TO CANADIAN BORDER USE ICK BEARING 308.

**FDC 4/6255** ZAN AK.. FI/T AIRWAY ZAN. B37 FROM ELEPHANT (EEF) NDB TO SUMNER STRAIT (SQM) NDB USE EEF BEARING 301 AND SQM BEARING 123.

**FDC 4/6252** ZAN AK.. FI/T AIRWAY ZAN. A15 FROM SUMNER STRAIT (SQM) NDB TO NICHOLS (ICK) NDB USE SQM BEARING 305 AND ICK BEARING 128.

**FDC 4/6247** ZAN AK.. FI/T AIRWAY ZAN B79 FROM NICHOLS (ICK) NDB TO CANADIAN BORDER USE ICK BEARING 341.

**FDC 4/6212** ZAN AK.. FI/T AIRWAY ZAN R39 FROM OSCARVILLE (OSE) NDB TO ANIAK (ANI) NDB USE OSE BEARING 218 AND ANI BEARING 038.

**FDC 4/6198** ZAN AK.. FI/T AIRWAY ZAN. B27 SALDO (AK) NDB TO OSCARVILLE (OSE) NDB USE AK BEARING 114 AND OSE BEARING 291.

**FDC 4/6197** ZAN AK FI/T AIRWAY ZAN. G4 FROM WOOD RIVER (BTS) NDB TO ILIAMNA (ILI) NDB USE BTS BEARING 230 AND ILI BEARING 051.

**FDC 4/6155** ZAN AK.. FI/T AIRWAY ZAN. G8-R99 FROM KACHEMAK (ACE) NDB TO NOSKY, AK USE ACE BEARING 069. G8 FROM NOSKY, AK TO SALDO (AK) NDB USE AK BEARING 217.

#### **ATLANTA ARTCC**

**FDC 8/7791** ZTL GA.. FI/T AIRWAY ZTL. V243 UZOVO INT, GA RQZ R-094 NA ABOVE 12,000.

**FDC 8/4404** ZTL FI/T AIRWAY ZTL. V155 BEYLO INT, GA TO COLLIERS (IRQ) VORTAC, SC. MEA 3000.

**FDC 8/1550** ZTL AL.. FI/T AIRWAY ZJX ZTL. V241 WIREGRASS (RRS) VORTAC R-019 UNUSABLE HAVSO INT, AL TO BAIZE INT, AL.

**FDC 8/1549** ZTL AL.. FI/T AIRWAY ZJX ZTL. V168 WIREGRASS VORTAC (RRS) R-360 UNUSABLE EFORD INT, AL TO MILER INT, AL.

**FDC 8/0469** ZTL FI/T AIRWAY ZDC. J37 SPARTANBURG (SPA) VORTAC, SC TO LYNCHBURG (LYH) VORTAC, VA NA.

**FDC 6/0141** ZTL SC FI/T AIRWAY ZTL V54 SPARTANBURG (SPA) VORTAC, SC TO BRYDE INT EXCEPT FOR IFR GPS EQUIPPED AIRCRAFT MEA 15000.

**FDC 6/0138** ZTL SC FI/T AIRWAY ZTL. V605 SPARTANBURG (SPA) VORTAC, SC TO GENOD INT EXCEPT FOR IFR GPS EQUIPPED AIRCRAFT MEA 15000.

**FDC 5/7573** ZTL FI/T AIRWAY ZTL ZJX J89 ICBOD 150 DME FIX, DME UNUSABLE. J89 RESPE 120 DME FIX, DME UNUSABLE. J91 JOHNN 130 DME FIX, DME UNUSABLE.

**FDC 5/2230** ZTL FI/T ZTL, SC AIRWAY ZTL ZJX V155 LOAFS INT, SC DME ONLY.

**FDC 5/2211** ZTL SC.. FI/T AIRWAY ZTL ZJX. V53 BUILD INT, SC DME ONLY, BUBBA INT, SC DME ONLY.

**FDC 5/0314** ZTL GA.. FI/T AIRWAY ZTL V56 MACON (MCN) VORTAC, GA TO PRATZ, GA, NA EXCEPT FOR IFR GPS EQUIPPED AIRCRAFT. REASON: FLIGHT CHECK RESULTS.

**FDC 5/0292** ZTL FI/T AIRWAY ZTL ZJX V417 ALLENDALE (ALD) VOR, SC TO COLLIERS (IRQ) VORTAC, SC MEA 3000.

#### **BOSTON ARTCC**

**FDC 8/9003** ZBW MA.. FI/T AIRWAY ZBW. V483 WEETS INT, NY TO KINGSTON (IGN) VOR/DME, NY MEA 4,000.

**FDC 8/9003** ZBW MA.. FI/T AIRWAY ZBW. V483 WEETS INT, NY TO KINGSTON (IGN) VOR/DME, NY MEA 4,000.

**FDC 8/4930** ZBW FI/T AIRWAY ZBW ZNY. V408 LAKE HENRY (LHY) VORTAC, PA TO SAGES INT, NY MAA 15000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

**FDC 8/4163** ZBW FI/T AIRWAY ZBW. V93 WHATE INT, MA TO KEENE (EEN) VORTAC, NH MEA 4000.

**FDC 8/3940** ZBW NY.. FI/T AIRWAY ZBW. V141 RIGID INT, NY TO MASSENA (MSS) VORTAC, NY MEA 10000. MSS R-129 UNUSABLE BELOW 10000.

**FDC 8/3939** ZBW NY.. FI/T AIRWAY ZBW. V203 SARANAC LAKE (SLK) VOR/DME, NY TO MASSENA (MSS) VORTAC, NY MEA 10000. MSS R-159 UNUSABLE BELOW 10000.

**FDC 8/3937** ZBW NY.. FI/T AIRWAY ZBW. V104 ULAMO INT, CANADA TO MASSENA (MSS) VORTAC, NY MEA 8000. MSS R-314 UNUSABLE BELOW 8000.

**FDC 8/2200** ZBW NY.. FI/T AIRWAY ZBW. V292 SAGES, NY INT TO WIGAN, NY INT RADAR REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, BAF R-279 UNUSABLE BEYOND 50 NM.

**FDC 8/2041** ZBW NY.. FI/T AIRWAY ZBW. V157 HAARP INT, CT TO VALRE INT, NY MEA 7000.

**FDC 7/9634** ZBW NY.. FI/T AIRWAY ZBW. V213 ALBANY (ALB) VORTAC, NY TO WEETS INT, NY MEA 8,000.

**FDC 7/9633** ZBW NY.. FI/T AIRWAY ZBW. V433 CYPHER INT, NY TO ROCKDALE (RKA) VORTAC, NY MRA 10,000.

**FDC 7/9305** ZBW FI/T AIRWAY ZBW ZOB. J522 ROCHESTER (ROC) VORTAC, NY TO HANCOCK (HNK) VOR/DME, NY, MAA FL350.

**FDC 7/8134** ZBW NY.. FI/T AIRWAY ZBW. V44-V123-V157 ATHOS INT, NY TO GROUP INT, NY MEA 8000; GROUP INT, NY TO ALBANY (ALB) VORTAC, NY MEA 6000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

**FDC 7/1552** ZBW NY.. FI/T AIRWAY ZBW. V270 DE LANCEY (DNY) VOR/DME, NY TO HIDAL INT, NY MEA 6000 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS; MRA 8000 AT ATHOS INT, NY.

**FDC 6/5037** ZBW ME.. FI/T AIRWAY ZBW. V93 RAZZR INT, ME TO BRNNS INT, ME NA.

**FDC 6/1244** ZBW NY.. FI/T AIRWAY ZBW ZNY. V6- 445 NANCI INT, NY TO LA GUARDIA (LGA) VOR/DME, NY LGA R225 UNUSEABLE.

**FDC 6/1239** ZBW FI/T AIRWAY ZBW ZNY. V99 LA GUARDIA (LGA) VOR/DME, NY TO SORRY INT, CT LGA R-055 UNUSEABLE.

**FDC 6/1104** ZBW FI/T AIRWAYS ZBW. V3 BANGOR (BGR) VORTAC, ME TO LAUDS, ME MOCA NA. BANGOR (BGR) VORTAC, ME R-165/125 TO AMZIE, ME MRA 11000. V104 BANGOR (BGR) VORTAC, ME TO ANSYN, ME MOCA NA. V104 BANGOR (BGR) VORTAC, ME TO BERLIN VOR/DME, ME MEA 7000.

**FDC 5/9687** ZBW FI/T AIRWAY ZBW. V1-419 BOSTON (BOS) VORTAC TO GRAYM INT MEA 4000.

**FDC 5/1304** ZBW FI/T AIRWAY ZBW V300 MILLINOCKET (MLT) VOR/DME TO WRAPT INT, NY MEA 7000 FOR NON-DME EQUIPPED AIRCRAFT.

**FDC 4/9358** ZBW NY.. FI/T AIRWAY ZNY ZBW. V139-268-308 DUNEE INT, NY TO SARDI INT, NY DEER PARK (DPK) VOR/DME MRA 5000 AT KOPPY INT, NY.

**FDC 4/5572** ZBW FI/T AIRWAY ZBW. V139-151 PROVIDENCE (PVD) VORTAC, RI TO INNDY INT, RI MEA 3000. V151 INNDY INT, RI TO GAILS INT, MA MEA 3000.

#### **CHICAGO ARTCC**

**FDC 8/8827** ZAU IA.. FI/T AIRWAY ZAU. V172 NEWTON (TNU) VOR/DME, IA TO NEBOR INT, IA DME REQUIRED.

**FDC 8/8261** ZAU IL.. FI/T AIRWAY ZAU. V7 BEBEE INT, IL TO WAVIE INT, IL MEA 3400.

**FDC 8/8260** ZAU IL.. FI/T AIRWAY ZAU. V7 LAIRD INT, IL TO THORR INT, IL MOCA 1900.

**FDC 8/4377** ZAU WI.. FI/T AIRWAY ZAU ZMP. V63 OSHKOSH (OSH) VORTAC. WI TO STEVENS POINT (STE) VORTAC. WI MEA 4000.

**FDC 8/2473** ZAU FI/T AIRWAY ZAU. V216 PETTY INT, WI TO SQUIB INT, MI NA.

**FDC 7/5138** ZAU FI/T AIRWAY ZAU ZMP. V177 WAUSAU (AUW) VORTAC, WI TO BAITTS INT, WI MOCA 4000.

**FDC 7/1835** ZAU WI.. FI/T AIRWAY ZAU. V216 FROM JANESVILLE (JVL) VOR/DME EASTBOUND TO SQUIB INT, DME UNUSABLE BEYOND 30 DME.

**FDC 3/1471** ZAU IL.. FI/T AIRWAY ZAU. V434 PEORIA (PIA) VORTAC, IL TO CHAMPAIGN (CMI) VORTAC, IL MEA 2800.

#### **CLEVELAND ARTCC**

**FDC 8/5828** ZOB MD.. FI/T AIRWAY ZOB ZDC. V438 FLINT INT, MD TO HAGERSTOWN (HGR) VOR, MD HGR R-273 UNUSABLE, USE GRANTSVILLE (GRV) VOR/DME, MD R-092.

**FDC 8/5593** ZOB FI/T AIRWAY ZNY ZOB. J190 SLATE RUN (SLT) VORTAC, PA TO BINGHAMTON (CFB) VORTAC, NY MAA FL380 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

**FDC 8/5544** ZOB PA.. FI/T AIRWAY ZOB. J190-584 ADD HOLDING AT SLATE RUN (SLT) VORTAC, HOLD WEST, LEFT TURNS, 107 INBOUND.

**FDC 8/5402** ZOB FI/T AIRWAY ZID . V467 CHANGE OVER POINT (COP) RICHMOND (RID) VORTAC, IN 56 NM.

**FDC 8/2965** ZOB NY.. FI/T AIRWAY ZOB. V483 DINES INT, NY TO ROCHESTER (ROC) VORTAC NA.

**FDC 8/2963** ZOB NY.. FI/T AIRWAY ZOB. V510 EHMAN INT TO ROCHESTER (ROC) VORTAC, NY., NA.

**FDC 8/1259** ZOB FI/T AIRWAY ZOB. V103 AZTRO INT CANADA TO SPHRE INT CANADA MEA 8000.

**FDC 8/0979** ZOB PA.. FI/T AIRWAY ZOB. V542 BRADFORD (BFD)VOR/DME, PA TO CAFKI INT, PA MOCA NA.

**FDC 7/9786** ZOB FI/T AIRWAY ZID ZOB. V43- 523- 525  
APPLETON (APE) VORTAC, OH TO TIVERTON (TVT)  
VOR/DME, OH NA.

**FDC 7/9302** ZOB FI/T AIRWAY ZBW ZOB. J522  
ROCHESTER (ROC) VORTAC, NY TO HANCOCK (HNK)  
VOR/DME, NY, MAA FL350.

**FDC 7/8480** ZOB FI/T AIRWAY ZID ZOB. V59- 115  
PARKERSBURG (JPU) VORTAC, WV TO  
NEWCOMERSTOWN (CTW) VOR/DME, OH MOCA  
2,600.

**FDC 7/6191** ZOB MI.. FI/T AIRWAY ZOB. V2-26  
LANSING (LAN) VORTAC TO SALEM (SVM) VORTAC  
MEA 5000.

**FDC 7/1906** ZOB OH.. FI/T AIRWAY ZOB. V232  
CHARDON (CXR) VOR/DME TO CHANGEOVER POINT,  
MEA 11,000. V116 TRACE INT, OH DME REQUIRED.  
FOR NON DME AIRCRAFT, MRA 11000. V188 CLERI  
INT, OH DME REQUIRED. FOR NON-DME AIRCRAFT,  
MRA 11,000.

**FDC 6/8955** ZOB PA.. FI/T AIRWAY ZOB. V469  
JOHNSTOWN (JST) VORTAC, PA TO ST. THOMAS  
(THS) VORTAC, PA NA EXCEPT FOR AIRCRAFT  
EQUIPPED WITH SUITABLE RNAV SYSTEM WITH  
GPS, JST VORTAC UNUSABLE BETWEEN R-110 AND  
R-135.

**FDC 6/7767** ZOB FI/T AIRWAY ZOB. J211  
YOUNGSTOWN (YNG) VORTAC, OH TO GRACE INT,  
PA MAXIMUM USEABLE ALTITUDE 24000.

**FDC 6/7579** ZOB PA.. FI/T AIRWAY ZNY ZOB. V106  
HUDON INT, PA TO RASHE INT, PA MEA 7000.

**FDC 6/0161** ZOB OH.. FI/T AIRWAY ZID ZOB. V5  
APPLETON APE VORTAC, OH TO MANSFIELD (MFD)  
VORTAC, OH NA.

**FDC 6/0032** ZOB OH.. FI/T AIRWAY ZID ZOB. J83  
APPLETON (APE) VORTAC, OH TO DRYER VOR/DME,  
OH NA.

**FDC 5/6626** ZOB FI/T AIRWAY ZOB V12 JOHNSTOWN  
(JST) VORTAC, PA TO MILWO INT, PA MEA 5000.

**FDC 4/7361** ZOB FI/T AIRWAY ZOB. V117 BELLAIRE  
(AIR) VOR/DME, PA TO WISKE, PA MEA 3100.

**FDC 4/2976** ZOB FI/T AIRWAY ZOB V33 BUFFALO  
(BUF) VOR/DME, NY TO BRADFORD (BFD) VOR/DME,  
PA MEA 11000.

**FDC 4/2975** ZOB NY.. FI/T AIRWAY ZOB V164  
BUFFALO (BUF) VOR/DME, NY TO BENEH INT, NY  
MEA 11000.

**FDC 4/2974** ZOB NY.. FI/T AIRWAY ZOB. V36  
BUFFALO (BUF) VOR/DME, NY TO BURST INT, NY  
MEA 11000.

**FDC 4/2973** ZOB NY.. FI/T AIRWAY ZOB V14-84  
BUFFALO (BUF) VOR/DME, NY TO GENESEO (GEE)  
VOR/DME, NY MEA 11000.

**FDC 4/2972** ZOB NY.. FI/T AIRWAY ZOB. V2 BUFFALO  
(BUF) VOR/DME, NY TO CLUNG INT, NY MEA 11000.

**FDC 4/2971** ZOB NY.. FI/T AIRWAY ZOB V510  
BUFFALO (BUF) VOR/DME, NY TO EHMAN INT, NY  
MEA 11000.

**FDC 4/1382** ZOB FI/T AIRWAY ZOB. V483 LYSAN INT,  
NY TO DINES INT, NY NA.

**FDC 3/8091** ZOB FI/T AIRWAY ZOB V119 GENESEO  
VOR/DME (GEE),NY TO BURST INT MEA 4000.

### **DENVER ARTCC**

**FDC 8/5719** ZDV NE.. FI/T AIRWAY ZDV ZMP. V8  
HAYES CENTER (HCT) VORTAC, NE TO GRAND  
ISLAND (GRI) VORTAC, NE MOCA 4900.

**FDC 8/2010** ZDV WY.. FI/T AIRWAY ZDV. V26  
CHEROKEE (CKW) VOR/DME, WY TO MUDDY  
MOUNTAIN (DDY) VORTAC, WY MRA AT ALCOS INT  
9900.

**FDC 8/2008** ZDV WY.. FI/T AIRWAY ZDV. V589  
MEDICINE BOW (MBW) VOR/DME, WY TO MUDDY  
MOUNTAIN (DDY) VORTAC, WY MRA AT ALCOS INT,  
WY 9900.

**FDC 8/1485** ZDV CO.. FI/T AIRWAY ZDV. V160 V160  
FROM LOZUL TO TERRO INT DME NA.

**FDC 7/8362** ZDV FI/T AIRWAY ZDV ZLC. V86 V86  
SHERIDAN (SHR) VORTAC, WY TO RAPID CITY (RAP)  
VORTAC, SD ADD: MEA GAP FROM SHERIDAN (SHR)  
VORTAC 82 NM TO 98 NM. DELETE: V86  
CHANGEOVER POINT 104 NM FROM SHERIDAN (SHR)  
VORTAC. V86 CHANGEOVER POINT 78 NM FROM  
RAPID CITY (RAP) VORTAC. ADD: V86 CHANGEOVER  
POINT 98 NM FROM SHERIDAN (SHR) VORTAC. V86  
CHANGEOVER POINT 84 NM FROM RAPID CITY (RAP)  
VORTAC. ADD: MCA 10900 AT WETON EASTBOUND.  
MCA 11,100 AT KARAS WESTBOUND. ADD: MEA  
KARAS TO KOCYE 13000. ADD: MRA AT KOCYE  
15000.

**FDC 7/6482** ZDV CO.. FI/T AIRWAY ZDV. V134- 220-  
591 PACES INT CO TO GRAND JUNCTION (JNC)  
VORTAC CO MEA 11500.

**FDC 7/1463** ZDV KS.. FI/T AIRWAY ZDV ZKC. V17  
GARDEN CITY (GCK) VORTAC, KS TO COFFE INT, KS  
MOCA 4600.

**FDC 7/1174** ZDV CO.. FI/T AIRWAY ZDV. V244  
CHANGE MRA FLAG ALTITUDE AT PAROX FROM  
13300 W TO 14000 W.

**FDC 6/7733** ZDV CO.. FI/T AIRWAY ZDV V391 GRAND  
JUNCTION (JNC) VORTAC, CO, TO PAROX R-170/35  
DME MRA 14000.

**FDC 6/3132** ZDV CO.. FI/T AIRWAY ZDV. V244 FROM  
LAMAR (LAA) VORTAC TO COFFE INT MEA 9,000.

**FDC 5/1616** ZDV FI/T AIRWAY ZDV V611 BLACK  
FOREST (BRK) VORTAC, CO TO LIMEX INT, CO NA.

**FDC 5/1615** ZDV FI/T AIRWAY ZDV V81 BLACK  
FORREST (BRK) VORTAC, CO TO HOHUM INT, CO NA.

**FDC 4/3724** ZDV CO.. FI/T AIRWAY ZDV. V134-591  
SLOLM, CO TO LINDZ, CO ADD FLAG AT GLENO INT,  
CO MRA 16000.

### **FORT WORTH ARTCC**

**FDC 8/5286** ZFW TX.. FI/T AIRWAY ZFW. V66 TRUSS  
INT, TX TO MILLSAP (MQP) VORTAC, TX MOCA 3400.

**FDC 8/5285** ZFW TX.. FI/T AIRWAY ZFW. V563  
LUBBOCK (LBB) VORTAC, TX TO BIG SPRING (BGS)  
VORTAC, TX MEA 5200.

**FDC 8/5284** ZFW TX.. FI/T AIRWAY ZFW. V278  
GUTHRIE (GTH) VORTAC, TX V278 BOWIE (UKW)  
VORTAC, TX MRA 6500 AT NIFDE INT, TX.

**FDC 8/4780** ZFW TX.. FI/T AIRWAY ZFW. V102 RALLS  
INT TO GUTHRIE (GTH) VORTAC MOCA 4500.

**FDC 8/3167** ZFW TX.. FI/T AIRWAY ZFW. V16 PIZON  
INT, TX TO MERGE INT, MOCA 4400.

**FDC 8/1647** ZFW TX.. FI/T AIRWAY ZFW. V76 BIG  
SPRING (BGS) VORTAC, TX TO SAN ANGELO (SJT)  
VORTAC, TX MRA 5000 AT HYMAN INT, TX.

**FDC 8/0158** ZFW TX.. FI/T AIRWAY ZFW. V16 GOMIT  
INT, TX TO PIZON INT, TX MOCA 4600.

**FDC 7/4594** ZFW TX.. FI/T AIRWAY ZFW. V66  
ABILENE (ABI) VORTAC, TX TO TRUSS INT, TX MEA  
3400.

### **HOUSTON ARTCC**

**FDC 8/7058** ZHU TX.. FI/T AIRWAY ZHU. V70- 407  
JIMIE INT, TX TO LOCOE INT, TX MOCA 1800.

**FDC 8/6934** ZHU TX.. FI/T AIRWAY ZHU. V20 MC  
ALLEN (MFE) VOR/DME, TX TO LATEX INT, TX MEA  
1700.

**FDC 8/6654** ZHU TX.. FI/T AIRWAY ZFW ZHU. V369  
NAVASOTA (TNV) VORTAC TO GROESBECK (GNL)  
VOR/DME MOCA 1900.

**FDC 8/5919** ZHU LA.. FI/T AIRWAY ZHU. V71 HEZ  
VOR/DME, MS TO WRACK INT, LA MRA AT WILIN  
INT, MS 3500 FOR NON-DME AIRCRAFT.

**FDC 8/5838** ZHU FI/T AIRWAY ZHU ZME. V209  
SEMMES (SJI) VORTAC, AL TO KEWANEE (EWA)  
VORTAC, MS MEA 2300 EXCEPT FOR AIRCRAFT  
EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM  
WITH GPS.

**FDC 7/7703** ZHU TX.. FI/T AIRWAY ZHU. V70  
PALACIOS VORTAC, TX TO LETTY INT, TX MEA 2600.

**FDC 7/7702** ZHU TX.. FI/T AIRWAY ZHU. V20  
PALACIOS VORTAC, TX TO KEEDS INT, TX MEA 1800.

**FDC 7/6492** ZHU TX.. FI/T AIRWAY ZHU. V222 TRIOS  
INT, TX TO FALSE INT, TX MEA 3100.

**FDC 7/6282** ZHU TX.. FI/T AIRWAY ZHU. V13 CLEEP  
INT, TX TO LEGGE INT, TX MEA 3100.

**FDC 7/5349** ZHU MS.. FI/T AIRWAY ZHU. V20-V114  
CLERY INT, MS TO SLIDD INT, LA MEA 5,000.

**FDC 7/5275** ZHU MS.. FI/T AIRWAY ZHU. V455  
PICAYUNE (PCU) VOR/DME, MS TO PLUGG INT, MS  
MRA 5,000.

**FDC 7/5274** ZHU MS..FI/T AIRWAY ZHU. V552 CAESA  
INT, MS TO MINDO INT, MS MRA 6,000.

**FDC 7/5273** ZHU MS..FI/T AIRWAY ZHU. V114  
GULFPORT (GPT) VORTAC, MS TO (AKXUT), MS MEA  
6,000.

**FDC 7/5272** ZHU MS.. FI/T AIRWAY ZHU. V198-V240  
ELSIE INT, MS TO ROMMY INT, MS MRA 4,000.

**FDC 7/5089** ZHU MS.. FI/T AIRWAY ZHU. V222 MCB  
VORTAC TO WRACK INT, MS MRA 4000.

**FDC 6/8449** ZHU FI/T AIRWAY ZHU. V163 LAMPASAS  
(LZZ) VORTAC TO GLEN ROSE (JEN) VORTAC TX,  
MRA AT TENAT INT 4000 FOR NON-DME AIRCRAFT.

**FDC 6/6517** ZHU FI/T AIRWAY ZHU. V198 SABINE  
PASS (SBI) VOR/DME, TX TO WHITE LAKE (LLA)  
VOR/DME, LA MEA 4000.

### **INDIANAPOLIS ARTCC**

**FDC 8/8772** ZID IN.. FI/T AIRWAY ZID. V14-V50  
TERRA HAUTE (TTH) VORTAC TO BRICKYARD (VHP)  
VORTAC, DME REQUIRED.

**FDC 8/2803** ZID OH.. FI/T AIRWAY ZID. V214 ZANESVILLE (ZZV) VOR/DME, OH TO GLOOM INT, OH MEA 4000.

**FDC 8/0177** ZID IN.. FI/T AIRWAY ZID. V12 ENROUTE HOLDING AT KELLY INT ON V12 NA.

**FDC 7/9781** ZID FI/T AIRWAY ZID ZOB. J83 APPLETON (APE) VORTAC, OH TO DRYER (DJB) VOR/DME, OH NA.

**FDC 7/9780** ZID FI/T AIRWAY ZID ZOB. V43-V523-V525 APPLETON (APE) VORTAC, OH TO TIVERTON (TVT) VOR/DME, OH NA.

**FDC 7/9779** ZID FI/T AIRWAY ZID ZOB. V5 APPLETON (APE) VORTAC, OH TO MANSFIELD (MFD) VORTAC, OH NA.

**FDC 7/2121** ZID KY.. FI/T AIRWAY ZID. V493 BEAER INT TO YORK (YRK) VORTAC MEA 3300.

**FDC 7/1793** ZID FI/T AIRWAY ZID. V493 YORK (YRK) VORTAC TO TARTO INT MOCA 3300.

**FDC 7/1786** ZID FI/T AIRWAY ZID. V44 FALMOUTH (FLM) VOR/DME TO YORK (YRK) VORTAC TO PARKERSBURG (JPU) VORTAC MEA 3300.

**FDC 6/9071** ZID KY.. FI/T AIRWAY ZID. V493 BEAER INT TO YORK (YRK) VORTAC MEA 3300.

**FDC 6/5122** ZID WV.. FI/T AIRWAY ZID. J149 HACKS INT, WV TO GEFES INT, WV MEA FL290.

**FDC 6/4123** ZID IN.. FI/T AIRWAY ZID. V51 SHELBYVILLE (SHB) VORTAC TO NABB (ABB) VORTAC MEA 3000.

**FDC 6/4122** ZID IN.. FI/T AIRWAY ZID. V221 HOOSIER (OOM) VORTAC TO SHELBYVILLE (SHB) VORTAC NA.

**FDC 6/4121** ZID IN.. FI/T AIRWAY ZID. V305 HOOSIER (OOM) VORTAC TO (ZARHO) NA.

**FDC 4/2208** ZID FI/T AIRWAY ZID ZDC J213 BECKLEY (BKW) VORTAC, WV TO PUTTZ INT, VA R-072 UNUSABLE.

**FDC 4/2207** ZID FI/T AIRWAY ZID ZDC J42 TONIO INT, KY TO BECKLEY (BKW) VORTAC, WV R-257 UNUSABLE.

**FDC 4/1720** ZID WV FI/T AIRWAY ZID. V519 BLUEFIELD (BLF) VORTAC, WV TO BECKLEY (BKW) VORTAC, WV MEA 9000, MOCA 9000.

### **JACKSONVILLE ARTCC**

**FDC 8/1553** ZJX AL.. FI/T AIRWAY ZJX ZTL. V241 WIREGRASS (RRS) VORTAC R-019 UNUSABLE HAVSO INT, AL TO BAIZE INT, AL.

**FDC 8/1552** ZJX FI/T AIRWAY ZJX. V7 WIREGLASS VORTAC (RRS) R-126 UNUSABLE OALDY INT, AL TO SAIML INT, GA.

**FDC 8/1551** ZJX AL.. FI/T AIRWAY ZJX ZTL. V168 WIREGRASS VORTAC (RRS) R-360 UNUSABLE EFORD INT, AL TO MILER INT, AL.

**FDC 8/1388** ZJX FI/T AIRWAY ZTL. V7-V521 SKIPO INT, AL TO BANBI INT, AL NA. WIREGRASS (RRS) VORTAC UNUSABLE BEYOND 30 NM.

**FDC 7/9051** ZJX FL.. FI/T AIRWAY ZJX. V581 TUMPY INT, FL TO DADES INT, FL MEA 5000.

**FDC 7/0151** ZJX SC.. FI/T AIRWAY ZJX. V437 BAGGY INT SC MRA 7000.

**FDC 7/0150** ZJX SC.. FI/T AIRWAY ZJX. V1 BASSO INT SC MRA 7000.

**FDC 6/7201** ZJX FL.. FI/T AIRWAY ZMA. V157 HYZER, FL TO LAKELAND (LAL) VORTAC MEA 5000.

**FDC 6/6514** ZJX FL.. FI/T AIRWAY ZJX. V7- 521 NITTS INT, FL TO JUVAS INT, FL MEA 5000.

**FDC 6/0569** ZJX FL.. FI/T AIRWAY ZJX. V521 MARIANNA (MAI) VORTAC, FL TO TERES INT, FL MEA 4000.

**FDC 5/2231** ZJX FI/T ZJX, SC AIRWAY ZJX ZTL V53 BUILD INT, SC DME ONLY, BUBBA INT, SC DME ONLY.

**FDC 5/0291** ZJX SC FI/T AIRWAY ZJX V37 ALLENDALE (ALD) VOR, SC TO TILLS INT MEA 6000.

**FDC 5/0290** ZJX SC FI/T AIRWAY ZJX V157 ALLENDALE (ALD) VOR, SC TO BOWMA INT MEA 6000.

**FDC 5/0289** ZJX SC FI/T AIRWAY ZJX ZTL V417 ALLENDALE (ALD) VOR, SC TO COLLIER (IRQ) VORTAC, SC MEA 3000.

**FDC 5/0287** ZJX SC FI/T AIRWAY ZJX V417 ALLENDALE (ALD) VOR, SC TO STOAS INT MEA 6000.

**FDC 5/0286** ZJX SC FI/T AIRWAY ZJX V37 ALLENDALE (ALD) VOR, SC TO SALLY INT MEA 3000.

**FDC 4/4082** ZJX GA.. FI/T AIRWAY ZJX ZTL. J89 ICBOD INT, GA DME ONLY.

**FDC 4/4081** ZJX GA.. FI/T AIRWAY ZJX. J45 ALMA (AMG) VORTAC, GA R-320 UNUSBL.

**FDC 4/4080** ZJX GA.. FI/T ZJX AIRWAY ZJX ZTL. V362 ALMA (AMG) VORTAC, GA R-309 UNUSBL.

**FDC 4/4079** ZJX GA.. FI/T AIRWAY ZJX. V362 ALMA (AMG) VORTAC, GA TO HABLE INT, GA MRA 10000.

**FDC 4/4078** ZJX GA.. FI/T AIRWAY ZJX. V578 ALMA (AMG) VORTAC, GA TO JANIE INT, GA MRA 10000.

**FDC 4/4077** ZJX GA.. FI/T AIRWAY ZJX V578 ALMA (AMG) VORTAC, GA R- 263 UNUSBL.

**FDC 4/4076** ZJX GA.. FI/T AIRWAY ZJX. V157 ALMA (AMG) VORTAC, GA TO LOTTS INT, GA MRA 10000.

**FDC 4/4075** ZJX GA.. FI/T AIRWAY ZJX ZTL V51 ALMA (AMG) VORTAC, GA TO DUBLIN (DBN) VORTAC, GA R-166/40 DME MRA 10000.

**FDC 4/4074** ZJX GA.. FI/T AIRWAY ZJX V51 ALMA (AMG) VORTAC, GA TO CRAIG (CRG) VORTAC, FL R-328/48 DME MRA 10000.

**FDC 4/3852** ZJX FI/T AIRWAY ZJX V441 MONIA INT, GA TO CIPDU INT, GA MOCA 2600.

**FDC 3/6028** ZJX FL FI/T AIRWAY ZJX. V97 DARBS INT FL TO CLAMP INT FL MOCA 2000.

**FDC 3/2929** ZJX FI/T AIRWAY ZJX V159-295 SHIMM INT MRA 3000.

### **KANSAS CITY ARTCC**

**FDC 8/4803** ZKC MO.. FI/T AIRWAY ZKC. V13-V159-V161 NAPOLEON (ANX) VORTAC, MO TO LYMES INT, MO MEA 2900.

**FDC 8/3831** ZKC MO.. FI/T AIRWAY ZKC. V424 NAPOLEON (ANX) VORTAC, MO TO MACON (MCM) VOR/DME, MO MEA 2900.

**FDC 8/3515** ZKC FI/T AIRWAY ZKC. V88 NARCI INT, OK TO WACCO INT, MO MEA 8000.

**FDC 8/0123** ZKC MO.. FI/T AIRWAY ZKC. V4 HALLSVILLE (HLV) VORTAC, MO TO LEXIN INT, MO MEA 6000.

**FDC 7/8824** ZKC OK.. FI/T AIRWAY ZKC. V140 LASTS INT, OK TO YARNS INT, OK MEA 4500.

**FDC 7/6018** ZKC KS.. FI/T AIRWAY ZKC. V132 DISKS INT, KS TO RANSO INT, KS MOCA 4300.

**FDC 7/6010** ZKC KS.. FI/T AIRWAY ZKC. V255 HAYS (HYS) VORTAC, KS TO GARDEN CITY (GCK) VORTAC, KS MOCA 4300.

**FDC 7/1464** ZKC KS.. FI/T AIRWAY ZDV ZKC. V17 GARDEN CITY (GCK) VORTAC, KS TO COFFE INT, KS MOCA 4600.

### **LOS ANGELES ARTCC**

**FDC 7/9928** ZLA CA.. FI/T AIRWAY ZLA. V27-V208-V458 SANTA CATALINA (SXC) VORTAC, CA TO OCEANSIDE (OCN) VORTAC, CA CHANGE OVER POINT OCN R-264 20 NM.

**FDC 6/5212** ZLA FI/T AIRWAY ZLA ZLC. V235 MORMON MESA (MMM) VORTAC, NV TO CEDAR CITY (CDC) VORTAC, UT MRA AT MATZO INT 15000 FOR NON-DME AIRCRAFT.

**FDC 6/5211** ZLA FI/T AIRWAY ZLA ZLC. V8 MORMON MESA (MMM) VORTAC, NV TO BRYCE CANYON (BCE) VORTAC, UT MRA AT MATZO INT 15000 FOR NON-DME AIRCRAFT.

### **MEMPHIS ARTCC**

**FDC 8/8068** ZME TN.. FI/T AIRWAY ZME. Q26 WALNUT RIDGE (ARG) VORTAC, AR TO DEVAC INT, AL MAA FL330.

**FDC 8/6207** ZME MS.. FI/T AIRWAY ZME. V245 JACKSON (JAN) VORTAC, MS TO BIGBEE (IGB) VORTAC, MS MEA 5000.

**FDC 8/5839** ZME FI/T AIRWAY ZHU ZME. V209 SEMMES (SJI) VORTAC, AL TO KEWANEE (EWA) VORTAC, MS MEA 2300 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS.

**FDC 8/3507** ZME AR.. FI/T AIRWAY ZME. V13 CHESO INT, AR TO BOYLE INT, AR MEA 3600.

**FDC 8/0863** ZME TN.. FI/T AIRWAY ZME. V140 ADD MRA FLAG AT LENON INT 6500.

### **MIAMI ARTCC**

**FDC 8/5643** ZMA FI/T AIRWAY ZMA BR69V DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS FOR BAHMA/ZBV 16.8 DME, FORT LAUDERDALE (FLL) VOR/DME R-098 UNUSABLE.

**FDC 8/5443** ZMA FI/T AIRWAY ZMA AR11 JANUS INT TO VALLY/VKZ 68 DME NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

**FDC 8/3704** ZMA FI/T AIRWAY ZMA BR64V-68V HEATT INT, FL TO FREEPORT (ZFP) VOR/DME, OA NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FREEPORT (ZFP) VOR/DME R-270 UNUSABLE.



**FDC 6/7202** ZMA FL.. FI/T AIRWAY ZMA. V157 HYZER, FL TO LAKELAND (LAL) VORTAC MEA 5000.

**FDC 5/7744** ZMA FL.. FI/T AIRWAY ZJX ZMA. Q104 CYPRESS (CYY) VOR/DME, FL TO DEFUN WP, FL GNSS MEA 18000, DME/DME IRU RNAV MEA 18000.

### **MINNEAPOLIS ARTCC**

**FDC 8/5716** ZMP NE.. FI/T AIRWAY ZDV ZMP. V8 HAYES CENTER (HCT) VORTAC, NE TO GRAND ISLAND (GRI) VORTAC, NE MOCA 4900.

**FDC 8/4376** ZMP WI.. FI/T AIRWAY ZAU ZMP. V63 OSHKOSH (OSH) VORTAC WI TO STEVENS POINT (STE) VORTAC WI MEA 4000.

**FDC 8/0919** ZMP MI.. FI/T AIRWAY ZMP. V78 CLAPS INT, MN TO DAWSO/ATY 39 DME, MN MEA 5500.

**FDC 7/8144** ZMP ND.. FI/T AIRWAY ZMP. V2- 510 JAMESTOWN (JMS) VOR/DME, ND TO CHAFE INT, ND MRA 6000.

**FDC 7/6803** ZMP SD.. FI/T AIRWAY ZMP. V181 WATERTOWN (ATY) VORTAC, SD TO SIOUX FALLS (FSD) VORTAC, SD MEA 5000.

**FDC 7/5143** ZMP FI/T AIRWAY ZAU ZMP. V177 WAUSAU (AUW) VORTAC, WI TO BAITTS INT, WI MOCA 4000.

**FDC 7/3315** ZMP MN.. FI/T AIRWAY ZMP. V250 WORTHINGTON (OTG) VOR/DME, MN TO MANKATO (MKT) VOR/DME, MN MEA 3400, MOCA 2900.

**FDC 7/3271** ZMP MN.. FI/T AIRWAY ZMP. V170 WORTHINGTON (OTG) VOR/DME, MN TO FAIRMONT (FRM) VOR/DME, MN MEA 3300, MOCA 2900.

**FDC 7/2466** ZMP MN.. FI/T AIRWAY ZMP. V191 THIEF RIVER FALLS (TVF) VOR/DME, MN TO BEMIDJI (BJI) VORTAC, MN MEA 3500. USE TVF 114, BJI 299 UNUSABLE.

**FDC 7/2465** ZMP MN.. FI/T AIRWAY ZMP. V175 ROSEAU (ROX) VOR/DME, MN TO BEMIDJI (BJI) VORTAC, MN MEA 7000. USE ROX 155, BJI 337 UNUSABLE.

**FDC 5/7379** ZMP MN FI/T AIRWAY ZMP V171 FARMINGTON (FGT) VORTAC, MN TO ELIKE INT, MN MEA 5500, JONNA INT, MN TO MAYER INT, MN MEA 5500.

**FDC 5/1959** ZMP WI..FI/T AIRWAY ZMP V55 SIREN (RZN) VOR/DME, WI R-293 UNUSABLE TO BRAINERD (BRD) VORTAC, MN.

**FDC 5/1958** ZMP WI.. FI/T AIRWAY V-129 SIREN (RZN) VOR/DME R-115 UNUSABLE AT QUESCA INT, WI, DME REQUIRED.

**FDC 5/1460** ZMP WI..FI/T AIRWAY ZMP V55 SIREN (RZN) VOR/DME, WI TO EAU CLAIRE (EAU) VORTAC, WI MEA 5000.

**FDC 5/1307** ZMP FI/T AIRWAY ZMP. V430 IRONWOOD (IWD) VORTAC, MI TO IRON MOUNTAIN (IMT) VOR/DME, MI NA.

**FDC 5/0323** ZMP FI/T AIRWAY ZMP Q-505 OMAGA, CANADA DME FIX TO HEMDI WPT, SD FLIGHT PLANNING AUTHORIZED ALTITUDES FL350 AND ABOVE.

**FDC 5/0322** ZMP FI/T AIRWAY ZMP Q-504 NOTAP, CANADA WPT TO HEMDI WPT, SD FLIGHT PLANNING AUTHORIZED ALTITUDES FL350 AND ABOVE.

**FDC 5/0321** ZMP FI/T AIRWAY ZMP Q-501 VIXIS, CANADA DME FIX TO SOBME WPT, SD FLIGHT PLANNING AUTHORIZED ALTITUDES FL350 AND ABOVE.

**FDC 5/0320** ZMP FI/T AIRWAY ZMP Q-502 KENPA, CANADA DME FIX TO SOBME WPT, SD FLIGHT PLANNING AUTHORIZED ALTITUDES FL350 AND ABOVE.

**FDC 3/1084** ZMP MN FI/T AIRWAY ZMPV171 FARMINGTON (FGT) VORTAC, MN TO MAYER INT, MN MEA 3500.

### **NEW YORK ARTCC**

**FDC 8/5594** ZNY FI/T AIRWAY ZNY ZOB. J190 SLATE RUN (SLT) VORTAC, PA TO BINGHAMTON (CFB) VORTAC, NY MAA FL380 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

**FDC 8/4929** ZNY FI/T AIRWAY ZBW ZNY. V408 LAKE HENRY (LHY) VORTAC, PA TO SAGES INT, NY MAA 15000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

**FDC 8/2385** ZNY NY.. FI/T AIRWAY ZNY. V374 GAYEL INT, NY TO BINGHAMTON (CFB) VORTAC, NY MEA 10000.

**FDC 8/2384** ZNY NY.. FI/T AIRWAY ZNY. J95 GAYEL INT, NY TO BUFFY INT, PA NA.

**FDC 8/1389** ZNY FI/T AIRWAY ZDC ZNY. J42- 191 DAVYS INT, NJ TO ROBBINSVILLE (RBV) VORTAC, NY MAA 29000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

**FDC 6/8776** ZNY CT.. FI/T AIRWAY ZBW ZNY. J42  
DME REQUIRED AT SANTT INT.

**FDC 6/1470** ZNY NY.. FI/T AIRWAY ZNY. V433 TICKL  
INT, NY TO LA GUARDIA (LGA) VOR/DME, NY LGA  
R-225 UNUSEABLE. LA GUARDIA (LGA) VOR/DME, NY  
TO DUNBO INT, NY LGA R-068 UNUSEABLE.

**FDC 6/1269** ZNY FI/T AIRWAY ZNY. V36 HAWLY INT,  
PA TO NEION INT, NJ LGA R-322 UNUSEABLE.

**FDC 6/1267** ZNY FI/T AIRWAY ZNY. J106  
STILLWATER (STW) VOR/DME, NJ TO LA GUARDIA  
(LGA) VOR/DME, NY LGA R-298 UNUSEABLE.

**FDC 6/1266** ZNY FI/T AIRWAY ZNY. J70 STILLWATER  
(STW) VOR/DME, NJ TO LA GUARDIA (LGA)  
VOR/DME, NY LGA R-298 UNUSEABLE. LA GUARDIA  
(LGA) VOR/DME, NY TO KENNEDY (JFK) VOR/DME,  
NY LGA R-166 UNUSEABLE.

**FDC 6/1247** ZNY NY.. FI/T AIRWAY ZNY. V451 LA  
GUARDIA (LGA) VOR/DME, NY TO NESSI INT, NY LGA  
R-075 UNUSEABLE.

**FDC 6/1245** ZNY NY.. FI/T AIRWAY ZBW ZNY. V6- 445  
NANCI INT, NY TO LA GUARDIA (LGA) VOR/DME, NY  
LGA R225 UNUSEABLE.

**FDC 6/1243** ZNY NY.. FI/T AIRWAY ZNY. V475- 487 LA  
GUARDIA (LGA) VOR/DME, NY TO DUNBO INT, NY  
LGA R-068 UNUSEABLE.

**FDC 6/1238** ZNY NY.. FI/T AIRWAY ZNY. V123 RENU  
INT, NY TO LA GUARDIA (LGA) VOR/DME, NY LGA  
R-225 UNUSEABLE. LA GUARDIA (LGA) VOR/DME, NY  
TO RYMES INT, NY LGA R-044 UNUSEABLE.

**FDC 6/1237** ZNY NY.. FI/T AIRWAY ZNY. V157 RENU  
INT, NY TO LA GUARDIA (LGA) VOR/DME, NY LGA  
R-225 UNUSEABLE. LA GUARDIA (LGA) VOR/DME, NY  
TO HAARP INT, NY LGA R-044 UNUSEABLE.

**FDC 4/9357** ZNY NY.. FI/T AIRWAY ZNY ZBW.  
V139-268-308 DUNEE INT, NY TO SARDI INT, NY DEER  
PARK (DPK) VOR/DME MRA 5000 AT KOPPY INT, NY.

**FDC 4/9343** ZNY NY.. FI/T AIRWAY ZNY V374 VOLLU  
INT, NY TO GAYEL INT, NY MEA 5000.

**FDC 4/9182** ZNY NJ FI/T AIRWAY ZNY V312 LEGGS  
INT, NJ TO PREPI INT, OA FOR NON-DME EQUIPPED  
AIRCRAFT MEA 3000.

**FDC 4/6630** ZNY PA.. FI/T AIRWAY ZNY. V36 DOMVY  
INT, PA TO HAWLY INT, PA NA.

**FDC 4/3616** ZNY FI/T AIRWAY ZNY ZDC V210 PROPP  
INT, PA TO YARDLEY (ARD) VOR/DME, PA MOCA  
1700.

**FDC 4/3615** ZNY FI/T AIRWAY ZNY V149 MAZIE INT,  
PA TO ALLENTOWN (FJC) VORTAC, PA NA.

### **OAKLAND ARTCC**

**FDC 7/3022** ZOA FI/T AIRWAY ZOA. V244 COALDALE  
(OAL) VORTAC, NV TO NIKOL INT, CA MEA 12500.

**FDC 7/2799** ZOA FI/T AIRWAY ZOA. V113 MUSTANG  
(FMG) VORTAC, NV TO NICER INT, NV MEA 10300.

**FDC 7/2799** ZOA FI/T AIRWAY ZOA. V113 MUSTANG  
(FMG) VORTAC, NV TO NICER INT, NV MEA 10300.

**FDC 7/2795** ZOA FI/T AIRWAY ZOA. V6 MUSTANG  
(FMG) VORTAC, NV TO WADDS INT, NV MEA 10300.

**FDC 7/2795** ZOA FI/T AIRWAY ZOA. V6 MUSTANG  
(FMG) VORTAC, NV TO WADDS INT, NV MEA 10300.

**FDC 7/1518** ZOA CA.. FI/T AIRWAY ZOA. V23  
SACRAMENTO (SAC) VORTAC, CA TO GRIME INT, CA  
MEA 2300, MOCA 1600.

**FDC 6/0941** ZOA CA.. FI/T AIRWAY ZOA. V109- 113-  
585 MANTECA (ECA) VORTAC, CA R-147 UNUSABLE  
TO VOLTA INTERSECTION.

### **SALT LAKE CITY ARTCC**

**FDC 8/8104** ZLC ID.. FI/T AIRWAY ZLC. V298 LAMON  
INT, ID TO SABAT INT, ID WESTBOUND MEA 10000.

**FDC 8/3393** ZLC MT.. FI/T AIRWAY ZLC. V257 SCAAT  
INT, MT TO SIEBE INT, MT MEA 13000.

**FDC 7/9943** ZLC MT.. FI/T AIRWAY ZLC. V365-V536  
MENAR INT, MT TO SWEDD INT, MT MEA 10000.

**FDC 7/8361** ZLC FI/T AIRWAY ZDV ZLC. V86 V86  
SHERIDAN (SHR) VORTAC, WY TO RAPID CITY (RAP)  
VORTAC, SD ADD: MEA GAP FROM SHERIDAN (SHR)  
VORTAC 82 NM TO 98 NM. DELETE: V86  
CHANGEOVER POINT 104 NM FROM SHERIDAN (SHR)  
VORTAC. V86 CHANGEOVER POINT 78 NM FROM  
RAPID CITY (RAP) VORTAC. ADD: V86 CHANGEOVER  
POINT 98 NM FROM SHERIDAN (SHR) VORTAC. V86  
CHANGEOVER POINT 84 NM FROM RAPID CITY (RAP)  
VORTAC. ADD: MCA 10900 AT WETON EASTBOUND.  
MCA 11,100 AT KARAS WESTBOUND. ADD: MEA  
KARAS TO KOCYE 13000. ADD: MRA AT KOCYE  
15000.

**FDC 7/4264** ZLC FI/T AIRWAY ZLC. V288 FORT  
BRIDGER (FBR) VORTAC, WY TO CORIN INT, UT MEA  
16000.

**FDC 7/2798** ZLC FI/T AIRWAY ZOA. V113 MUSTANG  
(FMG) VORTAC, NV TO NICER INT, NV MEA 10300.

**FDC 7/2797** ZLC FI/T AIRWAY ZOA. V6 MUSTANG (FMG) VORTAC, NV TO WADDS INT, NV MEA 10300.

**FDC 6/5214** ZLC FI/T AIRWAY ZLA ZLC. V8 MORMON MESA (MMM) VORTAC, NV TO BRYCE CANYON (BCE) VORTAC, UT MRA AT MATZO INT 15000 FOR NON-DME AIRCRAFT.

**FDC 6/5213** ZLC FI/T AIRWAY ZLA ZLC. V235 MORMON MESA (MMM) VORTAC, NV TO CEDAR CITY (CDC) VORTAC, UT MRA AT MATZO INT 15000 FOR NON-DME AIRCRAFT.

### **SEATTLE ARTCC**

**FDC 8/5812** ZSE WA.. FI/T AIRWAY ZSE. J5 CHANGE OVER POINT (COP) 150 NM FROM SEA.

### **WASHINGTON ARTCC**

**FDC 8/9492** ZDC VA.. FI/T AIRWAY ZDC. V3 FLAT ROCK (FAK) VORTAC VA, TO HARVY INT, VA NA EXCEPT FOR IFR GPS EQUIPPED AIRCRAFT. FAK FACILITY RESTRICTIONS.

**FDC 8/9491** ZDC VA.. FI/T AIRWAY ZDC. V155 FLAT ROCK (FAK) VORTAC, VA TO LAWRENCEVILLE (LVL) VORTAC, VA NA EXCEPT FOR IFR GPS EQUIPPED AIRCRAFT. FAK AND LVL FACILITY RESTRICTIONS.

**FDC 8/9488** ZDC FI/T AIRWAY ZDC. J51 FLAT ROCK (FAK) VORTAC, VA TO TUBAS INT, NC NA EXCEPT FOR IFR GPS EQUIPPED AIRCRAFT. FAK FACILITY RESTRICTIONS.

**FDC 8/5827** ZDC MD.. FI/T AIRWAY ZDC. V377-V438 TOMAC INT, MD TO HAGERSTOWN (HGR) VOR, MD HGR R-273 UNUSABLE, USE GRANTSVILLE (GRV) VOR/DME, MD R-092.

**FDC 8/5826** ZDC MD.. FI/T AIRWAY ZOB ZDC. V438 FLINT INT, MD TO HAGERSTOWN (HGR) VOR, MD HGR R-273 UNUSABLE, USE GRANTSVILLE (GRV) VOR/DME, MD R-092.

**FDC 8/5529** ZDC MD.. FI/T AIRWAY ZDC. J61 DAILY INT, MD MAA 35000.

**FDC 8/3499** ZDC MD.. FI/T AIRWAY ZDC. V308 NOTTINGHAM (OTT) VORTAC, MD TO BILIT INT, MD MEA 6,000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

**FDC 8/3498** ZDC MD.. FI/T AIRWAY ZDC. V31 NOTTINGHAM (OTT) VORTAC, MD TO (ARUYE) CNF, MD MEA 6,000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

**FDC 8/1390** ZDC FI/T AIRWAY ZDC ZNY. J42- 191 DAVYS INT, NJ TO ROBBINSVILLE (RBV) VORTAC, NY MAA 29000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

**FDC 8/0468** ZDC FI/T AIRWAY ZDC. J37 SPARTANBURG (SPA) VORTAC, SC TO LYNCHBURG (LYH) VORTAC, VA NA.

**FDC 7/9004** ZDC FI/T AIRWAY ZDC. V214-V433-V445 DUPONT (DQO) VORTAC, DE TO STEFE INT, PA MOCA 1900.

**FDC 7/8487** ZDC FI/T AIRWAY ZID. J149 AML VORTAC, VA. TO GEFFS INT, WV MAA FL410.

**FDC 7/7837** ZDC VA.. FI/T AIRWAY ZDC. V16-V260 FLAT ROCK (FAK) VORTAC, VA TO RICHMOND (RIC) VORTAC, VA MEA 2600.

**FDC 7/6440** ZDC VA.. FI/T AIRWAY ZDC. V157 RICHMOND (RIC) VORTAC, VA TO DALTO INT, VA DME REQUIRED.

**FDC 7/3624** ZDC VA.. FI/T AIRWAY ZDC. V16-V260 FLAT ROCK (FAK) VORTAC, VA TO RICHMOND (RIC) VORTAC, VA: FAK R100 UNUSABLE, USE RIC R283.

**FDC 6/8266** ZDC NC.. FI/T AIRWAY ZDC. V189 DAREZ INT, NC TO WRIGHT BROTHERS (RBX) VOR/DME, NC MEA 8000.

**FDC 6/8144** ZDC MD.. FI/T AIRWAY ZDC. V44- 214 FROM WOOLY INT, MD TO BALTIMORE (BAL) VORTAC, MD MEA 5000.

**FDC 6/4150** ZDC MD.. FI/T AIRWAY ZDC. V44 SPEAK INT, MD TO PALEO INT, MD MEA 13500.

**FDC 6/3764** ZDC FI/T AIRWAY ZDC. V38 GORDONSVILLE (GVE) VORTAC, VA TO ELKINS (EKN) VORTAC, WV MEA 9000.

**FDC 6/0279** ZDC VA.. FI/T AIRWAY ZDC V266 LAWRENCEVILLE (LVL) VORTAC, VA TO MAZON INT, VA MEA 7500.

**FDC 5/2544** ZDC VA.. FI/T AIRWAY ZDC J225 CEDAR LAKE (VCN) VORTAC NJ, TO KENNEDY (JFK) VOR/DME NY, MAA 33000.

**FDC 5/2066** ZDC VA.. FI/T AIRWAY ZDC. V286 BROOKE (BRV) VORTAC, VA TO GRUBY INT, VA MEA 3000. V286 GRUBY INT, VA TO FAGED INT, VA MEA 6000.

**FDC 5/2064** ZDC VA.. FI/T AIRWAY ZDC V454 LAWRENCEVILLE (LVL) VORTAC, VA R-059 TO MIDWAY CHANGE OVER POINT UNUSABLE.

**FDC 5/2063** ZDC VA.. FI/T AIRWAY ZDC. V155-157  
LAWRENCEVILLE (LVL) VORTAC, VA R-042 TO  
DALTO INT, VA UNUSABLE.

**FDC 5/0483** ZDC VA.. FI/T AIRWAY ZDC. V454 OXFRD  
INT, NC TO LAWRENCEVILLE (LVL) VORTAC VA,  
NOKIY INT NA.

**FDC 4/3061** ZDC FI/T AIRWAY ZDC V454 LIBERTY  
VORTAC, NC TO OXFRD INT, NC MEA 6000, MOCA  
2800. OXFRD INT, NC TO LAWRENCEVILLE (LVL)  
VORTAC, VA MEA 9000, MOCA 2800.

**FDC 4/2210** ZDC FI/T AIRWAY ZID ZDC J42 TONIO  
INT, KY TO BECKLEY (BKW) VORTAC, WV R-257  
UNUSABLE.

**FDC 4/2209** ZDC FI/T AIRWAY ZID ZDC J213 BECKLEY  
(BKW) VORTAC TO PUTTZ INT, VA R-072 UNUSABLE.

**Part 1.**

**Section 2.**

**FDC**

**AIRPORTS, FACILITIES, & PROCEDURAL NOTAMS**

**NEW OR REVISED NOTAMS ARE INDICATED IN SHADED TEXT.**



## PART 1, SECTION 2

### CONTENT CRITERIA

**All public use airports have distant NOTAM distribution.**

<b>Airport Data:</b>	Abandonments (If currently listed in Airport/Facility Directory) Openings Closings
<b>Airport Operating Restrictions:</b>	ARFF ACR
<b>Runway Data: (Hard Surface Only).</b>	Openings Closings Commissionings Permanent Closures Ident Changes Length Width Surface Composition Changes Displaced Thresholds (Implementation and Changes)
<b>Runway Edge Light Systems</b>	Commissionings Changes Outages (with effective dates) Pilot Control (Commissionings/Decommissionings, Outages (with effective dates))
<b>Approach Light Systems</b>	Commissionings Changes Decommissionings Outages (with effective dates) Pilot Control (Commissionings/Decommissionings, Outages (with effective dates))

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#### NAVAIDS, COMMUNICATIONS, OTHER SERVICES

<b>Navigational Facilities</b>	Commissionings (including Ident and Frequency) Decommissionings (including Ident and Frequency) Frequency changes Changes in monitoring facility and/or status Restrictions Outages (with effective dates)
<b>Airport Traffic Control Towers</b>	Commissionings (including frequencies) Hours of operation Decommissionings
<b>Flight Service Stations</b>	Commissionings Decommissionings Hours of operation Commissionings/Decommissionings of RCOs Changes in monitoring status of RCOs Outages of RCOs (with effective dates)
<b>Weather</b>	AWOS (system and frequency)

## Section 2. AIRPORTS / FACILITIES / & PROCEDURAL NOTAMS

### ALABAMA

#### ALABASTER

##### Shelby County

**FDC 8/1981** EET FI/T SHELBY COUNTY, ALABASTER, AL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...CHANGE ALL REFERENCE TO RWY 15/33 TO RWY 16/34.

**FDC 8/1979** EET FI/T SHELBY COUNTY, ALABASTER, AL. RNAV (GPS) RWY 33, ORIG...VOR OR GPS A, AMDT 6...CHANGE ALL REFERENCE TO RWY 15/33 TO RWY 16/34.

#### ANNISTON

##### Anniston Metropolitan

**FDC 8/5606** ANB FI/T ANNISTON METROPOLITAN, ANNISTON, AL. ILS OR LOC RWY 5, AMDT 2...NDB RWY 5, AMDT 3...PROCEDURE NA.

#### AUBURN

##### Auburn-Opelika Robert G. Pitts

**FDC 8/8231** AUO FI/T AUBURN-OPELIKA ROBERT G PITTS, AUBURN, AL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 11, STANDARD WITH MINIMUM CLIMB OF 328 FT PER NM TO 1100. ALL OTHER DATA REMAINS AS PUBLISHED. NOTE: RWY 11, TEMPORARY CRANE 4415 FEET FROM DER, 1366 FEET LEFT OF CENTERLINE, 150 FEET AGL/ 900 FEET MSL.

#### BESSEMER

##### Bessemer

**FDC 8/1452** EKY FI/P BESSEMER, BESSEMER, AL. ILS OR LOC RWY 5, AMDT 1...S-ILS 5: VIS 3/4 ALL CATS. S-LOC 5: VIS CAT A/B/C 1, CAT D 1 1/4. DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALABASTER ALTIMETER SETTING AND INCREASE DA TO 941 FEET. INCREASE ALL MDAS 60 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALABASTER ALTIMETER SETTING AND INCREASE DA TO 941 FEET. INCREASE ALL MDA 60 FEET AND S-LOC 5 VISIBILITY CAT C AND D 1/4 MILE. THIS IS ILS OR LOC RWY 5, AMDT 1A.

**FDC 8/1449** EKY FI/P BESSEMER, BESSEMER, AL. RNAV (GPS) RWY 5, ORIG...LPV VIS 3/4 ALL CATS. LNAV/VNAV VIS 1 3/4 ALL CATS. LNAV VIS CATS A/B 1, CAT C 1 1/4, CAT D 1 1/2. DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALABASTER ALTIMETER SETTING AND INCREASE LPV DA TO 991 FEET; LNAV/VNAV DA TO 1260 FEET; INCREASE ALL MDAS 60 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALABASTER ALTIMETER SETTING AND INCREASE LPV DA TO 991 FEET AND ALL VISIBILITIES 1/4 MILE; LNAV/VNAV DA TO 1260 FEET AND ALL VISIBILITIES 1/4 MILE; INCREASE ALL MDA 60 FEET AND LNAV VISIBILITY CATS C AND D 1/4 MILE. THIS IS RNAV (GPS) RWY 5, ORIG-A.

**FDC 8/1447** EKY FI/P BESSEMER, BESSEMER, AL. GPS RWY 23, ORIG...S-23: MDA 1260/HAT 560 ALL CATS. VIS CAT C 1 1/2. CIRCLING: MDA 1260/HAA 560 ALL CATS. DELETE VDP. MISSED APPROACH: CLIMBING LEFT TURN TO 3800 DIRECT HANDE AND HOLD. CHART NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, USE ALABASTER ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET AND VISIBILITY CAT C 1/4 MILE. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT VUZ VORTAC ON AIRWAY RADIALS 111 CW 212. THIS IS GPS RWY 23, ORIG-A.

#### BIRMINGHAM

##### Birmingham Intl

**FDC 8/3876** BHM FI/T BIRMINGHAM INTL, BIRMINGHAM, AL. ILS RWY 6 (CAT II), AMDT 41B...MISSED APPROACH: CLIMB TO 3000 VIA HEADING 056 AND VIA GAD R-231 TO SPATT INT AND HOLD NE, RT, 231.00 INBOUND.

**FDC 8/3082** BHM FI/P BIRMINGHAM INTL, BIRMINGHAM, AL. RNAV (GPS) RWY 6, ORIG...LNAV/VNAV DA 1118/HAT 512, VIS RVR 6000 ALL CATS. LNAV MDA 1440/HAT 834 ALL CATS. VIS CAT B RVR 4000, CAT C 2, CAT D 2 1/4. DISTANCE TO THLD FROM 512 HAT: 1.46 NM. MISSED APPROACH: CLIMB TO 3000 DIRECT ROEBY AND HOLD. CHART VDP AT 2.41 NM TO RW06\* \*LNAV ONLY. DELETE NOTE: BARO-VNAV NA BELOW -16C (4F). CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16C (4F) OR ABOVE 47C (116F). DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 6, ORIG-A.

#### BREWTON

## **Brewton Muni**

**FDC 6/4254** 12J FI/T BREWTON MUNI, BREWTON, AL. VOR/DME OR GPS RWY 30, AMDT 7...TERMINAL ROUTE: (ITU) CEW R-358/14 DME (IAF) ARC TO ROICE (CEW R-301/14 DME) MIN ALT 2300.

**FDC 4/4782** 12J FI/T BREWTON MUNI, BREWTON, AL. VOR/DME OR GPS RWY 30, AMDT 7...DIST FAF TO MAP:4.40. MAP: CEW R-301 / 23.40 DME.

## **CLANTON**

### **Gragg-Wade Field**

**FDC 5/8065** 02A FI/T GRAGG-WADE FIELD, CLANTON, AL. NDB OR GPS RWY 26, ORIG...NDB PORTION RADAR REQUIRED.

## **DECATUR**

### **Pryor Field Rgnl**

**FDC 6/9083** DCU FI/T PRYOR FIELD REGIONAL, DECATUR, AL. VOR RWY 18 AMDT 13...S-18: VIS CAT A 1, VIS CAT B 1 1/4, VIS CAT C 2 1/4, VIS CAT D 2 1/2. DEDOC MINIMUMS: S-18: VIS CAT A/B 1, VIS CAT C 1 1/4, VIS CAT D 1 1/4.

**FDC 6/9082** DCU FI/T PRYOR FIELD REGIONAL, DECATUR, AL. RNAV (GPS) RWY 18 ORIG...LPV DA VIS 3/4 ALL CATS. LNAV/VNAV DA VIS 1 1/4 ALL CATS. LNAV MDA VIS CAT A/B 1, VIS CAT C 1 1/4, VIS CAT D 1 1/2.

## **FAIRHOPE**

### **H L Sonny Callahan**

**FDC 8/4480** 4R4 FI/T H L SONNY CALLAHAN, FAIRHOPE, AL. RNAV (GPS) RWY 1, ORIG...LNAV: CATS A/B VIS 1. CATS C/D VIS 1 1/4. DELETE NOTE: FOR INOPERATIVE MALSR, INCREASE CAT D VISIBILITY TO 1 1/4.

## **FOLEY**

### **Foley Muni**

**FDC 8/3136** 5R4 FI/T FOLEY MUNI, FOLEY, AL. NDB RWY 18, ORIG...RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 36, ORIG...PROCEDURE NA.

## **HEADLAND**

### **Headland Muni**

**FDC 8/6282** 0J6 FI/P HEADLAND MUNI, HEADLAND, AL. RNAV (GPS) RWY 27, ORIG...DELETE NOTE: GPS OR RNP-0.3 REQUIRED. CHANGE ALL REFERENCES TO ABIDE TO READ HAVSO. THIS IS RNAV (GPS) RWY 27,, ORIG-A.

## **HUNTSVILLE**

### **Huntsville Intl-Carl T Jones Field**

**FDC 8/6261** HSV FI/T HUNTSVILLE INTL-CARL T JONES FLD, HUNTSVILLE, AL. ILS OR LOC RWY 18L, AMDT 3...ADD NOTE: S-ILS 18L CATS A/B/C/D RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. S-LOC 18L MDA 1120/HAT 511 ALL CATS. VIS CATS C/D RVR 5000, CAT E 6000. CIRCLING CATS A/B/C MDA 1160/HAA 531.

**FDC 8/2635** HSV FI/T HUNTSVILLE INTL-CARL T JONES FLD, HUNTSVILLE, AL. ILS RWY 18R (CAT III), AMDT 23A...PROCEDURE NA.

**FDC 7/3137** HSV FI/T HUNTSVILLE INTL-CARL T JONES FLD, HUNTSVILLE, AL. RNAV (GPS) RWY 18R, ORIG...LNAV MDA 1080/HAT 451 ALL CATS. VDP NA. CIRCLING CATS A/B/C MDA 1160/HAA 531. TEMPORARY CRANE 811 MSL 2933 FEET SE OF RWY 18R.

**FDC 7/3136** HSV FI/T HUNTSVILLE INTL-CARL T JONES FLD, HUNTSVILLE, AL. ILS OR LOC RWY 36L, AMDT 9...CIRCLING CAT E VIS 2 1/4.

**FDC 7/3135** HSV FI/T HUNTSVILLE INTL-CARL T JONES FLD, HUNTSVILLE, AL. RNAV (GPS) Y RWY 36R, ORIG...LNAV MDA 1040/HAT 445 ALL CATS. VIS CAT C RVR 4000. CIRCLING CATS A/B/C MDA 1160/HAA 531. VDP NA.

**FDC 7/3134** HSV FI/T HUNTSVILLE INTL-CARL T JONES FLD, HUNTSVILLE, AL. ILS OR LOC RWY 36R, AMDT 1...CIRCLING CATS A/B/C MDA 1160/HAA 531.

**FDC 7/3133** HSV FI/T HUNTSVILLE INTL-CARL T JONES FLD, HUNTSVILLE, AL. RNAV (GPS) Z RWY 36L, ORIG...LNAV/VNAV DA 969/HAT 354 ALL CATS. CIRCLING CATS A/B VIS 1.

**FDC 7/3132** HSV FI/T HUNTSVILLE INTL-CARL T JONES FLD, HUNTSVILLE, AL. RNAV (GPS) Z RWY 18L, ORIG...CIRCLING CATS A/B/C MDA 1160/HAA 531.

**FDC 7/3131** HSV FI/T HUNTSVILLE INTL-CARL T JONES FLD, HUNTSVILLE, AL. RNAV (GPS) Y RWY 36L, ORIG...LNAV MDA 960/HAT 345 ALL CATS. CIRCLING CATS A/B/C MDA 1160/HAA 531. VDP NA.



**FDC 7/3130** HSV FI/T HUNTSVILLE INTL-CARL T JONES FLD, HUNTSVILLE, AL. RNAV (GPS) Y RWY 18L, ORIG...LNAV MDA 1080/HAT 471 ALL CATS, VIS CAT E 1 1/4. FOR INOPERATIVE MALSR, INCREASE LNAV CAT E VIS TO 1 3/4. CIRCLING CATS A/B/C MDA 1160/HAA 531. TEMPORARY CRANE 811 MSL 2793 FEET SW OF RWY 18L.

**FDC 7/3128** HSV FI/T HUNTSVILLE INTL-CARL T JONES FLD, HUNTSVILLE, AL. RNAV (GPS) Z RWY 36R, ORIG...LNAV/VNAV DA 933/HAT 338 ALL CATS. VIS CATS A/B/C RVR 4000. CIRCLING CATS A/B/C MDA 1160/HAA 531.

**FDC 7/3127** HSV FI/T HUNTSVILLE INTL-CARL T JONES FLD, HUNTSVILLE, AL. ILS OR LOC RWY 18R, AMDT 23A...CIRCLING CATS A/B/C MDA 1160/HAA 531.

## MOBILE

### Mobile Downtown

**FDC 7/8167** BFM FI/T MOBILE DOWNTOWN, MOBILE, AL. RNAV (GPS) RWY 32, ORIG-B...LNAV/VNAV DA 366/HAT 341. VIS CATS A/B/C RVR 4000. FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV VISIBILITY TO RVR 6000.

### Mobile Rgnl

**FDC 8/5610** MOB FI/T MOBILE REGIONAL, MOBILE, AL. RNAV (GPS) RWY 18, ORIG...PROCEDURE NA.

**FDC 8/4746** MOB FI/T MOBILE REGIONAL, MOBILE, AL. RNAV (GPS) RWY 32, AMDT 1...LNAV VIS CAT D RVR 5000.

## MUSCLE SHOALS

### Northwest Alabama Rgnl

**FDC 7/2273** MSL FI/T NORTHWEST ALABAMA REGIONAL, MUSCLE SHOALS, AL. RNAV (GPS) RWY 11 ORIG...LNAV: MDA 1200/HAT 656 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING: MDA 1200/HAA 650 ALL CATS, VIS CAT C 1 3/4, CAT D 2. VDP NA. NOTE: DISREGARD STEPDOWN FIX WEKUB. ADD PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

## PELL CITY

### St Clair County

**FDC 8/6246** PLR FI/T ST CLAIR COUNTY, PELL CITY, AL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...CHANGE ALL REFERENCE TO RWY 2/20 TO RWY 3/21.

**FDC 8/6245** PLR FI/T ST CLAIR COUNTY, PELL CITY, AL. RNAV (GPS) RWY 2, AMDT 1...RNAV (GPS) RWY 20, AMDT 1...VOR A, AMDT 8...CHANGE ALL REFERENCE TO RWY 2/20 TO RWY 3/21.

**FDC 8/4963** PLR FI/T ST CLAIR COUNTY, PELL CITY, AL. VOR A, AMDT 8...DME REQUIRED, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, GAD DME OTS.

**FDC 8/2406** PLR FI/T ST CLAIR COUNTY, PELL CITY, AL. VOR A, AMDT 8...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

## TUSCALOOSA

### Tuscaloosa Rgnl

**FDC 7/3368** TCL FI/T TUSCALOOSA REGIONAL, TUSCALOOSA, AL. VOR OR TACAN RWY 4, AMDT 11C...VOR PORTION NA.

## ALASKA

## ADAK ISLAND

### Adak

**FDC 8/2389** ADK FI/P ADAK, ADAK ISLAND, AK. RNAV (GPS) RWY 23, ORIG...CIRCLING CAT D MDA 1540 / HAA 1522. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. ALTERNATE MINIMUMS CATS A/B/C 1300-3, CAT D 1600-3. THIS IS RNAV (GPS) RWY 23, ORIG-A.

## AKHIOK

### Akhiok

**FDC 8/5763** AKK FI/P AKHIOK, AKHIOK, AK. RNAV (GPS) A, ORIG...ALTERNATE MINIMUMS STANDARD EXCEPT NA WHEN LOCAL WEATHER NOT AVAILABLE. THIS IS RNAV (GPS) A, ORIG-A.

## AMBLER

### Ambler

**FDC 5/1705** AFM FI/T AMBLER, AMBLER, AK. NDB RWY 36, AMDT 2A...S-36 NA.

## ANAKTUVUK PASS

### Anaktuvuk Pass

**FDC 8/5573** AKP FI/P ANAKTUVUK PASS, ANAKTUVUK PASS, AK. RNAV (GPS) A, ORIG...ALTERNATE MINIMUMS CATS A/B 3100-2, CAT C 3100-3, CAT D 3200-3. THIS IS RNAV (GPS) A, ORIG-A.

## ANCHORAGE

### Merrill Field

**FDC 8/3297** MRI FI/P MERRILL FIELD, ANCHORAGE, AK. RNAV (GPS) A, ORIG...DELETE NOTE: PROCEDURE NA AT NIGHT. CHART NOTE: WHEN VGS1 INOP, CIRCLING TO CORRESPONDING RUNWAY NA AT NIGHT. THIS IS RNAV (GPS) A, ORIG-A.

### Ted Stevens Anchorage Intl

**FDC 8/6236** ANC FI/P TED STEVENS ANCHORAGE INTL, ANCHORAGE, AK. VOR RWY 7R, AMDT 13...MISSED APPROACH: CLIMBING RIGHT TURN TO 2500 VIA HEADING 200 AND ANC R-173 TO NAPTO INT / ANC 21.8 DME AND HOLD. THIS IS VOR RWY 7R, AMDT 13A.

**FDC 8/6235** ANC FI/P TED STEVENS ANCHORAGE INTL, ANCHORAGE, AK. ILS OR LOC/DME RWY 7L, ORIG...MISSED APPROACH: CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 2500 VIA HEADING 200 AND ANC R-173 TO NAPTO INT/ANC 21.8 DME AND HOLD, OR WHEN DIRECTED BY ATC, CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 2000 VIA HEADING 280 DIRECT BOB NDB AND HOLD W, RT, 068.73 INBOUND. (ADF REQUIRED). THIS IS ILS OR LOC/DME RWY 7L, ORIG-A.

**FDC 8/6234** ANC FI/P TED STEVENS ANCHORAGE INTL, ANCHORAGE, AK. RNAV (GPS) RWY 14, AMDT 1...MISSED APPROACH: CLIMB TO 2500 DIRECT ZUXAN AND VIA 191 TRACK TO NAPTO AND HOLD. DELETE NOTE: BARO-VNAV NOT AUTHORIZED BELOW -25C (-13F). CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NOT AUTHORIZED BELOW -25C (-13F) OR ABOVE 54C (130F). THIS IS RNAV (GPS) RWY 14, AMDT 1A.

**FDC 8/6233** ANC FI/P TED STEVENS ANCHORAGE INTL, ANCHORAGE, AK. ILS RWY 14, AMDT 4...MISSED APPROACH: CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2500 VIA HEADING 200 AND ANC VOR/DME R-173 TO NAPTO INT / ANC 21.8 DME AND HOLD; OR WHEN DIRECTED BY ATC, CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2000 VIA HEADING 280 DIRECT BOB NDB AND HOLD W, RT, 064.73 INBOUND (ADF REQUIRED). THIS IS ILS RWY 14, AMDT 4A.

**FDC 8/6232** ANC FI/P TED STEVENS ANCHORAGE INTL, ANCHORAGE, AK ILS OR LOC/DME RWY 7R, ORIG...ILS RWY 7R (CAT II), ORIG...ILS RWY 7R (CAT III), ORIG...MISSED APPROACH: CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 2500 VIA HEADING 200 AND ANC R-173 TO NAPTO INT/ANC 21.80 DME AND HOLD, OR WHEN DIRECTED BY ATC, CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 2000 VIA HEADING 280 DIRECT BOB NDB AND HOLD W, RT, 068.73 INBOUND. (ADF REQUIRED). THIS IS ILS OR LOC/DME RWY 07R, ORIG-A...THIS IS ILS RWY 7R (CAT II), ORIG-A...THIS IS ILS RWY 7R (CAT III), ORIG-A.

## ANVIK

### Anvik

**FDC 7/2292** ANV FI/T ANVIK, ANVIK, AK. NDB RWY 35, ORIG...PROCEDURE NA.

**FDC 3/0973** ANV FI/T ANVIK, ANVIK, AK.GPS RWY 35, ORIG...S-35 MINIMUMS NOT AUTHORIZED.

## BARTER ISLAND LRRS

### Barter Island LRRS

**FDC 7/4926** BTI FI/T BARTER ISLAND LRRS, BARTER ISLAND, AK. RNAV (GPS) RWY 7, ORIG...RNAV (GPS) RWY 25, ORIG...WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA. ALTERNATE MINIMUMS NA.

## BETHEL

### Bethel

**FDC 8/2302** BET FI/T BETHEL, BETHEL, AK. NDB RWY 18, AMDT 8C...PROCEDURE NA.

## DEADHORSE

### Deadhorse

**FDC 8/2391** SCC FI/P DEADHORSE, DEADHORSE, AK. ILS OR LOC/DME RWY 5, AMDT 2A...DELETE ASTERISK FROM S-ILS 5 LINE OF MINIMUMS. DELETE NOTE: (ASTERISK) VISIBILITY CATS A/B/C/D, RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. THIS IS ILS OR LOC/DME RWY 5, AMDT 2B.

## EEK

### Eek

**FDC 8/2381** EEK FI/P EEK, EEK, AK. RNAV (GPS) RWY 17, ORIG...DELETE NOTE: PROCEDURE NA AT NIGHT. THIS IS RNAV (GPS) RWY 17, ORIG-A.

**FDC 8/2380** EEK FI/P EEK, EEK, AK. RNAV (GPS) RWY 35, ORIG...DELETE NOTE: PROCEDURE NA AT NIGHT. THIS IS RNAV (GPS) RWY 35, ORIG-A.

## EGEGIK

### Egegik

**FDC 8/5336** EII FI/P EGEKIK, EGEKIK, AK. RNAV (GPS) RWY 30, AMDT 1...ALTERNATE MINIMUMS STANDARD. THIS IS RNAV (GPS) RWY 30, AMDT 1A.

**FDC 8/5335** EII FI/P EGEKIK, EGEKIK, AK. RNAV (GPS) RWY 12, AMDT 1...ALTERNATE MINIMUMS STANDARD. THIS IS RNAV (GPS) RWY 12, AMDT 1A.

## FAIRBANKS

### Fairbanks Intl

**FDC 8/2568** FAI FI/T FAIRBANKS INTL, FAIRBANKS, AK. ILS OR LOC RWY 19R, AMDT 21B...TERMINAL ROUTE FROM CHENA (CUN) NDB TO FOX (FOX) NDB USE CUN BEARING 321.

**FDC 7/8845** FAI FI/T FAIRBANKS INTL, FAIRBANKS, AK. ILS RWY 1L, AMDT 7...ILS RWY 1L (CAT II), AMDT 7...ILS RWY 1L (CAT III), AMDT 7...TERMINAL ROUTE CHENA (CUN) NDB TO CACHE INT BEARING 222 DEGREES. PROCEDURE TURN OUTBOUND COURSE 145 DEGREES, INBOUND COURSE 325 DEGREES. CACHE INT OUTBOUND COURSE 190 DEGREES. FINAL APPROACH COURSE INBOUND 010 DEGREES.

## GALBRAITH LAKE

### Galbraith Lake

**FDC 8/0654** GBH FI/T GALBRAITH LAKE, GALBRAITH LAKE, AK. MLS RWY 12, AMDT 2...TRANSITION FROM ARTIC TO GALBRAITH NDB (GBH) NA, EXCEPT FOR RNAV EQUIPPED AIRCRAFT.

## GUSTAVUS

### Gustavus

**FDC 8/6665** GST FI/T GUSTAVUS, GUSTAVUS, AK. RNAV (GPS) Z RWY 29, ORIG...RNAV (GPS) Y RWY 29, ORIG...LNAV: MDA 500/HAT 470 ALL CATS.

## HOMER

### Homer

**FDC 8/5122** HOM FI/T HOMER, HOMER, AK. LOC/DME BC RWY 21, AMDT 4B...PROCEDURE NA.

## IGIUGIG

### Igiugig

**FDC 8/9748** IGG FI/P IGIUGIG, IGIUGIG, AK. RNAV (GPS) RWY 5, ORIG-A...ALTERNATE MINIMUMS: STANDARD, EXCEPT NA WHEN LOCAL WEATHER NOT AVAILABLE. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 5, ORIG-B.

**FDC 8/9747** IGG FI/P IGIUGIG, IGIUGIG, AK. RNAV (GPS) RWY 23, ORIG-A...ALTERNATE MINIMUMS: STANDARD, EXCEPT NA WHEN LOCAL WEATHER NOT AVAILABLE. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 23, ORIG-B.

## ILIAMNA

### Iliamna

**FDC 7/1325** ILI FI/T ILIAMNA, ILIAMNA, AK. RNAV (GPS) RWY 7, AMDT 2...AIRPORT ELEVATION 192. TDZ ELEVATION 192. LNAV MDA: HAT 448 ALL CATS. CIRCLING: HAA 488 CATS A/B, HAA 508 CAT C, MDA 760/HAA 568 CAT D.

## KETCHIKAN

### Ketchikan Intl

**FDC 4/8573** KTN FI/T KETCHIKAN INTL, KETCHIKAN, AK. ILS/DME-1 RWY 11, AMDT 6...TERMINAL ROUTE NICHOLS (ICK) NDB, AK TO I-ECH 11 DME USE ICK BEARING 314.

## KING COVE

### King Cove

**FDC 8/6332** KVC FI/P KING COVE, KING COVE, AK. RNAV (GPS) A, ORIG-A...CORRECT CIRCLING CAT B WEATHER MINIMA TO READ (2100-6) VICE (3000-6).

**FDC 8/5921** KVC FI/P KING COVE, KING COVE, AK. RNAV (GPS) A, ORIG-A...ALTERNATE MINIMUMS CAT A 2000-6, CAT B 2100-6. THIS IS RNAV (GPS) A, ORIG-B.

## KING SALMON

### King Salmon

**FDC 7/8329** AKN FI/T KING SALMON, KING SALMON, AK. ILS OR LOC/DME RWY 11, AMDT 16...CHANGE TERMINAL ROUTE DISTANCE FROM NIRRI TO KINGE TO READ 8.8 NM.

## KOBUK

### Kobuk

**FDC 8/1376** OBU FI/P KOBUK, KOBUK, AK. RNAV (GPS) RWY 9, ORIG...DELETE NOTE: PROCEDURE NA AT NIGHT. DELETE: AMBLER AWOS-3, 125.50. CHART: AMBLER AWOS-3. THIS IS RNAV (GPS) RWY 9,, ORIG-A.

**FDC 8/1375** OBU FI/P KOBUK, KOBUK, AK. RNAV (GPS) RWY 27, ORIG...DELETE NOTE: PROCEDURE NA AT NIGHT. DELETE: AMBLER AWOS-3, 125.50. CHART: AMBLER AWOS-3. THIS IS RNAV (GPS) RWY 27,, ORIG-A.

## NELSON LAGOON

### Nelson Lagoon

**FDC 8/3676** OUL FI/P NELSON LAGOON, NELSON LAGOON, AK. RNAV (GPS) RWY 8, ORIG-A. CORRECT PLANVIEW: CHANGE DEPICTION OF HOLDING PATTERN AT BINAL WP TO ARRIVAL VICE MISSED APPROACH.

## NOME

### Nome

**FDC 8/9256** OME FI/T NOME, NOME, AK. ILS OR LOC/DME Y RWY 28, AMDT 3...ILS OR LOC/DME Z RWY 28, AMDT 3...LOC/DME BC RWY 10, AMDT 3...ALTERNATE MINIMUMS: NA.

**FDC 8/7170** OME FI/P NOME, NOME, AK. ILS OR LOC/DME Z RWY 28, AMDT 3...TERMINAL ROUTE FROM APUYO / OME VOR/DME 15.00 DME (IAF) TO DAGCA / I-OME 16.05 DME (NOPT) 228.00 / 2.23 (HDG) AND 275.77 / 3.46 (I-OME) MINIMUM ALTITUDE 1900. THIS IS ILS OR LOC/DME Z RWY 28, AMDT 3A.

**FDC 8/7169** OME FI/P NOME, NOME, AK. ILS OR LOC/DME Y RWY 28, AMDT 3...TERMINAL ROUTE FROM APUYO / OME VOR/DME 15.00 DME (IAF) TO DAGCA / I-OME 16.05 DME (NOPT) 228.00 / 2.23 (HDG) AND 275.77 / 3.46 (I-OME) MINIMUM ALTITUDE 1900. THIS IS ILS OR LOC/DME Y RWY 28, AMDT 3A.

## PROSPECT CREEK

### Prospect Creek

**FDC 7/4687** PPC FI/T PROSPECT CREEK, PROSPECT CREEK, AK. (SPECIAL) SDF RWY 36, AMDT 2...DME REQUIRED. DISREGARD ALL CROSSING RADIALS FROM BTT VOR/DME, CROSSING RADIALS INCORRECT.

## SCAMMON BAY

### Scammon Bay

**FDC 8/2387** SCM FI/P SCAMMON BAY, SCAMMON BAY, AK. GPS RWY 10, ORIG-A...CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. THIS IS GPS RWY 10, ORIG-B.

## SELAWIK

### Selawik

**FDC 8/4966** WLK FI/T SELAWIK, SELAWIK, AK. RNAV (GPS) Z RWY 22, ORIG...ADD WAAS SYMBOL.

## SHISHMAREF

### Shishmaref

**FDC 8/4476** SHH FI/T SHISHMAREF, SHISHMAREF, AK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS 5, 23 STANDARD. NOTE: RWY 23, TOWER, 236 FEET FROM DEPARTURE END, 561 FEET LEFT OF CENTERLINE, 40 FEET AGL/56 FEET MSL.

## ST GEORGE

### St George

**FDC 8/5587** PBV FI/P ST GEORGE, ST GEORGE, AK. RNAV (GPS) D, ORIG...ALTERNATE MINIMUMS: STANDARD (POUND), (POUND) CAT C 800-2 1/4. THIS IS RNAV (GPS) D, ORIG-A.

**FDC 8/5586** PBV FI/P ST GEORGE, ST GEORGE, AK. RNAV (GPS) B, ORIG...ALTERNATE MINIMUMS: STANDARD. THIS IS RNAV (GPS) B, ORIG-A.

## ST MARY'S

### St Mary's

**FDC 8/2209** KSM FI/T ST MARY S, ST MARY S, AK. RNAV (GPS) Z RWY 35, ORIG...LPV DA NA LNAV/VNAV DA NA.

**FDC 8/2208** KSM FI/T ST MARY S, ST MARY S, AK. RNAV (GPS) Z RWY 17, ORIG...LPV DA NA LNAV/VNAV DA NA.

## ST MICHAEL

### St Michael

**FDC 8/5574** SMK FI/P ST MICHAEL, ST MICHAEL, AK. RNAV (GPS) RWY 2, ORIG...LNAV HAT 482 ALL CATS. CIRLCING HAA CAT A/B/C 482, CAT D 562. ALTERNATE MINIMUMS STANDARD (POUND) (POUND) NA WHEN LOCAL WEATHER NOT AVAILABLE. CHART AIRPORT ELEV 98. CHART TOUCHDOWN ZONE ELEV 98. THIS IS RNAV (GPS) RWY 2, ORIG-A.

## TANANA

### Ralph M Calhoun Memorial

**FDC 8/4347** TAL FI/T RALPH M CALHOUN MEML, TANANA, AK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 7, STANDARD WITH A MINIMUM CLIMB OF 410 FEET PER NM TO 1200, OR 2100-2 1/2 FOR CLIMB IN VISUAL CONDITIONS. RWY 25, 300-1 3/4 OR STANDARD WITH A MINIMUM CLIMB OF 270 FEET PER NM TO 600. DEPARTURE PROCEDURES: RWY 7, CLIMBING RIGHT TURN TO 5000 VIA HEADING 090 TO INTERCEPT BCC NDB 078 BEARING, EXPECT FURTHER CLEARANCE FROM ATC OR CLIMB IN VISUAL CONDITIONS TO CROSS RALPH M. CALHOUN MEMORIAL AT OR ABOVE 2300 BEFORE PROCEEDING ON COURSE. RWY 25, CLIMB TO 5000 DIRECT BCC NDB AND CLIMBING LEFT TURN VIA BCC NDB 078 BEARING, EXPECT FURTHER CLEARANCE FROM ATC. TAKEOFF OBSTACLE NOTES: NOTE: RWY 7, TREES BEGINNING 8921 FEET FROM DER, 1698 FEET LEFT OF CENTERLINE, UP TO 60 FEET AGL/909 FEET MSL. NOTE: RWY 25, TREES BEGINNING 6898 FROM DER, 1156 FEET RIGHT OF CENTERLINE, UP TO 60 FEET AGL/459 FEET MSL.

**FDC 8/0222** TAL FI/T RALPH M CALHOUN MEML, TANANA, AK. VOR/DME RWY 7 AMDT 2...ADD PLANVIEW NOTE: RADAR REQUIRED.

## WRANGELL

### Wrangell

**FDC 8/2598** WRG FI/T WRANGELL, WRANGELL, AK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 28 TEMPORARY CRANE 1108 FEET FROM DEPARTURE END OF RUNWAY 28, 721 FEET LEFT OF CENTERLINE, 115 FEET AGL/133 FEET MSL.

## YAKUTAT

### Yakutat

**FDC 8/7878** YAK FI/P YAKUTAT, YAKUTAT, AK. RNAV (GPS) RWY 29, AMDT 2...LPV DA 305 / HAT 279 ALL CATS. TAA: FROM 112/11 CW 277/11 TO CIMUF (IF/IAF) 3600. THIS IS RNAV (GPS) RWY 29, AMDT 2A.

## ARIZONA

## BULLHEAD CITY

### Laughlin/Bullhead Intl

**FDC 7/8629** IFP FI/T LAUGHLIN/BULLHEAD INTL, BULLHEAD CITY, AZ. RNAV (GPS) RWY 16, ORIG...PROCEDURE NA.

## CHANDLER

### Chandler Muni

**FDC 8/9569** CHD FI/T CHANDLER MUNI, CHANDLER, AZ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE...ADD NOTES: RWY 22L, CRANE 4588FT FROM DEPARTURE END OF RWY, 635FT RIGHT OF CENTERLINE, 210FT AGL/1435FT MSL. RWY 22R CRANE 2860FT FROM DEPARTURE END OF RUNWAY, 64FT LEFT OF CENTERLINE, 210FT AGL/1435FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 8/5711** CHD FI/T CHANDLER MUNI, CHANDLER, AZ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 22L, 22R, 300-2. TEMPORARY CRANE 2285 FEET FROM DEPARTURE END OF RWY 22R, 80 FEET RIGHT OF CENTERLINE, 200 AGL/1418 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 8/5029** CHD FI/T CHANDLER MUNI, CHANDLER, AZ. RNAV (GPS) RWY 4R, ORIG-A...LNAV MDA 1840/HAT 600 ALL CATS. VIS CAT C 1 1/2. CIRCLING MDA 1920/HAA 677 ALL CAT VIS CAT C 2. TEMPORARY CRANE LOCATED 3444 FEET NORTHEAST OF RWY 4R, 1507 FEET LEFT OF RWY CENTERLINE. VDP NA.

**FDC 8/5028** CHD FI/T CHANDLER MUNI, CHANDLER, AZ. VOR RWY 4R, ORIG-A...S-4R MDA 1800/HAT 560 ALL CATS, VIS CAT C 1 1/2. CIRCLING MDA 1920/HAA 677 ALL CATS, VIS CAT C 2. TEMPORARY CRANE LOCATED 3444 FEET NORTHEAST OF RWY 4R, 1507 FEET LEFT OF RWY CENTERLINE. VDP NA.

**FDC 8/5027** CHD FI/T CHANDLER MUNI, CHANDLER, AZ. NDB RWY 4R, ORIG-B...S-4R MDA 1940/HAT 700 ALL CATS, VIS CAT C 2. CIRCLING 1940/HAA 697 ALL CATS, VIS CAT C 2. TEMPORARY CRANE LOCATED 3444 FEET NORTHEAST OF RWY 4R, 1507 FEET LEFT OF RWY CENTERLINE.

**FDC 7/2767** CHD FI/T CHANDLER MUNI, CHANDLER, AZ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 4R 200-1. NOTE: TEMPORARY CRANE 990 FEET FROM DEPARTURE END OF RUNWAY, 754 FEET RIGHT OF CENTERLINE, 1348 FEET MSL/100 FEET AGL. ALL OTHER DATA REMAINS AS PUBLISHED.

## FORT HUACHUCA SIERRA VISTA

Sierra Vista Muni-Libby AAF

**FDC 8/3344** FHU FI/T SIERRA VISTA MUNI-LIBBY AAF, FORT HUACHUCA/SIERRA VISTA, AZ. RADAR-1, AMDT 4...ASR 26: MDA 4960/HAT 331 ALL CATS. VISIBILITY CAT E 1 1/4. CIRCLING: MDA 5440/HAA 721 ALL CATS. VISIBILITY CAT A/B 1, CAT C 2, CAT D 2 1/4, CAT E 2 1/2.

## GLENDALE

### Glendale Muni

**FDC 8/1148** GEU FI/T GLENDALE MUNI, GLENDALE, AZ. RNAV (GPS) RWY 1, ORIG-A...LNAV/VNAV: DA 1579/HAT 530 ALL CATS. VIS 2 ALL CATS. LNAV: MDA 1600/HAT 551 ALL CATS. CAT C VIS 1 1/2, CAT D 1 3/4. CIRCLING: MDA 1700/HAA 629 ALL CATS. VIS CAT C 1 3/4. NOTE: TEMPORARY CRANE 1335 MSL 4728 FEET SOUTHEAST OF RWY 01. CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PHOENIX SKY HARBOR INTL ALTIMETER SETTING AND INCREASE ALL DA/MDA 60 FEET.

**FDC 8/1147** GEU FI/T GLENDALE MUNI, GLENDALE, AZ. RNAV (GPS) RWY 19, AMDT 1...CIRCLING: MDA 1700/HAA 629 ALL CATS. VIS CAT C 1 3/4 TEMPORARY CRANE 1335 MSL 4228 FEET SOUTHEAST OF RWY 01.

## LAKE HAVASU CITY

### Lake Havasu City

**FDC 8/1082** HII FI/T LAKE HAVASU CITY, LAKE HAVASU CITY, AZ. VOR/DME OR GPS A, ORIG-C...LONDN (FAF) ALTITUDE 4000 CIRCLING MDA 3800/HAA 3017 ALL CATS. ALTERNATE MINIMUMS: CATS A/B 3100-2, CATS C/D 3100-3 REMOVE ALL REFERENCES TO STEPDOWN FIX (EED 10 DME).

## PHOENIX

### Phoenix Sky Harbor Intl

**FDC 8/3648** PHX FI/T PHOENIX SKY HARBOR INTL, PHOENIX, AZ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 25L ASDE-X EQUIPMENT 411 FEET FROM DEPARTURE END OF RUNWAY, 531 FEET LEFT OF CENTERLINE, 29 FEET AGL/1135 FEET MSL. RWY 26 ASDE-X EQUIPMENT 897 FEET FROM DEPARTURE END OF RUNWAY, 413 FEET RIGHT OF CENTERLINE, 35 FEET AGL/1141 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 7/6457** PHX FI/T PHOENIX SKY HARBOR INTL, PHOENIX, AZ. RNAV (GPS) RWY 25L, ORIG-B...LNAV MDA 1880/HAT 754 ALL CATS. VISIBILITY CAT C 1 3/4, CAT D 2. CIRCLING MDA CAT A/B/C 1880/HAA 745. VISIBILITY CAT B 1 1/4, CAT C 2 1/4. VDP NA FOR INOPERATIVE MALSR, INCREASE LNAV CAT A VISIBILITY TO 1 MILE. ALTERNATE MINIMUM CAT C 800-2 1/4 1579 MSL TEMPORARY CRANE 2.6 NM EAST OF RWY 25L.

**FDC 7/6426** PHX FI/T PHOENIX SKY HARBOR INTL, PHOENIX, AZ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 7L 500 - 3 OR STANDARD WITH A MINIMUM CLIMB OF 259 FEET PER NM TO 1800. RWY 7R STANDARD WITH A MINIMUM CLIMB OF 227 FEET PER NM TO 1800. ALL OTHER DATA REMAINS AS PUBLISHED. NOTE: RWY 7L, TEMPORARY CRANE 2.6 NM FROM DEPARTURE END OF RWY 7L, 2054 FEET RIGHT OF CENTERLINE, 420 FEET AGL/1579 FEET MSL.

### Phoenix-Mesa Gateway

**FDC 8/6399** IWA FI/T PHOENIX-MESA GATEWAY, PHOENIX, AZ. RNAV (GPS) RWY 12C, AMDT 1...LNAV/VNAV DA 1783/HAT 425 ALL CATS. LNAV MDA 1800/HAT 442 ALL CATS. VIS CAT C 1 1/4, CATS D/E 1 1/2. CIRCLING CAT A 1840/HAA 458. VDP NA. MULTIPLE TEMPORARY CRANES 3239 FEET WEST TO 3629 FEET WEST OF RWY 12C, UP TO 1483 FEET MSL.

**FDC 8/6395** IWA FI/T PHOENIX-MESA GATEWAY, PHOENIX, AZ. RNAV (GPS) RWY 12R, ORIG...LNAV MDA 1800/HAT 427 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2, CAT E 1 1/2. CIRCLING CAT A MDA 1840/HAA 458. PHOENIX SKY HARBOR INTL ALTIMETER SETTING MINIMUMS LNAV MDA 1880/HAT 507 ALL CATS. VIS CAT C 1 1/2, CAT E 1 3/4. CIRCLING CAT A 1920/HAA 538. VDP NA MULTIPLE TEMPORARY CRANES 1129 FEET WEST TO 1512 FEET WEST OF RWY 12R, UP TO 1483 FEET MSL.

## SCOTTSDALE

### Scottsdale

**FDC 8/0496** SDL FI/T SCOTTSDALE, SCOTTSDALE, AZ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 3, CATEGORIES A,B, 1400-2 WITH A MINIMUM CLIMB OF 410 FEET PER NM TO 3100. CATEGORY C, 2100-2 WITH A MINIMUM CLIMB OF 410 FEET PER NM TO 3700. NOTE: TEMPORARY CRANE 3990 FEET FROM DEPARTURE END OF RWY 1330 FEET LEFT OF CENTERLINE, 200 FEET AGL/1755 FEET MSL. NOTE TEMPORARY CRANE 3016 FEET FROM DEPARTURE END OF RWY 03, 156 FEET LEFT OF CENTERLINE, 130 FEET AGL/1671 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 8/0319** SDL FI/T SCOTTSDALE, SCOTTSDALE, AZ. VOR OR GPS A, AMDT 2A...CIRCLING MDA 2960/HAA 1450 ALL CATS. PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS CIRCLING MDA 3040/HAA 1530 ALL CATS FIELD ELEVATION 1510 ALTERNATE MINIMUMS: CATEGORIES A,B,C, 1500-3.

**FDC 7/7334** SDL FI/T SCOTTSDALE, SCOTTSDALE, AZ. VOR OR GPS A, AMDT 2A...HOLD S PXR VORTAC, LT, 343.00 INBOUND, 4200 FT. IN LIEU OF PT (IAF).

## TUCSON

### Ryan Field

**FDC 7/6062** RYN FI/T RYAN FIELD, TUCSON, AZ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWYS 6L, 15, 24R, 33: PROCEDURE NA. RWY 6R, CLIMBING LEFT TURN TO 5000 VIA HEADING 276 AND 306 BEARING FROM RYN NDB, THEN EXPECT RADAR VECTORS. DO NOT EXCEED 150 KIAS UNTIL ESTABLISHED ON 306 BEARING FROM RYN NDB. PROCEDURE NA CATS C/D. RWY 24L, CLIMBING RIGHT TURN TO 5000 VIA HEADING 336 AND 306 BEARING FROM RYN NDB, THEN EXPECT RADAR VECTORS. NOTE: RWY 6R, BUSH 165 FEET FROM DER 365 FEET LEFT OF CENTERLINE, 6 FEET AGL/2408 FEET MSL. MULTIPLE BUSHES BEGINNING 331 FEET FROM DER 293 FEET RIGHT OF CENTERLINE, UP TO 22 FEET AGL/2428 FEET MSL. NOTE: RWY 24L, BUSH 281 FEET FROM DER 461 FEET LEFT OF CENTERLINE, 12 FEET AGL/2410 FEET MSL, WINDSOCK 280 FEET FROM DER 248 FEET RIGHT OF CENTERLINE, 10 FEET AGL/2408 FEET MSL, TREE 1401 FEET FROM DER 724 FEET RIGHT OF CENTERLINE, 36 FEET AGL/2434 FEET MSL. RADAR AND ADF REQUIRED.

**FDC 7/1659** RYN FI/T RYAN FIELD, TUCSON, AZ. NDB/DME OR GPS RWY 6R, AMDT 1A...PROCEDURE NA CATS C/D LIMIT MISSED APPROACH HOLDING AIRSPEED TO 175 KIAS.

## ARKANSAS

## FLIPPIN

### Marion County Rgnl

**FDC 8/9605** FLP FI/P MARION COUNTY REGIONAL, FLIPPIN, AR. VOR/DME RNAV OR GPS RWY 22, ORIG.CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HARRISON ALTIMETER SETTING AND INCREASE ALL MDA 160 FEET. INCREASE CAT C VISIBILITIES 1/2 MILE. MSA FROM HAIRM 3500 THIS IS VOR/DME RNAV OR GPS RWY 22, ORIG-A.

**FDC 8/9604** FLP FI/P MARION COUNTY REGIONAL, FLIPPIN, AR. VOR OR GPS A, AMDT 13.CIRCLING MDA 1620/HAA 901 ALL CATS. VIS CATS A/B 1 1/4. CAT C 2 3/4. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HARRISON ALTIMETER SETTING AND INCREASE ALL MDA 160 FEET. INCREASE VISIBILITIES CAT B/C 1/4 MILE CHART MSA FROM FLP VOR/DME 360-360 3300. THIS IS VOR OR GPS -A, AMDT 13A.

## FORT SMITH

### Fort Smith Rgnl

**FDC 8/8773** FSM FI/P FORT SMITH RGNL, FORT SMITH, AR. ILS OR LOC RWY 25, AMDT 21C...CHART NOTE: CIRCLING CAT E NA WHEN R-2401B ACTIVE. THIS IS ILS OR LOC RWY 25, AMDT 21D..

**FDC 8/8771** FSM FI/P FORT SMITH RGNL, FORT SMITH, AR. RNAV (GPS) RWY 25, ORIG-A...DELETE NOTE: GPS OR RNP-0.3 REQUIRED. DELETE NOTE: BARO-VNAV NA BELOW -16C (3F). CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 48C (118F). CHART NOTE: CIRCLING CAT E NA WHEN R-2401B ACTIVE. CHART NOTE: WHEN ALS INOP, INCREASE LNAV/VNAV AND LNAV VIS CAT E 1/2 MILE. CIRCLING CAT A/B VIS 1. THIS IS RNAV (GPS) RWY 25, ORIG-B..

**FDC 8/8770** FSM FI/P FORT SMITH RGNL, FORT SMITH, AR. VOR OR TACAN RWY 25, AMDT 20F...CHART NOTE: CIRCLING CAT E NA WHEN R-2401B ACTIVE. THIS IS VOR OR TACAN RWY 25, AMDT 20G..

**FDC 8/8766** FSM FI/P FORT SMITH RGNL, FORT SMITH, AR. RADAR-1, AMDT 8A...CHART NOTE: CIRCLING CAT E NA WHEN R-2401B ACTIVE. THIS IS RADAR-1, AMDT 8B..

**FDC 8/8764** FSM FI/P FORT SMITH RGNL, FORT SMITH, AR. VOR/DME OR TACAN RWY 7, AMDT 11A...CHART NOTE: CIRCLING CAT E NA WHEN R-2401B ACTIVE. THIS IS VOR/DME OR TACAN RWY 7, AMDT 11B..

**FDC 8/8761** FSM FI/P FORT SMITH RGNL, FORT SMITH, AR. RNAV (GPS) RWY 7, ORIG-A...LNAV/VNAV DA 1085/HAT 616, VIS 1 1/2 ALL CATS. CIRCLING CAT A/B VIS 1. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. DELETE NOTE: BARO-VNAV NA BELOW -16C (3F) CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 54C (130F). CHART NOTE: WHEN ALS INOP, INCREASE LNAV/VNAV AND LNAV VIS CAT E 1/2 MILE. CHART NOTE: CIRCLING CAT E NA WHEN R-2401B ACTIVE. MISSED APPROACH: CLIMB TO 3000 DIRECT UCAXE AND HOLD. CHART FAS OBST: 830 ANTENNA ON OL 352046N-0942343W. THIS IS RNAV (GPS) RWY 7, ORIG-B..

**FDC 8/8760** FSM FI/P FORT SMITH RGNL, FORT SMITH, AR. ILS RWY 7, ORIG-A...CHART NOTE: CIRCLING CAT E NA WHEN R-2401B ACTIVE. THIS IS ILS OR LOC RWY 7, ORIG-B..

**FDC 8/3511** FSM FI/T FORT SMITH REGIONAL, FORT SMITH, AR. RADAR-1, AMDT 8A...RWY 1 MINIMUMS NA.

## LITTLE ROCK

### Adams Field

**FDC 8/6151** LIT FI/P ADAMS FIELD, LITTLE ROCK, AR. ILS OR LOC RWY 4L, AMDT 25B...FINAL APPROACH COURSE 044.51. TERMINAL ROUTE WORMI/I-LIT 11 DME TO LASKY LOM/INT/I-LIT 4.5 DME, 044.51. PROCEDURE TURN OUTBOUND COURSE 224.51. THIS IS ILS OR LOC RWY 4L, AMDT 25C.

**FDC 8/6150** LIT FI/P ADAMS FIELD, LITTLE ROCK, AR. VOR A, ORIG-A...CHART PROCEDURE TURN OUTBOUND, 2500 FT WITHIN 10NM OF LITTLE ROCK (LIT) VORTAC. THIS IS VOR A, ORIG-B.

**FDC 8/3517** LIT FI/T ADAMS FIELD, LITTLE ROCK, AR. ILS OR LOC RWY 4R, AMDT 2...CIRCLING CAT A MDA 880/HAA 618, CATS B/C MDA 920/HAA 658, CAT D MDA 1180/HAA 918. OGRAY FIX MINIMUMS: CIRCLING CAT A MDA 780/HAA 518, CATS B/C MDA 920/HAA 658, CAT D MDA 1180/HAA 918. AIRPORT ELEVATION 262. TEMPORARY CRANE 567 MSL 2.3 NM WEST OF AIRPORT.

**FDC 8/3513** LIT FI/T ADAMS FIELD, LITTLE ROCK, AR. ILS RWY 22R, AMDT 1...CIRCLING CATS B/C MDA 920/HAA 658. ALTERNATE MINIMUMS: ILS CAT B 700-2. TEMPORARY CRANE 567 MSL 2.3 NM WEST OF AIRPORT.

**FDC 8/3510** LIT FI/T ADAMS FIELD, LITTLE ROCK, AR. ILS OR LOC RWY 4L, AMDT 25B...CIRCLING CATS B/C MDA 920/HAA 658. DME MINIMUMS: CIRCLING CATS B/C MDA 920/HAA 658. ALTERNATE MINIMUMS: ILS CAT B 700-2. TEMPORARY CRANE 567 MSL 2.3 NM WEST OF AIRPORT.

**FDC 8/3508** LIT FI/T ADAMS FIELD, LITTLE ROCK, AR. LOC RWY 22L, ORIG...RNAV (GPS) RWY 4L, ORIG...RNAV (GPS) RWY 4R, ORIG...RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 22L, ORIG-A...RNAV (GPS) RWY 22R, ORIG-B...RNAV (GPS) RWY 36, ORIG...VOR A, ORIG-A...RADAR-1, AMDT 17...CIRCLING CATS B/C MDA 920/HAA 658. TEMPORARY CRANE 567 MSL 2.3 NM WEST OF AIRPORT.

**FDC 8/0211** LIT FI/T ADAMS FIELD, LITTLE ROCK, AR. ILS RWY 22R AMDT 1...ILS RWY 22R (CAT II) AMDT 1...ILS RWY 22R (CAT III) AMDT 1...PROCEDURE TURN OUTBOUND COURSE 045. TERMINAL ROUTE DUMPI INT/I-AAV 18.9 DME TO HIGHS/I-AAV 11.7 DME, 225 DEGREES. TERMINAL ROUTE HIGHS/I-AAV 11.7 DME TO SHERR OM/INT/I-AAV 5.5 DME, 225 DEGREES. FINAL APPROACH COURSE 225.

**FDC 7/3379** LIT FI/T ADAMS FIELD, LITTLE ROCK, AR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 18: 200-1 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 227 FEET PER NM TO 600. RWY 22R: 300-1 3/4 OR STANDARD WITH A MINIMUM CLIMB OF 317 FEET PER NM TO 600. RWY 36: STANDARD WITH A MINIMUM CLIMB OF 223 FEET PER NM VIA HEADING 359.51 TO 900 BEFORE TURNING ON COURSE. NOTE: RWY 18 , 459 MSL TREE 1.17 NM FROM DEPARTURE END OF RUNWAY 2112 FEET RIGHT OF CENTERLINE. NOTE: RWY 22R, 499 MSL TREE 1.49 NM FROM DEPARTURE END OF RUNWAY 2733 FEET LEFT OF CENTERLINE. NOTE: RWY 36, 564 MSL ANT ON OL BLDG 2346 FEET FROM DEPARTURE END OF RUNWAY 1.87 NM LEFT OF CENTERLINE.

## MAGNOLIA

### Magnolia Muni

**FDC 6/6270** AGO FI/T MAGNOLIA MUNI, MAGNOLIA, AR. RNAV (GPS) RWY 36, ORIG...PROCEDURE NA.

## MENA

### Mena Intermountain Muni

**FDC 8/3607** MEZ FI/T MENA INTERMOUNTAIN MUNI, MENA, AR. ILS OR LOC RWY 27, AMDT 1...S-LOC 27 MDA 1660/HAT 602 ALL CATS, VIS CAT C 1 3/4. WHEN USING FORT SMITH RGNL ALTIMETER SETTING S-LOC 27 VIS CAT C 2 1/4. DISTANCE VDP TO THLD 1.8 MILES/ I-VMU 2.9 DME. DISTANCE FAF TO VDP 3.9 MILES. MISSED APPROACH: CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 3600 DIRECT FENCH LOM/I-VMU 6.9 DME AND HOLD.

## MOUNTAIN HOME

### Ozark Rgnl



**FDC 8/3403** BPK FI/T OZARK REGIONAL, MOUNTAIN HOME, AR. ILS OR LOC/DME RWY 5, ORIG...DELETE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.

**FDC 8/3402** BPK FI/T OZARK REGIONAL, MOUNTAIN HOME, AR. RNAV (GPS) RWY 5, ORIG...DELETE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.

**FDC 7/6483** BPK FI/T OZARK REGIONAL, MOUNTAIN HOME, AR. VOR A, AMDT 9C...MSA FROM FLP VOR/DME 180-270 3300, 270-180 3100.

## **NEWPORT**

### **Newport Muni**

**FDC 8/7371** M19 FI/T NEWPORT MUNI, NEWPORT, AR. GPS RWY 36, ORIG-B...TERMINAL ROUTE: PLANVIEW HILLE (IAF) TO VURHU (IAF) ALTITUDE 3000, VURHU (IAF) TO JOHRU (FAF) ALTITUDE 2000.

**FDC 8/6013** M19 FI/T NEWPORT MUNI, NEWPORT, AR. VOR/DME RWY 18, AMDT 3...MSA FROM WALNUT RIDGE (ARG) VORTAC 30 NM 360-360 3100.

## **OZARK**

### **Ozark-Franklin County**

**FDC 8/2968** 7M5 FI/T OZARK-FRANKLIN COUNTY, OZARK, AR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 4, TEMPORARY DRILLING RIG 570 FT FROM DEPARTURE END OF RWY, 524 FT LEFT OF CENTERLINE, 121 FT AGL/786 FT MSL. REST OF PROCEDURE REMAINS AS PUBLISHED.

**FDC 8/0831** 7M5 FI/T OZARK-FRANKLIN COUNTY, OZARK, AR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 4, TANK 637 FT FROM DEPARTURE END OF RUNWAY, 436 FT LEFT OF CENTERLINE, 68 FT AGL/728 FT MSL. REST OF PROCEDURE REMAINS AS PUBLISHED.

## **TEXARKANA**

### **Texarkana Rgnl-Webb Field**

**FDC 8/7692** TXK FI/T TEXARKANA REGIONAL-WEBB FIELD, TEXARKANA, AR. RNAV (GPS) RWY 4, ORIG...LPV DA 709/HAT 349 ALL CATS. VISIBILITY 1 1/4 ALL CATS. TEMPORARY CRANE 2466 SSW OF THE APPROACH END RWY 4, 95 FT AGL/439 FT MSL (4D).

**FDC 8/7691** TXK FI/T TEXARKANA REGIONAL-WEBB FIELD, TEXARKANA, AR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 22, NA. TEMPORARY CRANE 2466 FT SSW OF APPROACH END RWY 4, 95 FT AGL/ 439 FT MSL.

## **WALNUT RIDGE**

### **Walnut Ridge Rgnl**

**FDC 8/0844** ARG FI/P WALNUT RIDGE REGIONAL, WALNUT RIDGE, AR. RNAV (GPS) RWY 22, ORIG-A...CHART: AIRPORT ELEVATION 279. CIRCLING CATS A/B/C HAA 481, HAA 561, VIS CAT A/B 1. THIS IS RNAV (GPS) RWY 22, ORIG-B.

**FDC 8/0843** ARG FI/P WALNUT RIDGE REGIONAL, WALNUT RIDGE, AR. VOR A, AMDT 16...CHART: AIRPORT ELEVATION 279. CIRCLING CATS A/B/C HAA 481, CAT D HAA 561. THIS IS VOR A, AMDT 16A.

**FDC 8/0842** ARG FI/P WALNUT RIDGE REGIONAL, WALNUT RIDGE, AR. VOR/DME RWY 22, AMDT 13...CHART: AIRPORT ELEVATION 279. CIRCLING CATS A/B/C HAA 481, CAT D HAA 561. TERMINAL ROUTE UGUSE TO YIWHY ALTITUDE 3100. TERMINAL ROUTE UMWIX TO YIWHY ALTITUDE 3100. THIS IS VOR/DME RWY 22, AMDT 13A.

**FDC 8/0841** ARG FI/P WALNUT RIDGE REGIONAL, WALNUT RIDGE, AR. LOC RWY 18, AMDT 3...CHART: AIRPORT ELEVATION 279. CIRCLING CATS A/B/C HAA 481, CAT D HAA 561. THIS IS LOC RWY 18, AMDT 3A.

**FDC 8/0840** ARG FI/P WALNUT RIDGE REGIONAL, WALNUT RIDGE, AR. RNAV (GPS) RWY 36, ORIG...CHART: AIRPORT ELEVATION 279. CIRCLING CATS A/B/C HAA 481, CAT D HAA 561. TERMINAL ARRIVAL AREAS AJIGE, QUIRT, AND GUBFO ALTITUDE 3100. TERMINAL ROUTES AJIGE, QUIRT TO GUBFO ALTITUDE 3100. MINIMUM HOLDING ALTITUDE AT GUBFO ALTITUDE 3100. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 36, ORIG-A.

**FDC 8/0839** ARG FI/P WALNUT RIDGE REGIONAL, WALNUT RIDGE, AR. RNAV (GPS) RWY 18, ORIG...CHART: AIRPORT ELEVATION 279. CIRCLING CATS A/B/C HAA 481, CAT D HAA 561. TERMINAL ARRIVAL AREAS NIBKE AND ONKEW ALTITUDE 3100. MISSED APPROACH: CLIMB TO 3100 DIRECT GUBFO AND HOLD. THIS IS RNAV (GPS) RWY 18, ORIG-A.

## **CALIFORNIA**

### **ALTURAS**

#### **Alturas Muni**

**FDC 8/0021** AAT FI/P ALTURAS MUNI, ALTURAS, CA. RNAV (GPS) RWY 31, ORIG...CHART TDZ ELEVATION 4378. CHART AIRPORT ELEVATION 4378. ALTERNATE MINIMUMS: STANDARD. DELETE NOTE: GPS OR RNP- 0.3 REQUIRED. LNAV HAT 662 CATS A/B. CIRCLING HAA 662 CATS A/B. THIS IS RNAV (GPS) RWY 31, ORIG-A.

## ARCATA/EUREKA

### Arcata

**FDC 8/8322** ACV FI/T ARCATA, ARCATA/EUREKA, CA. ILS OR LOC/DME RWY 32, AMDT 1C...ILS RWY 32, AMDT 29B...VOR/DME RWY 1, AMDT 7B...VOR RWY 14, AMDT 7B...MSA FROM ACV VOR/DME 040-190 7200, 190-290 2300, 290-040 5900.

**FDC 8/3464** ACV FI/T ARCATA, ARCATA/EUREKA, CA. VOR RWY 14 AMDT 7B...S-14: MDA 720/HAT 513 ALL CATS. VIS CAT A/B 1, CAT C 1 1/2, CAT D 1 3/4. CIRCLING: MDA 720/ HAA 499 CAT A/B/C.

**FDC 8/0417** ACV FI/T ARCATA, ARCATA/EUREKA, CA. VOR/DME RWY 1, AMDT 7B...RNAV (GPS) RWY 1, ORIG...ADD NOTE: PROCEDURE NA AT NIGHT.

**FDC 8/0416** ACV FI/T ARCATA, ARCATA/EUREKA, CA. ILS RWY 32, AMDT 29B...RNAV (GPS) RWY 14, ORIG...GPS RWY 32, ORIG...VOR RWY 14, AMDT 7B...ILS OR LOC/DME RWY 32, AMDT 1C...ADD NOTE: CIRCLING NA AT NIGHT TO RWY 01/19.

**FDC 6/4906** ACV FI/T ARCATA, ARCATA/EUREKA, CA GPS RWY 32, ORIG...S-32 MDA 960/HAT 739, ALL CATS. CIRCLING MDA 960/HAA 739, ALL CATS. ADDITIONAL FLIGHT DATA: CHART: RWY 32 TDZ ELEVATION: 221 CHART: AIRPORT ELEVATION: 221.

## BURBANK

### Bob Hope

**FDC 8/4012** BUR FI/T BOB HOPE, BURBANK, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 08, CRANE 336 FEET FROM DER, 53 FEET RIGHT OF CENTERLINE, 38 FEET AGL/724 FEET MSL.

## CALIPATRIA

### Cliff Hatfield Memorial

**FDC 7/5345** CLR FI/T CLIFF HATFIELD MEMORIAL, CALIPATRIA, CA. RNAV (GPS) RWY 8, ORIG-A...PROCEDURE NA.

## CAMARILLO

### Camarillo

**FDC 8/3664** CMA FI/T CAMARILLO, CAMARILLO, CA. VOR RWY 26, AMDT 5...S-26 MDA 1100/HAT 1025 CATS A/B/C. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING MDA 1100/HAA 1025 CATS A/B/C. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. DME MINIMUMS NA ALTERNATE MINIMUMS: CATS A/B, 1100-2. CAT C 1100-3.

## CARLSBAD

### Mc Clellan-Palomar

**FDC 8/6799** CRQ FI/T MC CLELLAN-PALOMAR, CARLSBAD, CA. ILS OR LOC RWY 24, AMDT 8C...S-ILS 24 DA 593/HAT 267 ALL CATS. S-LOC 24 MDA 1540/HAT 1214 ALL CATS. VIS CAT A/B RVR 6000, CAT C 2 1/2. CIRCLING MDA 1540/HAA 1209 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. ALTERNATE MINIMUMS: ILS AND LOC, CATS A/B 1300-2; CAT C 1300-3.

**FDC 8/6786** CRQ FI/T MC CLELLAN-PALOMAR, CARLSBAD, CA. RNAV (GPS) RWY 24, AMDT 1...LPV DA 737/ HAT 411 CAT A/B/C.

**FDC 8/5788** CRQ FI/T MC CLELLAN-PALOMAR, CARLSBAD, CA. ILS OR LOC RWY 24, AMDT 8C...MISSED APPROACH: CLIMB TO 3000 VIA HEADING 245 AND MZB VORTAC R-327 TO MZB VORTAC AND HOLD. HOLD W, RT, 075 INBOUND.

## CHICO

### Chico Muni

**FDC 8/2213** CIC FI/T CHICO MUNI, CHICO, CA. GPS RWY 31R, ORIG-B...S-31R MDA 640/HAT 416 ALL CATS. VIS CAT C 1 1/4 CIRCLING CAT A MDA 640/HAA 402 FINAL STEPDOWN FIX ALTITUDE (2.5 NM TO TOHLY) 1280 FEET. FINAL STEPDOWN FIX (2.5 NM TO TOHLY) TO RWY 31R 3.16/TCH 50.

**FDC 8/0803** CIC FI/T CHICO MUNI, CHICO, CA. GPS RWY 13L, ORIG-A...PROCEDURE NA.

## CHINO

### Chino

**FDC 6/3170** CNO FI/T CHINO, CHINO, CA. VOR OR GPS B, AMDT 3C...PROCEDURE NA.

## CONCORD

### Buchanan Field

**FDC 8/9552** CCR FI/T BUCHANAN FIELD, CONCORD, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES.TAKE-OFF MINIMUMS: RWY 19L, 200-1 OR STANDARD WITH A MINIMUM CLIMB OF 490 FEET PER NM TO 4000, OR 2200-3 FOR CLIMB IN VISUAL CONDITIONS. NOTE: RWY 19L, CRANE 1481 FEET FROM DEPARTURE END OF RWY, 183 FEET LEFT OF CENTERLINE, 100 AGL/122 MSL. TEMPORARY CRANE 1950 FEET FROM DEPARTURE END OF RUNWAY, 1020 FEET RIGHT OF CENTERLINE, 60 AGL/79 MSL. RWY 19R, TEMPORARY CRANE 968 FEET FROM DEPARTURE END OF RUNWAY, 521 FEET RIGHT OF CENTERLINE, 60 AGL/79 MSL.

## **FALLBROOK**

### **Fallbrook Community Airpark**

**FDC 8/4616** L18 FI/T FALLBROOK COMMUNITY AIRPARK, FALLBROOK, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 36, NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OCN VOR OTS.

## **FIREBAUGH**

### **Firebaugh**

**FDC 8/9030** F34 FI/T FIREBAUGH, FIREBAUGH, CA. VOR/DME OR GPS A, AMDT 2B.CHANGE PXN VORTAC HOLDING FROM 5000 FEET TO 5100 FEET.

## **LAKEPORT**

### **Lampson Field**

**FDC 7/4931** 102 FI/T LAMPSON FIELD, LAKEPORT, CA. NDB OR GPS A, ORIG-A...NDB PORTION NA.

**FDC 7/4929** 102 FI/T LAMPSON FIELD, LAKEPORT, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 28 NA.

## **LIVERMORE**

### **Livermore Muni**

**FDC 8/9503** LVK FI/T LIVERMORE MUNI, LIVERMORE, CA. ILS RWY 25R, AMDT 7A.S-ILS 25R DA 650/HAT 250 ALL CATS. VISIBILITY 3/4 ALL CATS. S-LOC 25R MDA 1060/HAT 660 ALL CATS. VISIBILITY CATS A/B 3/4, CAT C 1 1/4, CAT D 1 1/2. CIRCLING CATS A/B/C MDA 1060/HAA 660, CAT D MDA 1100/HAA 700. VISIBILITY CAT C 1 3/4. ILS ALTERNATE MINIMUMS CATS A,B,C 700-2, CAT D 800-2 1/4. MISSED APPROACH: CLIMB TO 1300, THEN CLIMBING RIGHT TURN TO 3000 DIRECT REIGA LOM, THEN VIA REIGA LOM 062 BEARING TO TRACY INT AND HOLD. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 25R. FOR INOPERATIVE MALSR, INCREASE S-LOC 25R CATS A/B VISIBILITY TO 1. VISIBILITY REDUCTION BY HELICOPTERS NA. AIRPORT ELEVATION: 400 TDZ ELEVATION: 400.

**FDC 8/6221** LVK FI/P LIVERMORE MUNI, LIVERMORE, CA. GPS RWY 25R, ORIG-A...S-25R MDA 1060 / HAT 660 ALL CATS. CIRCLING MDA 1060 / HAA 660 CATS A/B/C, CAT D HAA 700. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART AIRPORT ELEV 400 FEET. CHART TOUCHDOWN ZONE ELEV 400 FEET. THIS IS GPS RWY 25R, ORIG-B.

## **LOMPOC**

### **Lompoc**

**FDC 8/0736** LPC FI/T LOMPOC, LOMPOC, CA. RNAV (GPS) RWY 25 ORIG...PROCEDURE NA.

## **LONG BEACH**

### **Long Beach /Daugherty Field/**

**FDC 8/6461** LGB FI/T LONG BEACH/DAUGHERTY FIELD, LONG BEACH, CA. ILS OR LOC RWY 30, AMDT 32C...S-LOC 30 MDA 520/HAT 482 ALL CATS.

**FDC 8/4160** LGB FI/T LONG BEACH/DAUGHERTY FIELD, LONG BEACH, CA. RNAV (GPS) Z RWY 30, AMDT 1B...LPV DA MINIMUMS NA.

**FDC 8/0689** LGB FI/P LONG BEACH/DAUGHERTY FIELD, LONG BEACH, CA. VOR OR TACAN RWY 30, AMDT 8...TERMINAL ROUTE: MIDDS INT/SLI 9.18 DME (IF/IAF) TO SLI VORTAC (NOPT) 300.38/9.18 MINIMUM ALTITUDE 1500. THIS IS VOR OR TACAN RWY 30, AMDT 8A.

## **LOS ANGELES**

### **Los Angeles Intl**

**FDC 8/8450** LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. ILS OR LOC RWY 24R, AMDT 23B...S-LOC 24R MDA 580/HAT 460 ALL CATS. VISIBILITY CAT D RVR 5000. MINIMUM ALTITUDE AT ARBIE 580 (ASTERISK). TEMPORARY CRANES 310 MSL 3 NM E OF RWY 24R.

**FDC 8/6829** LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. ILS OR LOC RWY 25R, AMDT 15A...ADD NOTE: S-ILS 25R RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

**FDC 8/0218** LAX FI/P LOS ANGELES INTL, LOS ANGELES, CA. RNAV (GPS) Y RWY 7L, AMDT 2...DELETE PLANVIEW NOTE: PROCEDURE NA AT SMO VOR/DME VIA V170 EASTBOUND, T245 AND T247 SOUTHEAST BOUND. CHART PLANVIEW NOTE: PROCEDURE NA AT SMO VOR/DME VIA V107 EASTBOUND, T245 AND T247 SOUTHEAST BOUND. THIS IS RNAV (GPS) Y RWY 7L, AMDT 2A.

**FDC 8/0217** LAX FI/P LOS ANGELES INTL, LOS ANGELES, CA. RNAV (GPS) Y RWY 7R, AMDT 2...DELETE PLANVIEW NOTE: PROCEDURE NA AT SMO VOR/DME VIA V170 EASTBOUND, T245 AND T247 SOUTHEAST BOUND. CHART PLANVIEW NOTE: PROCEDURE NA AT SMO VOR/DME VIA V107 EASTBOUND, T245 AND T247 SOUTHEAST BOUND. THIS IS RNAV (GPS) Y RWY 7R, AMDT 2A.

**FDC 8/0216** LAX FI/P LOS ANGELES INTL, LOS ANGELES, CA. RNAV (GPS) Y RWY 6R, AMDT 1...DELETE PLANVIEW NOTE: PROCEDURE NA AT SMO VOR/DME VIA V170 EASTBOUND, T245 AND T247 SOUTHEAST BOUND. CHART PLANVIEW NOTE: PROCEDURE NA AT SMO VOR/DME VIA V107 EASTBOUND, T245 AND T247 SOUTHEAST BOUND. THIS IS RNAV (GPS) Y RWY 6R, AMDT 1A.

**FDC 8/0215** LAX FI/P LOS ANGELES INTL, LOS ANGELES, CA. RNAV (GPS) Y RWY 6L, AMDT 1...DELETE PLANVIEW NOTE: PROCEDURE NA AT SMO VOR/DME VIA V170 EASTBOUND, T245 AND T247 SOUTHEAST BOUND. CHART PLANVIEW NOTE: PROCEDURE NA AT SMO VOR/DME VIA V107 EASTBOUND, T245 AND T247 SOUTHEAST BOUND. THIS IS RNAV (GPS) Y RWY 6L, AMDT 1A.

**FDC 7/5088** LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (GPS) RWY 25R, ORIG-A...LNAV MDA 640/HAT 538 ALL CATS. VIS CAT C 5000, CAT D 6000. VDP 1.5 NM TO RW25R.

## MARINA

### Marina Muni

**FDC 7/5794** OAR FI/T MARINA MUNICIPAL, MARINA, CA. RNAV (GPS) RWY 29, ORIG...PROCEDURE NA.

**FDC 7/5410** OAR FI/T MARINA MUNICIPAL, MARINA, CA. VOR/DME RWY 29, ORIG...PERBE TO RW29: 3.50 DEGREES, TCH 40. S-29 CATS A/B MDA 660/HAT 523, CATS C/D NA. CIRCLING CAT A MDA 680/HAA 543, CAT B MDA 720/HAA 583, CATS C/D NA. TDZE 137 MSL APT ELEV 137 MSL.

## MODESTO

### Modesto City-Co-Harry Sham Fld

**FDC 8/5113** MOD FI/T MODESTO CITY-CO-HARRY SHAM FLD, MODESTO, CA. GPS RWY 28R, ORIG-B...CIRCLING CAT A 540 / HAA 443.

## MOJAVE

### Mojave

**FDC 8/2397** MHV FI/T MOJAVE, MOJAVE, CA. GPS RWY 4, ORIG...GPS RWY 22, ORIG...LOCAL ALTIMETER SETTING NOT AUTHORIZED. USE EDWARDS AFB ALTIMETER SETTING.

## MOUNTAIN VIEW

### Moffett Federal Afld

**FDC 8/4699** NUQ FI/T MOFFETT FEDERAL AIRFIELD, MOUNTAIN VIEW, CA. TACAN RWY 32R, ORIG...S-32R MDA 760/HAT 733 ALL CATS. VISIBILITY CAT C 1 1/2, CATS D/E 2. CIRCLING MDA 760/HAA 728 CATS A/B/C, MDA 800/HAA 768 CAT D. VISIBILITY CAT C 2, CAT D 2 1/2. VDP NA. FOR INOPERATIVE ALSF, INCREASE S-32R CATS A/B VIS TO RVR 5000. INOPERATIVE TABLE DOES NOT APPLY TO S-32R CATS D/E. TEMPORARY CRANE 445 MSL 1.8 NM SE OF RWY 32R.

**FDC 8/4697** NUQ FI/T MOFFETT FEDERAL AIRFIELD, MOUNTAIN VIEW, CA. LOC/DME RWY 14L, ORIG...CIRCLING CAT D MDA 800/HAA 768, VISIBILITY 2 1/2. TEMPORARY CRANE 445 MSL 3.34 NM SE OR RWY 14L.

**FDC 8/4696** NUQ FI/T MOFFETT FEDERAL AIRFIELD, MOUNTAIN VIEW, CA. ILS OR LOC/DME RWY 32R, ORIG...S-ILS 32R DECISION ALTITUDE 492/HAT 465 ALL CATS. VISIBILITY RVR 5000 ALL CATS. S-LOC 32R MDA 760/HAT 733 ALL CATS. VISIBILITY CAT C 1 1/2, CAT D 1 3/4, CAT E 2. CIRCLING CATS A/B/C MDA 760/HAA 728, CAT D MDA 800/HAA 768. VISIBILITY CAT C 2, CAT D 2 1/2. FOR INOPERATIVE ALSF, INCREASE S-ILS 32R VISIBILITY TO 1 1/2 ALL CATS AND S-LOC 32R CATS A/B VISIBILITY TO RVR 5000. TEMPORARY CRANE 330 MSL 1868 FEET SE OF RWY 32R. TEMPORARY CRANE 445 MSL 1.8 NM SE OF RWY 32R.

**FDC 8/4695** NUQ FI/T MOFFETT FEDERAL AIRFIELD, MOUNTAIN VIEW, CA. TACAN RWY 32L, ORIG...S-32L MDA 780/HAT 749 ALL CATS. VISIBILITY CAT B 1 1/4, CAT C/D 2 1/4, CAT E 2 3/4. CIRCLING MDA 780/HAA 748 CATS A/B/C, 800/768 CAT D. VISIBILITY CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. VDP NA. TEMPORARY CRANE 445 MSL 1.81NM SE OF RWY 32L.

**FDC 5/1871** NUQ FI/T MOFFETT FEDERAL AFLD, MOUNTAIN VIEW, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOT AUTHORIZED.

## OAKLAND

### Metropolitan Oakland Intl

**FDC 8/5374** OAK FI/T METROPOLITAN OAKLAND INTL, OAKLAND, CA. RNAV (GPS) RWY 11 ORIG-A...LNAV/VNAV: DECISION ALTITUDE 332/HAT 323. VISIBILITY 5000 ALL CATS.

## OCEANSIDE

### Oceanside Muni

**FDC 8/4615** OKB FI/T OCEANSIDE MUNI, OCEANSIDE, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. OCN VOR OTS.

## ONTARIO

### Ontario Intl

**FDC 8/8272** ONT FI/T ONTARIO INTL, ONTARIO, CA. ILS RWY 26R, AMDT 3...SIDE STEP RWY 26L VIS CAT C 1 3/4, CAT D 2. CIRCLING VIS CAT C 1 3/4. DME MINIMUMS S-LOC 26R CAT C VIS RVR 4000. MISSED APPROACH: CLIMB TO 1700, THEN CLIMBING LEFT TURN TO 5000 DIRECT HDF VOR AND HOLD SE, RT, 315 DEGREES INBOUND.

## OXNARD

### Oxnard

**FDC 8/8273** OXR FI/T OXNARD, OXNARD, CA. RNAV (GPS) RWY 25, ORIG...LOC RWY 25, ORIG...VOR RWY 25, AMDT 9A...CIRCLING MDA 620/HAA 575 CATS A/B/C. TEMPORARY CRANE 251 MSL 2018 FT SE OF RWY 07.

**FDC 8/6701** OXR FI/T OXNARD, OXNARD, CA. RNAV (GPS) RWY 7, ORIG...LNAV MDA 560/HAT 523 CATS A/ B/ C. VISIBILITY CAT C 1 1/2. CIRCLING MDA 620/HAA 575 CATS A/B/C. TEMPORARY CRANE 251 MSL 2018 FT SE OF RWY 7.

## PALM SPRINGS

### Palm Springs Intl

**FDC 8/6328** PSP FI/T PALM SPRINGS INTERNATIONAL, PALM SPRINGS, CA. RNAV (RNP) Z RWY 13R, ORIG...RNP 0.17 DA 747/HAT 296 ALL CATS. TEMPORARY CRANE 2459 FEET SOUTH OF RWY 13R THLD, 75 AGL/529 MSL.

## PALMDALE

### Palmdale Rgnl/Usaf Plant 42

**FDC 8/3865** PMD FI/T PALMDALE REGIONAL/USAF PLANT 42, PALMDALE, CA. RNAV (GPS) RWY 25, ORIG-A...LNAV MDA 2900/397 HAT ALL CATS.

## PETALUMA

### Petaluma Muni

**FDC 8/5572** O69 FI/P PETALUMA MUNI, PETALUMA, CA. VOR/DME RWY 29, ORIG...S-29 MDA 1260 / HAT 1173 CATS A/B. CIRCLING MDA 1260 / HAA 1173 CATS A/B. MISSED APPROACH POINT: 4.65 NM AFTER AFTIN INT / SGD 7.00 DME OR AT SGD 11.65 DME. CHART TIME DISTANCE TABLE. THIS IS VOR RWY 29, ORIG-A.

## RAMONA

### Ramona

**FDC 8/4618** RNM FI/T RAMONA, RAMONA, CA. VOR/DME OR GPS A, AMDT 1C...VOR/DME PORTION NA.

## RED BLUFF

### Red Bluff Muni

**FDC 8/2289** RBL FI/T RED BLUFF MUNI, RED BLUFF, CA. VOR/DME RWY 15, AMDT 6...VOR RWY 33, AMDT 7...GPS RWY 15, ORIG...GPS RWY 33, ORIG...CIRCLING MDA CAT D 920/568 HAA.

## RIVERSIDE

### Riverside Muni

**FDC 8/3310** RAL FI/P RIVERSIDE MUNI, RIVERSIDE, CA. ILS OR LOC RWY 9, AMDT 7B...ALTERNATE MINIMUMS: ILS: STANDARD EXCEPT CAT C 900-2 1/4, CAT D 900-2 1/2. NA WHEN CONTROL TOWER CLOSED. LOC: STANDARD EXCEPT CAT C 900-2 1/4, CAT D 900-2 1/2. NA WHEN CONTROL TOWER CLOSED. THIS IS ILS OR LOC RWY 9, AMDT 7C.

**FDC 6/3172** RAL FI/T RIVERSIDE MUNI, RIVERSIDE, CA. VOR OR GPS RWY 9, AMDT 9B...VOR OR GPS A, AMDT 5B...VOR OR GPS B, ORIG-B...PROCEDURE NA.

## SACRAMENTO

## Mc Clellan Airfield

**FDC 8/4040** MCC FI/T MC CLELLAN AIRFIELD, SACRAMENTO, CA. VOR/DME RWY 34, ORIG-B...S-34 MDA 740/HAT 670 ALL CATS. VISIBILITY CAT C 1 3/4, CAT D 2. TEMP CRANE 436 MSL 4837 FT SW OF RWY 34.

## Sacramento Intl

**FDC 8/6201** SMF FI/P SACRAMENTO INTL, SACRAMENTO, CA ILS RWY 16R, AMDT 14A...ILS RWY 16R (CAT II), AMDT 14A...ILS RWY 16R (CAT III), AMDT 14A...S-ILS 16R DA 225 ALL CATS. S-ILS 16R CAT II DA 125 ALL CATS. S-LOC 16R HAT 355 ALL CATS. CIRCLING HAA CAT A 413, CATS B/C 453, CAT D 553. CHART AIRPORT ELEV:27. CHART TOUCHDOWN ZONE ELEV: 25. THIS IS ILS OR LOC RWY 16R, AMDT 14B...THIS IS ILS RWY 16R (CAT II), AMDT 14B...THIS IS ILS RWY 16R (CAT III), AMDT 14B.

**FDC 8/6197** SMF FI/P SACRAMENTO INTL, SACRAMENTO, CA. RNAV (GPS) RWY 16R, ORIG-C...LNAV/VNAV DA 409 / HAT 384 ALL CATS. LNAV MDA 400 / HAT 375 ALL CATS. DISTANCE TO THLD FROM 384 HAT: 1.03 NM. CIRCLING HAA CAT A 413, CATS B/C 453, CAT D 553. VIS CATS A/B 1. CHART VDP AT 0.95 NM TO RWY 16R. (ASTERISK) (ASTERISK) LNAV ONLY. CHART AIRPORT ELEV: 27. CHART TOUCHDOWN ZONE ELEV: 25. DELETE NOTE: BARO-VNAV NA BELOW -15C (5F). CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 49C (120F). ALTERNATE MINIMUMS STANDARD EXCEPT NA WHEN LOCAL WEATHER NOT AVAILABLE. THIS IS RNAV (GPS) RWY 16R, ORIG-D.

**FDC 8/6196** SMF FI/P SACRAMENTO INTL, SACRAMENTO, CA. RNAV (GPS) RWY 16L, ORIG-B...LNAV/VNAV DA: 418 / HAT 391 ALL CATS. VIS CATS A/B/C 3/4. LNAV MDA: 380 / HAT 353 ALL CATS. DISTANCE TO THLD FROM 391 HAT: 1.03 NM CIRCLING HAA CAT A 413, CATS B/C 453, CAT D 553. DELETE NOTE: FOR INOPERATIVE MALSR INCREASE LNAV/VNAV CAT D TO 1 MILE. CHART NOTE: FOR INOPERATIVE MALSR INCREASE LNAV CAT D VISIBILITY TO 1 1/4 MILE. DELETE NOTE: GPS OR RNP- 0.3 REQUIRED. DELETE NOTE: BARO-VNAV NA BELOW -15C (5F). CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 49C (120F). ALTERNATE MINIMUMS STANDARD EXCEPT NA WHEN LOCAL WEATHER NOT AVAILABLE. CHART AIRPORT ELEV 27. CHART TOUCHDOWN ZONE ELEV 27. THIS IS RNAV (GPS) RWY 16L, ORIG-C.

**FDC 8/6195** SMF FI/P SACRAMENTO INTL, SACRAMENTO, CA. RNAV (GPS) RWY 34R, ORIG-B...LNAV/VNAV DA 376 / HAT 352 ALL CATS. VIS 1 1/4 ALL CATS. CIRCLING HAA 693 ALL CATS. CHART AIRPORT ELEV 27. DELETE NOTE: GPS OR RNP- 0.3 REQUIRED. ALTERNATE MINIMUMS: STANDARD EXCEPT CAT D 800- 2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE. CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, BARO-VNAV NA BELOW -15C (5F) OR ABOVE 48C (118F). DISTANCE TO THLD FROM 352 HAT: 0.91 NM. THIS IS RNAV (GPS) RWY 34R, ORIG-C.

**FDC 8/6194** SMF FI/P SACRAMENTO INTL, SACRAMENTO, CA. ILS RWY 16L, AMDT 1...S-ILS 16L DA 227 ALL CATS. S-LOC 16L HAT 313 ALL CATS. CIRCLING HAA CAT A 413, CATS B/C 453, CAT D 553. CHART AIRPORT ELEV 27. CHART TOUCHDOWN ZONE ELEV 27. THIS IS ILS OR LOC RWY 16L, AMDT 1A.

## Sacramento Mather

**FDC 8/5775** MHR FI/P SACRAMENTO MATHER, SACRAMENTO, CA. VOR/DME RWY 22L, ORIG-D...S-22L: MDA 740/HAT 644 ALL CATS. CIRCLING: MDA 740/HAA 641 ALL CATS. CHART AIRPORT ELEV 99. MSA FROM: SAC VORTAC 220-310 4100, 310-220 3100. THIS IS VOR/DME RWY 22L, ORIG-E.

**FDC 8/5771** MHR FI/P SACRAMENTO MATHER, SACRAMENTO, CA. VOR RWY 4R, ORIG-D...CIRCLING HAA CATS A/B/C 461, CAT D 561. CHART AIRPORT ELEV 99. MSA FROM: SAC VORTAC 220-310 4100, 310-220 3100. THIS IS VOR RWY 4R, ORIG-E.

**FDC 8/5769** MHR FI/P SACRAMENTO MATHER, SACRAMENTO, CA. ILS OR LOC RWY 22L, AMDT 4...S-ILS 22L: VIS 1/2 ALL CATS. S-LOC 22L: VIS CAT A/B 1/2, CAT C/D 3/4, CAT E 1. CIRCLING: HAA CAT A/B/C 461, CAT D 561, CAT E 701. CHART AIRPORT ELEV 99. THIS IS ILS OR LOC RWY 22L, AMDT 4A.

**FDC 8/5767** MHR FI/P SACRAMENTO MATHER, SACRAMENTO, CA. RNAV (GPS) RWY 4R, AMDT 1...LPV: DA VIS 3/4 ALL CATS. LNAV/VNAV: DA VIS 1 ALL CATS. LNAV: MDA VIS CAT A/B 1, CAT C/D 1 1/4. CIRCLING: HAA CAT A/B/C 461, CAT D 561. CHART AIRPORT ELEV 99. THIS IS RNAV (GPS) RWY 4R, AMDT 1A.

**FDC 8/5766** MHR FI/P SACRAMENTO MATHER, SACRAMENTO, CA. RNAV (GPS) RWY 22L, ORIG...CIRCLING: HAA CAT A/B/C 481, CAT D 561. CHART AIRPORT ELEV 99. DELETE NOTE: GPS OR RNP 0.3 REQUIRED. ALTERNATE MINIMUMS STANDARD. THIS IS RNAV (GPS) RWY 22L, ORIG-A.

## SAN BERNARDINO

### San Bernardino Intl

**FDC 8/5765** SBD FI/P SAN BERNARDINO INTL, SAN BERNARDINO, CA. ILS OR LOC Z RWY 6, AMDT 2...DELETE NOTE: MISSED APPROACH OBSTRUCTIONS REQUIRE A MINIMUM CLIMB GRADIENT OF 280 FEET PER NM TO 4300 A RATE OF CLIMB AT LEAST 467 FPM/100K, 700 FPM/150K, 934 FPM/200K, IF UNABLE TO MEET RATE OF CLIMB, SEE LOC Y RWY 6. CHART NOTE: MISSED APPROACH OBSTRUCTIONS REQUIRE A MINIMUM CLIMB OF 280 FEET/NM TO 4300. IF UNABLE TO MEET RATE OF CLIMB, SEE LOC Y RWY 6. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ONTARIO INTL ALTIMETER SETTING AND INCREASE ALL DA 73 FEET AND ALL VISIBILITIES 1/4 MILE; INCREASE ALL MDA 80 FEET AND INCREASE S-LOC 6 VISIBILITY CATS C/D 1/4 MILE AND CIRCLING CAT D 1/2 MILE. THIS IS ILS OR LOC Z RWY 6, AMDT 2A.

**FDC 7/3876** SBD FI/T SAN BERNARDINO INTL, SAN BERNARDINO, CA. NDB OR GPS RWY 6 ORIG...MSA SB NDB 010-100 12700, 100-270 7000, 270-010 11300.

## SAN DIEGO

### Brown Field Muni

**FDC 8/3808** SDM FI/P BROWN FIELD MUNI, SAN DIEGO, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 3...TAKE-OFF MINIMUMS: RWY 8R, 26L NA - ATC. RWY 8L CAT A,B 1900-2 OR STANDARD WITH A MINIMUM CLIMB OF 460 FEET PER NM TO 2600. CAT C,D 3100-3 OR STANDARD WITH A MINIMUM CLIMB OF 520 FEET PER NM TO 3900. DEPARTURE PROCEDURE: RWY 8L, CLIMBING LEFT TURN. RWY 26R, CLIMBING RIGHT TURN. ALL AIRCRAFT CLIMB HEADING 280 DEGREES TO INTERCEPT MZB R-160 NORTHWESTBOUND TO MZB VORTAC. NOTE: RWY 26R, TREES 2184 FEET FROM DEPARTURE END OF RUNWAY, 778 FEET LEFT OF CENTERLINE, 60 FEET AGL/561 MSL. THIS IS TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 3A.

### Montgomery Field

**FDC 8/6368** MYF FI/T MONTGOMERY FIELD, SAN DIEGO, CA. NDB OR GPS RWY 28R, AMDT 1C...PALOS FIX MINIMA: S-28R: MDA 860/HAT 437 CATS A/B.

**FDC 8/6367** MYF FI/T MONTGOMERY FIELD, SAN DIEGO, CA. ILS RWY 28R, AMDT 2B...PALOS FIX MINIMA: S-LOC 28R: MDA 800/HAT 377 CATS A/B.

### San Diego Intl

**FDC 8/5576** SAN FI/P SAN DIEGO INTL, SAN DIEGO, CA. RNAV (GPS) RWY 9, ORIG...LNAV MDA 600 / HAT 583 ALL CATS. CIRCLING MDA 820 / HAA 803 ALL CATS. ALTERNATE MINIMUMS: CATS A/B 900-2, CAT C 900-2 1/4, CAT D 900-2 1/2. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART AIRPORT ELEV: 17 CHART TOUCHDOWN ZONE ELEV: 17. THIS IS RNAV (GPS) RWY 9, ORIG-A.

**FDC 8/5575** SAN FI/P SAN DIEGO INTL, SAN DIEGO, CA. ILS RWY 9, AMDT 1...S-ILS 9 DA 353 ALL CATS. CIRCLING MDA 820 / 803 ALL CATS. ALTERNATE MINIMUMS: CATS A/B 900-2, CAT C 900-2 1/4, CAT D 900 2 1/2. CHART AIRPORT ELEV: 17 CHART: TOUCHDOWN ZONE ELEV:17 DELETE: AN LMM DISTANCE FAF TO THLD: 5.36. DISTANCE FAF TO MAP: 4.62. THIS IS ILS OR LOC RWY 9, AMDT 1A.

**FDC 8/5293** SAN FI/T SAN DIEGO INTL, SAN DIEGO, CA. RNAV (GPS) RWY 27, ORIG...CIRCLING MDA 820/HAA 803 ALL CATS. AIRPORT ELEVATION: 17.

**FDC 8/4619** SAN FI/T SAN DIEGO INTL, SAN DIEGO, CA. ILS RWY 9, AMDT 1...MISSED APPROACH: CLIMB TO 4000 VIA HEADING 092. EXPECT RADAR VECTORS.

**FDC 7/7377** SAN FI/T SAN DIEGO INTL, SAN DIEGO, CA. LOC RWY 27, AMDT 2D...MISSED APPROACH: CLIMB TO 2500 VIA HEADING 272 FOR RADAR VECTORS.

**FDC 7/4659** SAN FI/T SAN DIEGO INTL, SAN DIEGO, CA. LOC RWY 27, AMDT 2D...CIRCLING MDA 820/HAA 803 ALL CATS. ALTERNATE MINIMUMS: LOC CAT A 900-2.

## SAN DIEGO/EL CAJON

### Gillespie Field

**FDC 8/8677** SEE FI/P GILLESPIE FIELD, SAN DIEGO/EL CAJON, CA. LOC D, AMDT 10 A...DELETE VERTICAL DESCENT ANGLE (VDA). FAF TO MAP: 7.75 NM. GRIGG FM MINIMUMS: CIRCLING MDA 1580/HAA 1193 CATS A/B/C. THIS IS LOC D, AMDT 10 B.

**FDC 7/0275** SEE FI/T GILLESPIE FIELD, SAN DIEGO/EL CAJON, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWYS 27L, 27R, CATS A/B 500-1 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 411 FEET PER NM TO 900. CATS C/D 2500-2 OR STANDARD WITH MINIMUM CLIMB OF 411 FEET PER NM TO 2500. ALL OTHER DATA REMAINS AS PUBLISHED.

## SAN JOSE

### Norman Y. Mineta San Jose Intl

**FDC 8/9216** SJC FI/T NORMAN Y. MINETA SAN JOSE INTERNATIONAL, SAN JOSE, CA. ILS OR LOC/DME RWY 30L, AMDT 22A...S-LOC 30L MDA 720/HAT 663 ALL CATS. VISIBILITY CAT C RVR 6000, CAT D 1 1/2. SIDESTEP RWY 29 MDA 720/HAT 668 ALL CATS. VISIBILITY CAT C 1 3/4, CAT D 2. SIDESTEP RWY 30R MDA 720/HAT 665 ALL CATS. VISIBILITY CAT C 1 3/4, CAT D 2. ALTERNATE MINIMUMS: ILS CATS A/B/C/D 800-2. TEMPORARY CRANE 406 MSL 1.9 NM SE OF RWY 30L.

**FDC 8/8054** SJC FI/T NORMAN Y. MINETA SAN JOSE INTERNATIONAL, SAN JOSE, CA. RNAV (GPS) RWY 11, ORIG-A...LNAV/VNAV DECISION ALTITUDE 518/HAT 469 ALL CATS. VISIBILITY 1 3/4 ALL CATS. LNAV MDA 480/HAT 431 ALL CATS. VISIBILITY CAT D 1 1/2. TDZ ELEVATION : 49 AIRPORT ELEVATION: 62.

**FDC 8/5887** SJC FI/T NORMAN Y. MINETA SAN JOSE INTERNATIONAL, SAN JOSE, CA. RNAV (GPS) RWY 12L, AMDT 1...VOR RWY 12R, AMDT 4...RNAV (GPS) RWY 11, ORIG-A...CIRCLING CAT D MDA 720/ HAA 698. AIRPORT ELEV 62. TEMPORARY CRANE 406 MSL 3.70 NM SE OF RWY 12L/R.

**FDC 8/5886** SJC FI/T NORMAN Y. MINETA SAN JOSE INTERNATIONAL, SAN JOSE, CA. RNAV (GPS) RWY 30L, AMDT 1...LNAV MDA 720/HAT 663 ALL CATS, VISIBILITY CAT C 6000, CAT D 1 1/2. SIDESTEP 30R MDA 720/HAT 665 ALL CATS. VISIBILITY CAT C 1 3/4. SIDESTEP 29 MDA 720/HAT 668 ALL CATS. VISIBILITY CAT C 1 3/4. VDP 1.86 NM TO RW 30L. TEMPORARY CRANE 406 MSL 1.90 NM SE OF RWY 30L.

**FDC 8/5884** SJC FI/T NORMAN Y. MINETA SAN JOSE INTERNATIONAL, SAN JOSE, CA. RNAV (GPS) RWY 30R, AMDT 1...LNAV MDA 720/HAT 665 ALL CATS. VISIBILITY CAT C 1 3/4, CAT D 2. CIRCLING MDA CATS A/B/C 720/HAA 658, CAT D 760/HAA 698. VISIBILITY CAT C 1 3/4, CAT D 2. VDP 1.87 NM TO RW 30R. TEMPORARY CRANE 406 MSL 1.90 NM SE OF RWY 30R.

**FDC 8/5883** SJC FI/T NORMAN Y. MINETA SAN JOSE INTERNATIONAL, SAN JOSE, CA. VOR/DME RWY 30L, AMDT 2...S-30L MDA 720/HAT 663 ALL CATS. SIDESTEP RWY 29 MDA 720/HAT 668 ALL CATS. SIDESTEP RWY 30R MDA 720/HAT 665 ALL CATS. VDP AT 3.43 DME; DISTANCE VDP TO THLD 1.91 MILES. TEMPORARY CRANE 406 MSL 1.9 NM SE OF RWY 30L.

**FDC 8/5882** SJC FI/T NORMAN Y. MINETA SAN JOSE INTERNATIONAL, SAN JOSE, CA. VOR/DME RWY 30R, ORIG...S-30R MDA 720/HAT 665 ALL CATS. CIRCLING MDA CATS A/B/C 720/HAA 658, CAT D MDA 760/HAA 698. VISIBILITY CAT C 1 3/4, CAT D 2. VDP AT 3.40 DME TDZ ELEVATION: 55 AIRPORT ELEVATION: 62 TEMPORARY CRANE 406 MSL 1.90 SE OF RWY 30R.

**FDC 8/5881** SJC FI/T NORMAN Y. MINETA SAN JOSE INTERNATIONAL, SAN JOSE, CA. RNAV (GPS) RWY 29, ORIG-B...LNAV/VNAV NA. LNAV MDA 720/HAT 668 ALL CATS. VISIBILITY CAT C 1 3/4, CAT D 2. CIRCLING MDA CATS A/B/C 720/HAA 658, CAT D MDA 760/HAA 698. VISIBILITY CAT C 1 3/4, CAT D 2. VDP 1.64 NM TO RW29. TDZ ELEVATION: 52 AIRPORT ELEVATION: 62 TEMPORARY CRANES 406 MSL 2.44 NM SE OF RWY 29.

**FDC 8/0296** SJC FI/T NORMAN Y. MINETA SAN JOSE INTERNATIONAL, SAN JOSE, CA. RNAV (GPS) Y RWY 30L, AMDT 2...LNAV MDA 720/HAT 663 ALL CATS, VISIBILITY CAT C 6000, CAT D 1 1/2. SIDESTEP 30R MDA 720/HAT 665 ALL CATS. VISIBILITY CAT C 1 3/4. SIDESTEP 29 MDA 720/HAT 668 ALL CATS. VISIBILITY CAT C 1 3/4. VDP 1.86 NM TO RW 30L. TEMPORARY CRANE 406 MSL 1.90 NM SE OF RWY 30L.

## **SAN LUIS OBISPO**

### **San Luis County Rgnl**

**FDC 8/0639** SBP FI/T SAN LUIS COUNTY REGIONAL, SAN LUIS OBISPO, CA. ILS RWY 11, AMDT 1...GLIDESLOPE 3.00/TCH 49 GLIDESLOPE CHECK ALTITUDE AT DOBRA 2186 FEET.

## **SANTA BARBARA**

### **Santa Barbara Muni**

**FDC 8/2218** SBA FI/T SANTA BARBARA MUNI, SANTA BARBARA, CA. RNAV (GPS) RWY 7, ORIG...CHANGE PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT AFOXY VIA V27 NORTHWEST BOUND.

## **SANTA MONICA**

### **Santa Monica Muni**

**FDC 8/9214** SMO FI/P SANTA MONICA MUNI, SANTA MONICA, CA. VOR OR GPS A, AMDT 10C...MISSED APPROACH: CLIMB TO 4300 VIA SMO R-250 AND FIM R-148 TO SADDE INT AND HOLD, CONTINUE CLIMB IN HOLD TO 4300. CIRCLING HAA 943 ALL CATS. CULVE DME/RADAR MINIMUMS: CIRCLING HAA CATS A/B/C/503, CAT D 563. CHART AIRPORT ELEV: 177. THIS IS VOR OR GPS A, AMDT 10D.

**FDC 8/5809** SMO FI/T SANTA MONICA MUNI, SANTA MONICA, CA. VOR OR GPS A, AMDT 10C...CIRCLING: MDA 1240/HAA 1065 ALL CATS. VIS CAT B 1 1/2, VIS CAT C 3. MINIMUM ALTITUDE AT CULVE 1240, ALTERNATE MINIMUMS: CAT A/B 1100-2, CAT C/D 1100-3. CULVE DME/RADAR MINIMA REMAINS AS PUBLISHED. TEMPORARY CRANE 923 MSL 2.6 NM NE OF RWY 21.



**FDC 8/1728** SMO FI/T SANTA MONICA MUNI, SANTA MONICA, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 3, 1300-3 OR STANDARD WITH MINIMUM CLIMB OF 409 FT PER NM TO 1100. ALL ELSE REMAINS AS PUBLISHED. TEMPORARY CRANE 923 MSL 2.57 NM NE OF RWY 21.

## SHAFTER

### Shafter-Minter Field

**FDC 3/0050** MIT FI/T SHAFTER-MINTER FIELD, SHAFTER, CA. VOR OR GPS RWY 30, ORIG...S-30 MINIMUMS NOT AUTHORIZED. CIRCLING MDA 900/HAA 478 ALL CATS. MSA FROM SHAFTER (EHF) VORTAC 360-170 8800, 170-360 3100.

## TORRANCE

### Zamperini Field

**FDC 8/5266** TOA PART 1 OF 2 FI/T ZAMPERINI FIELD, TORRANCE, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 11L, TEMPORARY CRANE 5287 FEET FROM DEPARTURE END OF RUNWAY (DER), 1676 FEET LEFT OF CENTERLINE, 150 FEET AGL/233 FEET MSL. NUMEROUS TREES AND POLES BEGINNING 480 FEET FROM DER, 374 FEET LEFT OF CENTERLINE, UP TO 88 FEET AGL/193 FEET MSL. OL ON WINDSOCK AND OL ON HANGERS BEGINNING 282 FEET FROM DER, 224 FEET LEFT OF CENTERLINE, UP TO 34 FEET AGL/139 FEET MSL. GUARD 203 FEET FROM DER, 487 FEET RIGHT OF CENTERLINE, 6 FEET AGL/ 106 FEET MSL. CATENARY 2207 FEET FROM DER, 801 FEET LEFT OF CENTERLINE, 71 FEET AGL/151 FEET MSL. BLDG 276 FEET FROM DER, 507 FEET LEFT OF CENTERLINE, 18 FEET AGL/113 FEET MSL. ANT ON BLDG 7410 FEET FROM DER, 1775 RIGHT OF CENTERLINE, 35 FEET AGL/295 FEET MSL. NOTE; RWY 11R, ROD ON TRT TWR 151 FEET FROM DER, 373 FEET RIGHT OF CENTERLINE, 37 FEET AGL/142 FEET MSL. ROD ON OL RTR TWR 315 FEET FROM DER, 379 FEET RIGHT OF CENTERLINE, 35 FEET AGL/140 FEET MSL. LIGHT POLE 1054 FEET FROM DER, 456 FEET RIGHT OF CENTERLINE, 41 FEET AGL/141 FEET MSL. TOWER 1902 FEET FROM DER, 363 FEET RIGHT OF CENTERLINE, 35 FEET AGL/155 FEET MSL. END PART 1 OF 2.

**FDC 8/1177** TOA FI/P ZAMPERINI FIELD, TORRANCE, CA. ILS RWY 29R, AMDT 2...S-ILS 29R CATS A/B DA 381 / HAT 284. VISIBILITY CATS A/B 3/4. S-LOC 29R CATS A/B HAT 523. CIRCLING CATS A/B HAA 517. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY. DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-LOC 29R AND LOS ANGELES ALTIMETER SETTING MINIMUMS. DELETE NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LOS ANGELES ALTIMETER SETTING MINIMUMS. CHART NOTE: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE LOS ANGELES ALTIMETER SETTING. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. CHART AIRPORT ELEV: 103. CHART TDZ ELEV: 97. THIS IS ILS OR LOC RWY 29R, AMDT 2A.

**FDC 8/1176** TOA FI/P ZAMPERINI FIELD, TORRANCE, CA. VOR OR GPS RWY 11L, AMDT 14A...S-11L HAT CATS A/B 884. CIRCLING HAA CATS A/B 877. LOS ANGELES ALTIMETER SETTING MINIMUMS S-11L MDA CATS A/B 1020/HAT 924. VISIBILITY CATS A/B 1 1/4. CIRCLING MDA CATS A/B 1020/HAA 917. VISIBILITY CATS A/B 1 1/4. DELETE NOTE: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE LOS ANGELES ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET. CHART NOTE: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE LOS ANGELES ALTIMETER SETTING. CHART AIRPORT ELEV: 103 CHART TDZ ELEV: 96. THIS IS VOR OR GPS RWY 11L, AMDT 14B.

## TWENTYNINE PALMS

### Twentynine Palms

**FDC 8/2394** TNP FI/T TWENTYNINE PALMS, TWENTYNINE PALMS, CA. VOR RWY 26, AMDT 1...RNAV (GPS) RWY 26, ORIG...PROCEDURES NA.

## UKIAH

### Ukiah Muni

**FDC 8/5918** UKI FI/P UKIAH MUNI, UKIAH, CA. LOC RWY 15, AMDT 5A...ALTERNATE MINIMUMS: CATS A/B 1800-2, CATS C/D 1800-3. DELETE NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NOT AUTHORIZED. THIS IS LOC RWY 15, AMDT 5B.

**FDC 8/5917** UKI FI/P UKIAH MUNI, UKIAH, CA. VOR OR GPS A, AMDT 3...ALTERNATE MINIMUMS: CATS A/B 2800-2, CATS C/D 2800-3. DELETE: NA WHEN UKIAH FSS CLOSED. DELETE NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NOT AUTHORIZED. THIS IS VOR OR GPS A, AMDT 3A.

**FDC 8/5916** UKI FI/P UKIAH MUNI, UKIAH, CA.  
VOR/DME RNAV OR GPS B, AMDT 4...ALTERNATE  
MINIMUMS: CATS A/B 1900-2 ,CATS C/D 1900-3.  
DELETE: NA WHEN UKIAH FSS CLOSED. DELETE  
NOTE: WHEN LOCAL ALTIMETER SETTING NOT  
RECEIVED, PROCEDURE NOT AUTHORIZED. THIS IS  
VOR/DME RNAV OR GPS B, AMDT 4A.

## UPLAND

### Cable

**FDC 7/7000** CCB FI/T CABLE, UPLAND, CA. VOR  
RWY 6, AMDT 7A...MINIMUM HOLDING AT  
POMONA VORTAC 3700 FEET. COVIN TO POMONA  
VORTAC 3700 FEET. S-6: MINIMUMS NA CIRCLING  
CAT A MDA 2080/HAA 636, CAT B MDA 2160/HAA  
716, CAT C MDA 2200/HAA 756 VIS 2 1/4. AIRPORT  
ELEVATION: 1444 VGS1 AND DESCENT ANGLES  
NOT COINCIDENT NOTE NA. VISUAL DESCENT  
ANGLE AND TCH NA.

## VACAVILLE

### Nut Tree

**FDC 8/2706** VCB FI/T NUT TREE, VACAVILLE, CA.  
RNAV (GPS) Z RWY 20, ORIG-A...LNAV MDA  
560/HAT 443 CATS A/B/C. TEMPORARY CRANE 425  
MSL 2.0 NM N OF RWY 20.

## VAN NUYS

### Van Nuys

**FDC 8/2053** VNY FI/T VAN NUYS, VAN NUYS, CA.  
ILS RWY 16R, AMDT 5A...S-ILS 16R DECISION  
ALTITUDE 1119/HAT 326 CATS A/B/C. VISIBILITY 1  
CATS A/B/C.

**FDC 7/2944** VNY FI/T VAN NUYS, VAN NUYS, CA.  
ILS RWY 16R, AMDT 5A...ADD CHART NOTE:  
CIRCLING REQUIRES DESCENT ON GS TO MDA.

## VICTORVILLE

### Southern California Logistics

**FDC 7/4671** VCV FI/T SOUTHERN CALIFORNIA  
LOGISTICS, VICTORVILLE, CA. ILS RWY 17, AMDT  
1C...S-ILS 17: DA 3025/HAT 200 ALL CATS S-LOC 17:  
MDA 3140/HAT 315 ALL CATS TDZE 2825 FEET MAP:  
VCV VOR/DME 1.65 DME MISSED APPROACH:  
CLIMB TO 3300, THEN CLIMBING RIGHT TURN TO  
6000 VIA HEADING 300 AND VCV R-269 TO ETHER  
INT AND HOLD. (HOLD NE, LT, 247 INBOUND)  
GLIDESLOPE CHECK ALTITUDE AT FAFNR 4760  
FEET GLIDESLOPE 3.00/TCH 54 VGS1 AND ILS  
GLIDEPATH NOT COINCIDENT FAF TO MAP  
DISTANCE 5.84 NM TIME DISTANCE TABLE,  
KNOTS/MIN: SEC: 60/5:50, 90/3:54, 120/2:55, 150/2:20,  
180/1:57.

**FDC 7/1714** VCV FI/T SOUTHERN CALIFORNIA  
LOGISTICS, VICTORVILLE, CA. GPS RWY 17,  
ORIG-B...S-17: MINIMUMS NA VERTICAL DESCENT  
ANGLE: NA.

**FDC 7/1713** VCV FI/T SOUTHERN CALIFORNIA  
LOGISTICS, VICTORVILLE, CA. VOR/DME RWY 17,  
AMDT 1C...MISSED APPROACH POINT: VCV  
VOR/DME 1.65 DME. VDP NA.

## WATSONVILLE

### Watsonville Muni

**FDC 7/9934** WVI FI/T WATSONVILLE MUNI,  
WATSONVILLE, CA. LOC RWY 2, AMDT 2F...MISSED  
APPROACH: CLIMBING RIGHT TURN TO 5000  
DIRECT SNS VORTAC AND HOLD.

## COLORADO

## AKRON

### Colorado Plains Rgnl

**FDC 8/2462** AKO FI/T COLORADO PLAINS  
REGIONAL, AKRON, CO. RNAV (GPS) RWY 11,  
ORIG...HOLD-IN-LIEU OF PROCEDURE TURN AT  
KUKMY NOT AUTHORIZED. FEEDER AKRON (AKO)  
VOR/DME TO KUKMY NOT AUTHORIZED.

## COLORADO SPRINGS

### City Of Colorado Springs Muni

**FDC 8/2614** COS FI/T CITY OF COLORADO SPRINGS  
MUNI, COLORADO SPRINGS, CO. TAKE-OFF  
MINIMUMS AND (OBSTACLE) DEPARTURE  
PROCEDURES...TAKE-OFF MINIMUMS: RWY 35L,  
200- 1 1/4 OR STANDARD WITH MINIMUM CLIMB OF  
309 FEET PER NM TO 6500. ALL OTHER DATA  
REMAINS AS PUBLISHED. TEMPOARY CRANE 6372  
MSL 1.1 NM N OF RWY 17R.

**FDC 7/2244** COS FI/T CITY OF COLORADO SPRINGS  
MUNI, COLORADO SPRINGS, CO. ILS OR LOC RWY  
35R, ORIG...CHANGE CEGIX INT CROSSING RADIAL  
TO READ BUTTS VOR/DME (FCS) R-085.

## DENVER

### Centennial

**FDC 8/6227** APA FI/P CENTENNIAL, DENVER, CO. ILS RWY 35R, AMDT 8A...S-ILS 35R DA 6085 ALL CATS. S-LOC 35R HAT 875 ALL CATS. SIDESTEP RWY 35L HAT 891 ALL CATS. CIRCLING HAA 875 ALL CATS. CHART AIRPORT ELEVATION 5885. CHART R35R TOUCHDOWN ZONE ELEV 5885. CHART R35L TOUCHDOWN ZONE ELEV 5869. THIS IS ILS OR LOC RWY 35R, AMDT 8B.

**FDC 8/6226** APA FI/P CENTENNIAL, DENVER, CO. NDB RWY 35R, AMDT 10A...CHART PROFILE NOTE: VGS1 AND DESCNT ANGLES NOT COINCIDENT. S-35R (ASTERISK) HAT 995 ALL CATS. CIRCLING HAA 995 ALL CATS. VOR MINIMUMS S-35R (POUND) HAT 895 ALL CATS. CIRCLING HAA 895 ALL CATS. CHART AIRPORT ELEVATION 5885. CHART TOUCHDOWN ZONE ELEV 5885. THIS IS NDB RWY 35R, AMDT 10B.

**FDC 8/0237** APA FI/T CENTENNIAL, DENVER, CO. RNAV (GPS) RWY 28, ORIG...PROCEDURE NA.

#### **Denver Intl**

**FDC 7/6520** DEN FI/T DENVER INTERNATIONAL, DENVER, CO. RNAV (GPS) RWY 26, ORIG...LNAV/VNAV DECISION ALTITUDE 5716/HAT 410 ALL CATS. VISIBILITY 5000 RVR ALL CATS. FOR INOPERATIVE MALSR INCREASE LNAV/VNAV VISIBILITY TO 1 1/2 ALL CATS. TEMPORARY DRILLING RIG 5447 MSL 1.20 NM SOUTH OF RWY 26.

#### **Front Range**

**FDC 8/2681** FTG FI/T FRONT RANGE, DENVER, CO. ILS RWY 17, ORIG...ILS RWY 26, AMDT 3...ILS RWY 35, ORIG...NDB OR GPS RWY 26, AMDT 3...MSA FROM: FRONT RANGE (FT) LOM 090-270 8100 FEET, 270-360 7300 FEET, 360-090 8000 FEET.

#### **Rocky Mountain Metropolitan**

**FDC 8/2212** BJC FI/T ROCKY MOUNTAIN METROPOLITAN, DENVER, CO. GPS RWY 29L, ORIG-A...S-29L MDA 6040/HAT 412 ALL CATS. VIS CATS C/D 1 1/4. DENVER INTL ALTIMETER SETTING MINIMUMS S-29L MDA 6120/HAT492 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. TDZE 5628.

**FDC 8/2211** BJC FI/T ROCKY MOUNTAIN METROPOLITAN, DENVER, CO. GPS RWY 29R, ORIG-A...S-29R MDA 6000/HAT 401 ALL CATS. VIS CAT C 3/4. DENVER INTL ALTIMETER SETTING MINIMUMS S-29R MDA 6080/HAT 481 ALL CATS. TDZE 5599 NOTE: FOR INOPERATIVE MALSR, INCREASE DENVER INTL ALTIMETER SETTING S-29R CAT . D VISIBILITY TO 1 1/2 MILES.

#### **DURANGO**

##### **Durango-La Plata County**

**FDC 7/5352** DRO FI/T DURANGO-LA PLATA COUNTY, DURANGO, CO. VOR OR GPS A, AMDT 6A...MISSED APPROACH: CLIMBING LEFT TURN TO 9700 IN DRO HOLDING PATTERN.

#### **EAGLE**

##### **Eagle County Rgnl**

**FDC 8/4566** EGE FI/T EAGLE COUNTY REGIONAL, EAGLE, CO. LDA/DME RWY 25, ORIG-B...S-LDA/GS 25 VISIBILITY CATS A/B/C 5.

#### **ERIE**

##### **Erie Muni**

**FDC 8/8939** EIK FI/T ERIE MUNICIPAL, ERIE, CO. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES.NOTE: RWY 27, TEMPORARY WORKOVER RIG 354 FEET FROM DEPARTURE END OF RWY, 256 FEET RIGHT OF CENTERLINE, 104 AGL/5196 MSL. ALL OTHER DATA REMAINS THE SAME.

#### **FORT COLLINS/LOVELAND**

##### **Fort Collins-Loveland Muni**

**FDC 8/9958** FNL FI/T FORT COLLINS-LOVELAND MUNI, FORT COLLINS/LOVELAND, CO. GPS RWY 33, AMDT 1...S-33 MDA 5480/HAA 464 ALL CATS CIRCLING MDA CAT B 5520/HAA 504 TEMPORARY CRANE 5170 MSL 1.5 NM S OF RWY 33.

**FDC 8/9957** FNL FI/T FORT COLLINS-LOVELAND MUNI, FORT COLLINS/LOVELAND, CO. VOR/DME OR GPS A, AMDT 6A...CIRCLING CAT B MDA 5520/HAA 504 TEMPORARY CRANE 5170 MSL 1.5 NM S OF RWY 33.

**FDC 8/9956** FNL FI/T FORT COLLINS-LOVELAND MUNI, FORT COLLINS/LOVELAND, CO. ILS RWY 33, AMDT 5C...S-LOC 33 MDA 5480/HAA 464 ALL CATS. VISIBILITY CAT C 3/4, CAT D 1 CIRCLING MDA CAT B 5520/HAA 504 TEMPORARY CRANE 5170 MSL 1.5 NM S OF RWY 33.

**FDC 6/1015** FNL FI/T FORT COLLINS-LOVELAND MUNI, FORT COLLINS/LOVELAND, CO. ILS RWY 33, AMDT 5C. ALTERNATE MINIMUMS NA.

#### **GREELEY**

##### **Greeley-Weld County**

**FDC 8/1966** GXY FI/T GREELEY-WELD COUNTY, GREELEY, CO. RNAV (GPS) RWY 27, ORIG...LPV MINIMUMS NA. LNAV/VNAV MINIMUMS NA LNAV MDA 5060/HAT 410 ALL CATS. VIS CAT C/D 1 1/4. TEMPORARY DRILLING RIGS BEGINNING 2740 FEET EAST OF RWY 27 THRESHOLD, 147 AGL/4759 MSL.

**FDC 8/1965** GXY FI/T GREELEY-WELD COUNTY, GREELEY, CO. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 9, MULTIPLE DRILLING RIGS BEGINNING 2740 FEET FROM DER. 27 FEET LEFT OF CENTERLINE, UP TO 147 AGL/4759 MSL.

**FDC 8/1964** GXY FI/T GREELEY-WELD COUNTY, GREELEY, CO. RNAV (GPS) RWY 34, ORIG...LNAV/VNAV DA 5024/HAT 379 ALL CATS. TEMPORARY DRILLING RIGS BEGINNING 2740 FEET EAST OF RWY 27 THRESHOLD, 147 AGL/4759 MSL.

**FDC 8/0154** GXY FI/T GREELEY-WELD COUNTY, GREELEY, CO. ILS OR LOC RWY 34, AMDT 2...RADAR REQUIRED.

**FDC 8/0153** GXY FI/T GREELEY-WELD COUNTY, GREELEY, CO. RNAV (GPS) RWY 34, ORIG...RNAV (GPS) RWY 16, ORIG...RNAV (GPS) RWY 27, ORIG...VOR OR TACAN A, AMDT 8...PROCEDURES NA.

## GUNNISON

### Gunnison-Crested Butte Rgnl

**FDC 8/6433** GUC FI/T GUNNISON-CRESTED BUTTE REGIONAL, GUNNISON, CO. ILS RWY 6, AMDT 3B...VOR OR GPS A, AMDT 7B...GPS B, ORIG...CIRCLING NA N RWY 6-24. CIRCLING FOR CAT D NA TO RWY 24.

**FDC 5/8844** GUC FI/T GUNNISON-CRESTED BUTTE REGIONAL, GUNNISON, CO. ILS/DME RWY 6 (SPECIAL), AMDT 1...CHANGE I-GUC 20.9 DME TO I-GUC 21.0 DME. CHANGE KEEZR/I-GUC 15.8 DME TO KEEZR/I-GUC 16.1 DME. CHANGE PLATO/I-GUC 7.7 DME TO PLATO/I-GUC 7.9 DME. CHANGE I-GUC 4.0 TO I-GUC 4.1 DME. S-ILS 6: HAT 833 CATS A/B/C. S-LOC 6 HAT 853 ALL CATS. CIRCLING: HAA 1320 CATS A/B/C. GS 3.20/TCH 46.

**FDC 5/8843** GUC FI/T GUNNISON-CRESTED BUTTE REGIONAL, GUNNISON, CO. ILS/DME (FMS) RWY 6, (SPECIAL), ORIG...CHANGE I-GUC 20.9 DME TO I-GUC 21.0 DME. CHANGE KEEZR/I-GUC 15.8 DME TO KEEZR/I-GUC 16.1 DME. CHANGE PLATO/I-GUC 7.7 DME TO PLATO/I-GUC 7.9 DME. CHANGE I-GUC 5.2 DME TO I-GUC 5.3 DME. CHANGE I-GUC 3.9 TO I-GUC 4.1 DME. CHANGE I-GUC 4.0 TO I-GUC 4.1 DME S-ILS 6: HAT 393 CATS A/B/C. S-LOC 6 HAT 853 CATS A/B/C. GS 3.20/TCH 46.

**FDC 5/8842** GUC FI/T GUNNISON-CRESTED BUTTE REGIONAL, GUNNISON, CO. ILS RWY 6, AMDT 3B...CHANGE KEEZR/I-GUC 15.9 DME TO KEEZR/I-GUC 16.1 DME. CHANGE PLATO/I-GUC 7.7 DME TO PLATO/I-GUC 7.9 DME. CHANGE I-GUC 5.2 DME TO I-GUC 5.3 DME. CHANGE I-GUC 4.0 DME TO I-GUC 4.1 DME. S-ILS 6: HAT 833 CATS A/B/C. S-LOC 6 HAT 853 ALL CATS. GS 3.20/TCH 46.

## KREMMLING

### Mc Elroy Airfield

**FDC 8/5480** 20V FI/T MC ELROY AIRFIELD, KREMMLING, CO. VOR/DME OR GPS A, AMDT 2...VOR/DME PORTION NA.

## PUEBLO

### Pueblo Memorial

**FDC 8/0518** PUB FI/T PUEBLO MEMORIAL, PUEBLO, CO. GPS RWY 8L, ORIG...GPS RWY 17, ORIG-A...VOR OR TACAN RWY 26R, AMDT 27...ILS RWY 8L, AMDT 22B...RADAR-1, AMDT 7...ILS RWY 26R, AMDT 13A...CIRCLING CAT D MDA 5380 / HAA 654.

**FDC 8/0053** PUB FI/T PUEBLO MEMORIAL, PUEBLO, CO. GPS RWY 35, ORIG-A...PROCEDURE NA.

## SALIDA

### Harriet Alexander Field

**FDC 8/2239** ANK FI/T HARRIET ALEXANDER FIELD, SALIDA, CO. RNAV (GPS) A, ORIG...PROCEDURE NA.

## WRAY

### Wray Muni

**FDC 6/4431** 2V5 FI/T WRAY MUNI, WRAY, CO. RNAV (GPS) RWY 35, ORIG-A...MINIMUM ALT AT CACAT 4700.

## CONNECTICUT

## BRIDGEPORT

### Igor I Sikorsky Memorial

**FDC 8/2592** BDR FI/T IGOR I SIKORSKY MEMORIAL, BRIDGEPORT, CT. ILS RWY 6, AMDT 9A...DME REQUIRED FOR PROCEDURE ENTRY. S-LOC 6: DME REQUIRED.

**FDC 8/1891** BDR FI/T IGOR I SIKORSKY MEMORIAL, BRIDGEPORT, CT. VOR RWY 6, AMDT 21...TERMINAL ROUTE FROM CMK VOR/DME TO STANE INT NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CMK VOR/DME RADIALS 112 CW 142 UNUSABLE ALL ALTITUDES, ALL DISTANCES. DME REQUIRED.

**FDC 8/1890** BDR FI/T IGOR I SIKORSKY MEMORIAL, BRIDGEPORT, CT. VOR RWY 24, AMDT 16...VOR RWY 29, AMDT 2...DME REQUIRED.

## DANBURY

### Danbury Muni

**FDC 8/0802** DXR FI/T DANBURY MUNI, DANBURY, CT. GPS RWY 8, AMDT 1...MISSED APPROACH: CLIMBING LEFT TURN TO 3000 DIRECT ANDLE WP AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

## DANIELSON

### Danielson

**FDC 8/6791** 5B3 FI/P DANIELSON, DANIELSON, CT. VOR A, AMDT 6B...MAP: 8.48 MILES AFTER PUT VOR/DME OR AT HUREX PUT 8.48 DME FIX. CHART WILLIMANTIC ASOS, 133.675. THIS IS VOR A, AMDT 6C.

## GROTON (NEW LONDON)

### Groton-New London

**FDC 8/6117** GON FI/T GROTON-NEW LONDON, GROTON/NEW LONDON, CT. VOR RWY 5, AMDT 8...MSA FROM GON VOR/DME 190-100 2100, 100-190 2600.

## NEW HAVEN

### Tweed-New Haven

**FDC 8/7332** HVN FI/T TWEED-NEW HAVEN, NEW HAVEN, CT. VOR RWY 2, AMDT 23...VOR A, AMDT 3...ILS OR LOC RWY 2, AMDT 16...ALTERNATE MINIMUMS NA.

## OXFORD

### Waterbury-Oxford

**FDC 6/7670** OXC FI/T WATERBURY-OXFORD, OXFORD, CT. NDB RWY 18, AMDT 6. TERMINAL ROUTE FROM PAWLING (PWL) VOR/DME TO LERCH INT (IAF) AND IAF AT LERCH INT NA.

## WILLIMANTIC

## Windham

**FDC 8/3020** IJD FI/T WINDHAM, WILLIMANTIC, CT. LOC RWY 27, AMDT 2B...TERMINAL ROUTE: NORWICH (ORW) VOR/DME TO LINKS INT/IJD 6.7 DME NA. TERMINAL ROUTE: HOLD-IN-LIEU OF PROCEDURE TURN NA.

**FDC 8/0375** IJD FI/T WINDHAM, WILLIMANTIC, CT. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 18, NA ATC ALL OTHER DATA REMAINS AT PUBLISHED.

## WINDSOR LOCKS

### Bradley Intl

**FDC 8/6807** BDL FI/P BRADLEY INTL, WINDSOR LOCKS, CT. VOR OR TACAN RWY 33, ORIG-B...S-33 MDA 600/HAT 429 ALL CATS, VIS CAT D 1 1/2. CIRCLING CATS A/B/C HAA 507, CAT D HAA 927, CAT E HAA 1207. CHART ARPT ELEV: 173 CHART TDZE: 171 CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART FAS OBST: 329 STROBE 415529N/0723844W. CHART VDP AT 2.05 DME; DISTANCE VDP TO THLD 1.13 MILES. CHART IN PROFILE: WISOK TO RW33: 3.10/72. THIS IS VOR OR TACAN RWY 33, ORIG-C.

**FDC 8/6787** BDL FI/P BRADLEY INTL, WINDSOR LOCKS, CT. ILS OR LOC RWY 33, AMDT 9...S-LOC 33 MDA 600/HAT 429 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-LOC 33 CAT C. CHART VDP AT 2.45 DME; DISTANCE VDP TO THLD 1.16 MILES. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. THIS IS ILS OR LOC RWY 33, AMDT 9A.

**FDC 8/6764** BDL FI/T BRADLEY INTL, WINDSOR LOCKS, CT. ILS RWY 24, AMDT 10A...S-LOC 24 MINIMUMS DME REQUIRED.

**FDC 8/6763** BDL FI/T BRADLEY INTL, WINDSOR LOCKS, CT. ILS OR LOC RWY 33, AMDT 9...DME REQUIRED.

**FDC 8/5083** BDL FI/T BRADLEY INTL, WINDSOR LOCKS, CT. COPTER ILS OR LOC RWY 6, ORIG-A...CHANGE PENNA INT/I-BDL 11.8 DME TO PENNA INT/I-BDL 12.83 DME.

## DELAWARE

## DOVER/CHESWOLD

### Delaware Airpark

**FDC 8/6675** 33N FI/T DELAWARE AIRPARK, DOVER/CHESWOLD, DE. RNAV (GPS) RWY 9, ORIG...PROCEDURE NA.

## LAUREL

### Laurel

**FDC 6/9276** N06 FI/T LAUREL, LAUREL, DE. GPS A ORIG...CIRCLING: MDA 880/HAA 850 ALL CATS. VISIBILITY CAT B 1 1/4.

## WILMINGTON

### New Castle

**FDC 8/6228** ILG FI/P NEW CASTLE, WILMINGTON, DE. ILS OR LOC RWY 1, AMDT 21...S-ILS 1 DA 325/HAT 250, VIS RVR 4000 ALL CATS. S-LOC 1 CATS A/B VIS RVR 4000, CATS C/D VIS RVR 5000. DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE PHILADELPHIA INTL ALTIMETER SETTING; INCREASE DA TO 329; INCREASE ALL MDAS 60 FEET. CHART NOTES: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 1. FOR INOPERATIVE MALSR INCREASE S-LOC 1 CAT A AND B VIS TO RVR 5000. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PHILADELPHIA INTL ALTIMETER SETTING AND INCREASE DA TO 379, ALL MDA 60 FEET, S-LOC 1 CAT D VIS TO RVR 6000. FOR INOPERATIVE MALSR INCREASE S-ILS 1 ALL CATS VIS TO RVR 5000. CASTL FIX MINIMUMS: S-LOC 1 VIS RVR 4000 ALL CATS. CHART NOTE: CASTL FIX MINIMUMS: FOR INOPERATIVE MALSR INCREASE S-LOC 1 ALL CATS VIS TO RVR 5000. THIS IS ILS OR LOC RWY 1, AMDT 21A.

**FDC 8/2826** ILG FI/T NEW CASTLE, WILMINGTON, DE. VOR OR GPS RWY 1, AMDT 3C...S-1 MDA 760/HAT 685 ALL CATS. VIS CATS A/B RVR 4000, CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 760/HAA 681 ALL CATS. VIS CATS A/B 1, CAT C 2, CAT D 2 1/4, ALTERNATE MINIMUMS CAT D 800-2 1/4. DME MINIMUMS: S-1 MDA 480/HAT 405 ALL CATS. VIS CATS A/B/C RVR 4000, CAT D RVR 5000. CIRCLING CAT A/B MDA 540/HAA 461, CAT C MDA 600/HAA 521, CAT D MDA 640/HAA 561. VIS CATS A/B 1, CAT C 1 1/2, CAT D 2. VOR PORTION: DME REQUIRED.

**FDC 7/1123** ILG FI/T NEW CASTLE, WILMINGTON, DE. VOR RWY 9, AMDT 6B...VOR RWY 27, AMDT 3B...DME REQUIRED.

**FDC 6/4503** ILG FI/T NEW CASTLE, WILMINGTON, DE. VOR OR GPS RWY 19, AMDT 4B...VOR PORTION NA. ALTERNATE MINIMUMS NA.

## DISTRICT OF COLUMBIA

## WASHINGTON

### Ronald Reagan Washington National

**FDC 8/5102** DCA FI/T RONALD REAGAN WASHINGTON NATL, WASHINGTON, DC. COPTER ILS OR LOC RWY 1, ORIG-B...S-LOC 1 MDA 620/HAT 605. TEMPORARY CRANE 302 MSL 3.01 NM S OF RWY 1.

**FDC 8/3634** DCA FI/T RONALD REAGAN WASHINGTON NATL, WASHINGTON, DC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 22, 500-3 OR STANDARD WITH A MINIMUM CLIMB OF 280 FT PER NM TO 700. NOTE: RWY 22, TEMPORARY CRANE 4989 FT FROM DEPARTURE END OF RUNWAY, 849 FT RIGHT OF CENTERLINE, 98 FT AGL/146 FT MSL. BLDG 2.39 NM FROM DEPARTURE END OF RUNWAY, 1054 FT RIGHT OF CENTERLINE, 342 FT AGL/462 FT MSL. TAKE OFF MINIMUMS: RWY 19, 300 - 2 OR STANDARD WITH A MINIMUM CLIMB OF 310 FT PER NM TO 400. TEMP CRANE, 1.27 NM FROM DEPARTURE END OF RUNWAY, 1,690 FT RIGHT OF CENTERLINE, 214 FT AGL/247 FT MSL. NOTE: RWY 33, TEMPORARY CRANE 1524 FT FROM DEPARTURE END OF RUNWAY, 742 FT LEFT OF CENTERLINE, 78 FT AGL/96 FT MSL. REST OF PROCEDURE REMAINS AS PUBLISHED.

**FDC 7/7061** DCA FI/T RONALD REAGAN WASHINGTON NATL, WASHINGTON, DC. ILS RWY 1, AMDT 40...ILS RWY 1 (CAT II), AMDT 40...S-LOC 1 MDA 620/HAT 605 ALL CATS. VISIBILITY CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 720/HAA 705 ALL CATS. VISIBILITY CAT C 2. MISSED APPROACH: CLIMB TO 500, THEN CLIMBING LEFT TURN TO 2100 VIA WASHINGTON (DCA) R-325 TO GEORGETOWN (GTN) NDB/INT/DCA 5.9 DME AND HOLD. ALTERNATE MINIMUMS: S-ILS CATS A/B/C 800-2, CAT D 800-2 1/4. S-LOC CAT D 800-2 1/4. TEMPORARY CRANES 302-344 MSL 3.01 NM SOUTH OF RWY 1.

**FDC 7/6111** DCA FI/T RONALD REAGAN WASHINGTON NATL, WASHINGTON, DC. RNAV (GPS) RWY 33, ORIG...LPV DA 338/HAT 325 ALL CATS. VISIBILITY 1 ALL CATS. LNAV MDA 780/HAT 767 ALL CATS. VISIBILITY CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING MDA 780/HAA 765 ALL CATS. VDP NA. TEMPORARY CRANE 480 MSL 3.16 NM S OF RWY 33.

**FDC 7/6104** DCA FI/T RONALD REAGAN WASHINGTON NATL, WASHINGTON, DC. VOR/DME RNAV OR GPS RWY 4, AMDT 6B...MISSED APPROACH: CLIMBING LEFT TURN TO 2100 DIRECT GEORGETOWN WP AND HOLD.

**FDC 6/5900** DCA FI/T RONALD REAGAN WASHINGTON NATL, WASHINGTON, DC. VOR RWY 1, AMDT 12...S-1 MDA 660/HAT 646 ALL CATS. VISIBILITY CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 720/HAA 705 ALL CATS. MISSED APPROACH: CLIMBING LEFT TURN TO 2100 VIA WASHINGTON (DCA) R-325 TO GEORGETOWN (GTN) NDB/INT/DCA 5.9 DME AND HOLD. VDP NA. TEMP CRANES 302-344 MSL 3.01 NM SOUTH OF RWY 1.

## **Washington Dulles Intl**

**FDC 8/1523** IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. ILS OR LOC RWY 19L, AMDT 13A...MISSED APPROACH: CLIMB TO 900 THEN CLIMBING LEFT TURN TO 2100 VIA HEADING 010 AND AML VORTAC R-040 TO ASPER INT/AML 14.66 DME AND HOLD NE, RT, 220.00 INBOUND.

**FDC 8/0347** IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. RNAV (GPS) Y RWY 1C, ORIG-A...RNAV MDA 880/HAT 594 ALL CATS, VIS RVR 5000 CAT C, RVR 6000 CAT D. CIRCLING MDA 980/HAA 688 ALL CATS, VIS 1 3/4 CAT C. VDP NA. DISREGARD NOTE: FOR INOPERATIVE MALSR INCREASE RNAV CAT D VISIBILITY TO 6000. ADD NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

**FDC 8/0346** IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. ILS OR LOC/DME RWY 19C, AMDT 24A...S-LOC 19C MDA 800/HAT 528 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. TEMP CRANE 490 MSL 2.93 NM N OF RWY 19C.

**FDC 8/0345** IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. RNAV (GPS) Y RWY 19C, AMDT 2A...RNAV MDA 800/HAT 528 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. VDP NA. TEMPORARY CRANE 490 MSL 2.93 NM N OF RWY 19C.

**FDC 8/0344** IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. ILS OR LOC RWY 1R, AMDT 23A...S-LOC 1R MDA 740/HAT 428 ALL CATS, VIS CAT D RVR 5000. WASLU FIX MINIMUMS NA.

**FDC 8/0343** IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. ILS OR LOC/DME RWY 1C, ORIG-A...CIRCLING MDA 980/HAA 668 ALL CATS, VIS 1 3/4 CAT C. ALTERNATE MINIMUMS: ILS 700-2 ALL CATS. DISREGARD NOTE: DME REQUIRED. CHANGE NOTE TO READ: FOR INOPERATIVE ALSF-2, INCREASE S-LOC CAT. D VISIBILITY TO RVR 5000 ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 8/0342** IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. RNAV (RNP) Z RWY 1C, ORIG-B...CHANGE NOTE TO READ FOR INOPERATIVE ALSF-2, INCREASE RNP 0.30 VISIBILITY TO 1 3/4.

**FDC 7/7441** IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. ILS OR LOC/DME RWY 12, AMDT 8...CIRCLING MDA 980/HAA 668 ALL CATS.

**FDC 7/5525** IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. VOR/DME OR TACAN RWY 12, AMDT 8B...VERTICAL DESCENT ANGLE BELMA TO RWY12: 2.82 DEGREES/TCH 66 FEET. CIRCLING MDA 980/HAA 668 ALL CATS, VIS 1 3/4 CAT C.

**FDC 6/9211** IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. RNAV (GPS) RWY 1R, ORIG...RNAV/VNAV DA 786/HAT 474 ALL CATS, VIS RVR 6000 ALL CATS. RNAV MDA 840/HAT 528 ALL CATS, VIS RVR 5000 CAT C, RVR 6000 CAT D. CIRCLING MDA 980/HAA 668 ALL CATS, VIS 1 3/4 CAT C. VDP NA. ADD NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

**FDC 6/9205** IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. RNAV (GPS) Y RWY 12, ORIG...RNAV (GPS) Z RWY 12, ORIG...CIRCLING MDA 980/HAA 668 ALL CATS, VIS 1 3/4 CAT C.

## **FLORIDA**

### **CROSS CITY**

#### **Cross City**

**FDC 7/8635** CTY FI/T CROSS CITY, CROSS CITY, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 22, POWERLINE 2807 FEET FROM DEPARTURE END OF RWY, 469 FEET LEFT OF CENTERLINE, 73 FEET AGL/114 FEET MSL. POWERLINE 2850 FEET FROM DEPARTURE END OF RWY, 58 FEET LEFT OF CENTERLINE, 73 FEET AGL/114 FEET MSL.

**FDC 6/3966** CTY FI/T CROSS CITY, CROSS CITY, FL. VOR OR GPS RWY 31, AMDT 17B...MSA 360-360 2100. REASON: 15000 MSL BALLOON DISMANTLED.

### **DAYTONA BEACH**

#### **Daytona Beach Intl**

**FDC 8/9699** DAB FI/T DAYTONA BEACH INTL, DAYTONA BEACH, FL. ILS OR LOC RWY 7L, AMDT 30...RNAV (GPS) RWY 7R, ORIG-A...RNAV (GPS) RWY 25L, AMDT 1...RNAV (GPS) RWY 34, AMDT 1A...RNAV (GPS) Y RWY 7L, ORIG-A...RNAV (GPS) Z RWY 7L, ORIG...LOC BC RWY 25R, AMDT 16...CIRCLING MDA 600/HAA 566 CATS A/B/C. TEMPORARY CRANE 295 MSL 4148 FT N OF RWY 16. UNLESS OTHERWISE ADVISED BY ATC.

**FDC 8/9698** DAB FI/T DAYTONA BEACH INTL, DAYTONA BEACH, FL. RNAV (GPS) RWY 16, AMDT 1...LPV DA 358/HAT 325 ALL CATS. VIS 1 1/4 ALL CATS. RNAV/VNAV DA 545/HAT 512 ALL CATS. VIS 1 3/4 ALL CATS. RNAV MDA 560/HAT 527 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 600/HAA 566 CATS A/B/C. VDP NA. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. TEMPORARY CRANE 295 MSL 4148 FT N OF RWY 16 UNLESS OTHERWISE ADVISED BY ATC. WHEN CRANE IS DOWN: LPV DA 358/HAT 325 ALL CATS. VIS 1 1/4 ALL CATS. RNAV/VNAV DA 479/HAT 446 ALL CATS. VIS 1 1/2 ALL CATS. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

**FDC 8/9696** DAB FI/P DAYTONA BEACH INTL, DAYTONA BEACH, FL. RADAR-1, AMDT 8A...S-ASR 7L VIS CATS A/B RVR 4000. S-ASR 16 MDA 640/HAT 607 ALL CATS. VIS CAT C 1 3/4, CAT D 2. S-ASR 25R MDA 620/HAT 586 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. S-ASR 34 MDA 580/HAT 546 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 640/HAA 606 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-ASR 7L VISIBILITY CATS A/B/C TO RVR 5000. RWY 07L FAS OBST: 381 TOWER 291412N/0810421W. RWY 25R FAS OBST: 305 TOWER 291119N/0810027W. RWY 34 FAS OBST: 323 TOWER 290718N/0810103W. THIS IS RADAR-1, AMDT 8B.

**FDC 8/9695** DAB FI/T DAYTONA BEACH INTL, DAYTONA BEACH, FL. RNAV (GPS) RWY 25R, AMDT 2A...LNAV MDA 560/HAT 526 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 600/HAA 566 CATS A/B/C. TEMPORARY CRANE 295 MSL 4148 FT N OF RWY 16. UNLESS OTHERWISE ADVISED BY ATC.

**FDC 8/9694** DAB FI/P DAYTONA BEACH INTL, DAYTONA BEACH, FL. RNAV (GPS) RWY 16, AMDT 1...LPV DA 358/HAT 325 ALL CATS. VIS 1 1/4 ALL CATS. DISTANCE TO THLD FROM 325 HAT: 0.89 NM. LNAV/VNAV DA 479/HAT 446 ALL CATS. VIS 1 1/2 ALL CATS. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS RNAV (GPS) RWY 16, AMDT 1A.

**FDC 8/9693** DAB FI/P DAYTONA BEACH INTL, DAYTONA BEACH, FL. RNAV (GPS) Z RWY 7L, ORIG...LPV DA 366/HAT 336. VIS RVR 4000 ALL CATS. DISTANCE TO THLD FROM 336 HAT: 0.88 NM. LNAV VIS CATS A/B RVR 4000. CIRCLING VIS CATS A/B 1. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. CHART NOTE: FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS AND LNAV CATS A/B VISIBILITY TO RVR 5000. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART: 34:1 IS NOT CLEAR. THIS IS RNAV (GPS) Z RWY 7L, ORIG-A.

**FDC 8/9692** DAB FI/P DAYTONA BEACH INTL, DAYTONA BEACH, FL. RNAV (GPS) RWY 34, AMDT 1A...LNAV MDA 440/HAT 406 ALL CATS. VIS CAT C 1 1/4. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS RNAV (GPS) RWY 34, AMDT 1B.

**FDC 8/9691** DAB FI/P DAYTONA BEACH INTL, DAYTONA BEACH, FL. RNAV (GPS) RWY 7R, ORIG-A...LNAV MDA 480/HAT 448 ALL CATS. CHART FAS OBST: 221 TOWER 290844N/0810655W. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS RNAV (GPS) RWY 7R, ORIG-B.

**FDC 8/9690** DAB FI/P DAYTONA BEACH INTL, DAYTONA BEACH, FL. RNAV (GPS) Y RWY 7L, ORIG-A...LNAV VIS CATS A/B/C RVR 4000. DELETE NOTE: FOR INOPERATIVE MALSR INCREASE LNAV CAT. D VISIBILITY TO RVR 6000. CHART NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV CATS A/B/C VISIBILITY TO RVR 5000 AND CAT D TO RVR 6000. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART: 34:1 IS NOT CLEAR. THIS IS RNAV (GPS) Y RWY 7L, ORIG-B.

**FDC 5/2021** DAB FI/T DAYTONA BEACH INTL, DAYTONA BEACH, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES. NOTE: RWY 34, TREES TO 79 AGL/110-MSL LEFT AND RIGHT OF DEPARTURE END OF RUNWAY. BUILDING 1013 FEET FROM DEPARTURE END OF RWY, 680 FEET LEFT OF CENTERLINE, 60 FEET AGL/93 FEET MSL. OBSTRUCTION LIGHTS ON BUILDING 1544 FEET FROM DEPARTURE END OF RWY, 560 FEET LEFT OF CENTERLINE, 79 FEET MSL.

#### **Spruce Creek**

**FDC 8/8132** 7L6 FI/T SPRUCE CREEK AIRPORT, DAYTONA BEACH(VOLUSIA COUNTY), FL. (SPECIAL) GPS RWY 5, ORIG...CIRCLING CAT A MDA 520/HAA 496, VIS 1.

#### **DUNKIRK**

##### **Chautauqua County/Dunkirk**

**FDC 7/2331** DKK FI/T CHAUTAUQUA CNTY/DUNKIRK, DUNKIRK, NY. VOR RWY 24, AMDT 7...DME MINIMUMS: S-24 MDA 1160/HAT 484 ALL CATS.

#### **FORT LAUDERDALE**

##### **Fort Lauderdale/Hollywood Intl**

**FDC 8/9124** FLL FI/T FORT LAUDERDALE/HOLLYWOOD INTL, FORT LAUDERDALE, FL. RNAV (RNP) Z RWY 9R, ORIG-B...PROCEDURE NA AT NIGHT THREE TEMPORARY CRANES 89 MSL 2458 FEET WEST OF RWY 9R.

**FDC 8/6793** FLL FI/P FORT LAUDERDALE/HOLLYWOOD INTL, FORT LAUDERDALE, FL. RNAV (GPS) RWY 13, ORIG-A...LNAV/VNAV DA 434/HAT 427 ALL CATS, VIS 1 1/2 ALL CATS. CIRCLING CATS A/B VIS 1. CHART ALTERNATE MINIMUMS STANDARD EXCEPT CAT D 800-2 1/4. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 13, ORIG-B.



**FDC 8/3618** FLL FI/T FORT LAUDERDALE/HOLLYWOOD INTL, FORT LAUDERDALE, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 9R, 300-1. NOTE: RWY 9R, TEMPORARY CRANE 3,395 FT FROM DEPARTURE END OF RUNWAY, 1,275 FT RIGHT OF CENTERLINE, 165 FT AGL/172 FT MSL.

## FORT MYERS

### Page Field

**FDC 8/9504** FMY FI/T PAGE FIELD, FORT MYERS, FL. GPS RWY 5, ORIG...S-5 MDA 460/HAT 444 ALL CATS. VIS CAT C 1 1/4. TWO TEMPORARY CRANES 148 MSL 1.6 NM SW OF RWY 5.

**FDC 8/4166** FMY FI/T PAGE FIELD, FORT MYERS, FL. RADAR-1, AMDT 3A...PROCEDURE NA.

**FDC 8/3961** FMY FI/T PAGE FIELD, FORT MYERS, FL. VOR RWY 13 ORIG-B...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

**FDC 8/1724** FMY FI/T PAGE FIELD, FORT MYERS, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 5, TEMPORARY CRANE 1,015 FROM DEPARTURE END OF RUNWAY, 634 LEFT OF CENTERLINE, 80 AGL/95 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 7/6661** FMY FI/T PAGE FIELD, FORT MYERS, FL. GPS RWY 23, ORIG-A...S-23 MDA 500/HAT 484 ALL CATS. CIRCLING MDA 560/HAA 543 ALL CATS.

### Southwest Florida Intl

**FDC 8/7849** RSW FI/T SOUTHWEST FLORIDA INTL, FORT MYERS, FL. RNAV (GPS) RWY 6, AMDT 1B...LNAV MDA 520/HAT 493 ALL CATS. CIRCLING CATS A/B MDA 520/HAA 490, CAT C MDA 580/HAA 550. VDP NA. CHANGE NOTE: FOR INOPERATIVE MALSR INCREASE LPV ALL CATS VISIBILITY TO RVR 5000, AND LNAV CAT. D VISIBILITY TO RVR 6000 TO READ: FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VISIBILITY TO RVR 5000 AND LNAV CAT D VISIBILITY TO 1 1/2. TEMPORARY CRANE 220 MSL 1.6NM SW OF RWY 6.

**FDC 8/7848** RSW FI/T SOUTHWEST FLORIDA INTL, FORT MYERS, FL. ILS OR LOC RWY 6, AMDT 6...S-LOC 6 MDA 520/HAT 493 ALL CATS. VIS CAT C RVR 4000, CAT D RVR 5000, CAT E RVR 6000. CIRCLING CATS A/B MDA 520/HAA 490, CAT C MDA 580/HAA 550. CHANGE NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS 6 CAT. E VISIBILITY TO RVR 4000 AND S-LOC 6 CAT. E VISIBILITY TO RVR 6000, TO READ: FOR INOPERATIVE MALSR, INCREASE S-ILS 6 CAT E VISIBILITY TO RVR 4000 AND S-LOC 6 CAT E VISIBILITY TO 1 3/4. TEMPORARY CRANE 220 MSL 1.6NM SW OF RWY 6.

**FDC 8/7847** RSW FI/T SOUTHWEST FLORIDA INTL, FORT MYERS, FL. VOR/DME OR TACAN RWY 24, AMDT 2...CIRCLING CAT C MDA 580/HAA 550. MISSED APPROACH: CLIMB TO 1000, THEN CLIMBING LEFT TURN TO 2300 VIA RSW R-140 TO CORFU/RSW 10 DME AND HOLD. TEMPORARY CRANE 220 MSL 1.6NM SW OF RWY 6.

**FDC 8/5713** RSW FI/T SOUTHWEST FLORIDA INTL, FORT MYERS, FL. NDB RWY 6 AMDT 5...RADAR-1 AMDT 6...RADAR-2 ORIG...PROCEDURE NA.

## GAINESVILLE

### Gainesville Rgnl

**FDC 7/3648** GNV FI/T GAINESVILLE RGNL, GAINESVILLE, FL. VOR RWY 25, ORIG-C...DME MINIMUMS NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, GNV TACAN OTS.

**FDC 7/3646** GNV FI/T GAINESVILLE RGNL, GAINESVILLE, FL. VOR/DME RWY 7, ORIG-C...VOR/DME RWY 11, ORIG-C...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, GNV TACAN OTS.

## HOLLYWOOD

### North Perry

**FDC 6/8615** HWO FI/T HOLLYWOOD/NORTH PERRY, HOLLYWOOD, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWYS 27L/27R, 300-1. CLIMB GRADIENT NA. NOTE: RWY 27L, TANK 3,178 FT FROM DEPARTURE END OF RWY, 725 FT RIGHT OF CENTERLINE, 213 FT AGL/219 FT MSL. NOTE: 27R, TANK 2,986 FT FROM DEPARTURE END OF RWY, R, 740 FT LEFT OF CENTERLINE, 213 FT AGL/219 FT MSL.

## IMMOKALEE

### Immokalee

**FDC 3/0938** IMM FI/T IMMOKALEE, IMMOKALEE, FL. VOR OR GPS RWY 18, AMDT 5...S-18 MINIMUMS NA AT NIGHT. CIRCLING RWY 18/36 NA AT NIGHT.

## JACKSONVILLE

### Craig Muni

**FDC 8/3803** CRG FI/T CRAIG MUNI, JACKSONVILLE, FL. ILS OR LOC RWY 32, AMDT 3E...VOR/DME OR GPS RWY 32, AMDT 1...VOR OR GPS RWY 14, AMDT 3...ALTERNATE MINIMUMS NA.

**FDC 4/0190** CRG FI/T CRAIG MUNI, JACKSONVILLE, FL. VOR OR GPS RWY 14, AMDT 3...ALTERNATE MINS: CAT C 2 1/4, CAT D 2 1/2.

#### Jacksonville Intl

**FDC 8/3818** JAX FI/T JACKSONVILLE INTL, JACKSONVILLE, FL. ILS RWY 7, AMDT 12C...ILS RWY 7 (CAT II), AMDT 12C...ILS RWY 7 (CAT III), AMDT 12C...ILS RWY 13, AMDT 6A...VOR/DME RWY 31, AMDT 1...NDB RWY 7, AMDT 9C...ALTERNATE MINIMUMS NA.

#### LAKELAND

##### Lakeland Linder Rgnl

**FDC 8/2395** LAL FI/P LAKELAND LINDER REGIONAL, LAKELAND, FL. ILS OR LOC RWY 5, AMDT 7...CHART NOTE: FOR INOPERATIVE MALSR, INCREASE LOCAL ALTIMETER SETTING S-LOC 5 CAT D VISIBILITY TO 1 MILE. DELETE NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 5 CAT D VISIBILITY TO 1 MILE. CHART NOTE: WHEN CONTROL TOWER CLOSED, USE PLANT CITY MUNI ALTIMETER SETTING AND INCREASE ALL DA/MDA 20 FEET. DELETE NOTE: WHEN CONTROL TOWER CLOSED, USE PLANT CITY MUNI ALTIMETER SETTING. THIS IS ILS OR LOC RWY 5, AMDT 7A.

#### MARATHON

##### The Florida Keys Marathon

**FDC 8/0433** MTH FI/T THE FLORIDA KEYS MARATHON, MARATHON, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 7, TEMPORARY ANTENNA 1,490 FT FROM DEPARTURE END OF RUNWAY, 534 FT RIGHT OF CENTERLINE, 50 FT AGL/54 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

#### MELBOURNE

##### Melbourne Intl

**FDC 8/0306** MLB FI/T MELBOURNE INTL, MELBOURNE, FL. RNAV (GPS) RWY 9L, ORIG...LNAV MDA 420/HAT 387 ALL CATS.

**FDC 8/0305** MLB FI/T MELBOURNE INTL, MELBOURNE, FL. RNAV (GPS) RWY 9R, ORIG-A...LNAV MDA 420/HAT 388 ALL CATS.

**FDC 6/3485** MLB FI/T MELBOURNE INTL, MELBOURNE, FL. VOR RWY 9R, AMDT 20...JEMDO FIX MINIMUMS NA. VDP MLB 2.8 DME.

#### MIAMI

#### Kendall-Tamiami Executive

**FDC 8/9373** TMB FI/P KENDALL-TAMIAMI EXECUTIVE, MIAMI, FL. ILS OR LOC RWY 9R, AMDT 9...CHART NOTE: CIRCLING TO RWY 13 NA AT NIGHT. THIS IS ILS OR LOC RWY 9R, AMDT 9A..

**FDC 8/9372** TMB FI/P KENDALL-TAMIAMI EXECUTIVE, MIAMI, FL. RNAV (GPS) RWY 9R, ORIG-A...LNAV/VNAV DA 376/HAT 368 ALL CATS. LNAV MDA 500/HAT 492 ALL CATS. CIRCLING MDA 500/HAA 492 CATS A/B/C, VIS CAT A/B 1. CHART VDP AT 1.37 NM TO RW09R\*, \*LNAV ONLY. THIS IS RNAV (GPS) RWY 9R, ORIG-B.

**FDC 8/0688** TMB FI/T KENDALL-TAMIAMI EXECUTIVE, MIAMI, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 9L, TEMPORARY CRANE 3,215 FROM DEPARTURE END OF RUNWAY, 794 LEFT OF CENTERLINE, 114 AGL/124 MSL.

#### Miami Intl

**FDC 8/9436** MIA FI/T MIAMI INTL, MIAMI, FL. RNAV (RNP) Y RWY 27, ORIG.RNP 0.30 DA 558/HAT 550, VIS 1 1/2 ALL CATS. FOR INOPERATIVE MALSR, INCREASE RNP 0.30 ALL CATS VISIBILITY TO 2. TEMPORARY CRANE 292 MSL 4414 FEET EAST OF RWY 27.

**FDC 8/9431** MIA FI/T MIAMI INTL, MIAMI, FL. RNAV (GPS) Z RWY 27, AMDT 1.LPV DA 390/HAT 382 ALL CATS. LNAV/VNAV DA 619/HAT 611, VIS 1 3/4 ALL CATS. LNAV MDA 560/HAT 552 ALL CATS. VIS CAT E 1 1/2. VDP NA. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV CATS A, B, C, D VISIBILITY TO 1 1/2 AND CAT E VISIBILITY TO 1 3/4. NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV VISIBILITY TO 2 1/4 ALL CATS AND LNAV CAT E TO 2. FIVE TEMPORARY CRANES 310 MSL BEGINNING 1964 FEET SOUTH OF RWY 26R. FOUR TEMPORARY CRANES 185 MSL BEGINNING 6079 FEET SE OF RWY 26R. TEMPORARY CRANE 292 MSL 4414 FEET EAST OF RWY 27.

**FDC 8/8751** MIA FI/T MIAMI INTL, MIAMI, FL. ILS OR LOC RWY 30, AMDT 1...S-LOC 30 LOCALIZER UNUSABLE FROM .5 NM INBOUND TO THLD. DISTANCE FAF TO MAP: 4.3 NM. TIME DISTANCE TABLE: 60=4:18, 90=2:52, 120=2:09, 150=1:43, 180=1:26. MISSED APPROACH POINT: S-LOC 30 4.3 MILES AFTER BIRDD/I-DCX 6.3 DME/RADAR OR AT 2.0 DME.

**FDC 8/8724** MIA FI/T MIAMI INTL, MIAMI, FL. RNAV (GPS) RWY 9, ORIG-C...LNAV/VNAV DA 539/HAT532 ALL CATS. VIS CATS A/B/C/D RVR 6000, CAT E 1 1/2. FOR INOPERATIVE MALSR INCREASE LNAV/VNAV CAT E AND LNAV CAT E VISIBILITY TO 2 MILE. TEMPORARY CRANE 198 MSL 1.52 NM NORTHWEST OF RWY 9.

**FDC 8/8357** MIA FI/T MIAMI INTL, MIAMI, FL.  
LOC/DME RWY 8L, ORIG-A...S-8L MDA 580/HAT 572  
ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4.  
TEMPORARY CRANE 264 MSL 2.58 NM WEST OF  
RWY 8L.

**FDC 8/6220** MIA FI/T MIAMI INTL, MIAMI, FL. RNAV  
(GPS) RWY 9, ORIG-C...PROCEDURE NA.

**FDC 8/3830** MIA FI/T MIAMI INTL, MIAMI, FL.  
TAKE-OFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES...TAKEOFF MINIMUMS:  
RWY 12, 200-1 OR STANDARD WITH CLIMB OF 434  
FT PER NM TO 400. TEMPORARY CRANE 4788 FT  
FROM DEPARTURE END OF RWY, 1215 FT LEFT OF  
CENTERLINE, 19 7FT AGL/205 FT MSL. ALL OTHER  
DATA REMAINS AS PUBLISHED.

**FDC 8/3829** MIA FI/T MIAMI INTL, MIAMI, FL. RNAV  
(RNP) Y RWY 30, ORIG...PROCEDURE NA.  
TEMPORARY CRANE 205 MSL 4939 FEET SE OF RWY  
30.

**FDC 8/2230** MIA FI/T MIAMI INTL, MIAMI, FL.  
TAKE-OFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES...RWY 9: 300-1 NOTE:  
RWY 9, TEMPORARY CRANE 4223 FT FROM  
DEPARTURE END OF RWY, 1282 FT RIGHT OF  
CENTERLINE, 285 FT AGL/292 FT MSL. ALL OTHER  
DATA REMAINS AS PUBLISHED.

**FDC 8/1643** MIA FI/T MIAMI INTL, MIAMI, FL. RNAV  
(GPS) Z RWY 26L, AMDT 1...LPV: DA 336/HAT 328  
ALL CATS. VIS RVR 5000 ALL CATS. LNAV/VNAV:  
DA 579/HAT 571 ALL CATS. VIS 2 ALL CATS. LNAV:  
VIS CAT A/B RVR 4000, CAT C 1 1/2, CAT D 1 3/4.  
DISREGARD NOTE: FOR INOPERATIVE MALSR,  
INCREASE LPV ALL CATS VISIBILITY TO RVR 5000  
AND LNAV/VNAV ALL CATS VISIBILITY TO 1 1/2.  
NOTE: INOPERATIVE TABLE DOES NOT APPLY TO  
LPV ALL CATS, LNAV/VNAV ALL CATS, AND LNAV  
CATS C AND D. TEMPORARY CRANE 219 MSL 1.09  
NM NORTHEAST OF RWY 26R. FIVE TEMPORARY  
CRANES 310 MSL BEGINNING 1964 FEET SOUTH OF  
RWY 26R AND ONE TEMPORARY CRANE 292 MSL  
4414 FEET EAST OF RWY 27.

**FDC 8/1640** MIA FI/T MIAMI INTL, MIAMI, FL.  
TAKE-OFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES...TAKEOFF MINIMUMS:  
RWY 8L: 300-1 1/4 OR STANDARD WITH MINIMUM  
CLIMB OF 382 FT PER NM TO 400. TAKEOFF  
OBSTACLE NOTES: NOTE: RWY 8R, TEMPORARY  
CRANE 1,883 FT FROM DEPARTURE END OF  
RUNWAY, 540 FT RIGHT OF CENTERLINE, 62 FT  
AGL/70 FT MSL. TEMPORARY CRANE AND  
POWERLINES BEGINNING 1,503 FT FROM  
DEPARTURE END OF RUNWAY, 696 FT LEFT OF  
CENTERLINE, UP TO 150 FT AGL/158 FT MSL. ALL  
OTHER DATA REMAINS AS PUBLISHED. NOTE:  
RWY 8L, CRANE 3,408 FT FROM DEPARTURE END  
OF RUNWAY, 106 FT RIGHT OF CENTERLINE, 150 FT  
AGL/158 FT MSL. POWERLINES BEGINNING 5,630 FT  
FROM DEPARTURE END OF RUNWAY, 616 FT LEFT  
OF CENTERLINE, UP TO 108 FT AGL/116 FT MSL.  
TEMP CRANE 6490 FT FROM DEPARTURE END OF  
RUNWAY, 1342 FT LEFT OF CENTERLINE, 211 FT  
AGL/219 FT MSL. ALL OTHER DATA REMAINS AS  
PUBLISHED.

**FDC 8/1263** MIA FI/T MIAMI INTL, MIAMI, FL. RNAV  
(GPS) RWY 26R, AMDT 1...LPV DA 546/HAT 538, VIS 1  
3/4 ALL CATS. LNAV/VNAV DA 579/HAT 571, VIS 2  
ALL CATS. LNAV MDA 560/HAT 552 ALL CATS. VIS  
CAT C 1 1/2, CAT D 1 3/4. VDP NA. TEMPORARY  
CRANE 200 MSL 4801 FEET EAST OF RWY 26R.  
TEMPORARY CRANE 219 MSL 1.1 NM EAST OF RWY  
26R. FIVE TEMPORARY CRANES 310 MSL  
BEGINNING 1964 FEET SOUTH OF RWY 26R.

**FDC 8/1262** MIA FI/T MIAMI INTL, MIAMI, FL. RNAV  
(RNP) Y RWY 26L, ORIG...RNP 0.20 DA 474/HAT 466,  
VIS RVR 6000 ALL CATS. DISREGARD NOTE: FOR  
INOPERATIVE MALSR, INCREASE RNP 0.20 ALL  
CATS VISIBILITY TO RVR 6000, RNP 0.30 ALL CATS  
VISIBILITY TO 2. NOTE: FOR INOPERATIVE MALSR,  
INCREASE RNP 0.20 ALL CATS VISIBILITY TO 1 1/2,  
RNP 0.30 ALL CATS VISIBILITY TO 2. TEMPORARY  
CRANE 219 MSL 1.1 NM EAST OF RWY 26R.

**FDC 7/8913** MIA FI/T MIAMI INTL, MIAMI, FL. RNAV  
(GPS) Z RWY 8R, AMDT 1...LNAV/VNAV DA 542/HAT  
534 ALL CATS. TEMPORARY CRANE 239 MSL 1.5NM  
NW OF RWY 08L.

**FDC 7/8912** MIA FI/T MIAMI INTL, MIAMI, FL. RNAV  
(GPS) RWY 8L, AMDT 1...LNAV/VNAV DA 570/HAT  
562 ALL CATS, VIS ALL CATS 2. TEMPORARY  
CRANE 239 MSL 1.5 NM NW OF RWY 08L.

**FDC 7/5301** MIA FI/T MIAMI INTL, MIAMI, FL. ILS OR LOC RWY 26L, AMDT 15...S-ILS 26L DA 429/HAT 421, VIS 1 1/2 ALL CATS. S-LOC 26L VIS CAT A/B RVR 4000, CAT C 2, CAT D 2 1/4. INOPERATIVE TABLE DOES NOT APPLY TO CAT C. ALTERNATE MINIMUMS CAT D 800 - 2 1/4. CONST FIX MINIMUMS: S-LOC 26L MDA 600/HAT 592 ALL CATS. VIS CAT A/B RVR 4000, CAT C 1 1/2, CAT D 1 3/4. INOPERATIVE TABLE DOES NOT APPLY TO CAT C. VDP NA. TEMPORARY CRANE 158 MSL 1656 FEET E OF RWY 26L. TEMPORARY CRANE 310 MSL 1908 FEET SW OF RWY 26L.

#### Opa- Locka Executive

**FDC 8/2845** OPF FI/T OPA LOCKA, MIAMI, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DISREGARD ALL REFERENCE TO RWY 18 AND RWY 36. ALL OTHER DATA REMAIN AS PUBLISHED.

#### MILTON

##### Peter Prince Field

**FDC 6/9212** 2R4 FI/T PETER PRINCE FLD, MILTON, FL. GPS RWY 36, AMDT 1...CIRCLING MDA 680/HAA 598 ALL CATS.

#### NAPLES

##### Naples Muni

**FDC 5/8513** APF FI/T NAPLES MUNI, NAPLES, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF RWY 23: ADD NOTE TEMPORARY CRANE 136 FEET MSL 3382 FEET SE OF RWY 23, 682 FEET LEFT OF CENTERLINE.

#### OCALA

##### Ocala Intl-Jim Taylor Field

**FDC 8/7895** OCF FI/T OCALA INTL-JIM TAYLOR FLD, OCALA, FL. RNAV (GPS) RWY 18, ORIG-B...PROCEDURE NA.

**FDC 8/7894** OCF FI/T OCALA INTL-JIM TAYLOR FLD, OCALA, FL. VOR RWY 36, AMDT 17...CIRCLING CAT D MDA 660/HAA 571.

**FDC 8/3414** OCF FI/T OCALA INTL-JIM TAYLOR FLD, OCALA, FL. RNAV (GPS) RWY 36, ORIG-A...LNAV/VNAV DA 478/HAT398, VIS 1 ALL CATS. CIRCLING MDA 580/HAA 491 CATS B/C. VDP NA.

**FDC 6/7218** OCF FI/T OCALA INTL-JIM TAYLOR FLD, OCALA, FL. NDB RWY 36, AMDT 5...S-36 MDA 660/HAT 580 ALL CATS. CIRCLING ALL CATS MDA 660/HAA 571.

**FDC 6/7216** OCF FI/T OCALA INTL-JIM TAYLOR FLD, OCALA, FL. ILS RWY 36, ORIG...S-LOC 36 MDA 620 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING CAT D MDA 660/HAA 571.

#### ORLANDO

##### Executive

**FDC 8/4531** ORL FI/T EXECUTIVE, ORLANDO, FL. ILS OR LOC RWY 7, AMDT 22B...MISSED APPROACH: CLIMB TO 1200 THEN CLIMBING LEFT TURN TO 2000 DIRECT HERNY LOM AND HOLD, W, RT, 070 INBOUND. ADF REQUIRED. CHANGE NOTE TO READ: RADAR AND ADF REQUIRED.

**FDC 8/4530** ORL FI/T EXECUTIVE, ORLANDO, FL. ILS OR LOC RWY 7, AMDT 22B...CIRCLING: CATS A/B/C MDA 680/HAA 567, CAT D MDA 960/HAA 847. VIS CAT D 2 3/4. ILS ALTERNATE MINIMUMS CAT D 900-2 3/4. LOC ALTERNATE MINIMUMS CAT D 900-2 3/4. TEMPORARY CRANE 306 MSL 751 FEET SOUTHWEST OF RWY 31. TEMPORARY CRANE 584 MSL 1.9 NM WEST OF RWY 13.

**FDC 8/3018** ORL FI/P ORLANDO EXECUTIVE, ORLANDO, FL. TAKE OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3. DEPARTURE PROCEDURES: RWY 31, CLIMB HEADING 314 TO 600 BEFORE TURNING LEFT. OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKE OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3A.

**FDC 8/1136** ORL FI/T EXECUTIVE, ORLANDO, FL. RNAV (GPS) RWY 25 ORIG-A...LVAV: MDA 560/HAT 447 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. VDP NA. TEMPORARY CRANE, 295 MSL, 3610 FEET EAST OF RWY 31.

**FDC 7/5973** ORL FI/T EXECUTIVE, ORLANDO, FL. VOR/DME RWY 7, AMDT 1B...PROCEDURE NA.

**FDC 7/5875** ORL FI/T EXECUTIVE, ORLANDO, FL. RNAV (GPS) RWY 7, ORIG-B...CIRCLING MDA CAT D 960/HAA 847. VIS CAT D 2 3/4. TEMPORARY CRANE 584 MSL 1.9 NM WEST OF RWY 13.

**FDC 7/4922** ORL FI/T EXECUTIVE, ORLANDO, FL. RNAV (GPS) RWY 25, ORIG-A...CIRCLING: CATS A/B/C MDA 680/HAA 567, CAT D MDA 960/HAA 847. VIS CAT D 2 3/4. VDP NA. TEMPORARY CRANE 306 MSL 751 FEET SOUTHWEST OF RWY 31. TEMPORARY CRANE 584 MSL 1.9 NM WEST OF RWY 13.

**FDC 7/4921** ORL FI/T EXECUTIVE, ORLANDO, FL. LOC BC RWY 25, AMDT 21A...CIRCLING: CATS A/B/C MDA 680/HAA 567, CAT D MDA 960/HAA 847. VIS CAT D 2 3/4. ALTERNATE MINIMUMS CAT D 900-2 3/4. TEMPORARY CRANE 306 MSL 751 FEET SOUTHWEST OF RWY 31. TEMPORARY CRANE 584 MSL 1.9 NM WEST OF RWY 13.

**FDC 7/4918** ORL FI/T EXECUTIVE, ORLANDO, FL. VOR/DME RWY 25, AMDT 2A...S-25: MDA 560/HAT 447 ALL CATS. VIS CAT D 1 1/2. CIRCLING: CATS A/B/C MDA 680/HAA 567, CAT D MDA 960/HAA 847 CAT D. VIS CAT D 2 3/4. ALTERNATE MINIMUMS CAT D 900 2 3/4. VDP NA. TEMPORARY CRANE 253 MSL 4414 FEET SOUTHEAST OF RWY 25. TEMPORARY CRANE 306 MSL 751 FEET SOUTHWEST OF RWY 31. TEMPORARY CRANE 584 MSL 1.9 NM WEST OF RWY 13.

#### **Kissimmee Gateway**

**FDC 7/5462** ISM FI/T KISSIMMEE GATEWAY, ORLANDO, FL. ILS OR LOC RWY 15, ORIG...CHANGE PROFILE TO READ: WERPO I-ISM 10.5 DME/RADAR MINIMUM ALTITUDE 2000.

#### **Orlando Intl**

**FDC 8/9818** MCO FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME RWY 18R, AMDT 5D...S-18R MDA 560/HAA 466 ALL CATS TEMPORARY CRANE 250 MSL 1.26 NM WEST OF RWY 18R.

**FDC 8/8598** MCO FI/P ORLANDO INTL, ORLANDO, FL. ILS OR LOC RWY 17L, ORIG-A...ILS RWY 17L (CAT II), ORIG-A...CHART PROFILE NOTE: VGS1 AND ILS GLIDEPATH NOT COINCIDENT. THIS IS ILS OR LOC RWY 17L, ORIG-B. THIS IS ILS RWY 17L (CAT II), ORIG-B.

**FDC 8/8597** MCO FI/P ORLANDO INTL, ORLANDO, FL. RNAV (GPS) RWY 17L, ORIG-A...CIRCLING CATS A/B VIS 1. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. CHART PROFILE NOTE: VGS1 AND RNAV GLIDEPATH NOT COINCIDENT. THIS IS RNAV (GPS) RWY 17L, ORIG-B.

**FDC 8/2315** MCO FI/T ORLANDO INTL, ORLANDO, FL. ILS OR LOC RWY 35R, ORIG-A...S-LOC 35R MDA 660/HAT 570 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. TEMPORARY CRANE 394 MSL, 3.1 NM SOUTH OF RWY 35R.

**FDC 8/2314** MCO FI/T ORLANDO INTL, ORLANDO, FL. RNAV (GPS) RWY 35L, ORIG-B...LNAV MDA 660/HAT 572 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. TEMPORARY CRANE 394 MSL, 3.1 NM SOUTH OF RWY 35R.

**FDC 8/2313** MCO FI/T ORLANDO INTL, ORLANDO, FL. RNAV (GPS) RWY 35R, ORIG-A...LNAV MDA 660/HAT 570 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. TEMPORARY CRANE 394 MSL, 3.1 NM SOUTH OF RWY 35R.

**FDC 7/4853** MCO FI/T ORLANDO INTL, ORLANDO, FL. RNAV (GPS) RWY 18R ORIG-A...LNAV/VNAV: DA 505/HAT 411 ALL CATS. LNAV: MDA 640/HAA 546 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. VDP NA. TEMPORARY CRANE 306 MSL 5.4 NM NORTH OF RWY 18R.

**FDC 7/4852** MCO FI/T ORLANDO INTL, ORLANDO, FL. ILS OR LOC RWY 18R AMDT 7...S-LOC 18R: MDA 640/HAA 546 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. VDP NA. TEMPORARY CRANE 306 MSL 5.4 NM NORTH OF RWY 18R.

**FDC 7/4851** MCO FI/T ORLANDO INTL, ORLANDO, FL. RNAV (GPS) RWY 18L AMDT 1...LNAV: MDA 640/HAA 544 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. VDP NA. TEMPORARY CRANE 306 MSL 5.4 NM NORTH OF RWY 18R.

#### **Orlando Sanford Intl**

**FDC 8/7496** SFB FI/T ORLANDO SANFORD INTL, ORLANDO, FL. RNAV (GPS) RWY 9L, AMDT 1A...LNAV MDA 540/HAT 485 ALL CATS. VDP NA.

**FDC 8/5141** SFB FI/T ORLANDO SANFORD INTL, ORLANDO, FL. ILS RWY 27R, ORIG...S-LOC 27R: MDA 500/HAT 450 ALL CATS. CAT C VIS 3/4, CAT D VIS 1. TEMPORARY CRANE 196 MSL 2.46 NM EAST OF RUNWAY 27R.

**FDC 8/5140** SFB FI/T ORLANDO SANFORD INTL, ORLANDO, FL. RNAV (GPS) RWY 27R, ORIG-A...LNAV MDA 500/HAT 450 ALL CATS. CAT C VIS 1 1/4, CAT D VIS 1 1/2. NOTE: INOPERATIVE TABLE DOES NOT APPLY. VDP NA. TEMPORARY CRANE 196 MSL 2.46 NM EAST OF RUNWAY 27R.

#### **PANAMA CITY**

##### **Panama City-Bay Co Intl**

**FDC 7/8641** PFN FI/T PANAMA CITY-BAY COUNTY INTL, PANAMA CITY, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 14, NUMEROUS TREES AND BUILDINGS FROM 445 FEET TO 2865 FEET FROM DEPARTURE END OF RUNWAY, 270 FEET TO 825 FEET LEFT AND RIGHT OF CENTERLINE, UP TO 80 FEET AGL/110 FEET MSL. RWY 23, TREE 379 FEET FROM DEPARTURE END OF RWY, 511 FEET LEFT OF CENTERLINE, 65 FEET AGL/72 FEET MSL, NUMEROUS TREES AND BUILDINGS FROM 730 FEET TO 1200 FEET FROM DEPARTURE END OF RUNWAY, 200 FEET TO 482 FEET RIGHT OF CENTERLINE, UP TO 65 FEET AGL/75 FEET MSL.

## SARASOTA/BRADENTON

### Sarasota/Bradenton Intl

**FDC 8/8026** SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA (BRADENTON), FL. RNAV (GPS) RWY 22, ORIG...LNAV MDA 460/HAT 436 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 148 MSL 1419 FEET SOUTHEAST OF RWY 22.

**FDC 8/3143** SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA (BRADENTON), FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 22, TEMPORARY CRANE 2299 FT FROM DEPARTURE END OF RUNWAY, 795 FT LEFT OF CENTERLINE, 70 FT AGL/90 FT MSL. TEMPORARY CRANE 1664 FT FROM DEPARTURE END OF RUNWAY, 6 FT RIGHT OF CENTERLINE, 50 FT AGL/74 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 8/2590** SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA (BRADENTON), FL. RNAV (GPS) RWY 32, AMDT 1...WHEN CONTROL TOWER CLOSED: LPV/LNAV/VNAV DA NA. INCREASE LNAV CAT A/B VIS TO 1. INOPERATIVE TABLE DOES NOT APPLY TO LNAV CAT A/B. VDP NA.

**FDC 8/2589** SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA (BRADENTON), FL. VOR RWY 32, AMDT 8D...WHEN CONTROL TOWER CLOSED: S-32 INCREASE CAT A/B VIS TO 1. INOPERATIVE TABLE DOES NOT APPLY TO S-32 CAT A. FOR INOPERATIVE MALSR, INCREASE S-32 CAT B VIS TO 1 1/4. DME MINIMUMS: S-32 INCREASE CAT A/B VIS TO 1. INOPERATIVE TABLE DOES NOT APPLY TO S-32 CAT A/B.

**FDC 8/2588** SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA (BRADENTON), FL. RNAV (GPS) RWY 14, AMDT 1...WHEN CONTROL TOWER CLOSED: LPV/LNAV/VNAV DA NA. INCREASE LNAV CAT A/B/C VIS TO 1. INOPERATIVE TABLE DOES NOT APPLY TO LNAV CAT A/B. FOR INOPERATIVE MALSR, INCREASE LNAV CAT C VIS TO 1 1/4. VDP NA.

**FDC 8/1353** SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA/BRADENTON, FL. RNAV (GPS) RWY 32, AMDT 1...ILS OR LOC RWY 32, AMDT 6...RNAV (GPS) RWY 14, AMDT 1...CIRCLING CATS A/B/C MDA 580/HAA 550 TEMPORARY CRANE 218 MSL 1419 SE OF RWY 22.

**FDC 8/1352** SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA/BRADENTON, FL. VOR RWY 14, AMDT 16C...CIRCLING CATS A/B/C MDA 580/HAA 549, CAT D MDA 600/HAA 569, VIS CAT C 1 1/2 TEMPORARY CRANE 218 MSL 1419 SE OF RWY 22.

**FDC 8/1351** SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA/BRADENTON, FL. RNAV (GPS) RWY 22, ORIG...LNAV MDA 520/HAT 496 ALL CATS, VIS CAT C 1 1/4, CAT D 1 1/2 CIRCLING CATS A/B/C MDA 580/HAA 549 TEMPORARY CRANE 218 MSL 1419 SE OF RWY 22.

**FDC 8/1350** SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA/BRADENTON, FL. ILS RWY 14, AMDT 4A...RNAV (GPS) RWY 4, ORIG...CIRCLING CATS A/B/C MDA 580/HAA 549 TEMPORARY CRANE 218 MSL 1419 SE OF RWY 22.

**FDC 8/1349** SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA/BRADENTON, FL. VOR RWY 22, AMDT 10D...S-22 CATS A/B/C MDA 580/HAT 556, CAT D MDA 600/HAT 569, VIS CAT C 1 1/2, CAT D 2 CIRCLING MDA 580/HAA 549 ALL CATS TEMPORARY CRANE 218 MSL 1419 SE OF RWY 22.

**FDC 8/1347** SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA/BRADENTON, FL. VOR RWY 32, AMDT 8D...DME MINIMUMS: CIRCLING CATS A/B/C MDA 580/HAA 549, CAT D MDA 600/HAA 569 TEMPORARY CRANE 218 MSL 1419 SE OF RWY 22.

**FDC 7/5235** SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA (BRADENTON), FL. ILS RWY 14, AMDT 4A...WHEN CONTROL TOWER CLOSED: S-ILS RWY 14 MINIMUMS NA. S-LOC 14: INCREASE ALL CATS VIS TO 1. INOPERATIVE TABLE DOES NOT APPLY TO CATS A/B/C. FOR INOPERATIVE MALSR INCREASE S-LOC 14 CAT D VIS TO 1 1/4.

**FDC 7/1342** SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA (BRADENTON), FL. VOR RWY 14, AMDT 16C...VOR RWY 22, AMDT 10D...VOR RWY 32, AMDT 8D...CIRCLING CAT D MDA 600/HAA 569.

## ST PETERSBURG

### Albert Whitted

**FDC 8/2842** SPG FI/T ALBERT WHITTED, ST PETERSBURG, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 25, 300-1 TEMPORARY CRANE 212 MSL 2485 FT WEST OF RWY 7.

**FDC 8/2770** SPG FI/T ALBERT WHITTED, ST PETERSBURG, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...CHANGE ALL REFERENCE TO RWY 6/24 TO RWY 7/25.

**FDC 8/2769** SPG FI/T ALBERT WHITTED, ST PETERSBURG, FL. RNAV (GPS) RWY 6, ORIG...CHANGE ALL REFERENCE TO RWY 6/24 TO RWY 7/25.

## ST PETERSBURG-CLEARWATER

### St Petersburg-Clearwater Intl

**FDC 8/4537** PIE FI/T ST PETERSBURG-CLEARWATER INTL, ST PETERSBURG/CLEARWATER, FL. VOR RWY 35R, ORIG-A...S-35R MINIMUMS NA BLOOP INT/DME MINIMUMS S-35R MINIMUMS NA.

## TALLAHASSEE

### Tallahassee Rgnl

**FDC 8/1478** TLH FI/T TALLAHASSEE REGIONAL, TALLAHASSEE, FL. VOR/DME OR TACAN RWY 36, ORIG...VOR/DME PORTION NA.

**FDC 8/1477** TLH FI/T TALLAHASSEE REGIONAL, TALLAHASSEE, FL. VOR RWY 18, AMDT 11...PROCEDURE NA.

### TALLAHASSEE /HAVANA/

#### Tallahassee Commercial

**FDC 8/1480** 68J FI/T TALLAHASSEE COMMERCIAL, TALLAHASSEE/HAVANA, FL. VOR OR GPS A, AMDT 5B...VOR PORTION NA.

**FDC 7/3179** 68J FI/T TALLAHASSEE COMMERCIAL, TALLAHASSEE/HAVANA, FL. VOR OR GPS A, AMDT 5B...TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 16, 300 - 1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 344 FT PER NM TO 500. NOTE: RWY 16, TRUCK ON ROAD 20 FT FROM DEPARTURE END OF RWY 134 FT RIGHT OF CENTERLINE, 19 FT AGL/184 FT MSL. ANTENNA 5534 FT FROM DEPARTURE END OF RUNWAY, 202 FT LEFT OF CENTERLINE, 199 FT AGL/315 FT MSL.

## TAMPA

### Peter O Knight

**FDC 8/5837** TPF FI/T PETER O KNIGHT, TAMPA, FL. RNAV (GPS) RWY 21 ORIG...NDB RWY 3 AMDT 11...CIRCLING: CAT B/C MDA 760/HAA 752. VIS CAT B 1 1/4, CAT C 2 1/4. ALTERNATE MINIMUMS: CAT C 800-2 1/4. TEMPORARY CRANE 410 MSL 1.3 NM EAST OF RWY 35.

**FDC 7/1080** TPF FI/T PETER O KNIGHT, TAMPA, FL. RNAV (GPS) RWY 35, ORIG...PROCEDURE NA.

### Tampa Intl

**FDC 7/6820** TPA FI/T TAMPA INTL, TAMPA, FL. RNAV (GPS) RWY 9, ORIG-A...LNAV MDA 560/HAT 540 ALL CATS, VIS CAT C 1 1/2, CAT D 1 3/4 UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 250 MSL 1.57 NM SE OF RWY 9.

**FDC 6/5960** TPA FI/T TAMPA INTL, TAMPA, FL. VOR RWY 9, AMDT 8...PROCEDURE NA.

## TITUSVILLE

### Arthur Dunn Air Park

**FDC 8/5288** X21 FI/P ARTHUR DUNN AIRPARK, TITUSVILLE, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 1...TAKE-OFF MINIMUMS RWY 15, 700-2 OR STANDARD WITH A MINIMUM CLIMB OF 350 FEET PER MILE TO 700. NOTE: MULTIPLE TOWERS BEGINNING 1.52 NM FROM DEPARTURE END OF RUNWAY, 1140 FEET LEFT OF CENTERLINE, UP TO 399 FEET AGL/419 FEET MSL. TAKE-OFF RWY 33: STANDARD. THIS IS TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 1A. REASON: IDENTIFY NEW CONTROLLING OBSTACLE. TOWER 370 FEET MSL (12-000404) 1.52 NM FROM DEPARTURE END OF RUNWAY, 1140 FEET LEFT OF CENTERLINE AT 283547.00N-0804908.00W AND TOWER 419 MSL (12-0002810) AT 283536.00N-0804900.00W.

### Space Coast Rgnl

**FDC 8/3236** TIX FI/T SPACE COAST REGIONAL, TITUSVILLE, FL. GPS RWY 9, ORIG-C...PROCEDURE NA.

**FDC 6/3950** TIX FI/T SPACE COAST REGIONAL, TITUSVILLE, FL. NDB OR GPS RWY 18, AMDT 12A...NDB PORTION NA. S-18 MDA 500/HAT 468 ALL CATS. GEIGER LAKE (GGL) NDB TO RWY 18: 3.12/55. MELBOURNE INTL ALTIMETER SETTING MINIMUMS S-18 MDA 560/HAT 528, VIS CAT D 1 3/4. ANTENNA 2.16 NM NORTH OF RWY 18.

## WAUCHULA

### Wauchula Muni

**FDC 8/6558** CHN FI/T WAUCHULA MUNI, WAUCHULA, FL. NDB RWY 36, ORIG...PROCEDURE NA.

## WEST PALM BEACH

### Palm Beach Intl

**FDC 6/5954** PBI FI/T PALM BEACH INTL, WEST PALM BEACH, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 31, STANDARD. TAKEOFF OBSTACLE NOTES: RWY 31, MULTIPLE TREES BEGINNING 1108 FT FROM DER, 548 FT RIGHT OF CENTERLINE, UP TO 75 FT AGL/89 FT MSL. MULTIPLE TREES BEGINNING 1993 FT FROM DER, 444 FT LEFT OF CENTERLINE, UP TO 69 FT AGL/88 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

## GEORGIA

## ALBANY

### Southwest Georgia Rgnl

**FDC 8/6002** ABY FI/T SOUTHWEST GEORGIA REGIONAL, ALBANY, GA. LOC BC RWY 22, AMDT 7A...CIRCLING MDA CAT C 800/HAA 603, CIRCLING VISIBILITY CAT C 1 3/4.

## ALMA

### Bacon County

**FDC 7/8208** AMG FI/T BACON COUNTY, ALMA, GA. RNAV (GPS) RWY 15, ORIG...TERMINAL ROUTE: REIDS TO RUGOC (IAF) DISTANCE 18.61 NM.

## ATHENS

### Athens/Ben Epps

**FDC 7/1680** AHN FI/T ATHENS/BEN EPPS, ATHENS, GA. VOR RWY 27, AMDT 11B...MDA 1300/HAT 492 ALL CATS. CIRCLING CATS A/B/C MDA 1300/HAA 492. CAT D HAA 552. TOUCHDOWN ZONE ELEVATION 808.

**FDC 7/1556** AHN FI/T ATHENS/BEN EPPS, ATHENS, GA. NDB OR GPS RWY 27, ORIG-A...MDA 1300/HAT 492 ALL CATS. CIRCLING CATS A/B/C MDA 1300/HAA 492. CAT D HAA 552. TOUCHDOWN ZONE ELEVATION 808.

## ATLANTA

### Fulton County Airport-Brown Field

**FDC 6/9295** FTY FI/T FULTON COUNTY ARPT-BROWN FIELD, ATLANTA, GA. ILS RWY 8, AMDT 16...S-ILS 8 UNUSABLE BEYOND 25 DEGREES LEFT OF COURSE.

### Hartsfield - Jackson Atlanta Intl

**FDC 8/5433** ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY 9L, AMDT 8B...S-ILS 9L DA 1304/HAT 285, VISIBILITY RVR 5000 ALL CATS S-LOC 9L MDA 1500/HAT 481, VISIBILITY RVR 5000 ALL CATS VDP NA SIDESTEP 9R MDA 1500/HAT 474 ALL CATS FOR INOPERATIVE MALSR, INCREASE S-LOC 9L CAT C VISIBILITY TO RVR 6000 INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 9L OR S-LOC 9L CATS A AND B MULTIPLE TEMPORARY CRANES UP TO 1252 MSL BEGINNING 2414 FEET WNW OF RWY 9L TEMPORARY CRANE 1264 MSL 2649 FEET ENE OF RWY 9L AREA OF TEMPORARY CRANE ACTIVITY 1141 MSL BEGINNING 1.37 NM ENE OF RWY 9L.

**FDC 8/5420** ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY 9R, AMDT 17B...SIDESTEP 9L MDA MDA 1500/HAT 481 ALL CATS. MULTIPLE TEMPORARY CRANES UP TO 1252 MSL BEGINNING 2414 FEET WNW OF RUNWAY 9L.

**FDC 8/5419** ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY 9R, AMDT 2...LNAV/VNAV DA 1570/HAT 544, VIS 1 1/2 ALL CATS. LNAV MDA 1520/HAT 494 ALL CATS. VDP NA. MULTIPLE TEMPORARY CRANES UP TO 1252 MSL BEGINNING 2845 FEET NW OF RUNWAY 9R.

**FDC 8/5418** ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY 9L, AMDT 2...LPV DA NA. LNAV/VNAV DA NA. LNAV MDA 1520/HAT 501 ALL CATS. VISIBILITY RVR 5000 ALL CATS. VDP NA. INOPERATIVE TABLE DOES NOT APPLY TO LNAV CATS A AND B. MULTIPLE TEMPORARY CRANES UP TO 1252 MSL BEGINNING 2414 FEET WNW OF RUNWAY 9L.

**FDC 8/5416** ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 27R, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 639 FEET PER NM TO 1400 OR AS DIRECTED BY ATC. ALL OTHER DATA REMAINS THE SAME. ADD NOTE: RWY 26L, TEMPORARY CRANE 5570 FEET FROM DEPARTURE END OF RUNWAY, 1083 FEET LEFT OF CENTERLINE, 140 FEET AGL/1172 MSL. ADD NOTE: RWY 27R, MULTIPLE TEMPORARY CRANES BEGINNING 2414 FEET FROM DEPARTURE END OF RUNWAY, 312 FEET RIGHT OF CENTERLINE, UP TO 220 FEET AGL/1252 FEET MSL.

**FDC 8/5413** ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS PRM RWY 9L, ORIG-A...S-ILS 9L DA 1304/HAT 285. VISIBILITY RVR 5000 ALL CATS INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 9L TEMPORARY CRANE 1264 MSL 2469 FT ENE OF RWY 9L AREA OF TEMPORARY CRANE ACTIVITY 1141 MSL BEGINNING 1.37 NM ENE OF RWY 9L.

**FDC 8/5238** ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY 10, AMDT 1...LNAV/VNAV DA 1540/HAT 540, VIS RVR 6000 ALL CATS. TEMPORARY CRANE 1215 MSL 1.44 NM NW OF RWY 10.

**FDC 8/5237** ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (RNP) Z RWY 8L, ORIG...RNAV (RNP) Z RWY 8R, ORIG...RNAV (RNP) Z RWY 9L, ORIG...RNAV (RNP) Z RWY 9R, ORIG...PROCEDURE NA. TEMPORARY CRANE 1215 MSL 1.39 NM SW OF RWY 8L.



**FDC 8/5236** ATL FI/T HARTSFIELD - JACKSON  
ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY  
8R, AMDT 2...LNAV/VNAV DA 1570/HAT 546, VIS 2  
ALL CATS. TEMPORARY CRANE 1215 MSL 1.26 NM  
SW OF RWY 8R.

**FDC 8/5235** ATL FI/T HARTSFIELD - JACKSON  
ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY  
8L, AMDT 2...LNAV/VNAV DA 1572/HAT 557, VIS  
1-1/2 ALL CATS. TEMPORARY CRANE 1215 MSL 1.39  
NM SW OF RWY 8L.

**FDC 8/4864** ATL FI/P HARTSFIELD - JACKSON  
ATLANTA INTL, ATLANTA, GA. VOR RWY 27L,  
AMDT 4B...S-27L MDA 1620/HAT 621 ALL CATS. CAT  
C VIS RVR 6000, CAT D VIS 1 1/2. AMATE TO RW27L:  
2.97 DEGREES/TCH 65. CHART PROFILE NOTE: VGSI  
AND DESCENT ANGLES NOT COINCIDENT. THIS IS  
VOR RWY 27L, AMDT 4C.

**FDC 8/3741** ATL FI/T HARTSFIELD - JACKSON  
ATLANTA INTL, ATLANTA, GA. RNAV (RNP) Z RWY  
27L, ORIG...RNP 0.11 DA 1286/HAT 287, VISIBILITY  
RVR 4000 ALL CATS FOR INOPERATIVE MALSR  
INCREASE RNP 0.11 ALL CATS VISIBILITY TO RVR  
5000. VISIBILITY REDUCTION BY HELICOPTERS NA.  
AREA OF TEMPORARY CRANE ACTIVITY 1141 MSL  
BEGINNING 1935 FT N OF RWY 27L.

**FDC 8/3740** ATL FI/T HARTSFIELD - JACKSON  
ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY  
27R, AMDT 2...LPV DA 1305/HAT 320, VISIBILITY  
RVR 5000 ALL CATS AREA OF TEMPORARY CRANE  
ACTIVITY 1141 MSL BEGINNING 3343 FT WNW OF  
RWY 27R.

**FDC 8/3739** ATL FI/T HARTSFIELD - JACKSON  
ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY  
27R, AMDT 4A...S-ILS 27R DA 1305/HAT 320,  
VISIBILITY RVR 5000 ALL CATS. AREA OF  
TEMPORARY CRANE ACTIVITY 1141 MSL  
BEGINNING 3343 FT WNW OF RWY 27R.

**FDC 8/3737** ATL FI/T HARTSFIELD - JACKSON  
ATLANTA INTL, ATLANTA, GA. RNAV (RNP) Z RWY  
27R, ORIG...RNP 0.11\* VISIBILITY RVR 5000 ALL  
CATS RNP 0.11 VISIBILITY RVR 6000 ALL CATS RNP  
0.15 DA 1435/HAT 450, VISIBILITY 1 1/2 ALL CATS  
RNP 0.30 VISIBILITY 1 3/4 ALL CATS DISREGARD  
MALS INOPERATIVE NOTE TEMPORARY CRANE  
1120 MSL 1.2 NM ESE OF RWY 27R AREA OF  
TEMPORARY CRANE ACTIVITY 1141 MSL  
BEGINNING 3343 FT WNW OF RWY 27R.

**FDC 8/3736** ATL FI/T HARTSFIELD - JACKSON  
ATLANTA INTL, ATLANTA, GA. ILS PRM RWY 27R,  
ORIG...S-ILS 27R DA 1305/HAT 320, VISIBILITY RVR  
5000 ALL CATS. AREA OF TEMPORARY CRANE  
ACTIVITY 1141 MSL BEGINNING 3343 FT WNW OF  
RWY 27R.

**FDC 8/1068** ATL FI/T HARTSFIELD - JACKSON  
ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY  
26R, AMDT 4A...S-LOC 26R MDA 1480/ HAT 490 ALL  
CATS. VIS CAT C RVR 4000, CAT D 5000. VDP NA.  
SIDESTEP RWY 26L MDA 1480/HAT 485 ALL CATS.  
TEMPORARY CRANE 1192 MSL 2002 FEET N OF  
RWY 26R.

**FDC 8/1065** ATL FI/T HARTSFIELD - JACKSON  
ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY  
26L, AMDT 19A...SIDESTEP RWY 26R MDA 1480/HAT  
490 ALL CATS. TEMPORARY CRANE 1192 MSL 2002  
FEET N OF RWY 26R.

**FDC 8/0847** ATL FI/T HARTSFIELD - JACKSON  
ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY  
27L, AMDT 15B...S-LOC 27L MDA 1420/HAT 421 ALL  
CATS. VIS CAT C RVR 4000. VDP NA. DISREGARD  
NOTE FOR INOPERATIVE MALSR. TEMPORARY  
CRANE 1120 MSL 1.5 NM E OF RWY 27L.

**FDC 8/0096** ATL FI/T HARTSFIELD - JACKSON  
ATLANTA INTL, ATLANTA, GA. TAKE-OFF  
MINIMUMS AND (OBSTACLE) DEPARTURE  
PROCEDURES...ADD NOTE: RWY 26L, TEMPORARY  
CRANE 5570 FEET FROM DEPARTURE END OF  
RUNWAY, 1083 FEET LEFT OF CENTERLINE, 140  
FEET AGL/1172 MSL. ADD NOTE: RWY 27R,  
MULTIPLE TEMPORARY CRANES BEGINNING 2414  
FEET FROM DEPARTURE END OF RUNWAY, 312  
FEET RIGHT OF CENTERLINE, UP TO 137 FEET  
AGL/1169 FEET MSL.

## AUGUSTA

### Augusta Rgnl At Bush Field

**FDC 8/4583** AGS FI/T AUGUSTA RGNL AT BUSH  
FIELD, AUGUSTA, GA. ILS OR LOC RWY 17, AMDT  
8A...S-ILS 17: DECISION ALT 613/HAT 468, VIS RVR  
5000 ALL CATS. S-LOC 17: VIS CATS A/B RVR 4000.  
NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS  
17 ALL CATS VISIBILITY TO 1 1/2 AND S-LOC 17  
CATS A/B VISIBILITY TO RVR 5000. TEMPORARY  
CRANE 320 MSL 5515 FEET NORTH OF RWY 17.

**FDC 8/3369** AGS FI/T AUGUSTA RGNL AT BUSH  
FIELD, AUGUSTA, GA. RADAR-1, AMDT 8...ASR 17:  
MDA 680/HAT 535 ALL CATS. VIS CAT A/B RVR 4000.  
NOTE: FOR INOPERATIVE MALSR, INCREASE ASR  
17 CATS A/B VISIBILITY TO RVR 5000. TEMPORARY  
CRANE 320 MSL 5515 FT NORTH OF RWY 17.

**FDC 8/3368** AGS FI/T AUGUSTA RGNL AT BUSH  
FIELD, AUGUSTA, GA. RNAV (GPS) RWY 17, AMDT  
1...LPV DECISION ALT 655/HAT 510, VIS RVR 6000  
ALL CATS. LNAV/VNAV DECISION ALT 714/HAT 569  
ALL CATS. LNAV CATS A/B VIS RVR 4000. NOTE:  
FOR INOPERATIVE MALSR, INCREASE LPV ALL  
CATS VISIBILITY TO 1 3/4 AND INCREASE LNAV  
CATS A/B VISIBILITY TO RVR 5000. TEMPORARY  
CRANE 320 MSL 5515 FT NORTH OF RWY 17.

**FDC 8/3366** AGS FI/T AUGUSTA RGNL AT BUSH FIELD, AUGUSTA, GA. VOR/DME RWY 17, AMDT 3...S-17: VIS CAT A RVR 4000. NOTE: FOR INOPERATIVE MALSR, INCREASE S-17 CAT A VISIBILITY TO RVR 5000. TEMPORARY CRANE 320 MSL 5515 FT NORTH OF RWY 17.

**FDC 8/0559** AGS FI/T AUGUSTA REGIONAL AT BUSH FIELD, AUGUSTA, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 35, 300-1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 356 FT PER NM TO 500. TEMPORARY CRANE 5505 FT FROM DEPARTURE END OF RWY, 324 FT LEFT OF CENTERLINE, 200 FT AGL/320 FT MSL. TEMPORARY CRANE 6057 FT FROM DEPARTURE END OF RWY, 1262 FT LEFT OF CENTERLINE, 200 FT AGL/355 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

#### **Daniel Field**

**FDC 8/5532** DNL FI/P DANIEL FIELD, AUGUSTA, GA. NDB OR GPS RWY 11, AMDT 3...S-11 MDA 980/HAT 558 ALL CATS. VIS CAT C 1-1/2, CAT D 1-3/4. CIRCLING CATS A/B/C MDA 980/HAA 557. THIS IS NDB OR GPS RWY 11, AMDT 3A.

**FDC 8/3725** DNL FI/T DANIEL FIELD, AMDT 5, AUGUSTA, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 11, TEMPORARY CRANE 2084 FEET FROM DEPARTURE END OF RUNWAY, 108 FEET LEFT OF CENTERLINE, 87 AGL/477 MSL. NOTE: RWY 5, TEMPORARY CRANE 907 FEET FROM DEPARTURE END OF RUNWAY, 2 FEET RIGHT OF CENTERLINE, 120 AGL/555 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 7/5500** DNL FI/T DANIEL FIELD, AUGUSTA, GA. RADAR-1, AMDT 7B...S-29 MDA 920/HAT 498 ALL CATS. CIRCLING CATS A/B/C MDA 980/HAA 557. TEMP CRANE 617 MSL 1464 FEET N OF RWY 29.

**FDC 7/5499** DNL FI/T DANIEL FIELD, AUGUSTA, GA. VOR/DME OR GPS B, ORIG-A...NDB/DME OR GPS C, AMDT 3...CIRCLING CATS A/B/C MDA 980/HAA 557. TEMP CRANE 617 MSL 1464 FEET N OF RWY 29.

#### **BAINBRIDGE**

##### **Decatur County Industrial Air Park**

**FDC 8/1479** BGE FI/T DECATUR CO INDUSTRIAL AIR PARK, BAINBRIDGE, GA. VOR A, AMDT 4...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

#### **BLAKELY**

##### **Early County**

**FDC 8/2841** BIJ FI/T EARLY COUNTY, BLAKELY, GA. RNAV (GPS) RWY 23, AMDT 1...LNAV VIS CAT A/B 1. VISIBILITY REDUCTION BY HELICOPTERS NA. VDP N/A. INOPERATIVE TABLE DOES NOT APPLY.

**FDC 8/2840** BIJ FI/T EARLY COUNTY, BLAKELY, GA. LOC/NDB RWY 23, AMDT 1...S-23 VIS CAT A/B 1. INOPERATIVE TABLE DOES NOT APPLY.

**FDC 8/2839** BIJ FI/T EARLY COUNTY, BLAKELY, GA. RNAV (GPS) RWY 5, AMDT 1...LNAV MDA 800/HAA 586 ALL CATS. CIRCLING MDA 800/HAA 586 ALL CATS. VISIBILITY REDUCTION BY HELICOPTERS NA. VDP NA.

#### **BRUNSWICK**

##### **Brunswick Golden Isles**

**FDC 7/2864** BQK FI/T BRUNSWICK GOLDEN ISLES, BRUNSWICK, GA. VOR/DME B, AMDT 8...ALTERNATE MINIMUMS NA.

##### **Malcolm Mc Kinnon**

**FDC 7/2863** SSI FI/T MALCOLM MCKINNON, BRUNSWICK, GA. VOR RWY 4, AMDT 16...ALTERNATE MINIMUMS NA.

#### **COLUMBUS**

##### **Columbus Metropolitan**

**FDC 7/8513** CSG FI/T COLUMBUS METROPOLITAN, COLUMBUS, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 24, STANDARD WITH A MINIMUM CLIMB OF 230 FT PER NM TO 1800.

**FDC 7/7454** CSG FI/T COLUMBUS METROPOLITAN, COLUMBUS, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...ADD TEMPORARY CRANE TO OBSTACLE LIST. NOTE: RWY 31, TEMPORARY CRANE 922 FEET FROM DEPARTURE END OF RUNWAY, 246 FEET LEFT OF CENTERLINE, 30 FEET AGL/433 FEET MSL.

#### **CORDELE**

##### **Crisp County-Cordele**

**FDC 6/5273** CKF FI/T CRISP COUNTY-CORDELE, CORDELE, GA. LOC RWY 10, ORIG-B...TERMINAL ROUTE LILLY INT TO CONEY (OHY) NDB COURSE 142.39.

#### **CORNELIA**

##### **Habersham County**

**FDC 7/8796** AJR FI/T HABERSHAM COUNTY, CORNELIA, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...ADD NOTE: RWY 24, POWER LINES, 2301 FEET FROM DEPARTURE END OF RUNWAY, 767 FEET LEFT OF CENTERLINE, 34 FEET AGL/1465 FEET MSL. POLE, 1658 FEET FROM DEPARTURE END OF RUNWAY, 669 FEET LEFT OF CENTERLINE, 25 FEET AGL/1455 FEET MSL.

## COVINGTON

### Covington Muni

**FDC 7/8790** 9A1 FI/T COVINGTON MUNI, COVINGTON, GA. NDB RWY 28, AMDT 1B...PROCEDURE NA.

**FDC 7/8789** 9A1 FI/T COVINGTON MUNI, COVINGTON, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 10, 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 497 FT PER NM TO 1200.

**FDC 7/8788** 9A1 FI/T COVINGTON MUNI, COVINGTON, GA. GPS RWY 28, ORIG-B...PROCEDURE NA.

**FDC 7/8787** 9A1 FI/T COVINGTON MUNI, COVINGTON, GA. VOR/DME OR GPS RWY 10, AMDT 3A...S-10 NA. DESCENT ANGLE AND TCH NA.

## DALTON

### Dalton Muni

**FDC 8/5047** DNN FI/P DALTON MUNI, DALTON, GA. ILS OR LOC RWY 14, ORIG...S-ILS 14 DA 959/HAT 251, VIS 3/4 ALL CATS. S-LOC 14 MDA 1240/HAT 532 ALL CATS. VIS CATS A/B 3/4, CAT C 1, CAT D 1 1/4. CIRCLING CATS A/B/C MDA 1240/HAA 530. DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE LOVELL FIELD ALTIMETER SETTING AND INCREASE ALL DAS/MDAS 80 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LOVELL FIELD, CHATTANOOGA, TN ALTIMETER SETTING AND INCREASE ALL DA 62 FEET AND ALL MDA 80 FEET AND S-LOC 14 CATS C/D AND CIRCLING CAT C VISIBILITIES 1/4 MILE. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 14. CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 14 CATS A/B VISIBILITY TO 1 MILE. CHART NOTE: FOR INOPERATIVE MALSR WHEN USING LOVELL FIELD, CHATTANOOGA, TN ALTIMETER SETTING; INCREASE S-LOC 14 CATS A/B 1/4 MILE. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS ILS OR LOC RWY 14, ORIG-A.

**FDC 8/5046** DNN FI/P DALTON MUNI, DALTON, GA. RNAV (GPS) RWY 14, ORIG...LNAV MDA 1240/HAT 532 ALL CATS. VIS CAT C 1, VIS CAT D 1 1/4. CIRCLING CATS A/B VIS 1. CHART VDP AT 1.51 NM TO RWY 14\* \*LNAV ONLY. DELETE NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16C (4F) OR ABOVE 47C (118F). CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16C (4F) OR ABOVE 47C (116F). DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE LOVELL FIELD, CHATTANOOGA, TN ALTIMETER SETTING AND INCREASE ALL DAS 62 FEET AND ALL MDAS 80 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LOVELL FIELD, CHATTANOOGA, TN ALTIMETER SETTING AND INCREASE ALL DA 62 FEET AND ALL MDA 80 FEET, INCREASE VISIBILITY LPV ALL CATS, LNAV/VNAV ALL CATS, LNAV CATS C/D AND CIRCLING CAT C 1/4 MILE. ADD NOTE: FOR INOPERATIVE MALSR WHEN USING LOVELL FIELD, CHATTANOOGA, TN ALTIMETER SETTING; INCREASE LPV ALL CATS VISIBILITY 1/2 MILE AND LNAV CATS A/B VISIBILITY 1/4 MILE. THIS IS RNAV (GPS) RWY 14, ORIG-A.

## DUBLIN

### W H 'Bud' Barron

**FDC 7/8201** DBN FI/T W H BUD BARRON, DUBLIN, GA. ILS OR LOC RWY 2, AMDT 2...MISSED APPROACH: CLIMB TO 800 THEN CLIMBING LEFT TURN TO 2100 VIA HEADING 250.00 AND MCN VORTAC R-099 TO APELE INT/MCN 23.00 DME AND HOLD.

## EASTMAN

### Heart Of Georgia Rgnl

**FDC 7/8203** EZM FI/T HEART OF GEORGIA REGIONAL, EASTMAN, GA. ILS OR LOC RWY 2, AMDT 1...MISSED APPROACH: CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2000 DIRECT EZM NDB AND HOLD. (ADF REQUIRED).

## ELBERTON

### Elbert County-Patz Field

**FDC 7/4858** 27A FI/T ELBERT COUNTY-PATZ FIELD, ELBERTON, GA. VOR/DME OR GPS RWY 10, AMDT 2D...S-10 NA CIRCLING MDA 1340/HAA 737 ALL CATS. CHANGE MINIMUM ALTITUDE AHN 24.5 DME FROM 1400 TO 1480, 1500 WHEN USING ATHENS ALTIMETER SETTING.

**FDC 7/2792** 27A FI/T ELBERT CO-PATZ FIELD, ELBERTON, GA. GPS RWY 28, ORIG...S-28 MDA 1200/HAT 597 ALL CATS. VIS CAT C 1 1/2.

## GAINESVILLE

### Lee Gilmer Memorial

**FDC 8/4157** GVL FI/T LEE GILMER MEMORIAL, GAINESVILLE, GA. RNAV (GPS) RWY 22, ORIG...PROCEDURE NA.

**FDC 8/3927** GVL FI/T LEE GILMER MEMORIAL, GAINESVILLE, GA. RNAV (GPS) RWY 4, ORIG...LNAV/VNAV DA 1761/HAT 485 ALL CATS. LNAV MDA 1780/HAT 504 ALL CATS. VIS CAT C 1 1/2. CIRCLING MDA 1880/HAA 604 CAT A/B/C. VIS CAT C 1 3/4. CAT D MDA 2060/HAA 784.

**FDC 7/5388** GVL FI/T LEE GILMER MEMORIAL, GAINESVILLE, GA. LOC RWY 4 AMDT 5D...TERMINAL ROUTES: ANNYE INT TO FKV NDB MINIMUM ALTITUDE 5500, AHN VORTAC TO FKV NDB MINIMUM ALTITUDE 4700.

**FDC 3/2116** GVL FI/T LEE GILMER MEMORIAL, GAINESVILLE, GA. LOC RWY 4, AMDT 5D...MISSED APPROACH INSTRUCTIONS: CLIMB TO 1700 THEN CLIMBING LEFT TURN TO 3100 DIRECT FKV NDB AND HOLD. TERMINAL ROUTE: LOGEN INT TO FKV NDB MINIMUM ALTITUDE 3100 MSL. MINIMUM HOLDING ALTITUDE AT FKV NDB 3100 MSL. VERTICAL DESCENT ANGLE 3.26 DEGREES / TCH 30.

## GREENSBORO

### Greene County Rgnl

**FDC 8/6054** 3J7 FI/P GREENE COUNTY REGIONAL, GREENSBORO, GA. RNAV (GPS) RWY 6, ORIG...TERMINAL ROUTE: BEYLO TO GOBYI (IAF) DISTANCE 13.56 NM. DELETE NOTE: GPS OR RNP - 0.3 REQUIRED. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ATHENS ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET, LNAV CAT C AND D VISIBILITY 1/4 MILE, AND CIRCLING CAT C VISIBILITY 1/4 MILE. THIS IS RNAV (GPS) RWY 6, ORIG-A.

**FDC 8/6053** 3J7 FI/P GREENE COUNTY REGIONAL, GREENSBORO, GA. LOC RWY 24, AMDT 2...TERMINAL ROUTE: BEYLO TO JUNNE (VV) NDB (IAF) DISTANCE 20.69 NM. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ATHENS ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET, S-24 CAT C AND D VISIBILITY 1/4 MILE, AND CIRCLING CAT C VISIBILITY 1/4 MILE. THIS IS LOC RWY 24, AMDT 2A.

## HINESVILLE

### Liberty County

**FDC 8/0549** 2J2 FI/T LIBERTY COUNTY, HINESVILLE, GA. RNAV (GPS) RWY 32, ORIG-A...PROCEDURE NA.

**FDC 6/1388** 2J2 FI/T LIBERTY COUNTY, HINESVILLE, GA. NDB-A, AMDT 3...PROCEDURE NA.

## LAFAYETTE

### Barwick Lafayette

**FDC 8/9338** 9A5 FI/T BARWICK LAFAYETTE, LAFAYETTE, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 2, 1500-2 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 260 FEET PER NM TO 2200. RWY 20, 500-3 OR STANDARD WITH A MINIMUM CLIMB OF 465 FEET PER NM TO 1300. NOTE: RWY 2, TRAIN ON RAILROAD TRACK, 39 FT FROM DEPARTURE END OF RWY, 241 FT LEFT OF CENTERLINE, 23 FT AGL/809 FT MSL. BUILDING, 418 FT FROM DEPARTURE END OF RWY, 191 FT LEFT OF CENTERLINE, 40 FT AGL/849 FT MSL. TREES BEGINNING 4420 FT FROM DEPARTURE END OF RWY 1171 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/919 FT MSL. TREES BEGINNING 5609 FT FROM DEPARTURE END OF RWY, 372 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/919 FT MSL. NOTE: RWY 20, TRAIN ON RAILROAD TRACK, 46 FT FROM DEPARTURE END OF RWY, 323 FT RIGHT OF CENTERLINE, 23 FT AGL/809 FT MSL. BUILDINGS BEGINNING 1602 FT FROM DEPARTURE END OF RWY, 907 FT RIGHT OF CENTERLINE, UP TO 25 FT AGL/825 FT MSL. VEHICLES ON ROADWAY, 1021 FT FROM DEPARTURE END OF RWY, 104 FT LEFT OF CENTERLINE, 15 FT AGL/802 FT MSL. TREES BEGINNING 1991 FT FROM DEPARTURE END OF RWY, 682 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/1182 FT MSL.

**FDC 7/6304** 9A5 FI/T BARWICK LAFAYETTE, LAFAYETTE, GA. RNAV (GPS) RWY 20, ORIG...LNAV MDA 1600/HAT 826 VDP NA CHATTANOOGA, TN., LOVELL FIELD ALTIMETER SETTING MINIMUMS; LNAV MDA 1680/HAT 906 VIS 1 1/4.

## LAWRENCEVILLE

### Gwinnett County - Briscoe Field

**FDC 6/9223** LZU FI/T GWINNETT COUNTY-BRISCOE FIELD, LAWRENCEVILLE, GA. ILS RWY 25, AMDT 1B...PROFILE AND PLANVIEW: DISREGARD ALL REFERENCE TO PEACHTREE (PDK) DME. DISREGARD NOTE: DME FROM PDK VOR/DME. ADD PLANVIEW NOTE: ADF REQUIRED FOR PROCEDURE ENTRY.

## MACON

### Macon Downtown

**FDC 7/8202** MAC FI/T MACON DOWNTOWN, MACON, GA. VOR A, AMDT 6...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, DBN VOR OTS.

**FDC 7/8193** MAC FI/T MACON DOWNTOWN, MACON, GA. LOC RWY 10, AMDT 6...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, DBN VORTAC OTS.

#### Middle Georgia Rgnl

**FDC 7/8212** MCN FI/T MIDDLE GEORGIA REGIONAL, MACON, GA. RNAV (GPS) RWY 23, ORIG...TERMINAL ROUTE: CARYS TO OVUYE (IAF) NA. TERMINAL ROUTE: RIPPI (IAF) TO IPJOM (IF) NA.

**FDC 7/8200** MCN FI/T MIDDLE GEORGIA REGIONAL, MACON, GA. ILS OR LOC/DME RWY 5, ORIG-A...ILS PORTION DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, DBN VOR OTS.

#### MC RAE

##### Telfair-Wheeler

**FDC 7/8355** MQW FI/T TELFAIR-WHEELER, MCRAE, GA. RNAV (GPS) RWY 21, ORIG...TERMINAL ROUTE FROM DUBLIN (DBN) VORTAC TO FINAN (IF/IAF) NA.

**FDC 7/8354** MQW FI/T TELFAIR-WHEELER, MCRAE, GA. NDB RWY 21, AMDT 9...TERMINAL ROUTE FROM DUBLIN (DBN) VORTAC TO MC RAE (MQW) NDB NA.

#### MOULTRIE

##### Moultrie Muni

**FDC 5/1588** MGR FI/T MOULTRIE MUNI, MOULTRIE, GA. VOR RWY 22, AMDT 12...PROC NA.

#### ROME

##### Richard B Russell

**FDC 8/3906** RMG FI/T RICHARD B RUSSELL, ROME, GA. VOR/DME OR GPS RWY 1, AMDT 8C...RMG 9.3 DME FIX MINIMUM ALTITUDE 1240. S-1 VIS CAT A/B 1, CAT C 1-1/4. INOPERATIVE TABLE DOES NOT APPLY. VISIBILITY REDUCTION BY HELICOPTERS NA.

#### SANDERSVILLE

##### Kaolin Field

**FDC 7/8313** OKZ FI/T KAOLIN FIELD, SANDERSVILLE, GA. VOR/DME A, AMDT 6...NDB RWY 12, AMDT 1...PROCEDURE NA.

#### SAVANNAH

#### Savannah/Hilton Head Intl

**FDC 8/6474** SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. ILS OR LOC RWY 9, AMDT 27...S-ILS 9 DA 280/HAT 250 VISIBILITY RVR 5000 ALL CATS INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 9 CIRCLING CAT A/B/C MDA 620/HAA 570 TEMPORARY CRANE 161 MSL 2810 FEET SW OF RWY 9 TEMPORARY CRANE 256 MSL 1.38 NM NE OF RWY 9.

**FDC 8/6473** SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. RNAV (GPS) RWY 9, AMDT 1...RNAV (GPS) RWY 36, AMDT 1...VOR/DME A, ORIG...VOR/DME OR TACAN RWY 18, ORIG...ILS RWY 36, AMDT 7...VOR/DME OR TACAN RWY 36, ORIG-A...CIRCLING CAT A/B/C MDA 620/HAA 570 TEMPORARY CRANE 256 MSL 1.38 NM NE OF RWY 9.

**FDC 8/1437** SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. RNAV (GPS) RWY 18, AMDT 1A...LNAV/VNAV DA 556/HAT 509, VIS 1-3/4 ALL CATS. LNAV MDA 560/HAT 513 ALL CATS, VIS CAT C 1-1/2, CAT D 1-3/4. CIRCLING CAT A/B/C MDA 620/HAA 570. VDP NA.

**FDC 6/6700** SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. RNAV (GPS) RWY 36, AMDT 1...LPV DA VIS RVR 5000 ALL CATS LNAV/VNAV DA VIS RVR 6000 ALL CATS LNAV MDA VIS CATS A/B RVR 5000, CAT C/D RVR 6000.

**FDC 6/6699** SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. ILS RWY 36, AMDT 7...S-ILS 36 VIS RVR 4000 ALL CATS S-LOC-36 VIS CATS A/B/C RVR 5000, CAT D RVR 6000.

#### ST MARYS

##### St Marys

**FDC 7/1343** 4J6 FI/T ST MARYS, ST MARYS, GA. RADAR-1, AMDT 2...S-4 MINIMUMS NA.

**FDC 7/1115** 4J6 FI/T ST MARYS, ST MARYS, GA. RNAV (GPS) RWY 13, ORIG...RNAV (GPS) RWY 31, ORIG-A...PROCEDURE NA.

#### SWAINSBORO

##### Emanuel County

**FDC 7/8317** SBO FI/T EMANUEL COUNTY, SWAINSBORO, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 13, 300-2 OR STANDARD WITH A MINIMUM CLIMB OF 240 FEET PER NM TO 700.

**FDC 7/8316** SBO FI/T EMANUEL COUNTY, SWAINSBORO, GA. LOC/NDB RWY 13, AMDT 1...NDB RWY 13, AMDT 1...VOR/DME A, AMDT 3...PROCEDURE NA.

## THOMASVILLE

### Thomasville Rgnl

**FDC 8/4653** TVI FI/T THOMASVILLE REGIONAL, THOMASVILLE, GA. LOC RWY 22, AMDT 4...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, GTP NDB OTS.

**FDC 6/5875** TVI FI/T THOMASVILLE REGIONAL, THOMASVILLE, GA. NDB OR GPS RWY 22, AMDT 4...TERMINAL ROUTE GREENVILLE (GEF) VORTAC TO PATTEN (GTP) NDB MINIMUM ALTITUDE 2500. TERMINAL ROUTE SEMINOLE (SZW) VORTAC TO PATTEN (GTP) NDB MINIMUM ALTITUDE 2400.

**FDC 6/5873** TVI FI/T THOMASVILLE REGIONAL, THOMASVILLE, GA. LOC RWY 22, AMDT 4...TERMINAL ROUTE MOULTRIE (MGR) VOR/DME IAF TO PATTEN (GTP) NDB NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. TERMINAL ROUTE GREENVILLE (GEF) VORTAC TO PATTEN (GTP) NDB MINIMUM ALTITUDE 2500. TERMINAL ROUTE SEMINOLE (SZW) VORTAC TO PATTEN (GTP) NDB MINIMUM ALTITUDE 2400.

## HAWAII

### HILO

#### Hilo Intl

**FDC 8/8518** ITO FI/T HILO INTL, HILO, HI. ILS RWY 26, AMDT 12A...S-ILS 26 DA 288/HAT 250, VIS 3/4 ALL CATS. S-LOC 26 VIS CATS A/B/C 3/4. NOTE: FOR INOPERATIVE MALSR INCREASE S-LOC 26 VIS TO 1 MILE ALL CATS.

**FDC 8/6428** ITO FI/T HILO INTL, HILO, HI. ILS RWY 26, AMDT 12A...MISSED APPROACH: CLIMB TO 450 THEN CLIMBING LEFT TURN TO 3000 DIRECT POA NDB AND HOLD N, LT, 160 DEGREES INBOUND. ADF AND RADAR REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ITO VORTAC OTS.

**FDC 8/6421** ITO FI/T HILO INTL, HILO, HI. ILS RWY 26, AMDT 12A...MISSED APPROACH: CLIMB TO 450 THEN CLIMBING LEFT TURN TO 3000 DIRECT POA NDB AND HOLD N, LT, 160 DEGREES INBOUND. ADF AND RADAR REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ITO VORTAC OTS.

**FDC 8/4521** ITO FI/T HILO INTL, HILO, HI. ILS RWY 26, AMDT 12A...MISSED APPROACH: CLIMB TO 450 THEN CLIMBING LEFT TURN TO 3000 DIRECT POA NDB AND HOLD N, LT, 160 DEGREES INBOUND. ADF AND RADAR REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ITO VORTAC OTS.

### KAHULUI

#### Kahului

**FDC 7/1355** OGG FI/T KAHULUI, KAHULUI, HI. RNAV (GPS) RWY 23, ORIG...PROCEDURE NA.

### KAPOLEI

#### Kalaeloa (John Rodgers Field)

**FDC 1/3076** JRF FI/T KALAELOA (JOHN RODGERS FIELD) KAPOLEI, HI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TKOF MNMS: RWY 4L 22R 29: NA. RWY 4R: 3900-3 OR STD WITH MNM CLIMB OF 389 FT PER NM TO 3200 THEN 354 FT PER NM TO 4000. RWY 11: 3900-3 OR STD WITH MNM CLIMB OF 368 FT PER NM TO 3200 THEN 333 FT PER NM TO 4000. RWY 22L: 3900-3 OR STD WITH MNM CLIMB OF 383 FT PER NM TO 3200 THEN 348 FT PER NM TO 4000. DEP PROCS: RWY 4R 11: CLIMB RUNWAY HEADING TO 500 THEN CLIMBING RIGHT TURN HEADING 210 AND CONTINUE CLIMB AS CLEARED. RWY 22L: CLIMB RUNWAY HEADING TO 500 THEN CLIMBING LEFT TURN HEADING 210 AND CONTINUE CLIMB AS CLEARED.

**FDC 0/5007** JRF FI/T KALAELOA (JOHN RODGERS FIELD), KAPOLEI, HI. VOR/DME OR TACAN RWY 4R ORIG...TACAN AZIMUTH FINAL APPROACH RADIAL UNUSABLE.

### KAUNAKAKAI

#### Molokai

**FDC 8/1575** MKK FI/P MOLOKAI, KAUNAKAKAI, HI. VOR OR TACAN OR GPS-A, AMDT 15B...CORRECT TOP BRIEFING STRIP: CHG APCH CRS TO 070 DEGS VICE 074 DEGS.

### LIHUE

#### Lihue

**FDC 8/6493** LIH FI/T LIHUE, LIHUE, HI. VOR OR TACAN RWY 35, AMDT 7...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SOK VORTAC OTS.

**FDC 8/6491** LIH FI/T LIHUE, LIHUE, HI. ILS OR LOC RWY 35, AMDT 6A...S-LOC 35: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SOK VORTAC OTS.

## **IDAHO**

### **BLACKFOOT**

#### **McCarley Fld**

**FDC 8/5109** U02 FI/T MCCARLEY FIELD, BLACKFOOT, ID. VOR/DME C, ORIG...RNAV (GPS) B, ORIG...MINIMUM HOLDING AT PIH VORTAC AT OR ABOVE 8500.

### **BOISE**

#### **Boise Air Terminal/Gowen Fld**

**FDC 8/5892** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. VOR/DME OR TACAN RWY 28L, AMDT 1C...CIRCLING CATS A/B/C/D MDA 3480/HAA 609, VISIBILITY CAT C 13/4. TEMP CRANE 3177 MSL/334 AGL, 1962 FT FROM AER, 2050 FT LEFT OF CENTERLINE.

**FDC 8/5891** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. VOR/DME OR TACAN RWY 10L, AMDT 1B...S-10L MDA 3280/HAT 436 ALL CATS, VISIBILITY CAT C 1 1/4, CATS D/E 1 1/2. CIRCLING CATS A/B/C/D MDA 3480/HAA 609, CAT E MDA 3740/HAA 869, VISIBILITY CAT C 1 3/4. TEMP CRANE 3177 MSL/334 AGL, 6459 FT FROM AER, 2751 FT RIGHT OF CENTERLINE.

**FDC 8/3565** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. ILS OR LOC/DME RWY 10R, AMDT 10...S-1LS 10R DA 3038/HAT 202 ALL CATS. S-LOC 10R MDA 3240/HAT 404 ALL CATS, VISIBILITY CAT C RVR 4000. SIDESTEP RWY 10L MDA 3240/HAT 396 ALL CATS. CIRCLING MDA 3480/HAA 609 ALL CATS, VISIBILITY CAT C 1 3/4. VISUAL DESCENT POINT LOC ONLY 2.96 DME/1.13 NM TO RWY 10R. DELETE NOTE FOR INOPERATIVE MALSR. TEMP TEMP CRANE 3177 MSL/334 AGL, 7800 FT FROM AER, 2050 FT RIGHT OF CENTERLINE.

**FDC 8/3563** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. LOC BC RWY 28L, AMDT 1...CIRCLING CATS A/B/C/D MDA 3480/HAA 609, VISIBILITY CAT C 1 3/4. TEMP CRANE 3177 MSL/334 AGL, 1962 FT FROM AER, 2050 FT LEFT OF CENTERLINE.

**FDC 8/3558** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. RNAV (GPS) RWY 10L, AMDT 2...LPV DA 3124/HAT 280 ALL CATS. LNAV/VNAV DA 3207/HAT 363 ALL CATS, VISIBILITY 1 1/4 ALL CATS. LNAV MDA 3320/HAT 476 ALL CATS, VISIBILITY CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 3480/HAA 609 ALL CATS, VISIBILITY CAT C 1 3/4. TEMP CRANE 3177 MSL/334 AGL, 6459 FT FROM AER, 2751 FT RIGHT OF CENTERLINE.

**FDC 8/3556** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. NDB RWY 10R, AMDT 28...S-10R MDA 3300/HAT 464 ALL CATS, VISIBILITY CAT D RVR 6000. CIRCLING MDA 3480/HAA 609 ALL CATS, VISIBILITY CAT C 1 3/4. TEMP CRANE 3177 MSL/334 AGL, 7800 FT FROM AER, 2050 FT RIGHT OF CENTERLINE.

**FDC 8/3555** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. RNAV (GPS) RWY 10R, AMDT 1...LPV DA 3099/HAT 263 ALL CATS. LNAV/VNAV DA 3189/HAT 353 ALL CATS, VISIBILITY CATS A/B/C RVR 4000. LNAV MDA 3300/HAT 464 ALL CATS, VISIBILITY CAT C RVR 4000, CAT E RVR 6000. CIRCLING CATS A/B/C/D MDA 3480/HAA 609, VISIBILITY CAT C 1 3/4. VISUAL DESCENT POINT LNAV ONLY, 1.32 NM TO RWY 10R. DELETE INOPERATIVE TABLE NOTE AND INOPERATIVE MALSR NOTE. TEMP CRANE 3177 MSL/334 AGL, 7800 FT FROM AER, 2050 FT RIGHT OF CENTERLINE.

**FDC 8/3554** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. RNAV (GPS) RWY 28L, AMDT 3...LPV DA 3218/HAT 360 ALL CATS, VISIBILITY RVR 4000 ALL CATS. LNAV/VNAV DA 3299/HAT 441 ALL CATS. TEMP CRANE 3177 MSL/334 AGL, 1962 FT FROM AER, 2050 FT LEFT OF CENTERLINE.

**FDC 8/3552** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. RNAV (GPS) RWY 28R, AMDT 2...LPV DA 3188/HAT 317 ALL CATS, VISIBILITY RVR 5000 ALL CATS. TEMP CRANE 3177 MSL/334 AGL, 3540 FT FROM AER, 2751 FT LEFT OF CENTERLINE.

**FDC 8/3550** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. VOR/DME RWY 10R, ORIG-A...S-10R MDA 3240/HAT 404 ALL CATS, VISIBILITY CAT C RVR 4000. CIRCLING MDA 3480/HAA 609 ALL CATS, VISIBILITY CAT C 1 3/4. TDZE: 2836 AIRPORT ELEVATION: 2871 MISSED APPROACH: CLIMB TO 3900 VIA BOI R-113 WITHIN 6 NM, THEN CLIMBING RIGHT TURN TO 6200 DIRECT BOI VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6200 FT. TEMP CRANE 3177 MSL/334 AGL, 7800 FT FROM AER, 2050 FT RIGHT OF CENTERLINE.

### **COEUR D'ALENE**

#### **Coeur D'Alene Air Term**

**FDC 8/9760** COE FI/T COEUR D ALENE AIR TERMINAL, COEUR D ALENE, ID. VOR/DME RWY 1, ORIG...S-1 MDA CATS A/B/C 2740/HAT 434, VISIBILITY CAT C 1 1/4. MISSED APPROACH: CLIMB TO 6000 VIA COE R-350, THEN CLIMBING LEFT TURN TO 6400 VIA COE R-350 TO COE VOR/DME AND HOLD.

**FDC 8/9674** COE FI/T COEUR D ALENE AIR TERMINAL, COEUR D ALENE, ID. ILS RWY 5, AMDT 4B...S-LOC 5 CATS A/B/C/D MDA 2780/HAT 494, VISIBILITY CAT C 3/4, CAT D 1. CIRCLING CAT A 2780/HAA 462. MISSED APPROACH: CLIMB TO 2900, THEN CLIMBING LEFT TURN TO 6000 VIA HEADING 320 DEGREES AND COE R-350 OUTBOUND, THEN LEFT TURN REVERSE COURSE CONTINUE TO CLIMB TO 6400 VIA COE R-350 TO COE VOR/DME AND HOLD.

**FDC 7/2683** COE FI/T COEUR D ALENE AIR TERMINAL, COEUR D ALENE, ID. VOR OR GPS A, ORIG-B...CIRCLING: MDA 3760/HAA 1442 CAT A/B/C. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. ALTERNATE MINIMUMS: CAT A/B 1500-2, CAT C 1500-3, CAT D NA. MISSED APPROACH: CLIMBING LEFT TURN DIRECT LEENY LOM, CONTINUE CLIMB TO 6100 SOUTHWEST BOUND ON LEENY LOM BEARING 233, THEN DIRECT LEENY LOM AND HOLD, CONTINUE CLIMB IN HOLD TO 6600. TERMINAL ROUTE FROM GEG VORTAC TO LEENY LOM (IAF) MINIMUM ALTITUDE 6800. TERMINAL ROUTE FROM DIANN TO LEENY LOM (IAF) MINIMUM ALTITUDE 8300. TERMINAL ROUTE GEG VORTAC (IAF) TO GEG VORTAC R045/19.1 DME (DMMVD) MINIMUM ALTITUDE 5600. PROCEDURE TURN COMPLETION ALTITUDE 6400. CHART PROFILE NOTE: MAINTAIN 6400 UNTIL PROCEDURE TURN INBOUND. MINIMUM SAFE ALTITUDE FROM COE VOR/DME 7700.

**FDC 7/2682** COE FI/T COEUR D ALENE AIR TERMINAL, COEUR D ALENE, ID. NDB OR GPS RWY 5, AMDT 1A...S-5 CATS A, B, C MDA 3780/HAT 1494. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 2 1/2. CIRCLING CATS A, B, C MDA 3780/HAA 1462. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. S-5 AND CIRCLING CAT D MINIMUMS NA. MISSED APPROACH: CLIMBING LEFT TURN TO LEENY LOM, CONTINUE CLIMB TO 6100 SOUTHWEST BOUND ON LEENY LOM BEARING 233, THEN DIRECT LEENY LOM AND HOLD, CONTINUE CLIMB IN HOLD TO 6600. TERMINAL ROUTE FROM DIANN TO LEENY LOM (IAF) MINIMUM ALTITUDE 8300. TERMINAL ROUTE FROM GEG VORTAC TO LEENY LOM (IAF) MINIMUM ALTITUDE 6800. PROCEDURE TURN COMPLETION ALTITUDE 6400. CHART PROFILE NOTE: MAINTAIN 6400 UNTIL PROCEDURE TURN INBOUND.

## GOODING

Gooding Muni

**FDC 3/0066** GNG FI/T GOODING MUNI, GOODING, ID. NDB OR GPS RWY 25, ORIG...PROCEDURE NA USING LOCAL ALTIMETER SETTING, USE BURLEY, ID ALTIMETER SETTING AND INCREASE ALL MDAS 220FT.

## IDAHO FALLS

Idaho Falls Rgnl

**FDC 8/6968** IDA FI/T IDAHO FALLS REGIONAL, IDAHO FALLS, ID. LOC BC RWY 2, AMDT 6A...CIRCLING CAT A HAA/456, CAT B HAA/476, CAT C MDA 5260/HAA 516, CAT D HAA/596, CAT E HAA/676. AIRPORT ELEVATION 4744.

**FDC 8/6204** IDA FI/T IDAHO FALLS REGIONAL, IDAHO FALLS, ID. ILS OR LOC RWY 20, AMDT 11D...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IDA VOR/DME OTS.

**FDC 8/6102** IDA FI/T IDAHO FALLS REGIONAL, IDAHO FALLS, ID. VOR OR GPS RWY 20, AMDT 9A...VOR PORTION NA.

**FDC 8/2918** IDA FI/T IDAHO FALLS REGIONAL, IDAHO FALLS, ID. RNAV (GPS) RWY 2, ORIG...LNAV/VNAV DECISION ALTITUDE 5135/HAT 391 ALL CATS. VIS 1 1/4 ALL CATS.

**FDC 8/0462** IDA FI/T IDAHO FALLS REGIONAL, IDAHO FALLS, ID. NDB RWY 20, AMDT 10B...CIRCLING CAT A/B HAA/476, CAT C MDA 5260/HAA 516, CAT D HAA/596. AIRPORT ELEVATION 4744.

## JEROME

Jerome County

**FDC 3/0970** JER FI/T JEROME COUNTY, JEROME, ID. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 8 NA. DEPARTURE PROCEDURE: RWY 8 NA. DEPARTURE PROCEDURE: RWY 26 NA.

## LEWISTON

Lewiston-Nez Perce County

**FDC 8/4041** LWS FI/T LEWISTON-NEZ PERCE COUNTY, LEWISTON, ID. ILS RWY 26, AMDT 11C...GS COUPLED APPROACHES NA BELOW 2550 MSL.

## REXBURG

Rexburg-Madison County



**FDC 8/6099** RXE FI/T REXBURG-MADISON COUNTY, REXBURG, ID. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IDA VOR/DME OTS.

**FDC 8/4028** RXE FI/T REXBURG-MADISON COUNTY, REXBURG, ID. RNAV (GPS) RWY 35, AMDT 1...CIRCLING CAT D MDA 5620/HAA 762.

## TWIN FALLS

### Joslin Field - Magic Valley Rgnl

**FDC 7/4559** TWF FI/T JOSLIN FIELD - MAGIC VALLEY RGNL, TWIN FALLS, ID. VOR OR GPS RWY 7 AMDT 3A...S-7: MINIMUMS NA. CIRCLING: MDA 4980/HAA 829 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. ALTERNATE MINIMUMS: CAT A/B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4. DME MINIMA: S-7: MINIMUMS NA. CIRCLING: MDA 4700/HAA 549 CATS B/C, CAT D MDA 4760/HAA 609.

## ILLINOIS

### ALTON/ST LOUIS

#### St Louis Rgnl

**FDC 8/9181** ALN FI/P ST LOUIS REGIONAL, ALTON/ST LOUIS, IL. RNAV (GPS) RWY 29, ORIG.LNAV MDA 880/HAT 349 ALL CATS. VDP 1.00 NM TO RW 29. CHANGE INOPERATIVE NOTES TO READ: FOR INOPERATIVE MALS, INCREASE LNAV CAT D VISIBILITY TO 1 1/4 MILE. THIS IS RNAV (GPS) RWY 29, ORIG-A.

### BELLEVILLE

#### Scott AFB/Midamerica

**FDC 8/4020** BLV FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS OR LOC RWY 14R, ORIG-B...CIRCLING CAT D MDA 1240/HAA 781. VISIBILITY CAT D 2 1/2. ALTERNATE MINS: ILS: CAT D 800-2 1/2, LOC: CAT D 800-2 1/2.

**FDC 8/4019** BLV FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS RWY 32L, ORIG-A...TERMINAL ROUTE FROM TROY (TOY) VORTAC TO BL NDB NA. MSA FROM CENTRALIA (ENL) VORTAC 030-210 2600, 210-030 2100. PROCEDURE TURN NA. DELETE ALL REFERENCE TO BL NDB. CENTRALIA (ENL) VORTAC CROSSING RADIAL (R-272) NOT AUTHORIZED FOR BLVIL INT. DME REQUIRED. CIRCLING CATS A/B MDA 1000/HAA 541, CAT C MDA 1060/HAA 601, CAT D MDA 1240/HAA 781. VISIBILITY CAT D 2 1/2. ALTERNATE MINS: ILS: CAT C 700-2, CAT D 800-2 1/2, LOC: CAT D 800-2 1/2.

**FDC 8/4017** BLV FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS OR LOC RWY 32R, ORIG-B...CIRCLING CAT A/B MDA 1000/HAA 541, CAT C MDA 1060/HAA 601, CAT D MDA 1240/HAA 781. VIS CAT D 2 1/2. ALTERNATE MINS: ILS: CAT C 700-2, CAT D 800-2 1/2, LOC: CAT D 800-2 1/2, CAT E 800-2 3/4.

**FDC 8/4013** BLV FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS/DME RWY 14L, ORIG-A...CIRCLING CAT A/B MDA 1000/HAA 541, CAT C MDA 1060/HAA 601, CAT D MDA 1240/HAA 781. VIS CAT D 2 1/2. ALTERNATE MINS: ILS: CAT C 700-2, CAT D 800-2 1/2, LOC: CAT D 800-2 1/2.

**FDC 7/4930** BLV FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. RNAV (GPS) RWY 14R, ORIG-A...CIRCLING CAT D MDA 1240/HAA 781. VISIBILITY CAT D 2 1/2. TOWER 871 MSL 3.02 NM SW OF ARP.

**FDC 6/1319** BLV FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. GPS RWY 14L, ORIG-A...GPS RWY 32R, ORIG-A...CIRCLING CAT A/B 1000/HAA 541, CAT C 1060/HAA 601, CAT D 1240/HAA 781. VISIBILITY CAT D 2 1/2.

**FDC 6/1316** BLV FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. RNAV (GPS) RWY 32L, ORIG-A...CIRCLING: MDA CAT A/B 1000/HAA 541, CAT D 1240/HAA 781. CAT D VISIBILITY 2 1/2.

### BLOOMINGTON/NORMAL

#### Central Il Regl Arpt At Bloomington-Normal

**FDC 8/2566** BMI FI/T CENTRAL IL REGL ARPT AT BLOOMINGTON-NORMAL, BLOOMINGTON/NORMAL, IL. ILS OR LOC RWY 29, AMDT 9A...TERMINAL ROUTE FROM BMI VOR/DME TO ANNAY OM/INT/BMI 7.6 DME NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, BMI VOR/DME R-104 UNUSABLE.

**FDC 8/1336** BMI FI/T CENTRAL IL REGL ARPT AT BLOOMINGTON-NORMAL, BLOOMINGTON/NORMAL, IL. ILS OR LOC/DME RWY 2, ORIG...S-ILS 2 ALL CATS VISIBILITY 1/2. S-LOC 2 CATS A/B/C VISIBILITY 1/2, CAT D 3/4.

**FDC 7/4772** BMI FI/T CENTRAL IL REGL ARPT AT BLOOMINGTON-NORMAL, BLOOMINGTON/NORMAL, IL. VOR RWY 11, AMDT 13...PROCEDURE NA.

### BOLINGBROOK

#### Bolingbrook's Clow Intl

**FDC 7/3848** 1C5 FI/T BOLINGBROOK S CLOW INTERNATIONAL, BOLINGBROOK, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 36, SIGN 596 FT FROM DEPARTURE END OF RUNWAY, 79 FT RIGHT OF CENTERLINE 25 FT AGL/697 FT MSL. BUILDING 393 FT FROM DEPARTURE END OF RUNWAY, 73 FT RIGHT OF CENTERLINE 13 AGL/684 MSL.

## CAHOKIA/ST LOUIS

### St Louis Downtown

**FDC 8/9512** CPS FI/T CAHOKIA/ST LOUIS DOWNTOWN, CAHOKIA/ST LOUIS, IL. INDEX B ARFF AVBL 1300-0200 MON-FRI, OTHER TIMES BY REQUEST 618-337-6060.

**FDC 8/0942** CPS FI/T CAHOKIA/ST LOUIS DOWNTOWN, CAHOKIA/ST LOUIS, IL. CPS IS CERTIFICATED AT A CLASS IV PART 139 AIRPORT. ARFF INDEX B AVAILABLE UNSCHEDULED AIR CARRIER OPERATIONS GREATER THAN 30 PASSENGER SEATS AUTHORIZED WITH 12 HOUR PRIOR PERMISSION REQUEST. CONTACT AIRPORT MANAGER AT 618-337-6060 (MON-FRI, 830-4:30PM) OFF HOURS AND WEEKENDS CONTACT JET AVIATION AT 618-646-8263.

## CANTON

### Ingersoll

**FDC 8/2442** CTK FI/P INGERSOLL, CANTON, IL. NDB OR GPS RWY 36, AMDT 2A...CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GREATER PEORIA ALTIMETER SETTING. DELETE ALL REFERENCE TO (AZOGO) CHART TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE SYMBOL THIS IS NDB RWY 36, AMDT 2B.

## CHAMPAIGN/URBANA

### University Of Illinois-Willard

**FDC 5/0493** CMI FI/T UNIVERSITY OF ILLINOIS-WILLARD, CHAMPAIGN/URBANA, IL. NDB OR GPS RWY 32R AMDT 10C...MISSED APPROACH: CLIMBING LEFT TURN TO 2800 VIA CMI R-297 TO LODGE INT AND HOLD.

**FDC 5/0486** CMI FI/T UNIVERSITY OF ILLINOIS-WILLARD, CHAMPAIGN/URBANA, IL. LOC BC RWY 14L AMDT 7C...DECATUR (DEC) VORTAC CROSSING RADIAL (R-041) NOT AUTHORIZED FOR BOILL INT. DME REQUIRED. MSA FROM: CHAMPAIGN (CMI) VORTAC 3100.

**FDC 5/0484** CMI FI/T UNIVERSITY OF ILLINOIS-WILLARD, CHAMPAIGN/URBANA, IL. VOR OR GPS RWY 4 AMDT 11A...MSA FROM: CHAMPAIGN (CMI) VORTAC 3100.

## CHICAGO

### Chicago Midway Intl

**FDC 8/8859** MDW FI/T CHICAGO MIDWAY INTL, CHICAGO, IL. RNAV (GPS) RWY 31R, ORIG...VGS1 AND DESCENT ANGLES NOT COINCIDENT.

**FDC 8/8633** MDW FI/T CHICAGO MIDWAY INTL, CHICAGO, IL. RNAV (GPS) RWY 22R, ORIG...LNAV MDA 1280/ HAT 666 ALL CATS. CAT C VIS 1 3/4, CAT D VIS 2. CIRCLING MDA 1280/ HAA 660 ALL CATS. CAT C VIS 1 3/4. MINIMUM ALTITUDE: CIDIG/2.4NM TO RW22R 1400. DELETE PROFILE NOTE: VGS1 AND DESCENT ANGLES NOT COINCIDENT.

**FDC 8/6335** MDW FI/P CHICAGO MIDWAY INTL, CHICAGO, IL. MIDWAY SIX DEPARTURE (MDWAY6.MDW)...CICERO THREE DEPARTURE (CISRO3.MDW). CORRECT POLO (PLL) VORTAC FACILITY BOX: CHANGE MORSE CODE TO REFLECT THE CORRECT IDENT OF PLL AND REMOVE THE UNDERLINE OF THE 111.2 FREQUENCY TO INDICATE VOICE IS AVAILABLE.

**FDC 8/1104** MDW FI/T CHICAGO MIDWAY INTL, CHICAGO, IL. ILS OR LOC RWY 4R, ORIG-A...S-LOC 4R MDA 1120/HAT 501 ALL CATS, VIS CAT C/D 1 1/2.

### Chicago O'Hare Intl

**FDC 8/8969** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 22R, AMDT 7E...DISREGARD ALL REFERENCES TO OUTER MARKER.

**FDC 8/8968** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 14L, AMDT 29...ILS RWY 14L (CAT II), AMDT 29...ILS RWY 14L (CAT III), AMDT 29...ILS OR LOC RWY 22L, AMDT 4F...ILS OR LOC RWY 22R, AMDT 7E...ILS OR LOC RWY 4R, AMDT 6L...MSA FROM ORD VOR/DME 3400.

**FDC 8/8967** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 10, AMDT 15A...ILS OR LOC RWY 14L, AMDT 29...ILS OR LOC RWY 14R, AMDT 30...ILS OR LOC RWY 22L, AMDT 4F...ILS OR LOC RWY 27L, AMDT 27A...ILS OR LOC RWY 28, AMDT 14A...ILS OR LOC RWY 32L, AMDT 2...ILS OR LOC RWY 4R, AMDT 6L...CIRCLING MDA 1280/HAA 612 ALL CATS. ALTERNATE MINS ILS: 700-2. TEMP CRANES 971 MSL 1.16 NM NW OF AIRPORT.

**FDC 8/5337** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 9R, AMDT 8...YONUT FIX MINIMUMS: S-LOC 9R: MDA 1200/HAT 540 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. CIRCLING: MDA 1280/HAA 612 ALL CATS. VIS CAT C 1 3/4. VDP: I-JAV 2.9 DME. ALTERNATE MINS: ILS: CAT A, B, C, D, 700-2. TEMPORARY CRANES 971 MSL 4571 FT N OF RWY 9R.

**FDC 8/5334** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 9R, AMDT 1...LNAV/VNAV: DA 1121/HAT 461 ALL CATS. LNAV: MDA 1240/HAT 580 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. CIRCLING: MDA 1280/HAA 612 ALL CATS. VIS CAT C 1 3/4. VDP 1.6 NM TO RW09R. TEMPORARY CRANE 971 MSL 4571 FT N OF RWY 9R.

**FDC 8/5333** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 4R, ORIG-A...RNAV (GPS) RWY 27L, AMDT 1...RNAV (GPS) RWY 28, AMDT 1...RNAV (GPS) RWY 32L, AMDT 2A...RNAV (GPS) RWY 32R, AMDT 1...RNAV (GPS) Y RWY 22L, ORIG-A...RNAV (GPS) Z RWY 22L, ORIG...CIRCLING: MDA 1280/HAA 612 ALL CATS, VIS CAT C 1 3/4. TEMPORARY CRANES 971 MSL 1.16 NM NW OF AIRPORT.

**FDC 8/5332** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 22R, AMDT 1...LNAV: MDA 1180/HAT 529 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. CIRCLING: MDA 1280/HAA 612 ALL CATS, VIS CAT C 1 3/4. TEMPORARY CRANES 5289 FT W OF RWY 22R.

**FDC 8/5331** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 10, AMDT 2...LNAV/VNAV: DA 1107/HAT 441 ALL CATS. CIRCLING: MDA 1280/HAA 612 ALL CATS. VIS CAT C 1 3/4. TEMPORARY CRANE 971 MSL 1.65 NM N OF RWY 10.

**FDC 8/5084** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 32L, AMDT 2...S-LOC 32L MDA 1100/HAT 446 ALL CATS, VIS CAT D 1 1/2.

**FDC 8/4127** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 14R, AMDT 30...CHANGE ALTITUDE SYMBOL AT CUBGO INT/I-ORD 28.4 DME FROM ASTERISK TO DOUBLE ASTERISK. ADD PLANVIEW AND PROFILE NOTE: DOUBLE ASTERISK 3000 WHEN AUTHORIZED BY ATC.

**FDC 8/4092** ORD FI/P CHICAGO-O HARE INTL, CHICAGO, IL ILS OR LOC RWY 14L AMDT 29...ILS RWY 14L (CAT II) AMDT 29...ILS RWY 14L (CAT III) AMDT 29...CIRCLING CATS A/B/C MDA 1220/HAA 548, CAT D MDA 1240/HAA 568. MSA FROM: ORD VOR/DME 3400. DELETE PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. THIS IS ILS OR LOC RWY 14L AMDT 29A, ILS RWY 14L (CAT II) AMDT 29A, ILS RWY 14L (CAT III) AMDT 29A.

**FDC 8/4091** ORD FI/P CHICAGO-O HARE INTL, CHICAGO, IL ILS OR LOC RWY 14R AMDT 30...ILS RWY 14R (CAT II) AMDT 30...ILS RWY 14R (CAT III) AMDT 30...CIRCLING CATS A/B/C MDA 1220/HAA 548, CAT D MDA 1240/HAA 568. CHANGE MIN ALT AT CUBGO INT/I-ORD 28.35 DME FROM ASTERISK 7000 TO DOUBLE ASTERISK 7000. ADD PLANVIEW AND PROFILE NOTE: DOUBLE ASTERISK 3000 WHEN AUTHORIZED BY ATC. CHART NOTE: LOC PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. THIS IS ILS OR LOC RWY 14R AMDT 30A, ILS RWY 14R (CAT II) AMDT 30A, ILS RWY 14R (CAT III) AMDT 30A.

**FDC 8/3952** ORD FI/P CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) Z RWY 22L, ORIG...LNAV/VNAV DA 1060/HAT 406 ALL CATS, VIS RVR 5000 ALL CATS. CIRCLING CATS A/B/C MDA 1220/HAA 548, CAT D MDA 1240/HAA 568, VISIBILITY CAT A/B 1. DISTANCE TO THLD FROM 406 HAT: 1.10 NM. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. DELETE NOTE: BARO-VNAV NA BELOW -16C (4F). ADD NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16C (4F) OR ABOVE 47C (116F). THIS IS RNAV (GPS) Z RWY 22L, ORIG-A.

**FDC 8/3950** ORD FI/P CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) Y RWY 22L, ORIG-A...LNAV MDA 1160/HAT 506 ALL CATS, VIS CAT C/D RVR 5000. CIRCLING CATS A/B/C MDA 1220/HAA 548, CAT D MDA 1240/HAA 568. CHART VDP AT 1.39 MILES TO RW22L. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) Y RWY 22L, ORIG-B.

**FDC 8/3949** ORD FI/P CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 4L, AMDT 1...CIRCLING CATS A/B/C MDA 1220/HAA 548, CAT D MDA 1240/HAA 568. THIS IS RNAV (GPS) RWY 4L, AMDT 1A.

**FDC 8/3948** ORD FI/P CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 32R, AMDT 1...CIRCLING CATS A/B/C MDA 1220/HAA 548, CAT D MDA 1240/HAA 568. THIS IS RNAV (GPS) RWY 32R, AMDT 1A.

**FDC 8/3944** ORD FI/P CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 22R, AMDT 7E...S-ILS 22R DA 851/HAT 200 ALL CATS. S-LOC 22R MDA 1220/HAT 569 ALL CATS. CIRCLING CATS A/B/C MDA 1220/HAA 548, CAT D MDA 1240/HAA 568. DME MINIMUMS: S-LOC 22R MDA 980/HAT 329 ALL CATS. CIRCLING CATS A/B/C MDA 1220/HAA 548, CAT D MDA 1240/HAA 568. MSA FROM: ORD VOR/DME 3400. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. CHART NOTE: LOC PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. THIS IS ILS OR LOC RWY 22R, AMDT 7F.

**FDC 8/3943** ORD FI/P CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 4R, ORIG-A...LNAV/VNAV DA 1136/HAT 475 ALL CATS, VIS RVR 6000 ALL CATS. CIRCLING CATS A/B/C MDA 1220/HAA 548, CAT D MDA 1240/HAA 568, VIS CATS A/B 1. DISTANCE TO THLD FROM 475 HAT: 1.33 NM. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. DELETE NOTE: BARO-VNAV NA BELOW -16C (4F). ADD NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16C (4F) OR ABOVE 47C (116F). THIS IS RNAV (GPS) RWY 4R, ORIG-B.

**FDC 8/3942** ORD FI/P CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 14R, AMDT 1...CIRCLING CATS A/B/C MDA 1220/HAA 548, CAT D MDA 1240/HAA 568. THIS IS RNAV (GPS) RWY 14R, AMDT 1A.

**FDC 8/3941** ORD FI/P CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 22L, AMDT 4F...S-ILS 22L VIS RVR 1800 ALL CATS. S-LOC 22L MDA 1080/HAT 426 ALL CATS. CIRCLING CATS A/B/C MDA 1220/HAA 548, CAT D MDA 1240/HAA 568. MSA FROM: ORD VOR/DME 3400. CHART NOTE: LOC PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. THIS IS ILS OR LOC RWY 22L, AMDT 4G.

**FDC 8/3938** ORD FI/P CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 14L, AMDT 1...CIRCLING CATS A/B/C MDA 1220/HAA 548, CAT D MDA 1240/HAA 568, VISIBILITY CAT A/B 1, CAT C 1 1/2. DELETE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. THIS IS RNAV (GPS) RWY 14L, AMDT 1A.

**FDC 8/3936** ORD FI/P CHICAGO-O HARE INTL, CHICAGO, IL. LOC RWY 4L, AMDT 20...CHANGE PROFILE STARTS AT FROM KERBE TO ELLYN. ADD MIN ALT AT ELLYN: 4700. CHANGE MIN ALT AT KERBE FROM ASTERISK 3600 TO 3600. DELETE PLANVIEW AND PROFILE NOTE: ASTERISK 2700 WHEN AUTHORIZED BY ATC. CIRCLING MDA 1260/HAA 588 ALL CATS. RACCY FIX MINIMUMS: CIRCLING CATS A/B/C MDA 1220/HAA 548, CAT D MDA 1240/HAA 568. THIS IS LOC RWY 4L, AMDT 20A.

**FDC 8/3934** ORD FI/P CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 32L, AMDT 2A...CIRCLING CATS A/B/C MDA 1220/HAA 548, CAT D MDA 1240/HAA 568. THIS IS RNAV (GPS) RWY 32L, AMDT 2B.

**FDC 8/3933** ORD FI/P CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 32R, AMDT 21B...CIRCLING CATS A/B/C MDA 1220/HAA 548, CAT D MDA 1240/HAA 568. DME MINIMUMS: S-LOC 32R MDA 1100/HAT 447 ALL CATS, VIS CAT C RVR 4000, CAT D RVR 5000. CIRCLING CATS A/B/C MDA 1220/HAA 548, CAT D MDA 1240/HAA 568. CHART NOTE: LOC PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. THIS IS ILS OR LOC RWY 32R, AMDT 21C.

**FDC 8/3932** ORD FI/P CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 22R, AMDT 1...CIRCLING CATS A/B/C MDA 1220/HAA 548, CAT D MDA 1240/HAA 568. THIS IS RNAV (GPS) RWY 22R, AMDT 1A.

**FDC 8/3931** ORD FI/P CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 32L, AMDT 2...S-LOC 32L MDA 1100/HAT 446 ALL CATS, VIS CAT D 1 1/2. CIRCLING CATS A/B/C MDA 1220/HAA 548, CAT D MDA 1240/HAA 568. CHART VDP AT 3.54 DME; DISTANCE VDP TO THLD 1.24 MILES. CHART NOTE: LOC PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. THIS IS ILS OR LOC RWY 32L, AMDT 2A.

**FDC 8/3930** ORD FI/P CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 4R, AMDT 6L...MSA FROM: ORD VOR/DME 3400. THIS IS ILS OR LOC RWY 4R, AMDT 6J.

**FDC 8/3615** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 4L, TEMP CRANE 1088 FT FROM DEPARTURE END OF RUNWAY, 729 FT LEFT OF CENTERLINE, 80 FT AGL/734 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 8/3613** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 22R, AMDT 7E...S-ILS 22R DA 1035/HAT 384 ALL CATS, VIS ALL CATS RVR 4000. CIRCLING MDA 1280/HAA 612 ALL CATS, VIS CAT C 1 3/4. DME MINIMUMS: S-LOC 22R MDA 1140/HAT 489 ALL CATS, VIS CAT C RVR 4000, CAT D RVR 5000. CIRCLING MDA 1280/HAA 612 ALL CATS, VIS CAT C 1 3/4. VGSI AND ILS GLIDEPATH NOT COINCIDENT. FOR INOPERATIVE MALSR, INCREASE S-ILS 22R ALL CATS TO RVR 6000. ALTERNATE MINS: ILS: CATS A, B, C, D, 700-2. TEMP CRANE 734 MSL 1309 FT N OF RWY 22R. TEMP CRANE 835 MSL 2207 FT E OF RWY 22R.

**FDC 8/2444** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) Z RWY 22L, ORIG...LNAV/VNAV DA 1060/HAT 406 ALL CATS, VIS RVR 5000 ALL CATS.

**FDC 8/1671** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 10, AMDT 15A...CHANGE ALTITUDE SYMBOL AT BURKE INT/I-MED 21.3 DME FROM DOUBLE ASTERISK TO TRIPLE ASTERISK. ADD PLANVIEW AND PROFILE NOTE: TRIPLE ASTERISK 3500 WHEN AUTHORIZED BY ATC.

**FDC 8/0022** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 28, AMDT 14A...ILS OR LOC RWY 28 (CAT II), AMDT 14A...ILS OR LOC RWY 28 (CAT III), AMDT 14A...ILS OR LOC RWY 14L, AMDT 29...DELETE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.

**FDC 8/0017** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 28, AMDT 1...RNAV (GPS) RWY 14L, AMDT 1...DELETE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.

**FDC 7/7277** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 14R, AMDT 1...LNAV/VNAV DA 1110/HAT 442 ALL CATS. LNAV MDA 1240/HAT 572 ALL CATS, VIS RVR 4000 CATS A/B, RVR 5000 CAT C, RVR 6000 CAT D. CIRCLING: MDA 1280/HAA 612 ALL CATS. VDP 1.60 NM TO RWY 14R. INOPERATIVE TABLE DOES NOT APPLY. TEMPORARY CRANES 5184 FT E OF APPROACH END OF RWY 14R, 315 AGL/971 MSL.

**FDC 7/5814** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 14L AMDT 1...LPV: DA 1078/HAT 425 ALL CATS. VIS 1 1/2 ALL CATS. LNAV/VNAV: DA 1281/HAT 628 VIS 2 ALL CATS. LNAV: MDA 1240/HAT 587 ALL CATS. VIS CAT A/B RVR 5000, CAT C 1 1/2, CAT D 1 3/4. INOPERATIVE TABLE DOES NOT APPLY. VDP NA. CIRCLING: MDA 1280/HAA 612 ALL CATS. VIS 2 CAT A/B/C. TEMPORARY CRANES 2242 FT S OF APPROACH END OF RWY 14L, 315 AGL/971 MSL.

**FDC 7/5191** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 4L, AMDT 1...CIRCLING MDA 1280/HAA 612 ALL CATS, VIS CAT C 1 3/4. TEMP CRANES 971 MSL 5356 FT N OF RWY 4L.

**FDC 7/3718** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) Y RWY 22L, ORIG-A...LNAV MDA 1160/HAT 506 ALL CATS, VIS CAT A/B RVR 4000, CAT C/D RVR 5000. VDP 1.4 NM TO RW22L. CONTROL TOWER 910 MSL 1.11 NM W OF RWY 22L.

**FDC 7/1596** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. LOC RWY 4L, AMDT 20...CIRCLING MDA 1280/HAA 612 ALL CATS. RACCY FIX MINIMUMS: S-4L MDA 1180/HAT 522 ALL CATS, VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1280/HAA 612 ALL CATS, VIS CAT C 1 3/4. TEMP CRANE 831 MSL 2.01 NM SW OF RWY 4L. TEMP CRANES 971 MSL 5356 FT N OF RWY 4L.

**FDC 7/1231** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 32R, AMDT 21B...CIRCLING: MDA 1280/HAA 612 ALL CATS. DME MINIMUMS: CIRCLING: MDA 1280/HAA 612 ALL CATS. TEMPORARY CRANES 1.40 NM NW OF APPROACH END OF RWY 32R, 315 AGL/971 MSL.

#### **Lansing Muni**

**FDC 7/8969** IGQ FI/T LANSING MUNI, CHICAGO, IL. RNAV (GPS) RWY 27, ORIG...LNAV/VNAV DA 1399/HAT 782 ALL CATS, VIS 2 ALL CATS. LNAV MDA 1300/HAT 683 ALL CATS. CIRCLING MDA 1340/HAA 720 ALL CATS. VDP 2.0 NM TO RW27. TEMP CRANE 987 MSL 1.1 NM NE OF RWY 27.

**FDC 7/8968** IGQ FI/T LANSING MUNI, CHICAGO, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 9, CLIMB VIA HEADING 092 TO 1200 BEFORE TURNING LEFT.

**FDC 7/8967** IGQ FI/T LANSING MUNI, CHICAGO, IL. RNAV (GPS) RWY 9, ORIG...RNAV (GPS) RWY 36, ORIG...LOC RWY 36, ORIG...VOR A, AMDT 6...CIRCLING MDA 1340/HAA 720 ALL CATS. TEMP CRANE 987 MSL 1.4 NM NE OF RWY 36.

**FDC 7/8966** IGQ PART 1 OF 2 FI/T LANSING MUNI, CHICAGO, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 9, 18, 27, 36, STANDARD. DEPARTURE PROCEDURE: RWY 36, CLIMB VIA HEADING 002 TO 1200 BEFORE TURNING. NOTE: RWY 9, MULTIPLE POLES BEGINNING 1203 FT FROM DEPARTURE END OF RUNWAY, 164 FT RIGHT OF CENTERLINE, UP TO 32 FT AGL/647 FT MSL. TOWER 4314 FT FROM DEPARTURE END OF RUNWAY, 664 FT LEFT OF CENTERLINE, 149 FT AGL/764 FT MSL. BUILDING 1882 FT FROM DEPARTURE END OF RUNWAY, 964 FT LEFT OF CENTERLINE, 50 FT AGL/668 FT MSL. POLE 1205 FT FROM DEPARTURE END OF RUNWAY, 257 FT LEFT OF CENTERLINE, 32 FT AGL/647 FT MSL. NOTE: RWY 18, MULTIPLE TREES BEGINNING 381 FT FROM DEPARTURE END OF RUNWAY, 440 FT RIGHT OF CENTERLINE, UP TO 42 FT AGL/661 FT MSL. NOTE: RWY 27, MULTIPLE TREES AND ANTENNAS ON BUILDINGS BEGINNING 413 FT FROM DEPARTURE END OF RUNWAY, 329 FT RIGHT OF CENTERLINE, UP TO 56 FT AGL/671 FT MSL. HANGAR 254 FT FROM DEPARTURE END OF RUNWAY, 509 FT RIGHT OF CENTERLINE, 25 FT AGL/637 FT MSL. BUILDING 552 FT FROM DEPARTURE END OF RUNWAY, 69 FT RIGHT OF CENTERLINE, 26 FT AGL/641 FT MSL. ROAD 358 FT FROM DEPARTURE END OF RUNWAY, 410 FT RIGHT OF CENTERLINE, 15 FT AGL/630 FT MSL. LIGHT POLE 1290 FT FROM DEPARTURE END OF RUNWAY, 502 FT END PART 1 OF 2.

**FDC 7/8813** IGQ FI/T LANSING MUNI, CHICAGO, IL. RNAV (GPS) RWY 9, ORIG...LNAV MDA 1080/HAT 463.

## CHICAGO/AURORA

### Aurora Muni

**FDC 8/0714** ARR FI/T AURORA MUNI, CHICAGO/AURORA, IL. VOR RWY 36, AMDT 3...VOR RWY 33, ORIG...PROCEDURE NA.

**FDC 8/0712** ARR FI/T AURORA MUNI, CHICAGO/AURORA, IL. VOR RWY 15, ORIG-B...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, DPA VOR/DME OTS.

## CHICAGO/PROSPECT HEIGHTS/WHEELING

### Chicago Executive

**FDC 8/5355** PWK FI/T CHICAGO EXECUTIVE, CHICAGO/PROSPECT HGTS/WHEELING, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 30, TEMP CRANE 562 FT FROM DEPARTURE END OF RUNWAY, 226 FT RIGHT OF CENTERLINE, 50 FT AGL/696 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 7/8466** PWK FI/T CHICAGO EXECUTIVE, CHICAGO/PROSPECT HGTS/WHEELING, IL. RNAV (GPS) RWY 16, ORIG...NOTE: DME/DME RNP-0.3 NA.

## CHICAGO/ROCKFORD

### Chicago/Rockford Intl

**FDC 6/9224** RFD FI/T CHICAGO/ROCKFORD INTL, CHICAGO/ROCKFORD, IL. RNAV (GPS) Z RWY 19, ORIG-A...LNAV/VNAV DA 1200/HAT 464 ALL CATS. VIS 1 1/2 ALL CATS. LNAV MDA 1340/HAT 604 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 1340/HAA 604 ALL CATS. VIS CAT A/B 1 1/2, CAT C 1 3/4. DISTANCE TO THLD FROM 464 HAT: 1.30NM. VDP NA.

## CHICAGO/WEST CHICAGO

### Dupage

**FDC 8/8899** DPA FI/T DUPAGE, CHICAGO/WEST CHICAGO, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 15, 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 339 FEET PER NM TO 1100. TEMPORARY CRANE 4783 FEET SSE OF DEPARTURE END OF RUNWAY, 150 FEET AGL/ 899 FEET MSL.

**FDC 6/6788** DPA FI/T DUPAGE, CHICAGO/WEST CHICAGO, IL. VOR OR GPS RWY 10 AMDT 11A...CIRCLING: MDA 1360/HAA 602 CAT C/D. VIS CAT C 1 3/4.

**FDC 6/6787** DPA FI/T DUPAGE, CHICAGO/WEST CHICAGO, IL. ILS RWY 10 AMDT 7A...CIRCLING: MDA 1360/HAA 602. CATS C/D. VIS CAT C 1 3/4.

## DE KALB

### De Kalb Taylor Muni

**FDC 8/6119** DKB FI/T DE KALB TAYLOR MUNI, DE KALB, IL. NDB RWY 27, ORIG...PROCEDURE NA.

**FDC 8/3251** DKB FI/T DE KALB TAYLOR MUNI, DE KALB, IL. LOC/DME RWY 2 AMDT 1...CHANGE BODVE/I-DJK 1.0 DME TO BODVE/I-DJK 1.4 DME. CHANGE VDP I-DJK 2.1 DME TO I-DJK 2.4 DME. CHANGE CETAN/I-DJK 4.0 DME TO CETAN/I-DJK 4.3 DME. CHANGE JINYO/I-DJK 6.5 DME TO JINYO/I-DJK 6.8 DME. CHANGE TUGBY/I-DJK 12.0 DME TO TUGBY/I-DJK 12.3 DME.

**FDC 8/3248** DKB FI/T DE KALB TAYLOR MUNI, DE KALB, IL. VOR/DME OR GPS RWY 27, AMDT 5C...PROCEDURE NA.

**FDC 6/5315** DKB FI/T DE KALB TAYLOR MUNI, DE KALB, IL. NDB RWY 27, ORIG...TERMINAL ROUTE: FROM DUPAGE (DPA) VOR/DME TO DE KALB (DKB) NDB NA.

## DIXON

### Dixon Muni-Charles R. Walgreen Field

**FDC 8/4067** C73 FI/T DIXON MUNI-CHARLES R WALGREEN FIELD, DIXON, IL. VOR OR GPS A, AMDT 9...DME MINIMA: CIRCLING MDA 1400/HAA 615 CATS A AND B.

## FAIRFIELD

### Fairfield Muni

**FDC 6/7715** FWC FI/T FAIRFIELD MUNI, FAIRFIELD, IL. GPS RWY 9, ORIG...HOLDING AT CORQE NA.

## JOLIET

### Joliet Rgnl

**FDC 7/4685** JOT FI/T JOLIET REGIONAL, JOLIET, IL. VOR OR GPS RWY 12 AMDT 11A...CHART: TDZE 581. FINAL ANGLE AND VGSI GS NOT COINCIDENT. S-12: MDA 1340/HAT 759 ALL CATS. VIS CAT B 1 1/4. CIRCLING: MDA 1340/HAA 759 ALL CATS. VIS CAT B 1 1/4. MINIMUM ALTITUDE AT JOT 5 DME 1340. DME MINMUMS NA.

**FDC 7/4624** JOT FI/T JOLIET REGIONAL, JOLIET, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 12, 600-3 OR STD WITH MIN CLIMB OF 267 FEET PER NM TO 1300. DEPARTURE PROCEDURES: RWY 22, CLIMB TO 1100 FEET BEFORE TURNING LEFT. NOTE: RWY 4: POLE 560 FEET FROM DEPARTURE EHD OF RWY, 45 FEET RIGHT OF CENTERLINE, 22 FEET AGL/602 FEET MSL. RWY 12: BLDG 566 FEET FROM DEPARTURE END OF RWY, 270 FEET RIGHT OF CENTERLINE, 28 FEET AGL/602 FEET MSL, TOWER 2 NM FROM DEPARTURE END OF RWY, 2605 FEET RIGHT OF CENTERLINE, 420 FEET AGL/973 FEET MSL, STACKS 2.3 NM FROM DEPARTURE END OF RWY, 1815 FEET LEFT OF CENTERLINE, 550 FEET AGL/1065 FEET MSL. RWY 22: TOWER 1218 FEET FROM DEPARTURE END OF RWY, 602 FEET RIGHT OF CENTERLINE, 123 FEET AGL/694 FEET MSL. RWY 30: BLDG 387 FEET FROM DEPARTURE END OF RWY, 46 FEET RIGHT OF CENTERLINE, 19 FEET AGL/599 FEET MSL.

## KEWANEE

### Kewanee Muni

**FDC 6/9172** EZI FI/T KEWANEE MUNI, KEWANEE, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 1, 9, 19, 27 STANDARD. NOTE: RWY 27, UTILITY POLE 1800 FEET FROM DEPARTURE END OF RUNWAY, 100 FEET RIGHT OF CENTERLINE, 60 FEET AGL/914 FEET MSL.

## LAWRENCEVILLE

### Lawrenceville-Vincennes Intl

**FDC 8/6498** LWV FI/T LAWRENCEVILLE-VINCENNES INTL, LAWRENCEVILLE, IL. VOR RWY 27, AMDT 7A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, RSV VOR OTS.

## MORRIS

### Morris Muni - James R. Washburn Field

**FDC 8/6989** C09 FI/T MORRIS MUNI-JAMES R WASHBURN FIELD, MORRIS, IL. RNAV (GPS) RWY 36, ORIG...PROCEDURE NA.

**FDC 7/4356** C09 FI/T MORRIS MUNI-JAMES R WASHBURN FIELD, MORRIS, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 18, 400-2 OR STANDARD WITH MINIMUM CLIMB OF 277 FT. PER NM TO 1000. RWY 18 NOTE: TOWER 1.61 NM FROM DEPARTURE END OF RWY, 616 FT RIGHT OF CENTERLINE, 290 FT AGL/890 FT MSL.

## MOUNT CARMEL

### Mount Carmel Muni

**FDC 8/9545** AJG FI/T MOUNT CARMEL MUNI, MOUNT CARMEL, IL. NDB OR GPS RWY 4, AMDT 5.S-4 MDA 1140/HAT 712 ALL CATS, VIS CAT C 2. CIRCLING MDA 1140/HAA 711 ALL CATS, VIS CAT C 2. LAWRENCEVILLE ALTIMETER SETTING MINIMUMS: S-4 MDA 1180/HAT 752 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4. CIRCLING MDA 1180/HAA 751 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4.

**FDC 8/2867** AJG FI/T MOUNT CARMEL MUNI, MOUNT CARMEL, IL. VOR OR GPS RWY 22, AMDT 9...VOR PORTION: DME REQUIRED, OEA NDB OTS.

## PARIS

### Edgar County

**FDC 7/2429** PRG FI/T EDGAR COUNTY, PARIS, IL. VOR/DME OR GPS A, AMDT 7...CIRCLING CATS A/B/C MDA 1300/HAA 646. TERRE HAUTE ALTIMETER SETTING MINIMUMS CIRCLING CATS A/B/C MDA 1380/HAA 726.

## PEKIN

### Pekin Muni

**FDC 8/1197** C15 FI/T PEKIN MUNI, PEKIN, IL. VOR OR GPS A, AMDT 6A...MISSED APPROACH: CLIMBING RIGHT TURN TO 2100 DIRECT PIA VORTAC AND HOLD.

## ROBINSON

### Robinson Muni

**FDC 8/6497** RSV FI/T ROBINSON MUNI, ROBINSON, IL. VOR OR GPS RWY 27, AMDT 4...VOR OR GPS RWY 17, AMDT 4...VOR PORTION NA.

## ROCHELLE

### Rochelle Muni Airport-Koritz Field

**FDC 8/4182** RPJ FI/T ROCHELLE MUNI AIRPORT-KORITZ FIELD, ROCHELLE, IL. RNAV (GPS) RWY 25, ORIG...LNAV: MDA 1400/HAT 619 ALL CATS. VISIBILITY CAT C 1 3/4, CAT D 2. CIRCLING: CATS A/B/C MDA 1400/HAA 619. VISIBILITY CAT C 1 3/4.

**FDC 7/0035** RPJ FI/T ROCHELLE MUNI-KORITZ FIELD, ROCHELLE, IL. VOR A, AMDT 8...CIRCLING: CAT A/B MDA 1300/HAA 519.

## SPRINGFIELD

## Abraham Lincoln Capital

**FDC 8/4507** SPI FI/T ABRAHAM LINCOLN CAPITAL, SPRINGFIELD, IL. RNAV (GPS) RWY 13, ORIG...PROCEDURE NA.

**FDC 6/0683** SPI FI/T ABRAHAM LINCOLN CAPITAL, SPRINGFIELD, IL. ILS OR LOC RWY 22, AMDT 8A. ADF OR RADAR REQUIRED.

## STERLING/ROCKFALLS

### Whiteside Co Arpt-Jos H Bittorf Fld

**FDC 7/5192** SQI FI/T WHITESIDE CO-JOS H BITTORF FLD, STERLING-ROCKFALLS, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 7, TEMP CRANE 3095 FEET FROM DER, 1100 FEET RIGHT OF CENTERLINE, 91 FEET AGL/741 FEET MSL.

## URBANA

### Frasca Field

**FDC 5/8797** C16 FI/T URBANA/FRASCA FIELD, URBANA, IL. VOR/DME OR GPS-B, AMDT 6...CIRCLING CAT C MDA 1240/HAA 505, CAT D MDA 1360/HAA 625.

**FDC 5/8795** C16 FI/T URBANA/FRASCA FIELD, URBANA, IL. VOR OR GPS-A, AMDT 11...CMI 5.5 DME FIX: MINIMUM ALTITUDE 1540. CIRCLING MDA 1540/HAA 805 ALL CATS. DME MINIMUMS CIRCLING CAT D MDA 1360/HAA 625.

## INDIANA

## BEDFORD

### Virgil I Grissom Muni

**FDC 7/7581** BFR FI/T VIRGIL I GRISSOM MUNI, BEDFORD, IN. VOR/DME RWY 31, AMDT 9...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OOM DME UNUSABLE BEYOND 25 NM.

## EVANSVILLE

### Evansville Rgnl

**FDC 7/5514** EVV FI/T EVANSVILLE REGIONAL, EVANSVILLE, IN. RADAR-1 AMDT 5B...ASR 18/36 PROCEDURES NA.

## FORT WAYNE

### Fort Wayne Intl

**FDC 8/6863** FWA FI/T FORT WAYNE INTERNATIONAL, FORT WAYNE, IN. ILS OR LOC RWY 32, AMDT 28A...ADD NOTE: S-ILS 32 VIS CAT A/B/C/D RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

**FDC 8/1626** FWA FI/T FORT WAYNE INTERNATIONAL, FORT WAYNE, IN. LOC BC RWY 14, AMDT 13A...S-14 MDA 1220 / HAT 418 ALL CATS. VIS CAT C 1-1/4, CAT E 1-1/2. CIRCLING CATS A/B/C MDA 1320/HAA 505, CAT E MDA 1520/HAA 705. VIS CAT E 2 1/2. IFR ALTERNATE MINIMUMS: CATEGORY E, 800-2 1/2. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 8/1624** FWA FI/T FORT WAYNE INTERNATIONAL, FORT WAYNE, IN. ILS OR LOC RWY 32, AMDT 28A...CIRCLING CATS A/B/C MDA 1320/HAA 505, CAT E MDA 1520/HAA 705. VIS CAT E 2 1/2. IFR ALTERNATE MINIMUMS: CATEGORY E, 800-2 1/2. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 6/6433** FWA FI/T FORT WAYNE INTERNATIONAL, FORT WAYNE, IN. ILS OR LOC RWY 5, AMDT 14B...CIRCLING CATS A/B/C MDA 1320/HAA 505.

## GARY

### Gary/Chicago Intl

**FDC 8/7100** GYY FI/T GARY/CHICAGO INTERNATIONAL, GARY, IN. RNAV (RNP) RWY 30, ORIG...RNP 0.13 DA 1034/HAT 443 ALL CATS. VIS 1 ALL CATS. TEMPORARY CRANES 701 MSL 106 AGL 5640 FEET SE OF RWY 30.

## GOSHEN

### Goshen Muni

**FDC 8/2069** GSH FI/T GOSHEN MUNI, GOSHEN, IN. GPS RWY 9, AMDT 1...PROCEDURE NA.

## INDIANAPOLIS

### Eagle Creek Airpark

**FDC 7/4129** EYE FI/T EAGLE CREEK AIRPARK, INDIANAPOLIS, IN. VOR OR GPS A AMDT 6A...PT R SIDE OF CRS 256 OUTBOUND, 2600 FT WITHIN 10 MI. OF VHP VORTAC (IAF). CIRCLING: MDA 1300/HAA 477 CAT A/B/C.

### Greenwood Muni



**FDC 8/1100** HFY FI/T GREENWOOD MUNI, INDIANAPOLIS, IN TAKE OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKE-OFF MINIMUMS: RWY 1, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 337 FEET PER NM TO 1200. ALL OTHER DATA REMAINS THE SAME. TEMP CRANE 1056 MSL 5719 FEET NORTH OF RWY 19.

**FDC 8/1083** HFY FI/T GREENWOOD MUNI, INDIANAPOLIS, IN. RNAV (GPS) RWY 19, AMDT 1A...RNAV/VNAV DA 1360/HAT 538 CATS A/B/C. VISIBILITY 2 CATS A/B/C. RNAV MDA 1320/HAT 498 ALL CATS. TEMP CRANE 1056 MSL 5719 FEET NORTH OF RWY 19.

#### **Indianapolis Executive**

**FDC 8/5000** TYQ FI/T INDIANAPOLIS EXECUTIVE, INDIANAPOLIS, IN. ILS RWY 36, AMDT 4...S-ILS 36 PROCEDURE NA. INDIANAPOLIS INTL ALTIMETER SETTING MINIMUMS S-ILS 36 PROCEDURE NA.

#### **Indianapolis Intl**

**FDC 8/1952** IND FI/P INDIANAPOLIS INTL, INDIANAPOLIS, IN. RNAV (RNP) Z RWY 32, ORIG...MISSED APPROACH: CLIMB TO 2500 VIA 316.56 TRACK TO WOREL AND HOLD. THIS IS RNAV (RNP) Z RWY 32, ORIG-A.

**FDC 8/1116** IND FI/T INDIANAPOLIS INTL, INDIANAPOLIS, IN. ILS OR LOC RWY 23R, AMDT 3B...S-ILS DA 1008/ HAT 225 ALL CATS S-LOC MDA 1200/ HAT 417 ALL CATS VIS CAT C RVR 4000 TEMPORARY CRANE 1006 FEET MSL, 1.07 NM S OF RWY 23R.

**FDC 8/1115** IND FI/T INDIANAPOLIS INTL, INDIANAPOLIS, IN. ILS OR LOC RWY 5R, AMDT 5A...PROCEDURE NA, UNLESS OTHERWISE AUTHORIZED BY ATC. MULTIPLE TEMPORARY CRANES 1001 MSL 1.0 NM NE OF RWY 5R.

**FDC 8/1112** IND FI/T INDIANAPOLIS INTL, INDIANAPOLIS, IN. ILS OR LOC RWY 5L, AMDT 3A...S-ILS DA 980/HAT 232 ALL CATS. TEMPORARY CRANE 1006 MSL 5786 FT NE OF RWY 5L.

**FDC 8/1111** IND FI/T INDIANAPOLIS INTL, INDIANAPOLIS, IN. ILS RWY 5L (CAT II), AMDT 3A...ILS RWY 5L (CAT III), AMDT 3A...PROCEDURE NA, UNLESS OTHERWISE AUTHORIZED BY ATC. MULTIPLE TEMPORARY CRANES 1001 MSL 1.2 NM NE OF RWY 5L.

**FDC 8/1110** IND FI/T INDIANAPOLIS INTL, INDIANAPOLIS, IN. ILS RWY 5R (CAT II), AMDT 5A...ILS RWY 5R (CAT III), AMDT 5A...PROCEDURE NA, UNLESS OTHERWISE AUTHORIZED BY ATC. MULTIPLE TEMPORARY CRANES 933 MSL 150 AGL 1.25 NM NE OF RWY 5R.

#### **Mount Comfort**

**FDC 8/5850** MQJ FI/T MOUNT COMFORT, INDIANAPOLIS, IN. VOR RWY 34, AMDT 2...S-34 MDA 1300/HAT 442 ALL CATS, INCREASE CAT C/D VISIBILITY 1/4 MILE. WHEN USING INDIANAPOLIS INTL ALTIMETER SETTING INCREASE CAT C VISIBILITY 1/4 MILE. CHART VDP 11.73 DME FROM SHB VORTAC. DISTANCE VDP TO THRD 1.30 NM.

#### **JEFFERSONVILLE**

##### **Clark Rgnl**

**FDC 8/0661** JVY FI/T CLARK REGIONAL, JEFFERSONVILLE, IN. ILS RWY 18, AMDT 1...GLIDESLOPE UNUSABLE FOR COUPLED APPROACHES BELOW 988 FEET MSL.

#### **KNOX**

##### **Starke County**

**FDC 8/8635** OXI FI/T STARKE COUNTY, KNOX, IN. VOR OR GPS RWY 18, AMDT 1A...MINIMUM PROCEDURE TURN ALTITUDE: 2300 MINIMUM ALTITUDE AT (BPOIJ): 1400 S-18 MDA 1400/ HAT 715 ALL CATS. VIS CAT C 2, VIS CAT D 2 1/4. CIRCLING MDA 1400/ HAA 715 ALL CATS. VIS CAT C 2, VIS CAT D 2 1/4.

#### **LAFAYETTE**

##### **Purdue University**

**FDC 8/1232** LAF FI/T PURDUE UNIVERSITY, LAFAYETTE, IN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 5, 500-1 1/4 OR NA. REST OF PROCEDURE REMAINS AS PUBLISHED. TEMPORARY CRANE 200 AGL/ 818 MSL 2648 FEET NE OF APPROACH END RWY 23.

#### **MADISON**

##### **Madison Muni**

**FDC 8/0302** IMS FI/T MADISON MUNI, MADISON, IN. RNAV (GPS) RWY 3, AMDT 1...MISSED APPROACH: CLIMB TO 2700 DIRECT OYANE AND VIA 106.42 TRACK TO GAMKE AND HOLD.

#### **MARION**

##### **Marion Muni**

**FDC 8/7972** MZZ FI/T MARION MUNI, MARION, IN. VOR RWY 15, AMDT 10...PROCEDURE NA.

#### **NORTH VERNON**

## North Vernon

**FDC 7/3567** OVO FI/T NORTH VERNON, NORTH VERNON, IN. NDB OR GPS RWY 5, AMDT 5...NDB PORTION NA.

## RICHMOND

### Richmond Muni

**FDC 8/9127** RID FI/P RICHMOND MUNI, RICHMOND, IN. VOR OR GPS RWY 6, AMDT 11A. MINIMUM ALTITUDE AT RID 2.6 DME \*1660. CHANGE PROFILE NOTE TO READ: \*1740 WHEN USING DAYTON ALTIMETER SETTING. S-6 MDA 1660/HAT 523 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1660/HAA 520 ALL CATS. THIS IS VOR OR GPS RWY 6, AMDT 11B.

## SOUTH BEND

### South Bend Rgnl

**FDC 7/7713** SBN FI/T SOUTH BEND REGIONAL, SOUTH BEND, IN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 18, NA.

**FDC 7/7712** SBN FI/T SOUTH BEND REGIONAL, SOUTH BEND, IN. RNAV (GPS) RWY 36, ORIG...PROCEDURE NA.

## TERRE HAUTE

### Sky King

**FDC 8/1869** 3I3 FI/T SKY KING, TERRE HAUTE, IN. VOR OR GPS A, AMDT 6A...VOR PORTION NA.

## VALPARAISO

### Porter County Muni

**FDC 8/6427** VPZ FI/T PORTER COUNTY MUNI, VALPARAISO, IN. ILS RWY 27, AMDT 3...S-LOC 27 NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SEDLY (VP) LOM OTS.

## VINCENNES

### O'Neal

**FDC 8/2866** OEA FI/T O NEAL, VINCENNES, IN. NDB OR GPS A, AMDT 5...NDB PORTION NA.

## IOWA

## AMES

## Ames Muni

**FDC 8/8502** AMW FI/T AMES MUNI, AMES, IA. ILS RWY 1, AMDT 1...RNAV (GPS) RWY 1, AMDT 1...CIRCLING CATS C/D MDA 1600/HAA 645. VIS CAT C 1 3/4. TEMPORARY CRANE, 250 AGL/1236 MSL 1.61 NM WNW OF APPROACH END RWY 13.

**FDC 8/8501** AMW FI/T AMES MUNI, AMES, IA. RNAV (GPS) RWY 19, ORIG...RNAV (GPS) RWY 31, ORIG...VOR RWY 31, AMDT 10...CIRCLING CAT C MDA 1600/HAA 645. VIS CAT C 1 3/4. TEMPORARY CRANE, 250 AGL/1236 MSL 1.61 NM WNW OF APPROACH END RWY 13.

**FDC 8/6314** AMW FI/P AMES MUNI, AMES, IA. RNAV (GPS) RWY 13, ORIG-A...S-13 MDA 1420/HAT 490. CIRCLING MDA 1460/HAA 505 CAT C. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 13, ORIG-B.

## ATLANTIC

### Atlantic Muni

**FDC 8/0321** AIO FI/T ATLANTIC MUNI, ATLANTIC, IA. GPS RWY 12, AMDT 1...NDB RWY 12, AMDT 9B...PROCEDURE NA.

## CENTERVILLE

### Centerville Muni

**FDC 8/4380** TVK FI/T CENTERVILLE MUNI, CENTERVILLE, IA. NDB OR GPS RWY 16, AMDT 1B...NDB OR GPS RWY 34, AMDT 1B...CATEGORY C/D MINIMUMS NA.

## CLARION

### Clarion Muni

**FDC 8/4917** CAV FI/T CLARION MUNI, CLARION, IA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS RWY 8 NA.

## COUNCIL BLUFFS

### Council Bluffs Muni

**FDC 8/6083** CBF FI/T COUNCIL BLUFFS MUNI, COUNCIL BLUFFS, IA. RNAV (GPS) RWY 14, ORIG...PROCEDURE NA.

## CRESTON

### Creston Muni

**FDC 8/8310** CSQ FI/T CRESTON MUNI, CRESTON, IA.  
RNAV (GPS) RWY 34, AMDT 2...PROCEDURE NA.

## DENISON

### Denison Muni

**FDC 7/7475** DNS FI/T DENISON MUNI, DENISON, IA.  
RNAV (GPS) RWY 12, ORIG...LNAV HAT 526 ALL  
CATS. CIRCLING CAT A HAA 566, CAT B HAA 606.  
TDZE 1274, AIRPORT ELEVATION 1274.

**FDC 7/7474** DNS FI/T DENISON MUNI, DENISON, IA.  
RNAV (GPS) RWY 30, ORIG...LNAV HAT 534 ALL  
CATS. CIRCLING CAT A HAA 566, CAT B HAA 606.  
TDZE 1266, AIRPORT ELEVATION 1274.

**FDC 7/7473** DNS FI/T DENISON MUNI, DENISON, IA.  
NDB RWY 30, AMDT 5...S-30 HAT 754 ALL CATS.  
CIRCLING HAA 746 ALL CATS. TDZE 1266, AIRPORT  
ELEVATION 1274.

## FORT DODGE

### Fort Dodge Rgnl

**FDC 8/8504** FOD FI/T FORT DODGE REGIONAL,  
FORT DODGE, IA. RNAV (GPS) RWY 6, ORIG...LNAV  
MDA 1720/ HAT 614 ALL CATS. VIS CAT C 1 1/4, VIS  
CAT D 1 1/2. CIRCLING MDA 1720/ HAA 563 ALL  
CATS. VIS CAT C 1 3/4. TEMPORARY CRANE 270  
AGL/ 1419 MSL 5.22 NM WSW OF RWY 6.

## HAMPTON

### Hampton Muni

**FDC 8/8637** HPT FI/T HAMPTON MUNI, HAMPTON,  
IA. TAKE-OFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS:  
RWY 35, 300-1 OR STANDARD WITH A MINIMUM  
CLIMB OF 471 FT PER NM TO 1500.

## HARLAN

### Harlan Muni

**FDC 8/9134** HNR FI/P HARLAN MUNI, HARLAN, IA.  
GPS RWY 33, ORIG.MISSED APPROACH: CLIMB TO  
2000, THEN CLIMBING LEFT TURN TO 3600 DIRECT  
GLENE AND HOLD. TERMINAL ROUTE GLENE TO  
GIGAW MINIMUM ALTITUDE 3600. THIS IS GPS  
RWY 33, ORIG-A.

**FDC 8/7865** HNR FI/P HARLAN MUNI, HARLAN, IA.  
GPS RWY 15, ORIG...MISSED APPROACH: CLIMB TO  
2000, THEN CLIMBING RIGHT TURN TO 3600 DIRECT  
GLENE AND HOLD. THIS IS GPS RWY 15, ORIG-A.

## IOWA CITY

## Iowa City Muni

**FDC 6/3644** IOW FI/T IOWA CITY MUNI, IOWA CITY,  
IA. GPS RWY 25, ORIG-B...S-25 MDA 1180/HAT 523  
ALL CATS.

## KEOKUK

### Keokuk Muni

**FDC 8/3440** EOK FI/T KEOKUK MUNI, KEOKUK, IA.  
RNAV (GPS) RWY 32, ORIG...LNAV/VNAV DA  
1163/HAT 492 ALL CATS, VIS 1 3/4 ALL CATS.  
CIRCLING MDA 1180/HAA 509 CATS A/B, VIS CAT  
A/B 1. CHANGE ALTIMETER SETTING NOTE TO  
READ: WHEN LOCAL ALTIMETER SETTING NOT  
RECEIVED, USE BURLINGTON RGNL ALTIMETER  
SETTING AND INCREASE ALL DA/MDA 60 FEET,  
AND INCREASE LNAV/VNAV VISIBILITY 1/4 MILE  
ALL CATS.

## LE MARS

### Le Mars Muni

**FDC 7/4988** LRJ FI/P LE MARS MUNI, LE MARS, IA.  
TAKE-OFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES AMDT 1...NOTE: RWY  
18, VEHICLE ON ROAD, 293 FT FROM DEPARTURE  
END OF RWY, 292 FT LEFT OF CENTERLINE, 17 FT  
AGL/1216 FT MSL. ALL OTHER DATA REMAINS AS  
PUBLISHED. THIS IS TAKE-OFF MINIMUMS AND  
(OBSTACLE) DEPARTURE PROCEDURES, AMDT 1A.

## OTTUMWA

### Ottumwa Industrial

**FDC 8/8811** OTM FI/T OTTUMWA INDUSTRIAL,  
OTTUMWA, IA. ILS RWY 31, AMDT 5...RNAV (GPS)  
RWY 13, ORIG...LOC/DME BC RWY 13, AMDT  
3A...VOR/DME RWY 13, AMDT 7...RNAV (GPS) RWY  
22, ORIG...VOR OR GPS RWY 31, AMDT 14B...CAT D  
MINIMUMS NA.

## PELLA

### Pella Muni

**FDC 8/1620** PEA FI/T PELLA MUNI, PELLA, IA. RNAV  
(GPS) Z RWY 16, ORIG-A...TDZE 885. DESCENT  
ANGLE 2.97 DEGREES. LNAV MDA 1340/HAT 455  
CATS A/B/C. VIS CAT C 1 1/4. KNOXVILLE  
ALTIMETER SETTING MINIMUMS LNAV MDA 1380/  
HAT 495 CATS A/B/C.

## RED OAK

### Red Oak Muni

**FDC 7/1050** RDK FI/T RED OAK MUNI, RED OAK, IA.  
GPS RWY 5, ORIG...PROCEDURE NA.

## KANSAS

### **SIOUX CITY**

#### **Sioux Gateway/Col. Bud Day Field**

**FDC 8/4527** SUX FI/T SIOUX GATEWAY/COL BUD DAY FIELD, SIOUX CITY, IA. VOR/DME OR TACAN OR GPS RWY 13, AMDT 17B...CIRCLING MDA 2000/HAA 902 CAT E. VIS CAT E 3. ALTERNATE MINIMUMS CAT E 900-3.

**FDC 6/5727** SUX FI/T SIOUX GATEWAY/COL BUD DAY FIELD, SIOUX CITY, IA. VOR OR TACAN OR GPS RWY 31, AMDT 25B. S-31 MDA 1540/HAT 445, VIS CAT C 4000. CIRCLING CAT C MDA 1660/HAA 562, CAT E MDA 2000/HAA 902, VIS CAT E 3. MISSED APPROACH: CLIMB TO 1600 THEN CLIMBING LEFT TURN TO 2900 DIRECT TO SIOUX CITY (SUX) VORTAC AND HOLD. (TACAN AIRCRAFT CONTINUE VIA SUX R-132 TO PARRC 12 DME AND HOLD SE, RIGHT TURN, 312 INBOUND.) VDP AT 2.37 DME. DISTANCE VDP TO THLD 1.25 MILES. ALTERNATE MINIMUMS: CATEGORY E, 1000-3.

### **WATERLOO**

#### **Waterloo Rgnl**

**FDC 8/7110** ALO FI/T WATERLOO REGIONAL, WATERLOO, IA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF OBSTACLE NOTE: RWY 6, TEMP CRANE 1203 FEET FROM DEPARTURE END OF RUNWAY, 742 FEET RIGHT OF CENTERLINE, 100 AGL/975 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 8/7109** ALO FI/T WATERLOO REGIONAL, WATERLOO, IA. VOR RWY 24, AMDT 16...S-24: DME MINIMUMS MDA 1280/HAT 413 ALL CATS. VDP 1.6 DME FROM ALO VORTAC. TEMPORARY CRANE 975 MSL 1415 FEET EAST OF RWY 24.

**FDC 8/7108** ALO FI/T WATERLOO REGIONAL, WATERLOO, IA. RNAV (GPS) RWY 24, ORIG...S-24: MDA 1280/HAT 413 ALL CATS, VISIBILITY CAT C 1/14, VDP 1.1 NM TO RW 24. TEMPORARY CRANE 975 MSL 1415 FEET EAST OF RWY 24.

### **WEBSTER CITY**

#### **Webster City Muni**

**FDC 8/5030** EBS FI/T WEBSTER CITY MUNI, WEBSTER CITY, IA. GPS RWY 32, ORIG...CIRCLING CAT C MDA 1640/HAA 519.

**FDC 8/4890** EBS FI/T WEBSTER CITY MUNI, WEBSTER CITY, IA. VOR/DME OR GPS RWY 14, AMDT 4...S14 MDA 1680/HAT 563 ALL CATS. CIRCLING MDA 1680/HAA 559 ALL CATS.

### **BELLEVILLE**

#### **Belleville Muni**

**FDC 7/0270** RPB FI/T BELLEVILLE MUNI, BELLEVILLE, KS. NDB OR GPS RWY 36, AMDT 4...S-18 MDA 2280/HAT 743 ALL CATS. CAT B VIS 1 1/4, CAT C 2 1/4. CIRCLING MDA 2280/HAA 743 ALL CATS. CAT B VIS 1 1/4, CAT C 2 1/4.

### **BELOIT**

#### **Moritz Memorial**

**FDC 8/2768** K61 FI/T MORITZ MEMORIAL, BELOIT, KS. VOR/DME OR GPS RWY 17 AMDT 3...DISTANCE FROM MANKATO (TKO) VORTAC R-151/19.50 DME (MAFOT) TO RWY 17 1.27 NM.

### **BURLINGTON**

#### **Coffey County**

**FDC 8/3030** UKL FI/T COFFEY COUNTY, BURLINGTON, KS. NDB RWY 36, AMDT 2...PROCEDURE NA.

### **COFFEYVILLE**

#### **Coffeyville Muni**

**FDC 8/8301** CFV FI/T COFFEYVILLE MUNI, COFFEYVILLE, KS. NDB OR GPS RWY 35, ORIG-B...GPS PORTION NA.

### **DODGE CITY**

#### **Dodge City Rgnl**

**FDC 7/6199** DDC FI/T DODGE CITY REGIONAL, DODGE CITY, KS. VOR/DME RWY 32, AMDT 5...S-32 MINIMUMS NA.

**FDC 7/6198** DDC FI/T DODGE CITY REGIONAL, DODGE CITY, KS. RNAV (GPS) RWY 32, AMDT 1...PROCEDURE NA.

### **FORT LEAVENWORTH**

#### **Sherman AAF**

**FDC 8/7890** FLV FI/P SHERMAN AAF, FORT LEAVENWORTH, KS. NDB RWY 33, AMDT 4...CHART: TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURES PROCEDURES SYMBOL. S-33 MDA 1520/751 HAT ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4. CIRCLING MDA 1520/748 HAA ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4. RN LOM TO RW33: 2.92/40. TERMINAL ROUTES: CHART PLANVIEW DOTTE LOM TO READ (IAF) (NOPT). NAPOLEON VORTAC ANX TO DOTTE LOM (IAF) ALTITUDE 2700. THIS IS NDB RWY 33, AMDT 4A.

**FDC 8/7889** FLV FI/P SHERMAN AAF, FORT LEAVENWORTH, KS. RNAV (GPS) RWY 33, ORIG...CHART: TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURES PROCEDURES SYMBOL. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. LNAV MDA 1560/791 HAT ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4. CIRCLING MDA 1560/788 HAA ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4. THIS IS RNAV (GPS) RWY 33, ORIG-A.

**FDC 8/7888** FLV FI/P SHERMAN AAF, FORT LEAVENWORTH, KS. VOR/DME A, ORIG-A...CHART: TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURES PROCEDURES SYMBOL. THIS IS VOR/DME A, ORIG-B.

**FDC 8/7885** FLV FI/P SHERMAN AAF, FORT LEAVENWORTH, KS. RNAV (GPS) RWY 15, ORIG...CHART: TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURES PROCEDURES SYMBOL. DELETE NOTE : GPS OR RNP-0.3 REQUIRED. LNAV MDA 1520/748 HAT ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4. CIRCLING MDA 1520/748 HAA ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4. THIS IS RNAV (GPS) RWY 15, ORIG-A.

**FDC 7/4648** FLV FI/T SHERMAN AAF, FORT LEAVENWORTH, KS. NDB RWY 33, AMDT 4...S-33 MDA 1520/751 HAT ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4. CIRCLING: MDA 1520/748 HAA ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4. RN LOM TO RW33: 2.92/40.

**FDC 7/4647** FLV FI/T SHERMAN AAF, FORT LEAVENWORTH, KS. RNAV (GPS) RWY 33, ORIG...LNAV MDA 1560/791 HAT ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4. CIRCLING: MDA 1560/788 HAA ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4.

**FDC 7/2289** FLV FI/T SHERMAN AAF, FORT LEAVENWORTH, KS. RNAV (GPS) RWY 15 ORIG...LNAV: MDA 1520/748 HAT ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4. CIRCLING: MDA 1520/748 HAA ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4.

**FDC 6/8007** FLV FI/T SHERMAN AAF, FORT LEAVENWORTH, KS. RNAV (GPS) RWY 15, ORIG...RNAV (GPS) RWY 33, ORIG...VOR/DME-A, ORIG-A...NDB RWY 33, AMDT 4...SEE TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURES PROCEDURES FOR FORT LEAVENWORTH, KS, SHERMAN AAF.

**FDC 5/1934** FLV FI/T SHERMAN AAF, FORT LEAVENWORTH, KANSAS. NDB RWY 33, AMDT 4...TERMINAL ROUTES: CHANGE PLANVIEW DOTTE LOM TO READ (IF/IAF) (NOPT). CHANGE PLANVIEW NAPOLEON VORTAC TO DOTTE LOM (IAF) CHANGE ALTITUDE TO 2700.

## **GREAT BEND**

### **Great Bend Muni**

**FDC 8/3064** GBD FI/T GREAT BEND MUNI, GREAT BEND, KS. NDB OR GPS A, AMDT 5...PROCEDURE NA.

## **HUTCHINSON**

### **Hutchinson Muni**

**FDC 8/6850** HUT FI/T HUTCHINSON MUNI, HUTCHINSON, KS. ILS RWY 13, AMDT 16...ADD NOTE: S-ILS 13 RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

## **INDEPENDENCE**

### **Independence Muni**

**FDC 8/9058** IDP FI/T INDEPENDENCE MUNI, INDEPENDENCE, KS. ILS RWY 35, AMDT 1...S-ILS 35 PROCEDURE NA. S-LOC 35 VIS 1 ALL CATS. DME REQUIRED.

**FDC 8/9057** IDP FI/T INDEPENDENCE MUNI, INDEPENDENCE, KS. NDB RWY 35, ORIG-B...GPS RWY 35, ORIG-B...S-35 PROCEDURE NA.

**FDC 8/9056** IDP FI/T INDEPENDENCE MUNI, INDEPENDENCE, KS. VOR OR GPS A, AMDT 1C...GPS RWY 17, ORIG-A...CIRCLING TO RWY 35 NA.

**FDC 8/6191** IDP FI/T INDEPENDENCE MUNI, INDEPENDENCE, KS. VOR OR GPS A, AMDT 1C...CHANGE BEARING FROM SOMEY INT TO COFFEYVILLE (CFV) NDB TO READ 082.

**FDC 7/5407** IDP FI/T INDEPENDENCE MUNI, INDEPENDENCE, KS. GPS RWY 35, ORIG-B...S-35 MDA 1360/HAT 539 CATS A/B VIS 3/4, VIS CAT C 1. CIRCLING MDA 1360/HAA 538 ALL CATS.

## **IOLA**

## Allen County

**FDC 7/6016** K88 FI/T ALLEN COUNTY, IOLA, KS.  
NDB RWY 1, AMDT 1B...S-1 MINIMUMS NA.

**FDC 7/2296** K88 FI/T ALLEN COUNTY, IOLA, KS. GPS  
RWY 1, ORIG-B...PROCEDURE NA.

## JUNCTION CITY

### Freeman Field

**FDC 8/6426** 3JC FI/T FREEMAN FIELD, JUNCTION  
CITY, KS. RNAV (GPS) RWY 36, ORIG-A...NDB OR  
GPS B, AMDT 4A...CAT C MINIMUMS NA.

**FDC 6/5151** 3JC FI/T FREEMAN FIELD, JUNCTION  
CITY, KS. TAKE-OFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES...DEPARTURE  
PROCEDURES: RWY 18 CLIMB RUNWAY HEADING  
TO 2300 BEFORE PROCEEDING ON COURSE. NOTE:  
RWY 18 TOWER 1.78 NM FROM DEPARTURE END OF  
RUNWAY, 4714 FT RIGHT OF CENTERLINE, 620 FT  
AGL/1960 FT MSL. ALL OTHER DATA REMAINS AS  
PUBLISHED.

## LIBERAL

### Liberal Mid-America Rgnl

**FDC 8/2447** LBL FI/T LIBERAL MID-AMERICA RGNL,  
LIBERAL, KS. RNAV (GPS) RWY 22, ORIG...LPV DA  
3233/HAT 356 ALL CATS. VIS 1 1/4 ALL CATS.  
LNAV/VNAV DA 3275/HAT 398 ALL CATS. VIS 1 1/2  
ALL CATS. TEMP CRANE 2947 MSL/80 AGL 4688 FT  
FROM RWY 22 ON CENTERLINE.

## MANHATTAN

### Manhattan Rgnl

**FDC 8/1880** MHK FI/T MANHATTAN REGIONAL,  
MANHATTAN, KS. NDB OR GPS A, AMDT 19C...NDB  
PORTION NA.

## NORTON

### Norton Muni

**FDC 8/1897** NRN FI/P NORTON MUNI, NORTON, KS.  
RNAV (GPS) RWY 34, ORIG...LNAV MDA 2840/HAT  
465 CATS A/B/C. VIS CAT C 1 1/4 CIRCLING MDA  
2880/HAA 497 CATS A/B/C DELETE NOTE: GPS OR  
RNP -0.3 REQUIRED. DELETE NOTE: \*VDP NA WITH  
HILL CITY ALTIMETER SETTING. DELETE \*CHART  
VDP AT 1.09 NM TO RW 34. THIS IS RNAV (GPS)  
RWY 34, ORIG-A.

**FDC 8/1896** NRN FI/P NORTON MUNI, NORTON, KS.  
RNAV (GPS) RWY 16, ORIG-A...CIRCLING MDA  
2880/HAA 497 CATS A/B/C. DELETE NOTE: GPS OR  
RNP -0.3 REQUIRED. THIS IS RNAV (GPS) RWY 16,  
ORIG-B.

## OLATHE

### Johnson County Executive

**FDC 8/3028** OJC FI/T JOHNSON COUNTY  
EXECUTIVE, OLATHE, KS. VOR RWY 36, AMDT  
11A...PROCEDURE NA.

**FDC 8/2151** OJC FI/T OLATHE/JOHNSON COUNTY  
EXECUTIVE, OLATHE, KS. RNAV (GPS) RWY 18,  
AMDT 1...LNAV/VNAV DA 1526/HAT 430 ALL CATS,  
LNAV MDA 1560/HAT 464 ALL CATS, CIRCLING  
CATS A/B/C MDA 1620/HAA 524.

**FDC 8/2150** OJC FI/T OLATHE/JOHNSON COUNTY  
EXECUTIVE, OLATHE, KS. RNAV (GPS) RWY 36,  
AMDT 1...LOC RWY 18, AMDT 7A...LOC RWY 36,  
AMDT 1...CIRCLING CATS A/B/C MDA 1620/HAA 524.

## PRATT

### Pratt Industrial

**FDC 8/8785** PTT FI/T PRATT INDUSTRIAL, PRATT,  
KS. NDB RWY 17 AMDT 5...PROCEDURE NA.

**FDC 8/4510** PTT FI/T PRATT INDUSTRIAL, PRATT,  
KS. RNAV (GPS) RWY 17, ORIG...LNAV MDA ALL  
CATS 2340/HAT 388. VDP 1.10 NM TO RW17.

## SALINA

### Salina Muni

**FDC 8/8006** SLN FI/T SALINA MUNI, SALINA, KS.  
NDB RWY 35, AMDT 17A...RNAV (GPS) RWY 35,  
ORIG...ILS OR LOC RWY 35, AMDT  
19A...PROCEDURE NA.

**FDC 8/8005** SLN FI/T SALINA MUNI, SALINA, KS.  
TAKE-OFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES...RWY 17, NA.

**FDC 8/6316** SLN FI/T SALINA MUNI, SALINA, KS.  
VOR RWY 17, AMDT 1A...S-17 MINIMUMS NA.  
CIRCLING MDA 1860/HAA 572 ALL CATS. DME  
MINIMUMS: S-17 MINIMUMS NA. MISSED  
APPROACH: CLIMB TO 3200 DIRECT FLORY LOM  
AND HOLD.

**FDC 8/3120** SLN FI/T SALINA MUNI, SALINA, KS.  
GPS RWY 12, ORIG...GPS RWY 30,  
ORIG...PROCEDURE NA.

## ST FRANCIS

## **Cheyenne County Muni**

**FDC 8/6213** SYF FI/T CHEYENNE COUNTY MUNI, ST FRANCIS, KS. NDB OR GPS RWY 31L, AMDT 1...CHANGE ALL REFERENCES FROM RWY 13R/31L TO 14R/32L.

## **TOPEKA**

### **Philip Billard Muni**

**FDC 7/5479** TOP FI/T PHILIP BILLARD MUNI, TOPEKA, KS. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES. RWY 22, 200 - 1 OR STANDARD WITH MINIMUM CLIMB OF 206 FT PER NM TO 1100. NOTE: RWY 22, TOWER 150 FT AGL/1031 FT MSL, 5954 FT FROM DEPARTURE END OF RUNWAY, 386 FT LEFT OF CENTERLINE. ALL OTHER DATA REMAINS AS PUBLISHED.

## **ULYSSES**

### **Ulysses**

**FDC 8/8007** ULS FI/T ULYSSES, ULYSSES, KS. RNAV (GPS) RWY 17, AMDT 1...LNAV/VNAV DA 3454/ HAT 389 ALL CATS. VISIBILITY 1 1/2 ALL CATS. LNAV MDA 3460/ HAT395 ALL CATS. VDP NA. TEMPORARY RIG, 90 FEET AGL/ 3154 FEET MSL, 301 FEET EAST OF APPROACH END OF RWY 17.

**FDC 8/7816** ULS FI/T ULYSSES, ULYSSES, KS. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 17, TEMPORARY RIG 69 FEET FROM DEPARTURE END OF RUNWAY, 293 FEET RIGHT OF CENTERLINE 90 FEET AGL/ 3154 FEET MSL. TEMPORARY RIG 90 FT AGL/ 3154 FT MSL, 301 FEET EAST OF THE APPROACH END RWY 17.

**FDC 8/2789** ULS FI/T ULYSSES, ULYSSES, KS. RNAV (GPS) RWY 30 ORIG...PROCEDURE NA.

**FDC 8/0860** ULS FI/T ULYSSES, ULYSSES, KS. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 17, 300-1 3/4 OR STANDARD WITH MINIMUM CLIMB OF 281 FT PER NM TO 3500. NOTE: RWY 17, TOWER 249 AGL/3305 MSL, 1.38 NM FROM DEPARTURE END OF RUNWAY, 124 RIGHT OF CENTERLINE. ALL OTHER DATA REMAINS AS PUBLISHED.

## **WELLINGTON**

### **Wellington Muni**

**FDC 8/6699** EGT FI/P WELLINGTON MUNI, WELLINGTON, KS. VOR/DME RWY 17, AMDT 2...S-17 MDA 2100/HAT 823 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4 CIRCLING MDA 2100/HAA 823 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4 WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS S-17 MDA 2160/HAT 883 ALL CATS. VIS CATS A/B 1 1/4, CAT C 2 3/4, CAT D 3 CIRCLING MDA 2160/HAA 883 ALL CATS. VIS CATS A/B 1 1/4, CAT C 2 3/4, CAT D 3. THIS IS VOR/DME RWY 17, AMDT 2A.

## **WICHITA**

### **Beech Factory**

**FDC 8/1320** BEC FI/T BEECH FACTORY, WICHITA, KS. VOR B, AMDT 3...RNAV (GPS) RWY 18, ORIG-A...CIRCLING MDA/HAA CAT A/B 1920/512. WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS CIRCLING MDA/HAA CAT A/B 1940/532. TEMP CRANE 1.3 NM SE OF RWY 18, 200 FEET AGL/1553 FEET MSL.

**FDC 8/1318** BEC FI/T BEECH FACTORY, WICHITA, KS. VOR/DME RNAV RWY 18, ORIG...CIRCLING MDA/HAA CAT C 1980/572. WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS CIRCLING MDA/HAA CAT C 2020/612, VIS CAT C 1 3/4. TEMP CRANE 1.3 NM SE OF RWY 18, 200 FEET AGL/1553 FEET MSL.

**FDC 8/1182** BEC FI/T BEECH FACTORY, WICHITA, KS. RNAV (GPS) RWY 36, ORIG-B...LNAV MDA/HAT 1860/474 ALL CATS. CIRCLING MDA/HAA CAT A/B 1920/512. DISTANCE VDP TO THLD 1.4 MILES. DISTANCE FAF TO VDP 3.5 MILES. WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS LNAV MDA/HAT 1900/514 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA/HAA CAT A/B 1940/532. TEMP CRANE 1600 FEET SE OF RWY 36, 200 FEET AGL/1553 FEET MSL.

**FDC 8/1181** BEC FI/T BEECH FACTORY, WICHITA, KS. VOR/DME RNAV RWY 36, ORIG...CIRCLING MDA/HAA CAT A/B 1920/512, CAT C 1980/572. WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS CIRCLING MDA/HAA CAT A/B 1940/532, CAT C 2020/612. VIS CAT C 1 3/4. TEMP CRANE 1600 FEET SE OF RWY 36, 200 FEET AGL/1553 FEET MSL.

**FDC 7/4750** BEC FI/T BEECH FACTORY, WICHITA, KS. VOR/DME RNAV RWY 18 ORIG...VOR/DME RNAV RWY 36 ORIG...CIRCLING: MDA 1980/HAA 572 CAT C. WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS: CIRCLING: MDA 2020/HAA 612 CAT C, VIS CAT C 1 3/4. TOWER 1621 MSL 1.88 NM NW OF AIRPORT REFERENCE POINT.

**Colonel James Jabara**

**FDC 8/5622** AAO FI/T COLONEL JAMES JABARA, WICHITA, KS. ILS OR LOC/DME RWY 18, ORIG...RNAV (GPS) RWY 18, ORIG-A...RNAV (GPS) E, ORIG...VOR A, AMDT 4...CIRCLING: CAT A MDA 1880/HAA 459.

#### **Wichita Mid-Continent**

**FDC 8/6594** ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. NDB RWY 1R, AMDT 15B...S-1R MDA 1760/HAT 439 ALL CATS. CAT D VISIBILITY RVR 6000.

**FDC 8/4308** ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. RNAV Z RWY 1L, ORIG...LNAV/VNAV DA 1615/HAT 301 ALL CATS.

**FDC 8/3011** ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. RNAV (GPS) RWY 1R, ORIG...LNAV/VNAV MDA 1668/HAT 347 ALL CATS. LNAV MDA 1740/HAT 419 ALL CATS. VIS CAT C RVR 4000. VDP 1.15 NM TO RW01R.

**FDC 8/1229** ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. RNAV (GPS) RWY 14, ORIG...LNAV MDA 1780/447 HAT ALL CATS. VIS CAT C 1 1/4 CAT D 1 1/2. TEMPORARY CRANE 1471 MSL/150 AGL 2593 FEET EAST OF RWY 14.

**FDC 8/1228** ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. ILS OR LOC RWY 19R, AMDT 5C...S-ILS 19R DA 1605/275 HAT. TEMPORARY CRANE 1471 MSL/150 AGL 1279 FEET SOUTHEAST OF RWY 19L.

**FDC 7/9152** ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. RNAV (GPS) RWY 19R, ORIG...LNAV/VNAV DA 1717/HAT 387. RVR CATS A/B/C 4000.

**FDC 7/7683** ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. VOR RWY 14, AMDT 1C...MISSED APPROACH: CLIMB TO 3000 THEN CLIMBING RIGHT TURN TO 3600 DIRECT ICT VORTAC AND HOLD.

**FDC 7/3178** ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. RNAV (GPS) RWY 32 ORIG...LNAV: MDA 1800/HAT 478 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. VDP 1.34 MILES TO RW32. TEMPORARY CRANE 1488 MSL/180 AGL 4694 EAST OF RWY 32.

#### **WINFIELD/ARKANSAS CITY**

##### **Strother Field**

**FDC 8/3035** WLD FI/T STROTHER FIELD, WINFIELD/ARKANSAS CITY, KS. ILS OR LOC RWY 35, AMDT 4A...PROCEDURE NA.

#### **ASHLAND**

##### **Ashland Rgnl**

**FDC 8/0410** DWU FI/T ASHLAND REGIONAL, ASHLAND, KY. VOR OR GPS RWY 10, AMDT 10B...VOR PORTION NA.

#### **BOWLING GREEN**

##### **Bowling Green-Warren County Rgnl**

**FDC 7/4180** BWG FI/T BOWLING GREEN-WARREN CTY RGNL, BOWLING GREEN, KY. ILS RWY 3 ORIG-A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. BW (NOORA) LOM OTS.

#### **CAMPBELLSVILLE**

##### **Taylor County**

**FDC 7/9590** AAS FI/T TAYLOR COUNTY, CAMPBELLSVILLE, KY. SDF RWY 23, AMDT 2A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TYC NDB OTS.

**FDC 7/9589** AAS FI/T TAYLOR COUNTY, CAMPBELLSVILLE, KY. NDB OR GPS RWY 23, AMDT 3A...NDB PORTION NA.

#### **COVINGTON**

##### **Cincinnati/Northern Kentucky Intl**

**FDC 5/1862** CVG FI/T CINCINNATI/NORTHERN KENTUCKY INTERNATIONAL, COVINGTON, KY. RNAV (GPS) RWY 9, ORIG...PROCEDURE NA.

**FDC 5/0055** CVG FI/T CINCINNATI/NORTHERN KENTUCKY INTL, COVINGTON, KY. RNAV (GPS) RWY 18L, ORIG. RNAV (GPS) RWY 18C, ORIG. TERMINAL ROUTE CHARZ TO CEDOM NA.

#### **DANVILLE**

##### **Stuart Powell Field**

**FDC 8/5461** DVK FI/T STUART POWELL FIELD, DANVILLE, KY. LOC/DME RWY 30, AMDT 1A...MISSED APPROACH: CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 VIA HEADING 260 AND IIR-131 TO DARBY INT AND HOLD. WHEN AUTHORIZED BY ATC, CLIMB-IN-HOLD TO 3300.

## **KENTUCKY**



**FDC 8/2027** DVK FI/T STUART POWELL FIELD, DANVILLE, KY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 30, CLIMB HEADING 305 TO 1700 BEFORE TURNING SOUTH.

**FDC 8/2026** DVK FI/T STUART POWELL FIELD, DANVILLE, KY. RNAV (GPS) RWY 12, ORIG...LNAV MDA 1680/HAT663 ALL CATS. CIRCLING CATS A/B/C MDA 1680/HAA 658 WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LEXINGTON ALTIMETER SETTING AND INCREASE ALL DAS/MDAS 80 FEET, LPV VISIBILITIES 1/4 MILE, LNAV/VNAV ALL CATS VISIBILITIES 1/4 MILE, LNAV CAT B 1/4 MILE, LNAV CATS C/D 1/2 MILE, CIRCLING CAT B 1/4 MILE, CAT C 1/2 MILE, CAT D 1/4 MILE.

## FLEMINGSBURG

### Fleming-Mason

**FDC 8/5552** FGX FI/T FLEMING-MASON, FLEMINGSBURG, KY. LOC RWY 25 AMDT, ORIG...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, XW NDB OTS.

**FDC 8/4693** FGX FI/T FLEMING-MASON, FLEMINGSBURG, KY. LOC RWY 25, ORIG-B...PROCEDURE NA.

## FRANKFORT

### Capital City

**FDC 7/6736** FFT FI/T CAPITAL CITY, FRANKFORT, KY. RNAV (GPS) RWY 24, AMDT 1...S-24 MDA 1280/HAT 490 ALL CATS. CIRCLING MDA 1280/HAA 477 CAT A.

**FDC 7/6735** FFT FI/T CAPITAL CITY, FRANKFORT, KY. LOC RWY 24, AMDT 2...S-24 MDA 1280/HAT 490 ALL CATS, CAT C VIS 1 1/4, CAT D VIS 1 1/2. CIRCLING MDA 1280/HAA 477 CAT A.

## LEXINGTON

### Blue Grass

**FDC 6/8332** LEX FI/T LEXINGTON/BLUEGRASS, LEXINGTON, KY. RNAV (GPS) RWY 8, ORIG...RNAV (GPS) RWY 26, ORIG...LNAV MDA NA. CIRCLING TO RWY 8/26 NA.

**FDC 6/1735** LEX FI/T BLUE GRASS, LEXINGTON, KY. ILS OR LOC RWY 4, AMDT 17...RNAV (GPS) RWY 4, AMDT 1...RNAV (GPS) RWY 22, AMDT 1...ILS RWY 22, AMDT 19...VOR A, AMDT 9...CIRCLING TO RWY 8/26 NA.

## LOUISVILLE

### Louisville Intl-Standiford Field

**FDC 8/2703** SDF FI/T LOUISVILLE INTL-STANDIFORD FLD, LOUISVILLE, KY. ILS RWY 35R (CAT II), AMDT 2A...ILS RWY 35R (CAT III), AMDT 2A...EXCEPT WHEN ADVISED BY ATC THAT TEMPORARY CRANES CP7 AND CP8 ARE DOWN; S-ILS 35R (CAT II) 630 DA/150 HAT MINIMA NA. S-ILS 35R (CAT II) 580 DA/100 HAT RVR 1600. S-ILS 35R (CAT III) NA. TEMPORARY CRANES 2410 FEET NORTH OF RWY 35R AND 892 FEET LEFT OF CENTERLINE, 626 FEET MSL/150 FEET AGL.

**FDC 8/2702** SDF FI/T LOUISVILLE INTL-STANDIFORD FLD, LOUISVILLE, KY. ILS RWY 35L (CAT II), AMDT 1B...ILS RWY 35L (CAT III), AMDT 1B...EXCEPT WHEN ADVISED BY ATC THAT TEMPORARY CRANES CP1 AND CP2 ARE DOWN; S-ILS 35L (CAT II) 613 DA/150 HAT RVR 1800. S-ILS 35L (CAT II) 563 DA/100 HAT RVR 1600. S-ILS 35L (CAT III) NA. TEMPORARY CRANES 6488 FEET NORTH OF RWY 35L AND 1086 FEET RIGHT OF CENTERLINE, 624 FEET MSL/150 FEET AGL.

**FDC 7/9726** SDF FI/T LOUISVILLE INTL-STANDIFORD FLD, LOUISVILLE, KY. RNAV (GPS) RWY 29, ORIG...LNAV/VNAV DA 979/HAT 499 ALL CATS.

**FDC 7/3378** SDF FI/T LOUISVILLE INTL-STANDIFORD FLD, LOUISVILLE, KY. ILS RWY 35L, AMDT 1B...ILS RWY 35L (CAT II), AMDT 1B...ILS RWY 35L (CAT III), AMDT 1B...DISREGARD ALL REFERENCE TO MM.

## MADISONVILLE

### Madisonville Muni

**FDC 7/3006** 210 FI/P MADISONVILLE MUNI, MADISONVILLE, KY. VOR/DME RNAV RWY 23, AMDT 4...CORRECT S-23 MILITARY CAT D LANDING MINIMUMS, DEPICT (400-1/4) VICE (400-1).

## MONTICELLO

### Wayne County

**FDC 7/9921** EKQ FI/T WAYNE COUNTY, MONTICELLO, KY. GPS RWY 3, ORIG...GPS RWY 21, ORIG...CIRCLING MINIMUMS: CAT D MDA 2120/HAA 1157.

## MOUNT STERLING

### Mount Sterling-Montgomery County

**FDC 6/6719** IOB FI/T MOUNT  
STERLING-MONTGOMERY COUNTY, MOUNT  
STERLING, KY. NDB OR GPS RWY 3, AMDT  
IC...MINIMUM SAFE ALTITUDE WITHIN 25 NM 3600.

## OWENSBORO

### Owensboro-Daviess County

**FDC 7/6971** OWB FI/T OWENSBORO-DAVIESS  
COUNTY, OWENSBORO, KY. TAKE-OFF MINIMUMS  
AND (OBSTACLE) DEPARTURE PROCEDURES...RWY  
36, 400-2 OR STANDARD WITH A MINIMUM CLIMB  
OF 330 FT PER NM TO 1000. ALL OTHER DATA  
REMAINS AS PUBLISHED.

## PIKEVILLE

### Pike County-Hatcher Field

**FDC 5/9844** PBX FI/T PIKE-COUNTY-HATHCER  
FILED, PIKEVILLE, KY. ILS RWY 27, ORIG. RNAV  
(GPS) RWY 9, ORIG. RNAV (GPS) RWY 27, ORIG.  
STRAIGHT-IN MINIMA NA, ONLY CIRCLING  
MINIMA AUTHORIZED.

## WILLIAMSBURG

### Williamsburg-Whitley County

**FDC 8/1591** W38 FI/T WILLIAMSBURG-WHITLEY  
COUNTY, WILLIAMSBURG, KY. RNAV (GPS) RWY 2,  
ORIG...DELETE NOTE: PROCEDURE NA AT NIGHT.

**FDC 8/1590** W38 FI/T WILLIAMSBURG-WHITLEY  
COUNTY, WILLIAMSBURG, KY. RNAV (GPS) RWY  
20, ORIG-A...DELETE NOTE: PROCEDURE NA AT  
NIGHT.

## LOUISIANA

## ALEXANDRIA

### Alexandria Intl

**FDC 8/6179** AEX FI/T ALEXANDRIA INTL,  
ALEXANDRIA, LA. ILS OR LOC RWY 14,  
ORIG-A...PROCEDURE NA EXCEPT FOR AIRCRAFT  
EQUIPPED WITH SUITABLE RNAV SYSTEM WITH  
GPS, AEX DME OTS.

## BATON ROUGE

### Baton Rouge Metropolitan, Ryan Field

**FDC 8/3705** BTR FI/T BATON ROUGE METRO, RYAN  
FIELD, BATON ROUGE, LA. TAKE-OFF MINIMUMS  
AND (OBSTACLE) DEPARTURE  
PROCEDURES...NOTE: RWY 4R, TEMP CRANE 1696  
FT FROM DEPARTURE END OF RWY, 887 FT RIGHT  
OF CENTERLINE, 100 AGL/160 MSL. ALL OTHER  
DATA REMAINS AS PUBLISHED.

**FDC 8/1743** BTR FI/P BATON ROUGE METRO, RYAN  
FIELD, BATON ROUGE, LA. ILS OR LOC RWY 22R,  
AMDT 10...DELETE NOTE: CIRCLING TO RWY 4R/22L  
NA AT NIGHT. DELETE NOTE: WHEN LOCAL  
ALTIMETER SETTING NOT RECEIVED, USE  
HAMMOND NORTHSORE REGIONAL ALTIMETER  
SETTING AND INCREASE DA 91 FEET, INCREASE  
ALL MDA 100 FEET. INCREASE S-ILS 22R VISIBILITY  
TO RVR 2400, INCREASE S-LOC 22R AND CIRCLING  
CAT C/ D VISIBILITY 1/4 MILE. CHART NOTE: WHEN  
VGS1 INOPERATIVE, CIRCLING TO RWY 4L NA AT  
NIGHT. CHART NOTE: WHEN LOCAL ALTIMETER  
SETTING NOT RECEIVED, USE HAMMOND  
NORTHSORE REGIONAL ALTIMETER SETTING  
AND INCREASE DA 91 FEET, INCREASE ALL MDA  
100 FEET. INCREASE S-ILS 22R VISIBILITY TO RVR  
2400, INCREASE S-LOC 22R CAT C/D VISIBILITY 1/4  
MILE AND CIRCLING CAT C/D VISIBILITY 1/2 MILE.  
THIS IS ILS OR LOC RWY 22R, AMDT 10A.

**FDC 8/0895** BTR FI/T BATON ROUGE METRO, RYAN  
FIELD, BATON ROUGE, LA. RNAV (GPS) RWY 4L,  
AMDT 1A...UNLESS OTHERWISE AUTHORIZED BY  
ATC: LNAV/VNAV DA 717/HAT 648 ALL CATS.  
CIRCLING CAT C/D MDA 720/HAA 650, VIS CAT C 1  
3/4, CAT D 2. WHEN LOCAL ALTIMETER SETTING  
NOT RECEIVED, USE HAMMOND NORTHSORE  
REGIONAL ALTIMETER SETTING AND INCREASE  
ALL DA/MDA 100 FT AND VIS CAT C/D 1/2 MILE.  
TEMP CRANE 355 MSL 2.1 NM WEST OF AIRPORT.

**FDC 8/0892** BTR FI/T BATON ROUGE METRO, RYAN  
FIELD, BATON ROUGE, LA. RNAV (GPS) RWY 31,  
AMDT 1B...RNAV (GPS) RWY 22R, AMDT  
1A...UNLESS OTHERWISE AUTHORIZED BY ATC:  
CIRCLING CAT C/D MDA 720/HAA 650, VIS CAT C 1  
3/4, CAT D 2. WHEN LOCAL ALTIMETER SETTING  
NOT RECEIVED, USE HAMMOND NORTHSORE  
REGIONAL ALTIMETER SETTING AND INCREASE  
ALL DA/MDA 100 FT AND VIS CAT C/D 1/2 MILE.  
TEMP CRANE 355 MSL 2.1 NM WEST OF AIRPORT.

**FDC 8/0891** BTR FI/T BATON ROUGE METRO, RYAN  
FIELD, BATON ROUGE, LA. VOR RWY 4L, AMDT  
17A...UNLESS OTHERWISE AUTHORIZED BY ATC:  
CIRCLING CAT C/D MDA 720/HAA 650, VIS CAT C 1  
3/4, CAT D 2. WHEN LOCAL ALTIMETER SETTING  
NOT RECEIVED, USE HAMMOND NORTHSORE  
REGIONAL ALTIMETER SETTING AND INCREASE  
ALL MDA 100 FT AND VIS CAT C/D 1/2 MILE. TEMP  
CRANE 355 MSL 2.1 NM WEST OF AIRPORT.

**FDC 8/0890** BTR FI/T BATON ROUGE METRO, RYAN FIELD, BATON ROUGE, LA. RADAR-1, AMDT 10...ILS OR LOC RWY 22R, AMDT 10...RNAV (GPS) RWY 13, ORIG-A...VOR/DME RWY 22R, AMDT 8F...ILS OR LOC RWY 13, AMDT 27C...UNLESS OTHERWISE AUTHORIZED BY ATC: CIRCLING CAT C/D MDA 720/HAA 650, VIS CAT C 1 3/4, CAT D 2. TEMP CRANE 355 MSL 2.1 NM WEST OF AIRPORT.

## **BOGALUSA**

### **George R Carr Memorial Air Fld**

**FDC 8/8844** BXA FI/T GEORGE R CARR MEMORIAL AIR FLD, BOGALUSA, LA. GPS RWY 36, ORIG-B...2 NM ATD TO BATHO NA DISREGARD NOTE: (ASTERISK)980 WHEN USING NEW ORLEANS LAKEFRONT ALTIMETER SETTING. FLOID TO RWY 36: 3.41/45 S-36 MDA 880/ HAT 763 ALL CATS. VIS CAT B 1 1/4, VIS CAT C 2 1/4. CIRCLING MDA 880/ HAA 761 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4. WHEN USING NEW ORLEANS LAKEFRONT ALTIMETER SETTING INCREASE S-36 VIS CAT C 2 3/4, INCREASE CIRCLING VIS CAT C 2 3/4.

**FDC 8/7166** BXA FI/T GEORGE R CARR MEMORIAL AIR FLD, BOGALUSA, LA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 18, 600-3 OR STANDARD WITH A MINIMUM CLIMB OF 442 FT PER NM TO 800.

## **GALLIANO**

### **South Lafourche Leonard Miller Jr**

**FDC 8/4668** GAO FI/T SOUTH LAFOURCHE LEONARD MILLER JR, GALLIANO, LA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 18, MULTIPLE TREES BEGINNING 127 FT FROM DEPARTURE END OF RWY, 680 FT LEFT TO 444 FT RIGHT OF CENTERLINE, UP TO 50 AGL/56 MSL. RWY 36, MULTIPLE TREES BEGINNING 14 FT FROM DEPARTURE END OF RWY, 819 FT LEFT TO 853 FT RIGHT OF CENTERLINE, UP TO 90 AGL/97 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

## **HAMMOND**

### **Hammond Northshore Rgnl**

**FDC 8/4998** HDC FI/T HAMMOND NORTHSHORE RGNL, HAMMOND, LA. RNAV (GPS) RWY 31, ORIG...LNAV MDA 620/HAT 577 ALL CATS, VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 680/HAA 634 ALL CATS, VIS CAT C 1 3/4. VDP 1.5 NM TO RW31. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LOUIS ARMSTRONG NEW ORLEANS INTL ALTIMETER SETTING AND INCREASE ALL MDA 100 FT, AND VIS CAT C/D 1/2 MILE. TEMP CRANE 319 MSL 1161 FT NE OF AIRPORT.

**FDC 8/4997** HDC FI/T HAMMOND NORTHSHORE RGNL, HAMMOND, LA. RNAV (GPS) RWY 18, ORIG...LNAV MDA 620/HAT 576 ALL CATS, VIS CAT C 1, CAT D 1 1/4. CIRCLING MDA 680/HAA 634 ALL CATS, VIS CAT C 1 3/4. VDP 1.6 NM TO RW18. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LOUIS ARMSTRONG NEW ORLEANS INTL ALTIMETER SETTING AND INCREASE ALL MDA 100 FT, AND VIS CAT C/D 1/2 MILE. FOR INOP MALSR INCREASE LNAV VIS CAT D 1/2 MILE. TEMP CRANE 319 MSL 1161 FT NE OF AIRPORT.

**FDC 8/4996** HDC FI/T HAMMOND NORTHSHORE RGNL, HAMMOND, LA. ILS OR LOC RWY 18, AMDT 3...S-ILS 18 DA 394/HAT 350 ALL CATS, VIS 3/4 ALL CATS. S-LOC 18 MDA 580/HAT 536 ALL CATS, VIS CAT C 1, CAT D 1 1/4. CIRCLING MDA 680/HAA 634 ALL CATS, VIS CAT C 1 3/4. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LOUIS ARMSTRONG NEW ORLEANS INTL ALTIMETER SETTING AND INCREASE ALL DA/MDA 100 FT, AND VIS 1/4 MILE ALL CATS. FOR INOP MALSR INCREASE S-ILS 18 VIS 1/2 MILE ALL CATS. TEMP CRANE 319 MSL 1161 FT NE OF AIRPORT.

**FDC 8/4995** HDC FI/T HAMMOND NORTHSHORE REGIONAL, HAMMOND, LA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWYS 13, 31 NA. ALL OTHER DATA REMAINS AS PUBLISHED.

## **HOMER**

### **Homer Muni**

**FDC 8/2504** 5F4 FI/T HOMER MUNICIPAL, HOMER, LA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 12, 30 NA.

**FDC 8/0684** 5F4 FI/T HOMER MUNICIPAL, HOMER, LA. NDB RWY 12, AMDT 2...RNAV (GPS) RWY 12, AMDT 1...RNAV (GPS) RWY 30, AMDT 1...PROCEDURE NA.

## **LAFAYETTE**

### **Lafayette Rgnl**

**FDC 8/9086** LFT FI/T LAFAYETTE REGIONAL, LAFAYETTE, LA. ILS OR LOC RWY 22L, AMDT 4F.DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

**FDC 8/2353** LFT FI/P LAFAYETTE REGIONAL, LAFAYETTE, LA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 4L, FENCE BEGINNING 2506 FT FROM DEPARTURE END OF RUNWAY, 682 FT LEFT OF CENTERLINE, UP TO 121 AGL/163 MSL. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP) AMDT 2.

## LAKE CHARLES

### Lake Charles Rgnl

**FDC 8/6690** LCH FI/T LAKE CHARLES REGIONAL, LAKE CHARLES, LA. RADAR-1, AMDT 5A...ASR 33: MDA 500/HAT 488 CAT A/B/C/D. VIS CAT C 1, CAT D 1 1/2. CIRCLING: MDA 540/HAA 525 CAT A/B/C. TEMPORARY DRILLING RIG 184 MSL 2640 FEET NE OF RWY 33.

**FDC 8/6684** LCH FI/T LAKE CHARLES REGIONAL, LAKE CHARLES, LA. LOC BC RWY 33, AMDT 19...RNAV (GPS) RWY 5, ORIG...RNAV (GPS) RWY 15, ORIG...RNAV (GPS) RWY 23, ORIG-A...VOR A, AMDT 14...VOR/DME B, AMDT 8...ILS RWY 15, AMDT 20A...CIRCLING MDA 540/HAA 525 CATS A, B, C. TEMPORARY DRILLING RIG 184 MSL 2640 FEET NE OF RW33.

**FDC 8/6681** LCH FI/T LAKE CHARLES REGIONAL, LAKE CHARLES, LA. RNAV (GPS) RWY 33, AMDT 1...LNAV MDA 500/HAT 488 CATS A, B, C, D. VISIBILITY CAT C 1, CAT D 1 1/2. CIRCLING MDA 540/HAA 525 CATS A, B, C VDP 1.38 NM TO RW33. TEMPORARY DRILLING RIG 184 MSL 2640 FEET NE OF RW33.

**FDC 7/0830** LCH FI/T LAKE CHARLES REGIONAL, LAKE CHARLES, LA. VOR A AMDT 14...DME REQUIRED. SBI VOR OTS.

## LAKE PROVIDENCE

### Byerley

**FDC 8/0046** 0M8 FI/T BYERLEY, LAKE PROVIDENCE, LA. RNAV (GPS) RWY 17, ORIG...PROCEDURE NA.

## MANY

### Hart

**FDC 7/7427** 3R4 FI/T HART, MANY, LA. NDB OR GPS RWY 12 AMDT 4A...PROCEDURE NA.

## NEW IBERIA

### Acadiana Rgnl

**FDC 8/5263** ARA FI/T ACADIANA REGIONAL, NEW IBERIA, LA. RNAV (GPS) RWY 16, ORIG...LNAV MDA 440/HAT 416 ALL CATS, VIS CAT C 1 1/4. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LAFAYETTE ALTIMETER SETTING AND INCREASE ALL DA/MDA 40 FEET, AND INCREASE VISIBILITY LNAV CAT D 1/4 MILE.

**FDC 8/5260** ARA FI/T ACADIANA REGIONAL, NEW IBERIA, LA. VOR OR TACAN RWY 16, AMDT 1...S-16 MDA 440/HAT 416 ALL CATS, VIS CAT C 1 1/4, CAT E 1 1/2. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LAFAYETTE ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET, AND INCREASE VISIBILITY S-16 CAT D 1/4 MILE.

## NEW ORLEANS

### Lakefront

**FDC 8/0130** NEW FI/T LAKEFRONT, NEW ORLEANS, LA. ILS OR LOC RWY 18R, ORIG...ALTERNATE MINIMUMS NA.

### Louis Armstrong New Orleans Intl

**FDC 8/8747** MSY FI/P LOUIS ARMSTRONG NEW ORLEANS INTL, NEW ORLEANS, LA. VOR/DME RWY 10, ORIG-A...S-10: HAT 516 ALL CATS. CIRCLING: CATS A/B/C HAA 516, CAT D MDA 580/HAA 576. TDZE 4 FEET. AIRPORT ELEVATION 4 FEET. CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. THIS IS VOR/DME RWY 10, ORIG-B..

**FDC 8/8746** MSY FI/P LOUIS ARMSTRONG NEW ORLEANS INTL, NEW ORLEANS, LA. RNAV (GPS) RWY 10, ORIG...LNAV/VNAV: DA 402/HAT 398 ALL CATS. VISIBILITY CAT A/B/C RVR 4000. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. ALTERNATE MINIMUMS STANDARD. DELETE NOTE: FOR INOPERATIVE ALSF INCREASE LNAV/VNAV CAT D VISIBILITY TO RVR 5000, LNAV CAT D VISIBILITY TO RVR 6000. CHART NOTE: FOR INOPERATIVE ALSF INCREASE LNAV CAT D VISIBILITY TO RVR 6000. THIS IS RNAV (GPS) RWY 10, ORIG-A..

**FDC 8/6486** MSY FI/T LOUIS ARMSTRONG NEW ORLEANS INTL, NEW ORLEANS, LA. VOR/DME RWY 10, ORIG-B...LOC RWY 19, AMDT 1...PROCEDURE NA.

**FDC 8/6485** MSY FI/T LOUIS ARMSTRONG NEW ORLEANS INTL, NEW ORLEANS, LA. ILS OR LOC RWY 10, AMDT 2B...ILS RWY 10 (CAT II), AMDT 2B...ILS RWY 10 (CAT III), AMDT 2B...MISSED APPROACH: CLIMB TO 800, THEN CLIMBING RIGHT TURN TO 2000 DIRECT MS LOM AND HOLD W, RT, 103 INBOUND (ADF REQUIRED).

## NEW ROADS

### False River Rgnl

**FDC 7/9250** HZR FI/T FALSE RIVER REGIONAL, NEW ROADS, LA. LOC RWY 36, ORIG-B...S-36 MDA 540/HAT 504 ALL CATS, VIS CAT C/D 1 1/2. CIRCLING CAT A/B MDA 540/HAA 501.

## RESERVE

## St John The Baptist Parish

**FDC 8/8710** 1L0 FI/T ST JOHN THE BAPTIST PARISH, RESERVE, LA. GPS RWY 17, ORIG-A...CIRCLING MDA 880/ HAA 873 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/2. TEMPORARY CRANE 470 AGL/480 MSL, 1.16 NM SSW OF APPROACH END RWY 35.

**FDC 8/8709** 1L0 FI/T ST JOHN THE BAPTIST PARISH, RESERVE, LA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 17, 300-1 3/4 OR STANDARD WITH A MINIMUM CLIMB 230 FEET PER NM TO 400. RWY 35 STANDARD. DEPARTURE PROCEDURE: RWY 17 WEST BOUND DEPARTURES CLIMB VIA RQR R-115 TO 2200 BEFORE TURNING ON COURSE. TAKE-OFF OBSTACLES: RWY 17, ELEVATOR 1.50 NM FROM DER, 117 FEET RIGHT OF CENTERLINE, 250 FEET AGL/ 265 FEET MSL, SILO 1.51 NM FROM DER, 96 FEET RIGHT OF CENTERLINE 245 FEET AGL/262 FEET MSL. NOTE, RWY 17 BUSH AND TOWERS STARTING 108 FEET FROM DER 354 FEET RIGHT OF CENTERLINE UP TO 115 FEET AGL/124 FEET MSL. TOWER 10.9 NM SOUTHWEST OF AIRPORT 1999 FEET AGL/2003 FEET MSL. TEMPORARY CRANE 1.40 NM SSW OF AIRPORT, 470 FEET AGL/480 FEET MSL.

**FDC 8/8706** 1L0 FI/T ST JOHN THE BAPTIST PARISH, RESERVE, LA. VOR RWY 35, ORIG-A...S-35 MDA 880/ HAT 873 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/2. CIRCLING MDA 880/ HAA 873 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/2. TEMPORARY CRANE 470 AGL/480 MSL, 1.16 NM SSW OF APPROACH END RWY 35.

## SHREVEPORT

### Shreveport Downtown

**FDC 8/6536** DTN FI/P SHREVEPORT DOWNTOWN, SHREVEPORT, LA. RNAV (GPS) RWY 14, ORIG...CHANGE ARRIVAL NOTE TO READ: PROCEDURE NA FOR ARRIVALS AT EIC VORTAC ON AIRWAY RADIALS 169 CW 268. THIS IS RNAV (GPS) RWY 14, ORIG-A.

**FDC 8/0076** DTN FI/T SHREVEPORT DOWNTOWN, SHREVEPORT, LA. RNAV (GPS) RWY 14, ORIG...CHANGE ARRIVAL NOTE TO READ: PROCEDURE NA FOR ARRIVALS AT EIC VORTAC ON AIRWAY RADIALS 151 CW 318.

### Shreveport Rgnl

**FDC 8/0444** SHV FI/T SHREVEPORT REGIONAL, SHREVEPORT, LA. RNAV (GPS) RWY 23, ORIG-B...ALTERNATE MINIMUMS CAT D 800 2 1/4.

## SLIDELL

### Slidell

**FDC 8/1742** ASD FI/P SLIDELL, SLIDELL, LA. NDB RWY 36, ORIG-C...S-36: MDA 540/HAT 512 ALL CATS. VIS CAT C 1 1/2. CIRCLING: MDA 540/HAA 512 ALL CATS. THIS IS NDB RWY 36, ORIG-D.

## VIVIAN

### Vivian

**FDC 8/3197** 3F4 FI/T VIVIAN, VIVIAN, LA. VOR/DME OR GPS A, AMDT 2...CIRCLING MDA 860/HAA 600 ALL CATS.

## MAINE

## AUGUSTA

### Augusta State

**FDC 8/2203** AUG FI/P AUGUSTA STATE, AUGUSTA, ME. GPS RWY 17, ORIG...EHAZY TO RW17: 2.88/60. THIS IS GPS RWY 17, ORIG-A.

**FDC 7/1736** AUG FI/T AUGUSTA STATE, AUGUSTA, ME. VOR/DME RWY 8, AMDT 11...S-8 MINIMUMS NA. CIRCLING CAT A MDA 940/HAA 588.

**FDC 7/1544** AUG FI/T AUGUSTA STATE, AUGUSTA, ME. GPS RWY 8, ORIG-A...S-8 MDA 940/HAT 588 ALL CATS CIRCLING CAT A MDA 940/HAA 588. ANTENNA TOWER 170AGL/675MSL 1.58 NM WEST OF RWY 8.

## BELFAST

### Belfast Muni

**FDC 8/2997** BST FI/P BELFAST MUNI, BELFAST, ME. NDB RWY 15, AMDT 3...S-15 MDA 1000/HAT 802 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4. CIRCLING MDA 1000/HAA 802 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4. CHART IN PROFILE BOGGY TO RW15: 2.91/40. CHART TDZE: 198 CHART AIRPORT ELEV: 198 THIS IS NDB RWY 15, AMDT 3A.

## GREENVILLE

### Greenville

**FDC 5/3313** 52B FI/T GREENVILLE SEAPLANE BASE, GREENVILLE, ME. NDB OR GPS-A AMDT 4C...TERMINAL ROUTE AUGUSTA (AUG) VOR/DME TO SQUAW (XQA) NDB NA.

### Greenville Muni

**FDC 8/0528** 3B1 FI/P GREENVILLE MUNI, GREENVILLE, ME. NDB OR GPS RWY 14, AMDT 4B...CIRCLING CAT D MDA 2480/HAA 1079 S-14 HAT 909 ALL CATS CIRCLING HAA 899 CATS A/B/C DELETE TERMINAL ROUTE AUG VOR/DME TO XQA NDB XQA NDB TO RW14: 3.59/40 CHART PROFILE NOTE: VGSI AND DESCENT ANGLE NOT COINCIDENT CHANGE MISSED APPROACH TO READ: CLIMB TO 2800, THEN CLIMBING RIGHT TURN TO 5100 DIRECT XQA NDB AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5100. CHART AIRPORT ELEVATION 1401 CHART TDZE 1391. THIS IS NDB OR GPS RWY 14, AMDT 4C.

**FDC 5/3312** 3B1 FI/T GREENVILLE MUNI, GREENVILLE, ME. NDB OR GPS RWY 14 AMDT 4B...TERMINAL ROUTE AUGUSTA (AUG) VOR/DME TO SQUAW (XQA) NDB NA.

## **MILLINOCKET**

### **Millinocket Muni**

**FDC 8/2072** MLT FI/T MILLINOCKET MUNI, MILLINOCKET, ME. LOC RWY 29, ORIG-C...PROCEDURE NA.

## **PORTLAND**

### **Portland Intl Jetport**

**FDC 8/9633** PWM FI/T PORTLAND INTL JETPORT, PORTLAND, ME. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...ADD NOTE: RWY 29, TEMP CRANE 3089 FT FROM DER, 1037 FT RIGHT OF CENTERLINE, 90 FT AGL/183 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 8/9618** PWM FI/T PORTLAND INTL JETPORT, PORTLAND, ME. RNAV (GPS) RWY 11, AMDT 2A...LNAV/VNAV DA 643/HAT 566 ALL CATS. VIS 1 1/2 ALL CATS. TEMP CRANE 295 MSL 1.43 NM NORTHWEST RWY 11.

**FDC 8/1021** PWM FI/T PORTLAND INTL JETPORT, PORTLAND, ME. ILS OR LOC RWY 11, AMDT 2A...S-ILS 11 VIS ALL CATS RVR 4000. S-LOC 11 VIS CATS A/B RVR 4000. FINUS FIX MINIMUMS NA. VISIBILITY REDUCTION BY HELICOPTERS NA. INOPERATIVE TABLE DOES NOT APPLT TO S-ILS 11. FOR INOPERATIVE ALSO, INCREASE S-LOC 11 CATS A/B VISIBILITY TO 1 MILE. UNLESS AUTHORIZED BY ATC. TEMPORARY CRANE 275 MSL 4230 FEET E OF RWY 11.

**FDC 8/1020** PWM FI/T PORTLAND INTL JETPORT, PORTLAND, ME. RNAV (GPS) RWY 29, AMDT 1...LPV DA 356/HAT 299 , VIS RVR 4000 ALL CATS. LNAV VIS CATS A/B RVR 4000. UNLESS AUTHORIZED BY ATC. TEMPORARY CRANE 275 MSL 3288 FEET NW OF RWY 29. VISIBILITY REDUCTION BY HELICOPTERS NA.

**FDC 8/1019** PWM FI/T PORTLAND INTL JETPORT, PORTLAND, ME. ILS RWY 11 (CAT II), AMDT 2A...ILS RWY 11 (CAT III), AMDT 2A...PROCEDURE NA. UNLESS AUTHORIZED BY ATC. TEMPORARY CRANE 275 MSL 4230 FEET E OF RWY 11.

**FDC 8/1018** PWM FI/T PORTLAND INTL JETPORT, PORTLAND, ME. RNAV (GPS) RWY 36, ORIG-B...LNAV MDA 520/HAT 471 ALL CATS, VIS CAT D 1 1/2. UNLESS AUTHORIZED BY ATC. TEMPORARY CRANE 275 MSL 3236 FEET NW OF RWY 36.

**FDC 8/1017** PWM FI/T PORTLAND INTL JETPORT, PORTLAND, ME. ILS OR LOC RWY 29, AMDT 2A...S-ILS 29 DA 324/HAT 267, VIS RVR 4000 ALL CATS. S-LOC 29 MDA 520/HAT 463 ALL CATS, VIS CATS A/B RVR 4000. RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA NOTE NA. UNLESS AUTHORIZED BY ATC. TEMPORARY CRANE 275 MSL 3288 FEET NW OF RWY 29.

**FDC 8/0040** PWM FI/T PORTLAND INTL JETPORT, PORTLAND, ME. RNAV (GPS) RWY 36, ORIG-B...LNAV/VNAV DA NA.

## **RANGELEY**

### **Rangeley Lake**

**FDC 8/4221** M57 FI/T RANGELEY LAKE SPB, RANGELEY, ME. NDB OR GPS B, ORIG-B...PROCEDURE NA.

## **WISCASSET**

### **Wiscasset**

**FDC 7/5965** IWI FI/T WISCASSET, WISCASSET, ME. NDB RWY 25, AMDT 5B...PROCEDURE NA.

## **MARYLAND**

## **ANNAPOLIS**

### **Lee**

**FDC 8/1766** ANP FI/T LEE, ANNAPOLIS, MD. RNAV (GPS) RWY 30, ORIG-D...LNAV MDA MINIMUMS NA. BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL ALTIMETER SETTING MINIMUMS: LNAV MDA MINIMUMS NA.

## **BALTIMORE**

### **Baltimore/Washington Intl Thurgood Marshal**

**FDC 8/8984** BWI FI/T BALTIMORE-WASHINGTON  
INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS  
RWY 28, AMDT 15B...S-LOC 28 MDA 820/HAT 677  
ALL CATS, VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING  
MDA 820/HAA 674 ALL CATS, VIS CAT C 2, CAT D 2  
1/4. ALTERNATE MINIMUMS: S-ILS 28 CATS A/B/C  
700-2, CAT D 700-2 1/4. DISREGARD INOPERATIVE  
NOTE.

**FDC 8/8983** BWI FI/T BALTIMORE-WASHINGTON  
INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS  
RWY 10, AMDT 18A...S-LOC 10 MDA 700/HAT 556  
ALL CATS, VIS CAT C RVR 5000, CAT D RVR 6000.  
CIRCLING CATS A/B MDA 700/HAA 554, CATS C/D  
MDA 780/HAA 634, VIS CAT C 1 3/4. ALTERNATE  
MINIMUMS: S-ILS 10 CATS C/D 700-2. TEMPORARY  
CRANE 416 MSL 1.80 NM W OF RWY 10.  
TEMPORARY CRANE 419 MSL 1.64 NM SW OF RWY  
10.

**FDC 8/8982** BWI FI/T BALTIMORE-WASHINGTON  
INTL THURGOOD MARSHALL, BALTIMORE, MD.  
VOR RWY 10, AMDT 17...DME MINIMUMS NA. MDA  
1320/HAT 1177 ALL CATS. CIRCLING MDA 1320/HAA  
1174 ALL CATS. VDP NA. ALTERNATE MINIMUMS:  
CAT A 1200-1 1/4, CAT B 1200-1 1/2, CATS C/D 1200-3.

**FDC 8/8378** BWI FI/T BALTIMORE-WASHINGTON  
INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS  
RWY 15R, AMDT 15A...S-ILS 15R DA 500/HAT 360,  
VIS RVR 4000 ALL CATS. CIRCLING CATS C/D MDA  
780/HAA 634, VIS CAT C 1 3/4. ALTERNATE  
MINIMUMS: S-ILS 15R CATS C/D 700-2. ADD NOTE:  
FOR INOPERATIVE MALSR, INCREASE S-ILS 15R  
ALL CATS VISIBILITY TO RVR 6000. TEMPORARY  
CRANE 1.64 NM SW OF RWY 10.

**FDC 8/8376** BWI FI/T BALTIMORE-WASHINGTON  
INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS  
OR LOC RWY 33L, AMDT 9C...CIRCLING CATS C/D  
MDA 780/HAA 634, VIS CAT C 1 3/4. ALTERNATE  
MINIMUMS: S-ILS 33L CATS C/D 700-2. MISSED  
APPROACH: CLIMB TO 2600 VIA BAL R-334 TO  
BMORE/BAL 13.8 DME/RADAR AND HOLD.  
TEMPORARY CRANE 419 MSL 1.64 NM SW OF RWY  
10.

**FDC 8/8375** BWI FI/T BALTIMORE-WASHINGTON  
INTL THURGOOD MARSHALL, BALTIMORE, MD.  
RNAV (GPS) RWY 10, ORIG...LNAV/VNAV DA  
773/HAT 629, VIS 2 ALL CATS. LNAV MDA 720/HAT  
576 ALL CATS, VIS CAT C RVR 5000, CAT D RVR  
6000. CIRCLING CATS A/B MDA 720/HAA 574, CATS  
C/D MDA 780/HAA 634, VIS CAT C 1 3/4. VDP NA.  
TEMPORARY CRANE 416 MSL 1.80 NM W OF RWY  
10. TEMPORARY CRANE 419 MSL 1.64 NM SW OF  
RWY 10.

**FDC 8/8374** BWI FI/T BALTIMORE-WASHINGTON  
INTL THURGOOD MARSHALL, BALTIMORE, MD.  
RNAV (GPS) RWY 4, ORIG-A...RNAV (GPS) RWY 15L,  
ORIG-A...RNAV (GPS) RWY 22, ORIG...RNAV (GPS)  
RWY 33R, ORIG-A...RNAV (GPS) Y RWY 33L,  
ORIG-B...RNAV (GPS) Z RWY 28, ORIG-A...VOR RWY  
28, AMDT 24...VOR/DME RWY 4, AMDT  
3A...VOR/DME RWY 15L, AMDT 2A...VOR/DME RWY  
22, AMDT 11...VOR/DME RWY 33L, AMDT 3...RNAV  
(GPS) Z RWY 15R, ORIG-A...CIRCLING CATS C/D  
MDA 780/HAA 634, VIS CAT C 1 3/4. TEMPORARY  
CRANE 419 MSL 1.64 NM SW OF RWY 10.

**FDC 8/8373** BWI FI/T BALTIMORE-WASHINGTON  
INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS  
RWY 33R, ORIG-D...CIRCLING CATS C/D MDA  
780/HAA 634, VIS CAT C 1 3/4. ALTERNATE  
MINIMUMS: S-ILS 33R CATS C/D 700-2. TEMPORARY  
CRANE 419 MSL 1.64 NM SW OF RWY 10.

**FDC 8/8371** BWI FI/T BALTIMORE-WASHINGTON  
INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS  
RWY 15L, ORIG-B...S-ILS 15L DA 471/HAT 329, VIS  
RVR 6000 ALL CATS. S-LOC 15L MDA 1060/HAT 918  
ALL CATS, VIS CAT A RVR 6000, CAT C 2 3/4, CAT D  
3. CIRCLING MDA 1060/HAA 914 ALL CATS, VIS CAT  
A 1 1/4, CAT C 2 3/4, CAT D 3. MINIMUM ALTITUDE  
AT CARPI OM/BAL 5.44 DME/RADAR 2000.  
MINIMUM ALTITUDE AT BAL 3.1 DME FIX 1060.  
DME MINIMUMS NA. ALTERNATE MINIMUMS:  
S-ILS 15L CATS A/B 1000-2, CAT C 1000-2 3/4, CAT D  
1000-3. S-LOC 15L CATS A/B 1000-2, CAT C 1000-2 3/4,  
CAT D 1000-3.

**FDC 8/6944** BWI FI/T BALTIMORE-WASHINGTON  
INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS  
RWY 33R, ORIG-D...ADD NOTE: AUTOPILOT  
COUPLED APPROACH NA BELOW 700.

**FDC 8/6239** BWI FI/T BALTIMORE-WASHINGTON  
INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS  
RWY 28, AMDT 15B...ADD NOTE: S-ILS 28 RVR 1800  
AUTHORIZED WITH THE USE OF FD OR AP OR HUD  
TO DA.

**FDC 8/0232** BWI FI/T BALTIMORE-WASHINGTON  
INTL THURGOOD MARSHALL, BALTIMORE, MD.  
RNAV (GPS) Y RWY 15R ORIG-A...LNAV/VNAV: DA  
575/HAT 435 ALL CATS. VIS CAT A/B/C RVR 5000.  
DISREGARD INOPERATIVE NOTE.

**FDC 8/0144** BWI FI/T BALTIMORE-WASHINGTON  
INTL THURGOOD MARSHALL, BALTIMORE, MD.  
RNAV (GPS) RWY 15L, ORIG-A...LNAV MDA 560/HAT  
418 ALL CATS. VIS CAT C RVR 6000. VDP NA.

**FDC 7/9923** BWI FI/T BALTIMORE-WASHINGTON  
INTL THURGOOD MARSHALL, BALTIMORE, MD.  
RNAV (GPS) Z RWY 28, ORIG-A...LNAV MDA  
540/HAT 397 CALL CATS, VIS CAT D RVR 5000. VDP  
NA.

**FDC 7/9918** BWI FI/T BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. RNAV (GPS) Y RWY 33L, ORIG-B...MISSED APPROACH: CLIMB TO 2600 DIRECT BMORE WP AND HOLD.

**FDC 7/8719** BWI FI/T BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 28, 500-2 OR STANDARD WITH MINIMUM CLIMB OF 254 PER NM TO 600. NOTE: RWY 28, TEMPORARY CRANE 1.80 NM FROM DEPARTURE END OF RUNWAY, 1973 LEFT OF CENTERLINE, 220 AGL/416 MSL.

**FDC 6/3601** BWI FI/T BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. RNAV (GPS) RWY 33R ORIG-A...LNAV/VNAV DECISION ALTITUDE 509/HAT 385 ALL CATS, VIS ALL CATS RVR 4000. LNAV MDA 560/HAT 436 ALL CATS, VIS CAT C RVR 4000. VDP NA.

**FDC 6/0185** BWI FI/T BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD RNAV (GPS) Y RWY 28, ORIG-A...LNAV/VNAV MDA 572/HAT 429 ALL CATS, VIS RVR 5000 ALL CATS. CIRCLING VIS CATS A/B 1 1/2.

#### **Martin State**

**FDC 8/2724** MTN FI/T MARTIN STATE, BALTIMORE, MD. LOC RWY 15, AMDT 2...S-15 ALTERNATE MINIMUMS CAT D 900-2 3/4. CIRCLING CAT D MDA 860/HAA 838, VIS 2 3/4. TEMPORARY CRANE 497 MSL 1.8 NM NE OF RWY 33.

**FDC 8/2723** MTN FI/T MARTIN STATE, BALTIMORE, MD. RNAV (GPS) RWY 15, ORIG...RNAV (GPS) RWY 33, ORIG...CIRCLING CAT D MDA 860/HAA 838, VIS 2 3/4. TEMPORARY CRANE 497 MSL 1.8 NM NE OF RWY 33.

**FDC 8/2721** MTN FI/T MARTIN STATE, BALTIMORE, MD. ILS OR LOC RWY 33, AMDT 7...S-ILS 33 MINIMUMS NA. S-LOC 33 ALTERNATE MINIMUMS CAT D 900-2 3/4. CIRCLING CAT D MDA 860/HAA 838, VIS 2 3/4. TEMPORARY CRANE 497 MSL 1.8 NM NE OF RWY 33.

#### **CAMP SPRINGS**

##### **Andrews AFB**

**FDC 8/4451** ADW FI/T ANDREWS AFB, CAMP SPRINGS, MD. NDB RWY 19R, ORIG...PROCEDURE NA.

#### **CHURCHVILLE**

##### **Harford County**

**FDC 7/7670** 0W3 FI/T HARFORD COUNTY, CHURCHVILLE, MD. VOR/DME A, AMDT 1A...PROCEDURE NA.

#### **CLINTON**

##### **Washington Executive/Hyde Field**

**FDC 6/6651** W32 FI/T WASHINGTON EXECUTIVE/HYDE FLD, CLINTON, MD. VOR/DME RWY 5, ORIG...PROCEDURE NA.

#### **LEONARDTOWN**

##### **St. Mary's County Rgnl**

**FDC 7/6353** 2W6 FI/T ST. MARY S COUNTY REGIONAL, LEONARDTOWN, MD. VOR OR GPS RWY 29, AMDT 6A...VOR PORTION NA.

#### **MITCHELLVILLE**

##### **Freeway**

**FDC 4/0857** W00 FI/T FREEWAY, MITCHELLVILLE, MD. VOR RWY 36, ORIG-B...PROCEDURE NA.

#### **OAKLAND**

##### **Garrett County**

**FDC 8/0588** 2G4 FI/T GARRETT COUNTY, OAKLAND, MD. VOR RWY 27, AMDT 4...DME REQUIRED.

#### **SALISBURY**

##### **Salisbury-Ocean City Wicomico Rgnl**

**FDC 8/4188** SBY FI/P SALISBURY-OCEAN CITY WICOMICO REGIONAL, SALISBURY, MD. ILS RWY 32, AMDT 6...CHANGE ALL REFERENCE TO COLBE LOM/INT TO COLBE INT/SBY VORTAC 6.4 DME. CHART: MSA FROM: SALISBURY (SBY) VORTAC 270-360 2100, 360-270 1700. THIS IS ILS OR LOC RWY 32, AMDT 6A.

**FDC 8/2297** SBY FI/T SALISBURY-OCEAN CITY WICOMICO REGIONAL, SALISBURY, MD. VOR RWY 23, AMDT 9A...S-23 MDA 1100/HAT 1050 ALL CATS. VISIBILITY CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. CIRCLING MDA 1100/HAA 1048 ALL CATS. VISIBILITY CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. DME MINIMUMS NA. VDP NA. ALTERNATE MINIMUMS: CATS A/B 1100-2, CATS C/D 1100-3.

#### **STEVENSVILLE**

##### **Bay Bridge**



**FDC 4/3044** W29 FI/T STEVENSVILLE/BAY BRIDGE, STEVENSVILLE, MD. VOR/DME RWY 29 AMDT 1...PROCEDURE NA.

## **WESTMINSTER**

### **Carroll County Rgnl/Jack B Poage Field**

**FDC 7/0981** DMW FI/T CARROLL COUNTY REGNL/JACK B POAGE FIELD, WESTMINSTER, MD. RNAV (GPS) RWY 34, ORIG-B...CIRCLING MDA 1300/HAA 511 ALL CATS.

**FDC 6/4817** DMW FI/T CARROLL COUNTY REGNL/JACK B POAGE FIELD, WESTMINSTER, MD. VOR A, AMDT 1A...PROCEDURE NA.

## **MASSACHUSETTS**

## **BEDFORD**

### **Laurence G Hanscom Fld**

**FDC 7/2420** BED FI/T LAURENCE G HANSCOM FLD, BEDFORD, MA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 11, 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 370 PER NM TO 400. TEMPORARY CRANE 299 MSL 3847 FT FROM DER, 994 FT LEFT OF CENTERLINE.

## **BEVERLY**

### **Beverly Muni**

**FDC 8/7113** BVY FI/T BEVERLY MUNI, BEVERLY, MA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 16, 200-1. TEMPORARY CRANE 284 MSL 3087 FEET SE OF RWY 34.

**FDC 7/2085** BVY FI/T BEVERLY MUNI, BEVERLY, MA. LOC RWY 16, AMDT 6...TAITS INT, BOSTON VOR/DME (BOS) R-017 LADTI INT, PEASE (PSM) VORTAC R-223.

## **BOSTON**

### **General Edward Lawrence Logan Intl**

**FDC 8/9228** BOS FI/T GEN EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 27, STANDARD WITH A MINIMUM CLIMB OF 500 FEET PER NM TO 1300 FEET. NOTE: RWY 27, TEMPORARY CRANE 1.4 NM FROM DER, 1163 FEET RIGHT OF CENTERLINE, 470 FEET AGL/487 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 8/0521** BOS FI/T GEN EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. RNAV (GPS) RWY 32, ORIG-A...CIRCLING CAT B MDA 1020/HAA 1000, VIS CAT B 1 1/2. CHANGE CIRCLING NOTE TO READ: CATS C AND D CIRCLING NOT AUTHORIZED WEST OF RWYS 4L AND 15R.

**FDC 8/0459** BOS FI/T GEN EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. RNAV (GPS) RWY 4R, ORIG-D...LNAV/VNAV DA NA. CIRCLING CAT A MDA 960/HAA 940, CAT B MDA 1020/HAA 1000, VIS CAT A 1 1/4, CAT B 1 1/2.

**FDC 8/0455** BOS FI/T GEN EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. VOR/DME RWY 27, AMDT 2B...VOR/DME RWY 33L, AMDT 2B...VOR/DME OR GPS A, ORIG-A...CIRCLING CAT A MDA 960/HAA 940, CAT B MDA 1020/HAA 1000, VIS CAT A 1 1/4, CAT B 1 1/2. ALTERNATE MINIMUMS: CATS A/B 1000-2.

**FDC 8/0454** BOS FI/T GEN EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. VOR/DME RWY 15R, AMDT 2...CIRCLING CAT A MDA 960/HAA 940, CAT B MDA 1020/HAA 1000, VIS CAT A 1 1/4, CAT B 1 1/2. ALTERNATE MINIMUMS: CATS A/B 1000-2.

**FDC 8/0453** BOS FI/T GEN EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. RNAV (GPS) RWY 15R, ORIG-B...RNAV (GPS) RWY 22L, ORIG...RNAV (GPS) RWY 27, ORIG-A...RNAV (GPS) RWY 33L, ORIG-A...CIRCLING CAT A MDA 960/HAA 940, CAT B MDA 1020/HAA 1000, VIS CAT A 1 1/4, CAT B 1 1/2.

**FDC 8/0439** BOS FI/T GEN EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. ILS RWY 22L, AMDT 7...ILS RWY 15R, AMDT 1B...ILS RWY 27, AMDT 2...ILS RWY 33L, AMDT 2...ILS OR LOC RWY 4R, AMDT 9B...CIRCLING CAT A MDA 960/HAA 940, CAT B MDA 1020/HAA 1000, VIS CAT A 1 1/4, CAT B 1 1/2. ALTERNATE MINIMUMS: ILS, LOC CATS A/B 1000-2. ILS, CATS C/D 700-2.

**FDC 6/9460** BOS FI/T GEN EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. RNAV (GPS) RWY 33L, ORIG-A...LNAV/VNAV DA 556/HAT 540 ALL CATS. VIS RVR 6000 ALL CATS.

## **HYANNIS**

### **Barnstable Muni-Boardman/Polando Field**

**FDC 8/4865** HYA FI/P BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD, HYANNIS, MA. VOR RWY 6, AMDT 9...S-6 MDA 900/HAT 855 ALL CATS, VIS CAT C 2 1/2, VIS CAT D 2 3/4. CIRCLING MDA 900/HAA 846 ALL CATS, VIS CAT C 2 1/2, VIS CAT D 2 3/4. ALTERNATE MINIMUMS: CAT A/B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4, NA WHEN LOCAL WEATHER NOT AVAILABLE. THIS IS VOR RWY 6, AMDT 9A.

**FDC 8/4859** HYA FI/P BARNSTABLE  
MUNI-BOARDMAN/POLANDO FIELD, HYANNIS, MA.  
TAKE-OFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES AMDT 3...TAKE-OFF  
MINIMUMS: RWY 33, 300-1 OR STANDARD WITH A  
MINIMUM CLIMB OF 354 FEET PER NM TO 300.  
NOTE: RWY 33, POLE 3961 FEET FROM DEPARTURE  
END OF RWY, 1531 FEET RIGHT OF CENTERLINE, 97  
FEET AGL/235 FEET MSL. ALL OTHER DATA  
REMAINS AS PUBLISHED. THIS IS TAKE-OFF  
MINIMUMS AND (OBSTACLE) DEPARTURE  
PROCEDURES AMDT 3A.

**FDC 8/2602** HYA FI/T BARNSTABLE  
MUNI-BOARDMAN/POLANDO FIELD, HYANNIS, MA.  
TAKE-OFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS:  
RWY 24, STANDARD WITH A MINIMUM CLIMB OF  
308 FEET PER NM TO 300. NOTE: RWY 24,  
TEMPORARY CRANE 4373 FEET FROM DEPARTURE  
END OF RUNWAY, 1272 FEET LEFT OF CENTERLINE,  
125 FT AGL/165 FT MSL.

## MONTAGUE

### Turners Falls

**FDC 8/6270** 0B5 FI/T TURNERS FALLS, MONTAGUE,  
MA. VOR OR GPS A, AMDT 3...VOR PORTION DME  
REQUIRED.

## NANTUCKET

### Nantucket Memorial

**FDC 8/6492** ACK FI/T NANTUCKET MEMORIAL,  
NANTUCKET, MA. TAKE-OFF MINIMUMS AND  
(OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF  
MINIMUMS: RWY 33, 200-1 ALL OTHER DATA  
REMAINS AS PUBLISHED TEMPORARY CRANE 168  
MSL 602 FEET FROM DEPARTURE END OF  
RUNWAY, 490 FEET LEFT OF CENTERLINE.

**FDC 8/6447** ACK FI/T NANTUCKET MEMORIAL,  
NANTUCKET, MA. ILS RWY 24, AMDT 15C...GPS  
RWY 33, ORIG-C...VOR OR GPS RWY 24, AMDT  
13B...NDB RWY 24, AMDT 11B...ILS OR LOC RWY 6,  
ORIG...CIRCLING CAT A/B/C MDA 520/HAA 472  
TEMPORARY CRANE 168 MSL 816 FEET NW OF RWY  
15.

## NEW BEDFORD

### New Bedford Rgnl

**FDC 8/5876** EWB FI/P NEW BEDFORD REGIONAL,  
NEW BEDFORD, MA. ILS RWY 5, AMDT 25...S-ILS 5  
DA 322/ HAT 250 ALL CATS, VIS 4000 CATS A/B/C.  
S-LOC 5 MDA 720/ HAT 648 ALL CATS, VIS CATS A/B  
4000, VIS CAT C 6000, CAT D 1 1/2. CIRCLING MDA  
720/ HAA 640 ALL CATS. DME MINIMUMS: S-LOC 5  
MDA 420/ HAT 348 ALL CATS, VIS 4000 ALL CATS.  
MINIMUM ALTITUDE I-EWB 2.8 DME FIX, 720.  
CHART NOTE: ADF REQUIRED. CHART NOTE: AUTO  
COUPLED APPROACH NA BELOW 470. CHART VDP  
AT 1.88 DME; DISTANCE VDP TO THLD .94 MILES.  
CHART NOTE: FOR INOPERATIVE MALSR,  
INCREASE S-LOC 5 CATS A/B AND DME MINIMUMS  
CATS A/B/C VISIBILITY TO RVR 5000. CHART NOTE:  
VISIBILITY REDUCTION BY HELICOPTERS NA. THIS  
IS ILS OR LOC RWY 5, AMDT 25A.

## NORTHAMPTON

### Northampton

**FDC 6/7424** 7B2 FI/T NORTHAMPTON,  
NORTHAMPTON, MA. GPS RWY 14,  
ORIG...PROCEDURE NA.

**FDC 4/3228** 7B2 FI/T NORTHAMPTON,  
NORTHAMPTON, MA. TAKE-OFF MINIMUMS AND  
(OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF  
MINIMUMS: RWY 14, 1500-3. RWY 32, 1700-3 OR  
STANDARD WITH MINIMUM CLIMB OF 330 FEET  
PER NM TO 2200. DEPARTURE PROCEDURE: RWY  
14, NA. RWY 32, CLIMB VIA HEADING 323 TO 2200  
BEFORE PROCEEDING ON COURSE. NOTE: RWY 14,  
TREES ON RAPIDLY RISING TERRAIN/RIDGELINE,  
1.6 NM FROM DEPARTURE END OF RWY 3200 FEET  
RIGHT OF CENTERLINE THROUGH 2NM FROM  
DEPARTURE END OF RWY ON CENTERLINE, UP TO  
80 FT AGL/1100 FT MSL. RWY 32, VEHICLES ON  
ROAD, 215 FT FROM DEPARTURE END OF RWY ON  
CENTERLINE, UP TO 15 FT AGL/135 FT MSL. TOWER,  
1.7 NM FROM DEPARTURE END OF RWY, 2900 FT  
RIGHT OF CENTERLINE, 240 FT AGL/447 FT MSL.

## WESTFIELD/SPRINGFIELD

### Barnes Muni

**FDC 8/2559** BAF FI/T BARNES MUNI,  
WESTFIELD/SPRINGFIELD, MA. VOR OR TACAN  
RWY 2, AMDT 4B...ADD CAT E MINIMUMS S-2 MDA  
780/HAT 515, VIS 1 3/4 ADD CAT E CIRCLING MDA  
1480/HAA 1209, VIS 3 ALTERNATE MINIMUMS  
CATEGORY E 1300-3, NA WHEN CONTROL TOWER  
CLOSED.

**FDC 8/2433** BAF FI/P BARNES MUNI, WESTFIELD/SPRINGFIELD, MA. VOR RWY 20, AMDT 20A...S-20 MDA 940/ HAT 669 ALL CATS. VIS CAT A, B 4000, CAT C 6000, CAT D 1 1/2. CIRCLING MDA 1160/HAA 889 ALL CATS. VIS CAT A 1 1/4, CAT C 2 3/4, CAT D 3. CHART NOTE: FOR INOPERATIVE MALSR, INCREASE CAT A/B VISIBILITY TO RVR 5000. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. ALTERNATE MINIMUMS: CAT A/B 900-2, CAT C 900-2 3/4, CAT D 900-3. THIS IS VOR RWY 20 , AMDT 20B.

**FDC 8/2430** BAF FI/P BARNES MUNI, WESTFIELD/SPRINGFIELD, MA. GPS RWY 2, ORIG-A...S-2 MDA 920/HAT 655 ALL CATS. VIS CAT C 1 3/4, CAT D 2 CIRCLING MDA 1160/HAA 889 ALL CATS. VIS CAT A 1 1/4, CAT C 2 3/4, CAT D 3 CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT THIS IS GPS RWY 2, ORIG-B.

**FDC 8/2429** BAF FI/P BARNES MUNI, WESTFIELD/SPRINGFIELD, MA. VOR OR TACAN RWY 2, AMDT 4B...CIRCLING MDA 1160/HAA 889 ALL CATS. VIS CAT A 1 1/4, CAT C 2 3/4, CAT D 3. CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. ALTERNATE MINIMUMS: CAT A/B 900-2, CAT C 900-2 3/4, CAT D 900-3, CAT E 1300-3. THIS IS VOR OR TACAN RWY 2, AMDT 4C.

## MICHIGAN

### ALLEGAN

#### Padgham Field

**FDC 8/9616** 35D FI/T PADGHAM FIELD, ALLEGAN, MI. VOR OR GPS RWY 28, AMDT 13A...PROCEDURE NA.

**FDC 8/9615** 35D FI/T PADGHAM FIELD, ALLEGAN, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: NA.

### ALPENA

#### Alpena County Rgnl

**FDC 8/5912** APN FI/T ALPENA COUNTY RGNL, ALPENA, MI. NDB OR GPS RWY 1, AMDT 6B...S-1 MDA 1280/HAT 595 ALL CATS, VIS CAT A/B 1 MILE. CIRCLING MDA 1280/HAA 591 ALL CATS.

### ANN ARBOR

#### Ann Arbor Muni

**FDC 8/6000** ARB FI/T ANN ARBOR MUNI, ANN ARBOR, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 6, STARDARD WITH A MIN CLIMB OF 380 FEET PER NM TO 1100. ALL OTHER DATA REMAINS AS PUBLISHED. TEMPORARY CRANE 980 3384 FEET NE OF RWY 24.

**FDC 8/3963** ARB FI/T ANN ARBOR MUNI, ANN ARBOR, MI. VOR RWY 24, AMDT 13A...S-24 MDA 1520/HAT 689 ALL CATS. VIS CAT C 2, CAT D 2 1/4. CIRCLING MDA 1520/HAA 681 ALL CATS. VIS CAT C 2, CAT D 2 1/4. WILLOW RUN ALTIMETER SETTING MINIMUMS S-24 MDA 1560/HAT 729 ALL CATS. VIS CAT C 2, CAT D 2 1/4. CIRCLING MDA 1560/HAA 721 ALL CATS. ALTERNATE MINS: S-24 CAT D 800-2 1/4. TEMPORARY CRANE 1216 MSL 400 AGL 3.57 NM NE OF RWY 24.

### BEAVER ISLAND

#### Beaver Island

**FDC 6/2897** SJX FI/T BEAVER ISLAND, BEAVER ISLAND, MI. NDB OR GPS RWY 27, ORIG...DELETE NOTE: USE PELLSTON ALTIMETER SETTING.

### BELLAIRE

#### Antrim County

**FDC 8/6019** ACB FI/T ANTRIM COUNTY, BELLAIRE, MI. VOR RWY 2, AMDT 2A...PROCEDURE NA.

### BENTON HARBOR

#### Southwest Michigan Rgnl

**FDC 5/0332** BEH FI/T SOUTHWEST MICHIGAN REGIONAL, BENTON HARBOR, MI. VOR OR GPS RWY 9, AMDT 8A. VOR PORTION NA. VOR RWY 27, AMDT 18B. PROCEDURE NA.

### CHARLOTTE

#### Fitch H Beach

**FDC 8/4244** FPK FI/T FITCH H BEACH, CHARLOTTE, MI. VOR OR GPS RWY 20, AMDT 10...VOR PORTION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

**FDC 7/8827** FPK FI/T FITCH H BEACH, CHARLOTTE, MI. VOR OR GPS RWY 20, AMDT 10...VOR PORTION NA. DISREGARD NOTE: USE LANSING ALTIMETER SETTING.

### DETROIT

#### Detroit Metropolitan Wayne County

**FDC 8/6847** DTW FI/T DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS OR LOC RWY 22L, AMDT 28...ADD NOTE: S-ILS 22L RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

**FDC 8/6846** DTW FI/T DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS RWY 21L, AMDT 9...ADD NOTE: S-ILS 21L RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

**FDC 7/4468** DTW FI/T DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. RNAV (GPS) Y RWY 4R, ORIG...DELETE NOTE: BARO-VNAV NA BELOW -16 C (4 F).

**FDC 7/2398** DTW FI/T DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS OR LOC RWY 4L, AMDT 2...DELETE ALL REFERENCE TO CEDAD RADAR/4 DME FIX.

#### **Willow Run**

**FDC 8/8779** YIP FI/T WILLOW RUN, DETROIT, MI. ILS RWY 23L, AMDT 7B...S-ILS 23L DA 958/HAT 250 ALL CATS, VIS 3/4 ALL CATS. S-LOC 23L VIS CAT A/B 3/4. INOP TABLE DOES NOT APPLY.

**FDC 8/5664** YIP FI/T WILLOW RUN, DETROIT, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 14, NA. CONSTRUCTION SE OF AIRPORT.

**FDC 8/4794** YIP FI/T WILLOW RUN, DETROIT, MI. RNAV (GPS) RWY 14, ORIG...PROCEDURE NA.

**FDC 6/6609** YIP FI/T WILLOW RUN, DETROIT, MI. RNAV (GPS) RWY 9L, ORIG...LNAV MDA MINIMUMS NA.

#### **DETROIT/GROSSE ILE**

##### **Grosse Ile Muni**

**FDC 5/1225** ONZ FI/T DETROIT/GROSSE ILE MUNI, DETROIT/GROSSE ILE, MI. RNAV (GPS) RWY 22, ORIG-A...PROCEDURE NA.

#### **EATON RAPIDS**

##### **Skyway Estates**

**FDC 8/0011** 60G FI/T SKYWAY ESTATES, EATON RAPIDS, MI. VOR OR GPS A, AMDT 1...CIRCLING MDA 1680/HAA 749 ALL CATS. VISIBILITY CAT B 1 1/4. DME MINIMUMS: CIRCLING MDA 1480/HAA 549 ALL CATS.

#### **ESCANABA**

#### **Delta County**

**FDC 6/6347** ESC FI/T DELTA COUNTY, ESCANABA, MI. VOR OR GPS RWY 9, AMDT 13...VOR OR GPS RWY 27, AMDT 11...MINIMUM SAFE ALTITUDE FROM ESCANABA (ESC) VOR/DME WITHIN 25 MILES 090-360 2600.

#### **FLINT**

##### **Bishop Intl**

**FDC 8/7243** FNT FI/P BISHOP INTERNATIONAL, FLINT, MI. RNAV (GPS) RWY 18, ORIG...LNAV MDA 1200/HAT 423 ALL CATS. CIRCLING CAT A MDA 1300/HAA 518. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 18, ORIG-A.

**FDC 8/7242** FNT FI/P BISHOP INTERNATIONAL, FLINT, MI. RNAV (GPS) RWY 9, ORIG...LNAV/VNAV DA 1227/HAT 456 ALL CATS. VIS RVR 5000 ALL CATS. CIRCLING CAT A MDA 1300/HAA 518, VIS CAT A/B 1. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 9, ORIG-A.

**FDC 8/5477** FNT FI/T BISHOP INTERNATIONAL, FLINT, MI. VOR RWY 27, ORIG...DME MINIMUMS: CIRCLING CAT A MDA 1300/HAA 518.

**FDC 8/5391** FNT FI/T BISHOP INTERNATIONAL, FLINT, MI. VOR RWY 36, ORIG...DME MINIMUMS: CIRCLING: CAT A MDA 1300/HAA 518.

**FDC 8/5389** FNT FI/T BISHOP INTERNATIONAL, FLINT, MI. RNAV (GPS) RWY 36, ORIG...LNAV/VNAV: DA 1257/HAT 475 ALL CATS. VIS 1 3/4 ALL CATS. CIRCLING: CAT A MDA 1300/HAA 518. VDP NA.

**FDC 8/5388** FNT FI/T BISHOP INTERNATIONAL, FLINT, MI. ILS RWY 9, AMDT 22...ILS RWY 27, AMDT 4...RNAV (GPS) Y RWY 27, ORIG...CIRCLING: CAT A MDA 1300/HAA 518.

#### **FREMONT**

##### **Fremont Muni**

**FDC 8/0612** FFX FI/T FREMONT MUNI, FREMONT, MI. RNAV (GPS) RWY 18, AMDT 1...RNAV (GPS) RWY 36, AMDT 1...LPV MINIMUMS NA.

#### **GAYLORD**

##### **Gaylord Rgnl**

**FDC 7/3197** GLR FI/T GAYLORD REGIONAL, GAYLORD, MI. ILS RWY 9 ORIG-A...S-ILS 9: MDA 1572/HAT 250 ALL CATS. VIS ALL CATS 3/4. S-LOC 9: MDA 1860/HAT 538 ALL CATS. VIS CAT A/B 3/4, CAT C 1, CAT D 1 1/4. CIRCLING: MDA 1860/HAA 531 CAT A.

## GRAND HAVEN

### Grand Haven Memorial Airpark

**FDC 8/1430** 3GM FI/T GRAND HAVEN MEML AIRPARK, GRAND HAVEN, MI. VOR A, AMDT 16...DME REQUIRED, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MKG LOM OTS.

## GRAND RAPIDS

### Gerald R. Ford Intl

**FDC 8/7916** GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 8R, ORIG...LNAV MDA 1280/HAT 487 ALL CATS. VIS CAT C RVR 4000. CIRCLING MDA 1360/HAA 567 CAT A/B/C. VDP 1.38 NM TO RW08R. TEMP CRANE 997 FT MSL 2651 FT NORTH OF RWY 26L MIDFIELD.

**FDC 8/7915** GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 17, ORIG...LNAV MDA 1300/HAT 512 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1360/HAA 567 CAT A/B/C. VDP 1.51 NM TO RW17. TEMP CRANE 997 MSL 2651 FT. NORTH OF RWY 26L MIDFIELD.

**FDC 8/7914** GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 8L, ORIG...LNAV MDA 1300/HAT 514 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1360/HAA 567 ALL CATS. VDP 1.51 NM TO RW08L. TEMP CRANE 997 MSL 2381 FT. SOUTH OF RWY 8L.

**FDC 8/7837** GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. VOR RWY 17, ORIG-C...S-17 MDA 1300/HAT 512 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING CATS A/B/C/ MDA 1360/HAA 567. TEMPORARY CRANE 997 FT MSL 3089 FT WEST OF RWY 17.

**FDC 8/7834** GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 26R, ORIG...LNAV/VNAV DA 1216/HAT 430 ALL CATS. VIS 1 1/2 ALL CATS. CIRCLING MDA 1360/HAA 567 CAT A/B/C. TEMP CRANE 997 FT MSL 2651 FT NORTH OF RWY 26L MIDFIELD.

**FDC 8/7825** GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. ASR RWY 26L, AMDT 10B...ASR 26L MDA 1160/HAT 370 ALL CATS. CIRCLING CATS A/B/C MDA 1360/HAA 567. TEMPORARY CRANE 997 MSL 2651 FT NORTH OF RWY 26L MIDFIELD.

**FDC 8/7813** GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. ASR RWY 26R, AMDT 10B...26R MDA 1200/HAT 414 ALL CATS. VIS CAT C 1 1/4.

**FDC 8/7812** GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. ASR RWY 26R, AMDT 10B...CIRCLING CATS A/B/C MDA 1360/HAA 567. TEMPORARY CRANE 997 MSL 2651 NORTH OF RWY 26L MIDFIELD.

**FDC 8/7811** GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. ASR 8L, AMDT 10B...ASR RWY 8L MDA 1260 HAT 474 ALL CATS. VIS CAT D 1 1/2 CIRCLING MDA 1360 HAA 567 CATS A/B/C. TEMP CRANE 997 FT MSL, 2381 FT SOUTH OF RWY 8L.

**FDC 8/7810** GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. ILS RWY 26L, AMDT 20B...GLGHR INT MINIMUMS: S-LOC 26L MDA 1300 HAT 510 ALL CATS. CATS C/D VIS RVR 5000. CIRCLING MDA 1360 HAA 567 CATS A/B/C. TEMP CRANE 997 FT MSL, 2651 FT NORTH OF RWY 26L, MIDFIELD.

**FDC 7/6534** GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 8L, ORIG...LNAV MDA 1220/HAT 434 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 1280/HAA 487 CATS A/B/C. VDP 1.26 NM TO RWY 8L. TEMP CRANE 915 MSL 2351 FEET S OF RWY 8L.

**FDC 7/6533** GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 8R, ORIG...RNAV (GPS) RWY 35, ORIG...CIRCLING MDA 1280/HAA 487 CATS A/B/C. TEMP CRANE 915 MSL 2351 FEET S OF RWY 8L.

**FDC 7/6532** GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 17, ORIG...LNAV MDA 1220/HAT 432 ALL CATS. CIRCLING MDA 1280/HAA 487 CATS A/B/C. VDP 1.26 NM TO RWY 17. TEMP CRANE 915 MSL 2351 FEET S OF RWY 8L.

**FDC 7/2897** GRR FI/T GERALD R. FORD INTERNATIONAL, GRAND RAPIDS, MI. VOR RWY 35, ORIG-B...ALSKA INT MINIMUMS NA.

**FDC 7/2896** GRR FI/T GERALD R. FORD INTERNATIONAL, GRAND RAPIDS, MI. RNAV (GPS) RWY 35, ORIG...LNAV MDA 1240/HAT 450 ALL CATS. VIS CAT C RVR 4000, CAT D 5000. VDP 1.18 NM TO RWY 35.

**FDC 7/2895** GRR FI/T GERALD R. FORD INTERNATIONAL, GRAND RAPIDS, MI. RNAV (GPS) RWY 8R, ORIG...LNAV/VNAV DA 1220/HAT 427 ALL CATS. VIS RVR 5000 ALL CATS.

**FDC 6/5520** GRR FI/T GERALD R. FORD INTERNATIONAL, GRAND RAPIDS, MI. RNAV (GPS) RWY 17, ORIG...LNAV/VNAV DA 1230/HAT 442, VIS 1 1/2 ALL CATS. CIRCLING VIS CAT A/B 1.

## GRAYLING

### Grayling AAF

**FDC 7/1853** GOV FI/T GRAYLING AAF, GRAYLING, MI. VOR RWY 14, AMDT 1C...TERMINAL ROUTE FROM GAYLORD (GLR) VOR/DME TO GRAYLING (CGG) VOR NA.

**FDC 4/2015** GOV FI/T GRAYLING AAF, GRAYLING, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES. TAKE-OFF MINIMUMS: RWY 14, 300-1 OR STD WITH A MINIMUM CLIMB OF 260 FEET PER NM TO 1400. NOTE: RWY 14, TOWER, 4058 FT FROM DEPARTURE END OF RWY, 1153 FT RT OF CENTERLINE, 136 FT AGL/1273 FT MSL. REST REMAINS AS PUBLISHED.

**FDC 2/2568** GOV FI/T GRAYLING AAF, GRAYLING, MI. VOR RWY 14, AMDT 1C...S-14: CAT C/D STRAIGHT IN MINIMUMS NA.

## HANCOCK

### Houghton County Memorial

**FDC 7/0415** CMX FI/T HOUGHTON COUNTY MEMORIAL, HANCOCK, MI. ILS RWY 31, AMDT 13A...TERMINAL ROUTE FROM CMX VOR/DME TO GAILY LOM MINIMUM ALTITUDE 2800.

**FDC 4/9475** CMX FI/T HOUGHTON COUNTY MEMORIAL, HANCOCK, MI LOC/DME BC RWY 13, AMDT 11C...PROCEDURE TURN NOT AUTHORIZED.

## HOLLAND

### Tulip City

**FDC 8/4812** BIV FI/T TULIP CITY, HOLLAND, MI. RNAV (GPS) RWY 26, AMDT 2...LPV DA VIS 3/4 ALL CATS LNAV/VNAV DA 1178/HAT 490 ALL CATS. VIS 1 1/4 ALL CATS. LNAV MDA VIS 3/4 CATS A/B. TEMP CRANE 878 MSL 3898 FT. NE OF RWY 26.

**FDC 8/2876** BIV FI/T TULIP CITY, HOLLAND, MI. ILS OR LOC/DME RWY 26, AMDT 1...RNAV (GPS) RWY 26, AMDT 2...PROCEDURE NA.

**FDC 7/7797** BIV FI/T TULIP CITY, HOLLAND, MI. VOR A, AMDT 10C...ADD NOTE: DME REQUIRED.

## IRON MOUNTAIN KINGSFORD

### Ford

**FDC 8/9299** IMT FI/T FORD, IRON MOUNTAIN KINGSFORD, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES. TAKE-OFF MINIMUMS: RWY 13, 700-3 OR STD WITH A MINIMUM CLIMB OF 260 FEET PER NM TO 2100.

## JACKSON

### Jackson County-Reynolds Field

**FDC 8/8762** JXN FI/T JACKSON COUNTY-REYNOLDS FIELD, JACKSON, MI. VOR OR GPS RWY 32, AMDT 17...VOR OR GPS RWY 14, AMDT 19...PROCEDURE NA.

**FDC 6/7400** JXN FI/T JACKSON COUNTY-REYNOLDS FIELD, JACKSON, MI. VOR OR GPS RWY 24 AMDT 21...DME REQUIRED.

**FDC 6/7399** JXN FI/T JACKSON COUNTY-REYNOLDS FIELD, JACKSON, MI. ILS RWY 24, AMDT 14...ADF OR DME REQUIRED.

## KALAMAZOO

### Kalamazoo/Battle Creek Intl

**FDC 7/7678** AZO FI/T KALAMAZOO/BATTLE CREEK INTERNATIONAL, KALAMAZOO, MI. VOR RWY 17, AMDT 18...DISREGARD USE AND LOCATION OF COMPUTER NAV FIX DMLWT.

**FDC 7/5312** AZO FI/T KALAMAZOO/BATTLE CREEK INTERNATIONAL, KALAMAZOO, MI. VOR RWY 5, ORIG-B...VOR RWY 23, AMDT 17...DME MINIMUMS: CIRCLING MDA 1380/HAA 506 CATS A/B/C.

## LINDEN

### Prices

**FDC 7/8141** 9G2 FI/T PRICES, LINDEN, MI. VOR A, ORIG...RNAV (GPS) RWY 9, ORIG...RNAV (GPS) RWY 27, ORIG...CIRCLING MDA 1520/HAA 600 ALL CATS.

## MANISTEE

### Manistee Co.-Blacker

**FDC 8/6401** MBL FI/P MANISTEE CO.-BLACKER, MANISTEE, MI. VOR RWY 27, ORIG...DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY. THIS IS VOR RWY 27, ORIG-A..

## MARSHALL

### Brooks Field

**FDC 7/8797** RMY FI/T BROOKS FIELD, MARSHALL, MI. VOR OR GPS RWY 28, AMDT 14...VOR PORTION NA.

## MASON

### Mason Jewett Field

**FDC 8/0606** TEW FI/T MASON JEWETT FIELD, MASON, MI. VOR OR GPS A, AMDT 4...VOR PORTION NA.

**FDC 7/8805** TEW FI/T MASON JEWETT FIELD, MASON, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...CHANGE ALL REFERENCE TO RWY 9-27 TO RWY 10-28.

**FDC 7/8804** TEW FI/T MASON JEWETT FIELD, MASON, MI. VOR OR GPS A, AMDT 4...GPS RWY 27, ORIG...CHANGE ALL REFERENCE TO RWY 9-27 TO RWY 10-28.

## MIDLAND

### Jack Barstow

**FDC 7/1278** 3BS FI/T JACK BARSTOW, MIDLAND, MI. RNAV (GPS) RWY 24, ORIG...LNAV MDA 1260/HAT 625 ALL CATS. VIS CAT C 1 3/4 . CIRCLING MDA 1260/HAA 625 ALL CATS. VIS CAT C 1 3/4. AIRPORT ELEVATION 635 FEET. TDZE 635.

## MUSKEGON

### Muskegon County

**FDC 8/7387** MKG FI/T MUSKEGON COUNTY, MUSKEGON, MI. ILS OR LOC RWY 32, AMDT 17A...LOC BC RWY 14, AMDT 8...RNAV (GPS) RWY 14, ORIG...RNAV (GPS) RWY 32, ORIG...PROCEDURE NA.

## NEW HUDSON

### Oakland Southwest

**FDC 8/6635** Y47 FI/T OAKLAND SOUTHWEST, NEW HUDSON, MI. VOR OR GPS A, AMDT 3...ADD NOTE: CIRCLING TO RWY 7 NA AT NIGHT.

## OSCODA

### Oscoda-Wurtsmith

**FDC 8/7241** OSC FI/P OSCODA-WURTSMITH, OSCODA, MI. ILS OR LOC/DME RWY 24, AMDT 2...S-ILS 24 VIS 1/2 ALL CATS S-LOC 24 VIS 1/2 CAT A/B/C, 3/4 CAT D. FOR INOPERATIVE MALSR, INCREASE S-LOC 24 CAT D VISIBILITY TO 1. THIS IS ILS OR LOC/DME RWY 24, AMDT 2A.

**FDC 8/3609** OSC FI/T OSCODA-WURTSMITH, OSCODA, MI. ILS OR LOC/DME RWY 24, AMDT 2...S-ILS 24 VIS 1/2 ALL CATS.

## OWOSSO

### Owosso Community

**FDC 8/0157** RNP FI/T OWOSSO COMMUNITY, OWOSSO, MI. VOR/DME RWY 28, ORIG-A...FAF TO MAP 5.0 NM. MAP AT FENDO FNT 17.0 DME. DESCENT ANGLE KERBY TO FENDO 3.07/TCH 40.

**FDC 5/1659** RNP FI/T OWOSSO COMMUNITY, OWOSSO, MI. RNAV (GPS) RWY 28 ORIG...PROCEDURE NA.

## PONTIAC

### Oakland County Intl

**FDC 6/6344** PTK FI/T OAKLAND COUNTY INTERNATIONAL, PONTIAC, MI. VOR OR GPS RWY 9R, AMDT 23A...VOR OR GPS RWY 27L, AMDT 14A...DELETE NOTE: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE COLEMAN A. YOUNG MUNICIPAL ALTIMETER SETTING. ADD NOTE: WHEN CONTROL TOWER CLOSED, OBTAIN LOCAL ALTIMETER SETTING ON ATIS; WHEN NOT RECEIVED USE COLEMAN A. YOUNG MUNICIPAL ALTIMETER SETTING.

## SAGINAW

### MBS Intl

**FDC 7/3684** MBS FI/T MBS INTL, SAGINAW, MI. RNAV (GPS) RWY 32 ORIG...LNAV: MDA 1100/HAT 435 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. VDP NA.

### Saginaw County H.W. Browne

**FDC 8/9535** HYX FI/P SAGINAW COUNTY H.W. BROWNE, SAGINAW, MI. RNAV (GPS) RWY 27, AMDT 1...DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE SAGINAW MBS INTL ALTIMETER SETTING AND INCREASE ALL DA S/MDA S 40 FEET. DELETE NOTE: BARO-VNAV NA BELOW -16C(4F). DELETE NOTE: FOR INOPERATIVE MALSR INCREASE LPV VISIBILITY TO 3/4 ALL CATS. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SAGINAW MBS INTL ALTIMETER SETTING AND INCREASE ALL DA 36 FEET, INCREASE LNAV/VNAV ALL CATS VIS 1/4, INCREASE ALL MDA 40 FEET. CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEM, PROCEDURE NA BELOW -16C(4F) OR ABOVE 54C(130F). CHART NOTE: FOR INOPERATIVE MALSR INCREASE LPV VISIBILITY TO 1 ALL CATS. THIS IS RNAV (GPS) RWY 27, AMDT 1A.

**FDC 8/9534** HYX FI/P SAGINAW COUNTY H.W. BROWNE, SAGINAW, MI. ILS OR LOC/DME RWY 27, ORIG.DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE MBS INTL ALTIMETER SETTING AND INCREASE ALL DA S/MDA S 40 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SAGINAW MBS INTL ALTIMETER SETTING AND INCREASE ALL DA 36 FEET, INCREASE ALL MDA 40 FEET. THIS IS ILS OR LOC/DME RWY 27, ORIG-A.

**FDC 8/5479** HYX FI/P SAGINAW COUNTY H.W. BROWNE, SAGINAW, MI. RNAV (GPS) RWY 9, ORIG...CIRCLING: VIS CAT A 1, CAT B 1-1/4. TERMINAL ROUTE FLINT (FNT) VORTAC TO SEGOY MINIMUM ALTITUDE 2900. DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE SAGINAW MBS INTL ALTIMETER SETTING AND INCREASE ALL DA S/MDA S 40 FEET. DELETE NOTE: BARO-VNAV NA BELOW -16C(4F). CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SAGINAW MBS INTL ALTIMETER SETTING AND INCREASE ALL DA 36 FEET, INCREASE LPV AND LNAV/VNAV ALL CATS VIS 1/4 MILE, INCREASE ALL MDA 40 FEET, INCREASE LNAV VIS CAT C 1/4 MILE AND CIRCLING VIS CAT C 1/4 MILE. CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEM, PROCEDURE NA BELOW -16C(4F) OR ABOVE 47C(116F). THIS IS RNAV (GPS) RWY 9, ORIG-A.

**FDC 6/6608** HYX FI/T SAGINAW COUNTY H.W. BROWNE, SAGINAW, MI. RNAV (GPS) RWY 9, ORIG...TERMINAL ROUTE FROM FNT VORTAC TO SEGOY MINIMUM ALTITUDE 2900.

## **SAULT STE MARIE**

### **Chippewa County Intl**

**FDC 6/2450** CIU FI/T CHIPPEWA COUNTY INTL, SAULT STE MARIE, MI. RNAV (GPS) RWY 16, ORIG...PROCEDURE NA.

**FDC 4/3710** CIU FI/T CHIPPEWA COUNTY INTL, SAULT STE MARIE, MI. VOR OR TACAN-A, AMDT 6...TACAN PORTION NA.

## **SOUTH HAVEN**

### **South Haven Area Rgnl**

**FDC 8/0298** LWA FI/T SOUTH HAVEN AREA REGIONAL, SOUTH HAVEN, MI. VOR OR GPS RWY 22, AMDT 9...MISSED APPROACH: CLIMB TO 2500 THEN CLIMBING LEFT TURN TO 4000 DIRECT PMM VOR/DME AND HOLD.

**FDC 6/2899** LWA FI/T SOUTH HAVEN AREA REGIONAL, SOUTH HAVEN, MI. VOR OR GPS RWY 22, AMDT 9...DELETE NOTE: USE SOUTH BEND ALTIMETER SETTING.

## **SPARTA**

### **Paul C. Miller-Sparta**

**FDC 7/2830** 8D4 FI/T PAUL C MILLER-SPARTA, SPARTA, MI. VOR OR GPS A, AMDT 2B...CIRCLING MDA 1400/HAA 625 ALL CATS.

**FDC 7/2643** 8D4 FI/T PAUL C MILLER-SPARTA, SPARTA, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 7/25 NA.

**FDC 7/2642** 8D4 FI/T PAUL C MILLER-SPARTA, SPARTA, MI. VOR/DME RNAV OR GPS RWY 25, AMDT 2...PROCEDURE NA.

## **TRAVERSE CITY**

### **Cherry Capital**

**FDC 3/2394** TVC FI/T CHERRY CAPITAL, TRAVERSE CITY, MI. NDB OR GPS RWY 28, AMDT 10...S-28 MINIMUMS NA.

## **WEST BRANCH**

### **West Branch Community**

**FDC 8/3303** Y31 FI/T WEST BRANCH COMMUNITY, WEST BRANCH, MI. NDB OR GPS RWY 27, AMDT 6C...NDB PORTION NA.

## **MINNESOTA**

## **AUSTIN**

### **Austin Muni**

**FDC 8/4740** AUM FI/T AUSTIN MUNI, AUSTIN, MN. VOR/DME A, AMDT 2...DISREGARD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBERT LEA ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA. DISREGARD NOTE: 1900 WHEN USING ALBERT LEA ALTIMETER SETTING.



**FDC 8/4739** AUM FI/T AUSTIN MUNI, AUSTIN, MN. VOR RWY 35, AMDT 2...DISREGARD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBERT LEA ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET, AND S-35 CATS C/D VISIBILITY 1/4 MILE. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE S-35 CATS A/B VISIBILITY TO 1 MILE AND FIBLA FIX MINIMUMS S-35 CATS A/B/C VISIBILITY TO 1 MILE AND CAT D TO 1 1/4 MILE, WHEN USING ALBERT LEA ALTIMETER SETTING INCREASE S-35 CATS A/B AND FIBLA FIX MINIMUMS S-35 CATS A/B VISIBILITY TO 1 MILE. CHANGE NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE S-35 CATS A/B VISIBILITY TO 1 MILE AND FIBLA FIX MINIMUMS S-35 CATS A/B/C VISIBILITY TO 1 MILE AND CAT D TO 1 1/4 MILE. DISREGARD NOTE: 1760 WHEN USING ALBERT LEA ALTIMETER SETTING.

**FDC 8/4738** AUM FI/T AUSTIN MUNI, AUSTIN, MN. RNAV (GPS) RWY 17, ORIG...DISREGARD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBERT LEA ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET, AND LNAV CAT C/D VISIBILITY 1/4 MILE. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.

**FDC 8/4737** AUM FI/T AUSTIN MUNI, AUSTIN, MN. VOR RWY 17, AMDT 2...DISREGARD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBERT LEA ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET, AND S-17 CAT C/D AND CIRCLING CAT C VISIBILITY 1/4 MILE. INCREASE JAPSA FIX MINIMUMS S-17 CAT C/D VISIBILITY 1/4 MILE. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA. DISREGARD NOTE: 1840 WHEN USING ALBERT LEA ALTIMETER SETTING.

**FDC 8/2207** AUM FI/T AUSTIN MUNI, AUSTIN, MN. RNAV (GPS) RWY 35, ORIG...DISREGARD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBERT LEA ALTIMETER SETTING AND INCREASE ALL DAS 48 FEET AND ALL MDAS 60 FEET, INCREASE LNAV/VNAV VISIBILITY 1/4 MILE ALL CATS, AND LNAV CAT C/D VISIBILITY 1/4 MILE. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA. DISREGARD NOTE: BARO-VNAV AND VDP NA WHEN USING ALBERT LEA ALTIMETER SETTING. DISREGARD NOTE: FOR INOPERATIVE MALSR, WHEN USING ALBERT LEA ALTIMETER SETTING, INCREASE LPV VISIBILITY TO 1 1/4 MILE ALL CATS. CHANGE NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE LPV VISIBILITY TO 1 1/4 MILE ALL CATS.

**FDC 8/2206** AUM FI/T AUSTIN MUNI, AUSTIN, MN. ILS OR LOC RWY 35, ORIG...DISREGARD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 35 WHEN USING LOCAL ALTIMETER SETTING. CHANGE NOTE TO READ: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 35. DISREGARD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALBERT LEA ALTIMETER SETTING AND INCREASE DA TO 1532 FEET AND ALL MDAS 60 FEET, INCREASE S-LOC 35 CAT C/D VISIBILITY 1/4 MILE. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 35 CAT A/B VISIBILITY TO 1 MILE, WHEN USING ALBERT LEA ALTIMETER SETTING INCREASE S-LOC 35 CAT A/B VISIBILITY TO 1 MILE. CHANGE NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE S-LOC 35 CAT A/B VISIBILITY TO 1 MILE.

## **BEMIDJI**

### **Bemidji Rgnl**

**FDC 8/4673** BJI FI/T BEMIDJI REGIONAL, BEMIDJI, MN. VOR OR GPS RWY 13, AMDT 16B...PROCEDURE NA.

**FDC 8/4672** BJI FI/T BEMIDJI REGIONAL, BEMIDJI, MN. VOR/DME OR TACAN RWY 31, AMDT 12B...VOR/DME PORTION NA. MAP 5.8 DME. VDP 7.3 DME.

**FDC 8/4670** BJI FI/T BEMIDJI REGIONAL, BEMIDJI, MN. RNAV (GPS) RWY 31, ORIG-A...PROCEDURE NA.

## **BENSON**

### **Benson Muni**

**FDC 8/4375** BBB FI/T BENSON MUNI, BENSON, MN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 14, STACK 4031 FEET FROM DEPARTURE END OF RUNWAY, 1886 FEET LEFT OF CENTERLINE, 300 FEET AGL/1332 FEET MSL.

## **BRAINERD**

### **Brainerd Lakes Rgnl**

**FDC 8/2357** BRD FI/T BRAINERD LAKES RGNL, BRAINERD, MN. RNAV (GPS) RWY 23, ORIG...PROCEDURE NA.

**FDC 7/6579** BRD FI/T BRAINERD LAKES RGNL, BRAINERD, MN. VOR OR GPS RWY 30, AMDT 13B...PROCEDURE NA.

**FDC 7/2543** BRD FI/T BRAINERD LAKES RGNL, BRAINERD, MN. ILS OR LOC RWY 34, ORIG...TERMINAL ROUTE BRD VORTAC TO NUYBI INT NA. S-LOC 34 MINIMUMS NA.

**FDC 7/2542** BRD FI/T BRAINERD LAKES RGNL, BRAINERD, MN. VOR/DME OR GPS RWY 12, AMDT 9A...PROCEDURE NA.

## CLOQUET

### Cloquet Carlton County

**FDC 8/3250** COQ FI/T CLOQUET CARLTON COUNTY, CLOQUET, MN. VOR/DME A, AMDT 5B...PROCEDURE NA.

## CROOKSTON

### Crookston Muni Kirkwood Fld

**FDC 7/1750** CKN FI/T CROOKSTON MUNI/KIRKWOOD FLD, CROOKSTON, MN. RNAV (GPS) RWY 31, ORIG...LPV DA CAT C VISIBILITY 1.

## DODGE CENTER

### Dodge Center

**FDC 8/3247** TOB FI/T DODGE CENTER, DODGE CENTER, MN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 22 NA.

## DULUTH

### Sky Harbor

**FDC 7/5283** DYT FI/T SKY HARBOR, DULUTH, MN. RNAV (GPS) RWY 32, ORIG...PROCEDURE NA.

## ELY

### Ely Muni

**FDC 7/8025** ELO FI/T ELY MUNI, ELY, MN. VOR A, ORIG...PROCEDURE NA.

**FDC 7/0403** ELO FI/T ELY MUNI, ELY, MN. RNAV (GPS) RWY 30 ORIG...PROCEDURE NA.

## FAIRMONT

### Fairmont Muni

**FDC 8/5607** FRM FI/T FAIRMONT MUNI, FAIRMONT, MN. ILS OR LOC RWY 31, ORIG-C...COPTER ILS RWY 31, ORIG-A...S-ILS 31 MINIMUMS NA.

## FOSSTON

### Fosston Muni

**FDC 8/5729** FSE FI/T FOSSTON MUNI, FOSSTON, MN. NDB OR GPS RWY 34, AMDT 3A...NDB PORTION RADAR REQUIRED FOR PROCEDURE ENTRY.

## GRAND MARAIS

### Grand Marais/Cook County

**FDC 8/9344** CKC FI/T GRAND MARAIS/COOK COUNTY, GRAND MARAIS, MN. GPS RWY 27, ORIG...MSA RW27 25NM 3600.

## GRAND RAPIDS

### Grand Rapids/Itasca Co-Gordon Newstrom Fld

**FDC 8/3951** GPZ FI/T GRAND RAPIDS/ITASCA CO-GORDON NEWSTROM, GRAND RAPIDS, MN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWYS 4, 10, 22, 28 NA.

## GRANITE FALLS

### Granite Falls Muni/Lenzen-Roe Memorial Fld

**FDC 8/1089** GDB FI/T GRANITE FALLS MUNI/LENZEN-ROE MEML FLD, GRANITE FALLS, MN. GPS RWY 33, ORIG-B...S-33 MINIMUMS NA.

## INTERNATIONAL FALLS

### Falls Intl

**FDC 8/5111** INL FI/T FALLS INTL, INTERNATIONAL FALLS, MN. VOR RWY 31, AMDT 15...NOTE: CIRCLING TO RUNWAY 4-22 NA AT NIGHT. CIRCLING: CAT B/C MDA 1680/HAA 495. CAT D MDA 1840/HAA 655.

**FDC 8/0401** INL FI/T FALLS INTL, INTERNATIONAL FALLS, MN. COPTER ILS OR LOC RWY 31, AMDT 1...H-ILS 31 VIS 3/8. H-LOC 31 VIS 1/2. ALETE FIX MINIMUMS: H-LOC 31 VIS 1/2. DELETE NOTE: FOR INOPERATIVE MALSR INCREASE VISIBILITY TO 1/2 MILE. NOTES: INOPERATIVE TABLE DOES NOT APPLY. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BAUDETTE ALTIMETER SETTING AND INCREASE DA 127 FEET AND ILS VISIBILITY 3/8 MILE, INCREASE ALL MDA 140 FEET.

**FDC 8/0400** INL FI/T FALLS INTL, INTERNATIONAL FALLS, MN. ILS OR LOC RWY 31, AMDT 9...S-ILS 31 VIS 3/4 ALL CATS. S-LOC 31 VIS CATS A/B 1, CAT C 1 1/4, CAT D 1 1/2. ALETE FIX MINIMUMS: S-LOC 31 VIS CATS A/B/C 1, CAT D 1 1/4. NOTES: INOPERATIVE TABLE DOES NOT APPLY TO ALL CATS. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BAUDETTE ALTIMETER SETTING AND INCREASE DA 127 FEET AND S-ILS 31 VISIBILITY 1/2 MILE ALL CATS. INCREASE ALL MDA 140 FEET, INCREASE S-LOC 31 AND CIRCLING VISIBILITY 1/4 MILE ALL CATS. DELETE NOTE: FOR INOPERATIVE MALS R WHEN USING BAUDETTE ALTIMETER SETTING INCREASE S-ILS 31 VISIBILITY 1/2 MILE.

**FDC 7/0428** INL FI/T FALLS INTL, INTERNATIONAL FALLS, MN. VOR/DME OR TACAN RWY 31, AMDT 4...PROCEDURE NA.

## LONG PRAIRIE

### Todd Field

**FDC 8/4584** 14Y FI/T TODD FIELD, LONG PRAIRIE, MN. RNAV (GPS) RWY 34, ORIG...CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALEXANDRIA ALTIMETER SETTING.

## MANKATO

### Mankato Rgnl

**FDC 8/1821** MKT FI/T MANKATO REGIONAL, MANKATO, MN. VOR OR GPS RWY 15, AMDT 6...PROCEDURE NA.

## MINNEAPOLIS

### Airlake

**FDC 8/1169** LVN FI/T AIRLAKE, MINNEAPOLIS, MN. VOR OR GPS RWY 12, AMDT 1A...VOR PORTION NA.

**FDC 8/1168** LVN FI/T AIRLAKE, MINNEAPOLIS, MN. ILS OR LOC RWY 30, ORIG-B...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FGT VORTAC OTS.

**FDC 7/9269** LVN FI/T MINNEAPOLIS/AIRLAKE, MINNEAPOLIS, MN ILS OR LOC RWY 30 ORIG-B...VOR OR GPS RWY 12 AMDT 1A...MSA FROM FARMINGTON (FGT) VORTAC 3500.

### Anoka County-Blaine Arpt(Janes Field)

**FDC 6/1513** ANE FI/T ANOKA COUNTY-BLAINE ARPT (JANES FIELD), MINNEAPOLIS, MN. VOR/DME RWY 27, AMDT 4A...S-27 MINIMA NA.

## Flying Cloud

**FDC 8/1173** FCM FI/T FLYING CLOUD, MINNEAPOLIS, MN. VOR RWY 36, AMDT 12...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FGT VORTAC OTS.

**FDC 7/9270** FCM FI/T MINNEAPOLIS/FLYING CLOUD, MINNEAPOLIS, MN. VOR RWY 36, AMDT 12...ADD CHART NOTE DME REQUIRED.

## Minneapolis-St Paul Intl/Wold-Chamberlain

**FDC 8/3086** MSP FI/T MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, MINNEAPOLIS, MN. ILS OR LOC RWY 35, AMDT 1...ILS RWY 35 (CAT II), AMDT 1...ILS RWY 35 (CAT III), AMDT 1...RADAR REQUIRED.

**FDC 8/1171** MSP FI/T MINNEAPOLIS-ST PAUL INTL/WOLD CHAMBERLAIN, MINNEAPOLIS, MN. CONVERGING ILS RWY 30R, ORIG...CONVERGING ILS RWY 30L, ORIG...ILS OR LOC RWY 30L, AMDT 44A...ILS RWY 30L (CAT II), AMDT 44A...ILS OR LOC RWY 35, AMDT 1...CONVERGING ILS RWY 35, AMDT 1...ILS RWY 35 (CAT II), AMDT 1...ILS RWY 35 (CAT III), AMDT 1...ILS OR LOC RWY 30R, AMDT 12...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FGT VOR OTS.

**FDC 8/1170** MSP FI/T MINNEAPOLIS-ST PAUL INTL/WOLD CHAMBERLAIN, MINNEAPOLIS, MN. ILS OR LOC RWY 12R, AMDT 8...ILS RWY 12R (CAT II), AMDT 8...ILS RWY 12R (CAT III), AMDT 8...MISSED APPROACH: CLIMB TO 1500, THEN CLIMBING RIGHT TURN TURN TO 5000 DIRECT FCM VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD W, RT, 080 INBOUND TO 5000.

**FDC 8/1003** MSP FI/T MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, MINNEAPOLIS, MN. LOC RWY 22, ORIG...DME REQUIRED ALTERNATE MISSED APPROACH: CLIMB TO 5000 VIA HEADING 223 AND GEP R-182 TO LYDIA/GEP 33 DME AND HOLD. HOLD SOUTH, RIGHT TURNS, 002 INBOUND, 1 MINUTE LEGS.

**FDC 7/2318** MSP FI/T MINNEAPOLIS-ST PAUL INTL/WOLD CHAMBERLAIN, MINNEAPOLIS, MN. RNAV (GPS) RWY 30R, AMDT 1...VDP AT 1.65 MILES TO RW30R, LNAV ONLY.

## OWATONNA

### Owatonna Degner Rgnl

**FDC 8/4901** OWA FI/P OWATONNA DEGNER RGNL, OWATONNA, MN. ILS RWY 30, AMDT 1...RNAV (GPS)RWY 12, ORIG...VOR RWY 12, AMDT 10...CORRECT BRIEFING BLOCK APPROACH CONTROL COMMUNICATIONS DATA TO ROCHESTER APP CON (STAR-INDICATING PART TIME)119.8 251.125 VICE MINNEAPOLIS CENTER 132.35 307.3.

## RED WING

### Red Wing Rgnl

**FDC 7/4874** RGK FI/T RED WING RGNL, RED WING, MN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DELETE DEPARTURE PROCEDURE: RWY 9, 700-4 OR STD. WITH A MIN. CLIMB OF 270 FT PER NM TO 1700. ADD TAKE-OFF MINIMUMS: RWY 9, 700-4 OR STD. WITH A MIN. CLIMB OF 270 FT PER NM TO 1700.

## ROCHESTER

### Rochester Intl

**FDC 8/9004** RST FI/T ROCHESTER INTERNATIONAL, ROCHESTER, MN. ILS OR LOC RWY 13, AMDT 7A.MSA FROM ROCHESTER (RST) VOR/DME 090-270 3900.

**FDC 8/9002** RST FI/T ROCHESTER INTERNATIONAL, ROCHESTER, MN. COPTER ILS OR LOC RWY 31, AMDT 1.MSA FROM ROCHESTER (RST) VOR/DME 270-090 3300, 090-270 3900. REMOVE ALL REFERENCE TO RS LOM.

**FDC 8/9001** RST FI/T ROCHESTER INTERNATIONAL, ROCHESTER, MN. ILS OR LOC RWY 31, AMDT 21A.TERMINAL ROUTE CORDY INT/RST 23 DME TO MINGO INT (IAF) NA. MSA FROM ROCHESTER (RST) VOR/DME 090-270 3900.

**FDC 8/1555** RST FI/T ROCHESTER INTERNATIONAL, ROCHESTER, MN. RADAR-1, AMDT 7A...ASR RWY 2 NA. ASR RWY 13 NA.

## RUSH CITY

### Rush City Rgnl

**FDC 8/3871** ROS FI/T RUSH CITY REGIONAL, RUSH CITY, MN. GPS RWY 34, ORIG...PROCEDURE NA.

## SOUTH ST PAUL

### South St Paul Muni-Richard E Fleming Fld

**FDC 8/1172** SGS FI/T SOUTH ST PAUL MUNI-RICHARD E FLEMING FLD, SOUTH ST PAUL, MN. LOC RWY 34, AMDT 1...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FGT VORTAC OTS.

## ST PAUL

### St Paul Downtown Holman Fld

**FDC 8/7121** STP FI/P ST PAUL DOWNTOWN HOLMAN FLD, ST PAUL, MN. COPTER ILS RWY 32, ORIG...ALTERNATE MINIMUMS STANDARD, EXCEPT NA WHEN CONTROL TOWER CLOSED. THIS IS COPTER ILS OR LOC RWY 32, ORIG-A.

**FDC 8/7120** STP FI/P ST PAUL DOWNTOWN HOLMAN FLD, ST PAUL, MN. ILS RWY 14, ORIG-A...CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. ALTERNATE MINIMUMS: ILS AND LOC: CAT A/B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4, EXCEPT NA WHEN CONTROL TOWER CLOSED. THIS IS ILS OR LOC RWY 14, ORIG-B.

**FDC 8/7119** STP FI/P ST PAUL DOWNTOWN HOLMAN FLD, ST PAUL, MN. ILS OR LOC RWY 32, AMDT 4A...ALTERNATE MINIMUMS: ILS AND LOC: CAT A/B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4, EXCEPT NA WHEN CONTROL TOWER CLOSED. THIS IS ILS OR LOC RWY 32, AMDT 4B.

## THIEF RIVER FALLS

### Thief River Falls Rgnl

**FDC 5/3275** TVF FI/T THIEF RIVER FALLS REGIONAL, THIEF RIVER FALLS, MN TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 03/21 NA.

## WASECA

### Waseca Muni

**FDC 8/1342** ACQ FI/T WASECA MUNI, WASECA, MN. NDB OR GPS RWY 15, AMDT 4A...TERMINAL ROUTE: KASPR INT TO ACQ NDB (IAF) MINIMUM ALTITUDE 2900.

**FDC 8/1339** ACQ FI/T WASECA MUNI, WASECA, MN. VOR OR GPS A, AMDT 4A...TERMINAL ROUTE: KASPR INT TO FOW VOR/DME (IAF) MINIMUM ALTITUDE 2900.

## WILLMAR

### Willmar Muni-John L Rice Field

**FDC 8/7083** BDH FI/P WILLMAR MUNI-JOHN L RICE FIELD, WILLMAR, MN. RNAV (GPS) RWY 13, ORIG...LNAV MDA 1620/HAT 496 ALL CATS. CAT C VISIBILITY 1 1/4, CAT D VISIBILITY 1 1/2. CIRCLING CATS A/B/C MDA 1620/HAA 494. CAT A/B VISIBILITY 1. CHANGE VDP TO READ: VDP 1.4 NM TO RWY 13. THIS IS RNAV (GPS) RWY 13, ORIG-A.

## **MISSISSIPPI**

### **ABERDEEN/AMORY**

#### **Monroe County**

**FDC 7/5452** M40 FI/T MONROE COUNTY, ABERDEEN/AMORY, MS. RNAV (GPS) RWY 18 ORIG...CIRCLING: MDA 720/HAA 494 CAT A/B/C.

**FDC 7/5449** M40 FI/T MONROE COUNTY, ABERDEEN/AMORY, MS. RNAV (GPS) RWY 36, ORIG...LNAV MDA 680/HAT 454 ALL CATS, CAT C VIS 1 1/4, CAT D VIS 1 1/2. CIRCLING CAT A/B/C MDA 720/HAA 494.

**FDC 7/2014** M40 FI/T MONROE COUNTY, ABERDEEN/AMORY, MS. VOR RWY 18, AMDT 6C...DME MINIMA NOT AUTHORIZED.

### **BAY ST LOUIS**

#### **Stennis Intl**

**FDC 8/2738** HSA FI/T STENNIS INTL, BAY ST LOUIS, MS. ILS OR LOC RWY 18, ORIG-A...RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 36, ORIG...VOR A, AMDT 7...CIRCLING CATS A/B/C MDA 520/HAA 497.

### **BROOKHAVEN**

#### **Brookhaven-Lincoln County**

**FDC 7/2028** 1R7 FI/T BROOKHAVEN-LINCOLN COUNTY, BROOKHAVEN, MS. VOR/DME A, AMDT 9...PROCEDURE NA.

### **CLARKSDALE**

#### **Fletcher Field**

**FDC 8/9357** CKM FI/T FLETCHER FIELD, CLARKSDALE, MS. NDB RWY 36, AMDT 9A...RNAV (GPS) RWY 36, ORIG-A...CIRCLING MDA 740/HAA 567 CATS A/B/C.

**FDC 8/9351** CKM FI/T FLETCHER FIELD, CLARKSDALE, MS. RNAV (GPS) RWY 18, ORIG-A...LNAV MDA 680/HAT 507 ALL CATS. VIS CATS C/D 1-1/2. CIRCLING MDA 740/HAA 567 CATS A/B/C. VDP NA.

**FDC 8/9350** CKM FI/T FLETCHER FIELD, CLARKSDALE, MS. VOR/DME RWY 18, ORIG-A...S-18 MDA 680/HAT 507 ALL CATS. VIS CAT C 1-1/2. CIRCLING MDA 740/HAA 567 CATS A/B/C.

### **CLEVELAND**

#### **Cleveland Muni**

**FDC 8/0691** RNV FI/T CLEVELAND MUNI, CLEVELAND, MS. NDB OR GPS RWY 17, AMDT 5...NDB PORTION NA.

### **COLUMBUS/W POINT/STARKVILLE**

#### **Golden Triangle Rgnl**

**FDC 8/5867** GTR FI/T GOLDEN TRIANGLE RGNL, COLUMBUS/W PT/STARKVILLE, MS. ILS OR LOC RWY 18, AMDT 7...S-ILS 18 VIS 1 ALL CATS. S-LOC 18 VIS 1 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY.

**FDC 8/3178** GTR FI/T GOLDEN TRIANGLE RGNL, COLUMBUS/W PT/STARKVILLE, MS. RNAV (GPS) RWY 18, ORIG...LNAV/VNAV DA 781/HAT 517 ALL CATS, VIS ALL CATS 1 1/4. LNAV MDA 740/ HAT 476 ALL CATS, VIS CAT C 3/4. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV CAT D VISIBILITY TO 1 1/4 AND LNAV/VNAV CAT D VISIBILITY TO 1. VDP NA. TEMPORARY CRANE 431 MSL 5978 FEET N OF RWY 18.

### **GREENVILLE**

#### **Mid Delta Rgnl**

**FDC 8/9983** GLH FI/P MID DELTA REGIONAL, GREENVILLE, MS. ILS OR LOC RWY 18L, AMDT 9C...CHANGE ALL REFERENCE TO HEBAG TO EDOME. CHANGE ALL REFERENCE TO SOCOT TO CECAR. THIS IS ILS OR LOC RWY 18L, AMDT 9D.

### **GRENADA**

#### **Grenada Muni**

**FDC 8/0795** GNF FI/T GRENADA MUNI, GRENADA, MS. ILS OR LOC RWY 13, AMDT 1...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. SBQ NDB OTS.

### **GULFPORT**

#### **Gulfport-Biloxi Intl**

**FDC 8/6891** GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. VOR/DME OR TACAN RWY 32, AMDT 4...S-32: MDA 560/ HAT 532 ALL CATS, VIS CAT C 1 CAT D 1 1/4 CAT E 1 1/2. CIRCLING CAT A MDA 600/HAA 572. FOR INOPERATIVE MALSR INCREASE S-32 CAT A, B VISIBILITY TO 1, CAT E VISIBILITY TO 2. VDP NA. TEMPORARY CRANE 250 MSL 2.40 NM E OF RWY 32. TEMPORARY CRANE 234 MSL 4659 FEET N OF RWY 18.

**FDC 8/3973** GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. VOR RWY 32, AMDT 21...S-32: MDA 600/ HAT 572 ALL CATS, VIS CAT C 1 CAT D 1 1/4. CIRCLING CAT A MDA 600/HAA 572. TERMINAL ROUTE FROM ROMMY/GPT 14.9 DME TO GULFPORT (GPT) VORTAC MINIMUM ALTITUDE 4,000. VDP NA. TEMPORARY CRANE 250 MSL 2.40 NM E OF RWY 32. TEMPORARY CRANE 234 MSL 4659 FEET N OF RWY 18.

**FDC 8/3958** GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. ILS OR LOC RWY 14, AMDT 14...ILS OR LOC/DME RWY 32, AMDT 4...RNAV (GPS) RWY 14, ORIG...RNAV (GPS) RWY 32, ORIG...VOR/DME OR TACAN RWY 14, AMDT 3...VOR RWY 14, AMDT 22...CIRCLING CAT A MDA 600/HAA 572 . TEMPORARY CRANE 234 MSL 4659 FEET N OF RWY 18.

**FDC 8/1886** GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. RNAV (GPS) RWY 14, ORIG...LPV DA 451/HAT 424 ALL CATS. VIS RVR 5000 ALL CATS. FOR INOPERATIVE SSALR, INCREASE LPV VISIBILITY TO 1 1/2 ALL CATS. TEMPORARY CRANE 142 MSL 5535 FEET NW OF RWY 14.

**FDC 8/1541** GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. RADAR-1, AMDT 6...S-ASR 32: MDA 560/ HAT 532 ALL CATS, VIS CAT C 1 CAT D 1 1/4 CAT E 1 1/2. CIRCLING CAT A MDA 600/HAA 572. FOR INOPERATIVE MALSR INCREASE S-ASR 32 CAT A, B VISIBILITY TO 1 CAT E VIS TO 2. TEMPORARY CRANE 250 MSL 2.4 NM E OF RWY 32. TEMPORARY CRANE 234 MSL 4659 FEET N OF RWY 18.

**FDC 7/0809** GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. RNAV (GPS) RWY 18 ORIG...LNAV: MDA 540/HAT 513 ALL CATS. VIS CAT C 1-1/2, CAT D 1-3/4. VDP NA. CIRCLING: MDA 600/HAA 572 CAT A. TEMPORARY CRANE 234 MSL 4659 FEET N OF RWY 18.

**FDC 7/0808** GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 36, STANDARD. WITH A MINIMUM CLIMB OF 480 FEET PER NM TO 400, OR 300-1 WITH A MINIMUM CLIMB OF 234 FEET PER NM TO 700, OR 800-2 1/2 FOR CLIMB IN VISUAL CONDITIONS. TEMPORARY CRANE 4595 FEET FROM DEPARTURE END OF RWY, 770 FEET RIGHT OF CENTERLINE, 220 FEET AGL/234 FEET MSL.

## HATTIESBURG

## Hattiesburg Bobby L Chain Muni

**FDC 8/8075** HBG FI/T HATTIESBURG BOBBY L. CHAIN MUNI, HATTIESBURG, MS. VOR RWY 13, AMDT 11...PROCEDURE NA.

## MC COMB

### Mc Comb/Pike County/John E Lewis Field

**FDC 8/8755** MCB FI/T MC COMB/PIKE COUNTY/JOHN E LEWIS FIELD, MC COMB, MS. ILS RWY 15 ORIG...S-LOC 15: DISTANCE FAF TO MAP 4.1NM. TIME DISTANCE TABLE: 60=4:06, 90=2:44, 120=2:03, 150=1:38, 180=1:22. MISSED APPROACH POINT: S-LOC 15: 4.1 MILES AFTER FERNI LOM/INT.

## MERIDIAN

### Key Field

**FDC 7/3061** MEI FI/T KEY FIELD, MERIDIAN, MS. ILS OR LOC RWY 1, AMDT 23B...ALTERNATE MISSED APPROACH: CLIMB TO 700 THEN CLIMBING LEFT TURN TO 2000 DIRECT ME LOM AND HOLD SOUTH, RIGHT TURN, 008 INBOUND. MERIDIAN (MEI) VOR OTS.

**FDC 7/3060** MEI FI/T KEY FIELD, MERIDIAN, MS. ILS OR LOC RWY 19, ORIG...PROCEDURE NA. MERIDIAN (MEI) VOR OTS.

## OKOLONA

### Okolona Muni-Richard Stovall Field

**FDC 7/0533** 5A4 FI/T OKOLONA MUNI-RICHARD STOVALL FIELD, OKOLONA, MS. VOR/DME OR GPS RWY 18 AMDT 5...VOR/DME PORTION NA.

## PASCAGOULA

### Trent Lott Intl

**FDC 7/2719** PQL FI/T TRENT LOTT INTL, PASCAGOULA, MS. VOR OR GPS A, ORIG-A...VOR PORTION NA.

## PHILADELPHIA

### Philadelphia Muni

**FDC 8/4920** MPE FI/P PHILADELPHIA MUNI, PHILADELPHIA, MS. NDB RWY 36, AMDT 1...DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE KEY FIELD ALTIMETER SETTING AND INCREASE ALL MDAS 160 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE KEY FIELD ALTIMETER SETTING AND INCREASE ALL MDA 160 FEET, AND S-36 AND CIRCLING CAT B VIS 1/4 MILE, CAT C 1/2 MILE. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: WHEN VGSI INOP, PROCEDURE NA AT NIGHT. THIS IS NDB RWY 36, AMDT 1A.

**FDC 8/4919** MPE FI/P PHILADELPHIA MUNI, PHILADELPHIA, MS. NDB RWY 18, AMDT 1...S-18 MDA 1100/HAT 646 ALL CATS. CIRCLING MDA 1100/HAA 642 ALL CATS. DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE KEY FIELD ALTIMETER SETTING AND INCREASE ALL MDAS 160 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE KEY FIELD ALTIMETER SETTING AND INCREASE ALL MDA 160 FEET, AND S-18 AND CIRCLING CAT B VIS 1/4 MILE, CAT C VIS 1/2 MILE. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: WHEN VGSI INOP, PROCEDURE NA AT NIGHT. THIS IS NDB RWY 18, AMDT 1A.

**FDC 8/4237** MPE FI/T PHILADELPHIA MUNI, PHILADELPHIA, MS. NDB RWY 18, AMDT 1...S-18 MDA 1100/HAT 646 ALL CATS. CIRCLING MDA 1100/HAA 642 ALL CATS.

**FDC 8/3968** MPE FI/T PHILADELPHIA MUNI, PHILADELPHIA, MS. RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 36, ORIG-A...PROCEDURE NA.

## PICAYUNE

### Picayune Muni

**FDC 7/1896** MJD FI/T PICAYUNE MUNI, PICAYUNE, MS. RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 36, ORIG...VOR A, ORIG...WHEN LOCAL ALTIMETER NOT RECEIVED, USE STENNIS INTL ALTIMETER SETTING.

## STARKVILLE

### George M Bryan

**FDC 8/6351** STF FI/T GEORGE M BRYAN, STARKVILLE, MS. VOR/DME A, AMDT 6...RNAV (GPS) RWY 18, ORIG...CIRCLING MDA 920/HAA 588 ALL CATS.

**FDC 7/2274** STF FI/T GEORGE M BRYAN, STARKVILLE, MS. VOR/DME A, AMDT 6...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

## Oktibbeha

**FDC 8/3459** M51 FI/T OKTIBBEHA, STARKVILLE, MS. VOR OR GPS B, AMDT 6A...CIRCLING: MDA 900/HAA 650 CATS A/B. TEMPORARY CRANE 431 MSL 4.2 NM E OF RWY 31.

## TUNICA

### Tunica Muni

**FDC 8/0434** UTA FI/T TUNICA MUNI, TUNICA, MS. RNAV (GPS) RWY 17, AMDT 1...PROCEDURE NA.

## TUPELO

### Tupelo Rgnl

**FDC 7/1482** TUP FI/T TUPELO REGIONAL, TUPELO, MS. VOR/DME RWY 18 ORIG-A...ADD TERMINAL ROUTE: ICAVY INT/HLI 38.9 DME TO TUPELO (OTB) VOR/DME MINIMUM ALTITUDE 2000. DISREGARD PLANVIEW NOTE: RADAR REQUIRED.

**FDC 7/1481** TUP FI/T TUPELO REGIONAL, TUPELO, MS. NDB RWY 36 AMDT 4A...ADD TERMINAL ROUTE: GANTT INT/HAB 35 DME TO VERON (TU) LOM MINIMUM ALTITUDE 2000. ADD TERMINAL ROUTE: ICAVY INT/HLI 38.9 DME TO TUPELO (OTB) VOR/DME MINIMUM ALTITUDE 2000. DISREGARD PLANVIEW NOTE: RADAR REQUIRED.

## WEST POINT

### McCharen Field

**FDC 7/1665** M83 FI/T MCCHAREN FIELD, WEST POINT, MS. VOR/DME OR GPS B, AMDT 4...VOR/DME PORTION, TERMINAL ROUTE IGB R-231 TO IGB R-304 NA , IGB VOR RESTRICTED.

## YAZOO CITY

### Yazoo County

**FDC 6/4250** 871 FI/T YAZOO COUNTY, YAZOO CITY, MS. VOR/DME RWY 35, ORIG-A...PROCEDURE NA.

## MISSOURI

## CASSVILLE

### Cassville Muni

**FDC 7/8501** 94K FI/T CASSVILLE MUNI, CASSVILLE, MO. VOR OR GPS RWY 9, AMDT 1C...VOR PORTION NA.

## COLUMBIA

## Columbia Rgnl

**FDC 8/4715** COU FI/T COLUMBIA REGIONAL, COLUMBIA, MO. ILS OR LOC RWY 2, AMDT 13C...LOC BC RWY 20, AMDT 11B...DME REQUIRED.

## FARMINGTON

### Farmington Rgnl

**FDC 8/8114** FAM FI/T FARMINGTON REGIONAL, FARMINGTON, MO. NDB OR GPS RWY 20, AMDT 2B...NDB PORTION NA.

**FDC 8/8113** FAM FI/T FARMINGTON REGIONAL, FARMINGTON, MO. NDB RWY 2, AMDT 2B...PROCEDURE NA.

## FORT LEONARD WOOD

### Waynesville-St. Robert Rgnl Arpt

**FDC 8/9804** TBN FI/P WAYNESVILLE RGNL ARPT AT FORNEY FIELD, FORT LEONARD WOOD, MO. NDB/DME RWY 14, AMDT 1A...S-14 CAT D NA. VISIBILITY CAT A/B 1. MISSED APPROACH: CLIMB TO 2500 DIRECT BHN NDB AND HOLD. ROLLA NATION ALTIMETER SETTING: S-14 CAT D NA. VISIBILITY CAT A/B 1. EJTAR TO RWY 14: 3.64 DEGREES, THRESHOLD CROSSING HEIGHT 36. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY. THIS IS NDB/DME RWY 14, AMDT 1B.

## FULTON

### Elton Hensley Memorial

**FDC 8/6304** FTT FI/T ELTON HENSLEY MEMORIAL, FULTON, MO. VOR OR GPS A, AMDT 3...VOR PORTION: DME REQUIRED.

## HANNIBAL

### Hannibal Rgnl

**FDC 8/3836** HAE FI/T HANNIBAL REGIONAL, HANNIBAL, MO. VOR/DME OR GPS A, AMDT 3A...CIRCLING MDA 1300/HAA 528 CATS A/B/C. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE QUINCY, IL ALTIMETER SETTING. DELETE NOTE: USE QUINCY, IL ALTIMETER SETTING.

## KANSAS CITY

### Charles B. Wheeler Downtown

**FDC 8/3005** MKC FI/P CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. NDB RWY 19, AMDT 17...CHANGE NOTE TO READ: CIRCLING NA EAST OF RUNWAYS 1 AND 19. CIRCLING CAT C/D NA RWY 3. THIS IS NDB RWY 19, AMDT 17A.

**FDC 8/3004** MKC FI/P CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. RNAV (GPS) RWY 3, ORIG...LPV DA CAT C/D MINIMUMS NA. LNAV MDA CAT C/D MINIMUMS NA. CHANGE NOTE TO READ: CIRCLING NA EAST OF RUNWAYS 1 AND 19. CIRCLING CAT C/D NA RWY 3. THIS IS RNAV (GPS) RWY 3, ORIG-A.

**FDC 8/3002** MKC FI/P CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. RNAV (GPS) RWY 21, ORIG...LNAV MDA CAT C/D MINIMUMS NA. CHANGE NOTE TO READ: CIRCLING NA EAST OF RUNWAYS 1 AND 19. CIRCLING CAT C/D NA RWY 3. THIS IS RNAV (GPS) RWY 21, ORIG-A.

**FDC 8/3001** MKC FI/P CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. VOR RWY 3, AMDT 17...S-3 CAT C/D MINIMUMS NA REYBO FIX MINIMUMS: S-3 CAT C/D MINIMUMS NA. CHANGE NOTE TO READ: CIRCLING NA EAST OF RUNWAYS 1 AND 19. CIRCLING CAT C/D NA RWY 3. THIS IS VOR RWY 3, AMDT 17A.

**FDC 8/2999** MKC FI/P CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. VOR RWY 19, AMDT 19...CHANGE NOTE TO READ: CIRCLING NA EAST OF RUNWAYS 1 AND 19. CIRCLING CAT C/D NA RWY 3. THIS IS VOR RWY 19, AMDT 19A.

**FDC 8/2998** MKC FI/P CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. VOR RWY 21, AMDT 13...S-21 CAT C/D MINIMUMS NA CABBS FIX MINIMUMS: S-21 MDA 1320/HAT 576 CATS A/B, CATS C/D NA. CHANGE NOTE TO READ: CIRCLING NA EAST OF RUNWAYS 1 AND 19. CIRCLING CAT C/D NA RWY 3. THIS IS VOR RWY 21, AMDT 13A.

**FDC 8/2995** MKC FI/P CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. ILS OR LOC RWY 19, AMDT 21...CHANGE NOTE TO READ: CIRCLING NA EAST OF RUNWAYS 1 AND 19. CIRCLING CAT C/D NA RWY 3. THIS IS ILS OR LOC RWY 19, AMDT 21A.

**FDC 8/2990** MKC FI/P CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. ILS OR LOC RWY 3, AMDT 2A...S-ILS 3 CAT C/D NA. S-LOC 3 CAT C/D NA. KOCER FIX MINIMUMS: S-LOC 3 CAT C/D NA. DELETE NOTE: CIRCLING NOT AUTHORIZED SE OF RWYS 1 AND 21. ADD NOTE: CIRCLING NA EAST OF RUNWAYS 1 AND 19. CIRCLING CAT C/D NA RWY 3. THIS IS ILS OR LOC RWY 3, AMDT 2B.



**FDC 8/0361** MKC FI/T CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: UNLESS OTHERWISE ADVISED BY ATC, RWY 1 NA. NOTE: RWY 1, TEMPORARY CRANE 3778 FEET FROM DEPARTURE END OF RWY, 950 FEET RIGHT OF CENTERLINE, 180 FEET AGL/945 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

#### Kansas City Intl

**FDC 8/9245** MCI FI/T KANSAS CITY INTL, KANSAS CITY, MO. RNAV (GPS) RWY 1R, ORIG...LNAV/VNAV DA 1326/HAT 309 ALL CATS.

**FDC 8/9230** MCI FI/T KANSAS CITY INTL, KANSAS CITY, MO. RNAV (GPS) RWY 19L, ORIG...LNAV/VNAV DA 1397/HAT 403 ALL CATS. VISIBILITY RVR 5000 ALL CATS.

**FDC 8/4644** MCI FI/T KANSAS CITY INTL, KANSAS CITY, MO. RNAV (GPS) RWY 19R, ORIG...LNAV/VNAV DA 1305/HAT 316 ALL CATS, VISIBILITY CATS A/B RVR 4000. LNAV MDA 1400/HAT 411 ALL CATS. CIRCLING MDA 1620/HAA 594 ALL CATS. TEMPORARY CRANE 1267 MSL 1.48 NM SE OF RWY 19R.

**FDC 8/4643** MCI FI/T KANSAS CITY INTL, KANSAS CITY, MO. RNAV (GPS) RWY 1L, ORIG...LNAV/VNAV DA 1437/HAT 426 ALL CATS. LNAV MDA 1560/HAT 549 ALL CATS, VISIBILITY CATS A/B RVR 4000, CAT C RVR 5000, CAT D RVR 6000. CIRCLING MDA 1620/HAA 594 ALL CATS. VDP 1.50 NM TO RW01L. TEMPORARY CRANE 1267 MSL 4209 FEET NE OF RWY 1L.

**FDC 8/4642** MCI FI/T KANSAS CITY INTL, KANSAS CITY, MO. RNAV (GPS) RWY 1R, ORIG...LNAV/VNAV DA 1383/HAT 366 ALL CATS, VISIBILITY CAT A/B/C RVR 4000. LNAV MDA 1500/HAT 483 ALL CATS, VISIBILITY CAT C RVR 4000, CAT E VISIBILITY RVR 6000. CIRCLING MDA 1620/HAA 594 ALL CATS. VDP 1.29 NM TO RW01R. TEMPORARY CRANE 1267 MSL 1.03 NW SE OF RWY 1R.

**FDC 8/4641** MCI FI/T KANSAS CITY INTL, KANSAS CITY, MO. RNAV (GPS) Z RWY 9, ORIG...LNAV/VNAV MDA 1440/HAT 416 ALL CATS, VISIBILITY RVR 5000 ALL CATS. CIRCLING MDA 1620/HAA 594 ALL CATS. TEMPORARY CRANE 1267 MSL 4020 FEET NE OF RWY 9.

**FDC 8/4640** MCI FI/T KANSAS CITY INTL, KANSAS CITY, MO. RNAV (GPS) RWY 19L, ORIG...LNAV/VNAV DA 1400/HAT 406 ALL CATS, VISIBILITY RVR 5000 ALL CATS. LNAV MDA 1520/HAT 526 ALL CATS, VISIBILITY CAT C RVR 5000, CAT D/E RVR 6000. CIRCLING MDA 1620/HAA 594 ALL CATS. VDP 1.52 NM TO RW19L. TEMPORARY CRANE 1267 MSL 5174 FEET SE OF RWY 19L.

**FDC 8/4639** MCI FI/T KANSAS CITY INTL, KANSAS CITY, MO. ILS OR LOC RWY 9, AMDT 12...ILS RWY 1L, AMDT 12A...ILS RWY 1R, AMDT 2...ILS RWY 19L, ORIG-B...ILS RWY 19R, AMDT 9C...ILS OR LOC RWY 27, AMDT 1A...RNAV (GPS) RWY 27, ORIG...CIRCLING MDA 1620/HAA 594 ALL CATS. TEMPORARY CRANE 1267 MSL 1.20 NM WNW OF RWY 27.

**FDC 8/4638** MCI FI/T KANSAS CITY INTL, KANSAS CITY, MO. RNAV (GPS) Y RWY 9, ORIG...LNAV MDA 1560/HAT 545 ALL CATS, VISIBILITY CAT E 1 1/2. CIRCLING MDA 1620/HAA 594 ALL CATS. TEMPORARY CRANE 1267 MSL 4020 FEET NE OF RWY 9.

**FDC 7/8081** MCI FI/T KANSAS CITY INTL, KANSAS CITY, MO. RNAV (GPS) RWY 27, ORIG...LNAV/VNAV DA 1495/HAT 469 ALL CATS.

#### LEBANON

##### Floyd W. Jones Lebanon

**FDC 7/7618** LBO FI/T FLOYD W JONES LEBANON, LEBANON, MO. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 36, 200 - 1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 241 FT PER NM TO 1600. ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 2,000 FT PRIOR TO DEPARTURE END OF RUNWAY. RWY 18: STANDARD NOTE: RWY 36, MULTIPLE TREES AND POLES BEGINING 575 FT TO 1961 FT FROM DEPARTURE END OF RUNWAY, FROM 141 FT TO 604 FT LEFT OF CENTERLINE, 1319 TO 1372FT MSL. MULTIPLE TREES BEGINNING 650 FT TO 2130 FEET FROM DEPARTURE END OF RUNWAY 62 FT TO 630 FT RIGHT OF CENTERLINE, 1332 TO 1367 FT MSL. NOTE: RWY 18, MULTIPLE TREES BEGINING 48 FT TO 2990 FT FROM DEPARTURE END OF RUNWAY 388 FT TO 560 FT RIGHT OF CENTERLINE, 1334 TO 1398 FT MSL.

#### MALDEN

##### Malden Muni

**FDC 8/5019** MAW FI/T MALDEN MUNI, MALDEN, MO. RNAV (GPS) RWY 31, ORIG-A...VOR RWY 31, AMDT 8A...VGS AND DESCENT ANGLES NOT COINCIDENT.

#### MARSHALL

##### Marshall Memorial Muni

**FDC 8/5020** MHL FI/T MARSHALL MEML MUNI, MARSHALL, MO. RNAV (GPS) RWY 36, AMDT 1...NDB RWY 36, AMDT 2...VGS AND DESCENT ANGLES NOT COINCIDENT.

## MOSBY

### Midwest National Air Center

**FDC 8/3823** GPH FI/T MIDWEST NATIONAL AIR CENTER, MOSBY, MO. RNAV (GPS) RWY 36, AMDT 1A...TERMINAL ROUTE NAPOLEON (ANX) VORTAC TO SUPEE MINIMUM ALTITUDE 2900.

## NEVADA

### Nevada Muni

**FDC 5/4523** NVD FI/T NEVADA MUNI, NEVADA, MO. VOR/DME OR GPS-A AMDT 1...PROCEDURE NA EXCEPT FOR IFR-GPS EQUIPPED AIRCRAFT.

## SEDALIA

### Sedalia Memorial

**FDC 8/0442** DMO FI/T SEDALIA MEMORIAL, SEDALIA, MO. RNAV (GPS) RWY 18, AMDT 1A...RNAV (GPS) RWY 36, AMDT 1A...CIRCLING CATS A/B MDA 1380/HAA 471.

**FDC 6/5045** DMO FI/T SEDALIA MEMORIAL, SEDALIA, MO. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 23, TOWER 4865FT FROM DEPARTURE END OF RUNWAY, 834 FT RIGHT OF CENTERLINE, 175 FT AGL/1039 FT MSL.

## ST CHARLES

### St Charles

**FDC 8/4094** 3SQ FI/T ST CHARLES, ST CHARLES, MO. VOR OR GPS RWY 9, AMDT 4A...DME MINIMUMS S-9 MDA 900/HAT 538 ALL CATS, VISIBILITY CAT C 1 1/2. CIRCLING CAT A MDA 980/HAA 538.

## ST LOUIS

### Lambert-St Louis Intl

**FDC 8/7179** STL FI/T LAMBERT-ST LOUIS INTL, ST LOUIS, MO. RNAV (GPS) RWY 30R, AMDT 1A...LNAV/VNAV DA 1027/HAT 422 ALL CATS, VISIBILITY RVR 5000 ALL CATS. LNAV MDA 1040/HAT 435 ALL CATS, VISIBILITY CAT C RVR 4000. TEMPORARY CRANE 777 FEET MSL, 3614 FEET S OF RWY 30R.

**FDC 8/7178** STL FI/T LAMBERT-ST LOUIS INTL, ST LOUIS, MO. RNAV (GPS) RWY 30L, ORIG...LNAV/VNAV DA 1034/HAT 451 ALL CATS. TEMPORARY CRANE 777 FEET MSL, 3775 FEET SE OF RWY 30L.

## Spirit Of St Louis

**FDC 8/9434** SUS FI/T SPIRIT OF ST LOUIS, ST LOUIS, MO. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 8R, TEMPORARY CRANE 3,231 FEET FROM DER, 738 FEET RIGHT OF CENTERLINE 100 FEET AGL/ 562 FEET MSL. REST OF PROCEDURE REMAINS AS PUBLISHED. TEMPORARY CRANE 100 AGL/ 562 MSL 3231 FEET FROM DEPARTURE END OF RWY 08R.

## MONTANA

## ANACONDA

### Bowman Field

**FDC 8/3189** 3U3 FI/T BOWMAN FIELD, ANACONDA, MT. VOR/DME OR GPS A, AMDT 1...MISSED APPROACH: CLIMBING RIGHT TURN TO 9200 VIA HEADING 030 DEGREES TO INTERCEPT CPN R-346 TO GLUES AND HOLD.

## BUTTE

### Bert Mooney

**FDC 7/8818** BTM FI/T BERT MOONEY, BUTTE, MT. ILS Y RWY 15, AMDT 6...MISSED APPROACH: CLIMB TO 7300 THEN CLIMBING RIGHT TURN TO 9000 VIA CPN R-113 TO CPN VOR/DME AND HOLD (HOLD N, LT, 166 INBOUND).

## COLSTRIP

### Colstrip

**FDC 8/2287** M46 FI/T COLSTRIP, COLSTRIP, MT. GPS RWY 6, ORIG-A...S-6, MDA 4220/HAT 794 CATS A/B/C, VISIBILITY CAT B 1 1/4, CAT C 2 1/4. SI MINIMA NA WHEN USING KMLS ALTIMETER SETTING.

## CONRAD

### Conrad

**FDC 8/0707** S01 FI/P CONRAD, CONRAD, MT. NDB OR GPS RWY 24, AMDT 4A...MINIMUM ALTITUDE AT CRD NDB 4400. CAT D CIRCLING NA. CRD NDB TO RWY24: 3.38 / 35. CHART NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. THIS IS NDB OR GPS RWY 24, AMDT 4B.

## DILLON

### Dillon

**FDC 8/8387** DLN FI/T DILLON, DILLON, MT. VOR OR GPS A, AMDT 7...VOR PORTION NA.

## GREAT FALLS

### Great Falls Intl

**FDC 8/0710** GTF FI/P GREAT FALLS INTL, GREAT FALLS, MT. NDB RWY 34, AMDT 16A...TERMINAL ROUTE FROM GTF VORTAC TO ITU NDB: 146.38 / 5.30 MINIMUM ALTITUDE 6800. PROCEDURE TURN RIGHT SIDE OF COURSE 164.02 OUTBOUND 10 NM 6800 FEET. S-34 HAT 673 ALL CATS. CIRCLING HAA 660 ALL CATS. LOREN INT / RADAR MINIMUMS: S-34 MDA 4120 / HAT 453 ALL CATS. CIRCLING HAA CAT A 440, CATS B/C 460, CAT D 560. DIST FAF TO MAP: 6.83 FAF TO THLD 6.83. DELETE: LOREN INT / RADAR 2.1 NM FROM THLD. CHART: LOREN INT / RADAR 2.35 NM FROM THLD. CHART: AIRPORT ELEV 3680 CHART: TDZ ELEV 3667 DELETE: ITU NDB TO R34: 2.96 / 50. CHART: ITU NDB TO R23: 2.87 / 50. MSA FROM: ITU NDB 055-250 9400, 250-055 7000. THIS IS NDB RWY 34, AMDT 16B.

**FDC 7/7101** GTF FI/T GREAT FALLS INTL, GREAT FALLS, MT. HI ILS RWY 3, AMDT 2...S-ILS 3 DA 3880 ALL CATS. S-LOC 3 MDA 4160 ALL CATS, HAT 480 ALL CATS, CAT E RVR 5000. CIRCLING MDA 4160 CAT C, HAA CAT C 480, CAT D 560, CAT E 740. TCH 54, TDZE 3680. AIRPORT ELEVATION 3680. GS ALTITUDE AT HOWND INT/OM IS 5743. DISTANCE HOWND (FAF) TO RW03 (MAP) 6.19NM. DELETE ALL REFERENCE TO MIDDLE MARKER (MM). ADDITIONAL FLIGHT DATA: CHART VDP AT 3.20 DME; DISTANCE VDP TO THLD 1.27 MILES. CHART NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.

**FDC 7/6271** GTF FI/T GREAT FALLS INTL, GREAT FALLS, MT. GPS RWY 34, ORIG...S-34 PROCEDURE NA.

**FDC 7/4633** GTF FI/T GREAT FALLS INTL, GREAT FALLS, MT. VOR RWY 3, AMDT 16A...CHART NOTE: FOR INOPERATIVE ALSF, INCREASE S-3 CAT D VIS TO RVR 6000.

## HELENA

### Helena Rgnl

**FDC 8/7192** HLN FI/T HELENA REGIONAL, HELENA, MT. RNAV (GPS) RWY 9, ORIG...LNAV MDA 5440/HAT 1580 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. CIRCLING 5440/HAA 1566 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. VDP NA.

**FDC 8/7191** HLN FI/T HELENA REGIONAL, HELENA, MT. RNAV (GPS) RWY 27, ORIG...LNAV/VNAV DA 5289/HAT 1437 ALL CATS. VIS CATS A/B 2 1/4, CATS C/D 3. LNAV MDA 5440/HAT 1588 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. CIRCLING 5440/HAA 1563. VIS CATS A/B 2 3/4, CATS C/D 3. INOPERATIVE TABLE DOES NOT APPLY TO LNAV/VNAV ALL CATS, LNAV CATS A/B, CIRCLING ALL CATS. VDP NA.

**FDC 8/6383** HLN FI/T HELENA REGIONAL, HELENA, MT. ILS OR LOC RWY 27, AMDT 1C...LOC/DME BC C, AMDT 3A...PROCEDURE NA.

**FDC 8/6382** HLN FI/T HELENA REGIONAL, HELENA, MT. VOR/DME OR GPS B, AMDT 6B...VOR/DME PORTION NA.

**FDC 7/4114** HLN FI/T HELENA REGIONAL, HELENA, MT. LOC/DME BC C, AMDT 3A...MISSED APPROACH POINT HLN 2.7 DME. CIRCLING: MDA 5140/HAA 1266 ALL CATS.

**FDC 7/2072** HLN FI/T HELENA REGIONAL, HELENA, MT. VOR A, AMDT 14...PROCEDURE TURN COMPLETION ALTITUDE: 8200 CIRCLING MINIMA: 6700/HAA, 2823 ALL CATS ALTERNATE MINIMA: 2900-3 ALL CATS.

**FDC 6/0364** HLN FI/T HELENA REGIONAL, HELENA, MT. ILS OR LOC RWY 27, AMDT 1C...S-ILS 27 CATS A/B/C/D DECISION ALTITUDE 4120/HAT 271. MISSED APPROACH: CLIMB TO 4400 THEN CLIMBING RIGHT TURN TO 9000 VIA HEADING 021 AND HLN R-336 TO WOKEN INT AND HOLD.

**FDC 1/7963** HLN FI/T HELENA REGIONAL HELENA, MT. VOR/DME OR GPS-B AMDT 6B...DELETE NOTE: DME ARC TO FINAL APPROACH COURSE REQUIRE TURBIN POWERED AIRPLANES. ALL OTHERS ADF OR DME REQUIRED. DELETE NOTE: HOLDING AT SEWAL (IAF) NOT AUTHORIZED FOR TURBIN POWERED AIRCRAFT. ADD NOTE: DME ARC TO FINAL APPROACH COURSE REQUIRED FOR TURBOJET AIRPLANES. ALL OTHERS ADF OR DME REQUIRED. ADD NOTE: HOLDING AT SEWAL (IAF) NOT AUTHORIZED FOR TURBOJET AIRPLANES.

## KALISPELL

### Glacier Park Intl

**FDC 6/7533** GPI FI/T GLACIER PARK INTL, KALISPELL, MT. RNAV (GPS) RWY 30, ORIG...LNAV MDA 3460/HAT 486 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING CAT C MDA 3500/HAA 523. CAT A/B HAA 503. CAT D HAA 583. MISSED APPROACH: CLIMBING LEFT TURN TO 8200 DIRECT KILLY AND HOLD, CONTINUE CLIMB-IN-HOLD TO 8200. ADDITIONAL FLIGHT DATA: CHART TDZ ELEV: 2974 CHART AIRPORT ELEV: 2977.

## LIVINGSTON

## Mission Field

**FDC 4/5263** LVM FI/T LIVINGSTON/MISSION FIELD, LIVINGSTON, MT VOR/DME-B, AMDT IC...TERMINAL ROUTE FROM LVM VORTAC TO MODOC/4.00 DME, ALTITUDE 10400. PROCEDURE TURN ALTITUDE 8400. CIDUK/8.00 DME ALTITUDE 7100.

## NEBRASKA

### ALLIANCE

#### Alliance Muni

**FDC 8/4588** AIA FI/T ALLIANCE MUNI, ALLIANCE, NE. LOC/DME RWY 30, ORIG...ALTERNATE MINIMUMS NA.

**FDC 8/3540** AIA FI/P ALLIANCE MUNI, ALLIANCE, NE. LOC/DME RWY 30, ORIG...CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. THIS IS LOC/DME RWY 30, ORIG-A.

**FDC 8/3539** AIA FI/P ALLIANCE MUNI, ALLIANCE, NE. RNAV (GPS) RWY 30, ORIG...CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. THIS IS RNAV (GPS) RWY 30, ORIG-A.

**FDC 7/3568** AIA FI/T ALLIANCE MUNI, ALLIANCE, NE. NDB RWY 12, ORIG...PROCEDURE NA.

### COLUMBUS

#### Columbus Muni

**FDC 8/2863** OLU FI/T COLUMBUS MUNI, COLUMBUS, NE. VOR/DME RWY 32, AMDT 3...DAISE/OLU 5 DME SHOULD READ (IAF) DAISE/OLU 5 DME ON BOTH PLANVIEW AND PROFILE.

**FDC 7/8583** OLU FI/T COLUMBUS MUNI, COLUMBUS, NE. VOR RWY 32, AMDT 14...S-32 MDA 2080/HAT 638 ALL CATS. VISIBILITY CAT C 1 3/4, CAT D 2. CIRCLING MDA 2080/HAA 633 ALL CATS VISIBILITY CAT C 1 3/4. JUMUS DME MINIMUMS REMAIN UNCHANGED JUMUS TO RW32: 3.48/TCH 44 VGSI AND DESCENT ANGLES NOT COINCIDENT.

**FDC 7/8535** OLU FI/T COLUMBUS MUNI, COLUMBUS, NE. RNAV (GPS) RWY 32, ORIG-A...LNAV MDA 2000/HAT 558 ALL CATS, VISIBILITY CAT C 1 1/2, CAT D 1 3/4 CIRCLING MDA 2000/HAA 553 CATS A, B, C VDP 1.62 NM TO RW32 TEMPORARY CRANE 1697 MSL 2.46 NM SE OF RWY 32.

**FDC 7/8534** OLU FI/T COLUMBUS MUNI, COLUMBUS, NE. VOR/DME RWY 32, AMDT 3...S-32 MDA 2000/HAT 558 ALL CATS, VISIBILITY CAT C 1 1/2, CAT D 1 3/4 CIRCLING MDA 2000/HAA 553 CATS A, B, C VDP 2.00 DME FROM OLU VOR/DME AND 1.62 NM TO RW32 TEMPORARY CRANE 1697 MSL 2.46 NM SE OF RWY 32.

**FDC 7/3360** OLU FI/T COLUMBUS MUNI, COLUMBUS, NE. LOC RWY 14, AMDT 7...S-14 MINIMUMS NA. MINIMUM FAF ALTITUDE 2600, DESCENT ANGLE/TCH 3.81/40.

### FAIRMONT

#### Fairmont State Airfield

**FDC 7/6310** FMZ FI/T FAIRMONT STATE AIRFIELD, FAIRMONT, NE. RNAV (GPS) RWY 17, ORIG-A...RNAV (GPS) RWY 35, ORIG...NDB RWY 17, AMDT 1A...NDB RWY 35, AMDT 2A...CIRCLING TO RWY 30 NA.

**FDC 7/6309** FMZ FI/T FAIRMONT STATE AIRFIELD, FAIRMONT, NE. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 12, NA.

**FDC 7/5708** FMZ FI/T FAIRMONT STATE AIRFIELD, FAIRMONT, NE. RNAV (GPS) RWY 35 ORIG...LNAV: MDA 2080/HAT 445 CAT A/B.

### GRAND ISLAND

#### Central Nebraska Rgnl

**FDC 8/6211** GRI FI/P CENTRAL NEBRASKA REGIONAL, GRAND ISLAND, NE. ILS OR LOC RWY 35, AMDT 9C...S-ILS 35 VISIBILITY RVR 2400 ALL CATS. S-LOC 35 VISIBILITY RVR 2400 CATS A/B/C, CAT D RVR 4000. THIS IS ILS OR LOC RWY 35, AMDT 9D.

### GRANT

#### Grant Muni

**FDC 8/7320** GGF FI/P GRANT MUNI, GRANT, NE. VOR/DME RWY 15, ORIG...S-15: HAT 577 CAT A/B. CIRCLING: HAA 515 CAT A. MDA 3980/HAA 555 CAT B. OGALLALA ALTIMETER SETTING MINIMUMS: S-15: HAT 577 CAT A/B. CIRCLING: HAA 575 CAT A. MDA 4040/HAA 615 CAT B. AIRPORT ELEVATION 3425. TOUCHDOWN ZONE ELEVATION 3423. THIS IS VOR/DME RWY 15, ORIG-A.

**FDC 8/7319** GGF FI/P GRANT MUNI, GRANT, NE.  
NDB RWY 33, AMDT 3...S-33: HAT 675 CAT A/B.  
CIRCLING: HAA 675 CAT A/B. OGALLALA  
ALTIMETER SETTING MINIMUMS: S-33: HAT 715  
CAT A/B. CIRCLING: HAA 715 CAT A/B. AIRPORT  
ELEVATION 3425. TOUCHDOWN ZONE ELEVATION  
3425. THIS IS NDB RWY 33, AMDT 3A.

**FDC 8/7318** GGF FI/P GRANT MUNI, GRANT, NE.  
NDB RWY 15, AMDT 3...S-15: HAT 577 CAT A/B.  
CIRCLING: HAA 575 CAT A/B. CHANGE MINIMUMS  
NOTE: IMPERIAL ALTIMETER SETTING MINIMUMS  
TO READ OGALLALA ALTIMETER SETTING  
MINIMUMS. OGALLALA ALTIMETER SETTING  
MINIMUMS: S-15: HAT 637 CAT A/B. CIRCLING: HAA  
635 CAT A/B. AIRPORT ELEVATION 3425.  
TOUCHDOWN ZONE ELEVATION 3423. THIS IS NDB  
RWY 15, AMDT 3A.

## HASTINGS

### Hastings Muni

**FDC 7/1716** HSI FI/T HASTINGS MUNI, HASTINGS,  
NE. TAKE-OFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES...NOTE: RWY 14  
MULTIPLE TREES BEGINNING 1038 FT FROM  
DEPARTURE END OF RUNWAY 355 FT LEFT OF  
CENTERLINE, 61 FT AGL/1998 FT MSL.

## HEBRON

### Hebron Muni

**FDC 7/5839** HJH FI/T HEBRON MUNI, HEBRON, NE.  
GPS RWY 12, ORIG...GPS RWY 30, ORIG...NDB RWY  
12, AMDT 4...IF LOCAL ALTIMETER NOT RECEIVED,  
USE BEATRICE ALTIMETER SETTING.

## HOLDREGE

### Brewster Field

**FDC 8/6666** HDE FI/T BREWSTER FIELD,  
HOLDREGE, NE. VOR/DME A, AMDT 3...PROCEDURE  
NA.

## KIMBALL

### Kimball Muni/Robert E Arraj Field

**FDC 8/8782** IBM FI/T KIMBALL MUNI/ROBERT E  
ARRAJ FI, KIMBALL, NE. NDB RWY 28, AMDT  
2...PROCEDURE NA.

**FDC 8/3840** IBM FI/P KIMBALL MUNI/ROBERT E  
ARRAJ FI, KIMBALL, NE. RNAV (GPS) RWY 28,  
ORIG...LPV DA 5255/HAT 347 CATS A, B, C, D.  
VISIBILITY 1 1/4 CATS A, B, C, D. LNAV MDA  
5380/HAT 472 CATS A, B, C, D. VISIBILITY CAT C 1  
1/4, CAT D 1 1/2. CIRCLING MDA CAT A 5380/HAA  
454. DISTANCE TO THLD FROM 347 HAT 0.99 NM.  
THIS IS RNAV (GPS) RWY 28, ORIG-A.

## LEXINGTON

### Jim Kelly Field

**FDC 7/0919** LXN FI/T JIM KELLY FIELD,  
LEXINGTON, NE. RNAV (GPS) RWY 14, AMDT  
1...DISREGARD NOTE: INCREASE LNAV/VNAV DA  
TO 2931 WHEN USING BREWSTER FIELD  
ALTIMETER SETTING.

## LINCOLN

### Lincoln

**FDC 8/9061** LNK FI/T LINCOLN, LINCOLN, NE. VOR  
OR GPS RWY 17, AMDT 6D...S-17 MDA 1760/HAT 541  
CATS A, B, C, D. VISIBILITY CAT D 1 3/4 CIRCLING:  
MDA 1760/HAA 541 CATS A, B, C, D. TEMPORARY  
CRANE 1455 MSL 1.64 NM NE OF RWY 17.

**FDC 7/8828** LNK FI/T LINCOLN, LINCOLN, NE. RNAV  
(GPS) RWY 18 ORIG...LNAV: MDA 1740/HAT 545 ALL  
CATS, VIS CAT C 1, CAT D 1 1/4. CIRCLING: MDA  
1740/HAA 521 CAT A/B. VDP AT 1.5 MILES TO RWY  
18.

## MINDEN

### Pioneer Village Field

**FDC 7/9776** 0V3 FI/T PIONEER VILLAGE FIELD,  
MINDEN, NE. TAKE-OFF MINIMUMS AND  
(OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF  
MINIMUMS: RWY 34, STANDARD DEPARTURE  
PROCEDURE: RWY 34, CLIMB TO 2900 VIA  
HEADING 339 BEFORE PROCEEDING ON COURSE  
NOTE: RWY 34, TREES 195 FT FROM DER, 325 FT  
LEFT OF CENTERLINE, 49 AGL/2200 MSL. NOTE:  
RWY 16, MULTIPLE TREES AND BUILDINGS FROM  
33 FT TO 2200 FT FROM DER, 180 TO 780 FT RIGHT  
OF CENTERLINE, 12 AGL/2162 MSL TO 70 AGL/2225  
MSL. MULTIPLE TREES AND BUILDINGS FROM 190  
FT TO 1320 FT FROM DER, 167 FT TO 480 FEET LEFT  
OF CENTERLINE, 24 AGL/2162 MSL TO 67 AGL/2204  
MSL.

**FDC 7/6153** 0V3 FI/T PIONEER VILLAGE FIELD,  
MINDEN, NE. VOR RWY 34, AMDT 1C...MINIMUM  
ALTITUDE AT GULLY INT/FAF 3100 DESCENT  
ANGLE GULLY INT TO RWY 34 3.64 DEGREES.

## OMAHA

## **Eppley Airfield**

**FDC 8/6861** OMA FI/T EPPLEY AIRFIELD, OMAHA, NE. ILS OR LOC RWY 18, AMDT 7A...ADD NOTE: S-ILS 18 RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

**FDC 8/2714** OMA FI/T EPPLEY AIRFIELD, OMAHA, NE. ILS OR LOC RWY 32R, AMDT 3A...S-ILS 32R DA 1184/HAT 200 CATS A, B, C, D S-LOC 32R MDA 1680/HAT 696 CATS A, B, C, D TDZE 984.

**FDC 8/2475** OMA FI/T EPPLEY AIRFIELD, OMAHA, NE. ILS RWY 36, ORIG...S-ILS DA 1246/HAT 267 ALL CATS. S-LOC MDA 1420/HAT 441 ALL CATS, VISIBILITY CAT D 1. TEMPORARY CRANE 1235 MSL, 3123 FEET NW OF RWY 36.

**FDC 8/2474** OMA FI/T EPPLEY AIRFIELD, OMAHA, NE. ILS OR LOC RWY 32L, AMDT 1A...S-ILS DA 1202/HAT 222 ALL CATS. TEMPORARY CRANE 1235 MSL 4422 FEET NW OF RWY 32L.

**FDC 8/2291** OMA FI/T EPPLEY AIRFIELD, OMAHA, NE. RNAV (GPS) RWY 32R, ORIG...LPV DA 1323/HAT 339 CATS A, B, C, D LNAV/VNAV DA 1687/HAT 703 CATS A, B, C, D LNAV MDA 1680/HAT 696 CATS A, B, C, D TDZE 984.

**FDC 8/2290** OMA FI/T EPPLEY AIRFIELD, OMAHA, NE. ILS RWY 32R (CAT II), ORIG-A...S-ILS 32R DA 1084/HAT 100 CATS A, B, C, D TDZE 984.

## **SCOTTSBLUFF**

### **Western Neb. Rgnl/William B. Heilig Field**

**FDC 7/0833** BFF FI/T WESTERN NEB. RGNL/WILLIAM B. HEILIG FIELD, SCOTTSBLUFF, NE. ILS RWY 30 AMDT 9A...S-LOC 30: LOCALIZER UNUSEABLE INSIDE OF 5.1 MILES AFTER FAF OR I-BFF 1.8 DME. MAP 5.1 MILES AFTER FAF OR I-BFF 1.8 DME. FAF TO MAP DISTANCE 5.1 NM, DISREGARD TIME DISTANCE TABLE.

## **SEWARD**

### **Seward Muni**

**FDC 7/8215** SWT FI/T SEWARD MUNICIPAL, SEWARD, NE. GPS RWY 34, ORIG-A...S-34 MINIMUMS NA. DISTANCE FAF TO THLD 5.5 NM.

**FDC 7/8214** SWT FI/T SEWARD MUNICIPAL, SEWARD, NE. NDB RWY 34, ORIG...DIST FAF TO THLD 3.9 NM.

## **SIDNEY**

### **Sidney Muni/Lloyd W. Carr Field**

**FDC 8/1299** SNY FI/T SIDNEY MUNI/LLOYD W. CARR FIELD, SIDNEY, NE. VOR/DME OR TACAN RWY 13, AMDT 5...TERMINAL ROUTE FROM OGJUN SNY R-202 (IAF) CW 11 DME ARC TO JUNAD SNY R-310 (IF) NA. TERMINAL ROUTE FROM RIYOP SNY R-078 (IAF) CCW 11 DME ARC TO JUNAD SNY R-310 (IF) NA.

## **THEDFORD**

### **Thomas County**

**FDC 8/0647** TIF FI/T THOMAS COUNTY, THEDFORD, NE. VOR RWY 11, AMDT 1...PROCEDURE NA.

**FDC 7/9009** TIF FI/T THOMAS COUNTY, THEDFORD, NE. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 29, NA.

**FDC 7/9008** TIF FI/T THOMAS COUNTY, THEDFORD, NE. RNAV (GPS) RWY 11, ORIG...PROCEDURE NA.

## **WAYNE**

### **Wayne Muni**

**FDC 7/1238** LCG FI/T WAYNE MUNI, WAYNE, NE. NDB RWY 35, ORIG...NDB RWY 22, ORIG...NDB RWY 17, ORIG...RNAV (GPS) RWY 22, ORIG...DISREGARD NOTE: USE NORFOLK, NE ALTIMETER SETTING.

## **NEVADA**

## **BATTLE MOUNTAIN**

### **Battle Mountain**

**FDC 7/4212** BAM FI/T BATTLE MOUNTAIN, BATTLE MOUNTAIN, NV. VOR/DME RWY 3 AMDT 5...MISSED APPROACH: CLIMB TO 5500, THEN CLIMBING LEFT TURN TO 9300 DIRECT BAM VORTAC AND BAM R-200 WITHIN 15 MILES, TURN RIGHT DIRECT BAM VORTAC AND HOLD.

**FDC 7/4211** BAM FI/T BATTLE MOUNTAIN, BATTLE MOUNTAIN, NV. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: ALL AIRCRAFT CONTINUE CLIMB TO 10900 VIA BAM R-200 WITHIN 15 NM THEN TURN RIGHT DIRECT BAM VORTAC. AIRCRAFT DEPARTING BAM R-001 CW 090 DEGREES CLIMB ON COURSE. ALL OTHERS CLIMB IN HOLDING PATTERN (S, LEFT TURNS, 020 DEGREES INBOUND) TO CROSS BAM VORTAC AT OR ABOVE: R-091 CW R-180 11000; R-181 CW R-360 10900. ALL OTHER DATA REMAINS AS PUBLISHED.

## **ELY**

**Ely Arpt /Yelland Fld/**

**FDC 7/0246** ELY FI/T ELY ARPT-YELLAND FLD, ELY, NV. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 12, 18, 30, 36, NA - OBSTACLES.

**LAS VEGAS**

**Mc Carran Intl**

**FDC 8/7671** LAS FI/T MC CARRAN INTL, LAS VEGAS, NV. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 1R, 200-1 OR STANDARD WITH MINIMUM CLIMB OF 285 FEET PER NM TO 2400. ALL OTHER DATA REMAINS THE SAME. TEMPORARY CRANE 1.0 NM FROM DER, 1042 FEET LEFT OF CENTERLINE, 190 AGL/2231 MSL.

**FDC 8/6856** LAS FI/T MC CARRAN INTL, LAS VEGAS, NV. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 1L, 300-1 NOTE: RWY 1L, TEMPORARY CRANE 4410 FEET FROM DER, 1066 FEET LEFT OF CENTERLINE, 280 FEET AGL/2337 FEET MSL. TEMPORARY CRANE 4097 FEET FROM DER, 1119 FEET LEFT OF CENTERLINE, 256 FEET AGL/2316 FEET MSL. TEMPORARY CRANE 4130 FEET FROM DER, 505 FEET LEFT OF CENTERLINE, 230 FEET AGL/2285 FEET MSL.

**FDC 8/6363** LAS FI/P MC CARRAN INTL, LAS VEGAS, NV. ILS OR LOC RWY 25R, AMDT 16H...MISSED APPROACH: CLIMB TO 3100, THEN CLIMBING RIGHT TURN TO 6000 DIRECT BLD VORTAC AND HOLD. THIS IS ILS OR LOC RWY 25R, AMDT 16L.

**FDC 8/6362** LAS FI/P MC CARRAN INTL, LAS VEGAS, NV. ILS RWY 25L, AMDT 3A...S-LOC 25L MDA 2540/HAT 471 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2, CAT E 1 3/4. DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO SIDESTEP 25R CATS A AND B. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-LOC 25L CAT C AND SIDESTEP 25R CATS A AND B. CHART NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. THIS IS ILS OR LOC RWY 25L, AMDT 3B.

**FDC 6/2095** LAS FI/T MCCARRAN INTL, LAS VEGAS, NV. VOR RWY 25L/R AMDT 2B...S-25R MDA 2680/HAT 613 ALL CATS. VIS CAT C 1 3/4, CAT D 2. S-25L MDA 2680/HAT 611 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING CAT D MDA 3140/HAA 959. VIS 3. MISSED APPROACH: CLIMB TO 4000, THEN CLIMBING LEFT TURN TO 6300 DIRECT BLD VORTAC AND HOLD.

**LOVELOCK**

**Derby Field**

**FDC 8/9783** LOL FI/P DERBY FIELD, LOVELOCK, NV. VOR/DME OR GPS A, ORIG-A...MISSED APPROACH: CLIMBING LEFT TURN TO 8600 VIA R-153 TO LLC VORTAC AND HOLD, CONTINUE CLIMB IN HOLD TO 8600. THIS IS VOR/DME OR GPS A, ORIG-B.

**FDC 8/9782** LOL FI/P DERBY FIELD, LOVELOCK, NV. VOR OR GPS C, ORIG-A...MISSED APPROACH: CLIMBING LEFT TURN TO 8600 VIA R-153 TO LLC VORTAC AND HOLD, CONTINUE CLIMB IN HOLD TO 8600. THIS IS VOR OR GPS C, ORIG-B.

**RENO**

**Reno/Stead**

**FDC 8/6231** 4SD FI/P RENO/STEAD, RENO, NV. TAKE-OFF MINIMUMS AND (OBSTACLE)DEPARTURE PROCEDURES, AMDT 3...DEPARTURE PROCEDURE: RWY 8 AND RWY 32, CLIMBING RIGHT TURN HEADING 100 DEGREES AND FMG VORTAC R-314 TO FMG VORTAC. RWY 14, LEFT TURN CLIMB DIRECT FMG VORTAC. RWY 26, CLIMBING RIGHT TURN HEADING 050 DEGREES AND FMG VORTAC R-314 TO FMG VORTAC. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKE-OFF MINIMUMS AND (OBSTACLE)DEPARTURE PROCEDURES, AMDT 3A.

**Reno/Tahoe Intl**

**FDC 8/9160** RNO FI/T RENO/TAHOE INTL, RENO, NV. ILS OR LOC RWY 34L, ORIG...TCH CHANGED FROM 51 FEET TO 45 FEET.

**FDC 8/2671** RNO FI/T RENO/TAHOE INTL, RENO, NV. VOR D, AMDT 6A...CHANGE PROCEDURE TURN COMPLETION ALTITUDE TO 9300. MINIMUM FAF ALTITUDE 7800.

**FDC 8/1849** RNO FI/T RENO/TAHOE INTL, RENO, NV. ILS RWY 16R, AMDT 10C...S-ILS RWY 16R DA 5727/HAT 1312 ALL CATS. ALTERNATE MINIMUMS: 1400-4. LOC, NA.

**FDC 8/1848** RNO FI/T RENO/TAHOE INTL, RENO, NV. LOC 2 RWY 16R, AMDT 6C...S-16R MDA 5920/HAT 1508 ALL CATS. VIS CAT B 1 1/2, CATS C/D 3. CIRCLING MDA 5920/HAA 1508. ALTERNATE MINIMUMS: CATS A/B 1600-2, CATS C/D 1600-3. INOPERATIVE TABLE DOES NOT APPLY.

**FDC 7/5204** RNO FI/T RENO/TAHOE INTL, RENO, NV. LOC/DME BC RWY 34L, AMDT 1C...HI LOC/DME BC RWY 34L, AMDT 1...PROCEDURE NA.

**FDC 6/6434** RNO FI/T RENO/TAHOE INTERNATIONAL, RENO, NV. (SPECIAL) SILVER ILS RWY 16R, AMDT 1...ILS OR LOC/DME Z RWY 16R, ORIG...MSA FROM MUSTANG (FMG) VORTAC 350-130 9600, 130-250 12000, 250-350 10000.

## NEW HAMPSHIRE

### JAFFREY

#### Jaffrey Airport-Silver Ranch

**FDC 8/6271** AFN FI/T JAFFREY AIRPORT-SILVER RANCH, JAFFREY, NH. VOR OR GPS A, AMDT 7...VOR PORTION DME REQUIRED.

### KEENE

#### Dillant-Hopkins

**FDC 8/8429** EEN FI/T DILLANT-HOPKINS, KEENE, NH. ILS OR LOC RWY 2, AMDT 3...GLIDEPATH ALTITUDE AT OM 2574 FEET. TCH 43 FEET. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

**FDC 8/6269** EEN FI/T DILLANT-HOPKINS, KEENE, NH. ILS OR LOC RWY 2, AMDT 3...CIMVI FIX MINIMUMS NA EXCEPT FOR AIRCRAFT WITH SUITABLE RNAV SYSTEM WITH GPS. EEN VORTAC OTS. MISSED APPROACH: CLIMB TO 1600 VIA HEADING 006, THEN CLIMBING LEFT TURN TO 2900 VIA HEADING 190 AND GDM VORTAC R-326 TO CAHOW INT AND HOLD S, LT, 018.23 INBOUND.

### LACONIA

#### Laconia Muni

**FDC 8/9971** LCI FI/P LACONIA MUNI, LACONIA, NH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3. DEPARTURE PROCEDURE: RWY 8, CLIMB HEADING 084 AND ENE VORTAC R-314 TO ENE VORTAC TO 2500 BEFORE PROCEEDING ON COURSE. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKE-OFF AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3A.

### MANCHESTER

#### Manchester

**FDC 8/6655** MHT FI/T MANCHESTER, MANCHESTER, NH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: TAKEOFF RWY 6, CLIMB HEADING 058 TO 1000 BEFORE TURNING RIGHT. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 8/3601** MHT FI/P MANCHESTER, MANCHESTER, NH ILS OR LOC RWY 35 AMDT 1A...ILS RWY 35 (CAT II) AMDT 1A...ILS RWY 35 (CAT III) AMDT 1A...CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH ANGLES NOT COINCIDENT. THIS IS ILS OR LOC RWY 35 AMDT 1B...ILS RWY 35 (CAT II) AMDT 1B...ILS RWY 35 (CAT III) AMDT 1B.

**FDC 8/3600** MHT FI/P MANCHESTER, MANCHESTER, NH. VOR RWY 35, AMDT 15C...S-35 HAT 595 ALL CATS, CATS A/B VIS RVR 4000, CAT C 1 1/2, CAT D 1 3/4. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART VDP AT 2.37 DME; DISTANCE VDP TO THLD 1.65 MILES. CHART IN PROFILE: VOR TO RWY35: 2.96/68 CHART ARPT ELEV: 266 CHART TDZE: 265 CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. CHART NOTE: FOR INOPERATIVE ALSF-2, INCREASE S-35 CATS A/B VISIBILITY TO RVR 5000. THIS IS VOR RWY 35, AMDT 15D.

### NASHUA

#### Boire Field

**FDC 8/4807** ASH FI/T BOIRE FLD, NASHUA, NH. RNAV (GPS) RWY 32, ORIG...LPV DA NA. LNAV/VNAV DA NA. LNAV MDA 680/HAT 488 ALL CATS.

### PORTSMOUTH

#### Portsmouth Intl At Pease

**FDC 8/7037** PSM FI/P PORTSMOUTH INTERNATIONAL AT PEASE, PORTSMOUTH, NH. ILS OR LOC RWY 34, AMDT 2...DELETE SUBDUED OM AT YOKNZ INT. THIS IS ILS OR LOC RWY 34, AMDT 2A.

**FDC 8/5210** PSM FI/P PORTSMOUTH INTERNATIONAL AT PEASE, PORTSMOUTH, NH. ILS OR LOC RWY 16, AMDT 1A...MISSED APPROACH: CLIMB TO 3000 VIA PSM VOR/DME R-164 TO IDEED INT/PSM 12.27 DME AND HOLD; OR WHEN DIRECTED BY ATC, CLIMB TO 1500, THEN CLIMBING RIGHT TURN TO 3000 VIA THE CONCORD (CON) VORTAC R-130 TO RAYMY INT/MANCHESTER (MHT) VOR/DME 16.16 DME AND HOLD NE, RT, 239.56 INBOUND. THIS IS ILS OR LOC RWY 16, AMDT 1B.

**FDC 8/3487** PSM FI/T PORTSMOUTH INTERNATIONAL AT PEASE, PORTSMOUTH, NH. VOR RWY 34, ORIG-C...S-34 MDA 620/HAT 536 ALL CATS. VIS CAT A/B 2400, CAT C 5000, CAT D 6000, CAT E 1 1/2. CIRCLING CATS A/B/C MDA 620/HAA 520, CAT D MDA 680/HAA 580, CAT E MDA 700/HAA 600. VIS CATS A/B 1, CAT C 1 1/2, CATS D/E 2. TEMPORARY CRANE 325 MSL 5901 FEET RIGHT OF RWY 34.



**FDC 7/1260** PSM FI/T PORTSMOUTH INTERNATIONAL AT PEASE, PORTSMOUTH, NH. VOR RWY 16, AMDT 5A...S-16 MDA 560/HAT 460 ALL CATS. VIS CAT C RVR 4000. CIRCLING CAT A MDA 560/HAA 460, CAT E MDA 700/HAA 600. CHANGE NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE S-16 CAT E VIS TO 1 1/2. TEMPORARY CRANE 325 MSL 5901 FEET RIGHT OF RWY 34.

## ROCHESTER

### Skyhaven

**FDC 8/4411** DAW FI/T SKYHAVEN, ROCHESTER, NH. GPS RWY 33, ORIG-B...S-33 MDA 780/HAT 458 ALL CATS. TEMPORARY CRANE 416 MSL 3.19 NM S OF RWY 33.

## WHITEFIELD

### Mount Washington Rgnl

**FDC 7/0561** HIE FI/T MOUNT WASHINGTON REGIONAL, WHITEFIELD, NH. LOC/NDB RWY 10, AMDT 6...TERMINAL ROUTE: NEWPORT (EFK) NDB TO MAHN (GMA) NDB NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, EFK NDB DECOMMISSIONED.

## NEW JERSEY

## ANDOVER

### Aeroflex-Andover

**FDC 8/3039** 12N FI/P AEROFLEX-ANDOVER, ANDOVER, NJ. RNAV (GPS) RWY 3, AMDT 1...TERMINAL ROUTE PEOPLE (IAF) TO HOPED (IF/IAF) DISTANCE 5.00 NM. THIS IS RNAV (GPS) RWY 3, AMDT 1A.

## ATLANTIC CITY

### Atlantic City Intl

**FDC 8/7683** ACY FI/T ATLANTIC CITY INTERNATIONAL, ATLANTIC CITY, NJ. VOR/DME RWY 22 AMDT 6...VOR/DME RWY 31 ORIG...VOR RWY 4 AMDT 15...ALTERNATE MINIMUMS NA. SIE VORTAC UNMONITORED.

**FDC 8/6784** ACY FI/T ATLANTIC CITY INTERNATIONAL, ATLANTIC CITY, NJ. RNAV (GPS) RWY 4, AMDT 1...LPV DA NA. LNAV/VNAV DA NA.

**FDC 8/6381** ACY FI/T ATLANTIC CITY INTERNATIONAL, ATLANTIC CITY, NJ. RNAV (GPS) RWY 13, AMDT 2...LNAV/VNAV DA 486/HAT 411 ALL CATS. VIS CATS A/B/C/D RVR 5000.

**FDC 8/6373** ACY FI/T ATLANTIC CITY INTERNATIONAL, ATLANTIC CITY, NJ. VOR/DME RWY 31, ORIG...VOR RWY 13, AMDT 4...VGS1 AND DESCENT ANGLES NOT COINCIDENT.

**FDC 8/6370** ACY FI/T ATLANTIC CITY INTERNATIONAL, ATLANTIC CITY, NJ. RNAV (GPS) RWY 22, AMDT 2...LPV DA NA. LNAV/VNAV DA NA.

## BELMAR/FARMINGDALE

### Monmouth Executive

**FDC 6/6665** BLM FI/T MONMOUTH EXECUTIVE, BELMAR/FARMINGDALE, NJ. LOC RWY 14, ORIG-A...PROCEDURE NA.

## CALDWELL

### Essex County

**FDC 8/6158** CDW FI/T ESSEX COUNTY, CALDWELL, NJ. NDB OR GPS RWY 22, AMDT 5B...NDB PORTION NA.

**FDC 6/8245** CDW FI/T ESSEX COUNTY, CALDWELL, NJ. NDB OR GPS A, AMDT 5B. MISSED APPROACH: CLIMBING LEFT TURN TO 2500 VIA 077 BEARING FROM MM LOM TO PATRN INT AND HOLD.

**FDC 5/0319** CDW FI/T ESSEX COUNTY, CALDWELL, NJ. LOC RWY 22 AMDT 1D...KOLLI INT MINIMUMS: S-LOC 22: MDA 600/HAT 427 ALL CATS. VIS CAT C 1 1/4. VIS CAT D 1 1/2.

## CROSS KEYS

### Cross Keys

**FDC 7/5119** 17N FI/T CROSS KEYS, CROSS KEYS, NJ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 9 NOTE: UTILITY POLE 4122 FROM DEPARTURE END OF RUNWAY, 607 LEFT OF CENTERLINE, 133 AGL/289 MSL.

## HAMMONTON

### Hammonton Muni

**FDC 7/4879** N81 FI/T HAMMONTON MUNI, HAMMONTON, NJ. RNAV (GPS) RWY 3, ORIG...LNAV MDA 480/HAT 415 ALL CATS. VIS CAT C 1 1/4. CIRCLING MDA 540/HAA 471 ALL CATS. DISREGARD NOTE: GPS OR RNP -0.3 REQUIRED.

**FDC 7/4878** N81 FI/T HAMMONTON MUNI, HAMMONTON, NJ. VOR B, AMDT 1A...CIRCLING MDA 540/HAA 471 ALL CATS.

**FDC 7/4877** N81 FI/T HAMMONTON MUNI, HAMMONTON, NJ. VOR A, AMDT 6A...DME MINIMA: CIRCLING MDA 540/HAA 471 ALL CATS.

## LINCOLN PARK

### Lincoln Park

**FDC 8/5261** N07 FI/T LINCOLN PARK, LINCOLN PARK, NJ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...ADD NOTE: RWY 19, TOWERS 4200 FEET FROM DEPARTURE END OF RUNWAY, 96 FEET RIGHT OF CENTERLINE 132 FEET AGL/307 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

## LUMBERTON

### Flying W

**FDC 6/7970** N14 FI/T FLYING W, LUMBERTON, NJ. RNAV (GPS) RWY 1, ORIG. LNAV MDA 560 / HAT 511 ALL CATS. CIRCLING MDA 560 / HAA 511 ALL CATS.

## MANVILLE

### Central Jersey Rgnl

**FDC 7/3731** 47N FI/T CENTRAL JERSEY REGIONAL, MANVILLE, NJ. VOR OR GPS A, AMDT 6...TERMINAL ROUTES: METRO INT TO SOLBERG (SBJ) VOR/DME MINIMUM ALTITUDE 2200. HOLD IN LIEU OF PT MINIMUM ALTITUDE 2200. MINIMUM ALTITUDE SOLBERG (SBJ) VOR/DME 2200. MISSED APPROACH: CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2200 DIRECT SBJ VOR/DME AND HOLD.

## MILLVILLE

### Millville Muni

**FDC 8/2039** MIV FI/P MILLVILLE MUNI, MILLVILLE, NJ. RNAV (GPS) RWY 14, ORIG...LNAV MDA 480/ HAT 399 ALL CATS. VIS CAT D 1 1/4. CIRCLING VIS CATS A/B 1, CAT C 1 1/2. ADDITIONAL FLIGHT DATA: CHART FAS OBST: 217 ANTENNA 392413N/0750606W. THIS IS RNAV (GPS) RWY 14, ORIG-A.

## MORRISTOWN

### Morristown Muni

**FDC 8/2690** MMU FI/T MORRISTOWN MUNI, MORRISTOWN, NJ. NDB OR GPS RWY 23, AMDT 6C...PROCEDURE NA.

## READINGTON

### Solberg-Hunterdon

**FDC 6/9417** N51 FI/T SOLBERG-HUNTERDON, READINGTON, NJ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE RWY 22 NA.

**FDC 6/8541** N51 FI/T SOLBERG-HUNTERDON, READINGTON, NJ. VOR-A, AMDT 8...MISSED APPROACH: CLIMBING RIGHT TURN TO 2200 IN SBJ VOR/DME HOLDING PATTERN AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2200.

## SOMERVILLE

### Somerset

**FDC 6/9537** SMQ FI/T SOMERSET, SOMERVILLE, NJ. VOR OR GPS RWY 8, AMDT 11...S-8 NA. NEWARK ALTIMETER SETTING MINIMUMS: S-8 NA. MISSED APPROACH: CLIMBING LEFT TURN TO 2100 DIRECT SBJ VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2100.

**FDC 6/8546** SMQ FI/T SOMERSET, SOMERVILLE, NJ. RNAV (GPS) RWY 12, ORIG...MISSED APPROACH: CLIMBING RIGHT TURN TO 2500 DIRECT SBJ VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2500.

## SUSSEX

### Sussex

**FDC 7/7710** FWN FI/T SUSSEX, SUSSEX, NJ. GPS RWY 3, ORIG...PROCEDURE NA.

**FDC 6/0997** FWN FI/T SUSSEX, SUSSEX, NJ. VOR OR GPS A, AMDT 5B. VOR PORTION NA.

## TETERBORO

### Teterboro

**FDC 8/9877** TEB FI/T TETERBORO, TETERBORO, NJ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...ADD TO NOTE: RWY 6, TEMP CRANE, 2202 FEET FROM DER, 10 FEET RIGHT OF CENTERLINE 120 AGL/127 MSL. RWY 24, OL ON SIGN 4039 FEET FROM DER, 536 FEET RIGHT OF CENTERLINE 110 AGL/129 AGL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 7/3401** TEB FI/T TETERBORO, TETERBORO, NJ. ILS RWY 6, AMDT 29B...S-ILS-6 DECISION ALTITUDE 356/HAT 350, VIS RVR 4000 ALL CATS. S-LOC-6 VIS CATS A/B RVR 4000. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

**FDC 7/3399** TEB FI/T TETERBORO, TETERBORO, NJ. COPTER ILS RWY 6, AMDT 1C...S-ILS-6 DECISION ALTITUDE 356/HAT 350, VIS RVR 4000. S-LOC-6 VIS RVR 4000.

## TRENTON

### Trenton Mercer

**FDC 8/2445** TTN FI/T TRENTON MERCER, TRENTON, NJ. VOR OR GPS RWY 24, AMDT 4A...VOR PORTION NA.

## VINCENTOWN

### Red Lion

**FDC 7/0571** N73 FI/T RED LION, VINCENTOWN, NJ. VOR OR GPS A AMDT 5B...CIRCLING: MDA 580/HAA 526 CAT A/B.

## WEST MILFORD

### Greenwood Lake

**FDC 5/2182** 4N1 FI/T GREENWOOD LAKE, WEST MILFORD, NJ. VOR RWY 6, ORIG. PROCEDURE NA.

## WILDWOOD

### Cape May County

**FDC 8/9935** WWD FI/P CAPE MAY COUNTY, WILDWOOD, NJ. LOC RWY 19, AMDT 6B...S-19 MDA 420/HAT 401 ALL CATS. VIS CATS C/D 1 1/4. CHART FAS OBST: 107 TOWER 390249N/0745413W. THIS IS LOC RWY 19, AMDT 6C.

**FDC 8/9934** WWD FI/P CAPE MAY COUNTY, WILDWOOD, NJ. RNAV (GPS) RWY 19, ORIG-A...LNAV MDA 420/HAT 401 ALL CATS. VIS CATS C/D 1 1/4. DELETE NOTE: CIRCLING NA FOR CATS C AND D NORTH OF RWY 28 AND EAST OF RWY 19. CHART NOTE: CIRCLING NA NORTH OF RWY 28 AND EAST OF RWY 19 CATS C AND D. CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. CHART FAS OBST: 107 TOWER 390249N/0745413W. THIS IS RNAV (GPS) RWY 19, ORIG-B.

## WOODBINE

### Woodbine Muni

**FDC 8/0475** 1N4 FI/T WOODBINE MUNI, WOODBINE, NJ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...CHANGE ALL REFERENCE TO RWY 12-30 TO RWY 13-31.

## NEW MEXICO

## DEMING

### Deming Muni

**FDC 7/0995** DMN FI/T DEMING MUNI, DEMING, NM. RNAV (GPS) RWY 4, ORIG...CIRCLING NA AT NIGHT.

**FDC 7/0993** DMN FI/T DEMING MUNI, DEMING, NM. VOR RWY 26, AMDT 10...RNAV (GPS) RWY 26, ORIG...PROCEDURE NA.

## TAOS

### Taos Rgnl

**FDC 8/1852** SKX FI/T TAOS REGIONAL, TAOS, NM. NDB RWY 4, AMDT 1A...PROCEDURE NA.

## NEW YORK

## ALBANY

### Albany Intl

**FDC 7/2353** ALB FI/T ALBANY INTL, ALBANY, NY. COPTER ILS OR LOC/DME RWY 1, AMDT 1...PROCEDURE NA.

## BATAVIA

### Genesee County

**FDC 7/1735** GVQ FI/P GENESEE COUNTY, BATAVIA, NY. VOR/DME OR GPS A, AMDT 5...CHART IAF AT GENESEO (GEE) VOR/DME. THIS IS VOR/DME OR GPS A, AMDT 5A.

## BINGHAMTON

### Greater Binghamton/Edwin A Link Field

**FDC 8/0062** BGM FI/T GREATER BINGHAMTON/EDWIN A LINK FIELD, BINGHAMTON, NY. ILS RWY 34, AMDT 2A...PROCEDURE NA.

**FDC 7/5881** BGM FI/T GREATER BINGHAMTON/EDWIN A LINK FIELD, BINGHAMTON, NY. VOR/DME RWY 28, AMDT 10...DISREGARD NOTES: PROCEDURE NA FOR ARRIVAL ON HNK VOR/DME AIRWAY RADIALS 313 CW 344 AND PROCEDURE NA FOR ARRIVALS VIA V72 EASTBOUND. ADD TO PLANVIEW: PROCEDURE NA FOR ARRIVALS AT HNK VOR/DME ON AIRWAY RADIALS 313 CW 344 AND AT RKA VOR/DME VIA V542 EASTBOUND.

**FDC 7/5880** BGM FI/T GREATER BINGHAMTON/EDWIN A LINK FIELD, BINGHAMTON, NY. RNAV (GPS) RWY 34, ORIG...CHANGE PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT TWIIN ON V423 SOUTHWEST BOUND AND ARRIVALS AT OXFOR ON V542 NORTHEAST BOUND AND V273 NORTHWEST BOUND.

**FDC 7/5879** BGM FI/T GREATER BINGHAMTON/EDWIN A LINK FIELD, BINGHAMTON, NY. RNAV (GPS) RWY 28, ORIG...CHANGE PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT NOSEE VIA V29 SOUTHBOUND, V576 WESTBOUND, AND FOR ARRIVALS AT OXFOR VIA V542 EASTBOUND.

**FDC 7/5878** BGM FI/T GREATER BINGHAMTON/EDWIN A LINK FIELD, BINGHAMTON, NY. RNAV (GPS) RWY 16, ORIG...CHANGE PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT VILCU ON V252 NORTHWEST BOUND AND V428 SOUTHWEST BOUND, AND ARRIVALS AT GROWS ON V542 EASTBOUND.

## **BROCKPORT**

### **Ledgedale Airpark**

**FDC 7/2564** 7G0 FI/T LEDGEDALE AIRPARK, BROCKPORT, NY. GPS RWY 28, ORIG...S-28 MDA 1060/HAT 394 CAT A/B. CIRCLING MDA 1180/HAA 514 CAT B.

## **BUFFALO**

### **Buffalo Airfield**

**FDC 5/0904** 9G0 FI/T BUFFALO AIRFIELD, BUFFALO, NY. VOR OR GPS RWY 24, AMDT 6B. VOR PORTION NA.

### **Buffalo Niagara Intl**

**FDC 8/3281** BUF FI/T BUFFALO NIAGARA INTL, BUFFALO, NY. ILS OR LOC/DME RWY 32, ORIG-A...TERMINAL ROUTE: GENESEO (GEE) VOR/DME TO (IF/IAF) ELMMA/I-BNQ 11.9 DME MINIMUM ALTITUDE 4000.

## **DANSVILLE**

### **Dansville Muni**

**FDC 7/8663** DSV FI/T DANSVILLE MUNI, DANSVILLE, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 14, NA. RWY 18, NA.

## **DUNKIRK**

## **Chautauqua County/Dunkirk**

**FDC 7/2331** DKK FI/T CHAUTAUQUA CNTY/DUNKIRK, DUNKIRK, NY. VOR RWY 24, AMDT 7...DME MINIMUMS: S-24 MDA 1160/HAT 484 ALL CATS.

## **EAST HAMPTON**

### **East Hampton**

**FDC 8/5358** HTO FI/T EAST HAMPTON, EAST HAMPTON, NY. VOR/DME RNAV OR GPS RWY 10, AMDT 6...VOR/DME RNAV OR GPS RWY 28, AMDT 3...VOR OR GPS A, AMDT 10...CIRCLING NA TO RWY 4/22.

## **FULTON**

### **Oswego County**

**FDC 6/8585** FZY FI/T OSWEGO COUNTY, FULTON, NY. ILS RWY 33, ORIG...CIRCLING CAT A/B/C MDA 1000/HAA 525. VISUAL GLIDE SLOPE INDICATOR (VGS) AND ILS GLIDEPATH NOT COINCIDENT.

**FDC 6/8584** FZY FI/T OSWEGO COUNTY, FULTON, NY. VOR RWY 33, AMDT 5...CIRCLING CAT A/B/C MDA 1000/HAA 525. DISREGARD PROFILE NOTE: VGS AND DESCENT ANGLES NOT COINCIDENT.

**FDC 6/8583** FZY FI/T OSWEGO COUNTY, FULTON, NY. RNAV (GPS) RWY 24, ORIG...LNAV MDA 960/HAT 491 ALL CATS. VIS CAT D 1 1/2. CIRCLING CAT A/B/C MDA 1000/HAA 525. VDP AT 1.40 NM TO RWY 24.

## **HAMILTON**

### **Hamilton Muni**

**FDC 7/0852** H30 FI/T HAMILTON MUNICIPAL, HAMILTON, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 17 NA. DEPARTURE PROCEDURE: RWY 35 NA.

## **HORNELL**

### **Hornell Muni**

**FDC 7/8229** 4G6 FI/T HORNELL MUNI, HORNELL, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 36, NA - OBSTACLES. RWY 18, STANDARD WITH MINIMUM CLIMB OF 320 FT PER NM TO 2700.

**FDC 4/2523** 4G6 FI/T HORNELL MUNI, HORNELL, NY GPS RWY 36, ORIG-A...CIRCLING MDA 2420/HAA 1200 CAT C.

## ITHACA

### Ithaca Tompkins Rgnl

**FDC 8/2878** ITH FI/P ITHACA TOMPKINS REGIONAL, ITHACA, NY. ILS RWY 32, AMDT 5A...S-ILS 32 VIS RVR 4000 ALL CATS. S-LOC 32 VIS CATS A/B RVR 4000. ELMIRA ALTIMETER SETTING MINIMUMS: S-ILS 32 VIS RVR 4000 ALL CATS. S-LOC 32 VIS CAT A RVR 4000, CAT B RVR 5000. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ELMIRA ALTIMETER SETTING. THIS IS ILS OR LOC RWY 32, AMDT 5B.

**FDC 8/2877** ITH FI/P ITHACA TOMPKINS REGIONAL, ITHACA, NY. VOR OR GPS RWY 32, AMDT 1...S-32 VIS CAT A RVR 6000. ELMIRA ALTIMETER SETTING MINIMUMS: S-32 VIS CAT A RVR 6000. THIS IS VOR OR GPS RWY 32, AMDT 1A.

## MALONE

### Malone-Dufort

**FDC 7/1367** MAL FI/T MALONE-DUFORT, MALONE, NY. VOR/DME A AMDT 1...PROCEDURE NA.

## MASSENA

### Massena Intl-Richards Field

**FDC 8/9047** MSS FI/T MASSENA INTL-RICHARDS FIELD, MASSENA, NY. RNAV (GPS) RWY 23, ORIG...PROCEDURE NA.

**FDC 7/1366** MSS FI/T MASSENA INTL-RICHARDS FIELD, MASSENA, NY. VOR A ORIG...PROCEDURE NA.

## MONTAUK

### Montauk

**FDC 4/5454** MTP FI/T MONTAUK, MONTAUK, NY. VOR OR GPS RWY 6 AMDT 3...STRAIGHT-IN MINIMUMS NA.

## MONTGOMERY

### Orange County

**FDC 6/3702** MGJ FI/T ORANGE COUNTY, MONTGOMERY, NY. ILS RWY 3, AMDT 2...PLANVIEW NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.

## MONTICELLO

### Monticello

**FDC 8/6579** N37 FI/T MONTICELLO, MONTICELLO, NY. VOR/DME OR GPS RWY 1, AMDT 3...PROCEDURE NA.

**FDC 8/6578** N37 FI/T MONTICELLO, MONTICELLO, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: NA.

## NEW YORK

### John F Kennedy Intl

**FDC 8/0513** JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 31R, 300 - 1 1/4 OR STANDARD WITH A MINIMUM CLIMB OF 429 FEET PER NM TO 500. NOTE: TEMPORARY CRANE 5998 FEET FROM DEPARTURE END, 1094 FEET LEFT OF CENTERLINE 244 AGL/272 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 7/4490** JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...ADD TAKEOFF OBSTACLES NOTE: RWY 31R, BLDG 3918 FEET FROM DEPARTURE END OF RUNWAY, 1547 FEET RIGHT OF CENTERLINE 110 FEET AGL/133 FEET MSL.

**FDC 6/1496** JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. ILS RWY 4R (CAT III), AMDT 29B. S-ILS 4R CAT IIIC NA.

**FDC 6/1232** JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. ILS OR LOC RWY 13L, AMDT 16A...ILS RWY 13L (CAT II), AMDT 16A...DME REQUIRED.

### La Guardia

**FDC 8/6435** LGA FI/T LA GUARDIA, NEW YORK, NY. EXPRESSWAY VISUAL APPROACH RWY 31, AMDT 6...WHEN CLEARED FOR EXPRESSWAY APPROACH TO RWY 31 (USE I-LGA 045.00 LOCALIZER COURSE INBOUND) CROSS JFK R-317 AT 2500 FEET OR ABOVE. TURN RIGHT AT JFK R-317 HEADING 085 AND DESCEND TO RUNWAY 31 VIA LONG ISLAND EXPRESSWAY AND FLUSHING MEADOW PARK.

**FDC 8/6076** LGA FI/T LA GUARDIA, NEW YORK, NY. ILS OR LOC RWY 13, ORIG-C...S-ILS 13: DA 289/HAT 277, VIS RVR 2400 ALL CATS. ADD NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS 13 ALL CATS VISIBILITY TO RVR 5000. ADD NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. TEMPORARY CRANE 294 MSL 4317 FEET SOUTH OF RWY 22.

**FDC 8/5091** LGA FI/T LA GUARDIA, NEW YORK, NY. RNAV (GPS) Y RWY 22, AMDT 2...LPV DA 299/HAT 287. FOR INOPERATIVE MALS R VISIBILITY RVR 5000 ALL CATS. VDP NA, UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 294 MSL 4,317 FEET SOUTH OF RWY 22.

**FDC 8/5086** LGA FI/T LA GUARDIA, NEW YORK, NY. ILS OR LOC RWY 13, ORIG-C...MISSED APPROACH: CLIMB TO 800 THEN CLIMBING LEFT TURN TO 2000, DIRECT ORCHY LOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2000, NE, LT, 224 INBOUND. ADF REQUIRED.

**FDC 8/5080** LGA FI/T LA GUARDIA, NEW YORK, NY. LOC RWY 31, AMDT 2...ILS OR LOC RWY 13, ORIG-C...CIRCLING MDA 700/HAA 678 CATS A/B/C. VIS CAT C 2. DME MINIMUMS: CIRCLING MDA 700/HAA 678 CATS A/B/C. VIS CAT C 2.

**FDC 8/5079** LGA FI/T LA GUARDIA, NEW YORK, NY. ILS OR LOC RWY 22, AMDT 19B...ILS OR LOC RWY 4, AMDT 35A...RNAV (GPS) RWY 31, ORIG-A...RNAV (GPS) B, ORIG...LDA A, AMDT 2A...RNAV (GPS) Y RWY 4, AMDT 2...RNAV (GPS) Y RWY 22, AMDT 2...RNAV (GPS) RWY 13, ORIG-A...CIRCLING MDA 700/HAA 678 CATS A/B/C, VIS CAT C 2. TEMPORARY CRANE 333 MSL 1.89 NM SE OF RWY 4.

**FDC 8/5072** LGA FI/T LA GUARDIA, NEW YORK, NY. RNAV (GPS) RWY 13, ORIG-A...LPV DA 324/HAT 312 UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 294 MSL 4,317 FEET SOUTH OF RWY 22.

**FDC 8/5061** LGA FI/T LA GUARDIA, NEW YORK, NY. ILS OR LOC RWY 22, AMDT 19B...S-ILS 22 DA 258/HAT 246 ALL CATS. S-LOC 22 MDA 700/HAT 688 ALL CATS, VIS CAT C 1 1/2, CAT D 1 3/4 UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 294 MSL 4,317 FEET SOUTH OF RWY 22.

**FDC 8/5050** LGA FI/T LA GUARDIA, NEW YORK, NY. RNAV (RNP) Z RWY 4, ORIG...RNP 0.18 DA 416/HAT 395. FOR INOPERATIVE MALS R INCREASE RNP 0.18 VISIBILITY TO RVR 6000 UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 294 MSL 4,317 FEET SOUTH OF RWY 22.

**FDC 8/1762** LGA FI/T LA GUARDIA, NEW YORK, NY. ILS OR LOC RWY 4, AMDT 35A...MISSED APPROACH: CLIMB TO 2000 VIA HEADING 054 AND CRI VOR/DME R-026 TO GREKO INT/CRI 15.7 DME AND HOLD NE, LT, 206 INBOUND.

**FDC 6/7120** LGA FI/T LA GUARDIA, NEW YORK, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 31, 300-1 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 260 FEET PER NM TO 400. REST OF DATA REMAINS AS PUBLISHED.

**FDC 6/6389** LGA FI/T LA GUARDIA, NEW YORK, NY. ILS OR LOC RWY 22, AMDT 19B...MISSED APPROACH: CLIMB TO 2700 VIA HEADING 224 AND ROBINSVILLE (RBV) VORTAC R-051 TO RBV VORTAC AND HOLD NE, RT, 210 INBOUND.

**FDC 6/5490** LGA FI/T LA GUARDIA, NEW YORK, NY. VOR/DME E, AMDT 2A. VOR F, AMDT 2A. VOR/DME G, AMDT 2A. VOR/DME H, AMDT 2A. COPTER ILS/DME RWY 22, AMDT 1A. VOR RWY 4, AMDT 2B. PROCEDURE NA.

**FDC 6/5478** LGA FI/T LA GUARDIA, NEW YORK, NY. LDA A, AMDT 2A...MISSED APPROACH: CLIMB TO 2700 VIA HEADING 224 AND ROBINSVILLE (RBV) VORTAC R-051 TO RBV VORTAC AND HOLD. HOLD NE, RT, 210 INBOUND.

**FDC 6/1435** LGA FI/T LA GUARDIA, NEW YORK, NY. LOC RWY 31, AMDT 2...MISSED APPROACH: CLIMBING RIGHT TURN TO 2000 DIRECT ORCHY LOM AND HOLD NE, LT, 224.15 INBOUND. ADF REQUIRED.

## **NEWBURGH**

### **Stewart Intl**

**FDC 6/6883** SWF FI/T STEWART INTERNATIONAL, NEWBURGH, NY. ILS RWY 9 (CAT II), AMDT 10A...PROCEDURE NA.

## **NIAGARA FALLS**

### **Niagara Falls Intl**

**FDC 8/3735** IAG FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY. NDB OR GPS RWY 28R, AMDT 16A...S-28R MDA 1100/HAT 512 ALL CATS, VISIBILITY CAT C RVR 5000, CAT D 1 1/2. TEMPORARY CRANE 784 MSL 3384 FEET SE OF RWY 28R.

**FDC 6/8471** IAG FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY. RNAV (GPS) RWY 10L, ORIG-A...PROCEDURE NA.

**FDC 6/4248** IAG FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY. ILS 1 RWY 28R, AMDT 3...TERMINAL ROUTE BUFFALO (BUF) VOR/DME TO DIONE IAG 12 DME NA. RADAR REQUIRED. CIRCLING CAT D MDA 1360/HAA 770. VISIBILITY CAT D 2 1/2.

**FDC 6/4247** IAG FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY. ILS OR LOC RWY 28R AMDT 22B...NDB OR GPS RWY 28R AMDT 16A...TERMINAL ROUTE: BUFFALO (BUF) VOR/DME TO KATHI (IA) LOM NA. TERMINAL ROUTE: GANIS INT TO KATHI (IA) LOM NA. CIRCLING: MDA 1360/HAA 770 CAT D. VISIBILITY CAT D 2 1/2.

## NORWICH

### Lt Warren Eaton

**FDC 8/5939** OIC FI/T LT WARREN EATON, NORWICH, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 19, 1300-3 OR STANDARD WITH MINIMUM CLIMB OF 400 FEET PER NM TO 700. REST OF DATA REMAINS AS PUBLISHED.

**FDC 5/1296** OIC FI/T LT. WARREN EATON, NORWICH, NY. VOR/DME RNAV OR GPS RWY 19, AMDT 2...FAF TO MAP 4.7 NM MAP RWY 19 4234.31N-07531.43W, RKA 307.7 - 14.1 DME.

## ONEONTA

### Oneonta Muni

**FDC 8/9682** N66 FI/T ONEONTA MUNI, ONEONTA, NY. VOR OR GPS RWY 6, AMDT 4A...DISREGARD NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF, WHEN NOT RECEIVED, USE ONEIDA COUNTY ALTIMETER SETTING AND INCREASE ALL MDAS 220 FEET.

**FDC 8/5692** N66 FI/T ONEONTA MUNI, ONEONTA, NY. LOC RWY 24, AMDT 1B...DISREGARD NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF, WHEN NOT RECEIVED, USE ONEIDA COUNTY ALTIMETER SETTING AND INCREASE ALL MDAS 220 FEET.

## POUGHKEEPSIE

### Dutchess County

**FDC 8/7973** POU FI/T DUTCHESS COUNTY, POUGHKEEPSIE, NY. ILS RWY 6, AMDT 5B...TERMINAL ROUTE PROCEDURE TURN: DME REQUIRED. TERMINAL ROUTE KINGSTON (IGN) VOR/DME TO MEIER (PO) LOM/INT/IGN 8.3 DME: DME REQUIRED. MSA NA. DISREGARD ALL REFERENCE TO THE MEIER (PO) COMPASS LOCATOR.

**FDC 8/7721** POU FI/T DUTCHESS COUNTY, POUGHKEEPSIE, NY. VOR/DME OR GPS RWY 24, AMDT 3C...DISREGARD PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

**FDC 6/3373** POU FI/T DUTCHESS COUNTY, POUGHKEEPSIE, NY. VOR/DME RNAV OR GPS RWY 6, AMDT 5A. MISSED APPROACH: CLIMB TO 2900 ON TRACK OF 063 TO KINGSTON VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2900.

**FDC 6/3372** POU FI/T DUTCHESS COUNTY, POUGHKEEPSIE, NY. ILS RWY 6, AMDT 5B. MISSED APPROACH: CLIMB TO 2800 DIRECT IGN VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2800.

**FDC 6/3371** POU FI/T DUTCHESS COUNTY, POUGHKEEPSIE, NY. VOR/DME RWY 6, AMDT 5C. MISSED APPROACH: CLIMB TO 3000 DIRECT IGN VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000.

## ROCHESTER

### Greater Rochester Intl

**FDC 8/6804** ROC FI/P GREATER ROCHESTER INT, ROCHESTER, NY ILS OR LOC RWY 4 AMDT 18, ILS RWY 4 (CAT II) AMDT 18...ADD TO ADDITIONAL FLIGHT DATA: CHART GENESEO (GEE) VORTAC R-007 AT WORIS INT/ROC 5.4 DME FIX. THIS IS ILS OR LOC RWY 4, AMDT 18A, ILS RWY 4 (CAT II) AMDT 18A.

**FDC 8/2964** ROC FI/T GREATER ROCHESTER INTL, ROCHESTER, NY. ILS OR LOC RWY 4, AMDT 18...ILS RWY 4 (CAT II), AMDT 18...DISREGARD ALL REFERENCES TO ROCHESTER (ROC) VORTAC RADIALS.

**FDC 8/2962** ROC FI/T GREATER ROCHESTER INTL, ROCHESTER, NY. VOR RWY 4, AMDT 10...VOR/DME RWY 4, AMDT 2...PROCEDURE NA.

## ROME

### Griffiss Airfield

**FDC 7/4984** RME FI/T GRIFFISS AIRPARK, ROME, NY. ILS RWY 15, ORIG-A...S-ILS 15 VIS ALL CATS 3/4 MILE. S-LOC 15 VIS CATS A/B 3/4 MILE, CAT C 1 1/4 MILE, CAT D 1 1/2 MILE.

## SARATOGA SPRINGS

### Saratoga County

**FDC 8/3378** 5B2 FI/T SARATOGA COUNTY, SARATOGA SPRINGS, NY. RNAV (GPS) RWY 5, ORIG...RNAV (GPS) RWY 23, ORIG...VOR/DME A, ORIG...PROCEDURE NA AT NIGHT.

**FDC 8/1768** 5B2 FI/T SARATOGA COUNTY, SARATOGA SPRINGS, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: 400-2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 250 FEET PER NM TO 1000. DEPARTURE PROCEDURE: RWY 32, CLIMBING LEFT TURN TO 2200 VIA HEADING 230 BEFORE PROCEEDING ON COURSE.

## SCHENECTADY

### Schenectady County

**FDC 7/6004** SCH FI/T SCHENECTADY COUNTY, SCHENECTADY, NY. NDB RWY 22, AMDT 15A...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FLIGHT CHECK RESTRICTIONS TO ALBANY (ALB) VORTAC.

**FDC 7/5865** SCH FI/T SCHENECTADY COUNTY, SCHENECTADY, NY. ILS RWY 4, AMDT 4A...RADAR REQUIRED FOR PRECEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. TERMINAL ROUTE FROM ALBANY (ALB) VORTAC TO HANLY INT/OM AND PROCEDURE TURN AT HANLY INT/OM NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FLIGHT CHECK RESTRICTIONS TO ALBANY (ALB) VORTAC.

## SHIRLEY

### Brookhaven

**FDC 6/2954** HWV FI/T BROOKHAVEN, SHIRLEY, NY. RNAV (GPS) RWY 6, ORIG...RNAV (GPS) RWY 24, ORIG...RADAR REQUIRED.

**FDC 5/1558** HWV FI/T BROOKHAVEN, SHIRLEY, NY. VOR RWY 6, AMDT 3...S-6 NA.

## SIDNEY

### Sidney Muni

**FDC 8/6518** N23 FI/T SIDNEY MUNI, SIDNEY, NY. VOR RWY 25, AMDT 2A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, DNY VOR OTS.

**FDC 5/0805** N23 FI/T SIDNEY MUNI, SIDNEY, NY. VOR RWY 25 AMDT 2A...PROCEDURE NA.

## SOUTHAMPTON

### Southampton

**FDC 7/2284** 87N FI/T SOUTHAMPTON HELIPORT, SOUTHAMPTON, NY. VOR/DME RNAV OR GPS 187, ORIG...PROCEDURE NA.

## SYRACUSE

### Syracuse Hancock Intl

**FDC 6/1638** SYR FI/T SYRACUSE HANCOCK INTL, SYRACUSE, NY. RNAV (GPS) RWY 33, AMDT 1...LPV AND LNAV/VNAV MINIMUMS NA.

## TICONDEROGA

### Ticonderoga Muni

**FDC 8/4675** 4B6 FI/T TICONDEROGA MUNI, TICONDEROGA, NY. RNAV (GPS) RWY 20, ORIG...PROCEDURE NA.

## WEEDSPORT

### Whitfords

**FDC 6/7265** B16 FI/T WHITFORDS, WEEDSPORT, NY. VOR A, ORIG-B...NOTE: DME UNLOCKS FAF TO MAP.

## WHITE PLAINS

### Westchester County

**FDC 6/7187** HPN FI/T WESTCHESTER COUNTY, WHITE PLAINS, NY. RNAV (GPS) RWY 34, AMDT 1A...MISSED APPROACH: CLIMBING RIGHT TURN TO 2300 DIRECT CMK VOR/DME AND HOLD.

**FDC 6/7184** HPN FI/T WESTCHESTER COUNTY, WHITE PLAINS, NY. RNAV (GPS) RWY 34, AMDT 1A...LNAV: MDA 900/HAT 498 ALL CATS. CAT D VISIBILITY 1 1/2. TEMPORARY CRANE 599 MSL 3600 FT SW OF RWY 34.

## NORTH CAROLINA

## ASHEVILLE

### Asheville Rgnl

**FDC 8/4215** AVL FI/T ASHEVILLE REGIONAL, ASHEVILLE, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 16: STANDARD WITH A MIN CLIMB OF 360 FT PER NM TO 6100, OR 3000-3 FOR CLIMB IN VISUAL CONDITIONS. RWY 34: STANDARD WITH A MIN CLIMB OF 380 FT PER NM TO 5700, OR 4000-3 FOR CLIMB IN VISUAL CONDITIONS. DEPARTURE PROCEDURE: RWY 16: CLIMB DIRECT BRA NDB TO 6100 BEFORE PROCEEDING ON COURSE. RWY 34: CLIMB DIRECT KEANS (IM) LOM, CLIMB IN HOLDING PATTERN; HOLD N, LT 164 INBOUND TO CROSS KEANS LOM AT OR ABOVE 7000 BEFORE PROCEEDING ON COURSE. RWY 16: FOR CLIMB IN VISUAL CONDITIONS, CROSS ASHEVILLE REGIONAL AIRPORT SOUTHBOUND AT OR ABOVE 5000 DIRECT BRA NDB BEFORE PROCEEDING ON COURSE. RWY 34: FOR CLIMB IN VISUAL CONDITIONS, CROSS ASHEVILLE REGIONAL AIRPORT NORTHBOUND AT OR ABOVE 6000 DIRECT KEANS LOM BEFORE PROCEEDING ON COURSE. NOTE: CLIMB IN VISUAL CONDITIONS NA AT NIGHT.

## CHARLOTTE

### Charlotte/Douglas Intl



**FDC 8/9158** CLT FI/T CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. ILS OR LOC RWY 5, AMDT 37A...ADD NOTE: S-ILS 5 RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. RADAR REQUIRED.

**FDC 8/9157** CLT FI/T CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. ILS OR LOC RWY 18R, AMDT 9...ADD NOTE: S-ILS 18R RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. DME REQUIRED.

## CLINTON

### Sampson County

**FDC 8/8774** CTZ FI/T SAMPSON COUNTY, CLINTON, NC. LOC RWY 6, AMDT 2...CHANGE PROFILE NOTE TO READ: LOCALIZER UNUSABLE 1.2 NM INBOUND TO THRESHOLD. S-6: DISTANCE FAF TO MAP 4.4NM. TIME DISTANCE TABLE: 60=4:24, 90=2:56, 120=2:12, 150=1:46, 180=1:28 S-6 MISSED APPROACH POINT: 4.4 MILES AFTER TUSTY INT.

## CONCORD

### Concord Rgnl

**FDC 8/1789** JQF FI/T CONCORD RGNL, CONCORD, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 20, 300-1 3/4 OR STANDARD WITH MINIMUM CLIMB OF 394 FEET PER NM TO 1100. ALTERNATIVE TAKE-OFF MINIMUMS NA. NOTE: RWY 20, TEMPORARY CRANE 5809 FEET FROM DEPARTURE END OF RUNWAY, 950 FEET LEFT OF CENTERLINE, 180 AGL/864 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 8/1788** JQF FI/T CONCORD RGNL, CONCORD, NC. RNAV (GPS) RWY 2, ORIG...LPV: DA 1189/HAT 522. VIS 2 ALL CATS. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. TEMPORARY CRANE 864 MSL 5886 FEET SOUTH OF RWY 2.

**FDC 8/0235** JQF FI/T CONCORD RGNL, CONCORD, NC. RNAV (GPS) RWY 20 ORIG...LPV: DA 1036/HAT 331. VIS 3/4 ALL CATS. FOR INOPERATIVE MALSR INCREASE LPV VISIBILITY TO 1-1/4.

## CURRITUCK

### Currituck County

**FDC 8/4192** ONX FI/T CURRITUCK COUNTY, CURRITUCK, NC. GPS RWY 5, ORIG...DISTANCE IMADE TO THRESHOLD 0.44 NM.

**FDC 8/4191** ONX FI/T CURRITUCK COUNTY, CURRITUCK, NC. GPS RWY 23, ORIG-A...PROCEDURE NA.

## EDENTON

### Northeastern Rgnl

**FDC 8/4422** EDE FI/T NORTHEASTERN RGNL, EDENTON, NC. LOC RWY 19, ORIG...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEMS WITH GPS. ECG VOR OTS.

## ELIZABETH CITY

### Elizabeth City Cg Air Station/Rgnl

**FDC 8/4424** ECG FI/T ELIZABETH CITY CG AIR STATION/REGIONAL, ELIZABETH CITY, NC. ILS OR LOC RWY 10, AMDT 1...MISSED APPROACH: CLIMB TO 500 THEN CLIMBING LEFT TURN TO 2000 DIRECT CVI VORTAC AND HOLD E, RT, 262 INBOUND. ECG VOR OTS.

**FDC 7/2312** ECG FI/T ELIZABETH CITY CG AIR STATION/REGIONAL, ELIZABETH CITY, NC. NDB RWY 10, ORIG-D...TERMINAL ROUTE SWOPE INT TO WOODVILLE (LLW) NDB MEA 2100.

**FDC 7/2311** ECG FI/T ELIZABETH CITY CG AIR STATION/REGIONAL, ELIZABETH CITY, NC. VOR/DME RWY 19, AMDT 10C...TERMINAL ROUTE SWOPE INT TO ELIZABETH CITY (ECG) VOR/DME MEA 2100.

## ELKIN

### Elkin Muni

**FDC 8/1133** ZEF FI/T ELKIN MUNI, ELKIN, NC. NDB OR GPS RWY 25, AMDT 1...CIRCLING: CAT C/D MDA 1760/HAA 692. VIS CAT C 2, CAT D 2 1/4. TEMPORARY CRANE 1324 MSL 2.1 NM W OF RWY 25.

## GOLDSBORO

### Goldsboro-Wayne Muni

**FDC 8/6142** GWW FI/T GOLDSBORO-WAYNE MUNI, GOLDSBORO, NC. ILS OR LOC RWY 23, AMDT 1A...MISSED APPROACH: CLIMB TO 900 THEN CLIMBING RIGHT TURN TO 2000 VIA HEADING 360 AND RDU R-120 TO BRADE INT/RDU 30.0 DME AND HOLD SE, RT, 300 INBOUND.

**FDC 8/5380** GWW FI/T GOLDSBORO-WAYNE MUNI, GOLDSBORO, NC. VOR A, AMDT 5...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TYI VOR OTS.

## GREENSBORO

### Piedmont Triad Intl

**FDC 8/8333** GSO FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. RNAV (GPS) RWY 14, AMDT 1...LNAV/VNAV VIS RVR 6000 ALL CATS. LNAV VIS CATS A/B RVR 5000, CAT C RVR 6000, CAT D 1 1/2. INOP TABLE DOES NOT APPLY.

**FDC 8/8332** GSO FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. NDB RWY 14, AMDT 15D...S-14 VIS CATS A/B RVR 5000, CAT C 1 1/2, CAT D 1 3/4. INOP TABLE DOES NOT APPLY.

**FDC 8/8240** GSO FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. ILS RWY 14, AMDT 18A...S-ILS 14 DA 1175/HAT 250 ALL CATS, VIS RVR 5000 ALL CATS. S-LOC 14 VIS CATS A/B RVR 5000, CATS C/D RVR 6000. INOP TABLE DOES NOT APPLY.

**FDC 8/6324** GSO FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. VOR RWY 5, AMDT 12C...MISSED APPROACH: CLIMB TO 1600 THEN CLIMBING LEFT TURN TO 3100 VIA GSO R-360 TO MAYOS INT/GSO 16.9 DME AND HOLD.

**FDC 8/4923** GSO FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. VOR/DME RWY 23, AMDT 9D...S-23 VIS CATS A/B RVR 4000, CATS C/D RVR 6000. FOR INOPERATIVE ALSF-2, INCREASE S-23 CATS A AND B VISIBILITY TO RVR 5000. INOPERATIVE TABLE DOES NOT APPLY TO S-23 CATS C AND D. DISREGARD INOPERATIVE ALSF-2 CAT D NOTE.

**FDC 8/4922** GSO FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. RNAV (GPS) RWY 23, AMDT 1...LNAV/VNAV DA 1276/HAT 387 ALL CATS.

## GREENVILLE

### Pitt-Greenville

**FDC 7/9276** PGV FI/T PITT-GREENVILLE, GREENVILLE, NC. RNAV (GPS) RWY 20, AMDT 1...LNAV/VNAV DA 516/HAT 489, VIS 1 1/4 ALL CATS. LNAV MDA 580/HAT 553 ALL CATS, VIS CAT A/B 3/4, CAT C 1, CAT D 1 1/4. VDP NA. DISREGARD NOTE FOR INOPERATIVE MALSR, INCREASE LNAV CAT D VISIBILITY TO 1 1/4. NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV CAT A AND B TO 1.

**FDC 7/9275** PGV FI/T PITT-GREENVILLE, GREENVILLE, NC. ILS OR LOC RWY 20, AMDT 4...S-ILS 20: DA 319/HAT 292, VIS 3/4 ALL CATS. S-LOC 20: VIS CAT A/B/C 3/4 NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 20 CAT A/B/C TO 1.

## JEFFERSON

### Ashe County

**FDC 7/8758** GEV FI/T ASHE COUNTY, JEFFERSON, NC. GPS RWY 28, AMDT 1...S-28 MINIMUMS NA. TERMINAL ROUTES: BURCH TO HOPKN (IAF); HOPKN (IAF) TO WRAYS MINIMUM ALTITUDE 5700. MULBE TO LEBOW (IAF); LEBOW (IAF) TO WRAYS MINIMUM ALTITUDE 5700. WRAYS TO JEFFS (FAF) MINIMUM ALTITUDE 5700. MINIMUM ALTITUDE AT JEFFS (FAF) 5700. VDP NA. DISREGARD DESCENT ANGLE.

**FDC 7/8756** GEV FI/T ASHE COUNTY, JEFFERSON, NC. LOC RWY 28, AMDT 1...S-28 MINIMUMS NA. MINIMUM FAF ALTITUDE JU NDB / I-JUH 5.1 DME 5700. DISREGARD DESCENT ANGLE.

## LINCOLNTON

### Lincolnton-Lincoln County Rgnl

**FDC 6/7958** IPJ FI/T LINCOLNTON-LINCOLN COUNTY REGIONAL, LINCOLNTON, NC. GPS RWY 5, ORIG...CIRCLING CAT D MDA 1540/HAA 665.

## LUMBERTON

### Lumberton Muni

**FDC 7/2702** LBT FI/T LUMBERTON MUNI, LUMBERTON, NC. VOR RWY 13, AMDT 9B...PROCEDURE NA.

## MANTEO

### Dare County Rgnl

**FDC 8/7808** MQI FI/T DARE COUNTY REGIONAL, MANTEO, NC. GPS RWY 23, ORIG...S-23 AND CIRCLING RWY 23 NA AT NIGHT.

**FDC 8/4428** MQI FI/T DARE COUNTY REGIONAL, MANTEO, NC. NDB RWY 17, AMDT 5...NDB RWY 5, AMDT 5...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ECG VOR OTS.

**FDC 8/2129** MQI FI/T DARE COUNTY RGNL, MANTEO, NC. GPS RWY 5, ORIG...GPS RWY 17, ORIG...NDB RWY 5, AMDT 5...NDB RWY 17, AMDT 4...CIRCLING RWY 23 NA AT NIGHT.

**FDC 8/2121** MQI FI/T DARE COUNTY REGIONAL, MANTEO, NC. VOR RWY 17, AMDT 4...PROCEDURE NA.

## MOORESVILLE

### Lake Norman Airpark

**FDC 7/3123** 14A FI/T LAKE NORMAN AIRPARK, MOORESVILLE, NC. RNAV (GPS) RWY 14, ORIG...VGS1 AND DESCENT ANGLES NOT COINCIDENT.

## **MOUNT OLIVE**

### **Mount Olive Muni**

**FDC 5/0944** W40 FI/T MOUNT OLIVE MUNI, MOUNT OLIVE, NC VOR OR GPS-A, AMDT 1...GPS PORTION NA.

## **NEW BERN**

### **Craven County Rgnl**

**FDC 7/7735** EWN FI/T CRAVEN COUNTY REGIONAL, NEW BERN, NC. ASR RWY 4, AMDT 2A...ASR RWY 22, AMDT 2A...PROCEDURE NA.

**FDC 7/7325** EWN FI/T CRAVEN COUNTY REGIONAL, NEW BERN, NC. VOR RWY 4, AMDT 4...VOR RWY 22, AMDT 2...PROCEDURE NA.

## **NORTH WILKESBORO**

### **Wilkes County**

**FDC 8/7766** UKF FI/T WILKES COUNTY, NORTH WILKESBORO, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 1, STANDARD WITH MINIMUM CLIMB OF 340 PER NM TO 5000. RWY 19, STANDARD WITH MINIMUM CLIMB OF 225 PER NM TO 3200. DEPARTURE PROCEDURES: RWY 1, CLIMB HEADING 005 TO 5000 BEFORE PROCEEDING ON COURSE. RWY 19, CLIMB HEADING 185 TO 3200 BEFORE PROCEEDING ON COURSE.

## **OXFORD**

### **Henderson-Oxford**

**FDC 4/2343** HNZ FI/T HENDERSON-OXFORD, OXFORD, NC. NDB OR GPS RWY 6, AMDT 1C...S-6 MDA 980 / HAT 453 ALL CATS CIRCLING CAT A MDA 980 / HAA 453.

## **RALEIGH/DURHAM**

### **Raleigh-Durham Intl**

**FDC 8/9571** RDU FI/T RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. RNAV (GPS) RWY 23L, ORIG-A...LNAV/VNAV DA 938/HAT 503, VISIBILITY RVR 6000 ALL CATS. TEMPORARY CRANE 591 MSL 1.3 NM NORTH OF RWY 23L.

**FDC 8/7626** RDU FI/T RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. VOR RWY 32, AMDT 3C...S-32 MDA 1240/HAT 811 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4. CIRCLING MDA 1240/HAT 805 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4. ALTERNATE MINIMUMS: CAT C 900 - 2 1/2, CAT D 900 - 2 3/4. TEMPORARY CRANE 937 MSL 8.58 NM SE RWY 32.

**FDC 8/7201** RDU FI/T RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. RNAV (GPS) RWY 5L, ORIG...LNAV/VNAV DA 871/HAT 486, VISIBILITY RVR 6000 ALL CATS. TEMPORARY CRANE 557 MSL 1.3 NM SOUTHEAST OF RWY 5L.

**FDC 8/7200** RDU FI/T RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. RNAV (GPS) RWY 5R, ORIG...LNAV/VNAV DA 856/HAT 436, VISIBILITY RVR 5000 ALL CATS. TEMPORARY CRANE 557 MSL 4323 FEET SOUTHEAST OF RWY 5R.

**FDC 8/5731** RDU FI/P RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. RNAV (GPS) RWY 23R, ORIG-A...LNAV/VNAV DA 927/HAT 518, VISIBILITY RVR 6000 ALL CATS. DISTANCE TO THLD FROM 518 HAT: 1.45 NM. CIRCLING VIS CATS A/B 1. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 23R, ORIG-B.

**FDC 8/5730** RDU FI/P RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. ILS OR LOC RWY 23R, AMDT 10...S-LOC 23R MDA 1160/HAT 751 ALL CATS. VIS CAT B RVR 4000, CAT C 1 3/4, CAT D 2. CIRCLING MDA 1160/HAA 725 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. ADD GIYEP FIX MINIMUMS: S-LOC 23R MDA 900/HAT 491 ALL CATS, VIS CATS A/B RVR 2400, CAT C RVR 4000, CAT D RVR 5000. CIRCLING CATS A/B/C MDA 960/HAA 525. CAT D MDA 1060/HAA 625. VIS CATS A/B 1, CAT C 1 1/2, CAT D 2. DELETE RADAR FROM GIYEP/I-DMP 3.79 DME/RADAR IN PLANVIEW AND PROFILE VIEW. CHART MINIMUM ALTITUDE AT GIYEP / I-DMP 3.79 DME 1160# #LOC ONLY. CHART VDP AT 3.14 DME. DISTANCE VDP TO THLD 1.33 MILES. ALTERNATE MINIMUMS: ILS, CAT A/B 800-2, CAT C 800-2 1/4, CAT D 800-2 1/2. LOC, STANDARD, EXCEPT CAT C 800-2 1/4, CAT D 800-2 1/2. THIS IS ILS OR LOC RWY 23R, AMDT 10A.

**FDC 8/5728** RDU FI/P RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. ILS OR LOC RWY 23L, AMDT 7A...S-LOC 23L MDA 1200/HAT 765 ALL CATS. VIS CAT B RVR 4000, CAT C 1 3/4, CAT D 2. CIRCLING MDA 1200/HAA 765 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. ADD LEPEC FIX MINIMUMS: S-LOC 23L MDA 820/HAT 385 ALL CATS. VIS CATS A/B/C RVR 2400, CAT D RVR 4000. CIRCLING CATS A/B/C MDA 960/HAA 525. CAT D MDA 1060/HAA 625. VIS CATS A/B 1, CAT C 1 1/2, CAT D 2. ALTERNATE MINIMUMS: ILS, CAT A/B 800-2, CAT C 800-2 1/4, CAT D 800-2 1/2. LOC, STANDARD, EXCEPT CAT C 800-2 1/4, CAT D 800-2 1/2. THIS IS ILS OR LOC RWY 23L, AMDT 7B.

**FDC 8/4882** RDU FI/T RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. ILS RWY 23R (CAT II), AMDT 10...ILS RWY 23R (CAT III), AMDT 10...PROCEDURE NA, UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 556 MSL 1.2 NM SW OF RWY 23R.

**FDC 7/2898** RDU FI/T RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. ILS RWY 5L, AMDT 4B...S-ILS 5L DA 635/HAT 250 ALL CATS, UNLESS OTHERWISE ADVISED BY ATC. ADD PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. TEMPORARY CRANE 556 MSL 2726 FT NE OF RWY 5L.

## ROCKY MOUNT

### Rocky Mount-Wilson Rgnl

**FDC 8/5383** RWI FI/T ROCKY MOUNT-WILSON REGIONAL, ROCKY MOUNT, NC. ILS OR LOC RWY 4, AMDT 16...MISSED APPROACH: CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 2700 VIA HEADING 230 AND ISO R-314 TO BELGA INT AND HOLD SW, RT, 042 INBOUND.

## SHELBY

### Shelby-Cleveland County Rgnl

**FDC 6/7990** EHO FI/T SHELBY MUNI, SHELBY, NC. RNAV (GPS) RWY 5, ORIG...CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE CHARLOTTE/DOUGLAS INTL ALTIMETER SETTING.

## SMITHFIELD

### Johnston County

**FDC 8/7415** JNX FI/T JOHNSTON COUNTY, SMITHFIELD, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 21, 500-2 3/4 OR STANDARD WITH MINIMUM CLIMB OF 263 FEET PER NM TO 800. DEPARTURE PROCEDURE: RWY 21, CLIMB HEADING 212.44 TO 1100 BEFORE TURNING RIGHT. NOTE: RWY 21, TOWER 2.3 NM FROM DEPARTURE END OF RUNWAY, 2883 FEET RIGHT OF CENTERLINE, 380 FEET AGL/614 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

## STATESVILLE

### Statesville Rgnl

**FDC 7/2317** SVH FI/T STATESVILLE REGIONAL, STATESVILLE, NC. ILS OR LOC/DME RWY 28, ORIG-A...TERMINAL ROUTE GSO VORTAC TO PEGTE INT/I-SVH 12.2 NA.

## TARBORO

## Tarboro-Edgecombe

**FDC 8/5382** ETC FI/T TARBORO-EDGECOMBE, TARBORO, NC. VOR/DME OR GPS RWY 27, AMDT 1...VOR/DME PORTION NA.

**FDC 7/2849** ETC FI/T TARBORO-EDGECOMBE, TARBORO, NC. NDB RWY 27, ORIG...PROCEDURE NA.

## WADESBORO

### Anson County

**FDC 8/7439** AFP FI/P ANSON COUNTY, WADESBORO, NC. RNAV (GPS) RWY 16, ORIG...S-16 MDA 700/HAT 400 ALL CATS, VIS CAT C 1, CAT D 1 1/4. CIRCLING CAT A MDA 740/HAA 440, CAT B MDA 860/HAA 560, CAT C MDA 880/HAA 580, CAT D MDA 920/HAA 620. VIS CAT C 1 1/2. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED; USE ROCKINGHAM ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET, LNAV CAT C AND D, AND CIRCLING CAT C VISIBILITY 1/4 MILE. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. OFOLY TO RW16: 3.04/30 CHART AIRPORT ELEVATION 300 CHART TDZE 300. THIS IS RNAV (GPS) RWY 16, ORIG-A.

## WALLACE

### Henderson Field

**FDC 7/2941** ACZ FI/T HENDERSON FIELD, WALLACE, NC. NDB RWY 27, AMDT 1...TERMINAL ROUTE WILMINGTON (ILM) VORTAC TO ACZ NDB NA.

## WALNUT COVE

### Meadow Brook Field

**FDC 8/7884** N63 FI/T MEADOW BROOK FIELD, WALNUT COVE, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUM: RWY 16, 800-3 OR STANDARD WITH A MINIMUM CLIMB OF 324 FEET PER NM TO 2000. RWY 34, NA DEPARTURE PROCEDURE: RWY 16, CLIMB VIA HEADING 165.99 TO 2000 BEFORE PROCEEDING ON COURSE. NOTE: RWY 16, TANK 5738 FEET FROM DEPARTURE END OF RWY, 742 FEET RIGHT OF CENTERLINE, 157 FEET AGL/843 FEET MSL. AAO 1.74 NM FROM DEPARTURE END OF RWY, 2265 FEET RIGHT OF CENTERLINE, 200 FEET AGL/999 FEET MSL.

## WASHINGTON

### Warren Field

**FDC 8/3947** OCW FI/T WARREN FIELD, WASHINGTON, NC. VOR/DME RWY 5 AMDT 2B...PROCEDURE NA.

**FDC 8/2547** OCW FI/T WARREN FIELD, WASHINGTON, NC. LOC RWY 5, AMDT 1A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, RNW NDB OTS.

## WAXHAW

### Jaars-Townsend

**FDC 5/2246** N52 FI/T JAARS-TOWNSEND, WAXHAW, NC. VOR/DME OR GPS-A, AMDT 3...PROCEDURE NA.

**FDC 5/2226** N52 FI/T JAARS-TOWNSEND, WAXHAW, NC. GPS RWY 22, ORIG...TERMINAL ROUTE FORT MILL (FML) VORTAC TO WUXVO NA.

**FDC 5/2224** N52 FI/T JAARS-TOWNSEND, WAXHAW, NC. GPS RWY 4, ORIG...TERMINAL ROUTE FORT MILL (FML) VORTAC TO PENNE NA.

## WILMINGTON

### Wilmington Intl

**FDC 8/5342** ILM FI/T WILMINGTON INTL, WILMINGTON, NC. ILS OR LOC/DME RWY 6, ORIG...TERMINAL ROUTE (IAF) WYLMS ILM 25 DME TO (IF) LURKY I-GNM 12.8 DME NA. TERMINAL ROUTE WILMINGTON (ILM) VORTAC TO LURKY NA. DISREGARD ALL REFERENCE TO (IAF) WYLMS ILM 25 DME AND JONAR. MISSED APPROACH: CLIMB TO 500 THEN CLIMBING LEFT TURN TO 1800 DIRECT WILZE LOM AND HOLD NE, LT, 235 INBOUND (ADF REQUIRED). ADD NOTE: ADF REQUIRED. ADD PLANVIEW NOTE: RADAR REQUIRED. STRAIGHT-IN MINIMUMS NA AT NIGHT WHEN CONTROL TOWER CLOSED.

## NORTH DAKOTA

## BISMARCK

### Bismarck Muni

**FDC 8/6855** BIS FI/T BISMARCK MUNI, BISMARCK, ND. ILS RWY 31, AMDT 32D...ADD NOTE: S-ILS 31 RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

## DEVILS LAKE

### Devils Lake Rgnl

**FDC 8/0389** DVL FI/T DEVILS LAKE RGNL, DEVILS LAKE, ND. VOR RWY 21, ORIG...PROCEDURE NA.

**FDC 8/0387** DVL FI/T DEVILS LAKE RGNL, DEVILS LAKE, ND. RNAV (GPS) RWY 3, ORIG...LPV MINIMUMS NA.

## JAMESTOWN

### Jamestown Rgnl

**FDC 8/7992** JMS FI/T JAMESTOWN REGIONAL, JAMESTOWN, ND. ILS OR LOC RWY 31, AMDT 7D...DME REQUIRED PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SABON (JM) OTS.

## MOHALL

### Mohall Muni

**FDC 7/4725** HBC FI/T MOHALL MUNI, MOHALL, ND. VOR/DME RWY 31 AMDT 2C...S-31 MINIMUMS NA.

## TIOGA

### Tioga Muni

**FDC 7/8297** D60 FI/T TIOGA MUNI, TIOGA, ND. GPS RWY 30, ORIG...PROCEDURE NA.

## OHIO

## AKRON

### Akron Fulton Intl

**FDC 8/6023** AKR FI/T AKRON FULTON INTL, AKRON, OH. LOC RWY 25, AMDT 13A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TVT VOR OTS.

**FDC 8/6022** AKR FI/T AKRON FULTON INTL, AKRON, OH. NDB OR GPS RWY 25, AMDT 13A...NDB PORTION DME REQUIRED.

**FDC 7/6241** AKR FI/T AKRON FULTON INTL, AKRON, OH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 25: PROCEDURE NA. NOTE: RWY 7, NUMEROUS TREES, POLES, ROADS AND TERRAIN POINTS BEGINNING 45 FT FROM DER, BOTH SIDES OF CENTERLINE, UP TO 120 FT AGL/1189 FT MSL.

**FDC 7/6240** AKR FI/T AKRON FULTON INTL, AKRON, OH. LOC RWY 25, AMDT 13A...NDB OR GPS RWY 25, AMDT 13A...FAF TO MAP 3.6 NM. KNOTS 60/MIN:SEC 3:36; KNOTS 90/MIN:SEC 2:24; KNOTS 120/MIN:SEC 1:48; KNOTS 150/MIN:SEC 1:26. VDA 3.09/TCH 50. DME OTS INDEF.

### Akron-Canton Rgnl

**FDC 8/9455** CAK FI/T AKRON-CANTON REGIONAL, AKRON, OH. RADAR-1 AMDT 23...S-1: MDA 1720/HAT 512 ALL CATS. VIS RVR 5000 ALL CATS. NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-1 CAT A/B. S-5: MDA 1640/HAT 438 ALL CATS. S-14, S-32: MINIMUMS NA. CIRCLING: CAT A/B/C MDA 1760/HAA 532.

**FDC 8/9453** CAK FI/T AKRON-CANTON REGIONAL, AKRON, OH. VOR OR GPS RWY 5 AMDT 2A...S-5: MDA 1640/HAT 438. VDP NA. CIRCLING: CAT A/B/C MDA 1760/HAA 532.

**FDC 8/9452** CAK FI/T AKRON-CANTON REGIONAL, AKRON, OH. VOR OR GPS RWY 23 AMDT 9A...CIRCLING: CAT A/B/C MDA 1760/HAA 532.

## ALLIANCE

### Miller

**FDC 7/5395** 4G3 FI/T MILLER, ALLIANCE, OH. VOR OR GPS A, AMDT 8B...CIRCLING MDA 1700/HAA 629 ALL CATS. AIRPORT ELEVATION 1071.

## ASHLAND

### Ashland County

**FDC 8/6021** 3G4 FI/T ASHLAND COUNTY, ASHLAND, OH. VOR OR GPS A, AMDT 8...VOR PORTION DME REQUIRED.

## BEACH CITY

### Beach City

**FDC 8/6029** 2D7 FI/T BEACH CITY, BEACH CITY, OH. VOR OR GPS A, AMDT 1...VOR PORTION DME REQUIRED.

## BELLEFONTAINE

### Bellefontaine Rgnl

**FDC 8/5726** EDJ FI/T BELLEFONTAINE REGIONAL, BELLEFONTAINE, OH. RNAV (GPS) RWY 7 ORIG...RNAV (GPS) RWY 25 ORIG...VOR/DME RWY 7 ORIG...VOR/DME RWY 25 ORIG...CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE JAMES M. COX DAYTON INTL ALTIMETER SETTING.

## BLUFFTON

### Bluffton

**FDC 3/1635** 5G7 FI/T BLUFFTON, BLUFFTON, OH. VOR OR GPS RWY 23, AMDT 6A...S-23 MDA 1300/HAT 450 ALL CATS.

## BRYAN

### Williams County

**FDC 7/5884** 0G6 FI/T WILLIAMS COUNTY, BRYAN, OH. GPS RWY 7, ORIG...GPS RWY 25, ORIG...PROCEDURE NA.

## CADIZ

### Harrison County

**FDC 7/8085** 8G6 FI/T HARRISON COUNTY, CADIZ, OH. GPS RWY 31, ORIG...PROCEDURE NA.

## CALDWELL

### Noble County

**FDC 8/6168** I10 FI/T NOBLE COUNTY, CALDWELL, OH. VOR OR GPS A, AMDT 1...MSA FROM ZANESVILLE (ZZV) VOR/DME 30 NM, 120 - 360 2800, 360 - 120 3400.

## CAMBRIDGE

### Cambridge Muni

**FDC 8/2676** CDI FI/T CAMBRIDGE MUNI, CAMBRIDGE, OH. VOR OR GPS A, AMDT 3A...MSA FROM ZANESVILLE (ZZV) VOR/DME 2700.

## CELINA

### Lakefield

**FDC 8/9557** CQA FI/T LAKEFIELD, CELINA, OH. VOR/DME RNAV OR GPS RWY 26, AMDT 6...NDB OR GPS RWY 8, AMDT 4...PROCEDURE NA.

**FDC 8/9556** CQA FI/T LAKEFIELD, CELINA, OH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 8, NA.

## CINCINNATI

### Cincinnati Muni Airport Lunken Field

**FDC 8/4611** LUK FI/T CINCINNATI MUNI AIRPORT-LUNKEN FIELD, CINCINNATI, OH. ILS OR LOC RWY 21L, AMDT 17A...S-ILS 21L DA 749/HAT 274 ALL CATS. VISIBILITY RVR 4000 ALL CATS. DISREGARD NOTE: RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMB TO 2600 VIA HEADING 205 AND CVG VORTAC R-109 TO CALIF INT AND HOLD.

**FDC 8/2461** LUK FI/T CINCINNATI MUNI  
AIRPORT-LUNKEN FIELD, CINCINNATI, OH. ILS OR  
LOC RWY 21L, AMDT 17A...KEELY OM MINIMUMS:  
S-LOC 21L MDA 1340/HAT 865 ALL CATS. VIS CAT C  
2, CAT D 2 1/4. CIRCLING CAT A MDA 1340/HAA 857.  
TEMPORARY CRANE 1078 MSL, 3.7 NM N OF RWY  
21L.

**FDC 8/2460** LUK FI/T CINCINNATI MUNI  
AIRPORT-LUNKEN FIELD, CINCINNATI, OH. NDB OR  
GPS RWY 21L, AMDT 15...CHANGE MISSED  
APPROACH INSTRUCTIONS TO READ: CLIMB TO  
2600 VIA HEADING 205 AND CVG VORTAC R-109 TO  
CALIF INT AND HOLD.

**FDC 8/0918** LUK FI/T CINCINNATI MUNI  
AIRPORT-LUNKEN FIELD, CINCINNATI, OH. NDB OR  
GPS RWY 21L, AMDT 15...KEELY OM MINIMUMS:  
S-21L MDA 1380/HAT 905 ALL CATS. VISIBILITY CAT  
C 2 1/4, CAT D 2 3/4. CIRCLING MDA 1380/HAA 817  
ALL CATS. VISIBILITY CAT A 1 1/4, CAT C 2 3/4, CAT  
D 3. TEMPORARY CRANE 1078 MSL 3.7 NM N OF RWY  
21L.

**FDC 7/8694** LUK FI/T CINCINNATI MUNI  
AIRPORT-LUNKEN FIELD, CINCINNATI, OH. RNAV  
(GPS) RWY 25 ORIG...CIRCLING: MDA 1300/HAA 817  
CAT A.

#### **Cincinnati-Blue Ash**

**FDC 5/4723** ISZ FI/T CINCINNATI-BLUE ASH,  
CINCINNATI, OH TAKE-OFF MINIMUMS AND  
(OBSTACLES) DEPARTURE  
PROCEDURES...TAKE-OFF MINIMUMS: RWY 06,  
300-2 1/4, OR STANDARD WITH MINIMUM CLIMB OF  
226 FEET PER NM TO 1330. NOTE: RWY 6, TEMP  
CRANE 1745 FEET FROM DEPARTURE END RWY, 6  
FEET LEFT OF CENTERLINE, 80 FEET AGL/ 911 FEET  
MSL. TOWER 1.8 NM FROM DEPARTURE END RWY,  
3192 FEET LEFT OF CENTERLINE 269 FEET AGL/1142  
FEET MSL. MULTIPLE TREES BEGINNING 534 FEET  
FROM DER, RIGHT AND LEFT OF CENTERLINE, UP  
TO 62 FEET AGL/931 FEET MSL.

#### **CLEVELAND**

##### **Burke Lakefront**

**FDC 8/3935** BKL FI/T BURKE LAKEFRONT,  
CLEVELAND, OH. NDB OR GPS RWY 24R, AMDT  
1A...PROCEDURE NA.

##### **Cleveland-Hopkins Intl**

**FDC 8/8327** CLE FI/T CLEVELAND-HOPKINS INTL,  
CLEVELAND, OH. ILS OR LOC RWY 24L, AMDT  
19A...S-ILS: MINIMUMS NA. SIDESTEP 24C,  
SIDESTEP 24R MINIMUMS NA. S-LOC 24L: MDA  
1160/HAT 376 ALL CATS. VIS CAT D RVR 6000.  
INOPERATIVE TABLE DOES NOT APPLY TO S-LOC  
24L. RWY 24L TDZE 784. VDP AT I-HPI 2.3 DME, 2.31  
NM FROM RWY 24L. FAF TO MAP 5.0 NM, 60 KNOTS:  
5 MIN 1 SEC, 90 KNOTS: 3 MIN 20 SEC, 120 KNOTS: 2  
MIN 30 SEC, 150 KNOTS: 2 MIN, 180 KNOTS: 1 MIN 40  
SEC.

**FDC 8/8326** CLE FI/T CLEVELAND-HOPKINS INTL,  
CLEVELAND, OH. RNAV (GPS) RWY 24L, AMDT  
1...LDA/DME RWY 24L, ORIG...PROCEDURE NA.

**FDC 8/2347** CLE FI/T CLEVELAND-HOPKINS INTL,  
CLEVELAND, OH. RNAV (GPS) RWY 6R, AMDT  
2...LPV ALL CATS VIS RVR 6000. LNAV/VNAV ALL  
CATS VIS 1 1/2. LNAV CATS A/B VIS RVR 5000, CAT  
C RVR 6000, CAT D 1 1/2. INOPERATIVE MALSR  
NOTE NA.

**FDC 8/2328** CLE FI/T CLEVELAND-HOPKINS INTL,  
CLEVELAND, OH. ILS OR LOC RWY 6R, AMDT  
20...S-ILS 6R ALL CATS VIS RVR 4000. S-LOC 6R  
CATS A/B/C VIS RVR 5000, CAT D RVR 6000.

**FDC 8/1001** CLE FI/T CLEVELAND-HOPKINS INTL,  
CLEVELAND, OH. LDA PRM RWY 6R,  
ORIG-B...PROCEDURE NA.

**FDC 7/4957** CLE FI/T CLEVELAND-HOPKINS INTL,  
CLEVELAND, OH. ILS RWY 28, AMDT 22...CHANGE  
PLANVIEW NOTE 3000 WHEN AUTHORIZED BY ATC  
TO READ 4000 WHEN AUTHORIZED BY ATC.

**FDC 7/3792** CLE FI/T CLEVELAND-HOPKINS INTL,  
CLEVELAND, OH. RNAV (GPS) RWY 10,  
ORIG...TERMINAL ROUTE GONNE TO TAMDE TO  
FIMOL NA.

**FDC 7/3184** CLE FI/T CLEVELAND-HOPKINS INTL,  
CLEVELAND, OH. TAKE-OFF MINIMUMS AND  
(OBSTACLE) DEPARTURE PROCEDURES...NOTE:  
RWY 28 ROAD 304 FT FROM DEPARTURE END OF  
RUNWAY, 4 FT LEFT OF CENTERLINE, 14 FT  
AGL/773 FT MSL. ANTENNA ON BUILDING 308 FT  
FROM DEPARTURE END OF RUNWAY, 240 FT LEFT  
OF CENTERLINE, 13 FT AGL/775 FT MSL. MULTIPLE  
TREES BEGINNING AT 1046 FT FROM DEPARTURE  
END OF RUNWAY, 105 FT LEFT OF CENTERLINE, UP  
TO 60 FT AGL/819 FT MSL. TOWER 2640 FT FROM  
DEPARTURE END OF RUNWAY, 946 FT RIGHT OF  
CENTERLINE, 80 FT AGL/840 FT MSL. REST OF  
PROCEDURE REMAINS UNCHANGED.

##### **Cuyahoga County**

**FDC 8/2802** CGF FI/T CUYAHOGA COUNTY,  
CLEVELAND, OH. LOC BC RWY 6, AMDT  
10C...MISSED APPROACH: CLIMBING RIGHT TURN  
TO 3100 DIRECT CXR VOR/DME AND HOLD.

**FDC 8/2756** CGF FI/T CUYAHOGA COUNTY, CLEVELAND, OH. NDB OR GPS RWY 24 AMDT 8C...S-24: MDA 1360/HAT 481 ALL CATS. VIS CAT A/B 1, CAT C 1 1/4, CAT D 1 1/2. CLEVELAND-HOPKINS ALTIMETER SETTING MINIMUMS: S-24: MDA 1420/HAT 541 ALL CATS. VIS CAT A/B 1, CAT C 1 1/4. MISSED APPROACH: CLIMBING LEFT TURN TO 3100 DIRECT CXR VOR/DME AND HOLD.

**FDC 8/2755** CGF FI/T CUYAHOGA COUNTY, CLEVELAND, OH. ILS RWY 24 AMDT 13B...S-ILS 24: DA 1079/HAT 200 ALL CATS. VIS 3/4 ALL CATS. S-LOC 24: MDA 1240/HAT 361 ALL CATS. VIS 1 ALL CATS. CLEVELAND-HOPKINS ALTIMETER SETTING MINIMUMS. S-ILS 24: DA 1135/HAT 256 ALL CATS. VIS 3/4 ALL CATS. S-LOC 24: MDA 1300/HAT 421 ALL CATS. VIS 1 ALL CATS. MISSED APPROACH: CLIMB TO 1600, THEN CLIMBING LEFT TURN TO 3100 VIA THE CXR R-286 TO CXR VOR/DME AND HOLD.

**FDC 7/6159** CGF FI/T CUYAHOGA COUNTY, CLEVELAND, OH. NDB OR GPS RWY 24, AMDT 8C...NDB PORTION NA.

## COLUMBUS

### Bolton Field

**FDC 8/6539** TZR FI/T BOLTON FIELD, COLUMBUS, OH. ILS OR LOC RWY 4, AMDT 4B...NDB OR GPS RWY 4, AMDT 6B...MISSED APPROACH: CLIMB TO 2700 THEN CLIMBING RIGHT TURN TO 2800 DIRECT BU LOM AND HOLD.

**FDC 7/1218** TZR FI/T BOLTON FIELD, COLUMBUS, OH. NDB OR GPS RWY 4 AMDT 6B...ILS OR LOC RWY 4 AMDT 4B...ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE PORT COLUMBUS INTL ALTIMETER SETTING AND INCREASE ALL DA/MDA S 60 FEET.

### Port Columbus Intl

**FDC 7/9173** CMH FI/T PORT COLUMBUS INTL, COLUMBUS, OH. ILS OR LOC RWY 28R, AMDT 3...S-ILS 28R GS UNUSABLE FOR COUPLED APPROACHES BELOW 1782 FEET MSL.

### Rickenbacker Intl

**FDC 5/7615** LCK FI/T RICKENBACKER INTL, COLUMBUS, OH. TACAN RWY 5L, AMDT 2...TERMINAL ROUTE APPLETON (APE) VORTAC TO MANDA/LCK 14 DME MINIMUM ALTITUDE 5000. MINIMUM ALTITUDE AT MANDA/LCK 14 DME, 5000. MISSED APPROACH: CLIMB TO 3000 THEN CLIMBING RIGHT TURN TO 5000 VIA LCK R-138 TO MANDA AND HOLD. MSA LCK TACAN 3100.

## COSHOCTON

### Richard Downing

**FDC 7/5197** I40 FI/T RICHARD DOWNING, COSHOCTON, OH. GPS RWY 22, ORIG...DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE ZANESVILLE ALTIMETER SETTING. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE ZANESVILLE ALTIMETER SETTING.

## DAYTON

### James M Cox Dayton Intl

**FDC 8/6979** DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. ILS OR LOC RWY 24R, AMDT 7A...S-ILS 24R DA 1286/HAT 289 ALL CATS. S-LOC 24R MDA 1500/HAT 503 ALL CATS, VIS CAT C/D RVR 5000. CIRCLING MDA 1660/HAA 651 ALL CATS, VIS CAT C 1 3/4. FOR INOPERATIVE MALSR, INCREASE S-ILS VIS ALL CATS RVR 5000. ALTERNATE MINIMUMS: ILS CATEGORY ALL CATS 700-2. TEMPORARY CRANE 1310 MSL 5434 FEET SW OF RWY 24R.

**FDC 8/2463** DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. ILS RWY 6L (CAT II), AMDT 8A...ILS RWY 6L (CAT III), AMDT 8A...PROCEDURE NA.

**FDC 8/1535** DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. ILS OR LOC RWY 6L, AMDT 8A...S-ILS 6L DA 1264/HAT 266 ALL CATS. S-LOC 6L MDA 1480/HAT 482 ALL CATS, VIS CAT C RVR 4000, CAT D RVR 5000. CIRCLING MDA 1660/HAA 651 ALL CATS, VIS CAT C 1/3/4. FOR INOPERATIVE ALSF, INCREASE S-ILS VIS ALL CATS RVR 5000. ALTERNATE MINIMUMS: ILS CATEGORY ALL CATS 700-2. TEMPORARY CRANE 1310 MSL 1 NM NE OF RWY 6L.

**FDC 8/1348** DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. RNAV (GPS) RWY 6R, ORIG...LNAV/VNAV DA 1492/HAT 483 ALL CATS, VIS 1 3/4 ALL CATS. LNAV MDA 1620/HAT 611 ALL CATS, VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 1660/HAA 651 ALL CATS, VIS CAT C 1 3/4. TEMPORARY CRANE 1310 MSL 3416 FEET NW OF RWY 6R.

**FDC 8/1346** DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. RNAV (GPS) RWY 18, ORIG...LNAV/VNAV DA 1410/HAT 415 ALL CATS, VIS RVR 5000 ALL CATS. LNAV MDA 1520/HAT 525 ALL CATS, VIS CAT C RVR 5000, VIS CAT D RVR 6000. CIRCLING MDA 1660/HAA 651 ALL CATS, VIS CAT C 1 3/4. VDP 1.5 NM TO RW18. TEMPORARY CRANE 1310 MSL 1.2 NM SW OF RWY 18.



**FDC 8/1345** DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. RNAV (GPS) RWY 36, ORIG...LNAV/VNAV DA 1449/HAT 441 ALL CATS. LNAV MDA 1620/HAT 612 ALL CATS, VIS CAT C 1 3/4, CAT D 2. VDP 1.8 NM TO RW36. CIRCLING MDA 1660/HAA 651 ALL CATS, VIS CAT C 1 3/4. TEMPORARY CRANE 1310 MSL 4560 FEET NW OF RWY 36.

**FDC 8/1340** DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. RNAV (GPS) RWY 6L, ORIG-A...LNAV MDA 1520/HAT 522 ALL CATS. CIRCLING MDA 1660/HAA 651 ALL CATS, VIS CAT C 1 3/4. VDP 1.5 NM TO RW 6L. TEMPORARY CRANE 1310 MSL 1 NM NE OF RWY 6L.

**FDC 8/1338** DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. RNAV (GPS) RWY 24R, ORIG...LNAV/VNAV DA 1415/HAT 418, VIS RVR 5000 ALL CATS. LNAV MDA 1540/HAT 543 ALL CATS, VIS CAT C RVR 5000, CAT D RVR 6000. CIRCLING MDA 1660/HAA 651 ALL CATS, VIS CAT C 1 3/4. VDP 1.5 NM TO RWY 24R. TEMPORARY CRANE 1310 MSL 5434 FEET SW OF RWY 24R.

**FDC 8/1337** DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. RNAV (GPS) RWY 24L, ORIG...LNAV MDA 1520/HAT 513 ALL CATS, VIS CAT C RVR 5000, VIS CAT D RVR 6000. CIRCLING MDA 1660/HAA 651 ALL CATS, VIS CAT C 1 3/4. VDP 1.5 NM TO RW24L. TEMPORARY CRANE 1310 MSL 1.1 NM W OF RWY 24L.

**FDC 8/1332** DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. NDB RWY 6R, AMDT 8...S-6R MDA 1660/HAT 651 ALL CATS, VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 1660/HAA 651 ALL CATS, VIS CAT C 1 3/4. TEMPORARY CRANE 1310 MSL 3416 FEET NW OF RWY 6R.

**FDC 7/7814** DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. RADAR-1 AMDT 9...PROCEDURE NA.

**FDC 4/9870** DAY FI/T JAMES M. COX DAYTON INTL, DAYTON, OHIO. RNAV (GPS) RWY 6L, ORIG-A. RNAV (GPS) RWY 6R, ORIG. RNAV (GPS) RWY 18, ORIG. RNAV (GPS) RWY 24L, ORIG. RNAV (GPS) RWY 24R, ORIG. RNAV (GPS) RWY 36, ORIG. ALTERNATE MINIMUMS STANDARD.

## ELYRIA

### Elyria

**FDC 5/0996** 1G1 FI/T ELYRIA, ELYRIA, OH. VOR OR GPS A, AMDT 7A...CIRCLING MDA 1300/HAA 542 ALL CATS. CHART FIELD ELEVATION 758 FT.

## FINDLAY

### Findlay

**FDC 7/5245** FDY FI/T FINDLAY, FINDLAY, OH. VOR RWY 36, AMDT 6...S-36 MDA 1600/HAT 792 ALL CATS. PEGGE FIX MINIMUMS S-36 MDA 1200/HAT 392 ALL CATS.

**FDC 7/5244** FDY FI/T FINDLAY, FINDLAY, OH. RNAV (GPS) RWY 25, AMDT 1...LNAV/VNAV DA 1470/HAT 658 ALL CATS. TOWER 980 MSL 2338 FEET NE OF RWY 25.

## HILLSBORO

### Highland County

**FDC 8/2884** HOC FI/T HIGHLAND COUNTY, HILLSBORO, OH. VOR/DME OR GPS A, AMDT 1B...VOR/DME PORTION NA.

**FDC 6/9051** HOC FI/T HIGHLAND COUNTY, HILLSBORO, OH. NDB OR GPS RWY 23, AMDT 4...TERMINAL ROUTE YORK (YRK) VORTAC TO HILLSBORO (HOC) NDB MINIMUM ALTITUDE 3300.

## JACKSON

### James A Rhodes

**FDC 8/7133** I43 FI/P JAMES A RHODES, JACKSON, OH. VOR/DME A, AMDT 2...CIRCLING CAT A MDA 1360/HAA 634. TERMINAL ROUTE FROM YRK VORTAC TO JUGOT 3300. MSA FROM: YRK VORTAC 28 NM 3300. DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE GREATER PORTSMOUTH ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GREATER PORTSMOUTH ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET, AND CAT C/D VISIBILITIES 1/4 MILE. THIS IS VOR/DME A, AMDT 2A.

**FDC 8/7132** I43 FI/P JAMES A RHODES, JACKSON, OH. RNAV (GPS) RWY 19, AMDT 1...DELETE NOTE: GPS OR RNP-0.3 REQUIRED. TERMINAL ROUTE FROM 010/30 CW 100/30 TO 010/21 CW 100/21 3300. DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE GREATER PORTSMOUTH ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GREATER PORTSMOUTH ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET, INCREASE CIRCLING CAT B/C/D VISIBILITIES 1/4 MILE. THIS IS RNAV (GPS) RWY 19, AMDT 1A.

**FDC 8/7131** I43 FI/P JAMES A RHODES, JACKSON, OH. RNAV (GPS) RWY 1, AMDT 1...LNAV MDA 1300/578 ALL CATS. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. CHART VDP AT 1.69 NM TO RW01. TERMINAL ROUTE: FROM 280/30 CW 100/30 TO 280/16 CW 100/16 3300. TERMINAL ROUTE: FROM 280/16 CW 100/16 TO OSATE (IF/IAF) (NOPT) 2800. DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE GREATER PORTSMOUTH ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GREATER PORTSMOUTH ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET, AND CAT C/D VISIBILITIES 1/4 MILE, INCREASE CIRCLING CAT B/C/D VISIBILITIES 1/4 MILE. THIS IS RNAV (GPS) RWY 1, AMDT 1A.

## LANCASTER

### Fairfield County

**FDC 8/1775** LHQ FI/T FAIRFIELD COUNTY, LANCASTER, OH. VOR OR GPS A, AMDT 10...VOR PORTION NA.

## LONDON

### Madison County

**FDC 8/8359** UYF FI/T MADISON COUNTY, LONDON, OH. NDB RWY 9, AMDT 8A...S-9 MINIMUMS NA COLUMBUS/BOLTON FIELD ALTIMETER SETTING MINIMUMS S-9 MINIMUMS NA.

## MANSFIELD

### Mansfield Lahm Rgnl

**FDC 8/9464** MFD FI/T MANSFIELD LAHM REGIONAL, MANSFIELD, OH. ILS RWY 32, AMDT 15C...S-LOC 32 NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MANNS LOM OTS.

**FDC 8/6028** MFD FI/T MANSFIELD LAHM REGIONAL, MANSFIELD, OH. VOR OR GPS RWY 14, AMDT 13A...VOR PORTION DME REQUIRED.

## MEDINA

### Medina Muni

**FDC 6/3087** 1G5 FI/T MEDINA MUNICIPAL, MEDINA, OH. VOR RWY 27, AMDT 2A...S-27 MDA 1760/HAT 577 ALL CATS.

## MILLERSBURG

### Holmes County

**FDC 8/6026** 10G FI/T HOLMES COUNTY, MILLERSBURG, OH. VOR OR GPS A, AMDT 6A...VOR PORTION NA.

## MOUNT VERNON

### Knox County

**FDC 8/6025** 4I3 FI/T KNOX COUNTY, MOUNT VERNON, OH. VOR OR GPS A, AMDT 7A...VOR PORTION DME REQUIRED.

**FDC 6/3976** 4I3 FI/T KNOX COUNTY, MOUNT VERNON, OH. VOR/DME RNAV OR GPS RWY 10, AMDT 2A...VOR/DME RNAV OR GPS RWY 28, AMDT 2B...VOR/DME RNAV PORTION NA.

**FDC 6/3965** 4I3 FI/T KNOX COUNTY, MOUNT VERNON, OH. VOR OR GPS A, AMDT 7A...VOR PORTION NA.

## NAPOLEON

### Henry County

**FDC 6/0954** 7W5 FI/T HENRY COUNTY, NAPOLEON, OH. VOR OR GPS RWY 28, AMDT 3A. GPS PORTION NA.

## NEW LEXINGTON

### Perry County

**FDC 8/8759** I86 FI/P PERRY COUNTY, NEW LEXINGTON, OH. VOR/DME OR GPS RWY 26, AMDT 1...MSA FROM: ZZV VOR/DME 2700. THIS IS VOR/DME OR GPS RWY 26, AMDT 1A.

## NEW PHILADELPHIA

### Harry Clever Field

**FDC 6/0989** PHD FI/T HARRY CLEVER FIELD, NEW PHILADELPHIA, OH. VOR/DME OR GPS B, AMDT 2B. VOR/DME PORTION NA.

## NEWARK

### Newark-Heath

**FDC 8/2087** VTA FI/T NEWARK-HEATH, NEWARK, OH. NDB OR GPS RWY 9 AMDT 6A...NDB PORTION NA.

**FDC 4/0595** VTA FI/T NEWARK-HEATH, NEWARK, OH. VOR OR GPS-A, AMDT 12A...DME MINIMUMS: CIRCLING CAT D MDA 1560/HAA 676.

## PAINESVILLE

## Concord Airpark

**FDC 7/2677** 2G1 FI/T CONCORD AIRPARK, PAINESVILLE, OH. VOR OR GPS A, ORIG-A...VOR PORTION DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEMS WITH GPS, LNN VOR/DME OTS.

## PORTSMOUTH

### Greater Portsmouth Rgnl

**FDC 8/6031** PMH FI/T GREATER PORTSMOUTH RGNL, PORTSMOUTH, OH. GPS RWY 36, AMDT 1B...TERMINAL ROUTE FROM EDDIX TO EVRUZ NA. MSA WITHIN 25NM OF QUAKA 3300.

**FDC 7/7945** PMH FI/T GREATER PORTSMOUTH REGIONAL, PORTSMOUTH, OH. VOR/DME RNAV OR GPS RWY 18, AMDT 6B...TERMINAL ROUTE YORK (YRK) VORTAC TO NAUGT MINIMUM ALTITUDE 3300. MSA WITHIN 25 NM OF YRK VORTAC 3300.

**FDC 7/7943** PMH FI/T GREATER PORTSMOUTH REGIONAL, PORTSMOUTH, OH. VOR/DME OR GPS A, AMDT 5A...TERMINAL ROUTE HOLD-IN-LIEU-OF-PROCEDURE TURN AT YORK (YRK) VORTAC MINIMUM ALTITUDE 3300. TERMINAL ROUTE YORK (YRK) VORTAC TO MYDOL/YRK 8 DME MINIMUM ALTITUDE 3300. MISSED APPROACH: CLIMB TO 3000 THEN CLIMBING RIGHT TURN TO 3300 DIRECT YORK VORTAC AND HOLD. MSA WITHIN 25 NM OF YRK VORTAC 3300.

## SPRINGFIELD

### Springfield-Beckley Muni

**FDC 8/2966** SGH FI/T SPRINGFIELD-BECKLEY MUNI, SPRINGFIELD, OH. ILS OR LOC RWY 24, AMDT 1...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. AS DIRECTED BY FLIGHT CHECK.

## STEUBENVILLE

### Jefferson County Airpark

**FDC 6/0346** 2G2 FI/T JEFFERSON COUNTY AIRPARK, STEUBENVILLE, OH. GPS RWY 14, ORIG...PROCEDURE NA.

**FDC 4/9026** 2G2 FI/T JEFFERSON COUNTY AIRPARK, STUBENVILLE, OH. GPS RWY 32, ORIG. MISSED APPROACH: CLIMB TO 2500, THEN CLIMBING LEFT TURN TO 3100 DIRECT WISKE WP AND HOLD.

## TIFFIN

### Seneca County

**FDC 8/8654** 16G FI/T SENECA COUNTY, TIFFIN, OH. GPS RWY 24, ORIG-A...S-24 MDA 1300/HAT 515 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING CATS A/B MDA 1300/HAA 513. FINDLAY ALTIMETER SETTING MINIMUMS: S-24 MDA 1360/HAT 575 ALL CATS. CIRCLING CATS A/B MDA 1360/HAA 573. TDZE 785.

**FDC 6/8735** 16G FI/T SENECA COUNTY, TIFFIN, OH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 6, BUILDING 187 FT FROM DEPARTURE END OF RWY, 305 FT RIGHT OF CENTERLINE, 25 FT AGL/807 FT MSL.

## TOLEDO

### Metcalf Field

**FDC 7/8560** TDZ FI/P METCALF FIELD, TOLEDO, OH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2...TAKE-OFF MINIMUMS: NOTE: RWY 14, TREE 789 FEET FROM DEPARTURE END OF RUNWAY, 249 FEET LEFT OF CENTERLINE, 61 FEET AGL/685 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2A.

### Toledo Express

**FDC 8/8805** TOL FI/T TOLEDO EXPRESS, TOLEDO, OH. RNAV (GPS) RWY 7, AMDT 1...LNAV/VNAV DA 1129/HAT 446 ALL CATS. LNAV MDA 1140/HAT 457 ALL CATS. VIS CAT C 4000.

**FDC 8/8804** TOL FI/T TOLEDO EXPRESS, TOLEDO, OH. RADAR-1, AMDT 19...ASR RWY 7: MDA 1140/HAT 457 ALL CATS. VIS CAT C 4000.

**FDC 7/5747** TOL FI/T TOLEDO EXPRESS, TOLEDO, OH. HI ILS RWY 7, AMDT 7...CIRCLING: MDA 1400/HAA 716 CAT E. TCH 58.

**FDC 7/3186** TOL FI/T TOLEDO EXPRESS, TOLEDO, OH. RNAV (GPS) RWY 25 AMDT 1...LNAV/VNAV: DA 1063/HAT 385 ALL CATS. VIS 1 ALL CATS.

**FDC 7/3084** TOL FI/T TOLEDO EXPRESS, TOLEDO, OH. ILS OR LOC RWY 7, AMDT 27A...TCH 58.

## VERSAILLES

### Darke County

**FDC 5/1795** VES FI/T DARKE COUNTY, VERSAILLES, OHIO. NDB OR GPS RWY 27, ORIG...NDB PORTION NA.

## WAPAKONETA

## Neil Armstrong

**FDC 7/3587** AXV FI/T NEIL ARMSTRONG, WAPAKONETA, OH. LOC RWY 26, AMDT 3D...PROCEDURE NA.

## WILMINGTON

### Airborne Airpark

**FDC 8/2887** ILN FI/T AIRBORNE AIRPARK, WILMINGTON, OH. ILS RWY 22L, ORIG-A...ILS RWY 22L (CAT II), ORIG-A...MISSED APPROACH: CLIMB TO 1500, THEN CLIMBING RIGHT TURN TO 4000 VIA CVG R-059 TO MOAKS INT AND HOLD NORTHEAST, RIGHT TURNS 238.59 INBOUND.

**FDC 8/2886** ILN FI/T AIRBORNE AIRPARK, WILMINGTON, OH. VOR OR GPS RWY 4L, AMDT 5D...VOR PORTION NA.

### Clinton Field

**FDC 8/2885** I66 FI/T CLINTON FIELD, WILMINGTON, OH. VOR A, AMDT 2...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MXQ VOR/DME OTS.

## WOOSTER

### Wayne County

**FDC 8/6027** BJJ FI/T WAYNE COUNTY, WOOSTER, OH. VOR OR GPS RWY 10, ORIG-C...VOR PORTION DME REQUIRED.

**FDC 8/6024** BJJ FI/T WAYNE COUNTY, WOOSTER, OH. VOR RWY 28, ORIG-C...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TVT VOR OTS.

## YOUNGSTOWN/WARREN

### Youngstown-Warren Rgnl

**FDC 8/2668** YNG FI/T YOUNGSTOWN/WARREN RGNL, YOUNGSTOWN/WARREN, OH. ILS OR LOC RWY 32, AMDT 26...ADD NOTE: S-ILS 32 RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

## OKLAHOMA

## ALTUS

### Altus/Quartz Mountain Rgnl

**FDC 8/4586** AXS FI/T ALTUS/QUARTZ MOUNTAIN RGNL, ALTUS, OK. GPS RWY 17, AMDT 1B...CHANGE NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HOBART ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET. INCREASE S-17 CAT C VISIBILITY 1/4 MILE.

**FDC 8/4585** AXS FI/T ALTUS/QUARTZ MOUNTAIN RGNL, ALTUS, OK. VOR OR GPS B AMDT, ORIG-B...CHANGE NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HOBART ALTIMETER SETTING AND INCREASE MDA 80 FEET.

## ARDMORE

### Ardmore Downtown Executive

**FDC 8/4769** 1F0 FI/T ARDMORE DOWNTOWN EXECUTIVE, ARDMORE, OK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 17, 400-3 OR STANDARD WITH A MINIMUM CLIMB OF 344 FEET PER NM TO 1400. NOTE: RWY 17, TEMPORARY CRANE 2.21 NM FROM DEPARTURE END OF RUNWAY, 5265 FEET LEFT OF CENTERLINE, 284 FEET AGL/1186 MSL.

**FDC 8/4768** 1F0 FI/T ARDMORE DOWNTOWN EXECUTIVE, ARDMORE, OK. GPS RWY 17, ORIG...S-17 MDA 1460/HAT 621 ALL CATS. CIRCLING MDA 1460/HAA 616 CATS A/B/C. TEMP CRANE 2.2 NM PRIOR TO RWY 17 THLD, 5265 FEET RIGHT OF CENTERLINE, 284 FEET AGL/1186 FEET MSL.

**FDC 8/3502** 1F0 FI/T ARDMORE DOWNTOWN EXECUTIVE, ARDMORE, OK. VOR A, AMDT 13A...PROCEDURE NA.

## BARTLESVILLE

### Bartlesville Muni

**FDC 8/1363** BVO FI/T BARTLESVILLE MUNI, BARTLESVILLE, OK. LOC RWY 17, AMDT 3...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. DEWIE LOM OTS.

## BUFFALO

### Buffalo Muni

**FDC 8/7491** BFK FI/P BUFFALO MUNI, BUFFALO, OK. RNAV (GPS) RWY 17, ORIG...DELETE NOTE: GPS OR RNP -0.3 REQUIRED. CHART WOODWARD AWOS-3, 118.425. THIS IS RNAV (GPS) RWY 17, ORIG-A.

**FDC 8/7490** BFK FI/P BUFFALO MUNI, BUFFALO, OK. NDB A, AMDT 2A...CHART WOODWARD AWOS-3, 118.425. THIS IS NDB A, AMDT 2B.

## DUNCAN

## Halliburton Field

**FDC 8/4912** DUC FI/T HALLIBURTON FIELD, DUNCAN, OK. RNAV (GPS) RWY 17, ORIG...RNAV (GPS) RWY 35, ORIG...VOR RWY 35, AMDT 11...DISREGARD NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

## ELK CITY

### Elk City Rgnl Business

**FDC 8/3283** ELK FI/T ELK CITY RGNL BUSINESS, ELK CITY, OK. NDB RWY 17, AMDT 5...S-17 CATS A/B/C MDA 2700/HAT 687, VIS CAT C 2 CIRCLING CATS A/B/C MDA 2700/HAA 698, VIS CAT C 2 TEMPORARY TOWER 2288 MSL 6.4 NM NORTH OF RWY 17.

**FDC 8/3065** ELK FI/T ELK CITY RGNL BUSINESS, ELK CITY, OK. RNAV (GPS) RWY 17, ORIG...RNAV (GPS) RWY 35, ORIG...CIRCLING CATS A/B/C MDA 2700/HAA 698, VIS CAT 2 TEMPORARY TOWER 2208 MSL 6.9 NM SW OF AIRPORT.

## ENID

### Enid Woodring Rgnl

**FDC 6/7904** WDG FI/T ENID WOODRING REGIONAL, ENID, OK. GPS RWY 17, ORIG-A...PROCEDURE NA.

## FORT SILL

### Henry Post AAF (Fort Sill)

**FDC 8/7899** FSI FI/T HENRY POST AAF (FORT SILL), FORT SILL, OK. VOR RWY 35, AMDT 13A...DME/PFL NDB MINIMUMS CIRCLING CATS A/B/C MDA 1740/HAA 553. TEMPORARY CRANE 1390 MSL 3240 FEET NW OF RWY 35.

**FDC 8/7898** FSI FI/T HENRY POST AAF (FORT SILL), FORT SILL, OK. VOR/DME RWY 17, ORIG-A...NDB 1 OR GPS RWY 35, AMDT 10B...CIRCLING CATS A/B/C MDA 1740/HAA 553. TEMPORARY CRANE 1390 MSL 1559 FEET NW OF AIRPORT.

## GUTHRIE

### Guthrie-Edmond Rgnl

**FDC 8/0972** GOK FI/T GUTHRIE-EDMOND RGNL, GUTHRIE, OK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DISREGARD DEPARTURE PROCEDURE RWY 11 NOTE: RWY 16, TREES 55 FEET TO 480 FEET FROM DEPARTURE END OF RUNWAY, 290 FEET TO 500 FEET RIGHT OF CENTERLINE, 1074 MSL TO 1087 MSL.

## HOBART

### Hobart Rgnl

**FDC 8/6012** HBR FI/T HOBART REGIONAL, HOBART, OK. VOR RWY 35, AMDT 9...FAPRA FIX MINIMUMS NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, HBR VORTAC OTS.

## NORMAN

### University Of Oklahoma Westheimer

**FDC 8/3505** OUN FI/T UNIVERSITY OF OKLAHOMA WESTHEIMER, NORMAN, OK. RNAV (GPS) RWY 3, ORIG...CIRCLING MDA 1800/HAA 618 ALL CATS, VIS CAT C 1 3/4. TEMP CRANE 1434 MSL 1.10 NM NW OF RWY 3.

**FDC 8/3504** OUN FI/T UNIVERSITY OF OKLAHOMA WESTHEIMER, NORMAN, OK. RNAV (GPS) RWY 17, ORIG...LNAV/VNAV MDA 1625/HAT 443 ALL CATS, VIS 1 ALL CATS. CIRCLING MDA 1800/HAA 618 ALL CATS, VIS CAT C 1 3/4 TEMP CRANE 1434 MSL 5195 FEET WEST OF RWY 17.

**FDC 8/3501** OUN FI/T UNIVERSITY OF OKLAHOMA WESTHEIMER, NORMAN, OK. ILS OR LOC RWY 17, ORIG-A...CIRCLING MDA 1800/HAA 618 ALL CATS. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS OR LOC RWY 17 ILS, CATEGORY D 700-2. TEMP CRANE 1434 MSL/250 AGL 1.19 NM NW OF AIRPORT.

**FDC 8/1898** OUN FI/P UNIVERSITY OF OKLAHOMA WESTHEIMER, NORMAN, OK. NDB RWY 35, ORIG-A...ALTERNATE MINIMUMS: STANDARD, EXCEPT CAT D 800-2 1/4 AND NA WHEN LOCAL WEATHER NOT AVAILABLE THIS IS NDB RWY 35, ORIG-B.

**FDC 8/0922** OUN FI/T UNIVERSITY OF OKLAHOMA WESTHEIMER, NORMAN, OK. LOC RWY 3, AMDT 3F...CIRCLING MDA 1800/HAA 618 ALL CATS. VIS CAT C 1 3/4. TEMP CRANE 1434 MSL/250AGL 1.10 NM NW OF RWY 3.

## OKLAHOMA CITY

### Wiley Post

**FDC 8/5642** PWA FI/T WILEY POST, OKLAHOMA CITY, OK. VOR RWY 17L, AMDT 11A...MDA 1700/HAT 410 ALL CATS. VIS CAT C 3/4 TEMP RIG 1394 MSL 2050 FEET NE OF RWY 17L.

**FDC 8/3516** PWA FI/T WILEY POST, OKLAHOMA CITY, OK. RADAR-1, AMDT 2...MISSED APPROACH: CLIMBING LEFT TURN TO 3300 DIRECT IFI VORTAC.

**FDC 8/1087** PWA FI/T WILEY POST, OKLAHOMA CITY, OK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 13, 200 - 1 OR TAKE-OFF NA. TEMP CRANE 1453 MSL 2418 FEET FROM DER 574 FEET RIGHT OF CENTERLINE.

#### **Will Rogers World**

**FDC 8/8638** OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (GPS) RWY 17R, AMDT 2...LNAV/VNAV DA 1625/ HAT 343 ALL CATS. TEMPORARY ESCAVATION EQUIPMENT 30 FT AGL/1295 FT MSL 1375 FT EAST OF THE APPROACH END RWY 17R.

**FDC 8/7648** OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (RNP) Y RWY 17L, AMDT 1...RNP 0.30 DA 1634/ HAT 348 ALL CATS.

**FDC 8/7645** OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (GPS) RWY 17R, AMDT 2...LNAV/VNAV DA 1631/ HAT 349 ALL CATS.

**FDC 8/6360** OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. VOR RWY 17L, AMDT 2...S-17L: LANBY FIX MINIMUMS: MDA 1740/HAT 458 ALL CATS, CAT C CIRCLING MDA 1800, CAT C RVR 4000, CAT D VIS 1 1/2. TEMPORARY CRANE 1437 MSL 1.86 NM NW OF RWY 17L.

**FDC 8/6359** OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. ASR RWY 17L, AMDT 20A...S-17L MDA 1740/HAT 454 ALL CATS. TEMPORARY CRANE 1437 MSL 1.86 NM NW OF RWY 17L.

**FDC 8/6358** OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS OR LOC RWY 17R, AMDT 10A...S-LOC 17R: MDA 1740/HAT 458 ALL CATS. CAT C CIRCLING MDA 1800, CAT C RVR 4000, CAT D/E RVR 5000. VDP 3.09 DME. TEMPORARY CRANE 1437 MSL 1.63 NM NORTH OF RWY 17R.

**FDC 8/6357** OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. ASR RWY 17R, AMDT 20A...S-17R: MDA 1740/HAT 458 ALL CATS. TEMPORARY CRANE 1437 MSL 1.63 NM NORTH OF RWY 17R.

**FDC 8/6356** OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (GPS) RWY 17R, AMDT 2...LNAV: MDA 1740/HAT 458 ALL CATS. CAT C RVR 4000. CIRCLING CAT C MDA 1800. VDP 1.25 NM. TEMPORARY CRANE 1437 MSL 1.63 NM NORTH OF RWY 17R.

**FDC 8/4907** OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (GPS) Z RWY 17L, AMDT 1...LPV MINIMUMS NA. LNAV/VNAV MINIMUMS NA.

**FDC 8/1899** OKC FI/P WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS OR LOC RWY 17L, AMDT 1...S-LOC 17L MDA 1680/HAT 394 ALL CATS. VIS CAT E RVR 5000. DELETE NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 17L CAT D AND E VISIBILITY TO RVR 5000. CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 17L CAT E VISIBILITY TO 1 1/2. THIS IS ILS OR LOC RWY 17L, AMDT 1A.

#### **PRAGUE**

##### **Prague Muni**

**FDC 8/9913** O47 FI/T PRAGUE MUNI, PRAGUE, OK. NDB RWY 17, AMDT 1A...GPS RWY 17, ORIG...PROCEDURE NA.

#### **PRYOR**

##### **Mid-America Industrial**

**FDC 8/5158** H71 FI/T MID-AMERICA INDUSTRIAL, PRYOR, OK. VOR/DME OR GPS A, ORIG...VOR/DME PORTION NA.

**FDC 8/3503** H71 FI/T MID-AMERICA INDUSTRIAL, PRYOR, OK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 36, CRANE 2819 FEET FROM DER, 17 FEET RIGHT OF CENTERLINE, 130 FEET AGL/750 FEET MSL.

#### **SAND SPRINGS**

##### **William R. Pogue Muni**

**FDC 8/5162** OWP FI/T WILLIAM R. POGUE MUNI, SAND SPRINGS, OK. VOR OR GPS A, AMDT 2...VOR PORTION DME REQUIRED.

**FDC 8/5161** OWP FI/T WILLIAM R. POGUE MUNI, SAND SPRINGS, OK. NDB RWY 35, AMDT 2E...PROCEDURE NA.

**FDC 8/1680** OWP FI/T WILLIAM R. POGUE MUNI, SAND SPRINGS, OK. VOR OR GPS A, AMDT 2...PLANVIEW NOTE: FROM TULSA (TUL) VORTAC TO OCUXU INT: FLIGHT CHECK VALUE R-270 DEGREES.

**FDC 4/9325** 0F8 FI/T WILLIAM R. POGUE MUNI, SAND SPRINGS, OK. NDB RWY 35, AMDT 2D...GPS RWY 35, ORIG-B...ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE TULSA INTL ALTIMETER SETTING AND INCREASE ALL MDA S 60 FEET.

#### **TULSA**

**Richard Lloyd Jones Jr**

**FDC 8/5421** RVS FI/T RICHARD LLOYD JONES JR, TULSA, OK. VOR RWY 1L, AMDT 4C...PROCEDURE NA.

**FDC 8/5163** RVS FI/T RICHARD LLOYD JONES JR, TULSA, OK. ILS OR LOC RWY 1L, AMDT 1...MISSED APPROACH: CLIMB TO 1500 THEN LEFT CLIMBING TURN TO 3000 DIRECT GNP VOR/DME AND HOLD S, RT, 344.00 INBOUND.

**FDC 7/0932** RVS FI/T RICHARD LLOYD JONES JR, TULSA, OK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 31 300-1 3/4 OR STANDARD WITH MINIMUM CLIMB OF 293 FT PER NM TO 1100. NOTE: RWY 31 POWER LINE BEGINNING 2724 FEET FROM DER, 19 FEET RIGHT OF CENTERLINE TO 1346 LEFT OF CENTERLINE, UP TO 113 FEET AGL/792 FEET MSL. TANK 1.4 NM FROM DER 1768 FEET LEFT OF CENTERLINE, 88 FEET AGL/918 FEET MSL. TOWER 1.4 NM FROM DER 124 FEET RIGHT OF CENTERLINE 64 FEET AGL/894 FEET MSL. ALL OTHER DATA REMAINS THE SAME.

**FDC 6/2739** RVS FI/T RICHARD LLOYD JONES JR, TULSA, OK. ILS OR LOC RWY 1L, AMDT 1...SIDESTEP RWY 1R: MDA 1200/576 HAT ALL CATS.

#### **Tulsa Intl**

**FDC 8/7877** TUL FI/P TULSA INTL, TULSA, OK. RNAV (GPS) RWY 8, ORIG...LNAV/VNAV DA 1061/HAT 390 ALL CATS. CIRCLING CAT A/B VIS 1. MISSED APPROACH: CLIMB TO 3500 DIRECT JESON AND HOLD. DELETE NOTE: GPS OR RNP -0.3 REQUIRED. THIS IS RNAV (GPS) RWY 8, ORIG-A.

**FDC 8/7489** TUL FI/P TULSA INTL, TULSA, OK. RNAV (GPS) RWY 36L, ORIG...LNAV/VNAV MDA 1104/HAT 427 ALL CATS. VIS 1 1/2 ALL CATS. CIRCLING CAT A/B VIS 1. DELETE NOTE: GPS OR RNP -0.3 REQUIRED. MISSED APPROACH: CLIMB TO 3500 DIRECT AXIWU AND HOLD. ALTERNATE MINIMUMS STANDARD. THIS IS RNAV (GPS) RWY 36L, ORIG-A.

**FDC 8/5164** TUL FI/T TULSA INTL, TULSA, OK. ILS OR LOC RWY 18L, AMDT 15...MISSED APPROACH: CLIMB TO 2500 DIRECT TU LOM AND HOLD S, RT, 357.00 INBOUND. ADF REQUIRED.

**FDC 8/5160** TUL FI/T TULSA INTL, TULSA, OK. ILS OR LOC RWY 18R, AMDT 7...MISSED APPROACH: CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 2500 DIRECT TU LOM AND HOLD S, RT, 357.00 INBOUND. ADF REQUIRED.

**FDC 8/5159** TUL FI/T TULSA INTL, TULSA, OK. ILS OR LOC RWY 36R, AMDT 29...ILS RWY 36R (CAT II), AMDT 29...MISSED APPROACH: CLIMB TO 2500 DIRECT DW LOM AND HOLD N, LT, 177.00 INBOUND. ADF REQUIRED.

**FDC 8/3337** TUL FI/T TULSA INTL, TULSA, OK. ILS OR LOC RWY 18L, AMDT 15...S-ILS 18L DA 1000/HAT 359 ALL CATS. VIS RVR 5000 ALL CATS. DELETE INOPERATIVE MALSR NOTE. FOR INOPERATIVE MALSR, INCREASE S-LOC 18L CAT E VISIBILITY TO 1 1/2 MILE AND, INCREASE S-ILS 18L TO VIS 1 1/2 ALL CATS.

## **OREGON**

### **AURORA**

#### **Aurora State**

**FDC 7/6901** UAO FI/T AURORA STATE, AURORA, OR. RNAV (GPS) RWY 35, ORIG...LNAV MDA 620/HAT421 ALL CATS. VIS CAT C 1 1/4.

### **BAKER CITY**

#### **Baker City Muni**

**FDC 8/6062** BKE FI/P BAKER CITY MUNI, BAKER CITY, OR. VOR A, AMDT 1...CIRCLING HAA 1828 ALL CATS. CHART APT ELEV: 3372 ALTERNATE MINIMUMS: CATS A/B 1900-2, CATS C/D 1900-3, NA WHEN LOCAL WEATHER NOT AVAILABLE. THIS IS VOR-A, AMDT 1A.

**FDC 8/6061** BKE FI/P BAKER CITY MUNI, BAKER CITY, OR. RNAV (GPS) RWY 13, ORIG...LNAV MDA 4080/HAT 710 ALL CATS. VIS CAT C 2, VIS CAT D 2 1/4. CIRCLING MDA 4080/HAA 708 CATS A/B/C, HAA 848 CAT D, VIS CAT C 2. CHART APT ELEV: 3372. DELETE NOTE: GPS OR RNP -0.3 REQUIRED. CHART ALTERNATE MINIMUMS: STANDARD, CAT D 900 - 2 3/4. NA WHEN LOCAL WEATHER NOT AVAILABLE. DELETE NOTE: ARM APPROACH MODE PRIOR TO IAF. THIS IS RNAV (GPS) RWY 13, ORIG-A.

**FDC 8/3839** BKE FI/T BAKER CITY MUNI, BAKER CITY, OR. VOR/DME RWY 13, AMDT 11A...PROCEDURE NA.

### **BEND**

#### **Bend Muni**

**FDC 8/4866** BDN FI/T BEND MUNI, BEND, OR. RNAV (GPS) Z RWY 16, ORIG...CHANGE PLANVIEW NOTE TO READ: PROCEDURE NA FOR ARRIVALS AT DSD VORTAC ON AIRWAY RADIALS 348 CW 052.

### **EUGENE**

#### **Mahlon Sweet Field**

**FDC 7/4822** EUG FI/T MAHLON SWEET FIELD, EUGENE, OR. ILS OR LOC/DME RWY 16L, ORIG...DELETE NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 16L CAT D VISIBILITY TO 1 MILE.

## **KLAMATH FALLS**

### **Klamath Falls**

**FDC 8/6830** LMT FI/T KLAMATH FALLS, KLAMATH FALLS, OR. ILS OR LOC RWY 32, AMDT 19D...ADD NOTE: S-ILS 32 RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

**FDC 5/1057** LMT FI/T KLAMATH FALLS (KINGSLEY FIELD), KLAMATH FALLS, OR. HI-ILS/DME 2 RWY 32...TERMINAL ROUTE FROM YANEX/LMT 20 DME TO LMT R-120/20 DME MINIMUM ALTITUDE 13000. TERMINAL ROUTE FROM LMT R-120/20 DME TO LMT R-142/20 DME MINIMUM ALTITUDE 13000.

**FDC 1/1967** LMT FI/T KLAMATH FALLS INTL, KLAMATH FALLS, OR. VOR/DME OR TACAN RWY 32, AMDT 4...TERMINAL ROUTE: FROM KLAMATH (LMT) VORTAC TO KLAMATH FALLS (LMT) VORTAC R-148/6.00 MINIMUM ALT 9000. FROM KLAMATH FALLS (LMT) VORTAC R-164 17.00 DME ARC (IAF) CCW TO KLAMATH FALLS (LMT) VORTAC R-148 (NOPT) MINIMUM ALTITUDE 8700.

## **MC MINNVILLE**

### **Mc Minnville Muni**

**FDC 7/9140** MMV FI/T MC MINNVILLE MUNI, MC MINNVILLE, OR. ILS OR LOC RWY 22, AMDT 3C...MISSED APPROACH: CLIMB TO 600 THEN CLIMBING LEFT TURN TO 3000 VIA UBG R-194 TO BERNI DME AND HOLD. (HOLD S, LT, 014 INBOUND). DME REQUIRED FOR MISSED APPROACH. TERMINAL ROUTE: UBG VORTAC TO MINNE INT NA. TERMINAL ROUTE: MCCOY INT TO MINNE INT NA. HOLD-IN-LIEU OF PROCEDURE TURN NA. S-LOC 22 FAF MINNE INT MSA NEWBERG (UBG) VOR/DME 170-260 3100, 260-350 3600, 350-170 4700.

**FDC 7/3729** MMV FI/T MC MINNVILLE MUNI, MC MINNVILLE, OR. NDB OR GPS RWY 22, AMDT 2...PROCEDURE NA.

## **MEDFORD**

### **Rogue Valley Intl - Medford**

**FDC 8/5348** MFR FI/P ROGUE VALLEY INTERNATIONAL - MEDFORD, MEDFORD, OR. RNAV (GPS) D, ORIG-A...MISSED APPROACH: CLIMB TO 7800 DIRECT OED VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 7800. THIS IS RNAV (GPS) D, ORIG-B.

**FDC 8/5345** MFR FI/P ROGUE VALLEY INTERNATIONAL - MEDFORD, MEDFORD, OR. LOC/DME BC B, AMDT 6A...MISSED APPROACH: CLIMB TO 7600 DIRECT OED VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 7600. MSA OED VORTAC 010-100 10700, 100-190 8800, 190-280 8300, 280-010 7000. THIS IS LOC/DME BC B, AMDT 6B.

**FDC 8/5344** MFR FI/P ROGUE VALLEY INTERNATIONAL - MEDFORD, MEDFORD, OR. VOR/DME C, AMDT 3...MISSED APPROACH: CLIMB TO 7600 DIRECT OED VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 7600. MSA OED VORTAC 010-100 10700, 100-190 8800, 190-280 8300, 280-010 7000. THIS IS VOR/DME C, AMDT 3A.

**FDC 8/5343** MFR PART 1 OF 2 FI/P ROGUE VALLEY INTERNATIONAL - MEDFORD, MEDFORD, OR. VOR/DME RWY 14, AMDT 5...S-14 MDA 2680/HAT 1377 ALL CATS. VIS CATS A/B 6000 RVR. CIRCLING MDA 2680/HAA 1345 ALL CATS. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-14 CAT A. FOR INOPERATIVE MALSR INCREASE S-14 CAT B VISIBILITY TO 1 1/2. ALTERNATE MINIMUMS: CATEGORY A/B 1400-2, CATEGORY C/D 1400-3 CHART VDP AT 1.67 DME; DISTANCE VDP TO THLD 4.12 MILES. MISSED APPROACH: CLIMB TO 2900 THEN CLIMBING RIGHT TURN TO 6400 DIRECT OED VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 6400. MSA OED VORTAC 010-100 10700, 100-190 8800, 190-280 8300, 280-010 7000 END PART 1 OF 2.

**FDC 7/6630** MFR FI/T ROGUE VALLEY INTERNATIONAL - MEDFORD, MEDFORD, OR. VOR/DME RWY 14, AMDT 5...S-14 MDA 2680/HAT 1377 ALL CATS. VIS CATS A, B 6000 RVR, CATS C, D 2 1/2. CIRCLING MDA 2680/HAA 1345 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CATS C, D 3. NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-14 CAT A. FOR INOPERATIVE MALSR INCREASE S-14 CAT B VISIBILITY TO 1 1/2 MILES. MISSED APPROACH: CLIMB TO 2900 THEN CLIMBING RIGHT TURN TO 6400 DIRECT ROGUE VALLEY (OED) VORTAC AND HOLD, CONTINUE CLIMB-IN- HOLD TO 6400. MSA ROGUE VALLEY (OED) VORTAC 010-100 10700, 100-190 8800, 190-280 8300, 280-010 7000.

**FDC 6/9159** MFR FI/T MEDFORD/ROGUE VALLEY INTL-MEDFORD, MEDFORD, OR. ILS Z RWY 14, AMDT 1 (SPECIAL)...MISSED APPROACH: CLIMB TO 3100 THEN CLIMBING RIGHT TURN TO 6400 VIA HEADING 340 AND OED R-160 TO OED VORTAC AND HOLD, OR WHEN DIRECTED BY ATC, CLIMB TO 3100 THEN CLIMBING RIGHT TURN TO 5300 VIA 350 HEADING TO INTERCEPT I-MFR NW COURSE TO AMASE/I-MFR 12.67 DME AND HOLD. (HOLD NW, RT, 140 INBOUND), CONTINUE CLIMB-IN-HOLD TO 6400.



**FDC 5/5575** MFR FI/T ROGUE VALLEY INTL-MEDFORD, MEDFORD, OR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE...TAKEOFF MINIMUMS: RWY 27, NA-OBSTACLE. DEPARTURE PROCEDURE: RWY 27, NA-OBSTACLE.

## **NORTH BEND**

### **Southwest Oregon Rgnl**

**FDC 8/7879** OTH FI/P SOUTHWEST OREGON RGNL, NORTH BEND, OR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE, AMDT 4...TAKE-OFF MINIMUMS: RWY 13, 800-2. NOTE: RWY 13, SPIRE 3468 FEET FROM DER, 1128 FEET LEFT OF CENTERLINE, 55 FEET AGL / 243 MSL, MULTIPLE TREES BEGINNING 3068 FEET FROM DER, 78 FEET LEFT OF CENTERLINE, UP TO 132 FEET AGL / 291 MSL. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKE-OFF MIMUMIMS AND (OBSTACLE) DEPARTURE, AMDT 4A.

## **ONTARIO**

### **Ontario Muni**

**FDC 8/0297** ONO FI/T ONTARIO MUNI, ONTARIO, OR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURES RWY 14, NA.

## **PENDLETON**

### **Eastern Oregon Rgnl At Pendleton**

**FDC 8/3174** PDT FI/P EASTERN OREGON RGNL AT PENDLETON, PENDLETON, OR. VOR OR GPS RWY 7, AMDT 14B...S-7 MDA 2040 / HAT 554 ALL CATS. CIRCLING MDA 2040 / HAA 543 CATS A/B/C. MISSED APPROACH: CLIMBING LEFT TURN TO 4000 DIRECT PDT VORTAC AND HOLD. CONTINUE CLIMB IN HOLD TO 4000. MSA FROM: PDT VORTAC 360-090 6100, 090-180 6500, 180-360 5800. THIS IS VOR OR GPS RWY 7, AMDT 14C.

## **PORTLAND**

### **Portland Intl**

**FDC 8/9657** PDX FI/P PORTLAND INTL, PORTLAND, OR. RNAV (GPS) RWY 10L, ORIG...CIRCLING MDA CAT A 720/HAA 690, CAT B 740/HAA 710, CAT C 740/HAA 710. VIS CATS A/B 1, CAT C 2. LNAV/VNAV VIS CAT D 2 1/2. ALTERNATE MINIMUMS: STANDARD, EXCEPT CAT D 1000-3. DELETE NOTE: CIRCLING TO RUNWAY 3 NOT AUTHORIZED AT NIGHT. DELETE NOTE: BARO VNAV NA BELOW -16C (4F). CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 49C (120F). THIS IS RNAV (GPS) RWY 10L, ORIG-A.

**FDC 8/1570** PDX FI/T PORTLAND INTL, PORTLAND, OR. ILS OR LOC RWY 28L, AMDT 1...AUTOPILOT COUPLED APPROACH NA BELOW 420FT MSL.

**FDC 8/1048** PDX FI/T PORTLAND INTL, PORTLAND, OR. VOR/DME RWY 21, ORIG-C...S-21 MDA 860 / HAT 837 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. CIRCLING MDA 860 / HAA 830 CATS A/B/C. VIS CAT B 1 1/4, CAT C 2 1/2. TEMPORARY CRANE 1.8 NM FROM RWY 21 THLD, 245 AGL / 541 MSL. ALTERNATE MINIMUMS: CATS A/B 900-2, CAT C 900-2 1/2, CAT D 1000-3.

## **REDMOND**

### **Roberts Field**

**FDC 8/5340** RDM FI/P ROBERTS FIELD, REDMOND, OR. RNAV (GPS) RWY 28, ORIG-A...HOLD E OF HATMO, RT 284.01 INBOUND, 7300 FT IN-LIEU-OF PT (IAF). TERMINAL ROUTE: FUFQO (IAF) TO HATMO MINIMUM ALTITUDE 7300. DELETE NOTE: GPS OR RNP 0.3 REQUIRED. ALTERNATE MINIMUMS STANDARD. THIS IS RNAV (GPS) RWY 28, ORIG-B.

## **ROSEBURG**

### **Roseburg Rgnl**

**FDC 8/3341** RBG PART 1 OF 2 FI/P ROSEBURG REGIONAL, ROSEBURG, OR TAKE OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 5...NOTE: RWY 34, TREE 1.10 NM FROM DEPARTURE END OF RUNWAY, 2003 FT LEFT OF RUNWAY CENTERLINE, 60 FT AGL/1179 FT MSL, TREE 5165 FT FROM DEPARTURE END OF RUNWAY, 1744 FT LEFT OF CENTERLINE, 64 FT AGL/1023 FT MSL, OBSTRUCTION LIGHT ON POLE 4850 FT FROM DEPARTURE END OF RUNWAY, 56 FT LEFT OF CENTERLINE, 15 FT AGL/894 FT MSL, TREE 4785 FT FROM DEPARTURE END OF RUNWAY, 48 FT LEFT OF RWY CENTERLINE, 23 FT AGL/862 FT MSL, TREE 1.41 NM FROM DEPARTURE END OF RUNWAY, 1826 FT LEFT OF RWY CENTERLINE, 17 FT AGL/896 FT MSL, TREE 4079 FT FROM DEPARTURE END OF RUNWAY, 508 FT LEFT OF RWY CENTERLINE, 21 FT AGL/780 FT MSL, TREE 5067 FT FROM DEPARTURE END OF RUNWAY, 265 FT RIGHT OF CENTERLINE, 43 FT AGL/802 FT MSL, TREE 4260 FT FROM DEPARTURE END OF RUNWAY, 345 FT RIGHT OF CENTERLINE, 42 FT AGL/761 FT MSL, TREE 1465 FT FROM DEPARTURE END OF RUNWAY 329 FT RIGHT OF RWY CENTERLINE, 100 FT AGL/642 FT MSL, TREE 913 FT FROM DEPARTURE END OF RUNWAY, 217 FT RIGHT OF RWY CENTERLINE, 100 FT AGL/622 FT MSL, TREE 647 FT FROM DEPARTURE END OF RUNWAY, 345 FT RIGHT OF RWY CENTERLINE, 100 FT AGL/ 615 FT MSL, HILL 1065 FT FROM DEPARTURE END OF RUNWAY, 299 FT END PART 1 OF 2.

**PACIFIC**

## AGANA

### Guam Intl

**FDC 8/8207** GUM FI/T GUAM INTL, AGANA, CQ. ILS OR LOC RWY 6R, ORIG...MSA FROM UNZ VORTAC 270-090 2300, 090-270 2600.

**FDC 8/6502** GUM FI/P GUAM INTL, AGANA, GUAM, GQ. ILS OR LOC RWY 6R, ORIG...MSA FROM: UNZ VORTAC 090-270 2600, 270-090 2300. THIS IS ILS OR LOC RWY 6R, ORIG-A.

**FDC 8/6499** GUM FI/P GUAM INTL, AGANA, CQ. VOR A, ORIG-B...MSA FROM: UNZ VORTAC 090-270 2600, 270-090 2300. ALTERNATE MINIMUMS: STANDARD. THIS IS VOR A, ORIG-C.

**FDC 8/6496** GUM FI/P GUAM INTL, AGANA, CQ. NDB/DME RWY 24R, ORIG...CHART PROFILE NOTE: SIMULTANEOUS RECEPTION OF AJA NDB AND UNZ DME REQUIRED. MSA FROM: AJA NDB 090-270 2600, 270-090 2300. THIS IS NDB/DME RWY 24R, ORIG-A.

**FDC 8/6495** GUM FI/P GUAM INTL, AGANA, CQ. VOR/DME OR TACAN RWY 6L, ORIG-B...CIRCLING CAT A MDA 760 / HAA 462. MINIMUM ALTITUDE: UNZ 1.30 DME 1040. ALTERNATE MINIMUMS: STANDARD. MSA FROM: UNZ VORTAC 090-270 2600, 270-090 2300. UNZ VORTAC 1.3 DME TO RW06L: 3.45 / 68. CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. THIS IS VOR/DME OR TACAN RWY 6L, ORIG-C.

**FDC 8/6494** GUM FI/P AGANA/GUAM INTL, AGANA, GQ. TACAN RWY 24R, ORIG...MSA FROM: UNZ VORTAC 090-270 2600, 270-090 2300. S-24R MDA 1180 / HAT 883 ALL CATS. VIS CAT C 2 3/4, CAT D 3. CIRCLING MDA 1180 / HAA 882 ALL CATS. VIS CAT C 2 3/4, CAT D 3. ALTERNATE MINIMUMS: CATS A/B 900-2, CAT C 900-2 3/4, CAT D 900-3. CHART AIRPORT ELEVATION 298. THIS IS TACAN RWY 24R, ORIG-A.

## PAGO PAGO

### Pago Pago Intl

**FDC 6/9408** PPG FI/T PAGO PAGO INTL, PAGO PAGO, AS VOR/DME OR TACAN A, AMDT 3...TERMINAL ROUTE FROM R-008 TUTUILA (TUT) VOR/DME CCW (IAF) TO R-228 (NOPT) 10 DME ARC NA. CIRCLING CATS A/B MDA 660/HAA 629, CAT C MDA 700/HAA 669.

## POHNPEI ISLAND

### Pohnpei Intl

**FDC 8/9250** PNI FI/P POHNPEI INTL, POHNPEI, FM. RNAV (GPS) RWY 9, ORIG...ALTERNATE MINIMUMS: CATS A/B 1000-2 1/4, CAT C 1000-2 3/4, CAT D 1000-3. NA WHEN LOCAL WEATHER NOT AVAILABLE. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, PROCEDURE NOT AUTHORIZED. CHART NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED PROCEDURE NOT AUTHORIZED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. CHART NOTE: PROCEDURE NOT AUTHORIZED AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RUNWAY LIGHTS. DELETE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 9, ORIG-A.

**FDC 8/9249** PNI FI/P POHNPEI INTL, POHNPEI, FM. NDB/DME OR GPS A, AMDT 1A...CIRCLING HAA 692 ALL CATS. CHART AIRPORT ELEV 8. CHART NOTE: NO CONTROLLED AIRSPACE BELOW 5500 FEET. CHART NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, PROCEDURE NOT AUTHORIZED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. ALTERNATE MINIMUMS: STANDARD EXCEPT CAT D 800-2 1/4. NA WHEN LOCAL WEATHER NOT AVAILABLE. THIS IS NDB/DME OR GPS A, AMDT 1B.

**FDC 8/9244** PNI FI/P POHNPEI INTL, POHNPEI, FM. RNAV (GPS) RWY 27, ORIG...ALTERNATE MINIMUMS: 800-2 1/4. NA WHEN LOCAL WEATHER NOT AVAILABLE. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, PROCEDURE NOT AUTHORIZED. CHART NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED PROCEDURE NOT AUTHORIZED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. CHART NOTE: PROCEDURE NOT AUTHORIZED AT NIGHT EXCEPT BY PRIOR ARRANGEMENT FOR RUNWAY LIGHTS. DELETE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 27, ORIG-A.

**FDC 8/3137** PNI FI/P POHNPEI INTL, POHNPEI, FM. NDB OR GPS C, AMDT 3...CHART NOTE: NO CONTROLLED AIRSPACE BELOW 5500 FEET. CIRCLING HAA 552 CATS A/B/C, HAA 692 CAT D. CHART AIRPORT ELEV 8. CHART NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED PROCEDURE NOT AUTHORIZED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. ALTERNATE MINIMUMS: STANDARD EXCEPT CAT D 800-2 1/4. NA WHEN LOCAL WEATHER NOT AVAILABLE. THIS IS NDB OR GPS C, AMDT 3A.

**FDC 8/0535** PNI FI/P POHNPEI INTL, POHNPEI ISLAND, FM. NDB/DME RWY 9, AMDT 4...CHART NOTE: NO CONTROLLED AIRSPACE BELOW 5500 FEET. S-9 CAT A HAT 552, CATS B/C/D HAT 692. CIRCLING CAT A HAA 552, CATS B/C/D 692. CHART NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF ; WHEN NOT RECEIVED PROCEDURE NOT AUTHORIZED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. ALTERNATE MINIMUMS: 800-3. NA WHEN LOCAL WEATHER NOT AVAILABLE. CHART AIRPORT ELEVATION 8 FEET. CHART TOUCHDOWN ZONE ELEV 8 FEET. THIS IS NDB/DME RWY 9 , AMDT 4A.

**FDC 8/0533** PNI FI/P POHNPEI INTL, POHNPEI, FM. NDB OR GPS B, AMDT 3...CHART NOTE: NO CONTROLLED AIRSPACE BELOW 5500 FEET. CIRCLING HAA 552 CATS A/B/C, HAA 692 CAT D. CHART AIRPORT ELEV 8. CHART NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED PROCEDURE NOT AUTHORIZED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. ALTERNATE MINIMUMS: STANDARD EXCEPT CAT D 800-2 1/4, NA WHEN LOCAL WEATHER NOT AVAILABLE. THIS IS NDB OR GPS B, AMDT 3A.

## **TINIAN ISLAND**

### **Tinian Intl**

**FDC 6/5863** TNI FI/T TINIAN INTL, TINIAN ISLAND, N. MARIANA IS., CQ. RNAV (GPS) RWY 8, ORIG...ALTERNATE MINIMUMS NA EXCEPT CATS A/B/C STANDARD, CAT D 800-2 1/4, FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE.

**FDC 6/5862** TNI FI/T TINIAN INTL, TINIAN ISLAND, N. MARIANA IS., CQ. RNAV (GPS) RWY 26, ORIG...ALTERNATE MINIMUMS NA EXCEPT CATS A/B/C STANDARD, CAT D 800 - 2 1/4, FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE.

## **PENNSYLVANIA**

### **ALLENTOWN**

#### **Allentown Queen City Muni**

**FDC 8/1294** JVU FI/T ALLENTOWN/QUEEN CITY MUNI, ALLENTOWN, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 7, STANDARD WITH MINIMUM CLIMB OF 380 FEET PER NM TO 1600.

#### **Lehigh Valley Intl**

**FDC 8/5754** ABE FI/T LEHIGH VALLEY INTL, ALLENTOWN, PA. RNAV (GPS) RWY 31, AMDT 1...LNAV VIS CATS A/B 1. INOPERATIVE TABLE DOES NOT APPLY.

### **BEDFORD**

#### **Bedford County**

**FDC 7/2737** HMZ FI/T BEDFORD COUNTY, BEDFORD, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 32, STANDARD WITH A MINIMUM CLIMB OF 380 FEET PER NM TO 3700. ALL OTHER DATA REMAINS AS PUBLISHED.

### **BUTLER**

#### **Butler County/K W Scholter Field**

**FDC 8/0043** BTP FI/P BUTLER COUNTY/K W SCHOLTER FLD, BUTLER, PA. RNAV (GPS) RWY 8, ORIG-A...DELETE NOTE: FOR INOPERATIVE MALSR INCREASE LNAV CAT C VISIBILITY TO 1 1/4. THIS IS RNAV (GPS) RWY 8, ORIG-B.

### **DANVILLE**

#### **Geisinger**

**FDC 8/1861** 49PN FI/T GEISINGER HELIPORT, DANVILLE, PA. (SPECIAL) COPTER VOR/DME 331, AMDT 1...PROCEDURE NA.

#### **Geisinger Rooftop**

**FDC 8/7730** 79PN FI/T GEISINGER ROOFTOP HELIPORT, DANVILLE, PA. COPTER RNAV (GPS) 290, ORIG...PROCEDURE NA.

### **DOYLESTOWN**

#### **Doylestown**

**FDC 7/4185** DYL FI/T DOYLESTOWN, DOYLESTOWN, PA. VOR RWY 23, AMDT 7...S-23 NA.

### **ERIE**

#### **Erie Intl/Tom Ridge Field**

**FDC 8/1653** ERI FI/T ERIE INTL, ERIE, PA. ILS OR LOC RWY 24, AMDT 7C...PROCEDURE TURN COMPLETION ALTITUDE 3200. S-LOC 24: MDA 1300/HAT 568 ALL CATS. VIS CAT C 1, CAT D 1 1/4. FOR INOPERATIVE MALSR, INCREASE S-LOC 24 CATS A/B VISIBILITY TO 1. CIRCLING: CAT D MDA 1380/HAA 647.

**FDC 8/1630** ERI FI/T ERIE INTL, ERIE, PA. VOR/DME OR GPS RWY 24, AMDT 11B...CAT D CIRCLING MDA 1380/HAA 647.

**FDC 8/1613** ERI FI/T ERIE INTL, ERIE, PA. VOR OR GPS RWY 6, AMDT 15C...S-6 MDA 1260/HAT 527 ALL CATS. VIS CAT D RVR 6000. CAT D CIRCLING MDA 1380/HAA 647.

**FDC 8/1612** ERI FI/T ERIE INTL, ERIE, PA. NDB RWY 6, ORIG-A...S-6 MDA 1300/HAT 567 ALL CATS. CAT D CIRCLING MDA 1360/HAA 647.

**FDC 8/1610** ERI FI/T ERIE INTL, ERIE, PA. ILS OR LOC RWY 6, AMDT 15C...S-ILS 6 DA 1023/HAT 290 ALL CATS. VIS RVR 5000 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 6 ALL CATS. CAT D CIRCLING MDA 1380/HAA 647.

**FDC 8/1608** ERI FI/T ERIE INTL, ERIE, PA. NDB RWY 24, AMDT 17B...PROCEDURE TURN COMPLETION MINIMUM ALTITUDE 3200. CAT D CIRCLING MDA 1360/HAA 647.

## HARRISBURG

### Harrisburg Intl

**FDC 6/5806** MDT FI/T HARRISBURG INTL, HARRISBURG, PA. ILS RWY 31, AMDT 1...S-ILS 31: DECISION ALT 558/HAT 250 ALL CATS, VIS ALL CATS RVR 5000.

## HONESDALE

### Cherry Ridge

**FDC 7/4733** N30 FI/T CHERRY RIDGE, HONESDALE, PA. RNAV (GPS) RWY 36, ORIG...PROCEDURE NA.

**FDC 7/4732** N30 FI/T CHERRY RIDGE, HONESDALE, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS AND TAKEOFF OBSTACLE NOTES NA.

**FDC 7/4731** N30 FI/T CHERRY RIDGE, HONESDALE, PA. VOR A, AMDT 5...PROCEDURE NA.

## JOHNSTOWN

### John Murtha Johnstown-Cambria Co

**FDC 8/5139** JST FI/P JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY, JOHNSTOWN, PA. VOR RWY 23, AMDT 7...CHANGE MISSED APPROACH TO READ: CLIMB TO 4100 THEN LEFT TURN DIRECT JST VORTAC AND HOLD. DELETE: DESCENT ANGLE 3.00/TCH 49. CHART: DESCENT ANGLE 2.96/TCH 49. CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS VOR RWY 23,, AMDT 7A.

**FDC 8/5138** JST FI/P JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY, JOHNSTOWN, PA. VOR/DME RWY 23, AMDT 1...DELETE: DESCENT ANGLE 3.00/TCH 49. CHART: DESCENT ANGLE 2.98/TCH 49. CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS VOR/DME RWY 23,, AMDT 1A.

**FDC 7/8873** JST FI/T JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY, JOHNSTOWN, PA. RNAV (GPS) RWY 23, ORIG...PROCEDURE NA.

## LANCASTER

### Lancaster

**FDC 8/2231** LNS FI/P LANCASTER, LANCASTER, PA. RNAV (GPS) RWY 26, AMDT 1...DELETE TERMINAL ROUTE: BOYER (IAF) TO HEDED (IF). DELETE TERMINAL ROUTE: TRAGG (IAF) TO HEDED (IF). CHART PLANVIEW NOTE: RADAR REQUIRED. DELETE PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT BOYER VIA V12 WESTBOUND AND V170 NORTHWEST BOUND. DELETE PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT TRAGG VIA V210 EASTBOUND. THIS IS RNAV (GPS) RWY 26,, AMDT 1A.

## MONONGAHELA

### Rostraver

**FDC 5/0338** FWQ FI/T MONONGAHELA/ROSTRAVER, MONONGAHELA, PA. VOR-A, AMDT 5...PROCEDURE NA.

## MOUNT JOY/MARIETTA

### Donegal Springs Airpark

**FDC 8/5807** N71 FI/T DONEGAL SPRINGS AIRPARK, MOUNT JOY/MARIETTA, PA. VOR RWY 28, AMDT 1...MISSED APPROACH: CLIMB TO 4500 VIA LRP VORTAC R-272 TO FAMAV INT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4500, HOLD SE, LT, 325 INBOUND.

## PHILADELPHIA

### Northeast Philadelphia

**FDC 8/8039** PNE FI/T NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. ILS OR LOC RWY 24, AMDT 12...CIRCLING MDA 760/HAA 639 ALL CATS. VIS CAT C 1 3/4. ILS ALTERNATE MINIMUMS 700-2 ALL CATS. TEMPORARY CRANE 400 MSL 2960 FEET SOUTH OF RWY 24.

**FDC 8/7790** PNE FI/T NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. RNAV (GPS) RWY 33, ORIG...LNAV MDA 700/HAT 591 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 760/HAA 639 ALL CATS. VIS CAT C 1 3/4. TEMPORARY CRANE 400 MSL 3060 FEET NORTH OF RWY 33.

**FDC 8/7789** PNE FI/T NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. RNAV (GPS) RWY 24, ORIG...LPV DA 489/HAT 373 ALL CATS. VIS 3/4 ALL CATS. FOR INOPERATIVE MALSR, INCREASE LPV VISIBILITY TO 1 1/4 ALL CATS. LNAV MDA 700/HAT 584 ALL CATS. VIS CAT C 1, CAT D 1 1/4. CIRCLING MDA 760/HAA 639 ALL CATS. VIS CAT C 1 3/4. VDP TO THRESHOLD DISTANCE 1.7 NM. TEMPORARY CRANE 400 MSL 2960 FEET SOUTH OF RWY 24.

**FDC 8/7788** PNE FI/T NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. VOR RWY 24, AMDT 19...CIRCLING MDA 760/HAA 639 ALL CATS. VIS CAT C 1 3/4. TEMPORARY CRANE 400 MSL 2960 FEET SOUTH OF RWY 24.

**FDC 8/7786** PNE FI/T NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. RNAV (GPS) RWY 6, ORIG...LOC BC RWY 6, AMDT 7...CIRCLING MDA 760/HAA 639 ALL CATS. VIS CAT C 1 3/4. TEMPORARY CRANE 400 MSL 5270 FEET NORTHEAST OF RWY 6.

**FDC 8/7785** PNE FI/T NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. RNAV (GPS) RWY 15, ORIG...CIRCLING MDA 760/HAA 639 ALL CATS. VIS CAT C 1 3/4. TEMPORARY CRANE 400 MSL 3833 FEET EAST OF RWY 15.

**FDC 8/7784** PNE FI/T NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. VOR RWY 6, AMDT 12...S-6 MDA 700/HAT 584 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 760/HAA 639 ALL CATS. VIS CAT C 1 3/4. TEMPORARY CRANE 400 MSL 5270 FEET NORTHEAST OF RWY 6.

#### **Philadelphia Intl**

**FDC 8/1287** PHL FI/T PHILADELPHIA INTL, PHILADELPHIA, PA. RNAV (GPS) RWY 35, AMDT 1A...PROCEDURE NA.

#### **PITTSBURGH**

##### **Pittsburgh Intl**

**FDC 8/7266** PIT FI/P PITTSBURGH INTL, PITTSBURGH, PA. RNAV (GPS) RWY 14, AMDT 3...LPV DA 1636/HAT 488 ALL CATS. CIRCLING VIS CATS A/B 1, CAT C 1 1/2. DELETE NOTE: BARO-VNAV NA BELOW -17C (2F). CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17 (2F) OR ABOVE 46C (114F). CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. THIS IS RNAV (GPS) RWY 14, AMDT 3A.

**FDC 8/2032** PIT FI/T PITTSBURGH INTL, PITTSBURGH, PA. ILS RWY 28L (CAT II), AMDT 9...PROCEDURE NA.

**FDC 5/0340** PIT FI/T PITTSBURGH INTL, PITTSBURGH, PA. VOR/DME RWY 14 AMDT 2A...PROCEDURE NA.

#### **POTTSVILLE**

##### **Schuylkill County /Joe Zerbey/**

**FDC 8/8547** ZER FI/T SCHUYLKILL COUNTY/JOE ZERBEY, POTTSVILLE, PA. RNAV (GPS) RWY 11, ORIG...PROCEDURE NA.

**FDC 8/6177** ZER FI/T SCHUYLKILL COUNTY/JOE ZERBEY, POTTSVILLE, PA. VOR OR GPS RWY 4, AMDT 5A...PROCEDURE NA.

**FDC 8/6176** ZER FI/T SCHUYLKILL COUNTY/JOE ZERBEY, POTTSVILLE, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 4, 22 NA. ALL OTHER DATA REMAINS AS PUBLISHED.

#### **SELINGSGROVE**

##### **Penn Valley**

**FDC 8/8403** SEG FI/T PENN VALLEY, SELINGSGROVE, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 17, 35 NA. DEPARTURE PROCEDURE: RWY 17, 35 NA.

**FDC 8/8401** SEG FI/T PENN VALLEY, SELINGSGROVE, PA. RNAV (GPS) B, ORIG-A...PROCEDURE NA.

**FDC 8/0560** SEG FI/T PENN VALLEY, SELINGSGROVE, PA. VOR A, AMDT 6A...CIRCLING RWY 17 NA.

#### **SOMERSET**

##### **Somerset County**

**FDC 8/9200** 2G9 FI/T SOMERSET COUNTY, SOMERSET, PA. NDB RWY 25, AMDT 6...TERMINAL ROUTE: JST VORTAC TO IZYUR INT NA. TERMINAL ROUTE: IZYUR INT TO SYS NDB NA. PROCEDURE TURN COURSE INBOUND 248.

## ST MARYS

### St Marys Muni

**FDC 7/6273** OYM FI/T ST MARYS MUNI, ST MARYS, PA. RNAV (GPS) RWY 28 AMDT 1...LNAV: MDA CAT A/B VIS 1 MILE.

**FDC 6/3116** OYM FI/T ST MARYS MUNI, ST MARYS, PA. RNAV (GPS) RWY 10, AMDT 1...LPV DA NA.

## TOWANDA

### Bradford County

**FDC 8/4599** N27 FI/T BRADFORD COUNTY AIRPORT, TOWANDA, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURES NA.

## WARREN

### Warren General Hospital

**FDC 8/1293** PA97 FI/T WARREN GENERAL HOSPITAL HELIPORT, WARREN, PA. COPTER GPS 315, ORIG...PROCEED VISUALLY NA. AT UFOLO PROCEED VFR.

## WASHINGTON

### Washington County

**FDC 5/1991** AFJ FI/T WASHINGTON COUNTY, WASHINGTON, PA. VOR-B AMDT 7...PROCEDURE NA.

## WAYNESBURG

### Greene County

**FDC 8/5641** WAY FI/P GREENE COUNTY, WAYNESBURG, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, ORIG...CORRECT TAKE-OFF MINIMUMS FOR RWY 9 TO READ: RWY 9, NA - OBSTACLE.

## WEST CHESTER

### Brandywine

**FDC 8/2647** OQN FI/P WEST CHESTER/BRANDNDYWINE, WEST CHESTER, PA. RNAV (GPS) RWY 9, ORIG...CORRECT PROFILE SECTION CHANGE WAYPOINT TEXT TO WACCY VICE WAACY.

**FDC 8/0577** OQN FI/P BRANDYWINE, WEST CHESTER, PA. RNAV (GPS) RWY 9, ORIG...LNAV MDA 1020/HAT 554 ALL CATS. CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT PTW VORTAC ON AIRWAY RADIALS 205 CW 287. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT GLOMO VIA V403-405 SOUTHWEST BOUND, AND VIA V3-408 WESTBOUND. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 9, ORIG-A.

**FDC 8/0570** OQN FI/P BRANDYWINE, WEST CHESTER, PA. RNAV (GPS) RWY 27, ORIG...LNAV MDA 1020/HAT 554 ALL CATS. CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT MXE VORTAC ON AIRWAY RADIALS 025 CW 129. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 27, ORIG-A.

## WILLIAMSPORT

### Williamsport Rgnl

**FDC 8/7406** IPT FI/T WILLIAMSPORT RGNL, WILLIAMSPORT, PA. ILS RWY 27, AMDT 16...GLIDESLOPE ANGLE 3.00 DEGREES/TCH 51 FEET. GLIDESLOPE CHECK ALTITUDE AT PICTURE ROCKS (PIX) NDB/INT 3631 MSL. GLIDESLOPE CHECK ALTITUDE AT SMILE OM 1794 MSL. S-ILS 27 VIS 1 1/4 ALL CATS.

**FDC 8/2400** IPT FI/T WILLIAMSPORT RGNL, WILLIAMSPORT, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 15/33 - NA.

## YORK

### York

**FDC 8/1125** THV FI/T YORK, YORK, PA. RNAV (GPS) RWY 17, ORIG...MISSED APPROACH: CLIMB TO 1400, THEN CLIMBING RIGHT TURN TO 3100 DIRECT KOLBY WP AND HOLD.

## ZELIENOPE

### Zelienople Muni

**FDC 8/5926** PJC PART 1 OF 2 FI/T ZELIENOPLÉ MUNI, ZELIENOPLÉ, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 17, 35, 1100-2 1/2 FOR CLIMB IN VISUAL CONDITIONS. TEXTUAL DEPARTURE PROCEDURE: RWY 17, 35, FOR CLIMB IN VISUAL CONDITIONS: CROSS ZELIENOPLÉ MUNI AT OR ABOVE 1900 FEET BEFORE PROCEEDING ON COURSE. TAKEOFF OBSTACLE NOTES: NOTE: RWY 17, TERRAIN AND TREES BEGINNING 1.23 NM FROM DER, 1272 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/1339 FEET MSL. VEHICLE ON ROAD BEGINNING 18 FEET FROM DER, 378 FEET LEFT OF CENTERLINE, UP TO 15 FEET AGL/946 FEET MSL. BRUSH 278 FEET FROM DER, 204 FEET LEFT OF CENTERLINE, 21 FEET AGL/921 FEET MSL. VEHICLE ON ROAD 451 FEET FROM DER, 593 FEET RIGHT OF CENTERLINE, 15 FEET AGL/946 FEET MSL. TREES BEGINNING 2442 FEET FROM DER, 1110 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/1299 FEET MSL. POWER LINES BEGINNING 3648 FEET FROM DER, 644 FEET RIGHT OF CENTERLINE, UP TO 79 FEET AGL/1046 FEET MSL. TREES BEGINNING 1.27 NM FROM DER, 477 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/1359 FEET MSL. NOTE: RWY 35, TERRAIN AND TREES BEGINNING 1.04 NM FROM DER, END PART 1 OF 2.

## PUERTO RICO

### ISLA DE VIEQUES

**Antonio Rivera Rodriguez**

**FDC 8/3623** VQS FI/P ANTONIO RIVERA RODRIGUEZ, ISLA DE VIEQUES, PR. RNAV (GPS) RWY 9, AMDT 1A...DELETE CHARTING: R-7104, W-248. THIS IS RNAV (GPS) RWY 9, AMDT 1B.

### MAYAGUEZ

**Eugenio Maria De Hostos**

**FDC 6/4548** MAZ FI/T MAYAGUEZEUGENIO MARIA DE HOSTOS, MAYAGUEZ, RQ. VOR OR GPS RWY 9, AMDT 9...MISSED APPROACH: CLIMB TO 2000 VIA MAZ R-081 THEN CLIMBING LEFT TURN TO 5000 DIRECT MAZ VOR/DME AND HOLD.

### SAN JUAN

**Fernando Luis Ribas Dominicci**

**FDC 7/9346** SIG FI/T FERNANDO LUIS RIBAS DOMINICCI, SAN JUAN, PR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 9, 400-2. STANDARD MINIMUMS WITH CLIMB GRADIENT NA. TAKEOFF OBSTACLE NOTES: RWY 9, TEMPORARY CRANE 3666 FEET FROM DEPARTURE END OF RWY, 395 FEET LEFT OF CENTERLINE, 390 FEET AGL/399 FEET MSL. TEMPORARY CRANE 6393 FEET FROM DEPARTURE END OF RWY, 1364 FEET RIGHT OF CENTERLINE, 350 FEET AGL/365 FEET MSL. BUILDING 8855 FEET FROM DEPARTURE END OF RWY, 2022 FEET RIGHT OF CENTERLINE, 266 FEET AGL/275 FEET MSL. ALL OTHER INFORMATION REMAINS AS PUBLISHED.

**Luis Munoz Marin Intl**

**FDC 8/3214** TJSJ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PUERTO RICO, RQ. ILS RWY 8, AMDT 15D...S-ILS-8 VIS 1 ALL CATS. S-LOC-8 VIS CATS A/B 1. NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 360 FEET MSL. NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS-8 ALL CATS, AND S-LOC-8 CATS A AND B. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. PROFILE NOTE: VGS1 AND ILS GLIDEPATH NOT COINCIDENT.

## RHODE ISLAND

### NORTH KINGSTOWN

**Quonset State**

**FDC 8/9397** OQU FI/T QUONSET STATE, NORTH KINGSTOWN, RI. NDB RWY 16, AMDT 2.S-16: MDA 580/HAT 561 ALL CATS. CIRCLING: CAT A/B/C MDA 580/HAA 561. PROVIDENCE ALTIMETER SETTING MINIMUMS: S-16: MDA 600/HAT 581 ALL CATS. TEMPORARY CRANE 227 MSL 1.29 NM W OF RWY 16.

**FDC 8/9396** OQU FI/T QUONSET STATE, NORTH KINGSTOWN, RI. VOR A, AMDT 5.CIRCLING: CAT A/B/C MDA 580/HAA 561. PROVIDENCE ALTIMETER SETTING MINIMUMS: CIRCLING: CAT A/B/C MDA 600/HAA 581. TEMPORARY CRANE 227 MSL 1.29 NM W OF RWY 16.

**FDC 8/9395** OQU FI/T QUONSET STATE, NORTH KINGSTOWN, RI. RNAV (GPS) RWY 16, ORIG.LNAV/VNAV: DA 529/HAT 511, VIS 1 1/4 ALL CATS. NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PROVIDENCE ALTIMETER SETTING AND INCREASE LPV DA TO 343 FEET, INCREASE LNAV/VNAV DA TO 552 FEET, INCREASE ALL MDAS 40 FEET. TEMPORARY CRANE 227 MSL 1.29 NM W OF RWY 16.

**FDC 8/6587** OQU FI/T QUONSET STATE, NORTH KINGSTOWN, RI. NDB RWY 16, AMDT 2...S-16 CAT C/D WEATHER MINIMUMS (600-1 1/2) INOPERATIVE TABLE DOES NOT APPLY.

## **PAWTUCKET**

### **North Central State**

**FDC 8/4861** SFZ FI/P NORTH CENTRAL STATE, PAWTUCKET, RI. VOR OR GPS B, AMDT 6A...CIRCLING MDA 980/HAA 539 CATS A/B/C. THIS IS VOR OR GPS B, AMDT 6B.

**FDC 8/4860** SFZ FI/P NORTH CENTRAL STATE, PAWTUCKET, RI. GPS RWY 23, ORIG-A...CIRCLING MDA 980/HAA 539 CATS A/B/C. THIS IS GPS RWY 23, ORIG-B.

**FDC 8/4858** SFZ FI/P NORTH CENTRAL STATE, PAWTUCKET, RI. GPS RWY 5, ORIG...CIRCLING MDA 980/HAA 539 CATS A/B/C. THIS IS GPS RWY 5, ORIG-A.

**FDC 8/4857** SFZ FI/P NORTH CENTRAL STATE, PAWTUCKET, RI. VOR OR GPS A, AMDT 6A...CIRCLING MDA 980/HAA 539 CATS A/B/C. THIS IS VOR OR GPS A, AMDT 6B.

**FDC 8/4856** SFZ FI/P NORTH CENTRAL STATE, PAWTUCKET, RI. LOC RWY 5, AMDT 5D...CIRCLING MDA 980/HAA 539 CATS A/B/C. THIS IS LOC RWY 5, AMDT 5E.

## **WESTERLY**

### **Westerly State**

**FDC 8/5539** WST FI/T WESTERLY STATE, WESTERLY, RI. RNAV (GPS) RWY 7, ORIG-A...LNAV MDA 620/HAT 544 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 620/HAA 539 CATS A/B/C. TEMPORARY CRANE 301 MSL 2.91 NM SOUTHEAST OF RWY 7.

## **SOUTH CAROLINA**

## **ANDREWS**

### **Robert F Swinnie**

**FDC 7/3629** PHH FI/T ROBERT F SWINNIE, ANDREWS, SC. NDB RWY 36, ORIG...PROCEDURE NA.

## **CHARLESTON**

### **Charleston Executive**

**FDC 8/1597** JZI FI/P CHARLESTON EXECUTIVE, CHARLESTON, SC. ILS OR LOC RWY 9, AMDT 1...CHART NOTE: DME REQUIRED. MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3000 VIA HEADING 272 AND CHS R-219 TO BASSO/CHS 24.9 DME AND HOLD. THIS IS ILS OR LOC RWY 9, AMDT 1A.

## **CHESTER**

### **Chester Catawba Rgnl**

**FDC 5/2210** 9A6 FI/T CHESTER CATAWBA REGIONAL, CHESTER, SC. NDB RWY 35, ORIG. TERMINAL ROUTE FROM FML VORTAC TO DCM NDB NA.

**FDC 5/2206** 9A6 FI/T CHESTER CATAWBA REGIONAL, CHESTER, SC. GPS RY 17, ORIG. TERMINAL ROUTE FROM FML VORTAC TO HUPNI(IAF) NA.

## **GEORGETOWN**

### **Georgetown County**

**FDC 8/9825** GGE FI/T GEORGETOWN COUNTY, GEORGETOWN, SC. NDB OR GPS RWY 5, AMDT 5A...CIRCLING CAT D MDA 860/HAA 821. VISIBILITY CAT D 2 3/4. MYRTLE BEACH INTL ALTIMETER SETTING: CIRCLING CAT D MDA 940/HAA 901. VISIBILITY CAT D 3.

## **GREENVILLE**

### **Greenville Downtown**

**FDC 8/9970** GMU FI/P GREENVILLE DOWNTOWN, GREENVILLE, SC. RADAR-1, AMDT 13...CIRCLING CATS A/B/C MDA 1620/HAA 572, CAT D MDA 1740/HAA 692. VIS CAT D 2 1/4. ALTERNATE MINIMUMS: STANDARD, EXCEPT CAT D 800-2 1/4, NA WHEN CONTROL TOWER CLOSED. THIS IS RADAR-1, AMDT 13A.

## **GREENWOOD**

### **Greenwood County**

**FDC 8/5233** GRD FI/T GREENWOOD COUNTY, GREENWOOD, SC. NDB OR GPS RWY 27, AMDT 1...NDB PORTION NA.

## **GREER**

### **Greenville Spartanburg Intl**



**FDC 8/0048** GSP FI/T GREENVILLE-SPARTANBURG INTL - ROGER MILLIKEN, GREER, SC. ILS RWY 4, AMDT 21...ILS RWY 4 (CAT II), AMDT 21...ILS RWY 4 (CAT III), AMDT 21...ILS RWY 22, AMDT 3B...MISSED APPROACH HOLDING: HOLD S, RT, 014.00 INBOUND.

## HARTSVILLE

### Hartsville Rgnl

**FDC 7/2689** HVS FI/T HARTSVILLE REGIONAL, HARTSVILLE, SC. GPS RWY 21, ORIG...S-21: MINIMUM ALTITUDE AT 2.2 NM TO RWY 21, 1160. TOWER 760 MSL, 3.43 NM N OF RWY 21.

**FDC 7/2688** HVS FI/T HARTSVILLE REGIONAL, HARTSVILLE, SC. NDB RWY 21, ORIG...AP ELEV: 364. S-21: MDA 1260/HAT 896 ALL CATS. VISIBILITY CAT A 1 1/4, CAT C 2 3/4, CAT D 3. CIRCLING: MDA 1260/HAA 896 ALL CATS. VISIBILITY CAT A 1 1/4, CAT C 2 3/4, CAT D 3. TOWER 760 MSL, 3.43 NM N OF RWY 21.

## MOUNT PLEASANT

### Mt Pleasant Rgnl-Faison Field

**FDC 8/6202** LRO FI/T MT PLEASANT RGNL-FAISON FIELD, MOUNT PLEASANT, SC. VOR/DME RNAV OR GPS RWY 17, ORIG...VOR/DME RNAV PORTION NA. CIRCLING MDA 560/HAA 547 CAT C.

## MYRTLE BEACH

### Myrtle Beach Intl

**FDC 8/5130** MYR FI/P MYRTLE BEACH INTL, MYRTLE BEACH, SC. ILS OR LOC RWY 18, AMDT 1G...S-ILS 18: VIS RVR 2400 ALL CATS. DELETE PLANVIEW NOTE: DME OR RADAR REQUIRED. CHART PLANVIEW NOTE: RADAR REQUIRED. DELETE TERMINAL ROUTE: IAF FROM R-357 CRE VORTAC CCW TO R-295 CRE VORTAC 14 DME ARC. THIS IS ILS OR LOC RWY 18, AMDT 1H.

**FDC 8/1074** MYR FI/T MYRTLE BEACH INTL, MYRTLE BEACH, SC. RNAV (GPS) RWY 18, AMDT 1C...LNAV/VNAV DA 479 / HAT 456 ALL CATS. VDP 1.16 NM TO RW18.

**FDC 7/6495** MYR FI/T MYRTLE BEACH INTL, MYRTLE BEACH, SC. RNAV (GPS) RWY 36, AMDT 1A...LNAV MDA 520 / HAT 495 ALL CATS VDP 1.42 NM TO RW36. VGSI AND RNAV GLIDEPATH NOT COINCIDENT.

## NEWBERRY

### Newberry County

**FDC 8/1267** EOE FI/T NEWBERRY COUNTY, NEWBERRY, SC. GPS RWY 22, ORIG...TERMINAL ROUTE FROM UNARM WP TO KORVE WP (IAF) MINIMUM ALTITUDE 3000. TERMINAL ROUTE FROM WIDER WP TO JOKZU WP (IAF) MINIMUM ALTITUDE 3000. MISSED APPROACH: CLIMB TO 3000 DIRECT DANYU AND HOLD.

## ORANGEBURG

### Orangeburg Muni

**FDC 8/9202** OGB FI/T ORANGEBURG MUNI, ORANGEBURG, SC. RNAV (GPS) RWY 23, ORIG...PROCEDURE NA.

## PAGELAND

### Pageland

**FDC 8/1667** PYG FI/T PAGELAND, PAGELAND, SC. NDB OR GPS RWY 23, ORIG-A...NDB PORTION NA.

## PICKENS

### Pickens County

**FDC 8/3899** LQK FI/T PICKENS COUNTY, PICKENS, SC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 5, STANDARD WITH A MINIMUM CLIMB OF 260 FEET PER NM TO 6600. RWY 23: STANDARD TEXTUAL DEPARTURE PROCEDURE: RWY 23 - CLIMB HEADING 227.89 TO 1900 BEFORE PROCEEDING ON COURSE. NOTE: RWY 5, TERRAIN BEGINNING 156 FEET FROM DEPARTURE END OF RWY, 134 FEET LEFT OF CENTERLINE, UP TO 1034 FEET MSL. TERRAIN 111 FEET FROM DEPARTURE END OF RWY, 76 FEET RIGHT OF CENTERLINE, 1031 FEET MSL. VEHICLES ON ROADWAY, 451 FEET FROM DEPARTURE END OF RWY, 57 FEET RIGHT OF CENTERLINE, 15 FEET AGL/1028 FEET MSL. NOTE: RWY 23, TERRAIN BEGINNING 157 FEET FROM DEPARTURE END OF RWY, 105 FEET LEFT OF CENTERLINE, UP TO 972 FEET MSL. TERRAIN BEGINNING 67 FEET FROM DEPARTURE END OF RWY, 104 FEET RIGHT OF CENTERLINE, UP TP 988 FEET MSL.

## WALTERBORO

### Lowcountry Rgnl

**FDC 4/0685** RBW FI/T LOW COUNTRY REGIONAL, WALTERBORO, SC. GPS RWY 23, ORIG. PROCEDURE NOT AUTHORIZED.

## SOUTH DAKOTA

### BELLE FOURCHE

**Belle Fourche Muni**

**FDC 7/3668** EFC FI/T BELLE FOURCHE MUNI, BELLE FOURCHE, SD. NDB OR GPS RWY 32, ORIG...NDB PORTION NA.

**BROOKINGS**

**Brookings Rgnl**

**FDC 7/0408** BKX FI/T BROOKINGS REGIONAL, BROOKINGS, SD. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 12, TREE 1968 FT FROM DEPARTURE END OF RWY 850 FT LEFT OF CENTERLINE, 56 AGL/1705 MSL. BUILDING 1278 FT FROM DEPARTURE END OF RWY 826 FT RIGHT OF CENTERLINE, 38 AGL/1681 MSL.

**CHAMBERLAIN**

**Chamberlain Muni**

**FDC 5/0832** 9V9 FI/T CHAMBERLAIN MUNI, CHAMBERLAIN, SD. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWYS 13, 31 STANDARD. RWYS 18, 36 NA. NOTE: RWY 31, FENCE 457 FEET FROM DER, 376 FEET LEFT OF CENTERLINE, 10 FEET AGL/1705 FEET MSL. FENCE 1294 FEET FROM DER, 424 FEET RIGHT OF CENTERLINE, 10 FEET AGL/1722 FEET MSL.

**MILLER**

**Miller Muni**

**FDC 6/5542** MKA FI/T MILLER MUNI, MILLER, SD. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 15, BUILDING, 205 FT FROM DER, 474 FT RIGHT OF CENTERLINE, 21 FT AGL/1594 FT MSL.

**SIOUX FALLS**

**Joe Foss Field**

**FDC 7/0716** FSD FI/T JOE FOSS FIELD, SIOUX FALLS, SD. RNAV (GPS) RWY 21 ORIG-B...LNAV/VNAV MINIMUMS NA.

**TENNESSEE**

**BRISTOL/JOHNSON/KINGSPORT**

**Tri-Cities Rgnl Tn/Va**

**FDC 6/6568** TRI FI/T BRISTOL/TRI-CITIES REGIONAL, BRISTOL-JOHNSON-KINGSPORT, TN. RNAV (GPS) RWY 9, ORIG. LNAV MDA 2180/HAT 661 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 2180/HAA 661 ALL CATS.

**CAMDEN**

**Benton County**

**FDC 8/3966** 0M4 FI/T BENTON COUNTY, CAMDEN, TN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 22 NA.

**FDC 7/4086** 0M4 FI/T BENTON COUNTY, CAMDEN, TN. VOR/DME OR GPS RWY 4, AMDT 3B...PROCEDURE NA.

**COVINGTON**

**Covington Muni**

**FDC 4/3818** M04 FI/T COVINGTON MUNI, COVINGTON, TN. NDB OR GPS RWY 1, AMDT 3. PROCEDURE NA EXCEPT FOR IFR GPS-EQUIPPED AIRCRAFT, COO NDB OTS.

**DICKSON**

**Dickson Muni**

**FDC 5/2316** M02 FI/T DICKSON MUNI, DICKSON TN. NDB RWY 17 AMDT 2B...PROCEDURE NA.

**FAYETTEVILLE**

**Fayetteville Muni**

**FDC 7/8879** FYM FI/T FAYETTEVILLE MUNI, FAYETTEVILLE, TN. NDB RWY 20, AMDT 4A...S-20 MDA 1440/HAT 457 ALL CATS. VIS CATS A/B 1, CAT C 1 1/4, CAT D 1 1/2. TDZE 983. VERTICAL DESCENT ANGLE: 3.16. DISTANCE FAF TO MAP: 4.10NM. TIME DISTANCE TABLE: KNOTS/MIN: SEC:60/4:06, 90/2:44, 120/2:03, 150/1:38, 180/1:22. MISSED APPROACH: CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3000 DIRECT TNY NDB AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000. DISREGARD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO CAT C.

**JACKSON**

**Mc Kellar-Sipes Rgnl**

**FDC 8/7463** MKL FI/T MC KELLAR-SIPES REGIONAL, JACKSON, TN. ILS RWY 2, AMDT 7B...TERMINAL ROUTE FROM MCKELLAR (MKL) VOR/DME TO MERSY (MK) LOM RADAR REQUIRED.

**FDC 6/5350** MKL FI/T MC KELLAR-SIPES REGIONAL, JACKSON, TN. LOC BC RWY 20, AMDT 5B...PROCEDURE NA.

## KNOXVILLE

### Mc Ghee Tyson

**FDC 8/5706** TYS FI/T MCGHEE-TYSON, KNOXVILLE, TN. RNAV (GPS) RWY 5L, AMDT 1...LNAV MDA 1520/HAT 567 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. CIRCLING MDA 1520/HAA 539 CAT A. VDP NA.

**FDC 7/7192** TYS FI/T MCGHEE-TYSON, KNOXVILLE, TN. NDB RWY 5R, AMDT 5A...RNAV (GPS) RWY 5R, ORIG...ADD PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

## LAFAYETTE

### Lafayette Muni

**FDC 8/8303** 3M7 FI/T LAFAYETTE MUNI, LAFAYETTE, TN. GPS RWY 19, ORIG...PROCEDURE NA.

## LEBANON

### Lebanon Muni

**FDC 8/5262** M54 FI/T LEBANON MUNI, LEBANON, TN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 19, 600-2 3/4 OR STANDARD WITH A MINIMUM CLIMB OF 350 FEET PER NM TO 1200. RWY 22: PROCEDURE NA. RWY 4: CLIMB HEADING 048 TO 1100 BEFORE TURNING EAST.

**FDC 8/4648** M54 FI/T LEBANON MUNI, LEBANON, TN. VOR/DME OR GPS A, AMDT 9...VOR/DME PORTION BNA 27 DME ARC NA.

## MADISONVILLE

### Monroe County

**FDC 8/0254** MNV FI/T MONROE COUNTY, MADISONVILLE, TN. RNAV (GPS) RWY 5, ORIG...PROCEDURE NA.

## MEMPHIS

### Memphis Intl

**FDC 8/0493** MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 18R, AMDT 13...UNLESS OTHERWISE ADVISED BY ATC CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. SAAMM FIX MINIMUMS: CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CATS A/B/C/D 700-2 TEMPORARY CRANES UP TO 604 FEET MSL BEGINNING 2066 FEET SW OF RWY 27.

**FDC 8/0492** MEM FI/T MEMPHIS INTL, MEMPHIS, TN. RNAV (GPS) RWY 27, AMDT 1...UNLESS OTHERWISE ADVISED BY ATC LPV DA 729/HAT 437, VIS RVR 5000 ALL CATS. FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VISIBILITY TO 1 1/2. LNAV/VNAV DA 799/HAT 507, VIS RVR 6000 ALL CATS. LNAV MDA 920/HAT 628 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. VDP NA. TEMPORARY CRANES UP TO 604 FT MSL BEGINNING 2066 FT SW OF RWY 27.

**FDC 8/0491** MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 36C, AMDT 3...ILS OR LOC RWY 36L, AMDT 14...ILS OR LOC RWY 36R, AMDT 3...UNLESS OTHERWISE ADVISED BY ATC CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CATS A/B/C/D 700-2. TEMPORARY CRANES UP TO 604 FT MSL BEGINNING 2066 FT SW OF RWY 27.

**FDC 8/0489** MEM FI/T MEMPHIS INTL, MEMPHIS, TN. RNAV (GPS) RWY 18C, AMDT 1...UNLESS OTHERWISE ADVISED BY ATC LNAV/VNAV DA 828/HAT 538, VIS 1 1/2 ALL CATS. LNAV MDA 920/HAT 630 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. TRVOR 1.7 NM TO RW18C NA. TEMPORARY CRANES UP TO 604 FEET MSL BEGINNING 2066 FEET SW OF RWY 27.

**FDC 8/0488** MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 27, AMDT 3...UNLESS OTHERWISE ADVISED BY ATC S-ILS 27 DA 713/HAT 421 ALL CATS. VIS RVR 5000 ALL CATS. FOR INOPERATIVE MALSR, INCREASE S-ILS 27 ALL CATS VISIBILITY TO 1 1/2, AND S-LOC 27 CAT E VIS TO 2. S-LOC 27 MDA 880/HAT 588 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000, CAT E 1 1/2. CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CATS A/B/C/D 700-2. TEMPORARY CRANES UP TO 604 FT MSL BEGINNING 2066 FT SW OF RWY 27.

**FDC 8/0487** MEM FI/T MEMPHIS INTL, MEMPHIS, TN. RNAV (GPS) RWY 9, AMDT 1...RNAV (GPS) RWY 36L, AMDT 1...RNAV (GPS) RWY 36R, AMDT 1...RNAV (GPS) RWY 36C, AMDT 1...UNLESS OTHERWISE ADVISED BY ATC CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. TEMPORARY CRANES UP TO 604 FT MSL BEGINNING 2066 FT SW OF RWY 27.

**FDC 8/0483** MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 18L, AMDT 2...UNLESS OTHERWISE ADVISED BY ATC CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. BRYSN FIX MINIMUMS: CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CATS A/B/C/D 700-2 TEMPORARY CRANES UP TO 604 FT MSL BEGINNING 2066 FT SW OF RWY 27.

**FDC 8/0478** MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 18C, AMDT 1...UNLESS OTHERWISE ADVISED BY ATC CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. TRVOR FIX MINIMUMS: CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CATS A/B/C/D 700-2 TEMPORARY CRANES UP TO 604 FT MSL BEGINNING 2066 FT SW OF RWY 27.

**FDC 8/0473** MEM FI/T MEMPHIS INTL, MEMPHIS, TN. RNAV (GPS) RWY 18R, AMDT 1...UNLESS OTHERWISE ADVISED BY ATC. LNAV/VNAV DA 841/HAT 546, VIS 1 1/2 ALL CATS. CIRCLING MDA 960/HAA 619 ALL CATS, VIS CAT C 1 3/4. TEMPORARY CRANES UP TO 604 MSL BEGINNING 2616 FEET NE OF RWY 18R.

**FDC 8/0471** MEM FI/T MEMPHIS INTL, MEMPHIS, TN. RNAV (GPS) RWY 18L, AMDT 1...UNLESS OTHERWISE ADVISED BY ATC. LNAV/VNAV DA 896/HAT 595, VIS 1 3/4 ALL CATS. LNAV MDA 920/HAT 619 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4 BRYSN 1.6 NM TO RWY 18L NA. TEMPORARY CRANES UP TO 604 MSL BEGINNING 4079 FEET ENE OF RWY 18L. TEMPORARY CRANES UP TO 420 MSL BEGINNING 2874 FEET WNW OF RWY 18L.

**FDC 8/0470** MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 9, AMDT 27...UNLESS OTHERWISE ADVISED BY ATC. S-ILS 9 DA 514/HAT 255 ALL CATS. CIRCLING CATS A/B/C/D MDA 960/HAA 619. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CATS A/B/C/D 700-2. TEMPORARY CRANES UP TO 604 MSL BEGINNING 1327 FEET SW OF RWY 27..

## MORRISTOWN

### Moore-Murrell

**FDC 5/0465** MOR FI/T MOORE-MURRELL, MORRISTOWN, TN SDF RWY 5 ADMT 4...MDA 1760/HAT 447 ALL CATS. VIS CAT D 1 1/2.

## NASHVILLE

### John C Tune

**FDC 8/9580** JWN FI/P JOHN C. TUNE, NASHVILLE, TN. RNAV (GPS) RWY 2, ORIG...DELETE NOTE: PROCEDURE NA AT NIGHT. THIS IS RNAV (GPS) RWY 2, ORIG-A.

**FDC 8/9579** JWN FI/P JOHN C. TUNE, NASHVILLE, TN. ILS/DME RWY 20, ORIG...MISSED APPROACH: CLIMB TO 2200 THEN CLIMBING RIGHT TURN TO 3000 VIA HEADING 290 AND BNA R-270 TO BEVEVE INT/BNA 22.4 DME AND HOLD. THIS IS ILS OR LOC/DME RWY 20, ORIG-A.

## Nashville Intl

**FDC 8/1036** BNA FI/T NASHVILLE INTL, NASHVILLE, TN. ILS RWY 20R, AMDT 8...VGSI AND ILS GLIDEPATH NOT COINCIDENT.

**FDC 8/1035** BNA FI/T NASHVILLE INTL, NASHVILLE, TN. RNAV (GPS) RWY 20R, ORIG...LNAV/VNAV DECISION ALTITUDE 1052/HAT 474 ALL CATS. LNAV/VNAV CATS A/B/C VIS 1 3/4. CIRCLING VIS CAT A/B/C 1 3/4. VGSI AND RNAV GLIDEPATH NOT COINCIDENT.

**FDC 6/9792** BNA FI/T NASHVILLE INTL, NASHVILLE, TN. RNAV (GPS) RWY 20L ORIG...LNAV/VNAV: DECISION ALTITUDE 1081/HAT 530 ALL CATS. LNAV/VNAV: VIS ALL CATS 1 1/2. CIRCLING: VIS CAT A/B/C 2.

## ONEIDA

### Scott Muni

**FDC 6/6572** SCX FI/T SCOTT MUNI, ONEIDA, TN. SDF RWY 23, AMDT 5...OLC SDF UNUSEABLE BEYOND 12 DEGREES LEFT OF COURSE.

## ROCKWOOD

### Rockwood Muni

**FDC 5/1119** RKW FI/T ROCKWOOD MUNI, ROCKWOOD, TN. VOR/DME OR GPS RWY 22, AMDT 5. VOR/DME PORTION NA.

## SHELBYVILLE

### Bomar Field-Shelbyville Muni

**FDC 8/2244** SYI FI/P BOMAR FIELD-SHELBYVILLE MUNI, SHELBYVILLE, TN. RNAV (GPS) Y RWY 36, ORIG...S-36 VIS CAT D 1 1/2 DELETE NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TULLOHAMA ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET, AND INCREASE LNAV CAT C VISIBILITY 1/4 MILE, CAT D VISIBILITY 1/2 MILE, AND CIRCLING CAT C AND D VISIBILITY 1/4 MILE. ADD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TULLOHAMA ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET, AND INCREASE LNAV CAT C/D VISIBILITY AND CIRCLING CAT C/D VISIBILITY 1/4 MILE. THIS IS RNAV (GPS) Y RWY 36, ORIG A.

## **TAZEWELL**

### **New Tazewell Muni**

**FDC 7/5161** 3A2 FI/T NEW TAZEWELL MUNI, TAZEWELL, TN. COPTER RNAV (GPS) 279, ORIG...H-279 MDA 1960/HAL 781, VIS 1.

## **TULLAHOMA**

### **Tullahoma Rgnl Arpt/Wm Northern Field**

**FDC 8/3421** THA FI/T TULLAHOMA REGIONAL/WM NORTHERN FLD, TULLAHOMA, TN. RNAV (GPS) RWY 24, ORIG...LNAV MDA 1480/HAT 398 ALL CATS.

**FDC 8/3021** THA FI/P TULLAHOMA REGIONAL/WM NORTHERN FLD, TULLAHOMA, TN. RNAV (GPS) RWY 6, ORIG...DELETE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. THIS IS RNAV (GPS) RWY 6, ORIG-A.

**FDC 8/3019** THA FI/P TULLAHOMA REGIONAL/WM NORTHERN FLD, TULLAHOMA, TN. RNAV (GPS) RWY 24, ORIG...DELETE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. THIS IS RNAV (GPS) RWY 24, ORIG-A.

**FDC 8/3017** THA FI/P TULLAHOMA REGIONAL/WM NORTHERN FLD, TULLAHOMA, TN. VOR RWY 24, ORIG...DELETE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. THIS IS VOR RWY 24, ORIG-A.

**FDC 8/3016** THA FI/P TULLAHOMA REGIONAL/WM NORTHERN FLD, TULLAHOMA, TN. VOR RWY 6, ORIG...DELETE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. THIS IS VOR RWY 6, ORIG-A.

**FDC 6/7185** THA FI/T TULLAHOMA REGIONAL AIRPORT/WM NORTHERN FIELD, TULLAHOMA, TN. RNAV (GPS) RWY 6, ORIG...RNAV (GPS) RWY 24, ORIG...VOR RWY 6, ORIG...VOR RWY 24, ORIG...PROCEDURE NA.

## **ALICE**

### **Alice Intl**

**FDC 8/7301** ALI FI/P ALICE INTERNATIONAL, ALICE, TX. VOR A, AMDT 15...MSA FROM ALI VOR 2200. CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE NUECES COUNTY ALTIMETER SETTING AND INCREASE ALL MDA 20 FT. THIS IS VOR A, AMDT 15A.

**FDC 8/7300** ALI FI/P ALICE INTERNATIONAL, ALICE, TX. RNAV (GPS) RWY 31, AMDT 1A...MSA FROM ALI VOR 2200. CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE NUECES COUNTY ALTIMETER SETTING AND INCREASE ALL DA AND MDA 20 FT. DELETE WAAS SYMBOL. CHANGE ALTERNATE MINIMUMS TO STANDARD, EXCEPT NA WHEN LOCAL WEATHER NOT AVAILABLE. THIS IS RNAV (GPS) RWY 31, AMDT 1B.

**FDC 8/7299** ALI FI/P ALICE INTERNATIONAL, ALICE, TX. VOR RWY 31, AMDT 13...MSA FROM ALI VOR 2200. CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE NUECES COUNTY ALTIMETER SETTING AND INCREASE ALL MDA 20 FT. THIS IS VOR RWY 31, AMDT 13A.

**FDC 8/7298** ALI FI/P ALICE INTERNATIONAL, ALICE, TX. RNAV (GPS) RWY 13, ORIG-A...CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE NUECES COUNTY ALTIMETER SETTING AND INCREASE ALL DA AND MDA 20 FT. DELETE WAAS SYMBOL. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. CHANGE ALTERNATE MINIMUMS TO STANDARD, EXCEPT NA WHEN LOCAL WEATHER NOT AVAILABLE. THIS IS RNAV (GPS) RWY 13, ORIG-B.

**FDC 8/1741** ALI FI/P ALICE INTERNATIONAL, ALICE, TX. LOC/DME RWY 31, ORIG...CHART PLANVIEW NOTE: RADAR REQUIRED FOR PROCEDURE ENTRY FROM CORPUS CRISTI (CRP) VORTAC. THIS IS LOC/DME RWY 31, ORIG-A.

## **AMARILLO**

### **Rick Husband Amarillo Intl**

**FDC 8/7582** AMA FI/T RICK HUSBAND AMARILLO INTL, AMARILLO, TX. ILS RWY 4, AMDT 22...ADD NOTE: S-ILS 4 VIS CAT A/B/C/D RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

## **ARLINGTON**

### **Arlington Muni**

## **TEXAS**

**FDC 8/4667** GKY FI/T ARLINGTON MUNI, ARLINGTON, TX. VOR/DME RWY 34, AMDT 1...S-34 MDA 1160/HAT 541 ALL CATS VIS CAT C 1 1/2. CIRC MDA 1160/HAA 532 ALL CATS. TEMPORARY DRILLING RIG 852 MSL 2.44 MILES SOUTHWEST OF RWY 34.

**FDC 8/4018** GKY FI/T ARLINGTON MUNI, ARLINGTON, TX. ILS OR LOC/DME RWY 34, ORIG-A...RNAV (GPS) RWY 34, ORIG...VOR/DME RWY 34, AMDT 1...CIRCLING MDA 1160/532 HAA ALL CATS. TEMPORARY DRILLING RIG 792 MSL/172 AGL 6013 FEET NORTHWEST OF RWY 34.

## ATLANTA

### Hall-Miller Muni

**FDC 8/2747** ATA FI/T HALL MILLER MUNICIPAL, ATLANTA, TX. NDB RWY 5, AMDT 3...PROCEDURE NA.

## BEAUMONT

### Beaumont Muni

**FDC 6/3792** BMT FI/T BEAUMONT MUNI, BEAUMONT, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 31, MULTIPLE POWERLINES BEGINNING 1076 FEET FROM DEPARTURE END OF RWY, 46 FEET LEFT AND RIGHT OF CENTERLINE UP TO 60 FEET AGL/93 FEET MSL.

## BEAUMONT/PORT ARTHUR

### Southeast Texas Rgnl

**FDC 8/3309** BPT FI/T SOUTHEAST TEXAS REGIONAL, BEAUMONT/PORT ARTHUR, TX. ILS RWY 12, AMDT 22A...CHANGE ALL REFERENCE TO SABINE PASS (SBI) R-329 AT HONEE INTERSECTION TO SABINE PASS (SBI) R-328.

**FDC 7/0829** BPT FI/T SOUTHEAST TEXAS REGIONAL, BEAUMONT/PORT ARTHUR, TX. VOR B AMDT 6A...VOR A AMDT 6A...VOR/DME D AMDT 2...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. SBI VOR OTS.

**FDC 7/0828** BPT FI/T SOUTHEAST TEXAS REGIONAL, BEAUMONT/PORT ARTHUR, TX. ILS RWY 12 AMDT 22A...LOC BC RWY 30 AMDT 19A...VOR C AMDT 5A...VOR RWY 12 AMDT 9A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. SBI VOR OTS.

## BIG SPRING

## Big Spring Mc Mahon-Wrinkle

**FDC 8/7005** BPG FI/T BIG SPRING MC MAHON-WRINKLE, BIG SPRING, TX. VOR/DME OR GPS RWY 35, AMDT 7A...MINIMUM HOLDING ALTITUDE AT MYRTS 4300.

**FDC 8/7004** BPG FI/T BIG SPRING MC MAHON-WRINKLE, BIG SPRING, TX. VOR/DME OR GPS RWY 17, AMDT 7B...MISSED APPROACH: CLIMB TO 4300 VIA BGS VORTAC R-179 TO MYRTS/BGS 17 DME AND HOLD.

**FDC 8/1326** BPG FI/T BIG SPRING MC MAHON-WRINKLE, BIG SPRING, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 6, STANDARD WITH A MINIMUM CLIMB OF 370 PER NM TO 3600. ALL OTHER DATA REMAINS THE SAME. MULTIPLE TOWERS EAST AND SOUTHEAST OF FIELD.

**FDC 5/4150** BPG FI/T BIG SPRING MCMAHON-WRINKLE, BIG SPRING, TX. VOR/DME OR GPS RWY 35, AMDT 7A...S-35 NA EXCEPT FOR GPS EQUIPPED AIRCRAFT. VISUAL DESCENT ANGLE NA. ALL OTHER DATA REMAINS AS PUBLISHED.

## BOWIE

### Bowie Muni

**FDC 6/7220** 0F2 FI/T BOWIE MUNI, BOWIE, TX. RNAV (GPS) RWY 35, ORIG...TERMINAL ARRIVAL AREA 287/30 NM CLOCKWISE 077/30 TO FENUP MINIMUM ALTITUDE 4000.

## BROWNSVILLE

### Brownsville/South Padre Island Intl

**FDC 8/8410** BRO FI/P BROWNSVILLE/SOUTH PADRE ISLAND INTL, BROWNSVILLE, TX. LOC BC RWY 31L, AMDT 11A...CIRCLING CAT A MDA 440/HAA 418, CAT B/C HAA 458, CAT D HAA 558. CHART AIRPORT ELEV 22 FEET. THIS IS LOC BC RWY 31L, AMDT 11B.

**FDC 8/7453** BRO FI/T BROWNSVILLE/SOUTH PADRE ISLAND INTL, BROWNSVILLE, TX. ILS OR LOC RWY 13R, ORIG...GS ANGLE: 2.75 TCH: 58.

**FDC 8/4520** BRO FI/T BROWNSVILLE/SOUTH PADRE ISLAND INTL, BROWNSVILLE, TX. ILS OR LOC RWY 13R, ORIG...LOC BC RWY 31L, AMDT 11A...VOR/DME RNAV OR GPS RWY 35, AMDT 3...RNAV (GPS) RWY 13R, ORIG...VOR OR TACAN OR GPS A, AMDT 1A...CIRCLING MDA 620/HAA 598 CAT B/C/D. TEMP CRANE 264 MSL 1.4 NM E OF RWY 31L.

**FDC 5/1648** BRO FI/T BROWNSVILLE/SOUTH PADRE ISLAND INTL, BROWNSVILLE, TX. VOR/DME RNAV OR GPS RWY 17, AMDT 3A...PROCEDURE NA.

## CANADIAN

### Hemphill County

**FDC 8/5258** HHF FI/T HEMPHILL COUNTY, CANADIAN, TX. GPS RWY 4, ORIG...S-4 MINIMUMS NA. GAGE ALTIMETER SETTING MINIMUMS: S-4 MINIMUMS NA.

**FDC 6/8823** HHF FI/T HEMPHILL COUNTY, CANADIAN, TX. GPS RWY 22, ORIG-A...MISSED APPROACH: CLIMB TO 4500 DIRECT OCGAK AND HOLD.

## CARTHAGE

### Panola County-Sharpe Field

**FDC 8/5745** 4F2 FI/T PANOLA COUNTY-SHARPE FIELD, CARTHAGE, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 17, NA TEMPORARY OIL RIG 404 MSL 4171 FEET S OF AIRPORT.

## CASTROVILLE

### Castroville Muni

**FDC 8/4208** T89 FI/T CASTROVILLE MUNI, CASTROVILLE, TX. NDB RWY 33, AMDT 4...PROCEDURE NA.

## CHILDRESS

### Childress Muni

**FDC 6/1651** CDS FI/T CHILDRESS MUNI, CHILDRESS, TX. VOR RWY 35, AMDT 9A...CIRCLING MDA 2460/HAA 506 CATS A/B/C.

## CLEBURNE

### Cleburne Muni

**FDC 8/8066** CPT FI/P CLEBURNE MUNI, CLEBURNE, TX. KNEAD FIVE ARRIVAL(KNEAD.KNEAD5)...CORRECT PLANVIEW BY REVISING BOTTOM NOTE ADDRESSING KNEAD CROSSING ALTS TO READ TURBOJETS LANDING FWS, CPT, GKY AND GPM EXPECT TO CROSS AT 5000 .

**FDC 8/2520** CPT FI/T CLEBURNE MUNI, CLEBURNE, TX. LOC/DME RWY 15, ORIG-B...CIRCLING: CAT A/B/C MDA 1380/HAA 526. FORT WORTH MEACHAM ALTIMETER SETTING MINIMUMS: CIRCLING MDA 1460/HAA 606 ALL CATS. VIS CAT C 1 3/4. TEMP DRILLING RIG 2987 FEET SE OF RWY 15, 174 FEET AGL/1024 FEET MSL.

**FDC 8/2519** CPT FI/T CLEBURNE MUNI, CLEBURNE, TX. RNAV (GPS) RWY 15, ORIG...LNAV: MDA 1320/HAT 466 ALL CATS. VIS CAT D 1 1/2. CIRCLING: CAT A/B/C MDA 1380/HAA 526. TEMP DRILLING RIG 2987 FEET SE OF RWY 15, 174 FEET AGL/1024 FEET MSL.

**FDC 8/2518** CPT FI/T CLEBURNE MUNI, CLEBURNE, TX. RNAV (GPS) RWY 33, ORIG...LNAV: MDA 1300/HAT 451 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING: CAT A/B/C MDA 1380/HAA 526. TEMP DRILLING RIG 3601 FEET N OF RWY 33, 174 FEET AGL/1024 FEET MSL.

## CLEVELAND

### Cleveland Muni

**FDC 7/2790** 6R3 FI/T CLEVELAND MUNI, CLEVELAND, TX. GPS RWY 16, ORIG-B...S-16 MDA 720/HAT 570 ALL CATS. VIS CAT C 1 1/2. CIRCLING MDA 720/HAA 570 ALL CATS.

## COLEMAN

### Coleman Muni

**FDC 7/8575** COM FI/T COLEMAN MUNI, COLEMAN, TX. GPS RWY 15 ORIG...STRAIGHT-IN MINIMUMS AND CIRCLING NA AT NIGHT. MULTIPLE TEMPORARY CRANES 1774 MSL BEGINNING 1156 FT NW OF RWY 15.

**FDC 7/8574** COM FI/T COLEMAN MUNI, COLEMAN, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 33, MULTIPLE TEMPORARY CRANES BEGINNING 1010 FT FROM DEPARTURE END OF RUNWAY, 28 FT LEFT OF CENTERLINE, UP TO 65 FT AGL/1774 MSL. MULTIPLE TEMPORARY CRANES BEGINNING 2285 FT FROM DEPARTURE END OF RUNWAY, 13 FT RIGHT OF CENTERLINE, UP TO 65 FT AGL/1774 FT MSL.

**FDC 7/8370** COM FI/T COLEMAN MUNI, COLEMAN, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 33, TEMP CRANE 1239 FT FROM DEPARTURE END OF RWY 559 FT LEFT OF CENTERLINE, 65 FT AGL/1769 FT MSL, TEMP CRANE 2269 FT FROM DEPARTURE END OF RWY 558 FT LEFT OF CENTERLINE, 65 FT AGL/1776 FT MSL, TEMP CRANE 2501 FT FROM DEPARTURE END OF RWY 22 FT RIGHT OF CENTERLINE, 65 FT AGL/1775 FT MSL, TEMP CRANE 2590 FT FROM DEPARTURE END OF RWY 335 FT LEFT OF CENTERLINE, 65 FT AGL/1774 FT MSL.

## COLLEGE STATION

### Easterwood Field

**FDC 8/8040** CLL FI/T EASTERWOOD FIELD, COLLEGE STATION, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 4, 300-1 3/4 OR STANDARD WITH A MINIMUM CLIMB OF 457 FT PER NM TO 700. TEMPORARY CRANE 456 MSL 5883 FEET NE OF AIRPORT.

**FDC 8/6214** CLL FI/T EASTERWOOD FIELD, COLLEGE STATION, TX. VOR OR TACAN RWY 10, AMDT 19...LOC BC RWY 16, AMDT 7...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TNV VOR OTS.

**FDC 7/2058** CLL FI/T EASTERWOOD FIELD, COLLEGE STATION, TX. ILS OR LOC RWY 34, AMDT 13...CHANGE NOTE TO READ: ILS GLIDESLOPE UNUSABLE FOR COUPLED APPROACHES BELOW 1050 FEET MSL.

## CORPUS CHRISTI

### Corpus Christi Intl

**FDC 8/8367** CRP FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. ILS RWY 35, AMDT 11A...TERMINAL ROUTE: JETTY (IAF) 2000 TO OSSOE INT 080 (3.1) AND 352 (10).

**FDC 8/6505** CRP FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. ILS OR LOC RWY 13, AMDT 2C...S-LOC 13 MINIMUMS NA.

**FDC 8/6003** CRP FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. RNAV (GPS) RWY 31, AMDT 2...LOC RWY 31, AMDT 7...CIRCLING CATS A,B MDA 560/HAA 516 TEMPORARY WORKOVER RIG 196 MSL 4650 FEET NE OF RWY 17.

**FDC 8/6001** CRP FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. ILS OR LOC RWY 13, AMDT 26C...ILS RWY 35, AMDT 11A...RNAV (GPS) RWY 35, ORIG...CIRCLING CATS A,B MDA 560/HAA 516 CATS C MDA 640/HAA 596 TEMPORARY WORKOVER RIG 196 MSL 4650 FEET NE OF RWY 17 AIRPORT ELEVATION 44.

**FDC 8/3496** CRP FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...NOTE: RWY 35, TEMPORARY OIL RIG 2440 FROM DER, 735 RIGHT OF CENTERLINE, 105 AGL/148 MSL.

**FDC 7/8444** CRP FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. RNAV (GPS) RWY 35, ORIG...LNAV/VNAV DA 558/HAT 518 ALL CATS. VISIBILITY RVR 6000 ALL CATS. FOR INOPERATIVE MALSR INCREASE LNAV/VNAV CAT E VISIBILITY TO 1 3/4 MILE.

**FDC 7/6764** CRP FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. ILS RWY 35, AMDT 11A...PROFILE NOTE: ILS UNUSABLE INSIDE DA. LOC UNUSABLE FROM I-OYC 1.60 DME INBOUND. DISREGARD NOTE: ILS UNUSABLE FOM MM INBOUND. MM DECOMMISSIONED.

## CORSICANA

### C David Campbell Field-Corsicana Muni

**FDC 8/9654** CRS FI/T C DAVID CAMPBELL FLD-CORSICANA MUNI, CORSICANA, TX. NDB RWY 14, AMDT 4.TERMINAL ROUTE FROM KISER INT TO POWELL (CGQ) NDB NA.

## DALLAS

### Addison

**FDC 7/8486** ZID FI/T AIRWAY ZID. J149 AML VORTAC, VA. TO GEFES INT, WV MAA FL410.

### Dallas Executive

**FDC 8/8705** RBD FI/T DALLAS EXECUTIVE, DALLAS, TX. VOR/DME RWY 17, AMDT 1...S-17 MDA 1140/HAT 482 ALL CATS. CAT D VIS 1 1/2. TEMPORARY CRANE 840 MSL 4830 FEET WEST OF RWY 17.

**FDC 8/4841** RBD FI/T DALLAS EXECUTIVE, DALLAS, TX. ILS OR LOC RWY 31, AMDT 8...S-LOC 31 MDA 1100/HAT 442 ALL CATS. VIS CAT D 1 1/2.

### Dallas Love Field



**FDC 8/7736** DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 13L, STANDARD WITH MINIMUM CLIMB OF 300 FEET PER NM TO 1700 TEMPORARY CRANE 699 MSL 1.2 NM SE OF DEPARTURE END OF RUNWAY 13L.

**FDC 8/7734** DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. RNAV (GPS) RWY 31R, ORIG...RNAV MDA VISIBILITY RVR 4000 CATS A, B. FOR INOPERATIVE MALSR INCREASE RNAV MDA CAT A, B VISIBILITY TO RVR 5000 TEMPORARY CRANE 699 MSL 1.2 NM SE OF RWY 31R.

**FDC 8/6577** DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. RNAV (GPS) RWY 31L, ORIG...RNAV (GPS) RWY 31R, ORIG...RNAV (GPS) Z RWY 13L, ORIG-A...RNAV (GPS) Y RWY 13R, ORIG...RNAV (GPS) Y RWY 13L, ORIG...ILS RWY 13R, AMDT 4D...ILS RWY 13L, AMDT 31B...CIRCLING: CAT A/B/C MDA 1100/HAA 613. VIS CAT A/B 1, CAT C 1 3/4. TEMPORARY CRANE 734 MSL 1.7 NM SW OF AIRPORT.

**FDC 8/6225** DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 13R, TEMPORARY CRANE 3096 FT FROM DEPARTURE END OF RUNWAY, 572 FT RIGHT OF CENTERLINE, 130 FT AGL/ 604 FT MSL.

**FDC 8/5795** DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 13R, TEMPORARY CRANE 1382 FT FROM DEPARTURE END OF RUNWAY, 605 FT RIGHT OF CENTERLINE, 70 FT AGL/536 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 8/4600** DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. ILS OR LOC RWY 31R, AMDT 4A...S-ILS 31R DA 1049/HAT 562 ALL CATS. VIS ALL CATS 1 1/2. TEMPORARY CRANE 699 MSL 1.2 NM SE OF RWY 31R.

**FDC 8/0762** DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. RNAV (GPS) RWY 31R, ORIG...RNAV (GPS) Z RWY 13L, ORIG-A...RNAV (GPS) Y RWY 13R, ORIG...RNAV (GPS) Y RWY 13L, ORIG...ILS RWY 13R, AMDT 4D...ILS RWY 13L, AMDT 31B...RNAV (GPS) RWY 31L, AMDT 1...CIRCLING CATS A/B/C MDA 1100/HAA 613, VIS CAT C 1 3/4. TEMPORARY CRANE 734 MSL 1.7 NM SW OF AIRPORT.

**FDC 8/0751** DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. RNAV (GPS) RWY 31L, AMDT 1...RNAV VIS CAT A/B RVR 5000. TEMPORARY CRANE 604 MSL 3148 FEET SE OF RWY 31L.

**FDC 8/0749** DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. ILS OR LOC RWY 31L, AMDT 21...S-ILS 31L DA 872/HAT 396 VIS RVR 5000 ALL CATS. ENTRA FIX MINIMUMS: S-LOC-31L MDA 1160/HAT 684 ALL CATS. VIS CAT A/B 3/4, CAT C 1 1/2, CAT D 1 3/4. CIRCLING CATS A/B/C MDA 1160/HAA 673. VIS CAT C 2. VDP NA. TEMPORARY CRANES: 850 MSL 3.1 NM SE OF RWY 31L. 604 MSL 3148 FEET SE OF RWY 31L. 734 MSL 5254 FEET SE OF RWY 31L.

**FDC 7/7234** DAL FI/T DALLAS LOVE FIELD, DALLAS, TX. RNAV (GPS) Z RWY 13L, ORIG-A...DISREGARD WAAS REFERENCE PATH INDICATOR W13A.

## DALLAS-FORT WORTH

### Dallas/Fort Worth Intl

**FDC 8/9392** DFW FI/T DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 35L, AMDT 1...RNAV/VNAV: DA 1097/HAT 533 ALL CATS. VIS 1 1/2 ALL CATS. RNAV: MDA 1060/HAT 496 ALL CATS. VDP 1.36 NM TO RWY 35L. TEMPORARY GAS WELL, 1.30 NM SOUTH OF THE APPROACH END OF R35L, 180FT AGL/744FT MSL.

**FDC 8/9391** DFW FI/T DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 35R, AMDT 2...RNAV/VNAV: DA 1083/HAT 508 ALL CATS. VIS RVR 6000 ALL CATS. RNAV: MDA 1060/HAT 485 ALL CATS. VDP 1.29 NM TO RWY 35R. TEMPORARY GAS WELL, 1.30 NM SOUTH OF THE APPROACH END OF R35L, 180FT AGL/744FT MSL.

**FDC 8/8881** DFW FI/P DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. CONVERGING ILS RWY 31R, AMDT 7.CHANGE CHART NOTE TO READ: SIMULTANEOUS CONVERGING APPROACH AUTHORIZED WITH CONVERGING ILS RWY 35 L/C AND CONVERGING ILS RWY 36L/R. INOPERATIVE TABLE DOES NOT APPLY. THIS IS CONVERGING ILS RWY 31R, AMDT 7A.

**FDC 8/8880** DFW FI/P DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. CONVERGING ILS RWY 35C, AMDT 1.CHANGE CHART NOTE TO READ: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 31R, 36 L/R. THIS IS CONVERGING ILS RWY 35C, AMDT 1A.

**FDC 8/8879** DFW FI/P DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX ILS OR LOC RWY 17L, AMDT 5.ILS RWY 17L (CAT II), AMDT 5.ILS RWY 17L (CAT III), AMDT 5.CHANGE TERMINAL ROUTE DRAAK/I-PPZ 16.3 DME/RADAR TO INWOD/I-PPZ 10 DME/RADAR FROM MANDATORY ALTITUDE 3000 TO AT OR ABOVE 3000. THIS IS ILS OR LOC RWY 17L, AMDT 5A, ILS RWY 17L (CAT II), ILS RWY 17L (CAT III) REASON: ATC/FPO REQUEST TO CHANGE ALT AT INWOD FROM MANDATORY 3000 FT TO AT OR ABOVE 3000 FT.

**FDC 8/3701** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. ILS OR LOC RWY 13R, AMDT 7A...S-ILS 13R DA 844/HAT 253 ALL CATS. ANIME FIX MINIMUMS: S-LOC 13R MDA 1040/HAT 449 ALL CATS, VIS CAT C RVE 4000, CAT D RVR 5000. VDP I-LWN 2.9 DME. TEMPORARY DRILLING RIG 736 MSL 1.4 NM NW OF RWY 13R. TEMPORARY DRILLING RIG 764 MSL 2245 FEET SW OF RWY 13R.

**FDC 8/1076** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 36R, AMDT 1...LNAV/VNAV DA 1119/HAT 538 ALL CATS, VIS 1 1/2 ALL CATS. LNAV MDA 1080/HAT 499 ALL CATS, VIS CAT C RVR 4000. VDP 1.4 NM TO RW36R. FOR INOPERATIVE MALSR, INCREASE LNAV CAT D VISIBILITY TO 1 1/2 MILE. TEMP GAS DRILLING RIG 764 MSL 2.1 NM NW OF RWY 36R.

**FDC 8/1075** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 36L, AMDT 1...LPV DA 980/HAT 392 ALL CATS, VIS RVR 4000 ALL CATS. LNAV/VNAV DA 1117/HAT 529 ALL CATS, VIS RVR 6000 ALL CATS. LNAV MDA 1080/HAT 492 ALL CATS, VIS CAT C RVR 4000. VDP 1.3 NM TO RW36L. FOR INOPERATIVE MALSR, INCREASE LNAV CAT D VISIBILITY TO 1 1/2 MILE. TEMP GAS DRILLING RIG 764 MSL 1.9 NM NW OF RWY 36L.

**FDC 8/0741** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) Y RWY 13R, AMDT 1A...LNAV MDA 1140/HAT 549 ALL CATS, VIS CAT C RVR 5000, CAT D RVR 6000. TEMP DRILLING RIG 837 MSL 3298 FEET NORTH OF RWY 13R, 1502 FEET LEFT OF CENTERLINE.

**FDC 8/0740** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (RNP) Z RWY 13R, ORIG-A...RNP 0.14 DA NA. RNP 0.30# DA MISSED APPROACH REQUIRES A MINIMUM CLIMB OF 398 FEET PER NM TO 1200. RNP 0.30 DA 1095/504 HAT TEMP DRILLING RIG 837 MSL 3298 FEET NORTH OF RWY 13R, 1502 FEET LEFT OF CENTERLINE.

**FDC 7/8409** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 17C, AMDT 1...LPV DA 1060/HAT 498 ALL CATS VISIBILITY ALL CATS RVR 6000. LNAV/VNAV DA 1145/HAT 583 ALL CATS VISIBILITY 1 1/2 ALL CATS. LNAV MDA 1100 ALL CATS VISIBILITY CAT C RVR 5000 CAT D RVR 6000. VDP 1.46 NM TO RW17C. TEMPORARY GAS WELL DRILLING RIG 783 MSL 1.22 NM AND TEMPORARY CRANE 727 MSL 1 NM NORTH OF RWY 17C.

**FDC 7/8396** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. ILS OR LOC RWY 36R, AMDT 4...S-LOC 36R MDA 1080/HAT 499 ALL CATS. SIDESTEP 36L MDA 1080/HAT 492 ALL CATS. TEMP CRANE 769 MSL 3.9 NM S OF AIRPORT.

**FDC 7/8394** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 35C, AMDT 2...LNAV/VNAV DA 1090/HAT 527 ALL CATS. VISIBILITY RVR 6000 ALL CATS. LNAV MDA 1080/HAT 517 ALL CATS. VISIBILITY CAT C RVR 5000, CAT D RVR 6000. TEMPORARY GAS DRILLING RIG 764 MSL 5032 FT SW OF RWY 35C.

**FDC 7/8392** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 17R, AMDT 1...LNAV/VNAV DA 1154/HAT 587 ALL CATS, VIS ALL CATS 1 1/2. LNAV MDA 1100/HAT 533 ALL CATS, VIS CAT C RVR 5000, CAT D RVR 6000. VDP 1.46 NM TO RWY 17R. TEMP DRILLING RIG 837 MSL 1.8 NM NW OF RWY 17R, 1.6 NM RIGHT OF CENTERLINE.

**FDC 7/8391** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 35L, AMDT 1...LNAV/VNAV DA 1087/HAT 523 VISIBILITY RVR 6000 ALL CATS. LNAV MDA 1080/HAT 516 ALL CATS. VISIBILITY CAT C RVR 5000, CAT D RVR 6000. VDP 1.4 NM TO RW35L. PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. TEMPORARY CRANE 769 MSL 3.9 NM S OF AIRPORT. TEMPORARY GAS DRILLING RIG 1.25 NM SW OF RWY 35L.

**FDC 7/8389** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. ILS OR LOC RWY 17C, AMDT 9...S-LOC-17C MDA 1060/HAT 498 ALL CATS. VDP I-FLQ 3.70 DME TEMPORARY GAS WELL DRILLING RIG 783 MSL 1.22 NM NORTH OF RWY 17C.

**FDC 7/8186** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. ILS OR LOC RWY 36L, AMDT 1...CIRIS FIX MINIMUMS S-LOC 36L NA, TEMPORARY GAS DRILLING RIG 764 MSL 1.9 NM NW OF RWY 36L.

**FDC 7/7397** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) Y RWY 31L, ORIG...LPV DA NA. LNAV MDA 1080/HAT 499 ALL CATS. TEMPORARY GAS DRILLING RIG 764 MSL 1.1 NM NW OF RWY 31L.

**FDC 7/7395** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. ILS OR LOC RWY 36R, AMDT 3C...S-LOC 36R MDA 1040/HAT 459 ALL CATS. VISIBILITY CAT C RVR 4000, CAT D RVR 5000. SIDESTEP 36L MDA 1040/HAT 452 ALL CATS. TEMPORARY GAS DRILLING RIG 736 MSL 2.4 NM S OF RWY 36R.

**FDC 7/4815** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. VOR RWY 31L, ORIG...PROCEDURE NA.

**FDC 7/1960** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (RNP) Z RWY 31L ORIG-A...PROCEDURE NA.

## DEVINE

### Devine Muni

**FDC 8/9232** 23R FI/P DEVINE MUNI, DEVINE, TX.  
NDB OR GPS RWY 35, AMDT 2A.CHART  
PROCEDURE TURN ALTITUDE 2100. MISSED  
APPROACH: CLIMBING LEFT TURN TO 2100 IN HHH  
NDB HOLDING PATTERN. MSA FROM DEVINE  
(HHH) NDB BRG 090 CW 270 2600. THIS IS NDB OR  
GPS RWY 35, AMDT 2B.

## EL PASO

### El Paso Intl

**FDC 8/9361** ELP FI/T EL PASO INTL, EL PASO, TX.  
RNAV (GPS) RWY 26L, ORIG...RNAV (GPS) RWY 26R,  
ORIG...GPS RWY 4, ORIG-A...LOC/DME RWY 4,  
AMDT 2B...CIRCLING MDA 4540/ HAA 581 ALL CATS  
TEMPORARY CRANE 200 AGL/ 4181 MSL, 4766 FROM  
APPROACH END RWY 22.

**FDC 8/9360** ELP FI/T EL PASO INTL, EL PASO, TX.  
ILS OR LOC RWY 22, AMDT 32A...CIRCLING MDA  
4540/ HAA 581 CATS A/B/C/D. TEMPORARY CRANE  
200 AGL/ 4181 MSL, 4766 FROM APPROACH END  
RWY 22.

**FDC 8/9359** ELP FI/T EL PASO INTL, EL PASO, TX.  
VOR RWY 26L, AMDT 30...CIRCLING MDA 4540/ HAA  
581 CATS A/B/C/D. CINAG MINIMUMS: CIRCLING  
MDA 4540/ HAA 581 CATS A/B/C/D. TEMPORARY  
CRANE 200 AGL/ 4181 MSL, 4766 FROM APPROACH  
END RWY 22.

**FDC 8/9358** ELP FI/T EL PASO INTL, EL PASO, TX.  
RNAV (GPS) RWY 22, ORIG-A...LNAV/VNAV DA 4417/  
HAT 465 ALL CATS. VIS RVR 5000 ALL CATS. LNAV  
MDA 4440/ HAT 491 ALL CATS. VIS CAT C RVR 4000.  
CIRCLING MDA 4540/ HAA 581 ALL CATS. VDP 1.37  
NM TO RWY 22. TEMPORARY CRANE 200 AGL/ 4181  
MSL, 4766 NNW FROM APPROACH END RWY 22.

**FDC 8/8521** ELP FI/T EL PASO INTL, EL PASO, TX. HI  
ILS RWY 22, AMDT 3...PROCEDURE NA.

**FDC 8/3484** ELP FI/T EL PASO INTL, EL PASO, TX.  
ASR RWY 22, AMDT 13B...ASR 22 MDA 4380/431 HAT  
ALL CATS. VIS CAT C RVR 4000. FOR INOPERATIVE  
MALSR INCREASE CAT D/E VIS TO 1 1/2.  
TEMPORARY CRANE 4067 MSL 2.4 NM NE OF RWY  
22.

**FDC 8/1244** ELP FI/T EL PASO INTL, EL PASO, TX. HI  
VOR/DME OR TACAN RWY 26L, AMDT 2...CIRCLING  
MDA 4500/HAA 542 CAT C. TEMPORARY CRANE  
4136 MSL 1.6 NM NE OF AIRPORT.

**FDC 8/1212** ELP FI/T EL PASO INTL, EL PASO, TX.  
VOR RWY 26L, AMDT 30...CIRCLING MDA 4500/HAA  
542 CATS A/B/C. CINAG MINIMUMS: CIRCLING MDA  
4500/HAA 542 CATS A/B/C. TEMPORARY CRANE  
4136 MSL 1.6 NM NE OF AIRPORT.

**FDC 8/1211** ELP FI/T EL PASO INTL, EL PASO, TX.  
RNAV (GPS) RWY 22, ORIG-A...LNAV/VNAV DA  
4414/HAT 465 ALL CATS. VIS RVR 5000 ALL CATS.  
LNAV MDA 4440/HAT 491 ALL CATS. VIS CAT C RVR  
4000. CIRCLING MDA 4500/HAA 543 CATS A/B/C.  
VDP AT 1.3 NM TO RWY 22. FOR INOPERATIVE  
MALSR INCREASE CAT D VIS TO 1 1/2. TDZE 3949.  
TEMPORARY CRANE 4136 MSL 1.6 NM NE OF  
AIRPORT, TEMPORARY CRANE 4067 MSL 3.38 NM  
NE OF AIRPORT.

**FDC 8/1210** ELP FI/T EL PASO INTL, EL PASO, TX.  
ILS OR LOC RWY 22, AMDT 32A...RNAV (GPS) RWY  
26L, ORIG...RNAV (GPS) RWY 26R, ORIG...GPS RWY  
4, ORIG-A...LOC/DME RWY 4, AMDT 2B...CIRCLING  
MDA 4500/HAA 542 CATS A/B/C. TEMPORARY  
CRANE 4136 MSL 1.6 NM NE OF AIRPORT.

**FDC 7/1817** ELP FI/T EL PASO INTL, EL PASO, TX.  
RADAR-1, AMDT 13B...CIRCLING CAT E MDA 4660 /  
HAA 702. VIS CAT E 2 1/2.

**FDC 7/1814** ELP FI/T EL PASO INTL, EL PASO, TX.  
GPS RWY 4, ORIG-A...S-4 MDA 4320 / HAT 397 ALL  
CATS.

### Horizon

**FDC 6/6558** T27 FI/T HORIZON, EL PASO, TX.  
TAKE-OFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES. TAKEOFF MINIMUMS:  
RWY 26 NA.

**FDC 6/2557** T27 FI/T HORIZON, EL PASO, TX.  
VOR/DME OR GPS A, AMDT 4A. CIRCLING MDA  
4520/HAA 513 ALL CATS.

## FORT HOOD/KILLEEN

### Robert Gray AAF

**FDC 7/8109** GRK FI/T ROBERT GRAY AAF, FORT  
HOOD/KILLEEN, TX. RADAR-1, AMDT 8...PAR 15 DA  
1215/HAT 200 ALL CATS. ASR 15 MDA 1520/HAA 505  
ALL CATS. CIRCLING CATS A/B MDA 1520/HAA 505,  
CAT C MDA 1560/HAA 545, CAT D MDA 1580/HAA  
565, CAT E MDA 1740/HAA 725. RWY 15 TDZE 1015.  
ARPT ELEV 1015.

**FDC 7/8108** GRK FI/T ROBERT GRAY AAF, FORT  
HOOD/KILLEEN, TX. VOR/DME RWY 15, AMDT  
2A...S-15 MDA 1520/HAT 505 ALL CATS. CIRCLING  
CATS A/B MDA 1520/HAA 505, CAT C MDA 1560/HAA  
545, CAT D MDA 1580/HAA 565, CAT E MDA  
1740/HAA 725. TDZE 1015.

**FDC 7/8107** GRK FI/T ROBERT GRAY AAF, FORT HOOD/KILLEEN, TX. ILS RWY 15, AMDT 5A...S-ILS DA 1215/HAT 200 ALL CATS. S-LOC MDA 1480/HAT 465 ALL CATS. CIRCLING CATS A/B MDA 1520/HAA 505, CAT C MDA 1560/HAA 545, CAT D MDA 1580/HAA 565, CAT E MDA 1740/HAA 725. TDZE 1015.

**FDC 7/8106** GRK FI/T ROBERT GRAY AAF, FORT HOOD/KILLEEN, TX. NDB RWY 15, AMDT 5A...S-15 MDA 1660/HAT 645 ALL CATS. CIRCLING CATS A/B/C/D MDA 1660/HAA 645, CAT E MDA 1740/HAA 725. S-PAR DA 1215/HAT 200 ALL CATS. TDZE 1015.

## FORT WORTH

### Bourland Field

**FDC 8/2199** 50F FI/T BOURLAND FIELD, FORT WORTH, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 35, NA.

**FDC 5/1248** 50F FI/T BOURLAND FIELD, FORT WORTH, TX. GPS RWY 35 ORIG-A...S-35: STRAIGHT-IN MINIMUMS NA.

### Fort Worth Spinks

**FDC 8/3659** FWS FI/T FORT WORTH SPINKS, FORT WORTH, TX. ILS RWY 35L, AMDT 1A...CIRCLING MDA 1340/HAA 640 ALL CATS. KFTW ALTIMETER SETTING MINIMUMS: CIRCLING MDA 1360/HAA 660 ALL CATS. CRANE 972 FEET MSL 1.1NM SE OF RWY 35L.

**FDC 8/3632** FWS FI/T FORT WORTH SPINKS, FORT WORTH, TX. RNAV (GPS) RWY 35L, ORIG...LPV DA 1212/HAT 515, VIS 1 1/4 ALL CATS. LNAV/VNAV DA 1348/HAT 651, VIS 1 3/4 ALL CATS. CRANE 972 MSL 1.1 NM SE OF RWY 35L.

**FDC 8/3631** FWS FI/T FORT WORTH SPINKS, FORT WORTH, TX. RNAV (GPS) RWY 17R, ORIG...LNAV/VNAV DA 1172/HAT 472, VIS 1 3/4 ALL CATS. CIRCLING MDA 1340/HAA 640 ALL CATS. CRANE 972 MSL 2 NM SE OF RWY 17R.

**FDC 8/3225** FWS FI/T FORT WORTH SPINKS, FORT WORTH, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 17R, 300-2 OR STANDARD WITH MINIMUM CLIMB OF 295 FT/NM TO 1100. TEMPORARY RIG 891 MSL 2.2 NM SOUTH OF RWY 17R.

## GEORGETOWN

### Georgetown Muni

**FDC 8/4829** GTU FI/T GEORGETOWN MUNI, GEORGETOWN, TX. GPS RWY 29, ORIG...S-29 MDA 1220/HAT 443, VIS CAT C 1 1/4, VDA 3.01/TCH 45, VDP 1.3 NM TO RWY 29; NEW TOWER, 910 MSL, 3.38 NM SE RWY 29.

## GLADEWATER

### Gladewater Muni

**FDC 6/9037** 07F FI/T GLADEWATER MUNI, GLADEWATER, TX. VOR/DME OR GPS RWY 14, AMDT 2B...FROM GREGG COUNTY (GGG) VORTAC R-305 (IAF) (OTTUV) CCW 24 DME ARC TO GGG R-295 (CFDSH) MINIMUM ALTITUDE 2500. FROM OTTIF GGG R-253 (IAF) CW 24 DME ARC TO GGG R-295 (CFDSH) MINIMUM ALTITUDE 2500. PROFILE VIEW MINIMUM ALTITUDE AT GGG R-295/24 DME (CFDSH) 2500.

## GRAFORD

### Possum Kingdom

**FDC 8/8583** F35 FI/T POSSUM KINGDOM, GRAFORD, TX. NDB OR GPS A, AMDT 1...NDB PORTION NA.

**FDC 8/1408** F35 FI/T POSSUM KINGDOM, GRAFORD, TX. NDB OR GPS A, AMDT 1...FAF ALTITUDE 2400. CIRCLING CATS B/C MDA 1860/HAA 852. VIS CAT B 1 1/4, CAT C 2 1/2. FORT WORTH MEACHAM ALTIMETER SETTING CIRCLING CAT A 1820/HAA 812, CATS B/C MDA 1980/HAA 972. VIS CAT B 1 1/2, CAT C 3.

## GRAHAM

### Graham Muni

**FDC 7/9361** RPH FI/T GRAHAM MUNI, GRAHAM, TX. NDB OR GPS RWY 21 AMDT 2...PROCEDURE NA.

## GRAND PRAIRIE

### Grand Prairie Muni

**FDC 8/3924** GPM FI/T GRAND PRAIRIE MUNI, GRAND PRAIRIE, TX. RNAV (GPS) RWY 35, ORIG...LNAV MDA 1040/HAT 451. TEMPORARY DRILLING RIG 737 MSL 4.7 NM S OF RWY 35.

## GREENVILLE

### Majors

**FDC 6/8433** GVT FI/T MAJORS, GREENVILLE, TX. RNAV (GPS) RWY 35, ORIG...MSA RW35 360-360 2400.

**FDC 6/8432** GVT FI/T MAJORS, GREENVILLE, TX. RNAV (GPS) RWY 17, ORIG...MSA RW17 360-360 2400.

**FDC 6/8431** GVT FI/T MAJORS, GREENVILLE, TX.  
LOC BC RWY 35, AMDT 1A...MSA SYW NDB 360-360  
2400.

**FDC 6/8429** GVT FI/T MAJORS, GREENVILLE, TX.  
ILS OR LOC RWY 17, AMDT 6...MSA GV LOM 360-360  
2400.

## GRUVER

### Gruver Muni

**FDC 8/8883** E19 FI/T GRUVER MUNI, GRUVER, TX.  
VOR/DME OR GPS B, ORIG...VOR/DME PORTION NA.

## HARLINGEN

### Valley Intl

**FDC 8/6857** HRL FI/T VALLEY INTL, HARLINGEN,  
TX. ILS OR LOC RWY 17R, ORIG...ADD NOTE: S-ILS  
17R VIS CAT A/B/C/D RVR 1800 AUTHORIZED WITH  
THE USE OF FD OR AP OR HUD TO DA.

## HEBBRONVILLE

### Jim Hogg County

**FDC 8/5110** HBV FI/T JIM HOGG COUNTY,  
HEBBRONVILLE, TX. NDB RWY 13, AMDT 3...S-13  
MDA 1420/HAT 759 CATS A/B/C. CIRCLING CATS  
A/B/C MDA 1420/HAA 757.

## HENDERSON

### Rusk County

**FDC 8/8636** F12 FI/T RUSK COUNTY, HENDERSON,  
TX. TAKE-OFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES...TAKE OFF MINIMUMS:  
RWY 30, 200-2 OR STANDARD WITH A MINIMUM  
CLIMB OF 322 FT PER NM TO 800. TEMPORARY  
DRILLING RIG 154 FT AGL/ 638 FT MSL, 1.09 NM  
NNW OF THE APPROACH END RWY 12 REST OF  
PROCEDURE REMAINS AS PUBLISHED.

**FDC 8/6174** RFI FI/T RUSK COUNTY, HENDERSON,  
TX. TAKE-OFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES...RWY 12: 200-1 OR  
TAKEOFF NA. TEMPORARY CRANE 598 MSL 3574  
FEET SE OF RWY 30.

**FDC 8/6173** RFI FI/T RUSK COUNTY, HENDERSON,  
TX. TAKE-OFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES...DEPARTURE  
PROCEDURE: RWY 30, CLIMB HEADING 300 TO 2100  
BEFORE TURNING RIGHT.

**FDC 8/6172** RFI FI/T RUSK COUNTY, HENDERSON,  
TX. NDB B, ORIG-B...GREGG COUNTY (GGG)  
VORTAC TO HENDERSON (HNO) NDB MINIMUM  
ALTITUDE 2800. PIPES INT TO HENDERSON (HNO)  
NDB MINIMUM ALTITUDE 2800. PROCEDURE TURN  
UNTIL ESTABLISHED ON 164 COURSE INBOUND  
MINIMUM ALTITUDE 2800. MISSED APPROACH:  
CLIMB TO 1800 THEN CLIMBING RIGHT TURN TO  
2800 DIRECT HNO NDB AND HOLD. CONTINUE  
CLIMB IN HOLD.

**FDC 8/6171** RFI FI/T RUSK COUNTY, HENDERSON,  
TX. RNAV (GPS) RWY 16, ORIG...PIPES INT TO  
AHOTO MINIMUM ALTITUDE 2800. GREGG (GGG)  
VORTAC (IAF) TO AHOTO MINIMUM ALTITUDE  
2800. HOLD IN LIEU OF PROCEDURE TURN AT  
AHOTO (IF/IAF) MINIMUM ALTITUDE 2800. LNAV  
MDA 1080/HAT 638 ALL CATS, VISIBILITY CAT C 1  
3/4. CIRCLING MDA 1080/HAA 638 CAT A. MISSED  
APPROACH: CLIMBING RIGHT TURN TO 2800  
DIRECT AHOTO WP AND HOLD. CONTINUE CLIMB  
IN HOLD.

## HOUSTON

### David Wayne Hooks Memorial

**FDC 8/8162** DWH FI/T DAVID WAYNE HOOKS  
MEMORIAL, HOUSTON, TX. TAKE-OFF MINIMUMS  
AND (OBSTACLE) DEPARTURE  
PROCEDURES...NOTE: RWY 35L, MULTIPLE TREES  
AND POLES BEGINNING 144 FROM DEPARTURE  
END OF RUNWAY, 32 LEFT OF CENTERLINE, UP TO  
79 AGL/238 MSL. MULTIPLE HANGERS AND  
BUILDINGS 85 FROM DEPARTURE END OF  
RUNWAY, 9 LEFT OF CENTERLINE, UP TO 53  
AGL/202 MSL. MULTIPLE TREES TOWER AND  
POLES BEGINNING 100 FROM DEPARTURE END OF  
RUNWAY, 123 RIGHT OF CENTERLINE, UP TO 107  
AGL/254 MSL. VEHICLE AND ROAD 315 FROM  
DEPARTURE END OF RUNWAY, ON CENTERLINE, 15  
AGL/166 MSL. BUILDING 894 FROM DEPARTURE  
END OF RUNWAY, 231 RIGHT OF CENTERLINE, 23  
AGL/173 MSL.

**FDC 8/4785** DWH FI/T DAVID WAYNE HOOKS  
MEMORIAL, HOUSTON, TX. VOR/DME RNAV RWY  
35L, AMDT 4...S-35L MDA 660/HAT 508 ALL CATS,  
VISIBILITY CAT C 1 1/2. CIRCLING MDA 660/ HAA  
508 CAT A. GEORGE BUSH  
INTERCONTINENTAL/HOUSTON ALTIMETER  
SETTING MINIMUMS. S-35L MDA 700/HAT 548 ALL  
CATS. CIRCLING MDA 700/HAA 548 CAT A.  
TEMPORARY CRANE 358 MSL 5.32 NM S OF RWY  
35L.

### Ellington Field

**FDC 7/9974** EFD FI/T ELLINGTON FIELD, HOUSTON,  
TX. RNAV (GPS) RWY 22, ORIG...LNAV MDA  
480/HAT 449 ALL CATS, VIS CAT C RVR 4000. VDP  
AT 1.3 MILES TO RW22. TEMPORARY CRANE 164  
MSL 3518 FEET E OF RWY 22.

**George Bush Intercontinental/Houston**

**FDC 8/6315** IAH FI/P GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. ILS OR LOC RWY 9, AMDT 7A...CHART NOTE: RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. ADD ATTENTION SYMBOL TO MAKE NOTE APPLY TO S-ILS 9 LINE OF MINIMUMS. THIS IS ILS OR LOC RWY 9, AMDT 7B.

**FDC 8/6215** IAH FI/T GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. ILS OR LOC RWY 26L, AMDT 18A...ILS OR LOC RWY 26R, AMDT 1A...ILS RWY 26L (CAT II), AMDT 18A...ILS RWY 26R (CAT II), AMDT 1A...ILS RWY 26L (CAT III), AMDT 18A...ILS RWY 26R (CAT III), AMDT 1A...ILS OR LOC RWY 33R, AMDT 12A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TNV VOR OTS.

**FDC 3/1703** IAH FI/T GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON, HOUSTON, TX. EFFECTIVE IMMEDIATELY UNTIL FURTHER ADVISED. PURSUANT TO A SPECIAL DELEGATION OF AUTHORITY TO GRANT WAIVERS, THE FAA AIR TRAFFIC PROCEDURES DIVISION MANAGER (ATP-120) HAS GRANTED A WAIVER TO FAA ORDER 7110.65 THAT HAS AUTHORIZED BUSH INTER- CONTINENTAL TRACON TO CONDUCT PARALLEL DEPENDENT AND SIMULTANEOUS INDEPENDENT ILS APPROACHES, DUAL AND TRIPLE, TO RWYS 26L/26R/27 AND/OR RWYS 8L/8R/9, WHILE APPROPRIATELY EQUIPPED AIR CARRIER AIRCRAFT ARE CONDUCTING SPECIAL INSTRUMENT APPROACH PROCEDURE, AREA NAVIGATION RNAV (GPS)Y TO A SINGLE ADJACENT RUNWAY SIMULTANEOUSLY. QUESTIONS SHOULD BE DIRECTED TO HOUSTON APPROACH CONTROL, PLANS AND PROCEDURES DEPARTMENT, PHONE 281-230-8400.

**Houston Executive**

**FDC 8/5099** TME FI/T HOUSTON EXECUTIVE, HOUSTON, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 18 NA.

**Lone Star Executive**

**FDC 8/9717** CXO FI/T LONE STAR EXECUTIVE, HOUSTON, TX. ILS RWY 14, AMDT 2.PROCEDURE NA.

**FDC 8/4447** CXO FI/T LONE STAR EXECUTIVE, HOUSTON, TX. ILS OR LOC RWY 14, AMDT 2A...PROCEDURE NA.

**West Houston**

**FDC 8/9563** IWS FI/T WEST HOUSTON, HOUSTON, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 15, BUILDING 177 FEET FROM DEPARTURE END OF RUNWAY, 399 FEET LEFT OF CENTERLINE, 18 AGL/126 MSL.

**FDC 8/6212** IWS FI/T WEST HOUSTON, HOUSTON, TX. VOR D, ORIG-A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TNV VOR OTS.

**FDC 8/2649** IWS FI/T WEST HOUSTON, HOUSTON, TX. RNAV (GPS) Z RWY 33 ORIG...LNAV/VNAV MINIMUMS NA. CIRCLING: MDA 660/HAT 549 CAT A/B/C. NOTE: WHEN VGSI INOP PROCEDURE NA. NOTE: CIRCLING RWY 33 NA AT NIGHT.

**FDC 8/2565** IWS FI/T WEST HOUSTON, HOUSTON, TX. VOR/DME RNAV RWY 33, AMDT 4...S-33 MINIMUMS NA. NOTE: WHEN VGSI INOP PROCEDURE NA. NOTE: CIRCLING RWY 33 NA AT NIGHT.

**FDC 8/2564** IWS FI/T WEST HOUSTON, HOUSTON, TX. VOR/DME RNAV RWY 15, AMDT 4...S-15 MINIMUMS NA. NOTE: WHEN VGSI INOP PROCEDURE NA. NOTE: CIRCLING RWY 33 NA AT NIGHT.

**FDC 8/2563** IWS FI/T WEST HOUSTON, HOUSTON, TX. RNAV (GPS) Y RWY 33, ORIG-A...LNAV MINIMUMS NA. CIRCLING MDA 660/HAT 549 CAT A/B/C. GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING LNAV MINIMUMS NA. CIRCLING MDA 720/HAT 609 CATS A/B/C, VIS CAT C 1 3/4. NOTE: WHEN VGSI INOP PROCEDURE NA. NOTE: CIRCLING RWY 33 NA AT NIGHT.

**FDC 8/2562** IWS FI/T WEST HOUSTON, HOUSTON, TX. RNAV (GPS) RWY 15, ORIG...LNAV/VNAV MINIMUMS NA. LNAV MINIMUMS NA. CIRCLING MDA 660/HAT 549 CAT A/B/C. NOTE: WHEN VGSI INOP PROCEDURE NA. NOTE: CIRCLING RWY 33 NA AT NIGHT.

**FDC 8/2561** IWS FI/T WEST HOUSTON, HOUSTON, TX. VOR D, ORIG-A...CIRCLING MDA 660/HAT 549 CAT A/B/C GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING CIRCLING MDA 720/HAT 609 CATS A/B/C, VIS CAT C 1 3/4 NOTE: WHEN VGSI INOP PROCEDURE NA. NOTE: CIRCLING RWY 33 NA AT NIGHT.

**William P Hobby**

**FDC 8/8480** HOU FI/T WILLIAM P HOBBY, HOUSTON, TX. VOR/DME RWY 30L, AMDT 17A...DESCENT ANGLE 2.93/TCH 71.

**FDC 8/8479** HOU FI/T WILLIAM P HOBBY,  
HOUSTON, TX. RNAV (GPS) RWY 30L, AMDT  
1...PROCEDURE NA.

**FDC 8/8478** HOU FI/T WILLIAM P HOBBY,  
HOUSTON, TX. ILS RWY 30L, AMDT 5B...GS 3.00/TCH  
58. VGS1 AND ILS GLIDEPATH NOT COINCIDENT.

**FDC 7/2782** HOU FI/T WILLIAM P HOBBY,  
HOUSTON, TX. ILS OR LOC RWY 4 AMDT 40...S-LOC  
4: MDA 480/HAT 436 ALL CATS. VIS CAT D RVR  
5000.

## HUNTSVILLE

### Huntsville Muni

**FDC 6/4223** UTS FI/T HUNTSVILLE MUNI,  
HUNTSVILLE, TX. NDB OR GPS RWY 18,  
ORIG-A...MISSED APPROACH: CLIMB TO 1500 THEN  
CLIMBING RIGHT TURN TO 3000 DIRECT UTS NDB  
AND HOLD.

## INGLESIDE

### T P Mc Campbell

**FDC 7/9236** TFP FI/T T P MC CAMPBELL,  
INGLESIDE, TX. RNAV (GPS) RWY 31,  
ORIG...LNAV/VNAV DA 510/HAT 492 VISIBILITY 1  
3/4 ALL CATS LNAV MDA 480/HAT 462 ALL CATS  
VISIBILITY CAT A AND B 1, CAT C 1 1/4, CAT D 1 1/2  
CIRCLING MDA 520/HAA 502 CATS A, B, AND C. VDP  
1.37 NM TO RW31.

**FDC 7/9234** TFP FI/T T P MC CAMPBELL,  
INGLESIDE, TX. RNAV (GPS) RWY 13,  
ORIG...CIRCLING MDA 520/HAA 502 CATS A, B, AND  
C.

## JUNCTION

### Kimble County

**FDC 7/7944** JCT FI/T KIMBLE COUNTY, JUNCTION,  
TX. TAKE-OFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS:  
RWYS 8, 17, 26, NA.

## LANCASTER

### Lancaster

**FDC 7/4913** LNC FI/T LANCASTER, LANCASTER, TX.  
RNAV (GPS) RWY 31, ORIG-A...LNAV/VNAV DA  
963/HAT 471 VIS 1 3/4 CATS A/B.

## LAREDO

### Laredo Intl

**FDC 7/8284** LRD FI/T LAREDO INTL, LAREDO, TX.  
VOR OR TACAN RWY 32, AMDT 10...CHANGE ALL  
REFERENCE TO PIDME TO HEVUM.

**FDC 7/3266** LRD FI/T LAREDO INTL, LAREDO, TX.  
RNAV (GPS) RWY 35L ORIG...PROCEDURE NA.

## LEVELLAND

### Levelland Muni

**FDC 8/8803** LLN FI/T LEVELLAND MUNI,  
LEVELLAND, TX. GPS RWY 17, ORIG-A...GPS RWY  
35, ORIG-A...NDB RWY 35, AMDT 1C...CIRCLING  
MDA 4260/HAA 746 CAT B, VIS CAT B 1 1/4.

## LONGVIEW

### East Texas Rgnl

**FDC 8/6860** GGG FI/T EAST TEXAS REGIONAL,  
LONGVIEW, TX. ILS OR LOC RWY 13, AMDT  
12...ADD NOTE: S-ILS 13 VIS CAT A/B/C/D RVR 1800  
AUTHORIZED WITH THE USE OF FD OR AP OR HUD  
TO DA.

**FDC 8/4391** GGG FI/T EAST TEXAS REGIONAL,  
LONGVIEW, TX. RNAV (GPS) RWY 35, ORIG...LNAV  
MDA 840/HAT 475 ALL CATS. VIS CAT C 1 1/4, CAT D  
1 1/2. TEMP RIG 536 MSL 2400 FT WEST OF RWY 35.

**FDC 8/0745** GGG FI/T EAST TEXAS REGIONAL,  
LONGVIEW, TX. RNAV (GPS) RWY 13,  
ORIG...PROCEDURE NA.

**FDC 8/0744** GGG FI/T EAST TEXAS REGIONAL,  
LONGVIEW, TX. ILS OR LOC RWY 13, AMDT  
12...S-LOC 13 VISIBILITY CATS A/B/C RVR 5000,  
CATS D/E RVR 6000 INOPERATIVE TABLE DOES  
NOT APPLY MAP TO DISPLACED THRESHOLD 0.46  
NM.

**FDC 8/0743** GGG FI/T EAST TEXAS REGIONAL,  
LONGVIEW, TX. NDB RWY 13, AMDT 14C...S-13  
VISIBILITY CATS A/B RVR 5000, CATS C/D 1 1/2.  
INOPERATIVE TABLE DOES NOT APPLY MAP TO  
DISPLACED THRESHOLD 0.46 NM.

**FDC 8/0742** GGG FI/T EAST TEXAS REGIONAL,  
LONGVIEW, TX. VOR/DME OR TACAN RWY 13,  
AMDT 1...S-13 VISIBILITY CATS A/B RVR 5000, CAT  
C RVR 6000, CAT D 1 1/2, CAT E 1 3/4 INOPERATIVE  
TABLE DOES NOT APPLY MAP TO DISPLACED  
THRESHOLD 0.46 NM.

**FDC 7/6756** GGG FI/T EAST TEXAS REGIONAL,  
LONGVIEW, TX. TAKE-OFF MINIMUMS AND  
(OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF  
MINIMUMS: RWY 35, NA DEPARTURE PROCEDURE:  
RWY 35, NA.

**FDC 7/4207** GGG FI/T EAST TEXAS REGIONAL, LONGVIEW, TX. ILS OR LOC RWY 13, AMDT 12...VOR/DME OR TACAN RWY 13, AMDT 1...VOR/DME OR TACAN RWY 31, AMDT 7...VOR A, ORIG...CIRCLING MDA 860/HAA 495 CATS A/B/C.

**FDC 7/2618** GGG FI/T EAST TEXAS REGIONAL, LONGVIEW, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 31, NA NOTE: RWY 35, TREE 1740 FEET FROM DEPARTURE END OF RUNWAY, 522 FEET LEFT OF CENTERLINE, 422 MSL. RWY 13, TREES, 760 TO 990 FEET FROM DEPARTURE END OF RUNWAY, 590 FEET LEFT OF CENTERLINE, 404 MSL. TREE, 1517 FEET FROM DEPARTURE END OF RUNWAY, 600 FEET RIGHT OF CENTERLINE, 409 MSL. RWY 17, TREES FROM 780 TO 2300 FEET FROM DEPARTURE END OF RUNWAY, 470 TO 570 FEET LEFT OF CENTERLINE, 424 TO 457 MSL. TREES FROM 2200 TO 2400 FEET FROM DEPARTURE END OF RUNWAY, 40 TO 550 FEET RIGHT OF CENTERLINE, 422 TO 447 MSL.

## LUBBOCK

### Lubbock Preston Smith Intl

**FDC 8/1969** LBB FI/T LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. ILS OR LOC RWY 17R, AMDT 16B...S-LOC-17R MDA 3700/HAT 418 ALL CATS VISIBILITY CAT C RVR 4000, CAT E RVR 5000 TEMPORARY CRANE 3395 MSL 1.06 NM NE OF RWY 17R.

**FDC 8/1206** LBB FI/T LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. ILS OR LOC RWY 17R, AMDT 16B...TERMINAL ROUTE: PLAINVIEW (PVW) VOR/DME INITIAL PROCEDURE LEG NA.

**FDC 7/0426** LBB FI/T LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. RADAR-1, AMDT 7...S-17R MDA 3700/HAT 419 ALL CATS VISIBILITY CAT C RVR 4000. TEMPORARY CRANE 3395 MSL 1.06 NM NE OF RWY 17R.

**FDC 7/0424** LBB FI/T LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. RNAV (GPS) RWY 17R, AMDT 1...LNAV/VNAV DA 3732/HAT 450 ALL CATS VISIBILITY RVR 5000 ALL CATS. LNAV MDA 3700/HAT 418 ALL CATS VISIBILITY CAT C RVR 4000 VDP 1.14 NM TO RWY 17R. TEMPORARY CRANE 3395 MSL 1.06 NM NE OF RWY 17R.

## LUFKIN

### Angelina County

**FDC 7/0471** LFK FI/T ANGELINA COUNTY, LUFKIN, TX. ILS OR LOC RWY 7, AMDT 2...DISREGARD ALL REFERENCES TO MIDDLE MARKER.

## MADISONVILLE

## Madisonville Muni

**FDC 8/9636** 51R FI/P MADISONVILLE MUNI, MADISONVILLE, TX. RNAV (GPS) RWY 18, ORIG.DELETE NOTE: GPS OR RNP-0.3 REQUIRED. MISSED APPROACH: CLIMB TO 1500, THEN CLIMBING RIGHT TURN TO 2100 DIRECT LOA VORTAC AND HOLD. THIS IS RNAV (GPS) RWY 18, ORIG-A.

## MASON

### Mason County

**FDC 5/1703** T92 FI/T MASON COUNTY, MASON, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE...TAKE OFF MINIMUMS: RWY 17, 800-2 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 252 FEET PER NM TO 2500. NOTE: RWY 35, T - L TOWER 4519 FEET FROM DER 362 FEET RIGHT OF CENTERLINE, 55 FEET AGL/ 1635 FEET MSL.

## MC ALLEN

### Mc Allen Miller Intl

**FDC 8/7711** MFE FI/T MC ALLEN MILLER INTL, MC ALLEN, TX. LOC BC RWY 31, AMDT 9C...ILS RWY 13, AMDT 8B...VOR RWY 31, AMDT 1A...CIRCLING MDA 580/HAA 473 CAT A/B/C.

**FDC 8/3887** MFE FI/P MC ALLEN MILLER INTL, MC ALLEN, TX. VOR RWY 31, AMDT 1A...CIRCLING MDA 580/HAA 473 CAT A/B/C. THIS IS VOR RWY 31, AMDT 1B.

**FDC 8/3886** MFE FI/P MC ALLEN MILLER INTL, MC ALLEN, TX. ILS RWY 13, AMDT 8B...CIRCLING MDA 580/HAA 473 CAT A/B/C CHART NOTE: ADF REQUIRED. THIS IS ILS OR LOC RWY 13, AMDT 8C.

**FDC 8/2304** MFE FI/T MC ALLEN MILLER INTL, MC ALLEN, TX. VOR RWY 31, AMDT 1A...DME REQUIRED.

**FDC 6/9016** MFE FI/T MC ALLEN MILLER INTL, MC ALLEN, TX. RNAV (GPS) RWY 31 ORIG...PROFILE VIEW MINIMUM ALTITUDE AT FOVUD 2100.

## MC KINNEY

### Collin County Rgnl At Mc Kinney

**FDC 6/0083** TKI FI/T COLLIN COUNTY REGIONAL AT MC KINNEY, MC KINNEY, TX. VOR/DME A, ORIG-D...CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMBING LEFT TURN TO 2400 DIRECT BYP R-212/21.9 DME AND HOLD.

## MESQUITE



## Mesquite Metro

**FDC 7/7676** HQZ FI/T MESQUITE METRO, MESQUITE, TX. ILS OR LOC RWY 17, AMDT 1B...LOC BC RWY 35, AMDT 2B...CHANGE NOTE TO READ: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE DALLAS-LOVE FIELD ALTIMETER SETTING.

**FDC 6/0230** HQZ FI/T MESQUITE METRO, MESQUITE, TX. LOC BC RWY 35, AMDT 2A...DISREGARD MAP 0.5 DME REFERENCE. FROM JECCA (JUG) NDB TO RWY 35: 2.70 DEGREES/ TCH 45.

## MIDLAND

### Midland Airpark

**FDC 7/5093** MDD FI/T MIDLAND AIRPARK, MIDLAND, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 25, 300-2 OR STANDARD WITH A MINIMUM CLIMB OF 208 FEET PER NM TO 3100. ALL OTHER DATA REMAINS AS PUBLISHED.

### Midland Intl

**FDC 8/6851** MAF FI/T MIDLAND INTERNATIONAL, MIDLAND, TX. ILS RWY 10, AMDT 14A...ADD NOTE: S-ILS 10 VIS CAT A/B/C/D RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA.

**FDC 8/5537** MAF FI/T MIDLAND INTERNATIONAL, MIDLAND, TX. ILS OR LOC RWY 10, AMDT 14B...RNAV (GPS) RWY 4, ORIG...RNAV (GPS) RWY 10, ORIG-A...RNAV (GPS) RWY 16R, ORIG...RNAV (GPS) RWY 22, ORIG...RNAV (GPS) RWY 28, AMDT 1...RNAV (GPS) RWY 34L, ORIG...LOC BC RWY 28, AMDT 12B...VOR/DME OR TACAN RWY 34L, AMDT 9C...VOR OR TACAN RWY 16R, AMDT 22B...CIRCLING CATS B/C MDA 3420/HAA 549. TEMPORARY DRILLING RIG 3069 MSL 2.2 NM NW OF AIRPORT.

**FDC 8/5534** MAF FI/T MIDLAND INTERNATIONAL, MIDLAND, TX. RADAR-1, AMDT 5...ASR 16R MDA 3380/HAT 509 ALL CATS. VIS CAT C/D 1 1/2, CAT E 1 3/4. TEMPORARY DRILLING RIG 3069 MSL 2.2 NM NW OF AIRPORT.

**FDC 8/2431** MAF FI/T MIDLAND INTERNATIONAL, MIDLAND, TX. RNAV (GPS) RWY 10, ORIG-A...LNAV/VNAV DA 3269/HAT 401 ALL CATS, VIS RVR 5000 ALL CATS.

## MOUNT PLEASANT

### Mount Pleasant Rgnl

**FDC 8/0131** OSA FI/T MOUNT PLEASANT RGNL, MOUNT PLEASANT, TX. RNAV (GPS) RWY 17, ORIG-C...PROCEDURE NA.

## NAVASOTA

### Navasota Muni

**FDC 8/6216** 60R FI/T NAVASOTA MUNI, NAVASOTA, TX. VOR OR GPS A, AMDT 1A...VOR PORTION NA.

## NEW BRAUNFELS

### New Braunfels Muni

**FDC 8/4113** BAZ FI/T NEW BRAUNFELS MUNI, NEW BRAUNFELS, TX. VOR/DME A, ORIG...MISSED APPROACH: CLIMBING RIGHT TURN TO 2100 VIA SAT R-072 TO FAUST/SAT 27 DME AND HOLD.

**FDC 7/6041** BAZ FI/T NEW BRAUNFELS MUNI, NEW BRAUNFELS, TX. VOR/DME RNAV RWY 31, ORIG...VOR/DME A, ORIG...PROCEDURE NA.

## ODESSA

### Odessa-Schlemeyer Field

**FDC 8/4437** ODO FI/T ODESSA-SCHLEMEYER FIELD, ODESSA, TX. GPS RWY 20, ORIG...S-20 MDA 3420/HAT 416 ALL CATS. VISIBILITY CAT C 1 1/4. CIRCLING CAT B/C MDA 3580/HAA 576, CAT D MDA 3600/HAA 596. VDP 1.19 NM TO RW20.

**FDC 8/4436** ODO FI/T ODESSA-SCHLEMEYER FIELD, ODESSA, TX. GPS B, ORIG...VOR A, AMDT 6...NDB RWY 20, AMDT 4...CIRCLING CAT B/C MDA 3580/HAA 576, CAT D MDA 3600/HAA 596.

## ORANGE

### Orange County

**FDC 8/5995** ORG FI/T ORANGE COUNTY, ORANGE, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 4, 300-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 438 FT PER NM TO 600.

## PANHANDLE

### Panhandle-Carson County

**FDC 8/9146** T45 FI/T PANHANDLE-CARSON COUNTY, PANHANDLE, TX. VOR RWY 17, ORIG...S-17 MINIMUMS NA.

## PERRYTON

### Perryton Ochiltree County

**FDC 8/7982** PYX FI/T PERRYTON OCHILTREE COUNTY, PERRYTON, TX. NDB OR GPS A, AMDT 3...CIRCLING CAT A MDA 3340/HAA 421, CAT B MDA 3480/HAA 561. AIRPORT ELEVATION 2919.

## PLEASANTON

### Pleasanton Muni

**FDC 7/1905** PEZ FI/T PLEASANTON MUNI, PLEASANTON, TX. NDB A, AMDT 5B...GPS RWY 34, ORIG...DELETE NOTE: USE KELLY AFB ALTIMETER SETTING.

## PORT ISABEL

### Port Isabel-Cameron County

**FDC 8/5021** PIL FI/T PORT ISABEL-CAMERON COUNTY, PORT ISABEL, TX. VOR/DME B, AMDT 3...CIRCLING CATS A/B MDA 540/HAA 521.

## SAN ANGELO

### San Angelo Rgn/Mathis Field

**FDC 8/8790** SJT FI/P SAN ANGELO REGIONAL/MATHIS FLD, SAN ANGELO, TX. VOR/DME OR TACAN RWY 3, ORIG...DELETE PLANVIEW NOTE: RADAR REQUIRED. THIS IS VOR/DME OR TACAN RWY 3, ORIG-A.

## SAN ANTONIO

### San Antonio Intl

**FDC 8/7429** SAT FI/T SAN ANTONIO INTL, SAN ANTONIO, TX. RNAV (GPS) RWY 12R, ORIG-A...CIRCLING CAT D MDA 1440/HAA 631.

**FDC 8/6865** SAT FI/T SAN ANTONIO INTL, SAN ANTONIO, TX. RNAV (GPS) RWY 30L, ORIG-A...LNAV/VNAV DA 1246/HAT 456, VIS 5000 ALL CATS.

**FDC 8/3619** SAT FI/T SAN ANTONIO INTL, SAN ANTONIO, TX. ILS OR LOC RWY 12R, AMDT 13B...ALTERNATE MINIMUMS: ILS, 700-2.

**FDC 8/0175** SAT FI/T SAN ANTONIO INTL, SAN ANTONIO, TX. RNAV (GPS) RWY 3, AMDT 1...RNAV (GPS) RWY 30L, ORIG-A...CIRCLING: CAT A/B/C MDA 1380/HAA 571, CAT D MDA 1440/HAA 631.

**FDC 8/0174** SAT FI/T SAN ANTONIO INTL, SAN ANTONIO, TX. ILS OR LOC RWY 3, AMDT 20...ILS OR LOC RWY 30L, AMDT 9A...CIRCLING: CAT A/B/C MDA 1380/HAA 571, CAT D MDA 1440/HAA 631. ALTERNATE MINIMUMS: ILS CAT D, 700-2.

## SEMINOLE

## Gaines County

**FDC 7/8044** GNC FI/T GAINES COUNTY, SEMINOLE, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 35, NA.

**FDC 7/7043** GNC FI/T GAINES COUNTY, SEMINOLE, TX. RNAV (GPS) RWY 35, ORIG...TERMINAL ARRIVAL AREA 080/30 CLOCKWISE 170/30 TO CIFZE MINIMUM ALTITUDE 5400.

## SHERMAN/DENISON

### Grayson County

**FDC 8/8660** GYI FI/T GRAYSON COUNTY, SHERMAN/DENISON, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 17L - CLIMB HEADING 176 TO 1800 BEFORE TURNING RIGHT.

## SPEARMAN

### Spearman Muni

**FDC 5/9644** E42 FI/T SPEARMAN MUNI, SPEARMAN, TX. VOR/DME OR GPS RWY 2, ORIG-A...FAF MATTS/BGD 20.00 DME TO MAP (MABIC)/BGD 25.90 DME COURSE 010.

## TAYLOR

### Taylor Muni

**FDC 8/4987** T74 FI/T TAYLOR MUNI, TAYLOR, TX. VOR/DME RWY 17, ORIG...S-17 MINIMUMS NA CATS A, B CIRCLING MDA 1240/HAA 640 CATS A, B AIRPORT ELEVATION 600 TOUCHDOWN ZONE ELEVATION 600.

## TEMPLE

### Draughon-Miller Central Texas Rgnl

**FDC 8/9656** TPL FI/T DRAUGHON-MILLER CENTRAL TEXAS REGIONAL, TEMPLE, TX. RNAV (GPS) RWY 33, AMDT 1...LNAV MDA 1100/HAT 425 ALL CATS. VISIBILITY CAT C 1 1/4. VDP 1.27 NM TO RWY 33.

**FDC 8/9655** TPL FI/T DRAUGHON-MILLER CENTRAL TEXAS REGIONAL, TEMPLE, TX. VOR RWY 33, AMDT 3...S-33 MDA 1100/425 HAT ALL CATS. VISIBILITY CAT C 1 1/4. VDP 5.34 DME FROM TPL VOR/DME.

## VAN HORN

### Culberson County

**FDC 8/9836** VHN FI/T CULBERSON COUNTY, VAN HORN, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, VHN NDB OTS.

## VERNON

### Wilbarger County

**FDC 6/6390** F05 FI/T WILBARGER COUNTY, VERNON, TX. NDB OR GPS RWY 20 ORIG...TERMINAL ROUTE CHILDRESS (CDS) VORTAC TO WILBARGER (VRT) NDB NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

## VICTORIA

### Victoria Rgnl

**FDC 8/5499** VCT FI/T VICTORIA REGIONAL, VICTORIA, TX. VOR/DME OR GPS RWY 30R, AMDT 5B...VICTORIA (VCT) VOR/DME TO FENCE/10 DME (IAF) MINIMUM ALTITUDE 2100.

**FDC 8/2752** VCT FI/T VICTORIA REGIONAL, VICTORIA, TX. VOR OR GPS RWY 12L, AMDT 15...S-12L MDA 600/HAT 485 ALL CATS. CIRCLING MDA 600/HAA 485 CATS A/B/C.

**FDC 8/2751** VCT FI/T VICTORIA REGIONAL, VICTORIA, TX. VOR/DME OR GPS RWY 30R, AMDT 5B...VOR OR GPS RWY 12L, AMDT 15...MINIMUM SAFE ALTITUDE WITHIN 25 NM OF VICTORIA (VCT) VOR/DME 2300.

**FDC 7/7307** VCT FI/T VICTORIA REGIONAL, VICTORIA, TX. VOR/DME OR GPS RWY 30R, AMDT 5B...S-30R MDA 480/HAT 374 ALL CATS. VDP AT VCT 5.7 DME TO RW30R.

## WACO

### Mc Gregor Executive

**FDC 8/9183** PWG FI/T MC GREGOR EXECUTIVE, WACO, TX. RNAV (GPS) RWY 35, ORIG...VGSI AND DESCENT ANGLES NOT COINCIDENT.

### Waco Rgnl

**FDC 6/1009** ACT FI/T WACO REGIONAL, WACO, TX. GPS RWY 1, ORIG-B...MDA 920 HAT 409 ALL CATS VISIBILITY CAT C/D 1 1/4.

**FDC 6/1008** ACT FI/T WACO REGIONAL, WACO, TX. RADAR-1, AMDT 3. RWY 1: MDA 940 HAT 429 ALL CATS VISIBILITY CAT C 1 1/4 CAT D 1 1/2.

## WHEELER

### Wheeler Muni

**FDC 8/2029** T59 FI/T WHEELER MUNI, WHEELER, TX. VOR/DME OR GPS A, AMDT 1...CIRCLING MDA 3210/HAA 740 ALL CATS, VIS CAT B 1 1/4, CAT C 2. TEMPORARY RIG 150 FT AGL/2606 FT MSL. 1,591 FEET SE OF RWY 35.

**FDC 8/2028** T59 FI/T WHEELER MUNI, WHEELER, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 17, RIG 1,511 FT FROM DEPARTURE END OF RUNWAY, 496 FT LEFT OF CENTERLINE, 150 FT AGL/2606 FT MSL. TEMPORARY RIG 150 FT AGL/2606 FT MSL. 1,591 FEET SE OF RWY 35.

## WINK

### Winkler County

**FDC 7/5121** INK FI/T WINKLER COUNTY, WINK, TX. VOR OR GPS RWY 13, AMDT 9...S-13 MINIMUMS NA. DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT: 1. USE MIDLAND ALTIMETER SETTING. 2. INCREASE ALL MDAS 240 FEET. 3. ALTERNATE MINIMUMS NA. CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED USE MIDLAND ALTIMETER SETTING AND INCREASE ALL MDAS 240 FEET AND VISIBILITY CAT C 1/2 MILE, ALTERNATE MINIMUMS NA.

## WINTERS

### Winters Muni

**FDC 8/2749** 77F FI/T WINTERS MUNI, WINTERS, TX. NDB OR GPS RWY 35, ORIG...PROCEDURE TURN MINIMUM ALTITUDE 3300.

## YOAKUM

### Yoakum Muni

**FDC 5/9307** T85 FI/T YOAKUM MUNI, YOAKUM, TX. NDB RWY 31 AMDT 3...PROCEDURE NA.

## UTAH

## BRIGHAM CITY

### Brigham City

**FDC 7/1161** BMC FI/T BRIGHAM CITY, BRIGHAM CITY, UT. NDB RWY 34, AMDT 6A...MISSED APPROACH: CLIMBING LEFT TURN TO 7800 VIA 189 BEARING FROM BMC NDB TO KONNE INT THEN DIRECT OGD VORTAC AND HOLD.

## KANAB

### Kanab Muni

**FDC 8/3856** KNB FI/T KANAB MUNI, KANAB, UT. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...USE KACIR ONE (RNAV) DEPARTUE.

## MILFORD

### Milford Muni/Ben And Judy Briscoe Field

**FDC 7/7438** MLF FI/T MILFORD MUNI/BEN AND JUDY BRISCOE FIELD, MILFORD, UT. VOR OR GPS A, AMDT 3B...MISSED APPROACH: CLIMB TO 7000 VIA MLF R-344, THEN CLIMBING RIGHT TURN TO 9300 VIA R-007 TO MLF VORTAC AND HOLD.

## OGDEN

### Ogden-Hinckley

**FDC 8/6564** OGD FI/T OGDEN-HINCKLEY, OGDEN, UT. GPS RWY 7, ORIG-B...VOR RWY 7, AMDT 5C...PROCEDURE NA.

**FDC 7/9491** OGD FI/T OGDEN-HINCKLEY, OGDEN, UT. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 16, HANGER 540 FEET FROM DEPARTURE END OF RUNWAY, 445 FEET RIGHT OF CENTERLINE, 42 FEET AGL/4498 FEET MSL. LIGHT POLE 542 FEET FROM DEPARTURE END OF RUNWAY, 351 FEET LEFT OF CENTERLINE, 40 FEET AGL/4496 FEET MSL. LIGHT POLE 671 FEET FROM DEPARTURE END OF RUNWAY, 382 FEET LEFT OF CENTERLINE, 40 FEET AGL/ 4497 FEET MSL. OL ON LT POLE 676 FEET FROM DEPARTURE END OF RUNWAY, 257 FEET LEFT OF CENTERLINE, 40 FEET AGL/4497 FEET MSL. SIGN 1195 FEET FROM DEPARTURE END OF RUNWAY, 131 FEET LEFT OF CENTERLINE 40 FEET AGL/4506 FEET MSL. POLE 1200 FEET FROM DEPARTURE END OF RUNWAY, 123 FEET LEFT OF CENTERLINE, 43 FEET AGL/4503 FEET MSL. SIGN 1855 FEET FROM DEPARTURE END OF RUNWAY, 19 FEET RIGHT OF CENTERLINE, 40 FEET AGL/4513 FEET MSL. OL ON LT POLE 796 FEET FROM DEPARTURE END OF RUNWAY, 155 FEET LEFT OF CENTERLINE, 40 FEET AGL/4484 FEET MSL. POLE 1098 FEET FROM DEPARTURE END OF RUNWAY, 47 FEET LEFT OF CENTERLINE, 29 FEET AGL/4489 FEET MSL.

## PROVO

### Provo Muni

**FDC 7/1153** PVU FI/T PROVO MUNI, PROVO, UT. VOR/DME RWY 13, AMDT 1A...MISSED APPROACH: CLIMB TO 9400 DIRECT PVU VOR/DME AND R-130 TO ZIPUT/5.9 DME. THEN CLIMBING RIGHT TURN VIA HEADING 330 AND FFU VORTAC R-110 TO FFU VORTAC AND HOLD. CONTINUE CLIMB-IN-HOLD TO 9400.

**FDC 7/1152** PVU FI/T PROVO MUNI, PROVO, UT. VOR RWY 13, AMDT 3A...MISSED APPROACH: CLIMBING RIGHT TURN TO 9400 VIA PVU VOR/DME R-228 AND FFU VORTAC R-200 TO FFU VORTAC AND HOLD. CONTINUE CLIMB-IN-HOLD TO 9400.

## SALT LAKE CITY

### Salt Lake City Intl

**FDC 8/9819** SLC FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. TAKE OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 9. TAKEOFF MINIMUMS: RWY 14, NA - OPERATIONAL. TEXTUAL DEPARTURE PROCEDURE: RWY 16L/R, 17, 32, 34L/R,35 - USE SALT LAKE DEPARTURE.

**FDC 8/1980** SLC FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS OR LOC RWY 34R, AMDT 2A...ILS RWY 34R (CAT II), AMDT 2A...ILS RWY 34R (CAT III), AMDT 2A...MISSED APPROACH: CLIMB TO 4800 THEN CLIMBING LEFT TURN TO 10000 HEADING 330. EXPECT RADAR VECTORS.

**FDC 8/1078** SLC FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS RWY 17, AMDT 12B...S-LOC 17 MDA 4700 / HAT 481 ALL CATS. VIS CAT D 5000, CAT E 6000. FOR INOPERATIVE MALSR INCREASE S-LOC 17 CAT E VISIBILITY TO 1 3/4.

## TOOELE

### Bolinder Field-Tooele Valley

**FDC 8/3092** TVY FI/P BOLINDER FIELD-TOOELE VALLEY, TOOELE, UT. NDB RWY 17, AMDT 1...MSA FROM TOOELE (TVY) NDB 010-280 12600, 280-010 9700. THIS IS NDB RWY 17, AMDT 1A.

## VERMONT

## BURLINGTON

### Burlington Intl

**FDC 8/6352** BTV FI/T BURLINGTON INTL, BURLINGTON, VT. HI ILS/DME RWY 33, AMDT 2B...S-ILS 33 DA 640/HAT 305 ALL CATS. S-LOC 33 MDA 820/HAT 485 ALL CATS. TEMPORARY CRANE 471 MSL 949 FEET SW OF RWY 33.

**FDC 8/6219** BTV FI/T BURLINGTON INTL, BURLINGTON, VT. ILS/DME RWY 33, ORIG-E...S-ILS 33 DA 640/HAT 305 ALL CATS. VIS CATS A/B RVR 5000. TEMPORARY CRANE 471 MSL 949 FEET SW OF RWY 33.

**FDC 8/2132** BTV FI/T BURLINGTON INTL, BURLINGTON, VT. RNAV (GPS) RWY 1, ORIG...LNAV CATS A/B/C MDA 840/HAT 505. VIS CAT C 1 1/2. TEMPORARY CRANE 540 MSL 6060 FEET S OF RWY 1.

**FDC 8/1797** BTV FI/P BURLINGTON INTL, BURLINGTON, VT. ILS OR LOC/DME RWY 15, AMDT 23A...DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE CLINTON COUNTY ALTIMETER SETTING AND INCREASE ALL DA/MDA 60 FEET. DELETE FROM MISSED APPROACH INSTRUCTIONS: (900 WHEN USING CLINTON COUNTY ALTIMETER SETTING). THIS IS ILS OR LOC/DME RWY 15, AMDT 23B.

## HIGHGATE

### Franklin County State

**FDC 8/9199** FSO FI/T FRANKLIN COUNTY STATE, HIGHGATE, VT. RNAV (GPS) RWY 19, ORIG.LNAV MDA MINIMUMS NA. DISREGARD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE CLINTON COUNTY, PLATTSBURGH, NY ALTIMETER SETTING AND INCREASE ALL MDAS 200 FEET. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.

**FDC 8/9197** FSO FI/T FRANKLIN COUNTY STATE, HIGHGATE, VT. VOR/DME RWY 19, AMDT 4.S-19 MINIMUMS NA. DISREGARD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE CLINTON COUNTY, PLATTSBURGH, NY ALTIMETER SETTING AND INCREASE ALL MDAS 200 FEET. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.

**FDC 7/0468** FSO FI/T FRANKLIN COUNTY STATE, HIGHGATE, VT. RNAV (GPS) RWY 1 AMDT 2...DISREGARD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE CLINTON COUNTY, PLATTSBURGH, NY ALTIMETER SETTING AND INCREASE ALL DA(S)/MDA(S) 80 FEET. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.

## RUTLAND

### Rutland - Southern Vermont Rgnl

**FDC 8/6268** RUT FI/T RUTLAND-SOUTHERN VERMONT RGNL, RUTLAND, VT. VOR/DME RWY 1, ORIG-B...RADAR REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. EEN VORTAC OTS.

**FDC 8/2310** RUT FI/T RUTLAND STATE, RUTLAND, VT. LOC/DME RWY 19, ORIG...S-19 MDA 2520/HAT 1733 ALL CATS, VIS CAT C 3. CIRCLING MDA 2520/HAA 1733 ALL CATS. PROFILE NOTE: VGS1 AND DESCENT ANGLES NOT COINCIDENT. VISIBILITY REDUCTION BY HELICOPTERS NA.

## VIRGIN ISLANDS

### CHRISTIANSTED

#### Henry E Rohlsen

**FDC 6/5533** STX FI/T HENRY E. ROHLSSEN, CHRISTIANSTED, ST. CROIX, VIRGIN ISLANDS. RNAV (GPS) RWY 28, ORIG...PROCEDURE NA.

#### Henry E. Rohlsen

**FDC 8/5135** TISX FI/T HENRY E. ROHLSSEN, CHRISTIANSTED, ST. CROIX, VI. ILS OR LOC RWY 10 AMDT 7...ALTERNATE MINIMUMS NA.

## VIRGINIA

### CHARLOTTESVILLE

#### University Of Virginia Hospital

**FDC 8/9296** 8VA5 FI/T UNIV OF VIRGINIA HOSPITAL HELIPORT, CHARLOTTESVILLE, VA. (SPECIAL) COPTER RNAV 082, ORIG.PROCEED VISUALLY NA. PROCEED VFR FROM UDINY TO LANDING SITE OR CONDUCT THE SPECIFIED MISSED APPROACH. BUILDING 100 AGL/606 MSL (APPROXIMATE HEIGHT) 175 SOUTHWEST OF HELIPAD.

### CLARKSVILLE

#### Marks Muni

**FDC 7/3841** W63 FI/T MARKS MUNI, CLARKSVILLE, VA. VOR/DME A, ORIG...PROCEDURE NA.

**FDC 6/6411** W63 FI/T MARKS MUNI, CLARKSVILLE, VA. GPS RWY 4, ORIG...CIRCLING RWY 22 NA.

### DANVILLE

#### Danville Rgnl

**FDC 8/5129** DAN FI/P DANVILLE REGIONAL, DANVILLE, VA. VOR RWY 2, AMDT 13...S-2 MDA 1160/HAT 602 ALL CATS, VISIBILITY CAT C 1 3/4, CAT D 2. CIRCLING MDA 1160/HAA 589 ALL CATS, VISIBILITY CAT C 1 3/4. DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE GREENSBORO, NC ALTIMETER SETTING AND INCREASE ALL MDAS 160 FEET. DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO MALS RWY 2 FOR CAT C. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PIEDMONT TRIAD INTL ALTIMETER SETTING AND INCREASE ALL MDA 160 FEET AND CATS B/C/D VISIBILITIES 1/2 MILE. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-2 CATS C/D. FOR INOPERATIVE MALS, INCREASE S-2 CATS A/B VISIBILITY TO 1. CHART NOTE: WHEN USING PIEDMONT TRIAD INTL ALTIMETER SETTING, INOPERATIVE TABLE DOES NOT APPLY TO CATS B/C/D. FOR INOPERATIVE MALS, INCREASE S-2 CAT A VISIBILITY TO 1. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART TDZE: 558. CHART APT ELEV 571. THIS IS VOR RWY 2, AMDT 13A.

## DUBLIN

### New River Valley

**FDC 7/5069** PSK FI/T NEW RIVER VALLEY, DUBLIN, VA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 24, 200-1 OR STANDARD WITH A MINIMUM CLIMB OF 310 PER NM TO 2400 NOTE: 2250 TOWER 0.84 NM FROM DEPARTURE END OF RWY 24.

## FRANKLIN

### Franklin Muni-John Beverly Rose

**FDC 8/5770** FKN FI/T FRANKLIN MUN-JOHN BEVERLY ROSE, FRANKLIN, VA. RNAV (GPS) RWY 27, ORIG...LNAV MDA 540/HAT 499 ALL CATS, VIS CATS A/B 1, CAT D 1 1/2. DISREGARD NOTE INOPERATIVE TABLE DOES NOT APPLY TO LNAV CAT C.

**FDC 8/5768** FKN FI/T FRANKLIN MUN-JOHN BEVERLY ROSE, FRANKLIN, VA. VOR/DME RWY 27, AMDT 9D...S-27 VIS CAT A/B 1. DISREGARD NOTE INOPERATIVE TABLE DOES NOT APPLY TO CAT C.

**FDC 8/5010** FKN FI/T FRANKLIN MUN-JOHN BEVERLY ROSE, FRANKLIN, VA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 9, 27 STANDARD. RWY 22 NA. DEPARTURE PROCEDURE: RWY 14 NA.

## FREDERICKSBURG

### Shannon

**FDC 8/7393** EZF FI/P SHANNON, FREDERICKSBURG, VA. GPS RWY 24, ORIG...S-24: MDA 600/HAT 515 ALL CATS. VISIBILITY CAT C 1 1/2. CIRCLING: CAT A MDA 640/HAA 555, CAT B MDA 660/HAA 575. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART: KUTPY TO RWY24: 2.96/40. CHART: WASHINGTON DC METROPOLITAN ADIZ. THIS IS GPS RWY 24, ORIG-A.

**FDC 8/7391** EZF FI/P SHANNON, FREDERICKSBURG, VA. NDB RWY 24, AMDT 2A...TERMINAL ROUTE: BROOKE (BRV) VORTAC TO SHANNON (EZF) NDB (IAF) MINIMUM ALTITUDE 1900. PROCEDURE TURN MINIMUM ALTITUDE 1900. MISSED APPROACH: CLIMBING LEFT TURN TO 1900 IN EZF NDB HOLDING PATTERN. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART: WASHINGTON DC METROPOLITAN ADIZ. THIS IS NDB RWY 24, AMDT 2B.

## LAWRENCEVILLE

### Lawrenceville/Brunswick Muni

**FDC 7/6876** LVL FI/T LAWRENCEVILLE/BRUNSWICK MUNI, LAWRENCEVILLE, VA. RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 36, ORIG...PROCEDURE NA.

**FDC 7/6875** LVL FI/T LAWRENCEVILLE/BRUNSWICK MUNI, LAWRENCEVILLE, VA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA.

## LURAY

### Luray Caverns

**FDC 8/5007** W45 FI/T LURAY CAVERNS, LURAY, VA. RNAV (GPS) RWY 22, ORIG...LNAV MINIMUMS NA.

## MANASSAS

### Manassas Rgnl/Harry P. Davis Field

**FDC 8/0042** HEF FI/P MANASSAS RGNL/HARRY P DAVIS FL, MANASSAS, VA. ILS OR LOC RWY 16L, AMDT 4C...DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 16L. DELETE NOTE: FOR INOPERATIVE MALS, INCREASE S-LOC 16L CAT A & B VISIBILITY TO 1 MILE. THIS IS ILS OR LOC RWY 16L, AMDT 4D.

## MARION/WYTHEVILLE

### Mountain Empire

**FDC 8/1093** MKJ FI/T MOUNTAIN EMPIRE, MARION/WYTHEVILLE, VA. LOC RWY 26, AMDT 1A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MK NDB OTS.

## MARTINSVILLE

### Blue Ridge

**FDC 8/7043** MTV FI/P BLUE RIDGE, MARTINSVILLE, VA. RNAV (GPS) RWY 30, AMDT 1...LNAV MDA 1880/HAT 955 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. CIRCLING MDA 1880/HAA 939 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV ALL CATS AND LNAV CAT C. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY. ADDITIONAL FLIGHT DATA: CHART FAS OBS: 1726 TOWER 363649N/0795504W CHART VDP 2.92 MILES TO RW30 (ASTERISK) (ASTERISK) LNAV ONLY CHART ALTERNATE MINIMUMS: NA WHEN LOCAL WEATHER NOT AVAILABLE. CATS A/B 1000-2, CATS C/D 1000-3. THIS IS RNAV (GPS) RWY 30, AMDT 1A.

**FDC 8/7042** MTV FI/P BLUE RIDGE, MARTINSVILLE, VA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2. TAKE-OFF MINIMUMS: RWY 12, STANDARD WITH MINIMUM CLIMB OF 240 FEET PER NM TO 2100. NOTE: RWY 12, TREES 38 FEET FROM DEPARTURE END OF RWY, 380 FEET RIGHT OF CENTERLINE, 82 FEET AGL/941 FEET MSL. TREES 316 FEET FROM DEPARTURE END OF RWY, 320 FEET LEFT OF CENTERLINE, 56 FEET AGL/956 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKE OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2A.

**FDC 8/6971** MTV FI/T BLUE RIDGE, MARTINSVILLE, VA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 12, STANDARD WITH MINIMUM CLIMB OF 240 FEET PER NM TO 2100. NOTE: RWY 12, TREES 38 FEET FROM DEPARTURE END OF RWY, 380 FEET RIGHT OF CENTERLINE, 82 FEET AGL/941 FEET MSL. TREES 316 FEET FROM DEPARTURE END OF RWY, 320 FEET LEFT OF CENTERLINE, 56 FEET AGL/956 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 8/6970** MTV FI/T BLUE RIDGE, MARTINSVILLE, VA. RNAV (GPS) RWY 30, AMDT 1...LNAV MDA 1880/HAT 955 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. CIRCLING MDA 1880/HAA 939 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. DISREGARD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV ALL CATS AND LNAV CAT C. NOTE: INOPERATIVE TABLE DOES NOT APPLY. VDP NA ALTERNATE MINIMUMS: NA WHEN LOCAL WEATHER NOT AVAILABLE. CATS A/B 1000-2, CATS C/D 1000-3.

**FDC 8/5588** MTV FI/T BLUE RIDGE, MARTINSVILLE, VA. RNAV (GPS) RWY 12, ORIG...STRAIGHT IN PROCEDURE NA AT NIGHT.

## MONETA

### Smith Mountain Lake

**FDC 8/3209** W91 FI/T SMITH MOUNTAIN LAKE, MONETA, VA. VOR/DME OR GPS RWY 23, ORIG-A...MISSED APPROACH: CLIMB TO 3000 THEN RIGHT TURN VIA HEADING 110 AND LYH VORTAC R-247 TO JOBOR AND HOLD.

## NORFOLK

### Chesapeake Rgnl

**FDC 8/4423** CPK FI/T CHESAPEAKE REGIONAL, NORFOLK, VA. ILS RWY 5, ORIG...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ECG VOR OTS.

### Hampton Roads Executive

**FDC 7/5386** PVG FI/T HAMPTON ROADS EXECUTIVE, NORFOLK, VA. RNAV (GPS) RWY 10, ORIG...CIRCLING RWY 28 NA.

**FDC 7/5384** PVG FI/T HAMPTON ROADS EXECUTIVE, NORFOLK, VA. RNAV (GPS) RWY 28, ORIG...PROCEDURE NA.

**FDC 7/5383** PVG FI/T HAMPTON ROADS EXECUTIVE, NORFOLK, VA. NDB RWY 2, AMDT 7...CIRCLING RWY 28 NA.

### Norfolk Intl

**FDC 8/1033** ORF FI/T NORFOLK INTL, NORFOLK, VA. RNAV (GPS) RWY 23, ORIG-B...LNAV/VNAV DA MINIMUMS NA CHANGE INOPERATIVE NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE LNAV ALL CATS VISIBILITY 1/4 MILE.

**FDC 8/1031** ORF FI/T NORFOLK INTL, NORFOLK, VA. RNAV (GPS) RWY 32, ORIG-A...LNAV/VNAV DA 504/HAT 479, VIS 1 3/4 ALL CATS. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

**FDC 8/1030** ORF FI/T NORFOLK INTL, NORFOLK, VA. RNAV (GPS) RWY 14, ORIG-A...LNAV MDA 440/HAT 415 ALL CATS. VIS CAT C 1 1/4.

**FDC 8/1029** ORF FI/T NORFOLK INTL, NORFOLK, VA. VOR/DME RWY 32, AMDT 4D...S-32 MDA 460/HAT 435 ALL CATS. VIS CAT D 1 1/2. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

**FDC 8/1028** ORF FI/T NORFOLK INTL, NORFOLK, VA. ILS RWY 23, AMDT 6E...S-LOC 23 MDA 420/HAT 394 ALL CATS. CHANGE NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE S-LOC 23 VISIBILITY 1/4 MILE ALL CATS.

## ORANGE

### Orange County

**FDC 6/8788** OMH FI/T ORANGE COUNTY, ORANGE, VA. VOR/DME OR GPS A, AMDT 2A...GPS RWY 8, ORIG-A...CIRCLING TO RWY 26 NA AT NIGHT.

## PETERSBURG

### Dinwiddie County

**FDC 8/2800** PTB FI/T DINWIDDIE COUNTY, PETERSBURG, VA. LOC RWY 5, AMDT 2...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FAK VOR OTS.

**FDC 8/0219** PTB FI/T DINWIDDIE COUNTY, PETERSBURG, VA. LOC RWY 5 AMDT 2...VOR RWY 23 AMDT 6...RNAV (GPS) RWY 5 AMDT 1...RNAV (GPS) RWY 23 AMDT 1...CIRCLING TO RWY 32 NA AT NIGHT.

## QUINTON

### New Kent County

**FDC 6/9056** W96 FI/T NEW KENT COUNTY, QUINTON, VA. RNAV (GPS) RWY 10, ORIG-A...RNAV (GPS) RWY 28, ORIG-A...LNAV MDA MINIMUMS NA.

## RICHMOND

### Chesterfield County

**FDC 8/6327** FCI FI/P CHESTERFIELD COUNTY, RICHMOND, VA. RNAV (GPS) RWY 33, ORIG...LPV DA 511/HAT 293 ALL CATS. LNAV/VNAV DA 599/HAT 381 ALL CATS, VISIBILITY ALL CATS 1. LNAV MDA 720/HAT 502 ALL CATS, VISIBILITY CAT C 1. DELETE: VDP 1.3NM TO RW33, LNAV ONLY CHART: VDP 1.48NM TO RW33, LNAV ONLY DELETE NOTE: FOR INOPERATIVE MALSR INCREASE LPV VISIBILITY TO 1 ALL CATS AND LNAV/VNAV CAT D VISIBILITY TO 1. CHART NOTE: FOR INOPERATIVE MALSR INCREASE LPV ALL CATS VISIBILITY TO 1. DELETE NOTE: BARO-VNAV NA BELOW -15C (5F). CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 48C (118F). CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT JUNKI VIA V454 NORTHEAST BOUND. THIS IS RNAV (GPS) RWY 33, ORIG-A.

## Richmond Intl

**FDC 8/9470** RIC FI/T RICHMOND INTL, RICHMOND, VA. ILS OR LOC RWY 16, AMDT 8A.DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. FAK VORTAC OTS.

**FDC 8/9150** RIC FI/P RICHMOND INTL, RICHMOND, VA. RNAV (GPS) RWY 34, ORIG-B...LNAV MDA 560/HAT 399 ALL CATS. CHART VDP AT 1.08 NM TO RW34(ASTERISK) (ASTERISK)LNAV ONLY. CHART FAS OBST: 296 TOWER 372645N/0771718W. THIS IS RNAV (GPS) RWY 34, ORIG-C.

**FDC 8/7252** RIC FI/T RICHMOND INTL, RICHMOND, VA. ILS OR LOC RWY 34, AMDT 13C...ILS RWY 34 (CAT II), AMDT 13C...ILS RWY 34 (CAT III), AMDT 13C...ILS RWY 2, AMDT 1...VOR RWY 2, AMDT 5C...VOR RWY 34, AMDT 23A...MISSED APPROACH FIX EPICS FAK R-066 NA. EPICS FIX MAKEUP RIC VORTAC R-018/17.3 DME AND HCM VORTAC R-315.

## RICHMOND/ASHLAND

### Hanover County Muni

**FDC 8/9554** OFP FI/T HANOVER COUNTY MUNI, RICHMOND/ASHLAND, VA. LOC RWY 16, ORIG...PROCEDURE NA.

**FDC 8/9553** OFP FI/T HANOVER COUNTY MUNI, RICHMOND/ASHLAND, VA. VOR RWY 16, AMDT 2...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FAK VOR OTS.

**FDC 8/6823** OFP FI/P HANOVER COUNTY MUNI, RICHMOND/ASHLAND, VA. VOR RWY 16, AMDT 2...CHART NOTE: CIRCLING RWY 34 NA AT NIGHT DELETE VDP CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE RICHMOND INTL ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET ALTERNATE MINIMUMS: STANDARD, EXCEPT CAT C 800-2 1/4, CAT D 800-2 1/2 AND NA WHEN LOCAL WEATHER NOT AVAILABLE CHART TDZE 207 CHART AIRPORT ELEVATION 207. THIS IS VOR RWY 16, AMDT 2A.

## ROANOKE

### Roanoke Rgnl/Woodrum Field

**FDC 8/8427** ROA FI/T ROANOKE REGIONAL/WOODRUM FIELD, ROANOKE, VA. RNAV (GPS) RWY 33, ORIG-B...LNAV MDA NA. CATS A/B/C CIRCLING MDA 1740/HAA 565. DESCENT ANGLE 4.05 DEGREES/TCH 63FT. VDP NA. MSA FROM TEXEE 5700.



**FDC 8/8425** ROA FI/T ROANOKE  
REGIONAL/WOODRUM FIELD, ROANOKE, VA.  
VOR/NDB RWY 33, ORIG...KNOLL OM MINIMA:  
CATS A/B/C CIRCLING MDA 1740/HAA 565.

**FDC 8/7202** ROA FI/T ROANOKE  
REGIONAL/WOODRUM FIELD, ROANOKE, VA.  
RNAV (GPS) RWY 6, ORIG...LNAV MDA VIS CATS  
A/B 1. MINIMUM ALTITUDE AT 4.2NM TO CAKIX  
2780. VDP NA. INOPERATIVE TABLE DOES NOT  
APPLY TO CATS A/B/D. PROCEDURE NA FOR  
ARRIVAL AT PSK VORTAC VIA V136-470  
WESTBOUND, AND FOR ARRIVAL AT ZOOMS VIA  
V258 NORTHWEST BOUND. MSA FROM CAKIX 5700.

**FDC 8/6939** ROA FI/T ROANOKE  
REGIONAL/WOODRUM FIELD, ROANOKE, VA.  
RNAV (GPS) RWY 24, ORIG...LNAV MDA 2680/HAT  
1510 ALL CATS. CIRCLING MDA 2680/HAA 1505 ALL  
CATS. VDP N/A. MSA FROM RW24 5700.

## **STAFFORD**

### **Stafford Rgnl**

**FDC 8/4180** RMN FI/T STAFFORD REGIONAL,  
STAFFORD, VA. ILS OR LOC RWY 33,  
ORIG...DISREGARD NOTE: INOPERATIVE TABLE  
DOES NOT APPLY TO S-ILS 33 AND TO S-LOC 33  
CATS B AND C. CIRCLING CAT D MDA 880/HAA 668.

**FDC 8/4179** RMN FI/T STAFFORD REGIONAL,  
STAFFORD, VA. RNAV (GPS) RWY 33, AMDT 1...LPV  
DA 493/HAT 298 ALL CATS, VISIBILITY 1 ALL CATS.  
LNAV/VNAV DA 632/HAT 437 ALL CATS, VISIBILITY  
1 1/2 ALL CATS. CHANGE NOTE TO READ:  
INOPERATIVE TABLE DOES NOT APPLY TO  
LNAV/VNAV AND LNAV CAT C.

**FDC 8/4178** RMN FI/T STAFFORD REGIONAL,  
STAFFORD, VA. VOR RWY 33, AMDT 1...CIRCLING  
CAT D MDA 880/HAA 668. ALTERNATE MINIMUMS  
NA.

## **SUFFOLK**

### **Suffolk Executive**

**FDC 8/4425** SFQ FI/T SUFFOLK EXECUTIVE,  
SUFFOLK, VA. LOC RWY 4, AMDT 2...DME  
REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED  
WITH SUITABLE RNAV SYSTEM WITH GPS, ECG  
VOR OTS.

## **TANGIER**

### **Tangier Island**

**FDC 8/5859** TGI FI/T TANGIER ISLAND, TANGIER,  
VA. VOR/DME OR GPS RWY 2, ORIG-C...S-2  
MINIMUMS NA.

## **WARRENTON**

### **Warrenton-Fauquier**

**FDC 7/8625** HWY FI/T WARRENTON-FAUQUIER,  
WARRENTON, VA. RNAV (GPS) RWY 14, ORIG...VOR  
RWY 14, AMDT 4...CHANGE ALL REFERENCE TO  
RWY 14-32 TO 15-33.

## **WINCHESTER**

### **Winchester Rgnl**

**FDC 8/1633** OKV FI/T WINCHESTER REGIONAL,  
WINCHESTER, VA. VOR/DME OR GPS A, AMDT  
4A...MSA MARTINSBURG (MRB) VORTAC 25NM  
R-240 CW R-330 4000 AND R-330 CW R240 3800.

## **WASHINGTON**

## **BURLINGTON/MOUNT VERNON**

### **Skagit Rgnl**

**FDC 8/1260** BVS FI/P SKAGIT REGIONAL,  
BURLINGTON/MT VERNON, WA. TAKE-OFF  
MINIMUMS AND (OBSTACLE) DEPARTURE  
PROCEDURES, ORIG NOTE: RWY 4, TREE 2581 FEET  
FROM DEPARTURE END OF RUNWAY, 426 FEET  
LEFT OF CENTERLINE, 100 FEET AGL/212 FEET MSL.  
LIGHT POLE 1489 FEET FROM DEPARTURE END OF  
RUNWAY, 136 FEET LEFT OF CENTERLINE, 35 FEET  
AGL/137 MSL. BUSH 126 FEET FROM DEPARTURE  
END OF RUNWAY, 430 FEET RIGHT OF  
CENTERLINE, 20 FEET AGL/101 FEET MSL.  
BUILDING 2925 FEET FROM DEPARTURE END OF  
RUNWAY, 130 FEET LEFT OF CENTERLINE, 60 FEET  
AGL/180 FEET MSL. ALL OTHER DATA REMAINS AS  
PUBLISHED. THIS IS TAKE-OFF MINIMUMS AND  
(OBSTACLE) DEPARTURE PROCEDURES, ORIG-A.

**FDC 5/8401** BVS FI/T SKAGIT REGIONAL,  
BURLINGTON/MOUNT VERNON, WA GPS RWY 28,  
ORIG-A. PROCEDURE NA.

## **CHEHALIS**

### **Chehalis-Centralia**

**FDC 8/4313** CLS FI/T CHEHALIS-CENTRALIA,  
CHEHALIS, WA. RNAV (GPS) RWY 16, ORIG-A...USE  
OLYMPIA ALTIMETER SETTING: IF NOT RECEIVED,  
PROCEDURE NA. OLYMPIA ASOS 135.725.

## **ELLENSBURG**

### **Bowers Field**

**FDC 6/3509** ELN FI/T BOWERS FIELD, ELLENSBURG, WA. VOR B, AMDT 2. PROCEDURE TURN LEFT SIDE OF COURSE 84.00 OUTBOUND 5700 FT WITHIN 7 MILES OF ELN VORTAC (IAF).

## EPHRATA

### Ephrata Muni

**FDC 3/1403** EPH FI/T EPHRATA MUNI, EPHRATA, WA TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 29 NA DEPARTURE PROCEDURE: RWY 29 NA.

## PASCO

### Tri-Cities

**FDC 7/5631** PSC FI/T TRI-CITIES, PASCO, WA. VOR/DME RWY 30, AMDT 2A...ADD NOTES: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE HERMISTON ALTIMETER SETTING AND INCREASE ALL MDA S 100 FEET. INOPERATIVE TABLE DOES NOT APPLY TO CAT C. VISIBILITY REDUCTION BY HELICOPTERS NA.

## PORT ANGELES

### Port Angeles Cgas

**FDC 8/9248** NOW FI/T PORT ANGELES CGAS, PORT ANGELES, WA. COPTER NDB OR GPS 237, ORIG-A.NDB PORTION NA.

**FDC 8/2870** NOW FI/T PORT ANGELES CGAS, PORT ANGELES, WA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, EDIZ HOOK NDB OTS.

## PUYALLUP

### Pierce County - Thun Field

**FDC 7/8544** PLU FI/T PIERCE COUNTY-THUN FIELD, PUYALLUP, WA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 16, LIGHT POLE 510 FROM DEPARTURE END OF RUNWAY, 566 RIGHT OF CENTERLINE, 40 AGL/552 MSL.

## RENTON

### Renton Muni

**FDC 8/2449** RNT FI/T RENTON MUNI, RENTON, WA. NDB RWY 15, AMDT 4...S-15 MDA 900/HAT 875 ALL CATS. CIRCLING MDA 900/HAA 868 CAT A/B.

## SEATTLE

### Boeing Field/King County Intl

**FDC 8/4989** BFI FI/T BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. RNAV (GPS) Y RWY 13R, ORIG-B...CIRCLING CATS B/C MDA 940/HAA 919. TEMPORARY CRANE, 572 MSL, 1.49 NM N OF RWY 13L. ALTERNATE MINIMUMS: CAT B 1000-2, CAT C 1000-2 3/4.

**FDC 8/4309** BFI FI/T BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. ILS RWY 31L, AMDT 1...LOC/DME RWY 13R, AMDT 1A...CIRCLING CATS B/C MDA 940/HAA 919, VIS CAT C 2 3/4. ALTERNATE MINIMUMS CAT B 1000-2, CAT C 1000-2 3/4. APT ELEV 21 FEET. TEMPORARY CRANE, 572 MSL, 1.49 NM N OR RWY 13L.

**FDC 8/4072** BFI FI/T BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. ILS RWY 13R, AMDT 28C...CIRCLING CATS B/C MDA 940/HAA 919. VIS CAT C 2 3/4. ALTERNATE MINIMUMS CAT B 1000-2, CAT C 1000-2 3/4. TEMPORARY CRANE, 572 MSL, 1.49 NM N OF RWY 13L.

**FDC 8/4071** BFI FI/T BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. RNAV (RNP) Z RWY 13R, ORIG...RNP 0.30 DA ALL CATS 801/HAT 784. VIS ALL CATS 2 1/4. CHANGE NOTE: FOR INOPERATIVE MALSF, INCREASE RNP 0.15 VISIBILITY TO 1 3/4, RNP 0.30 TO 2 3/4. TEMPORARY CRANE 572 MSL, 1.49 NM N OF RWY 13L.

**FDC 7/1790** BFI FI/T BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. ILS RWY 13R, AMDT 28C...LOC/DME RWY 13R, AMDT 1A...MISSED APPROACH: CLIMB TO 2000 VIA I-BFI SE COURSE TO COGAR/I-BFI 6 DME/SEA R-077, THEN CONTINUE CLIMB TO 6400 VIA I-BFI SE COURSE AND SEA R-104 TO BLAKO INT/SEA 11.8 DME AND HOLD (E, 283.00 INBOUND, RT). CONTINUE CLIMB-IN-HOLD TO 6400.

### Seattle-Tacoma Intl

**FDC 8/6251** SEA FI/T SEATTLE-TACOMA INTL, SEATTLE, WA. ILS RWY 16L (CAT III), AMDT 3B...S-ILS 16L: CAT IIIB VIS RVR 06 CAT B/C/D.

**FDC 8/6250** SEA FI/T SEATTLE-TACOMA INTL, SEATTLE, WA. ILS RWY 16C (CAT III), AMDT 12F...S-ILS 16C: CAT IIIB VIS RVR 06 ALL CATS.

**FDC 8/5721** SEA FI/T SEATTLE-TACOMA INTL, SEATTLE, WA. ILS RWY 16L (CAT III), AMDT 3B...ADD NOTE: SPECIAL AUTOLAND EVALUATION REQUIRED.

**FDC 8/4650** SEA FI/T SEATTLE-TACOMA INTL, SEATTLE, WA. ILS RWY 34C (CAT II), AMDT 1A...ADD NOTE: PROCEDURE DOES NOT MEET ICAO STANDARD FOR ALSF/TDZ/CL LIGHTING SYSTEMS. AUTHORIZATION TO CONDUCT THIS APPROACH REQUIRES SPECIFIC OPSSPEC APPROVAL OR LOA FOR THIS RUNWAY.

**FDC 8/2210** SEA FI/T SEATTLE-TACOMA INTL, SEATTLE, WA. ILS OR LOC/DME RWY 34R, ORIG-E...SIDESTEP 34C: VISIBILITY REDUCTION BY HELICOPTERS NA.

**FDC 8/2205** SEA FI/T SEATTLE-TACOMA INTL, SEATTLE, WA. ILS OR LOC/DME RWY 34C, AMDT 1A...S-LOC 34C VISIBILITY CAT A/ B/ C 4000 FEET, VISIBILITY REDUCTION BY HELICOPTERS NA.

**FDC 8/2204** SEA FI/T SEATTLE-TACOMA INTL, SEATTLE, WA. VOR/DME RWY 34C, ORIG...S-34C VISIBILITY CAT A/B 4000 FEET, VISIBILITY REDUCTION BY HELICOPTERS NA.

## **SPOKANE**

### **Spokane Intl**

**FDC 8/5720** GEG FI/T SPOKANE INTL, SPOKANE, WA. ILS RWY 21 (CAT III), AMDT 21...ADD NOTE: SPECIAL AUTOLAND EVALUATION REQUIRED.

**FDC 8/3855** GEG FI/P SPOKANE INTL, SPOKANE, WA. RNAV (GPS) RWY 21, ORIG-D...DELETE NOTE: FOR INOPERATIVE ALSF-2 INCREASE LNAV/VNAV CAT D VISIBILITY TO RVR 5000 AND LNAV CAT D VISIBILITY TO RVR 6000. THIS IS RNAV (GPS) RWY 21, ORIG-E.

**FDC 6/3050** GEG FI/T SPOKANE INTL, SPOKANE, WA. RNAV (GPS) RWY 7 ORIG...RNAV (GPS) RWY 25 AMDT 1...LPV DA MINIMUMS NA.

**FDC 6/2487** GEG FI/T SPOKANE INTL, SPOKANE, WA. RNAV (GPS) RWY 25, AMDT 1...LNAV/VNAV PROCEDURE NA.

## **YAKIMA**

### **Yakima Air Terminal/Mcallister Field**

**FDC 8/6752** YKM FI/T YAKIMA AIR TERMINAL/MCALLISTER FIELD, YAKIMA, WA. ILS RWY 27, AMDT 26D...TERMINAL ROUTE SUNED TO YKM 11 DME: NA.

## **WEST VIRGINIA**

## **BERKELEY SPRINGS**

### **Potomac Airpark**

**FDC 8/5806** W35 FI/T POTOMAC AIRPARK, BERKELEY SPRINGS, WV. VOR RWY 29, AMDT 6...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, THS VORTAC OTS.

**FDC 8/5696** W35 FI/T POTOMAC AIRPARK, BERKELEY SPRINGS, WV. VOR RWY 29, AMDT 6...PROCEDURE NA.

## **CLARKSBURG**

### **North Central West Virginia**

**FDC 8/5239** CKB FI/P NORTH CENTRAL WEST VIRGINIA, CLARKSBURG, WV. ILS RWY 21, AMDT 1...CIRCLING CAT D MDA 2060/HAA 843. THIS IS ILS OR LOC RWY 21, AMDT 1A.

**FDC 8/0832** CKB FI/T NORTH CENTRAL WEST VIRGINIA, CLARKSBURG, WV. ILS RWY 21, AMDT 1...MISSED APPROACH: CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3200 VIA HEADING 005 AND CKB LOC COURSE TO FONTZ INT AND HOLD.

**FDC 8/0548** CKB FI/T NORTH CENTRAL WEST VIRGINIA, CLARKSBURG, WV. VOR OR GPS RWY 3, AMDT 15B...S-3 MINIMUMS NA. VOR PORTION NA. MINIMUM ALTITUDE AT CKB VOR/DME 2600. CIRCLING CAT D MDA 2060/HAA 843. DISREGARD DESCENT ANGLE AND TCH INFORMATION.

## **LEWISBURG**

### **Greenbrier Valley**

**FDC 8/3640** LWB FI/T GREENBRIER VALLEY, LEWISBURG, WV. VOR RWY 4, ORIG-A...S-4: MDA 3160/HAT 872 ALL CATS. VIS CAT C 2, CAT D 21/4. CIRCLING: CAT A/B/C MDA 3160/HAA 858. VIS CAT B 1 1/4, CAT C 2 1/2. FOR INOPERATIVE MALSR INCREASE S-4 CAT A VISIBILITY TO 1. ALTERNATE MINIMUMS: CAT A/B 900-2, CAT C 900-2 1/2. ROANOKE VA ALTIMETER SETTING MINIMUMS NA.

**FDC 8/3482** LWB FI/T GREENBRIER VALLEY, LEWISBURG, WV. GPS RWY 4, AMDT 1A...S-4 MDA 3160/HAT 872 ALL CATS, VISIBILITY CAT C 2, CAT D 2 1/4. CIRCLING CATS A/B/C MDA 3160/HAA 858, VISIBILITY CAT B 1 1/4, CAT C 2 1/2. FOR INOPERATIVE MALSR INCREASE S-4 CAT A VISIBILITY TO 1. ROANOKE VA ALTIMETER SETTING MINIMUMS NA.

**FDC 8/2202** LWB FI/T GREENBRIER VALLEY, LEWISBURG, WV. ILS RWY 4, AMDT 9...TERMINAL ROUTE: BECKLEY (BKW) VORTAC (IAF) TO ADINE INT NA. TERMINAL ROUTE FROM ADINE INT TO BUSHI LOM MINIMUM ALTITUDE 4100. MINIMUM GLIDESLOPE INTERCEPT ALTITUDE 4100. MINIMUM ALTITUDE BUSHI LOM 4100. MISSED APPROACH: CLIMB TO 3200, THEN CLIMBING LEFT TURN TO 5000 DIRECT BUSHI LOM AND HOLD, SW, LT, 045 INBOUND. ADF REQUIRED.

## MARTINSBURG

### Eastern Wv Rgnl/Shepherd Fld

**FDC 8/1046** MRB FI/T EASTERN WV REGIONAL/SHEPHERD, MARTINSBURG, WV. VOR OR GPS A, AMDT 8...CIRCLING CAT D MDA 1400/HAA 843, VIS 2 3/4. ALTERNATE MINIMUMS: CIRCLING CAT D 900-2 3/4. TEMPORARY CRANE 1045 MSL 2.29 NM N OF RWY 8.

## MORGANTOWN

### Morgantown Muni-Walter L. Bill Hart Fld

**FDC 8/9080** MGW FI/T MORGANTOWN MUNI-WLB HART FIELD, MORGANTOWN, WV. VOR A, AMDT 13...ILS OR LOC RWY 18, AMDT 13...DME REQUIRED, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CKB VOR R-355 CW R120 UNUSEABLE BELOW 9000 .

**FDC 4/3275** MGW FI/T MORGANTOWN MUNI-WALTER L. BILL HART FIELD, MORGANTOWN, WV VOR/DME RWY 18, AMDT 7...PROCEDURE NA.

## PARKERSBURG

### Mid-Ohio Valley Rgnl

**FDC 4/8025** PKB FI/T MID-OHIO VALLEY REGIONAL, PARKERSBURG, WV. VOR RWY 21, AMDT 16. S-21 MDA 1360/HAT 502 ALL CATS. VIS CAT C 1 1/2. CIRCLING MDA 1440/HAA 582 CATS A/B/C. FM OR DME MINIMUMS NA. VDP 4.46 DME FROM JPU VORTAC.

**FDC 4/8024** PKB FI/T MID-OHIO VALLEY REGIONAL, PARKERSBURG, WV. RNAV (GPS) Y RWY 21, ORIG. LNAV MDA 1360/HAT 502 ALL CATS. VIS CAT C/D 1 1/2. CIRCLING MDA 1440/HAA 582 CATS A/B/C. VDP 1.40 NM TO RW21.

**FDC 4/8022** PKB FI/T MID-OHIO VALLEY REGIONAL, PARKERSBURG, WV. RNAV (GPS) Z RWY 21, ORIG. LNAV/VNAV DA MINIMUMS NA. LNAV MDA 1360/HAT 502 ALL CATS. VIS CAT C/D 1 1/2. CIRCLING MDA 1440/HAA 582 CATS A/B/C.

**FDC 4/8021** PKB FI/T MID-OHIO VALLEY REGIONAL, PARKERSBURG, WV. RNAV (GPS) Y RWY 3, ORIG. ILS RWY 3, AMDT 12. CIRCLING MDA 1440/HAA 582 CATS A/B/C.

## PETERSBURG

### Grant County

**FDC 8/2806** W99 FI/T GRANT COUNTY, PETERSBURG, WV. LDA/DME B, AMDT 3...CIRCLING MDA 2500/HAA 1537 ALL CATS.

**FDC 8/2805** W99 FI/T GRANT COUNTY, PETERSBURG, WV. GPS RWY 31, AMDT 1...S-31 MDA 2440/HAT 1483 ALL CATS. CIRCLING CATS A/B/C MDA 2440/HAA 1477.

## SUMMERSVILLE

### Summersville

**FDC 8/6325** SXL FI/P SUMMERSVILLE, SUMMERSVILLE, WV. GPS RWY 22, AMDT 2...S-22 MDA 3020/HAT 1200 ALL CATS, VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3 CIRCLING MDA 3020/HAA 1200 ALL CATS, VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3 DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE CHARLESTON ALTIMETER SETTING. CHART NOTE: USE CHARLESTON ALTIMETER SETTING, WHEN NOT RECEIVED PROCEDURE NA. CHART NOTE: CIRCLING TO RWY 4 NA AT NIGHT. DELETE CHARLESTON ALTIMETER SETTING MINIMUMS. CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. THIS IS GPS RWY 22, AMDT 2A.

**FDC 8/6323** SXL FI/P SUMMERSVILLE, SUMMERSVILLE, WV. GPS RWY 4, AMDT 2...S-4 MDA 2900/HAT 1080 ALL CATS, VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING MDA 2900/HAA 1080 ALL CATS, VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE CHARLESTON ALTIMETER SETTING. CHART NOTE: USE CHARLESTON ALTIMETER SETTING, WHEN NOT RECEIVED PROCEDURE NA. DELETE CHARLESTON ALTIMETER SETTING MINIMUMS. CHART NOTE: PROCEDURE NA AT NIGHT. MSA FROM RW04 5700. THIS IS GPS RWY 4, AMDT 2A.

## WISCONSIN

## AMERY

### Amery Muni

**FDC 8/5989** AHH FI/T AMERY MUNI, AMERY, WI. NDB RWY 18, AMDT 6...PROCEDURE NA.

## APPLETON

### Outagamie County Rgnl

**FDC 7/2424** ATW FI/T OUTAGAMIE COUNTY REGIONAL, APPLETON, WI. LOC BC RWY 11, AMDT 1B...PROCEDURE NA.

## ASHLAND

### John F Kennedy Memorial

**FDC 8/2074** ASX FI/P JOHN F. KENNEDY MEMORIAL, ASHLAND, WI. VOR OR GPS RWY 31, AMDT 6...MINIMUM SAFE ALTITUDE WITHIN 25 NM OF ASHLAND (ASX) VOR/DME 3100. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DULUTH ALTIMETER SETTING. THIS IS VOR OR GPS RWY 31, AMDT 6A.

**FDC 8/2073** ASX FI/P JOHN F. KENNEDY MEMORIAL, ASHLAND, WI. VOR OR GPS RWY 2, AMDT 5...MINIMUM SAFE ALTITUDE WITHIN 25 NM OF ASHLAND (ASX) VOR/DME 3100. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DULUTH ALTIMETER SETTING. THIS IS VOR OR GPS RWY 2, AMDT 5A.

## CUMBERLAND

### Cumberland Muni

**FDC 8/9034** UBE FI/T CUMBERLAND MUNI, CUMBERLAND, WI. NDB OR GPS RWY 9, AMDT 2...NDB PORTION NA.

## EAGLE RIVER

### Eagle River Union

**FDC 7/3714** EGV FI/T EAGLE RIVER UNION, EAGLE RIVER, WI. VOR/DME RWY 4, AMDT 1A...HOLD-IN-LIEU NA.

## FOND DU LAC

### Fond Du Lac County

**FDC 8/6858** FLD FI/T FOND DU LAC COUNTY, FOND DU LAC, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 9, CONTROL TOWER 190 FEET FROM DEPARTURE END OF RUNWAY, 409 FEET RIGHT OF CENTERLINE, 29 FEET AGL/816 FEET MSL.

**FDC 8/5899** FLD FI/T FOND DU LAC COUNTY, FOND DU LAC, WI. VOR/DME OR GPS RWY 18, AMDT 6B...VOR/DME PORTION NA.

**FDC 8/4131** FLD FI/T FOND DU LAC COUNTY, FOND DU LAC, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 36, 300-1 TEMPORARY CRANE 945 MSL 2160 FEET NE OF RWY 18.

**FDC 7/9282** FLD FI/T FOND DU LAC COUNTY, FOND DU LAC, WI. VOR/DME RNAV OR GPS RWY 18, AMDT 6B...CIRCLING: MDA 1420/HAA 612 ALL CATS, VIS CAT C 1 3/4.

**FDC 7/9279** FLD FI/T FOND DU LAC COUNTY, FOND DU LAC, WI. RNAV (GPS) RWY 36, ORIG...CIRCLING MDA 1420/HAA 612 ALL CATS, VIS CAT C 1 3/4.

## GREEN BAY

### Austin Straubel Intl

**FDC 6/5260** GRB FI/T AUSTIN STRAUBEL INTERNATIONAL, GREEN BAY, WI. RNAV (GPS) RWY 6, AMDT 1...RNAV (GPS) RWY 24, ORIG...LOC BC RWY 24, AMDT 18...VOR A, ORIG...CIRCLING: CATS A/B/C MDA 1200/ HAA 505. REASON: NEW CONTROLLING OBSTACLE IN CIRCLING AREA (50-1278) 135 AGL/842 MSL (5D).

## HAYWARD

### Sawyer County

**FDC 8/3945** HYR FI/T SAWYER COUNTY, HAYWARD, WI. RNAV (GPS) RWY 2, ORIG...LNAV/VNAV DA 1916/ HAT 702 ALL CATS. VISIBILITY CATS A/B/C 2 CAT D VISIBILITY 2 1/4.

## JANESVILLE

### Southern Wisconsin Rgnl

**FDC 8/5890** JVL FI/T SOUTHERN WISCONSIN REGIONAL, JANESVILLE, WI. VOR/DME RWY 22, AMDT 1...S-22 MDA 1360/ HAT 555 ALL CATS. CIRCLING CATS A/B/C MDA 1360/ HAA 552 TEMPORARY CRANE 1100 MSL 3.64 NM NE OF RWY 22.

**FDC 7/2652** JVL FI/T SOUTHERN WISCONSIN REGIONAL, JANESVILLE, WI. ILS OR LOC RWY 32, ORIG...(IAF) TIRRO INT/I-REE 13.1 DME HOLDING COURSE INBOUND 312. APPROACH COURSE TIRRO TO RWY 32 INBOUND 312. DME REQUIRED.

## LA CROSSE

### La Crosse Muni

**FDC 8/9178** LSE FI/T LA CROSSE MUNI, LA CROSSE, WI. NDB OR GPS RWY 18, AMDT 18...CIRCLING: CAT D MDA 1780/HAA 1126. NICKY MINIMUMS: CIRCLING CAT D MDA 1780/HAA 1126. ALTERNATE MINIMUMS: CAT D 1200-3.

**FDC 8/9177** LSE FI/T LA CROSSE MUNI, LA CROSSE, WI. VOR OR GPS RWY 36, AMDT 31...CIRCLING: CAT D MDA 1780/HAA 1126. DME MINIMUMS: CIRCLING CAT D MDA 1780/HAA 1126. MSA LSE VOR/DME 3500. ALTERNATE MINIMUMS: CAT D 1200-3.

**FDC 8/9176** LSE FI/T LA CROSSE MUNI, LA CROSSE, WI. ILS RWY 18, AMDT 18A...CIRCLING: CAT D MDA 1780/HAA 1126. DAKOT MINIMUMS: CIRCLING CAT D MDA 1780/HAA 1126. ALTERNATE MINIMUMS: CAT D 1200-3.

**FDC 8/9175** LSE FI/T LA CROSSE MUNI, LA CROSSE, WI. VOR RWY 13, AMDT 29A...CIRCLING: CAT D MDA 1780/HAA 1126. DME MINIMUMS: CIRCLING CAT D MDA 1780/HAA 1126. MSA LSE VOR/DME 3500. MISSED APPROACH: CLIMB TO 1600 THEN CLIMBING RIGHT TURN TO 3100 VIA LSE R-175 TO SUEZI INT/LSE 6 DME AND HOLD, CONTINUE CLIMB IN HOLD TO 3100. ALTERNATE MINIMUMS: CAT D 1200-3.

## LADYSMITH

### Rusk County

**FDC 8/0760** RCX FI/T RUSK COUNTY, LADYSMITH, WI. NDB OR GPS RWY 32, AMDT 2B...MISSED APPROACH: CLIMB TO 3000 THEN THEN CLIMBING RIGHT TURN TO 4000 DIRECT RCX NDB AND HOLD. DELETE CHART NOTE: USE EAU CLAIRE ALTIMETER SETTING. TERMINAL ROUTE: EAU VORTAC TO RCX NDB 4000. CHART NOTE: PT ENTRY ALTITUDE 4000.

## LAKE GENEVA

### Grand Geneva Resort

**FDC 8/1990** C02 FI/T GRAND GENEVA RESORT, LAKE GENEVA, WI. RNAV (GPS) RWY 23 ORIG...PROEDURE NA.

## MADISON

### Blackhawk Airfield

**FDC 8/2750** 87Y FI/T BLACKHAWK AIRFIELD, MADISON, WI. VOR OR GPS A, ORIG-B...CHANGE ALL REFERENCES TO DREAR INT/MSN 13 DME TO READ DREAR INT/MSN 12.7 DME.

### Dane County Rgnl-Truax Field

**FDC 8/8901** MSN FI/T DANE COUNTY REGIONAL-TRUAX FIELD, MADISON, WI. VOR/DME OR TACAN RWY 14, ORIG-A...VOR/DME OR TACAN RWY 18, AMDT 1...CIRCLING CAT E MDA 1700/HAA 813. CIRCLING VIS CAT E 3 ALTERNATE MINIMUMS: CAT E 800-3.

**FDC 8/8900** MSN FI/T DANE COUNTY REGIONAL-TRUAX FIELD, MADISON, WI. VOR/DME OR TACAN RWY 32, ORIG-A...S-32 MDA 1420/ HAT 559 ALL CATS. VIS CAT E 2. CIRCLING CAT A MDA 1420/ HAA 533. CAT E MDA 1700/HAA813. VIS CAT E 3. VDP AT 2.4 NM FROM MSN VORTAC. ALTERNATE MINIMUMS: CAT E 800-3.

**FDC 8/2156** MSN FI/T DANE COUNTY REGIONAL-TRUAX FIELD, MADISON, WI. VOR/DME OR TACAN RWY 32, ORIG-A...TACAN PORTION NA.

## MANITOWOC

### Manitowoc County

**FDC 8/8117** MTW FI/T MANITOWOC COUNTY, MANITOWOC, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 25, 500-3 OR STANDARD WITH A MINIMUM CLIMB GRADIENT OF 225 FT PER NM UNTIL REACHING 1300. NOTE: RWY 25, TREE 733 FT FROM DER 322 FT RIGHT OF CENTERLINE, 70 FT AGL/697 FT MSL. TREE 1,869 FT FROM DER 221 FT LEFT OF CENTERLINE, 85 FT AGL/ 722 FT MSL. RAILROAD 743 FROM DER ON CENTERLINE 23 FT AGL/ 676 FT MSL.

## MEDFORD

### Taylor County

**FDC 8/9243** MDZ FI/T TAYLOR COUNTY, MEDFORD, WI. GPS RWY 27, ORIG-A...PROCEDURE NA.

**FDC 8/5608** MDZ FI/T TAYLOR COUNTY, MEDFORD, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 27, TREE 1285 FT FROM DEPARTURE END OF RUNWAY, 741 FT LEFT OF CENTERLINE, 50 FT AGL/1540 FT MSL, TREE 1133 FT FROM DEPARTURE END OF RUNWAY, 781 FT LEFT OF CENTERLINE, 50 FT AGL/1534 FT MSL, TREE 1126 FT FROM DEPARTURE END OF RUNWAY, 661 FT LEFT OF CENTERLINE, 50 FT AGL/1527 FT MSL, TREE 1122 FT FROM DEPARTURE END OF RUNWAY, 561 FT LEFT OF CENTERLINE, 50 FT AGL/1510 FT MSL, TREE 2554 FT FROM DEPARTURE END OF RUNWAY, 591 FT RIGHT OF CENTERLINE, 50 FT AGL/1544 FT MSL.

## MILWAUKEE

### General Mitchell Intl

**FDC 8/3714** MKE FI/T GENERAL MITCHELL INTERNATIONAL, MILWAUKEE, WI. ILS RWY 19R, AMDT 10...ADD PLANVIEW NOTE: ADF REQUIRED. DISREGARD NOTE: WHEN GLIDE SLOPE NOT USED, LOC/VOR OR RADAR REQUIRED. ADF OR RADAR REQUIRED.

**FDC 7/4992** MKE FI/P GENERAL MITCHELL INTERNATIONAL, MILWAUKEE, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 5...TAKE-OFF MINIMUMS: RWY 25R, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 455 FEET PER NM TO 1100. NOTE: RWY 25R: FLAG POLE 603 FEET FROM DEPARTURE END OF RWY, 336 FEET LEFT OF CENTERLINE, 39 FEET AGL/709 FEET MSL. HANGER 624 FEET FROM DEPARTURE END OF RWY, 362 FEET RIGHT OF CENTERLINE, 32 FEET AGL/702 FEET MSL. TREE 1297 FEET FROM DEPARTURE END OF RWY, 187 FEET LEFT OF CENTERLINE, 46 FEET AGL/716 FEET MSL. POLE 1605 FEET FROM DEPARTURE END OF RWY, 301 FEET RIGHT OF CENTERLINE, 50 FEET AGL/720 FEET MSL. TEMP CRANE 4702 FEET FROM DEPARTURE END OF RWY, 1326 FEET RIGHT OF CENTERLINE, 175 FEET AGL/875 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 5A.

## MONROE

### Monroe Muni

**FDC 8/2153** EFT FI/T MONROE MUNI, MONROE, WI. VOR/DME RNAV OR GPS RWY 12, AMDT 4A...S-12 MINIMUMS NA.

## MOSINEE

### Central Wisconsin

**FDC 8/3377** CWA FI/T CENTRAL WISCONSIN, MOSINEE, WI. VOR/DME RWY 35, AMDT 8...S-35: MDA 1620/HAT 364 ALL CATS. ANTENNA TOWER 152 AGL/1353 MSL 4814 FEET SW OF RWY 35.

## NEW HOLSTEIN

### New Holstein Muni

**FDC 8/5901** 8D1 FI/T NEW HOLSTEIN MUNI, NEW HOLSTEIN, WI. VOR/DME OR GPS A, AMDT 1...VOR/DME PORTION NA.

## OSHKOSH

### Wittman Rgnl

**FDC 8/6193** OSH FI/P WITTMAN RGNL, OSHKOSH, WI. RNAV (GPS) RWY 9, ORIG...LNAV MDA VIS CATS A/B 1. DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-9 CAT C AND FOND DU LAC COUNTY ALTIMETER SETTING CAT C. THIS IS RNAV (GPS) RWY 9, ORIG-A.

**FDC 8/6190** OSH FI/P WITTMAN RGNL, OSHKOSH, WI. VOR RWY 9, AMDT 9...S-9 VIS CATS A/B 1. CETOL FIX MINIMUMS S-9 VIS CATS A/B 1. DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-9 CAT C AND CETOL FIX MINIMUMS S-9 CAT C. CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FOND DU LAC COUNTY ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET AND CETOL FIX MINIMUMS VISIBILITY CAT C AND CAT D 1/4 MILE AND CIRCLING CAT C 1/4 MILE. THIS IS VOR RWY 9, AMDT 9A.

**FDC 8/5902** OSH FI/T WITTMAN RGNL, OSHKOSH, WI. VOR RWY 36, AMDT 16B...DME MINIMUMS NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OSH TACAN OTS.

**FDC 8/5900** OSH FI/T WITTMAN RGNL, OSHKOSH, WI. VOR RWY 18, AMDT 7...WOMEN FIX MINIMUMS NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OSH TACAN OTS. VDP NA.

## PRAIRIE DU CHIEN

### Prairie Du Chien Muni

**FDC 4/9297** PDC FI/T PRARIE DU CHIEN MUNI, PRARIE DU CHIEN, WI VOR/DME RWY 29, AMDT 8...PROCEDURE NA.

## PRAIRIE DU SAC

### Sauk-Prairie

**FDC 8/0408** 91C FI/P SAUK-PRAIRIE, PRAIRIE DU SAC, WI. RNAV (GPS) RWY 18, ORIG...TERMINAL ROUTE DELLS (DLL) VORTAC TO FOMAG WP ADD NOPT. THIS IS RNAV (GPS) RWY 18, ORIG-A.

## RHINELANDER

### Rhinelanders-Oneida County

**FDC 6/7130** RHI FI/T RHINELANDER-ONEIDA COUNTY, RHINELANDER, WI. ILS OR LOC RWY 9, AMDT 6C...TERMINAL ROUTE FROM R-185 RHINELANDER (RHI) VORTAC CW (IAF) TO RHI LOC CRS (NOPT) 13 DME ARC NA.

## RICHLAND CENTER

### Richland

**FDC 7/5001** 93C FI/P RICHLAND, RICHLAND CENTER, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...CHANGE ALL REFERENCES TO RWY 15/33 TO RWY 17/35. TAKE-OFF MINIMUMS: RWYS 9, 17, NA. RWY 27, 400-2 OR STANDARD WITH A MINIMUM CLIMB OF 491 FT PER NM TO 1300. RWY 35, 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 222 PER NM TO 1800. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 1A.

## SHAWANO

### Shawano Muni

**FDC 6/8153** 3WO FI/P SHAWANO MUNI, SHAWANO, WI. GPS RWY 29, ORIG. S-29 MDA 1460/HAT 649 ALL CATS, VIS CAT C 1 3/4, VIS CAT D 2. CIRCLING MDA 1460/HAA 649 CAT A/B, MDA 1580/HAA 769, CAT D, VIS CAT D 2 1/2. THIS IS GPS RWY 29, ORIG-A.

## SHEBOYGAN

### Sheboygan County Memorial

**FDC 8/7565** SBM FI/T SHEBOYGAN COUNTY MEMORIAL, SHEBOYGAN, WI. VOR RWY 3, AMDT 7...DME MINIMUMS NA VDP NA, DISREGARD WUDLO DME FIX AND ALL VERTICAL DESCENT ANGLE INFORMATION.

**FDC 8/5181** SBM FI/T SHEBOYGAN COUNTY MEMORIAL, SHEBOYGAN, WI. ILS OR LOC/DME RWY 21, AMDT 2...CLIMB TO 1400 THEN CLIMBING RIGHT TURN TO 3000 VIA HEADING 338 AND OSH VORTAC R-111 TO LEWKO INT/OSH 15.1 DME AND HOLD E, RT, 291 INBOUND.

**FDC 7/9845** SBM FI/T SHEBOYGAN COUNTY MEMORIAL, SHEBOYGAN, WI. RNAV (GPS) RWY 3, AMDT 1...PROCEDURE NA.

## SOLON SPRINGS

### Solon Springs Muni

**FDC 8/2009** OLG FI/T SOLON SPRINGS MUNI, SOLON SPRINGS, WI. NDB RWY 19, AMDT 2A...PROCEDURE NA.

## STURGEON BAY

### Door County Cherryland

**FDC 7/1236** SUE FI/T DOOR COUNTY CHERRYLAND, STURGEON BAY, WI. SDF RWY 2, AMDT 7...DESCENT ANGLE 3.11 DEGREES.

## SUPERIOR

## Richard I Bong

**FDC 8/5244** SUW FI/T RICHARD I BONG, SUPERIOR, WI. GPS RWY 3, ORIG...USE DULUTH INTERNATIONAL ALTIMETER: S-3 MDA 1220/HAT 537, ALL CATS. VIS CATS A/B 1. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1360/HAA 675, CATS A/B/C. CIRCLING MDA 1380/HAA 695, CAT D. VIS CATS A/B 1, CAT C 2, CAT D 2 1/4.

**FDC 8/5243** SUW FI/T RICHARD I BONG, SUPERIOR, WI. GPS RWY 13, ORIG...USE DULUTH INTERNATIONAL ALTIMETER: S-13 MDA 1320/HAT 635, ALL CATS. VIS CATS A/B 1, CAT C 1 3/4, CAT D 2. CIRCLING MDA 1360/HAA 675, CATS A/B/C. MDA 1380/HAA 695, CAT D. VIS CATS A/B 1, CAT C 2, CAT D 2 1/4.

**FDC 8/5242** SUW FI/T RICHARD I BONG, SUPERIOR, WI. NDB RWY 31, AMDT 4A...USE DULUTH INTERNATIONAL ALTIMETER: S-31 MDA 1800/HAT 1115, ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. CIRCLING MDA 1800/HAA 1115, ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3.

**FDC 8/5241** SUW FI/T RICHARD I BONG, SUPERIOR, WI. GPS RWY 31, ORIG...USE DULUTH INTERNATIONAL ALTIMETER: S-31 MDA 1200/HAT 515, ALL CATS. VIS CATS A/B 1, CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1360/HAA 675, CATS A/B/C. MDA 1380/HAA 695, CAT D. VIS CATS A/B 1, CAT C 2, CAT D 2.

## TOMAHAWK

### Tomahawk Rgnl

**FDC 6/3990** TKV FI/T TOMAHAWK REGIONAL, TOMAHAWK, WI. VOR/DME A, AMDT 1...PROCEDURE NA.

## VIROQUA

### Viroqua Muni

**FDC 7/4991** Y51 FI/P VIROQUA MUNI, VIROQUA, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, ORIG...TAKE OFF MINIMUMS: RWY 11 NA. OBSTACLE. REST OF PROCEDURE REMAINS AS PUBLISHED. THIS IS TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, ORIG-A.

## WAUKESHA

### Waukesha County

**FDC 8/9886** UES FI/T WAUKESHA COUNTY, WAUKESHA, WI. NDB OR GPS RWY 28, AMDT 3B...PROCEDURE NA.



**FDC 8/3012** UES FI/T WAUKESHA COUNTY, WAUKESHA, WI. VOR OR GPS A, AMDT 15B...CIRCLING MDA 1520/HAA 609 VIS 1 3/4 CAT C, 1600/HAA 689 VIS 2 1/4 CAT D.

**FDC 7/5982** UES FI/T WAUKESHA COUNTY, WAUKESHA, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 10 400-2 1/2 OR STANDARD WITH MINIMUM CLIMB OF 311FT PER NM TO 1300. NOTE RWY 10, MULTIPLE TOWERS BEGINNING 1.0 NM FROM DER, 1,123 RIGHT OF CENTERLINE, UP TO 219 AGL/1,148 MSL, MULTIPLE TREES BEGINNING 1,652 FROM DER, 16 LEFT AND 171 RIGHT OF CENTERLINE, UP TO 70 AGL/1020 MSL, MULTIPLE LIGHT POLES BEGINNING 146 FROM DER, 326 LEFT OF CENTERLINE, 27 AGL/936 MSL, ROD ON STROBE LIGHT 1.9 NM FROM DER, 3,455 RIGHT OF CENTERLINE, 272 AGL/1,238 MSL, PIPE ON BLDG 229 FROM DER, 275 LEFT OF CENTERLINE, 19 AGL/925 MSL.

## WAUSAU

### Wausau Downtown

**FDC 7/4454** A UW FI/T WAUSAU DOWNTOWN, WAUSAU, WI. NDB OR GPS B, ORIG...CIRCLING MDA 1840/HAA 639 CATS A/B.

**FDC 7/3114** A UW FI/T WAUSAU DOWNTOWN, WAUSAU, WI. VOR OR GPS A, AMDT 18...VOR PORTION NA.

**FDC 7/3113** A UW FI/T WAUSAU DOWNTOWN, WAUSAU, WI. VOR/DME OR GPS RWY 12, AMDT 3...VOR/DME PORTION NA.

## WYOMING

## CASPER

### Natrona County Intl

**FDC 5/0627** CPR FI/T NATRONA COUNTY INTL, CASPER, WY. ILS RWY 3, AMDT 5B...LOC/DME MINIMA S-LOC 3 MDA 5660/HAT 335 ALL CATS.

## CODY

### Yellowstone Rgnl

**FDC 7/3015** COD FI/T YELLOWSTONE REGIONAL, CODY, WY. VOR OR GPS A, AMDT 7...ALTERNATE MINIMUMS NA.

## EVANSTON

### Evanston-Uinta County Burns Field

**FDC 8/2292** EVW FI/T EVANSTON-UINTA COUNTY BURNS FIELD, EVANSTON, WY. ILS OR LOC/DME RWY 23, AMDT 1...PROCEDURE NA.

## JACKSON

### Jackson Hole

**FDC 8/6101** JAC FI/T JACKSON HOLE, JACKSON, WY. VOR/DME RWY 19, ORIG...PROCEDURE NA, IDA VOR/DME OTS.

**FDC 8/6100** JAC FI/T JACKSON HOLE, JACKSON, WY. ILS OR LOC Y RWY 19, ORIG...ILS OR LOC Z RWY 19, ORIG...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IDA VOR/DME OTS.

## KEMMERER

### Kemmerer Muni

**FDC 8/6994** EMM FI/T KEMMERER MUNI, KEMMERER, WY. RNAV (GPS) RWY 16, ORIG...PROCEDURE NA.

## RIVERTON

### Riverton Rgnl

**FDC 8/2217** RIW FI/T RIVERTON REGIONAL, RIVERTON, WY. ILS OR LOC RWY 28, AMDT 1B...REMOVE NOTE: ACTIVATE MALSR RWY 28, HIRL RWY 10-28-CTAF. ADD NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE LANDER ALTIMETER SETTING AND INCREASE ALL DA/MDA 80 FEET.

## TORRINGTON

### Torrington Muni

**FDC 7/2936** TOR FI/T TORRINGTON MUNI, TORRINGTON, WY. NDB RWY 28, AMDT 1A...S-28 MDA 4800/HAT 600 ALL CATS CIRCLING MDA CATS A/B/C 4800/HAA 595 TEMPORARY CRANE 1.30 NM EAST OF RWY 28. GPS RWY 28, ORIG-A...GPS RWY 10, ORIG-A...CIRCLING CATS A/B/C MDA 4760/ HAA 555 TEMPORARY CRANE 1.30 NM EAST OF RWY 28.

## WORLAND

### Worland Muni

**FDC 8/8091** WRL FI/T WORLAND MUNI, WORLAND, WY. VOR OR GPS RWY 16, AMDT 5B...MISSED APPROACH: CLIMBING RIGHT TURN TO 6300 IN RLY VOR/DME HOLDING PATTERN, CONTINUE CLIMB IN HOLD.



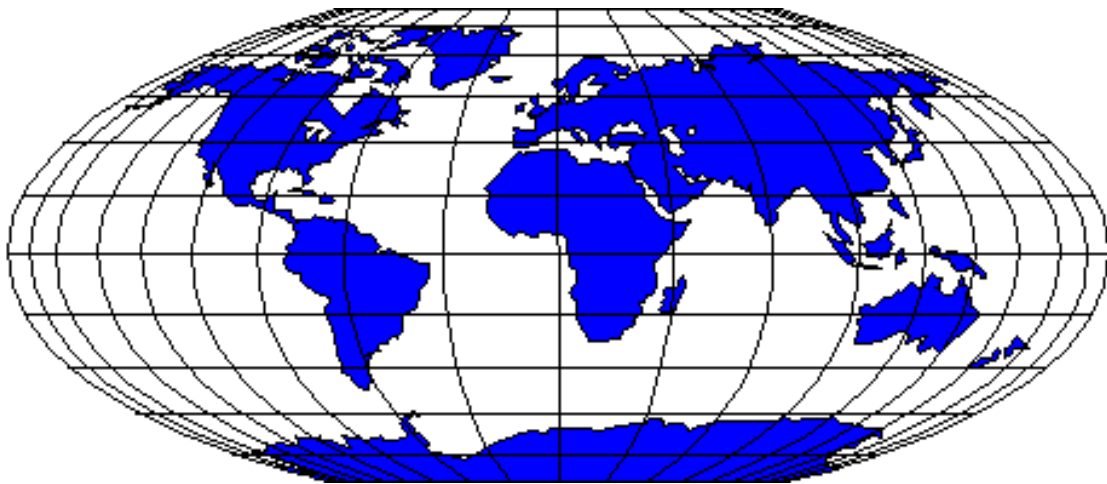
**Part 1.**

**Section 3.**

**FDC**

**GENERAL NOTAMS**

**NEW OR REVISED NOTAMS ARE INDICATED IN SHADED TEXT.**





**FDC 8/5631** - AUTOMATIC DEPENDENT SURVEILLANCE, ESSENTIAL SERVICE BROADCAST. EFFECTIVE AUGUST 29, 2008. THE FEDERAL AVIATION ADMINISTRATION (FAA) HAS ADOPTED TWO ADS-B DATA LINKS: 1090 MHZ EXTENDED SQUITTER (1090ES) AND 978 MHZ UNIVERSAL ACCESS TRANSCEIVER (UAT). THE TWO LINKS OPERATE SIMILARLY AND SUPPORT TRAFFIC INFORMATION SERVICE-BROADCAST (TIS-B). ADDITIONALLY, THE UAT LINK SUPPORTS FLIGHT INFORMATION SERVICE- BROADCAST (FIS-B). TIS-B SERVICE WILL BE AVAILABLE THROUGHOUT THE NATIONAL AIRSPACE SYSTEM (NAS) WHERE THERE ARE BOTH ADEQUATE SURVEILLANCE COVERAGE (RADAR) AND ADEQUATE BROADCAST COVERAGE FROM ADS-B GROUND STATIONS. FIS-B SERVICE AVAILABILITY IS EXPECTED THROUGHOUT THE NAS IN 2013, AND IS CURRENTLY AVAILABLE WITHIN CERTAIN REGIONS. THIS NOTAM ANNOUNCES THE AVAILABILITY OF THE INITIAL TIS-B AND FIS-B CAPABILITY WITH THE MIAMI EN ROUTE AIR TRAFFIC CONTROL CENTER (ZMA ARTCC) AIRSPACE. THE FAA IS DEVELOPING POLICY GUIDANCE MATERIAL ON AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST (ADS-B), ESSENTIAL SERVICES- TIS-B AND FIS-B THAT WILL BE PUBLISHED IN TRADITIONAL SOURCE REFERENCES SUCH AS THE AERONAUTICAL INFORMATION MANUAL (AIM). REPORTS OF TIS-B AND FIS-B MALFUNCTIONS SHOULD BE REPORTED BY RADIO OR TELEPHONE TO THE NEAREST FLIGHT SERVICE STATION (FSS) FACILITY. WIE UNTIL UFN.

**FDC 8/5394** - FI/P CORRECT U.S. GOVT ATLANTA VFR SECTIONAL AERONAUTICAL CHART, 81ST EDITION, EFF 28 AUG 2008. CHG OBST ELEV LCTD AT 34 41 11N, 085 11 41W TO 1701 FT MSL VICE 701 FT MSL. WIE UNTIL UFN.

**FDC 8/5299** - SPECIAL NOTICE AS A RESULT OF THE CONSOLIDATION OF US AIRWAYS (USA) AND AMERICA WEST AIRLINES (AWE) EFFECTIVE SEPTEMBER 1, 2008 AT 0800 UTC UNTIL FURTHER NOTICE. ALL FLIGHTS OPERATED UNDER EITHER CORPORATE LIVERY WILL HAVE THE TELEPHONY "CACTUS". AIRCRAFT OPERATORS SHOULD BE AWARE THAT ATC WILL UTILIZE THE CALL SIGN "CACTUS" WHEN COMMUNICATING WITH OR REFERRING TO THOSE FLIGHTS. WIE UNTIL UFN.

**FDC 8/4555** - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE CHART L-35, SPECIAL USE AIRSPACE TABULATION, EFFECTIVE 31 JUL 2008: CHANGE ALTITUDE OF R-5314C AND R-5314F TO "200 AGL TO 15000" VICE "500 AGL TO FL 205"; CHANGE ALTITUDE OF R-5314E TO "500 AGL TO FL 205" VICE "TO FL 205". WIE UNTIL UFN.

**FDC 8/2908** - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE CHART L-30, PANEL K, EFFECTIVE 31 JUL 2008: CORRECT CHART BY ADDING NON-COMPULSORY REPORTING POINT NAME HIKES AND MRA 4000 LCTD AT N40-22.93 W075-36.9. WIE UNTIL UFN.

**FDC 8/2340** - FI/P CORRECT U.S. GOVERNMENT ST LOUIS SECTIONAL AERONAUTICAL CHART, 78TH EDITION, EFF 3 JUL 2008. REVISE LOCATION IDENTIFIER FOR BUTLER CO RGNL LCTD AT 39 21 49.5N 84 31 19.0W TO HAO VICE HAQ. WIE UNTIL UFN.

**FDC 8/2321** - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE CHART L-26, PANEL F, EFF 31 JUL 2008: REVISE NABB (ABB) VORTAC FACILITY BOX COORDINATES TO READ N 38 35.33 W85 38.16. WIE UNTIL UFN.

**FDC 8/2255** - FI/P CORRECT U.S.GOVT MIAMI SECTIONAL AERONAUTICAL CHART, 83 EDITION, EFF AUGUST 28, 2008. DELETE AUTEK NDB (NCZ)LOCATED AT N24 42 34, W077 46 22. WIE UNTIL UFN.

**FDC 8/0406** - FI/P CORRECT U.S. GOVT IFR ALASKA ENROUTE LOW ALTITUDE CHART L-3, PANEL D, EFF 31 JUL 2008. CORRECT MINIMUM ENROUTE ALTITUDE V-438 BETWEEN LIBER INTERSECTION AND GLOWS INTERSECTION SHOULD BE 7500 VICE 7000. WIE UNTIL UFN.

**FDC 8/0382** - FI/P CORRECT U.S.GOVT IFR ENROUTE LOW ALTITUDE CHART L-9, PANEL C, EFF 31 JUL 2008. CHANGE VICTOR AIRWAY IDENTIFIER TO V-269 VICE V-169 BETWEEN SPATS INTERSECTION AND THE LWL VOR. WIE UNTIL UFN.

**FDC 8/0374** - FI/P CORRECT U.S. GOVT IFR ENROUTE LOW ALTITUDE CHART L-25, PANEL D, EFF 31 JUL 2008. ADD MILITARY TRAINING ROUTE VR-42 LEG SEGMENT POINTS AS FOLLOWS...POINT G PSK VORTAC R153/20NM 36-48-00.0 N 080-29-00.0 W 100 AGL BELOW 10,500 MSL TO POINT H GSO VORTAC R297/53NM 36-24-00.0 N 080-59-00.0 W 100 AGL BELOW 10,500 MSL TO POINT I HMV VORTAC R069/31NM 36-39-00.0 N 081-33-00.0 W 100 AGL BELOW 10,500 MSL. WIE UNTIL UFN.

**FDC 8/0283** - FI/P CORRECT U.S. GOVT IFR ENROUTE LOW ALTITUDE CHART L-34, PANEL I, EFF 31 JUL 2008. THE GNSS MINIMUM ENROUTE ALTITUDE ON V-451 BETWEEN CREAM INTERSECTION AND GROTON (GON) VOR/DME SHOULD BE 4000G VICE 3000G. WIE UNTIL UFN.

**FDC 8/0229** - FI/P CORRECT U.S. GOVT IFR AREA CHART A-2, DALLAS/FORT WORTH AREA, PANEL K, EFF 31 JUL 2008. ADD PART-TIME CLASS D AIRSPACE SYMBOL TO THE AIRPORT DATA BLOCK FOR THE ADDISON (ADS) AIRPORT. WIE UNTIL UFN.

**FDC 8/0201** - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE CHART L-17, PANEL C, EFFECTIVE 31 JUL 2008: CORRECT CHART BY CHANGING POST (PFL) NDB FREQ TO 425 VICE 308. WIE UNTIL UFN.

**FDC 8/0196** - FI/P CORRECT US GOVT IFR ENROUTE HIGH ALTITUDE CHART H-12, PANEL F, EFFECTIVE 31 JUL 2008: ADD NON-COMPULSORY REPORTING POINT CALGO, 31-31-30.74N, 080-38-54.36W. THE RADIAL/DME MAKEUP IS BRUNSWICK (SSI) VORTAC 059 DEGS 50 DME. WIE UNTIL UFN.

**FDC 8/0191** - FI/P CORRECT US GOVT IFR ENROUTE HIGH ALTITUDE CHART H-11, PANEL D, EFFECTIVE 31 JUL 2008: CORRECT NAVAID BOX FOR THE KEENE (EEN) VORTAC, LOCATED AT 42-47-39.4N 72-17-30.4W TO READ: KEENE 109.4 EEN (L) 31. WIE UNTIL UFN.

**FDC 8/0185** - FI/P CORRECT US GOVT IFR ENROUTE LOW CHART L-27, PANEL B,C EFFECTIVE 31 JUL 2008: CORRECT CHART BY ADDING KANSAS CITY ARTCC ST LOUIS RCAG DISCRETE FREQ 128.35. WIE UNTIL UFN.

**FDC 8/0184** - FI/P CORRECT US GOVT IFR AREA CHART A-1, ST LOUIS, MO, PANEL B, EFFECTIVE 31 JUL 2008: CORRECT CHART BY ADDING KANSAS CITY ARTCC ST LOUIS RCAG DISCRETE FREQ 284.67. WIE UNTIL UFN.

**FDC 8/0183** - FI/P CORRECT US GOVT IFR ENROUTE HIGH ALTITUDE CHART H-6, PANEL H, EFFECTIVE 31 JUL 2008: CORRECT CHART BY ADDING COORDINATES OF POPPS DME FIX TO READ N31-10.00 W98-43.46. WIE UNTIL UFN.

**FDC 8/2435** - ... SPECIAL NOTICE ...PILOTS ARE REMINDED THAT THERE ARE INCREASED SECURITY MEASURES IN PLACE FOR AIRCRAFT ENTERING DOMESTIC AIRSPACE, INCLUDING THOSE ENTERING FLORIDA COASTAL WATERS. ALL PILOTS OF VFR AIRCRAFT ARE REQUIRED TO FILE A DEFENSE VISUAL FLIGHT RULES (DVFR) FLIGHT PLAN PRIOR TO ENTRY INTO THE AIR DEFENSE IDENTIFICATION ZONE(ADIZ)IN ACCORDANCE WITH CFR 99 TITLE 14 CHAPTER 1 PART 99 SECURITY CONTROL OF AIR TRAFFIC, SECTIONS 99.1 THROUGH 99.49. THE PILOT MUST ACTIVATE THE DVFR FLIGHT PLAN WITH U.S. FLIGHT SERVICE AND SET THE AIRCRAFT TRANSPONDER TO THE ASSIGNED DISCRETE BEACON CODE PRIOR TO ENTERING THE ADIZ. FAILURE TO COMPLY WITH ALL DVFR PROCEDURES MAY RESULT IN THE AIRCRAFT BEING INTERCEPTED BY DEPARTMENT OF DEFENSE AIRCRAFT. WIE UNTIL UFN.

**FDC 8/8973** - FLIGHT DATA CENTER /FDC/ NOTAMS ISSUED BY THE U.S. NOTAM OFFICE ARE EXPECTED TO REACH THEIR NUMBERING LIMIT OF 8/9999 IN EARLY JUNE. WHEN THIS OCCURS, THE AUTOMATIC NUMBERING SYSTEM WILL START AT 8/0001 AND ASSIGN NOTAM NUMBERS SEQUENTIALLY, SKIPPING NUMBERS THAT ARE STILL IN USE. WIE UNTIL UFN.

**FDC 6/7435** (A0151/06) - PART 1 OF 7 SPECIAL NOTICE... AIRCRAFT THAT OPERATE TO OR FROM OR OVERFLY TERRITORIAL AIRSPACE OF THE U.S. EFFECTIVE 0608232000 UNTIL FURTHER NOTICE. THIS NOTICE REPLACES PREVIOUSLY ISSUED FDC NOTAM 6/6101. IN ADDITION TO THE REQUIREMENTS PRESCRIBED IN 14 CFR PART 99, SECURITY CONTROL OF AIR TRAFFIC, THE FOLLOWING SPECIAL SECURITY REQUIREMENTS ARE IN EFFECT PURSUANT TO 14 CFR SECTION 99.7 SPECIAL SECURITY INSTRUCTIONS.

PART I.

AIRCRAFT THAT OPERATE TO OR FROM OR OVERFLY TERRITORIAL AIRSPACE OF THE U.S.

A. UNITED STATES (U.S.) REGISTERED AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS OR LESS ARE AUTHORIZED IF THEY MEET THE FOLLOWING CONDITIONS:

- 1.FILE AND ARE ON AN ACTIVE FLIGHT PLAN;
- 2.ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE;
- 3.MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC;
- 4.COMPLY WITH ALL U.S. CUSTOMS REQUIREMENTS.

B. U.S. REGISTERED AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT GREATER THAN 100,309 POUNDS ARE AUTHORIZED IF THEY MEET THE FOLLOWING CONDITIONS:

**FDC 6/7435** (A0151/06) - PART 2 OF 7 SPECIAL NOTICE...

GROSS WEIGHT GREATER THAN 100,309 POUNDS ARE AUTHORIZED IF THEY MEET THE FOLLOWING CONDITIONS:

- 1.FILE AND ARE ON AN ACTIVE FLIGHT PLAN;
- 2.ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE;
- 3.MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC;
- 4.COMPLY WITH ALL U.S. CUSTOMS REQUIREMENTS;
- 5.ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR HAVE APPLIED FOR AND RECEIVED WRITTEN TSA AUTHORIZATION THROUGH THE SECURITY AUTHORIZATION PROCESS.

C. U.S. REGISTERED AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT GREATER THAN 100,309 POUNDS AND NOT REQUIRED TO OPERATE UNDER A TSA AVIATION SECURITY PROGRAM, ARE AUTHORIZED TO CONDUCT OPERATIONS TO OR FROM EACH OF THE FOLLOWING COUNTRIES AND THE U.S. JAPAN, CANADA, MEXICO, BAHAMAS, ENGLAND, SCOTLAND, WALES, AND NORTHERN IRELAND, IF THEY MEET THE FOLLOWING CONDITIONS:

- 1.DEPART IN ACCORDANCE WITH IFR OPERATIONS;
- 2.MAKE NO INTERMEDIATE STOPS;

END PART 2 OF 7. WIE UNTIL UFN.

**FDC 6/7435** (A0151/06) - PART 3 OF 7 SPECIAL NOTICE... 3.ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE; 4.MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC;

- 5.COMPLY WITH ALL U.S. CUSTOMS REQUIREMENTS.

D. AIRCRAFT REGISTERED IN MEXICO, CANADA, BAHAMAS, BERMUDA, CAYMAN ISLANDS, AND BRITISH VIRGIN ISLANDS WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS OR LESS ARE AUTHORIZED TO OPERATE BETWEEN THESE COUNTRIES AND THE TERRITORIAL AIRSPACE OF THE U.S. IF THEY MEET THE FOLLOWING CONDITIONS:

- 1.FILE AND ARE ON AN ACTIVE FLIGHT PLAN;
- 2.ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE;



- 3.MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC;
- 4.COMPLY WITH ALL U.S. CUSTOMS REQUIREMENTS.

E. AIRCRAFT REGISTERED IN MEXICO, CANADA, BAHAMAS, BERMUDA, CAYMAN ISLANDS, AND BRITISH VIRGIN ISLANDS WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT GREATER THAN 100,309 POUNDS ARE AUTHORIZED TO OPERATE BETWEEN THESE COUNTRIES AND THE TERRITORIAL AIRSPACE OF THE END PART 3 OF 7. WIE UNTIL UFN.

**FDC 6/7435** (A0151/06) - PART 4 OF 7 SPECIAL NOTICE...U.S. IF THEY MEET THE FOLLOWING CONDITIONS:

- 1.FILE AND ARE ON AN ACTIVE FLIGHT PLAN;
- 2.ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE;
- 3.MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC;
- 4.COMPLY WITH ALL U.S. CUSTOMS REQUIREMENTS;
- 5.ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR HAVE APPLIED FOR AND RECEIVED A WRITTEN FAA WAIVER THROUGH THE SECURITY AUTHORIZATION PROCESS.

F. ALL OTHER REGISTERED AIRCRAFT NOT MENTIONED IN PART I. A-E ARE AUTHORIZED IF THEY MEET THE FOLLOWING CONDITIONS:

- 1.FILE AND ARE ON AN ACTIVE FLIGHT PLAN;
- 2.ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND SQUAWK AN ATC ISSUED TRANSPONDER CODE;
- 3.MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC;
- 4.COMPLY WITH ALL U.S. CUSTOMS REQUIREMENTS;
- 5.ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR HAVE APPLIED FOR AND RECEIVED A WRITTEN FAA WAIVER THROUGH THE SECURITY AUTHORIZATION PROCESS.

END PART 4 OF 7. WIE UNTIL UFN.

**FDC 6/7435** (A0151/06) - PART 5 OF 7 SPECIAL NOTICE...G. ALL U.S. MILITARY, AND U.S., CANADIAN, AND MEXICAN MEDEVAC, FIRE FIGHTING, LAW ENFORCEMENT, RESCUE RECOVERY, AND EMERGENCY EVACUATION AIRCRAFT WITH AN ATC-ASSIGNED DISCRETE BEACON CODE ARE AUTHORIZED AND NOT REQUIRED TO OBTAIN A FAA WAIVER.

H. AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS OR LESS OPERATING NORTH OF THE 54TH PARALLEL ARE AUTHORIZED IF THEY MEET THE FOLLOWING CONDITIONS:

- 1.ARE REGISTERED IN THE U.S., CANADA OR MEXICO;
- 2.HAVE ONLY THE FLIGHT CREW AND KNOWN PASSENGERS ON BOARD;
- 3.ENTER BETWEEN CANADA AND ALASKA NORTH OF THE 54TH PARALLEL;
- 4.IF EQUIPPED WITH A TRANSPONDER, SQUAWK 1200;
- 5.FILE AND ARE ON AN ACTIVE FLIGHT PLAN.

PART II - HOW TO OBTAIN A FAA WAIVER:

SUBMIT A REQUEST FOR A FAA WAIVER AT LEAST 7 BUSINESS DAYS IN ADVANCE OF PLANNED FLIGHT. OBTAIN MORE INFORMATION ABOUT WAIVER

APPLICATIONS FROM THE TSA WEBSITE:

[HTTP://WWW.TSA.GOV/WHAT\\_WE\\_DO/GA/GA\\_WAIVERS.SHTM](http://www.tsa.gov/what_we_do/ga/ga_waivers.shtm) (CASE SENSITIVE  
END PART 5 OF 7. WIE UNTIL UFN.

**FDC 6/7435** (A0151/06) - PART 6 OF 7 SPECIAL NOTICE... USE LOWER CASE). FOR  
INFORMATION ON AUTHORIZATION CONTACT THE TSA AT (571)-227-2427 FROM  
0600 TO 1800 EST.

PART III - SPECIAL NOTICE: PILOTS ARE REMINDED THAT THERE ARE INCREASED  
SECURITY MEASURES IN PLACE AT MANY AIRPORTS. IN ACCORDANCE WITH 14  
CFR SECTION 91.103, PRIOR TO DEPARTURE, PILOTS MUST OBTAIN PERTINENT  
FLIGHT INFORMATION, INCLUDING ANY TEMPORARY FLIGHT RESTRICTIONS  
ALONG THEIR ROUTE OF FLIGHT OR AT THEIR POINT OF DEPARTURE/ARRIVAL.

PART IV-EXISTING WAIVERS TO NOTAMS 2/5319 AND 6/6101, APPROVED BY THE  
FAA, REMAIN IN EFFECT FOR THE DURATION SPECIFIED IN THOSE WAIVERS.

PART V-DEFINITIONS:

- A. TERRITORIAL AIRSPACE OF THE U.S. MEANS THE AIRSPACE OVER THE  
U.S., ITS TERRITORIES AND POSSESSIONS AND THE AIRSPACE OVERLYING  
THE TERRITORIAL WATERS BETWEEN THE U.S. COAST AND TWELVE (12)  
NAUTICAL MILES FROM THE U.S. COAST.
- B. TO OR FROM MEANS ANY FLIGHT ENTERING U.S. TERRITORIAL AIRSPACE  
END PART 6 OF 7. WIE UNTIL UFN.

**FDC 6/7435** (A0151/06) - PART 7 OF 7 SPECIAL NOTICE... AFTER DEPARTURE FROM A  
LOCATION OUTSIDE OF THE U.S. FOR LANDING AT A DESTINATION IN THE U.S.  
OR EXITING U.S. TERRITORIAL AIRSPACE AFTER DEPARTURE FROM A LOCATION  
IN THE U.S.

C. OVERFLY MEANS ANY FLIGHT DEPARTING FROM A LOCATION OUTSIDE OF  
THE U.S., ITS TERRITORIES OR POSSESSIONS, WHICH TRANSITS THE  
TERRITORIAL AIRSPACE OF THE U.S. ENROUTE TO A LOCATION OUTSIDE  
THE U.S., ITS TERRITORIES OR POSSESSIONS.

D. FEDERAL AVIATION ADMINISTRATION (FAA) WAIVER: A GRANT OF RELIEF  
BY THE FAA FROM THE REQUIREMENTS OF SPECIFIC REGULATIONS TO THE  
DEGREE AND FOR THE TIME PERIOD SPECIFIED IN THE WAIVER.

END PART 7 OF 7. WIE UNTIL UFN.

**FDC 5/4122** (A0029/05) - PART 1 OF 2 .. SPECIAL ADVISORY NOTICE ..

A NEW WARNING SIGNAL FOR COMMUNICATING WITH AIRCRAFT HAS BEEN  
DEPLOYED AND IS OPERATING WITHIN THE WASHINGTON DC METROPOLITAN  
AREA AIR DEFENSE IDENTIFICATION ZONE (DC ADIZ), INCLUDING THE FLIGHT  
RESTRICTED ZONE (FRZ). THE SIGNAL CONSISTS OF HIGHLY FOCUSED RED AND  
GREEN COLORED LIGHTS IN AN ALTERNATING RED/ RED/ GREEN/ SIGNAL  
PATTERN. THIS SIGNAL MAY BE DIRECTED AT SPECIFIC AIRCRAFT SUSPECTED  
OF MAKING UNAUTHORIZED ENTRY INTO THE ADIZ/FRZ AND ARE ON A HEADING  
OR FLIGHT PATH THAT MAY BE INTERPRETED AS A THREAT OR THAT OPERATE  
CONTRARY TO THE OPERATING RULES FOR THE ADIZ/FRZ. THE BEAM IS NOT  
INJURIOUS TO THE EYES OF PILOTS/AIRCROWS OR PASSENGERS, REGARDLESS  
OF ALTITUDE OR DISTANCE FROM THE SOURCE. IF YOU ARE IN COMMUNICATION

WITH AIR TRAFFIC CONTROL AND THIS SIGNAL IS DIRECTED AT YOUR AIRCRAFT, WE ADVISE YOU TO IMMEDIATELY COMMUNICATE WITH ATC THAT YOU ARE BEING ILLUMINATED BY A VISUAL WARNING SIGNAL. IF THIS SIGNAL IS DIRECTED AT YOU AND YOU ARE NOT COMMUNICATING WITH ATC, WE ADVISE YOU TO TURN TO A HEADING AWAY FROM THE CENTER OF THE FRZ/ADIZ AS SOON AS POSSIBLE AND IMMEDIATELY CONTACT ATC ON AN APPROPRIATE FREQUENCY, OR IF UNSURE OF THE FREQUENCY, CONTACT ATC ON VHF GUARD 121.5 OR UHF GUARD 243.0.  
END PART 1 OF 2. WIE UNTIL UFN.

**FDC 5/4122** (A0029/05) - PART 2 OF 2 .. SPECIAL ADVISORY NOTICE ..BE ADVISED THAT FAILURE TO FOLLOW THE RECOMMENDED PROCEDURES OUTLINED ABOVE MAY RESULT IN INTERCEPTION BY MILITARY AIRCRAFT AND/OR THE USE OF FORCE. THIS NOTICE APPLIES TO ALL AIRCRAFT OPERATING WITHIN THE ADIZ, INCLUDING DOD, LAW ENFORCEMENT, AND AEROMEDICAL OPERATIONS. THIS NOTICE DOES NOT CHANGE PROCEDURES ESTABLISHED FOR REPORTING UNAUTHORIZED LASER ILLUMINATION AS PUBLISHED IN ADVISORY CIRCULAR 70-2. END PART 2 OF 2. WIE UNTIL UFN.

**FDC 4/0811** - ...SPECIAL NOTICE... THIS IS A RESTATEMENT OF A PREVIOUSLY ISSUED ADVISORY NOTICE. IN THE INTEREST OF NATIONAL SECURITY AND TO THE EXTENT PRACTICABLE, PILOTS ARE STRONGLY ADVISED TO AVOID THE AIRSPACE ABOVE, OR IN PROXIMITY TO SUCH SITES AS POWER PLANTS (NUCLEAR, HYDRO-ELECTRIC, OR COAL), DAMS, REFINERIES, INDUSTRIAL COMPLEXES, MILITARY FACILITIES AND OTHER SIMILAR FACILITIES. PILOTS SHOULD NOT CIRCLE AS TO LOITER IN THE VICINITY OVER THESE TYPES OF FACILITIES. WIE UNTIL UFN.

**FDC 4/4386** - SPECIAL NOTICE... NATIONAL AIRSPACE SYSTEM INTERCEPT PROCEDURES. AVIATORS SHALL REVIEW THE FEDERAL AVIATION ADMINISTRATION AERONAUTICAL INFORMATION MANUAL (AIM) FOR INTERCEPTION PROCEDURES, CHAPTER 5, SECTION 6, PARAGRAPH 5-6-2. ALL AIRCRAFT OPERATING IN UNITED STATES NATIONAL AIRSPACE, IF CAPABLE, SHALL MAINTAIN A LISTENING WATCH ON VHF GUARD 121.5 OR UHF 243.0. IF AN AIRCRAFT IS INTERCEPTED BY U.S. MILITARY AIRCRAFT AND FLARES ARE DISPENSED, THE FOLLOWING PROCEDURES ARE TO BE FOLLOWED: FOLLOW THE INTERCEPT'S VISUAL SIGNALS, CONTACT AIR TRAFFIC CONTROL IMMEDIATELY ON THE LOCAL FREQUENCY OR ON VHF GUARD 121.5 OR UHF GUARD 243.0, AND COMPLY WITH THE INSTRUCTIONS GIVEN BY THE INTERCEPTING AIRCRAFT INCLUDING VISUAL SIGNALS IF UNABLE RADIO CONTACT. BE ADVISED THAT NONCOMPLIANCE MAY RESULT IN THE USE OF FORCE. WIE UNTIL UFN.

**FDC 3/1862** (A0022/03) - PART 1 OF 2 SPECIAL NOTICE. THIS NOTICE MODIFIES FLIGHT RESTRICTIONS PREVIOUSLY ISSUED IN FDC NOTAM 2/0199 TO COMPLY WITH STATUTORY MANDATES DETAILED IN SECTION 352 OF PUBLIC LAW 108-7. EFFECTIVE 0303061100 UTC (0600 LOCAL 03/06/03) UNTIL FURTHER NOTICE. PURSUANT TO 14 CFR SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS,

COMMENCING ONE HOUR BEFORE THE SCHEDULED TIME OF THE EVENT UNTIL ONE HOUR AFTER THE END OF THE EVENT, ALL AIRCRAFT AND PARACHUTE OPERATIONS ARE PROHIBITED AT AND BELOW 3,000 FEET AGL WITHIN A THREE NAUTICAL MILE RADIUS OF ANY STADIUM HAVING A SEATING CAPACITY OF 30,000 OR MORE PEOPLE IN WHICH A MAJOR LEAGUE BASEBALL, NATIONAL FOOTBALL LEAGUE, NCAA DIVISION ONE FOOTBALL, OR MAJOR MOTOR SPEEDWAY EVENT IS OCCURRING. ALL PREVIOUSLY ISSUED WAIVERS TO FDC NOTAM 2/0199 ARE RESCINDED. THOSE WHO MEET ANY OF THE FOLLOWING CRITERIA MAY REAPPLY FOR A WAIVER TO THESE RESTRICTIONS:

(A) FOR OPERATIONAL PURPOSES OF AN EVENT, STADIUM, OR OTHER VENUE, INCLUDING (IN THE CASE OF A SPORTING EVENT) THE TRANSPORT OF EQUIPMENT OR PARTS, TEAM MEMBERS, OFFICIALS OF THE GOVERNING BODY, THE IMMEDIATE FAMILY MEMBERS AND GUESTS OF SUCH TEAMS, AND OFFICIALS TO AND FROM THE EVENT, STADIUM, OR OTHER VENUE,  
END PART 1 OF 2. WIE UNTIL UFN.

**FDC 3/1862** (A0022/03) - PART 2 OF 2 SPECIAL NOTICE.

(B) FOR BROADCAST COVERAGE FOR ANY BROADCAST RIGHTS HOLDER,

(C) FOR SAFETY AND SECURITY PURPOSES OF THE EVENT, STADIUM, OR OTHER VENUE. THIS RESTRICTION DOES NOT APPLY TO;

(A) THOSE AIRCRAFT AUTHORIZED BY ATC FOR OPERATIONAL OR SAFETY PURPOSES INCLUDING AIRCRAFT ARRIVING OR DEPARTING FROM AN AIRPORT USING STANDARD AIR TRAFFIC PROCEDURES;

(B) DEPARTMENT OF DEFENSE, LAW ENFORCEMENT, OR AEROMEDICAL FLIGHT OPERATIONS THAT ARE IN CONTACT WITH ATC. STADIUM SITE LOCATIONS AND INFORMATION REGARDING WAIVER APPLICATIONS IN ACCORDANCE WITH SECTION 352 OF PUBLIC LAW 108-7 CAN BE OBTAINED FROM THE FAA WEBSITE AT [HTTP://WWW.FAA.GOV/ATS/ATA/WAIVER](http://www.faa.gov/ats/ata/waiver) OR BY CALLING 571-227-1322.  
PART 2 OF 2. WIE UNTIL UFN.

**FDC 1/9456** - FI/P GRAND CANYON VFR AERONAUTICAL CHART 3RD EDITION EFFECTIVE APRIL 19, 2001. BLUE DIRECT NORTH (BDN) WESTBOUND CLARIFICATION OF ALT: ADD 10500 WITH A WESTBOUND ARROW ABOVE THE 8500 FIGURE JUST WEST OF SUPAI/DIAMOND CREEK SECTOR BOUNDARY. WESTBOUND, DECIDE 8500 OR 10500, CLIMB TO EITHER ALT, AND STAY THERE UNTIL OFF OF BDN. THE LAS VEGAS AIR TOUR PROCEDURES MANUAL PROVIDES SPECIFIC GUIDANCE AND AUTHORITY FOR FLYING THIS ROUTE. BLUE DIRECT NORTH (BDN) EASTBOUND DESCENTS, THERE ARE NO CHANGES; AIRCRAFT MUST BE 7500 EAST OF CHANGEPOINT. THE LAS VEGAS AIR TOUR PROCEDURES MANUAL PROVIDES SPECIFIC GUIDANCE AND AUTHORITY FOR FLYING THIS ROUTE. WIE UNTIL UFN.

# Part 2.

## REVISIONS TO MINIMUM ENROUTE

## IFR ALTITUDES & CHANGEOVER POINTS



Effective February 2, 1995, the PART 95 – *Revisions to Minimum En Route IFR Altitudes and Changeover Points* – were included in the *Notices to Airmen Publication (NTAP)* as Part 2.



# REVISIONS TO IFR ALTITUDES & CHANGEOVER POINTS

AMENDMENT 476

EFFECTIVE DATE September 25, 2008

## &95.1001 DIRECT ROUTES-U.S.

### COLOR ROUTES

#### &95.10 AMBER FEDERAL AIRWAY A6

FROM	TO	MEA
<b>IS ADDED TO READ</b> ST MARYS, AK NDB	NORTH RIVER, AK NDB	5000

## &95.4000 HIGH ALTITUDE RNAV ROUTES

#### &95.4110 RNAV ROUTE Q110

FROM	TO	MEA	MAA
<b>IS AMENDED BY ADDING</b> THNDR, FL FIX *18000 - GNSS MEA #DME/DME/IRU RNAV MEA	KPASA, FL FIX	#*18000	45000

#### &95.4257 RNAV ROUTE T257

FROM	TO	MEA	MAA
<b>IS ADDED TO READ</b> BIG SUR, CA VORTAC ISIFU, CA FIX SUTRO, CA FIX	ISIFU, CA FIX SUTRO, CA FIX POINT REYES, CA VORTAC	7300 4900 4000	17500 17500 17500

#### &95.4259 RNAV ROUTE T259

FROM	TO	MEA	MAA
<b>IS ADDED TO READ</b> SAN JOSE, CA VOR/DME CEDES, CA FIX MOVDD, CA FIX	CEDES, CA FIX MOVDD, CA FIX SACRAMENTO, CA VORTAC	6200 5900 3200	17500 17500 17500

#### &95.4261 RNAV ROUTE T261

FROM	TO	MEA	MAA
<b>IS ADDED TO READ</b> WOODSIDE, CA VORTAC	ALTAM, CA FIX	5000	17500

**&95.4263 RNAV ROUTE T263**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>	<b>MAA</b>
<b>IS ADDED TO READ</b> SUNOL, CA FIX	SCAGGS ISLAND, CA VORTAC	4600	17500

**&95.4274 RNAV ROUTE T274**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>	<b>MAA</b>
<b>IS ADDED TO READ</b> NEWPORT, OR VORTAC *5000 - MCA CRAAF, OR FIX , SW BND	*CRAAF, OR FIX	5500	17500

**&95.6001 VICTOR ROUTES-U.S.**

**&95.6005 VOR FEDERAL AIRWAY V5**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b> #APPLETON, OH VORTAC #R-006 UNUSABLE.	MANSFIELD, OH VORTAC	3000

**&95.6006 VOR FEDERAL AIRWAY V6**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b> MUSTANG, NV VORTAC WADDS, NV FIX *8500 - MCA LOVELOCK, NV VORTAC, NE BND **9500 - MOCA	WADDS, NV FIX *LOVELOCK, NV VORTAC	10300 **10000

**&95.6013 VOR FEDERAL AIRWAY V13**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b> *CHESO, AR FIX *5000 - MRA	RAZORBACK, AR VORTAC	3700

**&95.6014 VOR FEDERAL AIRWAY V14**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b> BUFFALO, NY VOR/DME	GENESE0, NY VOR/DME	4000

**&95.6017 VOR FEDERAL AIRWAY V17**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b> GARDEN CITY, KS VORTAC *9000 - MRA **4600 - MOCA	*COFFE, KS FIX	**5500



**&95.6023 VOR FEDERAL AIRWAY V23**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b> SACRAMENTO, CA VORTAC *1600 - MOCA	GRIME, CA FIX	*2000
GRIME, CA FIX *2000 - MOCA	YUBBA, CA FIX	*4000
YUBBA, CA FIX *4000 - MRA **3400 - MOCA	*GRIDD, CA FIX	**4000
GRIDD, CA FIX *1700 - MOCA	RED BLUFF, CA VORTAC	*3000

**&95.6043 VOR FEDERAL AIRWAY V43**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b> #APPLETON, OH VORTAC #R-055 UNUSABLE.	TIVERTON, OH VOR/DME	3000

**&95.6051 VOR FEDERAL AIRWAY V51**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b> NABB, IN VORTAC	SHELBYVILLE, IN VORTAC	3000

**&95.6084 VOR FEDERAL AIRWAY V84**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b> BUFFALO, NY VOR/DME	GENESE0, NY VOR/DME	4000

**&95.6113 VOR FEDERAL AIRWAY V113**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b> MUSTANG, NV VORTAC	NICER, NV FIX	10300
NICER, NV FIX *10600 - MOCA	ROBUD, NV FIX	*12000
ROBUD, NV FIX *9000 - MOCA	SOD HOUSE, NV VORTAC	*10000

**&95.6171 VOR FEDERAL AIRWAY V171**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
EMILS, MN FIX *3000 - GNSS MEA	FARMINGTON, MN VORTAC	*5500
FARMINGTON, MN VORTAC *2500 - MOCA #*3000 - GNSS MEA	JONNA, MN FIX	#*3500
JONNA, MN FIX	DARWIN, MN VORTAC	2900

**&95.6184 VOR FEDERAL AIRWAY V184**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
PANZE, NJ FIX *1500 - MOCA #*2000 - GNSS MEA	FALON, NJ FIX	#*5000
FALON, NJ FIX *1600 - MOCA	ZIGGI, NJ FIX	*2500

**&95.6195 VOR FEDERAL AIRWAY V195**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
WILLIAMS, CA VORTAC *2000 - MOCA	JINGO, CA FIX	*3000
JINGO, CA FIX *1700 - MOCA	RED BLUFF, CA VORTAC	*3000

**&95.6208 VOR FEDERAL AIRWAY V208**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
PACIF, CA FIX	OCEANSIDE, CA VORTAC	3000

**&95.6221 VOR FEDERAL AIRWAY V221**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
#HOOSIER, IN VORTAC *3000 - MOCA #R-053 UNUSABLE	SHELBYVILLE, IN VORTAC	*6000

**&95.6232 VOR FEDERAL AIRWAY V232**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
CHARDON, OH VOR/DME	HAGAR, PA FIX	3300
HAGAR, PA FIX	FRANKLIN, PA VOR	3300

**&95.6244 VOR FEDERAL AIRWAY V244**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
*NIKOL, CA FIX *13000 – MCA NIKOL, CA FIX , W BND	COALDALE, NV VORTAC	12500
LAMAR, CO VORTAC *9000 - MRA **5400 - MOCA	*COFFE, KS FIX	**9000

**&95.6292 VOR FEDERAL AIRWAY V292**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
SAGES, NY FIX *4500 - MRA **6400 - MOCA #7000 - GNSS MEA	*WIGAN, NY FIX	***10000
WIGAN, NY FIX **4900 - MOCA #5000 - GNSS MEA	BARNES, MA VORTAC	***10000
BARNES, MA VORTAC *2700 - MOCA #4000 - GNSS MEA	GLYDE, MA FIX	#*7000

**&95.6365 VOR FEDERAL AIRWAY V365**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
*BOZEMAN, MT VOR/DME *9300 - MCA BOZEMAN, MT VOR/DME , SE BND **9200 - MCA MENAR, MT FIX , NW BND	**MENAR, MT FIX	8700
MENAR, MT FIX *9400 – MOCA	SWEDD, MT FIX	*10000

**&95.6434 VOR FEDERAL AIRWAY V434**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
PEORIA, IL VORTAC	CHAMPLAIN, IL VORTAC	2800

**&95.6458 VOR FEDERAL AIRWAY V458**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
PACIF, CA FIX	OCEANSIDE, CA VORTAC	3000

**&95.6523 VOR FEDERAL AIRWAY V523**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
#APPLETON, OH VORTAC #R-055 UNUSABLE.	TIVERTON, OH VOR/DME	3000

**&95.6525 VOR FEDERAL AIRWAY V525**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b> #APPLETON, OH VORTAC #R-055 UNUSABLE.	TIVERTON, OH VOR/DME	3000

**&95.6536 VOR FEDERAL AIRWAY V536**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b> SWEDD, MT FIX *9200 - MCA MENAR, MT FIX , NW BND **9400 - MOCA	*MENAR, MT FIX	**10000
MENAR, MT FIX *9300 - MCA BOZEMAN, MT VOR/DME , SE BND	*BOZEMAN, MT VOR/DME	8700

**&95.6563 VOR FEDERAL AIRWAY V563**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b> LUBBOCK, TX VORTAC	BIG SPRING, TX VORTAC	5200

**&95.6351 ALASKA VOR FEDERAL AIRWAY V351**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS ADDED TO READ</b> DILLINGHAM, AK VOR/DME	PORT HEIDEN, AK NDB/DME	3000

**&95.641 ALASKA VOR FEDERAL AIRWAY V414**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS ADDED TO READ</b> GAMBELL, AK NDB	KUKULIAK, AK VOR	3000

**&95.6477 ALASKA VOR FEDERAL AIRWAY V477**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b> HUSLIA, AK VOR/DME *2500 - MOCA	ATAGO, AK FIX	*3500 *4000
ATAGO, AK FIX	DESOY, AK FIX	4000
DESOY, AK FIX	SELAWIK, AK VOR/DME	2500 4000

**&95.6619 ALASKA VOR FEDERAL AIRWAY V619**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS ADDED TO READ</b> PORT HEIDEN, AK NDB/DME	SALDO, AK NDB	4000
SALDO, AK NDB	DILLINGHAM, AK VOR/DME	3000

**&95.7001 JET ROUTES**

**&95.7211 JET ROUTE J211**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>	<b>MAA</b>
<b>IS AMENDED TO READ IN PART</b> #YOUNGSTOWN, OH VORTAC #R-130 UNUSABLE ABOVE 24000.	JOHNSTOWN, PA VORTAC	18000	45000

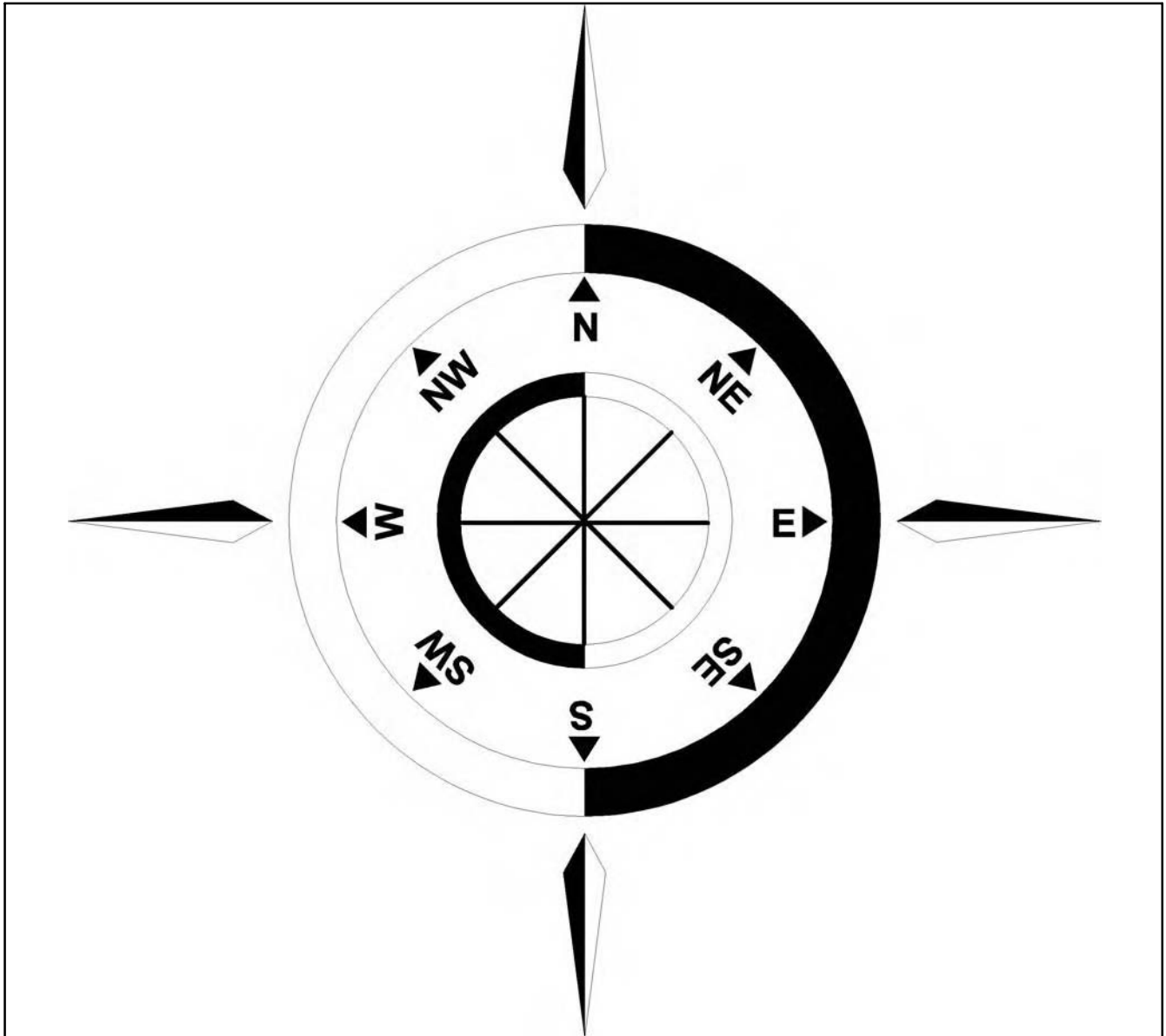
**&95.8003 VOR FEDERAL AIRWAY CHANGEOVER POINTS**

<b>FROM</b>	<b>TO</b>	<b>DISTANCE</b>	<b>FROM</b>
	<b>V221</b>		
<b>IS AMENDED TO DELETE</b> HOOSIER, IN, VORTAC	SHELBYVILLE, IN, VORTAC	15	HOOSIER



# Part 3

## INTERNATIONAL NOTICES TO AIRMEN







## GENERAL

This section features significant international notices to airmen (NOTAM) information and special notices. These may affect a pilot’s decision to enter or use areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual (IFIM) which is available at <http://www.faa.gov/ats/aat/ifim/index.htm> on the internet.

Pilots should review the foreign airspace and entry restrictions published in the IFIM during the flight planning process. 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.

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. (See the IFIM for foreign NOTAM areas of responsibility and for a listing of foreign NOTAM offices which exchange information with the U.S. International NOTAM Office.)

**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 promulgated 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.



## SECTION 1

# INTERNATIONAL NOTICES TO AIRMEN

### Flight Prohibitions, Potentially Hostile Situations, and Foreign Notices

**Introduction:** This part contains 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.

The latest status of flight prohibitions and potentially hostile situations is available on the Restrictions on International Aviation Web site at <http://www.intl.faa.gov/restricthome.cfm>. 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.

### CARIBBEAN

#### **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 2/94)

### 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 4/91)*

**DEMOCRATIC REPUBLIC OF CONGO**  
**FDC 8/7569**

Democratic Republic of Congo (DROC) (Formerly Zaire) Advisory – Potentially Hostile Situation. Attention U.S. Operators: The DROC has been involved in a civil war periodically since 1996; fighting there has shifted back and forth from one side of the country to the other. None of the forces involved in the regional fighting is known to have the capability of targeting aircraft at normal overflight cruising altitudes above 15,000 feet above ground level (AGL). Aircraft operating below 15,000 feet AGL in the DROC may come within weapons range as the fighting continues. An October 1998 incident in Eastern Zaire, where a civilian B-727 was shot down by a man-portable missile, demonstrates that the rebel forces in the DROC can and will shoot down civil aircraft they believe to be carrying government soldiers or weaponry. The Department of State has issued a travel warning for this region. Operators considering flights within the DROC should familiarize themselves with the current situation. (FAA/AIA-100 5/14/02)

**ETHIOPIA**  
**FDC 0/4999**  
**KFDC A0012/00**

**Special Federal Aviation Regulation No. 87 – Prohibition Against Certain Flights Within the Territory and Airspace of Ethiopia**

**a. Applicability.** This Special Federal Aviation Regulation (SFAR) No. 87 applies to all U.S. air carriers or commercial operators, all persons exercising the privileges of an airman certificate issued by the FAA unless that person is engaged in the operation of a U.S.-registered aircraft for a foreign air carrier, and all operators using aircraft registered in the United States except where the operator of such aircraft is a foreign air carrier.

**b. Flight prohibition.** Except as provided in paragraphs c and d of this SFAR, no person described in paragraph a may conduct flight operations within the territory and airspace of Ethiopia north of 12 degrees north latitude.

**c. Permitted operations.** This SFAR does not prohibit persons described in paragraph a from conducting flight operations within the territory and airspace of Ethiopia where such operations are authorized either by exemption issued by the Administrator or by an authorization issued by another agency of the United States Government with the approval of the FAA.

**d. Emergency situations.** In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers and commercial operators that are subject to the requirements of 14 CFR 121.557, 121.559, or 135.19, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reason therefor.

**e. Expiration.** This Special Federal Aviation Regulation shall remain in effect until further notice. (FAA/AIA-100 5/14/02)

**ETHIOPIA/KENYA**  
**KFDC A0012/97**

Ethiopia/Kenya Advisory: Potentially Hostile Situation. Attention U.S. Operators: Aircraft that cross into Ethiopian airspace while taking off or landing at Manderu Airstrip in Kenya may be fired upon by Ethiopian forces. Manderu is located in the extreme northeastern corner of Kenya, adjacent Ethiopia and Somalia. Operators considering flights to northeastern Kenya should familiarize themselves with the current situation. (FAA/AIA-100 5/14/02)

**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 entering, overflying or departing the IFPZ must be addressed to only the following IFPS Units:

NETWORK

AFTN	EBBDZMFP	LFPYZMFP
SITA	BRUEP7X	PAREP7X

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: 32-2-729-9750/9751, FAX: 32-2-729-9019 and on the EUROCONTROL Web site: [www.eurocontrol.be](http://www.eurocontrol.be).

In addition, aircrews are responsible for ensuring that the ICAO flight filed is in accordance with the current Strategic Routing Scheme (SRS) as published in each national Aeronautical Information Publication. The ICAO Flight Plan may be filed at any time but must be filed at least 3 hours prior to flight. In those cases where a diplomatic clearance route is specified and it differs from the SRS route, the SRS route will be processed. However, this does not relieve the flight crew of diplomatic clearance requirements. Filing the flight plan well in advance allows time to resolve discrepancies between the two requirements.

**NOTE–**

*IFPS Zone Countries – Albania, Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Luxembourg, Former Yugoslav Republic of Macedonia, Malta, Monaco, Netherlands, Norway, Poland, Portugal, Romania, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Turkey, United Kingdom, Federal Republic of Yugoslavia (AEU-500 4/12/99)*

**FLORIDA STRAITS AND NEARBY INTERNATIONAL WATERS****FDC 6/1335**

Attention U.S. Airmen and Operators: Due to recent incidents involving civil aircraft of U.S. registry, the FAA recommends that any operators conducting flight in the Florida Straits and nearby international waters remain vigilant for other air traffic in the area and strictly abide by the international and FAA Federal Aviation Regulations. The Administrator has issued a cease and desist order and notice of enforcement policy effective February 29, 1996. Any person holding a U.S. Airman Certificate and/or operating U.S. registered civil aircraft shall comply with Federal Aviation Regulations prohibiting unauthorized operation within Cuban territorial airspace. Unauthorized entry into this airspace will subject the individual to enforcement action to the maximum extent permitted by law, including: revocation of pilot certificate, maximum civil penalties, seizure of aircraft, and judicial remedies. Further, any person attempting to operate an aircraft after revocation or without a valid certificate is subject to criminal penalties of up to 3 years in prison and/or fines. (FAA 5/14/02)

**IRAN****FDC 6/2762**

Iranian civil aviation authorities have issued NOTAMs describing required procedures for entry into the Tehran FIR. Prior to flight, all U.S. operators must be familiar with applicable procedures for interception of civil aircraft and should check current Iranian NOTAMs for procedures for contacting appropriate defense radar stations. If unable to contact the defense radar stations as required under Iranian procedures, operators

should notify Tehran ACC and request Tehran ACC to attempt contact on the operator's behalf. The operator should also continue to attempt contact with the defense radar station directly. Any U.S. operator planning a flight through Iranian airspace should file a flight plan well in advance and carefully adhere to that flight plan and/or all air traffic clearances while in Iranian airspace.

The U.S. Department of State has issued a travel warning for Iran advising, in part, that the U.S. government does not currently maintain diplomatic or consular relations with the Islamic Republic of Iran, and that the Swiss government, acting through its Embassy in Tehran, serves as the protecting power for U.S. interests in Iran. Any U.S. operator making an unanticipated landing in Iran should contact the Swiss Embassy in Tehran for any needed assistance at telephone 98-21-871-52-23 or 98-21-871-52-24.

The United States NOTAM Office disclaims foreign NOTAM accuracy or completeness. (FAA/AIA-100 5/14/02)

## IRAQ

### Special Federal Aviation Regulation No. 77 – Prohibition Against Certain Flights Within the Territory and Airspace of Iraq.

**1. Applicability.** This rule applies to the following persons:

- (a) All U.S. air carriers or commercial operators;
- (b) All persons exercising the privileges of an airman certificate issued by the FAA except such persons operating U.S.-registered aircraft for a foreign air carrier; or
- (c) All operators of aircraft registered in the United States except where the operator of such aircraft is a foreign air carrier.

**2. Flight prohibition.** No person may conduct flight operations over or within the territory of Iraq except as provided in paragraphs 3 and 4 of this SFAR or except as follows:

- (a) Overflights of Iraq may be conducted above flight level (FL) 200 subject to the approval of, and in accordance with the conditions established by, the appropriate authorities of Iraq.
- (b) Flights departing from countries adjacent to Iraq whose climb performance will not permit operation above FL 200 prior to entering Iraqi airspace may operate at altitudes below FL 200 within Iraq to the extent necessary to permit a climb above FL 200, subject to the approval of, and in accordance with the conditions established by, the appropriate authorities of Iraq.
- (c) [Reserved]

**3. Permitted operations.** This SFAR does not prohibit persons described in paragraph 1 from conducting flight operations within the territory and airspace of Iraq where such operations are authorized either by another agency of the United States Government with the approval of the FAA or by an exemption issued by the Administrator.

**4. Emergency situations.** In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers or commercial operators that are subject to the requirements of 14 CFR parts 119, 121, or 135, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reasons therefore.

**5. Expiration.** This Special Federal Aviation Regulation will remain in effect until further notice. (FAA/AIA-100 11/19/03)

**MIDDLE EAST AND EASTERN MEDITERRANEAN  
KFDC A0029/03**

**SPECIAL NOTICE.**

**a.** U.S. and allied military units (Coalition military forces) may operate throughout the Middle East and the airspace above the Eastern Mediterranean sea, Red Sea, Gulf of Aden, Arabian Sea, Gulf of Oman, and the Arabian Gulf. The timely and accurate identification of civil aircraft in these areas is critical to avoid the inadvertent use of force against civil aircraft. Coalition military forces are prepared to exercise self-defense measures, as may be necessary, to ensure their safety in the event they are approached by unidentified aircraft (fixed-wing, or helicopter).

**b.** In addition, the territorial airspace of Iraq is closed to all non-coalition aircraft, except Central Command authorized medical, firefighting, rescue/recovery and humanitarian flights, until further notice. Aircraft entering this airspace do so at their own risk. Coalition forces are prepared to respond decisively to any hostile acts or indications of hostile intent. This notice is also provided to ensure the safety of coalition forces and their facilities. All aircraft or flight activities that are determined to be threats to coalition forces may be subject to interception, quarantine, disabling or destruction. This includes aircraft within Iraqi territorial airspace and ground-based assets and activities throughout Iraq without regard to registry.

**c.** The timely and accurate identification of civil aircraft operating within these affected areas is essential to preclude the inadvertent use of military force against civil aircraft.

**1.** To better enable U.S. military forces to identify civil aircraft, all civil aircraft flying within or entering the affected area shall continuously monitor one or both international emergency frequencies (VHF 121.5 Mhz and/or UHF 243.0 Mhz UHF).

**2.** When an aircraft carries a serviceable transponder, the pilot shall operate the transponder at all times during the flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS purposes. All crews are reminded to continuously operate the SSR transponder in accordance with the ICAO provisions (PANS-ATM-Chapter 8, PANS-OPS, Vol 1, Part VII and ICAO Doc 7030 Chapter 8).

**3.** When an aircraft carries serviceable weather radar, the pilot shall operate it at all times during the flight within the affected area, regardless of weather conditions.

**4.** The pilot should ensure continuous display of aircraft exterior and cabin lighting and illumination of logo light, if possible.

**d.** Unidentified aircraft and/or those whose intentions are unclear to U.S. and Coalition military forces will be contacted using the English language on VHF 121.5 Mhz and/or UHF 243.0 Mhz and requested to identify themselves and to state their intentions. Such contacts may originate from military surface and/or airborne units. U.S. radio communications will use standard phrasology and will specify the aircraft's flight information, as available, to include: heading, Flight Level or altitude, SSR code squawk, geographical coordinates, and ground speed, civil aircraft receiving advisory calls shall acknowledge the message on the frequency on which the message was received and provide the information requested.

**e.** In the event an aircraft remains unidentified and/or is deemed to pose a threat to U.S. military forces, an emergency situation exists. In this circumstance, the pilots must be prepared to exercise their emergency authority to deviate from the ATC clearance as required: comply with recommended heading and/or altitude changes provided by U.S. military forces; and notify the appropriate ATC facility of the deviation and the need for an amended clearance.

**f.** Civil aircraft transiting the affected area outside published ATS routes are more susceptible to the procedures published herein. All aircraft are requested to avoid, as much as practical, abrupt and unusual changes of heading and/or altitude which may be construed as inconsistent with normal civil aircraft flight patterns.

**NOTE–**

*This information is provided to warn all operators that U.S. and allied military forces are exercising self–defense measures. The measures will be implemented in a manner that does not unduly interfere with the right of overflight in international airspace.*

(AIA–100 11/24/03)

**NORTH KOREA  
FDC 8/1167**

**Special Federal Aviation Regulation (SFAR) No. 79 – Prohibition Against Certain Flights Within the Flight Information Region of the Democratic People’s Republic of Korea.**

**a. Applicability.** This rule applies to the following persons:

1. All U.S. air carriers or commercial operators.
2. All persons exercising the privileges of an airman certificate issued by the FAA, except such persons operating U.S.–registered aircraft for a foreign air carrier.
3. All operators of aircraft registered in the United States except where the operator of such aircraft is a foreign air carrier.

**b. Flight Prohibition.** Except as provided in paragraphs c and d of this SFAR, no person described in paragraph a may conduct flight through the Pyongyang FIR west of 132 degrees east longitude.

**c. Permitted Operations.** This SFAR does not prohibit persons described in paragraph a from conducting flight operations within the Pyongyang FIR west of 132 degrees east longitude where such operations are authorized either by exemption issued by the Administrator or by another agency of the United States Government with FAA approval.

**d. Emergency situations.** In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers and commercial operators that are subject to the requirements of 14 CFR parts 121, 125, or 135, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reasons therefore.

**e. Expiration.** This Special Federal Aviation Regulation No. 79 will remain in effect until further notice.  
(FAA/AIA–100 5/14/02)

**CHINA**

**Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:**

All Peoples Republic of China (PRC) diplomatic flights require FAA routing approval regardless of aircraft country of registration. All aircraft with PRC registration, (this excludes Hong Kong, Macau, and Taiwan registered aircraft), require FAA routing approval. Anyone operating an aircraft using the ICAO designator of a PRC company requires FAA routing approval. FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance, US Transportation Security Administration (TSA) waiver, or US Department of Transportation (DOT) grant of economic authority.

To obtain route approval, provide the following to 9–ATOR–HQ–IFOS@faa.gov over the internet or FAX 202–267–5775 (Attention ATOR IFOS):

**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.

Example: CCA005/B747/B12345



2. General Route Itinerary: Date range. City (ICAO Location Identifier)– City (ICAO Location Identifier)– City (ICAO Location Identifier), etc. Example:

18–22 APR 06 BEIJING (ZBAA) – EVERETT PAINE FLD (KPAE) – ANDREWS AFB (KADW) – BRADLEY INTL (KBDL) – KING KHALED INTL (OERK)

3. Specific route information for each leg of the flight: callsign, departure point, date/time (UTC), route, destination, date/time (UTC). Example:

CCA005 18–22 APR 06\*

ZBAA180730...G212 FDV OME J111 ANC J133 BKA J501 YZP J523 TOU V4 LOFAL KPAE181800/191945...ELN V2 MWH J34 ESL BUCKO.BUCK6 KADW200020/211230...POLLA V312 GOLDA V268 BROSS J42 HFD KBDL211345/211730...PUT J581 TOPPS J581...OERK220550

4. Purpose: Cargo, Passenger, Diplomatic, etc for each leg of flight. Example:

PURPOSE: DIPLOMATIC FLIGHT TO TRANSPORT PRESIDENT OF CHINA

5. Provide DOS, TSA, DOT approval numbers as appropriate.

## CUBA

### Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:

All Cuban diplomatic flights require FAA routing approval regardless of aircraft country of registration. All aircraft with Cuban registration require FAA routing approval. Anyone operating an aircraft using the ICAO designator of a Cuban operator requires FAA routing approval. FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance, US Transportation Security Administration (TSA) waiver, or US Department of Transportation (DOT) grant of economic authority.

To obtain route approval, provide the following to 9–ATOR–HQ–IFOS@faa.gov over the internet or FAX 202–267–5775 (Attention ATOR IFOS):

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.

5. Provide DOS, TSA, DOT approval numbers as appropriate.

## IRAN

### Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:

All Iranian diplomatic flights require FAA routing approval regardless of aircraft country of registration. All aircraft with Iranian registration require FAA routing approval. Anyone operating an aircraft using the ICAO designator of an Iranian operator requires FAA routing approval. FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance, US Transportation Security Administration (TSA) waiver, or US Department of Transportation (DOT) grant of economic authority.

To obtain route approval, provide the following to 9–ATOR–HQ–IFOS@faa.gov over the internet or FAX 202–267–5775 (Attention ATOR IFOS):

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.
5. Provide DOS, TSA, DOT approval numbers as appropriate.

## NORTH KOREA

### **Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:**

All North Korean diplomatic flights require FAA routing approval regardless of aircraft country of registration. All aircraft with North Korean registration require FAA routing approval. Anyone operating an aircraft using the ICAO designator of a North Korean operator requires FAA routing approval. FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance, US Transportation Security Administration (TSA) waiver, or US Department of Transportation (DOT) grant of economic authority.

To obtain route approval, provide the following to 9–ATOR–HQ–IFOS@faa.gov over the internet or FAX 202–267–5775 (Attention ATOR IFOS):

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.
5. Provide DOS, TSA, DOT approval numbers as appropriate.

## RUSSIA

### **Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:**

All Russian diplomatic flights require FAA routing approval regardless of aircraft country of registration. All aircraft with Russian registration require FAA routing approval. Anyone operating an aircraft using the ICAO designator of a Russian company requires FAA routing approval. FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance, US Transportation Security Administration (TSA) waiver, or US Department of Transportation (DOT) grant of economic authority.

To obtain route approval, provide the following to 9–ATOR–HQ–IFOS@faa.gov over the internet or FAX 202–267–5775 (Attention ATOR IFOS):

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. Example: VDA1234 /A124 /RA12345
2. General Route Itinerary: Date range. City (ICAO Location Identifier)– City (ICAO Location Identifier)– City (ICAO Location Identifier), etc. Example: 05–07 AUG 06 MEDFORD(KMFR)–GREENVILLE/ SPARTANBURG(KGSP)–GANDER(CYQX)–TUNIS(DTTA)

3. Specific route information for each leg of the flight: Call Sign, Departure point, date/time (UTC), route, Destination, date/time (UTC). Example:

VDA4965 KMFR051500...BRUTE5.LANKS V122 REO J7 BOI J163 OCS J20 FQF  
J80 MCI J24 STL J45 PLESS Q19 BNA J46 VXV SOT...KGSP052100  
VDA4970 KGSP061200...SPA J14 CREWE J51 OTT J42 PUT J581 ENE J573 EBONY...CANADIAN  
ROUTING...CYQX061700/070800 ...DTTA071530

4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight. Example:

PURPOSE : EMPTY FERRY KMFR-KGSP ; AIRLIFT 67,000 KGS  
GENERATOR/COMPRESSOR/ROTOR) KGSP-DTTA

5. Provide DOS, TSA, DOT approval numbers as appropriate.

## SUDAN

### Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:

All Sudan diplomatic flights require FAA routing approval regardless of aircraft country of registration. All aircraft with Sudan registration require FAA routing approval. Anyone operating an aircraft using the ICAO designator of a Sudanese operator requires FAA routing approval. FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance, US Transportation Security Administration (TSA) waiver, or US Department of Transportation (DOT) grant of economic authority.

To obtain route approval, provide the following to 9-ATOR-HQ-IFOS@faa.gov over the internet or FAX 202-267-5775 (Attention ATOR IFOS):

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.
2. Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number.
3. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)- City (ICAO Location Identifier), etc.
4. Specific route information for each leg of the flight: callsign, departure point, date/time (UTC), route, destination, date/time (UTC).
5. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.
6. Provide DOS, TSA, DOT approval numbers as appropriate.

## SYRIA

### Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:

All Syrian diplomatic flights require FAA routing approval regardless of aircraft country of registration. All aircraft with Syrian registration require FAA routing approval. Anyone operating an aircraft using the ICAO designator of a Syrian operator requires FAA routing approval. FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance, US Transportation Security Administration (TSA) waiver, or US Department of Transportation (DOT) grant of economic authority.

To obtain route approval, provide the following to 9-ATOR-HQ-IFOS@faa.gov over the internet or FAX 202-267-5775 (Attention ATOR IFOS):

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.
- 5.** Provide DOS, TSA, DOT approval numbers as appropriate.

**(International Flight Operations Security 8/29/06)**

## 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

#### **Revised In-flight Contingency Procedures To Be Used In Oceanic Operations Effective February 16, 2006**

**FAA Domestic/International NOTAM Book.** This notice will be posted in the January 19, 2006, edition of the FAA Domestic/International NOTAM book. It will be located in: Part 3 (International), Section 2 (International Oceanic Airspace Notices), Pacific notices and Atlantic notices. (<http://www.faa.gov/NTAP/index.htm>). It will also be posted on the Oceanic Operations Standards Group Webpage (<http://www.faa.gov/ats.ato/130.htm>)

**Effective Date/Time and Airspace.** Effective on February 16, 2006, at 0901 UTC, the guidance for in-flight contingencies in oceanic airspace will be ICAO Doc 4444 (*Procedures for Air Navigation Services – Air Traffic Management*), section 15.2 (SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE). The effective date for the guidance has been coordinated with the Air Traffic Services providers in the Atlantic and Pacific. The guidance will, therefore, be applicable in all Pacific and Atlantic oceanic FIRs including Oakland, Anchorage, New York and San Juan Oceanic.

**Discussion.** The only **significant** procedural change from in-flight contingency procedures previously published in ICAO Regional Supplementary Procedures (Doc 7030) is to the track offset. The track offset has been changed to **15nm** for contingencies requiring the aircraft to depart cleared altitude and/or track prior to obtaining a revised clearance. **In the “General Procedures” section below, see paragraphs 3b and 4.**

**NOTE:** *Prior to this harmonization, the track offset for in-flight contingencies was 30nm in the North Atlantic (NAT) and 25nm in Pacific airspace.*

### ICAO DOC 4444, SECTION 15.2

#### SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE

### INTRODUCTION

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

- a. Inability to maintain assigned flight level due to meteorological conditions, aircraft performance or pressurization failure;
- b. En route diversion across the prevailing traffic flow; and
- c. 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.

2. These procedures are applicable primarily when rapid descent and/or turn-back or diversion is required. 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.

## GENERAL PROCEDURES

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, and/or an aircraft is unable to maintain the navigation performance accuracy specified for the airspace, a revised clearance shall be obtained, whenever possible, prior to initiating any action.
2. The radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times shall be used as appropriate. Subsequent ATC action with respect to that aircraft shall be based on the intentions of the pilot and the overall air traffic situation.
3. If prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time and, until a revised clearance is received, the pilot shall:

a. Leave the assigned route or track by initially turning 90 degrees to the right or to the left. When possible, the direction of the turn should be determined by the position of the aircraft relative to any organized route or track system. Other factors which may affect the direction of the turn are:

- (1) The direction to an alternate airport, terrain clearance;
- (2) Any lateral offset being flown, and the flight levels allocated on adjacent routes or tracks.

**FAA NOTE: a turn of less than or greater than 90 degrees may be required depending on the type of contingency and whether the pilot intends to continue in the same direction or reverse course.**

b. Following the turn, the pilot should:

(1) If unable to maintain the assigned flight level, initially minimize the rate of descent to the extent that is operationally feasible;

(2) Take account of other aircraft being laterally offset from its track;

(3) Acquire and maintain in either direction a track laterally separated by 28 km (15 NM) from the assigned route; and

(4) Once established on the offset track, climb or descend to select a flight level which differs from those normally used by 150 m (500 ft);

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

d. Maintain a watch for conflicting traffic both visually and by reference to ACAS (TCAS) (if equipped);

e. Turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

f. Keep the SSR transponder on at all times; and

g. Take action as necessary to ensure the safety of the aircraft.

4. When leaving the assigned track to acquire and maintain the track laterally separated by 28 km (15 NM), the flight crew, should, ***where practicable***, avoid overshooting the track to be acquired, particularly in airspace where a 55.5 km (30 NM) lateral separation minimum is applied.

## EXTENDED RANGE OPERATIONS BY AIRCRAFT WITH TWO-TURBINE POWER-UNITS (ETOPS)

1. If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

(Flight Technologies and Procedures Division, AFS-430 12/20/05)

## HOUSTON/MIAMI/NEW YORK OCEANIC CTA/FIR National Winter Storm Operations

During the winter season, the U.S. Air Force Reserves (AFRES), 53<sup>rd</sup> Weather Squadron has responsibility for flying winter storm reconnaissance missions. Mission aircraft will fly at altitudes between FL290 and FL350. At designated points, the aircraft will release dropsondes, 16-inch cardboard weather cylinders weighing one pound, each with an attached parachute. When in areas with no direct pilot-controller VHF/UHF communications, at five minutes prior to dropsonde release, the mission aircraft commander will broadcast on 121.5 and 243 the time and position of the intended drop. The dropsonde falls at a rate of approximately 2500 feet per minute. Aircraft commanders are directly responsible for the release of any objects from the aircraft. ATC shall provide traffic advisories, when feasible, to the aircraft. **ATC will provide separation between the mission aircraft and any nonparticipating aircraft. ATC cannot provide separation between aircraft and the dropsonde.** NOTAMs will be issued as early as possible prior to each mission. Airspace operators should consider any national winter storm operations during flight planning in the affected area(s) and non-participating aircrews should be especially alert to pertinent broadcasts on 121.5 or 243.0 during national winter storm operations. (ATO Oceanic Ops, 4/12/07)

## OAKLAND OCEANIC CTA/FIR National Winter Storm Operations

On behalf of the National Weather Service (NWS), aircraft fly winter storm reconnaissance missions during the winter season. Mission aircraft will fly at altitudes between FL180 – FL450. At designated points, the aircraft will release dropsondes, 16-inch cardboard weather cylinders weighing one pound, each with an attached parachute. Five minutes prior to release, the mission aircraft commander will broadcast on 121.5 and 123.45, when in areas with no direct pilot-controller communications, the time, and position of the intended drop. The dropsonde falls at a rate of approximately 2,500 feet per minute. Aircraft commanders are directly responsible for the release of any objects from the aircraft. ATC shall provide traffic advisories, when feasible, to the aircraft. **ATC will provide separation between the mission aircraft and any nonparticipating aircraft. ATC cannot provide separation between aircraft and the dropsonde.** NOTAMs will be issued as early as possible prior to each mission. Airspace operators should take into consideration any national winter storm operations during flight planning in the affected area(s). Non-participating pilots should be especially alert to broadcasts on 121.5 or 243.45 during national winter storm operations. (ATO Oceanic Ops, 4/12/07)

## SPECIAL NOTICE -- CUSTOMS

All IFR or VFR aircraft landing at Luis Munoz Martin International, Isla Grande, Cyril E. King, or Henry E. Rohlsen Airports that require customs, contact San Juan IFSS one hour prior to landing and request customs be advised (ADCUS). Also include ADCUS in remarks section of the flight plan. ADCUS service is not available at other airports in the San Juan FIR. Pilots are responsible for advising customs of their intended arrival in accordance with procedures contained in the International Flight Information Manual. (San Juan IFSS 10/12/00)

## SPECIAL NOTICE -- IFR/VFR OPERATIONS

Flights in oceanic airspace must be conducted under Instrument Flight Rules (IFR) procedures when operating:

- a. Between sunset and sunrise.
- b. At or above Flight Level (FL) 60 when operating within the New York, Oakland, and Anchorage Flight Information Regions (FIRs).
- c. Above FL180 when operating within the Miami and Houston FIRs, and in the San Juan Control Area. Flights between the east coast of the U.S. and Bermuda or Caribbean terminals and traversing the New York FIR at or above 5,500 feet MSL should be especially aware of this requirement. (FAA)

### SPECIAL NOTICE -- LOST COMMUNICATIONS

If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, the pilot should:

- a. Adjust the transponder to reply on Mode 3/A, Code 7700 for a period of 1 (one) minute.
- b. Then change to code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight, whichever occurs first.
- c. Repeat steps a and b as practicable.

The pilot should understand that s/he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

### SPECIAL NOTICE --INSPECTION OF MEANS OF CONVEYANCE FOR AIRCRAFT DEPARTING CONTINENTAL UNITED STATES

*Inspection of aircraft prior to departure.* No person shall move any aircraft from Hawaii to the continental United States, Puerto Rico, or the Virgin Islands of the United States, unless the person moving the aircraft has contacted an inspector and offered the inspector the opportunity to inspect the aircraft prior to departure and the inspector has informed the person proposing to move the aircraft that the aircraft may depart.

*Inspection of aircraft moving to Guam.* Any person who has moved an aircraft from Hawaii to Guam shall contact an inspector and offer the inspector the opportunity to inspect the aircraft upon the aircraft's arrival in Guam, unless the aircraft has been inspected and cleared in Hawaii prior to departure in accordance with arrangements made between the operator of the aircraft, the Animal and Plant Inspection Service, and the government of Guam. (USDA Regulation 318.13-9)

## ARINC

### SATCOM VOICE BACKUP SERVICES

ARINC has been authorized to use SATCOM Voice in oceanic areas in the event HF communications fail or are otherwise unavailable. HF remains the primary communication means for all air-ground-air communications between ARINC Communications Centers and en route oceanic aircraft. Aircraft desiring to contact ARINC, utilizing SATCOM Voice, should dial the following ICAO Short Codes (Used with INMARSAT compatible systems only) or direct dial phone numbers:

Center	Oceanic Area	ICAO Short Code	Direct Dial
NYC	Atlantic, Caribbean, Central and South America	436623	631-244-2492
SFO	Pacific and Arctic Areas	436625	925-371-3920

**NOTE:** These ICAO codes and phone numbers are published on Government and Jeppesen en route charts.

ARINC will utilize SATCOM Voice as an operational backup to HF to initiate communications from the ground to the aircraft on rare occasions when HF communications cannot be established in a timely manner and the aircraft is so equipped. SATCOM Voice may be used for either ATC or AOC (Company) communications. This capability will be on a "search, find and contact" basis, which may require some delay in contacting flights. Direct any questions to the ARINC Service Desk (800) 633-6882 or (703) 637-6360 (ARINC 06/21/07)

### ATLANTIC AND PACIFIC AREA LORAN-C INFORMATION

The current operational status of all U.S. and Canadian Coast Guard LORAN stations is available from the various assigned Coordinator of Chain Operations (COCOs). Individual COCOs monitor the day-to-day



operations of the LORAN-C chain under their control. General information is also available. Contact either the applicable COCO or the LORAN management staff at the phone numbers below.

**a.** COCO Great Lakes (8970) and Northeast (9960) chains is located at LORAN Station Seneca, NY. COCO: (607) 869-1334.

**b.** COCO Canadian East Coast (5930) and Newfoundland East Coast (7270) chains is located at LORAN Monitor Station, St. Anthony, NFLD, Canada. Recorder announcement: (709) 454-3261. COCO: (709) 454-2392.

**c.** COCO Southeast U.S. (7980) and South Central U.S. (9610) chains are located at LORAN Station Malone, FL. COCO: (334) 899-5225.

**d.** COCO North Central U.S. (8290) and U.S. West Coast (9940) chains is located at the Coast Guard Navigation Center Detachment, Petaluma, CA. COCO: (707) 765-7590.

**e.** COCO Canadian West Coast Chain (5990) is located at LORAN Station William Lake, B.C., Canada. COCO: (604) 659-5680.

**f.** COCO Gulf of Alaska (7960) and North Pacific (9990) chains are located at LORAN Station Kodiak, AK. COCO: (907) 487-5583.

**g.** Atlantic Area Regional Manager, Coast Guard Navigation Center, Alexandria, VA. Telephone: (703) 313-5875.

**h.** Pacific Area Regional Manager, Coast Guard Navigation Center Detachment, Petaluma, CA. Telephone: (707) 765-7582.

**i.** U.S. Coast Guard's Navigation Information Service (NIS), operated by the Coast Guard Navigation Center and staffed 24 hours a day. Telephone: (703) 313-5900. Internet Address: [www.navcen.uscg.mil](http://www.navcen.uscg.mil).

**j.** Scheduled LORAN-C off-air times are also available from one or more of the following sources:

**1.** The U.S. Coast Guard Navigation Center Computer BBS. Telephone: (703) 313-5910.

**2.** Published U.S. Coast Guard Local Notice to Mariners.

**3.** Canadian Coast Guard Notices to Shipping (NOTSHIPS).

**4.** U.S. FAA Notices to Airmen (NOTAMs).

**5.** U.S. Coast Guard marine radio voice broadcasts.

**6.** Navtex Broadcasts.

**7.** U.S. Coast Guard Navigation Center, Internet Address: [www.navcen.uscg.mil](http://www.navcen.uscg.mil).

**k.** For better service on any request for operations data (e.g., to check on a suspected LORAN-C system abnormality), please supply the rate and date/time of the event you wish to report. This will enable the Coordinator of Chain Operations to quickly check the record for the period in question.

**l.** Information concerning Overseas LORAN-C is available via internet address: [www.navcen.uscg.mil](http://www.navcen.uscg.mil).

**REGION SPECIFIC****ATLANTIC HIGH OFFSHORE AIRSPACE  
OFFSHORE ROUTES SUPPORTING FLORIDA AIRSPACE OPTIMIZATION**

Effective 27 October 2005, nine new directional offshore area navigation (RNAV) Atlantic Routes (ARs) will be established between Florida and northeastern US airport pairs. These routes support the Florida Airspace Optimization project and are designed to relieve traffic congestion and reduce in-trail delays. The nine new offshore RNAV routes, designated AR15, AR16, AR17, AR18, AR19, AR21, AR22, AR23 and AR24, will be established between FL240 and FL600 inclusive. Additionally, ATS Route A761 will be realigned. Associated with these new/revised routes, 20 new waypoints will be established. None of the waypoints will be compulsory reporting points since the new and revised routes are entirely within radar coverage. Southbound routes include AR15, AR17, AR19, AR21 and AR22, while northbound routes include AR16 and AR18. AR23, AR24 and ATS Route A761 will be bi-directional.

Air traffic control services for these routes in offshore airspace will be provided by Washington, Jacksonville and Miami Air Route Traffic Control Centers (ARTCCs).

**Guidance For Filing Routes**

Flights departing from and landing at airports within the domestic U.S. should file to conform with the appropriate Preferred IFR Routes listed in the Airport Facility Directories. International traffic southbound from the Wilmington VORTAC/Dixon NDB (ILM/DIW) area filing over Marathon NDB (MTH), TADPO, or CANOA should file AR17. International traffic southbound from the ILM/DIW area filing over Freeport VOR (ZFP) or URSUS should file AR23 or AR24. Traffic originating south of Miami, Florida, filing over the ILM/DIW area should file AR16, AR18, AR23 or AR24.

**Operator Determination of RNAV Equipment Eligibility**

In accordance with 14 CFR Parts 91.511, 121.351, 125.203, and 135.165 (as applicable), an approved Long-Range Navigation System is required for operation on these RNAV routes. Operators shall not flight plan or operate on these routes unless their aircraft are equipped with RNAV systems approved for IFR navigation and the pilots are qualified to operate them. Approved GPS IFR units and inertial navigation systems meeting the guidance below provide acceptable performance.

Aircraft are eligible to operate on these routes provided that the Airplane Flight Manual or FAA approved documentation indicates that the navigation system installation has received airworthiness approval in accordance with one or more of the following:

- a. AC 20-130, as amended (Multi-Sensor Navigation System Approval).
- b. AC 20-138, as amended (GPS approval)
- c. AC 90-100, Appendix 2, as amended (U.S. Terminal and En Route RNAV Operations)
- d. Title 14 CFR part 121 Appendix G (INS)

**Operational Requirements and Procedures**

- a. Operators filing or accepting clearance for these RNAV routes are certifying that the crews and equipment are qualified to conduct RNAV operations.
- b. Operators shall be responsible for navigating along route centerline, as defined by aircraft navigation systems. Strategic Lateral Offset Procedures used in oceanic airspace are not applicable on these routes.
- c. The pilot shall notify ATC of any loss of navigation capability that affects the aircraft ability to navigate the routes.
- d. ATC will provide radar separation for these routes. In the event of loss of radar, ATC will advise the aircraft and apply appropriate separation.

e. INS or IRS Limitation. While operating on these AR routes, aircraft equipped with Inertial Navigation Systems (INS) or Inertial Reference Systems (IRS) that cannot receive automatic position (e.g., DME/DME) updates for the entire length of the route, are limited to 1.0 consecutive hour of un-updated operation. This one hour time period starts when the INS or IRS is placed in the navigation mode, and applies en route between automatic position updates. Systems performing updating after the pilot has manually selected the navigation aid are considered to have “automatic update” capability. If an aircraft is unable to conduct an update in accordance with the above guidance, the pilot must notify ATC and ATC will then provide radar vectors and/or other ATC services.

(ATO-R 9/1/05)

## **WATRS PLUS ROUTE STRUCTURE REDESIGN & SEPARATION REDUCTION** **OPERATIONAL POLICY AND PROCEDURES (2 July 2008 Update)**

**Introduction.** On 5 June 2008, the FAA implemented a redesigned route structure, a reduced lateral separation standard and associated operational policies on oceanic routes or areas in the WATRS Plus Control Areas (CTA).

**Background.** In 1998, lateral separation was reduced to 50 NM in conjunction with the introduction of Required Navigation Performance 10 (RNP 10) for aircraft operating in the North Pacific Route System. Since that time, application of 50 NM lateral separation and RNP 10 has been expanded throughout the Pacific Flight Information Regions (FIR) and other global oceanic airspace. The WATRS Plus initiative applied the experience gained in those operations.

### **CTAs Affected.**

- Route structure redesign and 50 NM lateral separation was implemented in the following CTAs:
  - the Atlantic portion of the Miami Oceanic CTA
  - the San Juan CTA/FIR and
  - the West Atlantic Route System (WATRS).
- New York Oceanic airspace outside of WATRS is transition airspace. 50 NM lateral separation may be applied in this airspace between aircraft authorized RNP 10 or RNP 4.

**Note:** The WATRS Plus route structure redesign chart is posted on the WATRS Plus Webpage.

### **Project Objectives.** The WATRS Plus project:

- Reduced lateral separation on oceanic routes or areas from 90 NM to 50 NM between aircraft authorized RNP 10 or RNP 4.
- Has over 95% of WATRS Plus flights conducted by operators/aircraft that have been authorized RNP 10 or RNP 4 by the appropriate State (country) authority.
- Accommodates operation of the small percentage of flights not meeting the RNP 10 minimum requirement. See paragraph below and paragraph 4 for further explanation.
- Redesigned the WATRS Plus route structure to make approximately 40% more routes available to enhance operator access to time/fuel efficient routes and altitudes and to enhance en-route capacity.
- Harmonized the WATRS Plus route structure with that in the Caribbean and North Atlantic regions.

**Proposal to Require, On Date To Be Determined, RNP 10 or RNP 4 Authorization Between Flight Level 290-410 (inclusive).** The FAA is planning to propose a change that would be effective on a date to be determined, but **after** the June 2008 project implementation date. The proposal will likely be to require RNP 10 or RNP 4 authorization for cruise operations on oceanic routes or areas in the WATRS Plus CTAs between FL 290-410 (inclusive). RNP 10 and RNP 4 authorization requires equipage with at least two Long Range Navigation Systems (LRNS). The content of and effective date for the change is planned to be coordinated with the U.S. and international aviation community and will probably require a revision to FAA regulations.

**Table of Contents.** The following is a list of the major paragraphs that follow:

1. WATRS Plus Webpage: Policy, Procedures and Guidance For Operators and Regulators
2. Lateral Separation Standards To Be Applied
3. Operation On Routes Within the WATRS CTAs Not Requiring RNP 10 or RNP 4 Authorization
4. Provisions For Accommodation of NonRNP10 Aircraft (Aircraft Not Authorized RNP 10 or RNP 4)
5. Operator Action
6. RNP 10 or RNP 4 Authorization: Policy and Procedures for Aircraft and Operators
7. Flight Planning Requirements
8. Pilot and Dispatcher Procedures: Basic and In-flight Contingency Procedures
9. Flight Of Aircraft Previously Authorized RNP 10 Or RNP 4 With One Long-Range Navigation System Operational
10. Contacts For Questions
11. FAA Project Leads

## **OPERATIONAL POLICY AND PROCEDURES**

### **1. WATRS Plus Webpage: Policy, Procedures and Guidance For Operators and Regulators.**

Information on WATRS Plus plans, policies and procedures is posted on the “WATRS Plus Webpage”. The WATRS Plus Webpage is linked to the “Oceanic and Offshore Operations” Homepage at:

[www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/enroute/oceanic/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/)

The Webpage contains detailed guidance on operator and aircraft authorization for RNP 10 or RNP 4 including Job Aids with references to FAA and ICAO documents.

## **2. Lateral Separation Standards To Be Applied**

- a. 50 NM lateral separation is applied in the WATRS Plus CTAs between aircraft authorized RNP 10 or RNP 4 operating at any altitude above the floor of controlled airspace.
- b. 50 NM lateral separation is applied in the New York Oceanic CTA/FIR outside of WATRS between aircraft authorized RNP 10 or RNP 4 operating at any altitude above the floor of controlled airspace.
- c. Within the WATRS Plus CTAs, the lateral separation standard applicable to NonRNP10 aircraft is 90 NM.
- d. Policies for application of other lateral separation standards in airspace outside the WATRS Plus CTAs are not affected.

## **3. Operation On Routes Within the WATRS Plus CTAs Not Requiring RNP 10 or RNP 4 Authorization.** Operation on certain routes that fall within the boundaries of WATRS Plus CTAs is not affected by the introduction of RNP 10 and 50 NM lateral separation. Operation on the following routes is **not** affected:

- a. Routes that are flown by reference to ICAO standard ground-based navigation aids (VOR, VOR/DME, NDB), such as the routes in the airspace between Florida and Puerto Rico.
- b. Routes that are located within radar and VHF coverage. New WATRS Plus route segments M201 between BAHAA and PAEPR and L453 between PAEPR and AZEZU have replaced A761 between HANRI and ETOCA and R511 between ELTEE and AZEZU. **At and above FL 310**, the new route segments are within radar and VHF coverage. Operations at and above FL 310 on these route segments does **not** require RNP 10 or RNP 4 authorization and remains the same as those conducted on the old A761 and R511 route segments. Pilots shall not apply Strategic Lateral Offset Procedures (SLOP) on these route segments.
- c. Special Area Navigation (RNAV) routes located in the airspace between Florida and Puerto Rico. The old “T-routes” were re-designated as “Y-routes” on 5 June 2008. **These special RNAV routes are not part of the WATRS Plus route structure.** A Notice entitled “Special RNAV Routes Between Florida and Puerto Rico: Change From T-routes to Y-routes On 5 June 2008” is posted on the WATRS Plus Webpage. It is published in the FAA Domestic/International NOTAM Book. The Notice provides updated policy and procedures for Y-route operations.

## **4. Provisions for Accommodation of NonRNP10 Aircraft (Aircraft Not Authorized RNP 10 or RNP 4).** Operators of NonRNP10 aircraft shall follow the practices detailed in 4a and 4b below.

- a. Operators of NonRNP10 aircraft shall annotate ICAO flight plan Item 18 as follows:

**“STS/NONRNP10” (no space between letters and numbers).**

- b. Pilots of NonRNP10 aircraft that are flight planned to operate or are operating **on WATRS Plus “L” and “M” routes** shall report the lack of authorization by stating **“Negative RNP 10”** in the:
  - Atlantic portion of the Miami Oceanic CTA
  - New York Oceanic CTA/FIR
  - New York Atlantic High Offshore Airspace

- San Juan CTA/FIR
  - on initial call to ATC and...
  - in read back of clearance to descend from FL 410 and above. (See paragraph 4e below).
  - if approval status is requested by the controller. (See paragraph 8h below).

c. Operators of NonRNP10 aircraft shall **not** annotate ICAO flight plan Item 18 (Other Information) with “NAV/RNP10” or “NAV/RNP4”, as shown in paragraph 7, if they have **not** obtained RNP 10 or RNP 4 authorization.

d. NonRNP10 operators/aircraft are able to file most WATRS Plus routes at any altitude. Some routes, however, may require special routing for NonRNP 10 aircraft. Check the WATRS Plus Webpage for related FAA Notices. NonRNP 10 operators are cleared to operate on preferred routes and altitudes as traffic permits. Aircraft that are authorized RNP 10 or RNP 4, however, will have a better opportunity of obtaining their preferred altitude and route because the 50 NM lateral separation standard is applied to those aircraft. 50 NM lateral separation is not applied to NonRNP10 aircraft.

e. NonRNP10 aircraft retain the option of climbing to operate at altitudes above those where traffic is most dense (i.e., at/above FL 410). To minimize the chance of conflict with aircraft on adjacent routes, NonRNP10 aircraft should plan on completing their climb to or descent from higher FLs within radar coverage.

f. All aircraft can enhance their opportunity to be cleared on their preferred route and altitude if they operate at non-peak hours, approximately 0100 to 1100 UTC.

**5. Operator Action.** Operators capable of meeting RNP 10 or RNP 4 that operate on oceanic routes or areas in WATRS Plus CTAs between flight level (FL) 290-410, where competition for routes and altitudes is greatest, should obtain authorization for RNP 10 or RNP 4 and annotate the ICAO flight plan in accordance with paragraph 7. The FAA also strongly recommends that operators flying on oceanic routes or areas above or below those FLs obtain RNP 10 or RNP 4 authority to enhance their operational flexibility.

## **6. RNP 10 or RNP 4 Authorization: Policy and Procedures For Aircraft and Operators**

a. In accordance with ICAO guidance, RNP 10 and RNP 4 are the only navigation specifications (nav specs) applicable to oceanic and remote area operations. (See note below). Other RNAV and RNP nav specs are applicable to continental en route, terminal area and approach operations.

Note: “RNP navigation specification” (e.g., RNP 10) is the term adopted in the new ICAO Performance Based Navigation (PBN) Manual (Doc 9613). It replaces the term “RNP type”.

b. **Responsible State Authority (ICAO Guidance).** The following is ICAO guidance on the State authority responsible for authorizations such as RNP 10, RNP 4 and RVSM.

- International Commercial Operators. The State of Registry makes the determination that the aircraft meets the applicable RNP requirements. The State of Operator issues operating authority (e.g., Operations Specifications (OpSpecs)).
- International General Aviation (IGA) Operators. The State of Registry makes the determination that aircraft meets the applicable RNP requirements and issues operating authority (e.g., Letter of Authorization (LOA)).

c. **FAA Documents.** The guidance and direction of FAA Order 8400.12 (as amended) (RNP 10 Operational Approval) will be used to grant RNP 10 authorization to operators and aircraft for which the FAA is responsible. FAA Order 8400.33 (as amended) (Procedures For Obtaining Authorization For RNP 4 Oceanic/Remote Area Operations) will be used to authorize RNP 4. The FAA RNP 10 and RNP 4 orders are consistent with the ICAO PBN Manual guidance discussed below. FAA and ICAO documents are posted on the WATRS Plus Webpage.

d. **ICAO Performance Based Navigation (PBN) Manual (new Doc 9613).** In a letter to States dated 27 April 2007, ICAO urged States to use the ICAO *Performance Based Navigation (PBN) Manual* to establish approval policies and processes for RNP and RNAV operations. RNP 10 guidance is provided in Volume II, Part B; Chapter 1. RNP 4 guidance is in Volume II, Part C; Chapter 1. The ICAO State letter with Volume II attached is posted on the WATRS Plus Webpage.

e. **RNP 10 and RNP 4 Job Aids.** Operators and authorities should use the RNP 10 or RNP 4 Job Aids posted on the WATRS Plus Webpage. These Job Aids address the operational and airworthiness elements of aircraft and operator authorization and provide references to appropriate documents. One set of RNP 10 and RNP 4 Job Aids provides references to FAA documents and another set provides references to ICAO documents. The Job Aids provide a method for operators to develop and authorities to track the operator/aircraft program elements required for RNP 10 or RNP 4 authorization.

f. **Requirement For Equipage With At Least Two Long-Range Navigation Systems (LRNS) Meeting RNP 10 or RNP 4 Standards.** See “Acceptable Navigation System Configurations” in Section 2 of the WATRS Plus Webpage (Operator/Aircraft RNP 10 Authorization Policy/Procedures). RNP 10 and RNP 4 authorization require aircraft equipage with at least two LRNS with functionality and display adequate for the operation. The guidance referenced above provides a detailed discussion of acceptable aircraft LRNS configurations for operation in WATRS Plus oceanic airspace on/after 5 June 2008.

Note: see paragraph 8c for policy on LRNS failure or malfunction enroute.

g. **RNP 10 Time Limit For INS or IRU Only Equipped Aircraft.** Operators should review their Airplane Flight Manual (AFM), AFM Supplement or other appropriate documents and/or contact the airplane or avionics manufacturer to determine the RNP 10 time limit applicable to their aircraft. They will then need to determine its effect, if any, on their operation. Unless otherwise approved, the basic RNP 10 time limit is 6.2 hours between position updates for aircraft on which Inertial Navigation Systems (INS) or Inertial Reference Units (IRU) provide the only source of long range navigation. **Extended RNP 10 time limits of 10 hours and greater are already approved for many IRU systems.**

7. **Flight Planning Requirements.** Operators shall make ICAO flight plan annotations in accordance with this paragraph **and**, if applicable, paragraph 4.

a. **ICAO Flight Plan Requirement.** ICAO flight plans shall be filed for operation on oceanic routes and areas in the WATRS Plus CTAs.

b. **ICAO Flight Plan AFTN Addressing For Operations in the New York Oceanic CTA/FIR** (including WATRS). **All** flights entering the New York Oceanic CTA/FIR shall address flight plans to **KZWYZOZX**. **All** flights entering the New York Oceanic CTA/FIR and a U.S. ARTCC (except Boston) and/or Bermuda airspace shall address flight plans to both KZWYZOZX and the appropriate U.S. ARTCC. (See table below). If operators do not address flight plans to **KZWYZOZX**, 50 NM lateral separation cannot be applied to them.

<b><u>Airspace To Be Entered:</u> New York Oceanic CTA/FIR and U.S. ARTCCs</b>	<b><u>Required AFTN addresses</u></b>
New York (NY) Oceanic CTA/FIR	KZWYZOZX
Boston ARTCC & NY Oceanic	KZWYZOZX <b>only.</b> (This change confirmed on 19 June 08).
NY domestic and/or Bermuda & NY Oceanic	KZNYZQZX & KZWYZOZX
Washington (KZDC) & NY Oceanic	KZDCZQZX & KZWYZOZX
Jacksonville (KZJX) & NY Oceanic	KZJXZQZX & KZWYZOZX
Miami (KZMA) & NY Oceanic	KZMAZQZX & KZWYZOZX
San Juan & NY Oceanic	TZSUZRZX & KZWYZOZX

c. **To inform ATC and to key Ocean21 automation that they have obtained RNP 10 or RNP 4 authorization and are eligible for 50 NM lateral separation, operators shall:**

- (1) annotate ICAO Flight Plan Item 10 (Equipment) with the letters “R” and “Z” and. . .
- (2) annotate Item 18 (Other Information) with, as appropriate, “NAV/RNP10” or “NAV/RNP4” (**no space between letters and numbers**).

**Note:** see paragraphs 7f and 7g below! They provide recommended filing practices for domestic U.S. RNAV operations and filing with Eurocontrol.

d. 50 NM lateral separation will only be applied to operators/aircraft that annotate the ICAO flight plan in accordance with this policy.

e. **Operators that have not obtained RNP 10 or RNP 4 authorization shall not annotate ICAO flight plan Item 18 (Other information) with “NAV/RNP10” or “NAV/RNP4”, but shall follow the practices detailed in paragraph 4 of this notice.**

**Note:** on the ICAO Flight Plan, letter “R” indicates that the aircraft will maintain the appropriate RNP navigation specification for the entire flight through airspace where RNP is prescribed. Letter “Z” indicates that information explaining aircraft navigation and/or communication capability is found in Item 18.

f. **Recommendation For Filing To Show Domestic U.S. RNAV and Oceanic RNP Capabilities.**

(1) **Explanation.** The initiative discussed in this paragraph was implemented on 29 June 08. See the project website for details (address below). On 29 June 2008, the FAA implemented a program to enhance operators’ capability to communicate their domestic US RNAV capabilities to ATC by requiring an entry following the NAV/ indicator in item 18 of the ICAO flight plan. The initiative has provisions for showing RNAV capabilities for departure (“D”), enroute (“E”) and arrival (“A”) with RNAV accuracy values. An example item 18 entry is: NAV/RNVD1E2A1. The numerals in the example indicate RNAV 1 and RNAV 2 accuracy. The website for this initiative is at:

[http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/enroute/flight\\_plan\\_filing/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/flight_plan_filing/)

(2) **Recommendation.** It is recommended that operators show their RNAV capability for domestic U.S. and capabilities for oceanic operations (RNP 10 or RNP 4) by filing: “NAV/”, then the domestic US alphanumeric sequence, **then a mandatory space** and then “RNP10” or “RNP4”, as appropriate. The following is an example: “NAV/RNVD1E2A1 RNP10”



**g. Caution For Westbound Flights From Europe.**

(1) **Alphanumeric Character Limitation.** As of 27 May 2008, operators may enter up to 50 characters after the “NAV/” indicator in flight plan item 18 for flight plans filed with Eurocontrol.

(2) **Multiple NAV/ Entries.** Operators should be aware that if they make multiple “NAV/” entries in a flight plan filed with Eurocontrol, only the last “NAV/” entry will be forwarded. For example, if “NAV/D1E2A1” and “NAV/RNP10” are entered, only “NAV/RNP10” will be forwarded.

(3) **Recommendation.** Item 18 entries made in accordance with paragraph 7f (2) above will limit the number of characters needed to show domestic U.S. RNAV and oceanic RNP capabilities and mitigate the chance that one or the other will not be forwarded for use by FAA domestic and oceanic automation systems.

**8. Pilot and Dispatcher Procedures: Basic and In-flight Contingency Procedures**

a. **General.** Operator applications/programs for RNP 10 or RNP 4 authorization must address operational and airworthiness policy and procedures related to WATRS Plus route structure redesign and 50 NM lateral separation implementation. The RNP 10 and RNP 4 Job Aids posted on the WATRS Webpage contain sections on pilot and, if applicable, dispatcher training/knowledge and on operations manuals or comparable operations documents. The Job Aids also provide references to source documents.

b. **Basic Pilot Procedures.** The RNP 10 and RNP 4 Job Aids contain references to pilot and, if applicable, dispatcher procedures contained in:

- FAA Order 8400.12A (RNP 10), Appendix 4 (Training Programs and Operating Practices and Procedures)
- FAA Order 8400.33 (RNP 4): paragraph 9 (Operational Requirements) and paragraph 10 (Training Programs, Operating Practices and Procedures)
- ICAO PBN Manual, Volume II, Part B, Chapter 1 (RNP 10): paragraphs 1.3.4, 1.3.5 and 1.3.6
- ICAO PBN Manual, Volume II, Part C, Chapter 1 (RNP 4): paragraphs 1.3.4, 1.3.5 and 1.3.6

c. **LRNS Failure or Malfunction After Entry Onto WATRS Plus Oceanic Routes or Areas.** The following is WATRS Plus CTA policy for LRNS failure or malfunction enroute:

(1) To conduct operations as an RNP 10 or RNP 4 operator/aircraft, at least two RNP 10 or RNP 4 authorized LRNSs shall be operational at entry on to oceanic route segments or areas in the WATRS Plus CTAs. **(See paragraph 9 for pilot actions in situations where only one LRNS is determined to be operational prior to entry on to oceanic route segments or areas in the WATRS Plus CTAs).**

(2) After entry on to an oceanic route segment or area within the WATRS Plus CTAs, if an LRNS fails or malfunctions and only one LRNS remains operational, the pilot shall inform ATC. ATC will acknowledge and monitor the situation. The aircraft may continue on the cleared route provided that, in the pilot’s judgment, the remaining LRNS will enable the aircraft to be navigated within approximately 10 NM of the cleared route centerline. If that is not the case, then paragraph (3) below applies.

(3) If, in the pilot’s judgment, the aircraft cannot be navigated within approximately 10 NM of the cleared route centerline:

- i. the pilot shall advise ATC of the situation and coordinate a course of action
- ii. the pilot shall: consider the best option to maintain the safety of the operation (e.g., continuing on route or turning back); whenever possible obtain an ATC clearance before deviating from cleared route or flight level and keep ATC advised.

iii. ATC will establish an alternative separation standard as soon as practicable, coordinate the safest course of action with the pilot and monitor the situation.

iv. if coordination with ATC cannot be accomplished within a reasonable period of time, the pilot should consider climbing or descending 500 feet, broadcasting action on 121.5 and advising ATC as soon as possible.

d. **In-flight Contingency Procedures (e.g., Rapid Descent, Turn-back, Diversion).** In-flight contingency procedures for oceanic airspace now published in FAA Notices, posted on the WATRS Plus Website and published in ICAO Document 4444 must be emphasized in pilot training/knowledge programs. The published procedures are applicable to the WATRS Plus CTA reduction of lateral separation from 90 NM to 50 NM. The full text of the in-flight contingency procedures is published on the WATRS Plus Webpage under “Operating Policy” in Section 2.

e. **Special Emphasis: Maneuvering to Avoid Convective Weather in a 50 nm Separation Environment.** Pilots are required to maneuver (deviate) around convective weather on a regular basis in the course of WATRS Plus operations. Weather deviation procedures, therefore, must be emphasized in accordance with the following:

- Pilot training/knowledge programs and operations manuals or comparable operations documents must emphasize weather deviation procedures as published in FAA Notices and ICAO Document 4444 and posted under “**Operating Policy**” in Section 2 of the WATRS Plus Website. Weather deviation procedures are addressed in the RNP 10 and RNP 4 Job Aids. In addition, a pilot bulletin/aid for understanding and executing weather deviation procedures is posted under “Operating Policy” in Section 2 of the WATRS Plus Webpage.
- It is imperative that pilots keep ATC advised of their intentions during the initial weather avoidance maneuver and any subsequent maneuvers to avoid convective weather.
- For distress or urgent situations, direct Air/Ground and Ground/Air satellite telephone service (SATVOICE) is available for communication with New York Oceanic, San Juan Center and ARINC. (See the WATRS Plus Webpage for details).
- Pilots must be aware of the provision to climb or descend 300 feet (depending on the direction of flight and direction of deviation from track) to mitigate the chance of conflict with other aircraft **when forced to deviate without a clearance.**
- It is recommended that, if equipped, the Airborne Collision Avoidance System (ACAS (TCAS)) be operational. ACAS provides a valuable tool to alert the pilot to the presence and proximity of nearby aircraft in weather deviation situations.

f. **Strategic Lateral Offset Procedures (SLOP).** Pilots should use SLOP procedures in the course of regular oceanic operations. SLOP procedures are published in FAA Notices, posted under “Operating Policy” in Section 2 of the WATRS Plus Webpage and published on ICAO Document 4444. SLOP is addressed in the RNP 10 and RNP 4 Job Aids.

g. **Pilot Report of NonRNP10 Status.** The pilot shall report the lack of RNP 10 or RNP 4 status in accordance with the following:

- when the operator/aircraft is not authorized RNP 10 or RNP 4. **See paragraph 4.**
- if approval status is requested by the controller in accordance with paragraph 8h below.

- when an operator/aircraft previously granted RNP 10 or RNP 4 authorization is operating with only one operational LRNS. **See paragraph 9.**

**h. Pilot Statement of RNP 10 or RNP 4 Approval Status, If Requested.** If requested by the controller, the pilot shall communicate approval status using the following phraseology:

Controller Request	Pilot Response
(call sign) confirm RNP 10 or 4 approved	<p>“Affirm RNP 10 approved” or “Affirm RNP 4 approved”, as appropriate, or..</p> <p>“Negative RNP 10” (See paragraph 4 for NonRNP10 aircraft procedures).</p>

**9. Flight Of Aircraft Previously Authorized RNP 10 Or RNP 4 With One Long-Range Navigation System Operational**

a. To the maximum extent possible, operators that are authorized RNP 10 or RNP 4 should operate on WATRS Plus oceanic routes in compliance with those standards. If the situation warrants, however, operators may fly an aircraft on WATRS Plus oceanic routes with one LRNS operational. The intent of this policy is to allow an aircraft to complete the flight to its destination and/or be flown to a location for repair. For U.S. operators conducting operations under Part 121, 125 or 135 of the Code of Federal Regulations, Operations Specifications paragraph B054 (Class II (Oceanic) Navigation Using Single Long-Range Navigation System) applies.

b. **One LRNS Operational Prior to Takeoff For Flight Into WATRS Plus Oceanic Routes or Areas.** In the situation where only one LRNS is determined to be operational prior to takeoff, operators shall follow the practices detailed in paragraph 4 (Provisions For Accommodation of NonRNP10 Aircraft) (i.e., ICAO flight plan item 18 annotation and pilot report to ATC of aircraft NonRNP10 status). The aircraft will be treated as NonRNP10 aircraft and appropriate lateral separation will be applied.

c. **Failure or Malfunction of LRNS Enroute, One LRNS Operational Prior to Entering a WATRS Plus CTA.** In the situation where at least two LRNS are operational at takeoff, but LRNS failure or malfunction occurs en route and only one LRNS remains operational, the pilot shall take action to inform ATC. Approximately 175-125 NM prior to entering a WATRS Plus CTA, the pilot shall report to ATC that only one LRNS is operational and request that ATC amend the flight plan item 18 entry to delete “NAV/RNP10” or “NAV/RNP4” and enter “STS/NONRNP10” in accordance with paragraph 4a. In addition, after entering on to a WATRS Plus oceanic route or area, the pilot shall report the “NonRNP10” status of the aircraft in accordance with paragraph 4b..

**10. Contacts For Questions.** If there are questions or requests, one of the following may be contacted and a response will be coordinated with the appropriate FAA subject matter expert, if necessary:

Roy Grimes	FAA Support. Flight Standards Specialist, CSSI, Inc.	+1 202-863-3692	<a href="mailto:RGrimes@cssiinc.com">RGrimes@cssiinc.com</a>
Karen Chiodini	FAA Oceanic and Offshore Operations (AJE-32)	+1 202-493-5248	<a href="mailto:Karen.L.Chiodini@faa.gov">Karen.L.Chiodini@faa.gov</a>
Scott Luka	FAA Oceanic and Offshore Operations (AJE-32)	+1 202-493-5495	<a href="mailto:Scott.Luka@faa.gov">Scott.Luka@faa.gov</a>
Steve Smoot	FAA Support. CSSI, Inc.	+1 202-863-0132	<a href="mailto:SSmoot@cssiinc.com">SSmoot@cssiinc.com</a>

**11. FAA Project Leads.** The FAA project leads are:

David Maynard (Project Lead)	Manager, Oceanic and Offshore Operations (AJE-32)	+1 202-267-3448	<a href="mailto:David.Maynard@faa.gov">David.Maynard@faa.gov</a>
Madison Walton	Flight Standards Service, Flight Technologies & Procedures Division (AFS-400)	+1 202-385-4596	<a href="mailto:Madison.Walton@faa.gov">Madison.Walton@faa.gov</a>
Dale Livingston	ATO Separation Standards Analysis Group (AJP-7141)	+1 609-485-4163	<a href="mailto:Dale.Livingston@faa.gov">Dale.Livingston@faa.gov</a>

(AJE-32, 7/31/08)

**WATRS PLUS/NEW YORK OCEANIC ROUTING PROCEDURES****EFFECTIVE 5 JUNE 2008, 1000Z****NEW YORK CENTER NOTAM A0285/08 (6 May 2008)**

**Explanation of this version of NOTAM A0285/08.** New York Center NOTAM A0285/08 replaces A0169/08. See explanation in NOTE 1 below. A0285/08 is provided below in a readable, user friendly format.

This version of the NOTAM is posted under “WATRS Plus Route–Fix Data and Routing Information” in Section 2 of the FAA WATRS Plus Webpage. The URL is:

**[http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/enroute/oceanic/WATRS\\_Plus/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/WATRS_Plus/)**

**Routing Questions.** For questions on recommended WATRS Plus routing in individual centers, please contact one of the specialists below:

New York Oceanic:	<a href="mailto:Peter.C.Ehrlein@faa.gov">Peter.C.Ehrlein@faa.gov</a> ;	Ph. 631–468–1021
Miami Center:	<a href="mailto:Jim.McGrath@faa.gov">Jim.McGrath@faa.gov</a> ;	Ph. 305–716–1592
San Juan Center:	<a href="mailto:Jose.Arcadia@faa.gov">Jose.Arcadia@faa.gov</a> ;	Ph. 787–253–8695
Jacksonville Center:	<a href="mailto:Stephen.Willett@faa.gov">Stephen.Willett@faa.gov</a> ;	Ph 904–549–1573

**NEW YORK CENTER NOTAM A0285/08****WATRS PLUS/NEW YORK OCEANIC ROUTING PROCEDURES**

**Effective Date/Time:** effective 5 June 2008 at **1000Z** until further notice

**NOTE 1:** this NOTAM cancels and replaces NOTAM A0169/08 (4 April 2008) entitled: WATRS PLUS/NEW YORK OCEANIC ROUTING PROCEDURES. **The only change is to the effective start time. It has been changed to 1000Z.**

**NOTE 2:** to request a formatted electronic copy of this NOTAM please forward an email request to: PETER.C.EHRLEIN@FAA.GOV

The following route scheme is being published to provide direction for entering and exiting WATRS airspace in conjunction with the WATRS PLUS separation reduction and airspace redesign implementation on 5 June 2008. The below procedures will replace and supersede existing entry and exit routing procedures.

Effective 5 June 2008, 1000Z: MNPS certification is NOT required for aircraft operating in a small portion of MNPS airspace in the New York CTA/FIR west of 06700W and north of 3830N.

**SOUTHBOUND**  
**SOUTHBOUND WATRS PLUS ROUTE STRUCTURE ACCESS FROM NEW YORK**  
**METROPOLITAN AREA**

Effective 5 June 2008, 1000Z: All airspace users entering New York Center's West Atlantic Route System (WATRS) southbound on ATS routes: L453, L454, L455, L456, L457, L459, L461 AND L462 shall flight plan and file the following routes:

<b>ATS ROUTE</b>	<b>WATRS ACCESS ROUTING (SOUTHBOUND ONLY)</b>
For L453;	...LINND-AZEZU-L453...
For L453 VIA B24;	...B24-AZEZU-L453...
For L454;	...LINND-ROLLE-ATUGI-L454...
For L454 VIA B24;	...B24-WEBBB-ROLLE-ATUGI-L454...
For L455;	...LINND-RESQU-UMEDA-L455...
For L455 VIA B24;	...B24-WEBBB-RESQU-UMEDA-L455...
For L456;	...LINND-SQUAD-DARUX-L456...
For L456 VIA B24;	...B24-WEBBB-RESQU-DARUX-L456...
For L457;	...LINND-RESQU-UMEDA-L457...
For L457 VIA B24;	...B24-WEBBB-RESQU-UMEDA-L457...
For L459;	...LINND-SQUAD-DARUX-L459...
For L459 VIA B24;	...B24-WEBBB-RESQU-DARUX-L459...
For L461;	...LINND-KINGG-KINER-L461...
For L462;	...LINND-KAYYT-L462...
For L462 VIA ACK;	...ACK-J97-LACKS-KAYYT-L462...

<b>SIGNIFICANT POINT</b>	<b>COORDINATES</b>	<b>SIGNIFICANT POINT</b>	<b>COORDINATES</b>
LINND	39 24 35.130N / 071 42 37.750W	AZEZU	37 52 28.100N / 072 22 43.200W
ROLLE	37 23 35.259N / 071 42 21.109W	ATUGI	35 38 18.475N / 071 31 36.304W
RESQU	37 28 45.872N / 071 26 49.799W	UMEDA	35 45 32.979N / 070 26 55.630W
SQUAD	38 06 48.392N / 070 27 44.915W	DARUX	36 09 35.558N / 069 27 18.311W
KINGG	38 13 15.726N / 070 15 40.015W	KINER	36 34 27.229N / 068 17 14.807W
KAYYT	38 52 37.839N / 067 34 22.287W	WEBBB	37 40 17.560N / 071 58 55.326W
ACK	41 16.91N / 070 01.60W	LACKS	40 00.01N / 068 11.96W

**EASTBOUND  
TRANSITION TO NEW YORK OCEANIC CTA/FIR**

**VIA: ORF AR9 ZIBUT**

Effective 5 June 2008, 1000Z: All airspace operators transitioning the New York Center West Atlantic Route System (WATRS) via ZIBUT intersection, en route to the New York Center North Atlantic RNP/MNPS/RVSM airspace, are encouraged to flight plan via:

**ZIBUT [DCT] LARGE [DCT]: SLATN [or] JOBOC [or] DOVEY**

Operators opting to flight plan via any other fix or Latitude/Longitude coordinates east of ZIBUT intersection shall expect no higher than FL290 and may be rerouted to accommodate WATRS non-radar traffic.

**NOTE– This route may be filed bi-directionally**

SIGNIFICANT POINT	COORDINATES
ZIBUT	36 56.30N / 72 40.00W
LARGE	39 17.12N / 69 18.07W
SLATN	39 07.00N / 67 00.00W
JOBOC	40 07.00N / 67 00.00W
DOVEY	41 07.00N / 67 00.00W

**VIA: KAYYT [DCT] 0600W Longitude**

Effective 5 June 2008, 1000Z: Operators departing the metropolitan New York Area destined to the African Continent may file via:

LINND–KAYYT–[ TO 3800N/06000W or South, e.g. 3800N/06000W or 3700N/06000W or 3600N/06000W] – flight planned route.

**NOTE– This route may be filed bi-directionally**

SIGNIFICANT POINT	COORDINATES
LINND	39 24 35.130N / 071 42 37.750W
KAYYT	38 52 37.839N / 067 34 22.287W

**NORTHBOUND**  
**NORTHBOUND WATRS PLUS ROUTE STRUCTURE ACCESS TO NEW YORK**  
**METROPOLITAN AREA**

Effective 5 June 2008, 1000Z: All northbound airspace users exiting New York Center's West Atlantic Route System (WATRS) destined to New York Area airports on ATS routes: L453, L454, L455, L456, L457, L459, L461 AND L462 shall flight plan and file the following transition routes to join standard airport arrival routing:

<b>ATS ROUTE</b>	<b>WATRS EXIT ROUTING (NORTH-BOUND ONLY)</b>
From L453;	...AZEZU-BERGH...
From L454;	...OKONU-L454-BERGH..
From L454 TO B24;	...OKONU-L454-WEBBB-B24..
From L455;	...SAVIK-L455-BERGH..
From L455 TO B24;	...SAVIK-AZEZU-B24...
From L456;	...MARIG-BERGH...
From L457;	...OKONU-L457-BERGH..
From L457 TO B24;	...OKONU-L457-WEBBB-B24..
From L459;	...SAVIK-L459-BERGH..
From L459 TO B24;	...SAVIK-AZEZU-B24...
From L461;	...MARIG-BERGH...
From L462;	...KAYYT-BERGH...

<b>SIGNIFICANT POINT</b>	<b>COORDINATES</b>	<b>SIGNIFICANT POINT</b>	<b>COORDINATES</b>
AZEZU	37 52 28.100N / 072 22 43.200W	BERGH	39 07 56.840N / 072 03 05.680W
OKONU	37 17 21.273N / 071 57 54.219W	WEBBB	37 40 17.560N / 071 58 55.326W
SAVIK	37 42 41.536N / 070 59 01.760W	MARIG	38 19 42.402N / 070 03 34.262W
KAYYT	38 52 37.839N / 067 34 22.287W		

(AJE-32, 5/8/08)



**SPECIAL ROUTING FOR NON-RNP 10 AIRCRAFT IN  
WATRS PLUS CONTROL AREAS (CTA)**

1. On 5 June 2008, the FAA will implement a redesigned route structure and reduced lateral separation in the West Atlantic Route System (WATRS Plus) CTAs. 50 NM lateral separation will be applied between aircraft authorized Required Navigation Performance (RNP) 10 or RNP 4 in WATRS Plus CTAs. The WATRS Plus Control Areas are: the entire New York Oceanic CTA, the Atlantic portion of the Miami Oceanic CTA and the San Juan CTA/FIR.
2. Based on operator surveys and analysis of aircraft types that operate in the airspace, the FAA projects that, on the 5 June 2008 implementation date, approximately 5% of flights will be conducted by operators/aircraft that are NOT authorized RNP 10 or RNP 4.
3. The FAA objective remains to accommodate aircraft that are not RNP 10 or RNP 4 authorized (NonRNP 10 aircraft) in WATRS Plus CTAs, as has been stated in the FAA WATRS Plus Operational Policy & Procedures Notice. The FAA has, however, determined that on a limited number of WATRS Plus routes, NonRNP10 aircraft will need to file and fly special routing. For 10 routes, on average the special routing will be approximately 20 NM longer. For 3 routes, the routing will be on average 13 NM shorter. One routing from WATRS Plus route M329 will be 64 NM longer, however, NonRNP 10 aircraft types are projected to operate on that routing only about two times per month based on our analysis. (These aircraft may opt to fly on M328 or M330 to avoid the longer routing).
4. The need for NonRNP10 routing was generated by an unforeseen ground automation issue related to the necessity to apply a 90 NM lateral separation standard to NonRNP 10 aircraft. The FAA is working, as a high priority, on procedural and automation solutions to mitigate the need for NonRNP 10 aircraft routing and will keep the operators informed on its progress. The FAA has determined that there will be overall benefits to all users due to the more efficient altitudes available on the new WATRS Plus route structure.
5. **NonRNP 10 operators will file and fly NonRNP 10 routings, as shown in the table below, for operations in WATRS Plus CTAs, until further notice.**

<b>WATRS Plus Route</b>	<b>Standard WATRS Plus Routing</b>	<b>NonRNP 10 Aircraft Reroute</b>	<b>*Miles Diff.</b>	<b>Projected Monthly Reroute Use</b>
L451	ILIDO-L451-LETON-L450-GTK	ILIDO-LNHOM-L452-GTK	Net diff. of +7	10
L451	ILIDO-L451-SKYLE	ILIDO-LNHOM-L452-SKYLE		
L454	GRAMN-L454-ELMUC	GRAMN-LAMER-CERDA-ELMUC	+26	1
L455	RESCU-UMEDA-L455-LENNT DDP	SQUAD-DARUX-L456-THANK-DDP	+33	15
M201	PAEPR-M201-CA-RAC-LOMPI	PAEPR-MUNEY-M202-LOMPI	+12	0
M202	CARPX-UKOKA M202-ONGOT	CARPX-JAINS-ONGOT	+2	2
M203	NUCAR SNAGY M203 LEXIM	NUCAR - 29 09N / 076 42W LEXIM	-4	0
M204	NUCAR SUMRS M204 ELEBA	NUCAR - 29 09N / 076 42W ELEBA	+3	0

WATRS Plus Route	Standard WATRS Plus Routing	NonRNP 10 Aircraft Reroute	*Miles Diff.	Projected Monthly Reroute Use
M327	NUCAR SUMRS M327 KANUX	NUCAR – 29 09N / 076 42W KANUX	+8	10
M329	EXTER M329 BOREX	EXTER CNNOR BOREX	+20	2
M330	MLSAP MILLE M330 RUDLI	MLSAP 25 47N / 073 38W RUDLI	+1	1
M331	AVNEY CANEE M331 OLEDU	AVNEY 25 47N / 073 38W OLEDU	+37	0
M593	EXTER M329 GRATX M593 RUDLI	EXTER CNNOR RUDLI	+13	0
M595	MUSSH MILLE M330 RABAL	MUSSH 25 47N / 073 38W RABAL	-7	0

\*NOTE – Plus (+) indicates longer route. Minus (-) indicates shorter route.

6. This Notice is posted under “WATRS Plus Route–Fix Data and Routing Information” in Section 2 of the FAA WATRS Plus Webpage. The URL is:

[http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/enroute/oceanic/WATRS\\_Plus/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/WATRS_Plus/)

7. **Routing Questions.** For questions on WATRS Plus routing for NonRNP 10 aircraft in individual centers, please contact one of the specialists below:

New York Oceanic:	<a href="mailto:Peter.C.Ehrlein@faa.gov">Peter.C.Ehrlein@faa.gov</a> ;	Ph. 631–468–1021
Miami Center:	<a href="mailto:Jim.McGrath@faa.gov">Jim.McGrath@faa.gov</a> ;	Ph. 305–716–1592
San Juan Center:	<a href="mailto:Jose.Arcadia@faa.gov">Jose.Arcadia@faa.gov</a> ;	Ph. 787–253–8695
Jacksonville Center:	<a href="mailto:Stephen.Willett@faa.gov">Stephen.Willett@faa.gov</a> ;	Ph 904–549–1573

(AJE–32, 5/8/08)

## Special Area Navigation (RNAV) Routes Between Florida and Puerto Rico: Change From “T-routes” to “Y-routes” On 5 June 2008

**Introduction.** Effective 05 June 2008 at 0900Z, the Special Area Navigation (RNAV) routes in the airspace between Florida and Puerto Rico, previously identified as “T-routes”, will be designated as “Y-routes”. The letter “Y” will be followed by the numerical route number.

### **Background:**

The airspace between the State of Florida and the Commonwealth of Puerto Rico is designated Class A airspace in Title 14 of the Code of Federal Regulations (14 CFR). The applicable sections are Part 71, Section 71.1, which incorporates FAA Order 7400.9 by reference, and Section 71.33. Historically, air traffic capacity within this area is constrained by a route structure based on traditional ground-based navigation aids (NAVAIDs) and non-mosaic radar facilities.

In 1999, the FAA’s Southern Region developed a Special RNAV route structure to better serve the user community that flies between Florida and Puerto Rico. Those routes are currently designated “T-routes.” They are being re-designated as “Y-routes” because the “T” designation is now being used to identify terminal RNAV routes in the National Airspace System (NAS).

The objective of the Y-routes does not change from that of the original Special RNAV T-routes. The objective is to capture the benefits that Global Navigation Satellite Systems (GNSS) and other approved RNAV systems provide by enabling aircraft to navigate on direct point-to-point routes. These special routes augment the existing conventional airway system and stand as the foundation toward increased efficiency in air traffic management and decreased operating costs for users.

The FAA has noted that many aircraft, both new and in-service, are being equipped with GNSS navigation systems. Based on this improved navigation capability, the FAA is considering future plans to publish and chart public routes in this area that conform to AC 90-100, as amended (U.S. Terminal and En Route Area Navigation (RNAV) Operations) with the intent of further enhancing the safety and efficiency of the Atlantic High Offshore airspace.

### **Operational Policy and Procedures:**

**1. Route and fix publication.** On 10 April 2008, the waypoints that define the Y-routes will be published in the National Flight Data Digest (NFDD). Y-routes will remain “special” routes and will not be charted on U.S. government aeronautical charts. The Y-routes will generally follow the location and orientation of the T-routes, however, some waypoints will change slightly to accommodate crossing points with West Atlantic Route System (WATRS) Plus “Lima” and “Mike” routes.

**2. Date/time for transition to Y-routes.** Y-routes will replace T-routes at 0900Z on

5 June 2008. At/after 0900Z on 5 June 2008, aircraft planning to operate on special RNAV routes between Florida and Puerto Rico will file and fly Y-routes.

**3. Operation when ATC radar temporarily OTS.** Normally these routes operate under radar surveillance. However, under the conditions detailed below, the routes may continue to operate using non-radar procedures during periods of temporary air traffic control (ATC) radar outage. The decision to continue RNAV route operation in non-radar situation is based on an evaluation of the following communications, navigation and surveillance (CNS) factors:

- A. Communications: Direct controller-pilot communications via VHF radio is available on the routes.
- B. Navigation: Aircraft RNAV systems are approved for Instrument Flight Rules (IFR) operation in accordance with existing FAA regulations and Advisory Circulars (ACs)
- C. Safety Net: In a non-radar environment, an operational Traffic Alert and Collision Avoidance System (TCAS) is required in accordance with paragraph 6 below.

- D. Operational environment: Pilot requests for track deviations to avoid convective weather and for aircraft contingencies or emergencies will be managed in accordance with existing ATC procedures.

#### **4. Operational approval**

- A. **Class I Navigation:** operations on the Y–routes 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. **Note:** FAA Order 8900.1, Vol. 4, Chap. 1, Sect. 3, Paragraph 4–56 states that area navigation is an approved type of IFR Class I navigation.
- B. **Operations Specifications:** operators are considered eligible to conduct operations on the Y–routes provided that aircraft are equipped with the appropriate equipment in accordance with paragraph 5 and 6 below and operations are conducted in accordance with paragraph 7 below. Title 14 CFR Parts 121, 125, 135 operators are authorized to operate on the Y–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 Caribbean Sea area of operations.
- C. **Title 14 CFR Part 91 Operators:** Title 14 CFR Part 91 operators are considered eligible to conduct operation on the Y–routes provided aircraft are equipped with approved equipment in accordance with paragraphs 5 and 6 and operations are conducted in accordance with paragraph 7. Title 14 CFR Part 91 operators must review their Airplane Flight Manual (AFM) and verify that the aircraft RNAV system has been approved and installed in accordance with one of the FAA Advisory Circulars listed in paragraph 5. If the operator is unable to verify that the AFM shows that the aircraft RNAV system is appropriately approved, then it should contact the local Flight Standards District Office (FSDO) for help in determining eligibility. The FSDO may contact the Flight Technologies and Procedures Division (AFS–400) if further assistance is required. (See paragraph 8 for contacts). **A specific Letter of Authorization is not required.**

**5. Operator determination of RNAV equipment eligibility.** Operators will not flight plan nor operate on Y–routes unless their aircraft is equipped with RNAV systems that are approved for IFR navigation. Aircraft may be considered eligible to operate on

Y–routes if the AFM shows that the navigation system installation has received airworthiness approval in accordance with one of the following ACs:

- A. AC 90–45A (Approval of Area Navigation Systems for use in the U.S National Airspace System)
- B. AC 20–121A (Airworthiness Approval of LORAN–C Navigation Systems for use in U.S. National & Airspace System (NAS) and Alaska)
- C. AC 20–130, as amended (Airworthiness Approval of Navigation or Flight Management Systems Integrating Multiple Navigation Sensors)
- D. AC 20–138, as amended (Airworthiness Approval of Global NavigationSatellite System (GNSS) Equipment); or
- E. AC 25–15 (Approval of Flight Management Systems in Transport Category Aircraft)

Note: for Inertial Navigation System (INS) limitation, see paragraph 7D.

**6. TCAS equipage when ATC radar temporarily out of service.** An operational TCAS is required for commercial operators to dispatch for flight on Y–routes when the Y–routes are not operating under radar surveillance. For general aviation operators, this requirement will be applied when the flight plan is filed. Air Traffic Control will notify operators that applicable ATC radar is inoperative as soon as possible.

**7. Operational requirements and procedures.**

- A. Pilots in command (PIC) filing a Y–route are certifying that the crew is qualified and the aircraft equipment meets the requirements to conduct RNAV operations.
- B. Pilots in command are responsible for navigating along the centerline (as defined by the aircraft navigation systems) in accordance with the requirements of 14 CFR Part 91.181 (course to be flown) and ICAO Annex 2, Paragraph 3.6.2.1.1. (Annex 2, paragraph 3.6.2.1.1 states that flights shall “in so far as practicable, when on an established ATS route, operate along the defined centerline of that route.”)
- C. The PIC shall notify the Miami Air Route Traffic Control Center (ARTCC) or San Juan Combined Center Radar Approach Control (CERAP) of any loss of navigation capability that affects the aircraft’s ability to navigate within the lateral limits of the route.
- D. For the purpose of Y–route operation, on routes where Inertial Navigation Systems (INS) or Inertial Reference Systems (IRS) cannot receive automatic position updates (e.g., DME/DME update) for the entire length of the route, aircraft are limited to 1.5 consecutive hours of un–updated operation. In preparation for take–off, this time starts when 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 position updating after the pilot has manually selected the navigation aid are considered to have “automatic update” capability.
- E. Radar monitoring will normally be provided. In the event of a loss of radar, the flight crew will be advised. Air traffic control (ATC) will ensure that the appropriate non–radar separation is applied during these time periods.
- F. Pilots must have and use an en route chart that identifies the Y–routes and their waypoints.
- G. Waypoints shall be identified as compulsory or non–compulsory reporting points. When the ARTCC/CERAP is providing radar service, the operator shall report compulsory points only when requested. In accordance with ICAO documents, routes are identified as Y–routes and all waypoints/fixes are pronounceable five letter names.

**8. Contacts for questions.** If there are questions or a request, you may contact one of the following:

- A. Jim McGrath (Miami Air Route Traffic Control Center). Phone: +1 305–716–1592; Email: [Jim.McGrath@faa.gov](mailto:Jim.McGrath@faa.gov)
- B. Madison Walton (Flight Standards Service, Flight Technologies and Procedures Division (AFS–400)). Phone: +1–202–385–4596; Email: [Madison.Walton@faa.gov](mailto:Madison.Walton@faa.gov)
- C. Roy Grimes (FAA Separation Standards Program Support, CSSI, Inc). Phone: +1–202–863–3692; Email: [RGrimes@cssiinc.com](mailto:RGrimes@cssiinc.com)

(AJE–32, 6/5/08)

**NORTH ATLANTIC (NAT) SAFETY ALERT**

**Introduction.** At its Forty–Third Meeting (Paris, 12 to 15 June 2007), the North Atlantic Systems Planning Group (NAT SPG) examined a number of safety concerns raised by its contributory bodies. The Group developed safety related material to urgently highlight to NAT aircraft operators ways in which they could contribute to reducing or mitigating these safety concerns. This material has been published as *NAT Safety Alert* in the NAT SPG & Subgroups section of the European and North Atlantic Office’s website: <http://www.paris.icao.int>.

The FAA urges operators to review the NAT Safety Alert material published below, amend pilot training programs and operations manuals, if necessary, and take action to distribute the information to pilots.

### **NAT SAFETY ALERT (10 August 2007)**

The ICAO North Atlantic Systems Planning Group (NAT SPG) has identified a number of safety-related issues affecting operations in the NAT Region. The Member States want to alert airspace users to the following issues:

**Strategic Lateral Offset Procedures (SLOP).** SLOP was created to reduce the risk of collision. SLOP involves the selection of offsets to the right of the cleared track and it is to be used as a **Standard Operating Procedure (SOP)** in the NAT Region. Random distribution of aircraft on and to the right of the centre line is key to compensating for the extremely accurate navigation capabilities of modern aircraft. This accuracy creates a situation where aircraft can be at immediate risk of collision if there is an unintended loss of vertical separation between flights following the same or reciprocal tracks.

By allowing pilots to randomly select to fly either 1 or 2 nautical miles (nm) right of the centre line, SLOP also incorporates wake turbulence avoidance procedures.

Although some NAT aircraft operators have successfully implemented this procedure as a SOP, there is still relatively little uptake on the part of the majority of NAT aircraft operators. Since the aircraft without automatic offset capability must fly the centre line, those that are capable are strongly encouraged to fly an offset of one or two nm right of the centre line. In practical terms:

1. if your aircraft can be programmed to fly an offset, fly a one nm or a two nm offset to the right of the centre line
2. being random is key to the procedure – follow your company's SLOP SOPs or find ways to choose different offsets for each flight
3. always fly your offset to the right of the centre line
4. you should fly an offset from the oceanic entry point to the oceanic exit point
5. you don't need an ATC clearance for an offset
6. you don't need to report that you are flying an offset if you are in the NAT Region
7. if your offset causes wake turbulence problems for a following aircraft, choose a different SLOP option (0, 1 or 2 nm to the right of the centre line) from the one you are currently applying.

Further information regarding the use of SLOP in the NAT Region is available on the NAT Programme Coordination Office (NAT PCO) Website at: [www.nat-pco.org](http://www.nat-pco.org).

**Report Leaving, Report Reaching.** The early discovery of altitude deviations is extremely important to the overall safety of NAT operations. Recently, it has been discovered that pilots frequently defer the required reports of leaving and reaching flight levels until the next routine communication. This has led to instances where aircraft have flown at the incorrect flight level for long durations. This is not acceptable from a system safety standpoint. While the actual number of vertical errors in the NAT Region is relatively small, the fact that some of these errors continue undetected (and therefore uncorrected) for long durations, has resulted in an unacceptable situation. In practical terms:

1. report leaving a flight level as soon as you begin your climb or descent
2. similarly, report reaching a flight level as soon as you are level
3. in RVSM airspace, provide the reports even if ATC has not specifically requested them

#### **Adherence to Oceanic Clearance**

As a key part of ensuring the overall safety in the NAT Region, pilots are reminded of the importance of strict adherence to the oceanic clearance. The NAT oceanic clearance provides separation from all known aircraft from the oceanic entry point to the oceanic exit point. This separation can only be assured if all aircraft enter oceanic airspace in accordance with their oceanic clearance.

Although it may be desirable to defer climb or descent to the cleared oceanic flight level, delaying the request to domestic ATC for a clearance may result in entering oceanic airspace at an incorrect flight level. This has an extremely negative impact on the overall safety situation. In practical terms:

1. flights must enter oceanic airspace level at the cleared oceanic flight level
2. flights must enter oceanic airspace at the cleared oceanic entry point
3. flights must maintain the assigned true Mach number
4. if a pilot cannot comply with any part of the oceanic clearance, ATC must be informed immediately
5. pilots must ensure that their aircraft performance enables them to maintain the cleared oceanic flight level for the entire oceanic crossing
6. if a pilot discovers that the aircraft is not able to reach or remain at a cleared flight level, ATC must be informed immediately

Further information regarding recommended practices in the NAT Region can be found in the NAT MNPS Airspace Operations Manual and the “On the Right Track” presentations, available on the ICAO NAT PCO Website at: [www.nat-pco.org](http://www.nat-pco.org).

(AJE-32/AFS-400, 9/27/07)

## NEW YORK FIR

### ICAO Flight Plan Addressing in the New York Oceanic FIR:

All flights entering the New York Oceanic CTA/FIR should address flight plans to KZWYZOZX. Flights entering the New York Oceanic CTA/FIR from domestic United States airspace or Bermuda should address flight plans to both KZWYZOZX and KZNYZQZX. (ATO-E, 21 Dec 06)

## BEACON CODE PROCEDURES IN THE WESTERN ATLANTIC ROUTE SYSTEM (WATRS) AREA

Effective immediately, all aircraft transitioning into the West Atlantic Route System (WATRS) via fixed ATS routes shall remain on the last ATC-assigned beacon code.

## NEW YORK OCEANIC FIR DATA LINK PROCEDURES

New York ARTCC provides full Controller Pilot Data Link Communications (CPDLC) and Automatic Dependant Surveillance-Contract (ADS-C) services throughout its Oceanic Airspace to FANS-1/A capable flights. The New York Oceanic FIR FANS LOGON address is “KZWY”. CADS LOGON is **not** supported. Flights should use ADS for position reporting and CPDLC for all other ATC communications while in the New York Oceanic Area. See section 4 of this NOTAM for more information.

### 1. LOGON/Entry Procedures For Aircraft Entering the KZWY Data Link Service Area From Non-Data Link Airspace:

1) LOGON to KZWY at least 15 minutes but not more than 45 minutes prior to entering the New York Oceanic CTA/FIR.

2) **PRIOR** to entering the New York Oceanic FIR contact ARINC on HF or VHF providing the information as outlined in section 7 below.

### 2. Aircraft entering the New York Oceanic FIR from adjacent CPDLC airspace:

CPDLC and ADS services will be forwarded automatically between New York, Santa Maria, and Gander OCA's. CPDLC connections will be transferred approximately 5 minutes prior to the boundary crossing point. Pilots should determine the status of the FANS connection when crossing the New York Oceanic FIR boundary.

(1) If "KZWY" is the active connection, when crossing the New York Oceanic FIR boundary the pilot shall;

[a] Contact ARINC on HF providing the information as outlined in section 7 below.

(2) If "KZWY" is not the active center, when crossing the New York Oceanic FIR boundary the pilot shall;

[a] Terminate the CPDLC connection, then log-on to "KZWY".

[b] Contact ARINC on HF providing the information as outlined in section 7 below.

### **3. Flights Over Flying New York Bermuda RADAR Airspace**

Prior to entering New York Bermuda RADAR airspace, aircraft will receive an END SERVICE message that will result in termination of CPDLC. Aircraft shall re-log-on to "KZWY" prior to re-entering the New York Oceanic CTA/FIR when they are advised by ATC to contact ARINC on HF.

### **4. Position Reports**

Position reports should be made via ADS. The two types of ADS contracts that will be established with each aircraft are a twenty (20) minute Periodic Report Rate and a five (5) mile Lateral Deviation Event. This is in addition to normal waypoint reports. Operators should **not** use CPDLC for position reports but it should be used for all other ATC communications. Position reports should be made via HF if ADS is not available. KZWY cannot accept CPDLC position reports containing latitude and longitude in the ARINC 424 format (e.g. 4050N)

### **5. Controller Pilot Data Link Communications (CPDLC) Failure**

In the event of Data Link failure or outages, flight crews shall contact New York Radio via HF voice for routine communications. SATVOICE contact should be limited to distress and urgency situations.

### **6. Exit Procedures for Aircraft Exiting the KZWY Data Link Service Area to Adjacent Non-CPDLC Airspace**

Aircraft approaching New York Center Domestic, New York Center Bermuda RADAR, San Juan, Piarco, Jacksonville, Miami, Moncton, and Gander Domestic can expect a CPDLC uplink message containing the VHF frequency assignment for the next facility. CPDLC End Service will be sent approximately 5 minutes prior to the boundary crossing point.

### **7. High Frequency (HF) and Very High Frequency (VHF) Communications Requirements Prior to Entering the KZWY Oceanic Area**

- 1) Contact New York Radio (ARINC) on HF or VHF and identify the frequency which calls are being made on.
- 2) Identify the flight as ADS and/or CPDLC connected.
- 3) State the name of the next CTA/FIR to be entered along with the latitude and longitude or waypoint exit point leaving the ZNY FIR.
- 4) Request a SELCAL check.
- 5) Expect to receive primary and secondary HF frequency assignments from New York Radio for the route of flight within the Data Link Service Area.

### **If the Flight Will Exit ZNY Oceanic Airspace Into Domestic Airspace (Including Overhead New York Bermuda RADAR)**

- 1) Identify the flight as ADS and/or CPDLC connected.
- 2) State the track letter if operating on the Organized Track System (OTS).
- 3) State the name of the next CTA/FIR to be entered along with the latitude and longitude or waypoint exit point leaving the ZNY FIR.



- 4) Request a SELCAL check.

**NOTE 1: ARINC May require flights to contact them at 60 West for HF frequency updates.**

**NOTE 2: HF frequency updates are required due to frequency propagation.**

**NOTE 3: Pilots must maintain SELCAL watch at all times within the New York Oceanic FIR.**

### Example Transmissions

#### Random Route:

”New York Radio, (N12345), on (11396). ADS and CPDLC connected, exit point (SUMRS), (Miami) next, SELCAL (AB-CD).”

#### Organized Track:

”New York Radio, (N12345), NAT Track (Whiskey), exit point (44N50W), (Gander) next, SELCAL (AB-CD)”

### 8. Questions

Direct questions to the New York Center Airspace and Procedures Office, telephone: 001-631-468-1018, fax 001-631-468-4229 during normal business hours, Monday – Friday. During all other times, contact the New York Center North Atlantic Supervisor: +1-631-468-1496, or Aeronautical Radio Supervisor: +1-631-244-2483. Additional information concerning CPDLC can be found at:

[http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/enroute/oceanic/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/)

(AJE-32, 6/5/08)

### SATVOICE CAPABILITY – NEW YORK FIR

New York Center oceanic control now has capability for direct Air/Ground and Ground/Air satellite telephone service (SATVOICE). SATVOICE contact between the pilot and New York Center shall be limited to distress and urgency situations.

New York Center oceanic control may initiate SATVOICE calls to aircraft when other means are not available and communication is essential.

#### **NOTE-**

*Aircraft should be logged onto the Atlantic Ocean Region West (AOR-W) satellite while operating in the New York Fir in order for New York Center to be able to initiate calls to the aircraft.*

The INMARSAT Codes for New York Oceanic FIR are 436695 (MNPSA and AIRSPACE East of 60W and South of 27N) and 436696 (WATRS Area).

### **Operational Policy and Procedures For the West Atlantic Route System (WATRS), the New York Oceanic FIR, the San Juan FIR and Atlantic High Offshore Airspace**

**OBJECTIVES.** The objectives of this Notice are to:

- Document RVSM policies and procedures applicable in the San Juan FIR and Atlantic High Offshore airspace.
- Document RVSM policies and procedures applicable in the New York Oceanic FIR portion of WATRS and south of 27 degrees north latitude.
- Document procedures applicable to general oceanic operations (i.e., above, below and within RVSM airspace).

- Clarify policies applicable in oceanic airspace versus those to be applied in areas where VHF or UHF voice communications are established between the pilot and controller.

**SIGNIFICANT CHANGES (2/16/06 version).** See Section 2, paragraph b (Special Procedures for In-flight Contingencies In Oceanic Airspace).

## TABLE OF CONTENTS:

### INTRODUCTION

#### SECTION 1: RVSM POLICIES AND PROCEDURES

- a. RVSM Airspace: Date, Time and Airspace Where Implemented
- b. Flight Level Allocation Scheme (FLAS)
- c. Elimination of RVSM Transition Areas
- d. Sources of RVSM Information: FAA RVSM Homepage and RVSM Documentation Webpage
- e. Airworthiness and Operational Approval, Approvals Databases and Monitoring
- f. TCAS II Version 7.0 (ACAS II)
- g. Pilot-Controller Phraseology
- h. Flight Planning Requirements
- i. Basic In-flight Procedures in RVSM Airspace
- j. Procedures for Operation of Non-RVSM Aircraft in Oceanic RVSM Airspace
- k. Procedures for Suspension of RVSM in Oceanic Airspace
- l. Height Deviation Reporting

#### SECTION 2: PILOT PROCEDURES GENERALLY APPLICABLE TO OCEANIC OPERATIONS

- a. Special Procedures for In-flight Contingencies In Oceanic Airspace
- b. Weather Deviation Procedures for Oceanic Operations
- c. Strategic Lateral Offsets In Oceanic Airspace To Mitigate Wake Turbulence And To Mitigate Collision Risk

#### ATTACHMENT: Pilot-Controller Phraseology

### INTRODUCTION

1. Section 1 details policies and procedures that are applicable in FAA controlled oceanic airspace where RVSM is implemented in:

- The San Juan FIR portion of WATRS
- The New York Oceanic FIR portion of WATRS
- The New York Oceanic FIR south of 27 degrees north latitude

2. Section 2 details policies and procedures that are intended to apply to all oceanic operations (i.e., operations above, below and within RVSM airspace). These procedures would generally be applied in airspace **where direct controller-pilot VHF or UHF voice communication is not available** in:

- the San Juan FIR portion of WATRS
- the New York Oceanic portion of WATRS and south of 27 degrees north latitude

**3.** The policies and procedures published in the FAA Notice, “Operational Policy/Procedures For RVSM In The Domestic U.S., Alaska, Offshore Airspace and the San Juan FIR”, are intended to apply in FAA controlled RVSM airspace **where direct controller–pilot VHF or UHF voice communication is available in:**

- The San Juan FIR
- Atlantic and Gulf of Mexico High Offshore Airspace
- The lower 48 states of the U.S. and Alaska

The Notice is posted on the FAA RVSM Documentation Webpage in the “Domestic U.S. RVSM” section of “Area of Operations Specific Information”.

Note: Pilots must be aware of the air traffic services available to them and follow procedures and guidance appropriate to the services available. In contingency situations, it is recognized that ultimately pilot judgment will determine the actions to be taken in specific circumstances and areas.

## SECTION 1

### RVSM POLICY AND PROCEDURES

#### **a. RVSM AIRSPACE: DATE, TIME AND AIRSPACE WHERE IMPLEMENTED**

**1.** The following FAA controlled airspace will be designated as RVSM airspace between FL 290–410 (inclusive) on January 20, 2005 at 0901 UTC:

- The entire San Juan FIR
- The New York Oceanic FIR south of 27 degrees north latitude
- All Atlantic High Offshore and Gulf of Mexico High Offshore Airspace
- The lower 48 states of the U.S. and Alaska

**2.** On the same date and time, RVSM will also be implemented in the following airspace where other authorities provide Air Traffic Services:

- Canadian Southern Domestic airspace
- Mexican Airspace
- The airspace of the Caribbean and South American regions

**3.** RVSM was implemented between FL 290–410 (inclusive) in the New York FIR portion of WATRS airspace in November 2001.

**NOTE:** RVSM airspace is “exclusionary” airspace. Prior to operating in designated RVSM airspace, with only limited exceptions, operators and aircraft must have received authorization from the responsible civil aviation authority. See paragraph j for policies on Non–RVSM aircraft.

#### **b. FLIGHT LEVEL ALLOCATION SCHEME (FLAS).**

Altitude assignments for direction of flight will follow a scheme of odd altitude assignment for magnetic courses 000–179 degrees and even altitudes for magnetic courses 180–359 degrees for flights up to and including FL410.

#### **c. ELIMINATION OF RVSM TRANSITION AREAS**

Effective January 20, 2005 at 0901 UTC, airspace previously designated as “RVSM transition areas” will be designated as RVSM airspace. This includes the airspace within the San Juan CERAP and the Offshore airspace of the Miami, Jacksonville, Washington, and Boston ARTCCs directly adjacent to the New York Oceanic FIR.

**d. SOURCES OF RVSM INFORMATION: FAA RVSM HOMEPAGE AND RVSM DOCUMENTATION WEB PAGE**

1. The FAA maintains a Website containing documents and policy related to RVSM operations in various regions of the world. The FAA RVSM Homepage address is: [www.faa.gov/ats/ato/rvsm1.htm](http://www.faa.gov/ats/ato/rvsm1.htm). The “RVSM Documentation” Webpage is linked to the RVSM Homepage. The RVSM Documentation Webpage contains sections on RVSM Approval, Monitoring Requirements and Procedures, Registration on RVSM Approvals Databases and Area of Operations Specific Operational Policy and Procedures.

2. The FAA Webpage has links to Websites in other regions such as Europe, Caribbean and South America and Asia/Pacific.

**e. AIRWORTHINESS AND OPERATIONAL APPROVAL, APPROVALS DATABASES, AND MONITORING**

**1. Approval Process.** Operators must obtain operational approval from the State of Registry or State of the Operator, as appropriate, to conduct RVSM operations. The documents listed below are found on the RVSM Documentation Webpage.

(a) “RVSM Approval Checklist – US Operators” or “RVSM Approval Checklist – Non-US Operators” (as applicable). These are job aids or check lists found in the “Getting Started” section that show aircraft and operator approval process events with references to related information in RVSM documents published on the Webpage.

(b) “RVSM Area New to the Operator.” This document provides a guide for operators that are conducting RVSM operations in one or more areas of operation, but are planning to conduct RVSM operations in an area where they have not previously conducted RVSM operations.

**2. Registration On Approvals Databases.** In accordance with regional agreements, State civil aviation authorities must maintain a State database of RVSM approved operators and airframes for which they are responsible. In addition, they are responsible for providing database information to the appropriate regional central monitoring agency.

(a) **Registration of U.S. Operators.** The Separation Standards Group at the FAA Technical Center maintains the U.S. database of RVSM approved airframes and operators. The Separation Standards Group obtains the required information on U.S. operators and airframes directly from the FAA Flight Standards (AFS) Program Tracking and Reporting Subsystem (PTRS). The “Registration on RVSM Approvals Databases” section of the RVSM Documentation Webpage explains this process for U.S. operators. Once a U.S. operator has completed the approval process with the appropriate AFS field office, no further action is required on the part of the operator.

(b) **Registration of Non-U.S. Operators.** The “Registration on RVSM Approvals Databases” section of the RVSM Documentation Webpage provides contacts and information on various regional databases such as the Caribbean and South American Monitoring Agency (CARSAMMA) and the North Atlantic Central Monitoring Agency (NAT CMA).

**3. Aircraft Monitoring.** Operators are required to participate in the RVSM aircraft monitoring program. This is an essential element of the RVSM implementation program in that it confirms that the aircraft altitude-keeping performance standard is being met. For information on RVSM monitoring, see the “Monitoring Requirements and Procedures” section of the RVSM Documentation Webpage.

**f. TCAS II VERSION 7.0 (ACAS II)****1. U.S. Operators.**

(a) TCAS requirements for U.S. operators flying in airspace where RVSM is applied are established in 14 CFR Part 91 Appendix G. Appendix G (Operations in RVSM Airspace) states that, unless otherwise authorized by the FAA, aircraft equipped with TCAS II and used in RVSM operations must incorporate Version 7.0 or a later version.

(b) For operations within other countries, U.S. operators are reminded that Part 91 Section 91.703 requires them to "...comply with the regulations relating to flight and maneuver of aircraft there in force".

**2. Non-U.S. Operators:** ICAO Annex 6, Part I (International Commercial Air Transport Airplanes). Operators should confirm ACAS II equipment requirements applicable to them with the responsible State authority. Regional groups for the North Atlantic, Caribbean and South America have advocated that States adopt the standards of ICAO Annex 6, Part I. The Part I standard is: from 1 January 2005, turbine-engined airplanes with a maximum certificated take-off mass in excess of 5,700 kg or authorized to carry more than 19 passengers shall be equipped with ACAS II.

**g. PILOT-CONTROLLER PHRASEOLOGY.** Pilot-controller phraseology is provided in the attachment to this notice. It is the same as that used in Domestic U.S. RVSM operations.

#### **h. FLIGHT PLANNING REQUIREMENTS**

**1.** Unless special arrangement is made as detailed below, RVSM approval is required for aircraft to operate within designated RVSM airspace. The operator must determine that the appropriate State authority has approved the aircraft and will meet the RVSM requirements for the filed route of flight and any planned alternate routes.

**2.** ICAO Flight Plan. The letter "W" shall be inserted in item 10 (Equipment) of the ICAO standard flight plan to indicate that the aircraft is RVSM approved.

**3.** FAA Flight Plan. The letter "W" or the letter "Q" shall be inserted in block 3 of the FAA Flight Plan for flight in RVSM airspace. Letter "W" indicates RVSM approval only. Letter "Q" indicates both RVSM and Advanced RNAV capabilities. See the FAA Notice, "Revised Aircraft Equipment Suffix Table For FAA Flight Plans". It is posted in the North American RVSM section of the RVSM Documentation Webpage.

#### **i. BASIC IN-FLIGHT PROCEDURES IN RVSM AIRSPACE**

**1.** Basic Pilot Procedures. Basic pilot procedures for operation in RVSM airspace are published in Appendix 4 of Guidance 91-RVSM. 91-RVSM is posted on the FAA RVSM Documentation Webpage. Some significant policies published in Appendix 4 are:

(a) Before entering RVSM airspace, the pilot should review the status of required equipment and the following equipment should be operating normally:

- (1) Two primary altimetry systems.
- (2) One automatic altitude-keeping device.
- (3) One altitude-alerting device.

(b) The pilot must notify ATC whenever the aircraft:

- (1) Is no longer RVSM compliant due to equipment failure.
- (2) Experiences loss of redundancy of altimetry systems.
- (3) Encounters turbulence that affects the capability to maintain flight level.

**(See Appendix 5 of FAA Guidance 91-RVSM for pilot and controller actions in such contingencies.)**

(c) During cleared transition between levels, the aircraft should not overshoot or undershoot the assigned FL by more than 150 ft. (45 m).

**2.** Pilot Level Call. Except in a radar environment, pilots shall report reaching any altitude assigned within RVSM airspace.

#### **j. PROCEDURES FOR OPERATIONAL OF NON-RVSM AIRCRAFT IN OCEANIC RVSM AIRSPACE IN WATRS AND THE SAN JUAN FIR.**

**1. Non-RVSM Aircraft.** If either the operator or aircraft or both have not been authorized to conduct RVSM operations, the aircraft will be referred to as a “Non-RVSM” aircraft. (Paragraph j.5 below identifies categories of Non-RVSM aircraft that may be accommodated in RVSM airspace).

**2. Flight Priority.** It should be noted that RVSM approved aircraft will be given priority for level allocation over non-RVSM approved aircraft.

**3. Vertical Separation Applied.** The vertical separation minimum between non-RVSM aircraft operating in the RVSM stratum and all other aircraft is 2,000 ft.

**4. Continuous Climb/Descent Of Non-RVSM Aircraft Through RVSM Airspace.** Non-RVSM aircraft may be cleared to climb to and operate above FL410 or descend to and operate below FL290 provided that they:

(a) Do not climb or descend at less than the normal rate for the aircraft.

(b) Do not level off at an intermediate level while passing through the RVSM stratum.

**5. Special Coordination Procedures For Cruise Operation Of Non-RVSM Aircraft In Oceanic RVSM Airspace.**

(a) Only certain categories of Non-RVSM aircraft may flight plan to cruise in RVSM airspace. After special coordination as detailed in subpara j.5(c) below, the following Non-RVSM aircraft may flight plan at RVSM flight levels:

- Department of Defense (DoD) aircraft
- Flights conducted for aircraft certification and development purposes
- Air ambulance flights conducted using a Lifeguard call sign
- Non-U.S. State aircraft operating in the conduct of official government functions. (Non-U.S. State aircraft are aircraft used by other States (countries) in military, custom, and police services).

(b) Non-RVSM State Aircraft. ATC Notification of non-RVSM compliant State aircraft is accomplished through filing of an ICAO flight plan. In Field 18 of the ICAO Flight Plan, include “STS/APVD NONRVSM.”

*NOTE. New York Oceanic or San Juan Center, as appropriate, will coordinate Non-RVSM status with any affected adjacent FIR or facility.*

(c) Operator Actions. Aircraft operators in the categories described in subpara j.5(a) requesting approval shall:

(1) If departing from, or transiting through the New York portion of WATRS or the San Juan FIR, and initial entry into an RVSM exclusive environment is the New York FIR or the San Juan FIR, obtain approval from New York Center or San Juan Center normally not more than 24 hours and not less than 4 hours prior to intended departure time.

*NOTE. Aircraft utilizing the call sign “LN” and the radiotelephony “Lifeguard,” are exempt from the requirements contained in subpara j.5(c)(1) above and j.5(c)(3) below. Filing a flight plan constitutes sufficient notification as required by this paragraph.*

(2) Include “STS/APVD NONRVSM” in Field 18 of the ICAO Flight Plan.

(3) For operations into the New York Oceanic FIR, after departure, the pilot shall notify the ATC facility (on VHF) adjacent to the New York boundary that approval has been obtained from New York Center.

**(4) In all operations of Non-RVSM aircraft in RVSM airspace, when communicating with air traffic, pilots will follow the direction of paragraph g above (Pilot-Controller Phraseology) and state “Negative RVSM” as directed.**

*NOTE. Approval means able to operate in the RVSM stratum. Aircraft operating levels will be subject to Air Traffic Control.*

(d) Contact details for approval request are as follows:

- (i) New York Center: Telephone: (631) 468-1495 or (631) 468-5959.
- (ii) San Juan Center: Telephone: (787) 253-8664 or (787) 253-8665

6. This approval process is intended exclusively for the purposes indicated above and not as a means to circumvent the normal RVSM approval process.

#### **k. PROCEDURES FOR SUSPENSION OF RVSM IN OCEANIC AIRSPACE**

1. "Suspending" RVSM in this paragraph refers to increasing the vertical separation minimum between all aircraft to 2,000 ft. Air Traffic Service providers will consider suspending RVSM procedures when there are pilot reports of greater than moderate turbulence within affected areas in the New York Oceanic FIR and in oceanic areas in the San Juan FIR. The provision to suspend RVSM will normally only be considered for oceanic areas where direct controller-pilot VHF or UHF voice communication and radar surveillance is not available.

2. In the event that RVSM is suspended in an oceanic airspace in WATRS and/or the San Juan FIR, a NOTAM will be issued.

#### **l. HEIGHT DEVIATION REPORTING**

1. The successful implementation of RVSM in any airspace is dependent on regular monitoring of airspace system safety. An important part of that monitoring program is the reporting of height deviations 300 feet or more from the assigned flight level. Any deviation which is 300 feet or more from the assigned level in RVSM or RVSM Transition airspace, whether intentional or not, should be reported to the appropriate Regional Monitoring Agency.

2. Historically, these events have been spawned by several causes:

- (a) Misunderstandings between aircrew and ATC facility regarding the assigned flight level.
- (b) Maneuvering an aircraft away from the assigned flight level.
- (c) Responding to contingency events, prior to offsetting laterally from the adjacent track.
- (d) Negotiating meteorological effects (turbulence).
- (e) Equipment failure.
- (f) Responding to TCAS RA and TA.

3. The "Altitude Deviation Report Form" for reporting these events is an attachment to the North Atlantic (NAT) MNPS Airspace Operations Manual. This manual is posted in the "MNPSA" section of the NAT Program Coordination Office Website ([www.nat-pco.org](http://www.nat-pco.org)). The form may be filed at the completion of the flight or it may be filed by the controlling ATC facility, as appropriate. It should be sent to:

(a) Separation Standards Group at the FAA William J. Hughes Technical Center. Fax +01 609 485-5117.

(b) North Atlantic Central Monitoring Agency. Email: [natcma@nats.co.uk](mailto:natcma@nats.co.uk); Fax +44 1292 692 754

(c) Caribbean and South American Regions Monitoring Agency. Website address: [www.cgna.gov.br/carsam/Ingles/index.htm](http://www.cgna.gov.br/carsam/Ingles/index.htm). Fax: 55 (12) 39 41 70 55

4. The data compiled from reports is reviewed regularly and summarized to prepare an estimate of safety for the WATRS airspace. From this information, improved procedures and practices are recommended.

## SECTION 2

### **PILOT PROCEDURES GENERALLY APPLICABLE TO OCEANIC OPERATIONS (i.e., ABOVE, BELOW AND WITHIN RVSM AIRSPACE)**

**a. Update: Special Procedures for In-flight Contingencies In Oceanic Airspace.** This paragraph contains procedures for in-flight contingencies in oceanic airspace that are now published in Section 15.2.2 of ICAO Document 4444 (*Procedures for Air Navigation Services – Air Traffic Management*). Effective February 16, 2006, operators are expected to follow the procedures printed below. The effective date for the guidance has been coordinated with the Air Traffic Services providers in the Atlantic and Pacific. The guidance will, therefore, be applicable in all Pacific and Atlantic oceanic FIRs including Oakland, Anchorage, New York and San Juan Oceanic.

**NOTE 1:** The only **significant** procedural change from in-flight contingency procedures previously published in ICAO Regional Supplementary Procedures (Doc 7030) is to the track offset. The track offset has been changed to **15nm** for contingencies requiring the aircraft to depart cleared altitude and/or track prior to obtaining a revised clearance. In the “General Procedures” section below, see paragraphs 3b and 4.

**NOTE 2:** Prior to this harmonization, the track offset for in-flight contingencies was 30nm in the North Atlantic (NAT) and 25nm in Pacific airspace.

### **SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE: INTRODUCTION**

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

(a) Inability to maintain assigned flight level due to meteorological conditions, aircraft performance or pressurization failure;

(b) En route diversion across the prevailing traffic flow; and

(c) 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.

2. These procedures are applicable primarily when rapid descent and/or turn-back or diversion is required. 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.

### **SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE: GENERAL PROCEDURES**

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, and/or an aircraft is unable to maintain the navigation performance accuracy specified for the airspace, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. The radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times shall be used as appropriate. Subsequent ATC action with respect to that aircraft shall be based on the intentions of the pilot and the overall air traffic situation.

3. **If prior clearance cannot be obtained**, an ATC clearance shall be obtained at the earliest possible time and, until a revised clearance is received, the pilot shall:

(a) Leave the assigned route or track by initially turning \*90 degrees to the right or to the left. When possible, the direction of the turn should be determined by the position of the aircraft relative to any organized route or track system. Other factors which may affect the direction of the turn are:



- (1) The direction to an alternate airport, terrain clearance;
- (2) Any lateral offset being flown, and the flight levels allocated on adjacent routes or tracks.

**\*FAA EXPLANATORY NOTE:** a turn of less than or greater than 90 degrees may be required, depending on the type of contingency and whether the pilot intends to continue in the same direction or reverse course.

(b) Following the turn, the pilot should:

(1) If unable to maintain the assigned flight level, initially minimize the rate of descent to the extent that is operationally feasible;

(2) Take account of other aircraft being laterally offset from its track;

(3) Acquire and maintain in either direction a track laterally separated by 28 km (15 NM) from the assigned route; and

(4) Once established on the offset track, climb or descend to select a flight level which differs from those normally used by 150 m (500 ft);

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

(d) Maintain a watch for conflicting traffic both visually and by reference to ACAS (TCAS) (if equipped);

(e) Turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

(f) Keep the SSR transponder on at all times; and

(g) Take action as necessary to ensure the safety of the aircraft.

4. When leaving the assigned track to acquire and maintain the track laterally separated by 28 km (15 NM), the flight crew, should, *where practicable*, avoid overshooting the track to be acquired, particularly in airspace where a 55.5 km (30 NM) lateral separation minimum is applied.

**SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE: ETOPS AIRCRAFT  
(Extended Range Operations By Aircraft With Two-Turbine Power-Units)**

If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

**b. WEATHER DEVIATION PROCEDURES FOR OCEANIC OPERATIONS**

**General Procedures**

1. The following procedures are intended to provide guidance for deviations around thunderstorms. All possible circumstances cannot be covered. The pilot's judgment shall ultimately determine the sequence of actions taken and ATC shall render all possible assistance.

Route center line track	Deviations >10 NM	Level change
EAST (000-179 magnetic)	LEFT RIGHT	DESCEND 300 ft CLIMB 300 ft
WEST (180-359 magnetic)	LEFT RIGHT	CLIMB 300 ft DESCEND 300 ft

**NOTE—**

*Subpara 6 below calls for the pilot to: broadcast aircraft position and pilot's intentions, identify conflicting traffic and communicate air-to-air with near-by aircraft. **If the pilot determines that there is another aircraft at or near the same FL with which his aircraft might conflict, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.***

2. If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an air traffic control clearance shall be obtained at the earliest possible time. In the meantime, the aircraft shall follow the procedures detailed in subpara 6 below.

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

4. Obtaining priority from ATC when weather deviation is required.

(a) When the pilot initiates communications with ATC, rapid response may be obtained by stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response.

(b) The pilot still retains the option of initiating the communications using the urgency call "PAN PAN PAN" to alert all listening parties to a special handling condition which will receive ATC priority for issuance of a clearance or assistance.

5. Actions to be taken when controller-pilot communications are established.

(a) The pilot notifies ATC and requests clearance to deviate from track, advising, when possible, the extent of the deviation expected.

(b) ATC takes one of the following actions:

(1) If there is no conflicting traffic in the horizontal dimension, ATC will issue clearance to deviate from track.

(2) If there is conflicting traffic in the horizontal dimension, ATC separates aircraft by establishing vertical separation.

(3) If there is conflicting traffic in the horizontal dimension and ATC is unable to establish vertical separation, ATC shall:

[i] Advise the pilot unable to issue clearance for requested deviation.

[ii] Advise pilot of essential traffic.

[iii] Request pilot's intentions.

**PHRASEOLOGY—**

*"Unable (requested deviation), traffic is (call sign, position, altitude, direction), advise intentions."*

(c) The pilot will take the following actions:

(1) Advise ATC of intentions; and

(2) Comply with air traffic control clearance issued; or

(3) Execute the procedures detailed in subpara 6 below. (ATC will issue essential traffic information to all affected aircraft.)

(4) If necessary, establish voice communications with ATC to expedite dialogue on the situation.

6. Actions to be taken if a revised air traffic control clearance cannot be obtained.

(a) The pilot shall take the actions listed below under the provision that the pilot may deviate from rules of the air, when it is absolutely necessary in the interests of safety to do so.

(b) If a revised air traffic control clearance cannot be obtained and deviation from track is required to avoid weather, the pilot should take the following actions:

(1) If possible, deviate away from an organized track or route system.

(2) Establish communication with and alert nearby aircraft by broadcasting, at suitable intervals: flight identification, flight level, aircraft position (including the ATS route designator or the track code) and intentions (including the magnitude of the deviation expected) on the frequency in use, as well as on frequency 121.5 MHz (or, as a back-up, the VHF inter-pilot air-to-air frequency 123.45).

(3) Watch for conflicting traffic both visually and by reference to ACAS (if equipped).

(4) Turn on all aircraft exterior lights (commensurate with appropriate operating limitations).

(5) For deviations of less than 10 NM, aircraft should remain at the level assigned by ATC.

(6) For deviations of greater than 10 NM, when the aircraft is approximately 10 NM from track, initiate a level change based on the criteria in the table in paragraph c.1 above.

(7) 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.

(8) When returning to track, be at its assigned flight level, when the aircraft is within approximately 10 NM of center line.

### c. STRATEGIC LATERAL OFFSETS IN OCEANIC AIRSPACE TO MITIGATE COLLISION RISK AND TO MITIGATE WAKE TURBULENCE

1. Pilots should use the Strategic Lateral Offset Procedure as standard operating practice in the course of normal operations to mitigate collision risk and wake turbulence. The Strategic Lateral Offset Procedure will be in force throughout the New York Oceanic FIR and **in oceanic airspace in the San Juan FIR**. This procedure is to be used for **both** wake vortex encounters, and to mitigate the heightened risk of collision when non-normal events such as operational altitude deviation errors and turbulence induced altitude deviations occur due to highly accurate navigational systems.

2. Strategic Lateral Offset Procedures will be applied using the following guidelines:

(a) Strategic lateral offsets and those executed to mitigate the effects of wake turbulence are to be made to the right of a route or track;

(b) In relation to a route or track, there are three positions that an aircraft may fly: centerline, one or 2 NM right; and,

(c) Offsets are not to exceed 2 NM right of centerline.

3. The intent of this procedure is to reduce risk (increase the safety margin) by distributing aircraft laterally and equally across the three available positions. In this connection, pilots must take account of the following:

(a) Aircraft without automatic offset programming capability must fly the centerline;

(b) Aircraft capable of being programmed with automatic offsets may fly the centerline or offset one or 2 NM right of centerline to obtain lateral spacing from nearby aircraft;

(c) Pilots should use whatever means are available (e.g. TCAS, communications, visual acquisition, GPWS) to determine the best flight path to fly;

(d) Any aircraft overtaking another aircraft is to offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken;

(e) For wake turbulence purposes, pilots are also to fly one of the three positions at 2b above and never offset to the left of centerline nor offset more than 2 NM right of centerline;

**NOTE.** It is recognized that the pilot will use his/her judgment to determine the action most appropriate to any given situation and has the final authority and responsibility for the safe operation of the aeroplane. The use of air-to-air channel, 123.45, may be used to co-ordinate the best wake turbulence offset option.

(f) Pilots may apply an offset outbound at the oceanic entry point but must return to centerline at the oceanic exit point. This provision applies to aircraft entering airspace in the San Juan FIR where direct controller-pilot VHF or UHF voice communication is available.

(g) Bermuda. Aircraft transiting radar-controlled airspace in the vicinity of Bermuda may remain on their established offset positions;

(h) There is no ATC clearance required for this procedure and it is not necessary that ATC be advised; and,

(i) Voice position reports are to be based on the current ATC clearance and not the exact co-ordinates of the offset position.

## ATTACHMENT

### Standard Phraseology for RVSM Operations

Message	Phraseology
For a controller to ascertain the RVSM approval status of an aircraft:	(call sign) confirm RVSM approved
Pilot indication that flight is RVSM approved	Affirm RVSM
Pilot will report lack of RVSM approval (Non-RVSM status): a. On the initial call on any frequency in the RVSM airspace and... b. In all requests for flight level changes pertaining to flight levels within the RVSM airspace and... c. In all read-backs to flight level clearances pertaining to flight levels within the RVSM airspace and... d. In read back of flight level clearances involving climb and descent through RVSM airspace (FL290-410)	Negative RVSM, (supplementary information, e.g., "Certification flight").
Pilot report of one of the following after entry into RVSM airspace: all primary altimeters, automatic altitude control systems or altitude alerters have failed.  <i>(This phrase is to be used to convey both the initial indication of RVSM aircraft system failure and on initial contact on all frequencies in RVSM airspace until the problem ceases to exist or the aircraft has exited RVSM airspace).</i>	Unable RVSM Due Equipment
ATC denial of clearance into RVSM airspace	Unable issue clearance into RVSM airspace, maintain FL ____.
Pilot reporting inability to maintain cleared flight level due to weather encounter	Unable RVSM due (state reason) (e.g., turbulence, mountain wave)

Message	Phraseology
ATC requesting pilot to confirm that an aircraft has regained RVSM–approved status or a pilot is ready to resume RVSM	Confirm able to resume RVSM
Pilot ready to resume RVSM after aircraft system or weather contingency	Ready to resume RVSM

(Oceanic Operations Standards Group, AJE–32 2/16/06)

**SPECIAL NOTICE --  
TURBULENCE IMPACT ASSESSMENT**

To help in assessing whether moderate or severe turbulence might have an impact on operations in the North Atlantic (NAT) Region, including the Western Atlantic Route System (WATRS), when reduced vertical separation minimum of 1,000 feet is applied between FL290 and FL410 inclusive, the frequency and magnitude of altitude deviations from assigned FL caused by moderate to severe turbulence needs to be quantified. To this end, air crews operating in the NAT Region, including all of the WATRS areas, are required to **include the magnitude of the deviation, in feet, from assigned FL in all required reports of moderate to severe turbulence.**

**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:

**a. General**

**1.** All NAT air–ground messages are categorized under one of the following headings (excluding emergency messages):

- (a) Position Report.
- (b) Request Clearance.
- (c) Revised Estimate.
- (d) Miscellaneous Message.

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

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

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

**1. POSITION.** To be used for routine position reports.

**CONTENT AND DATA SEQUENCE**

- (a) “POSITION.”
- (b) Flight identification.
- (c) Present position.

- (d) Time over present position (hours and minutes).
- (e) Present flight level.
- (f) Next position on assigned route.
- (g) Estimated time for next position (hours and minutes).
- (h) Next subsequent position.
- (i) 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”*

**2. REQUEST CLEARANCE.**

(a) 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**

- (1) “REQUEST CLEARANCE.”
- (2) Flight identification.
- (3) Present or last reported position.
- (4) Time over present or last reported position (hours and minutes).
- (5) Present flight level.
- (6) Next position on assigned route or oceanic entry point.
- (7) Estimate for next position or oceanic entry point.
- (8) Next subsequent position.
- (9) Requested Mach number, flight level or route.
- (10) 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”*

(b) 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**

- (1) “REQUEST CLEARANCE.”
- (2) Flight identification.
- (3) Requested Mach number, flight level or route.
- (4) Further information or clarifying remarks.

**EXAMPLE-**

*“Request clearance, BAW 212, requesting flight level 370”*

**3. REVISED ESTIMATE.** To be used to update estimate for next position.

### CONTENT AND DATA SEQUENCE

- (a) “Revised Estimate.”
- (b) Flight identification.
- (c) Next position on route.
- (d) Revised estimate for next position (hours and minutes).
- (e) Further information.

#### **EXAMPLE—**

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

**4. 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

- (a) Flight identification.
- (b) General information or request in plain language and format free.

### OCEANIC FLIGHTS ORIGINATING FROM THE CAR OR SAM REGIONS AND ENTERING NAT MNPSA VIA THE NEW YORK OCA

When a pilot has received from ATC a complete route, altitude, and Mach Number, regardless whether or not the elements are issued concurrently or from the same ATC center, the pilot has an oceanic clearance and no specific request for one is necessary.

For example: Santo Domingo ACC issues a clearance with a complete route and altitude to a flight from Santo Domingo to Europe. Later, the San Juan CERAP issues the aircraft a clearance to maintain Mach .84. At this point, all three required elements (Route, Mach Number and Flight Level) have been received and the flight has an oceanic clearance. A subsequent change to any single element of the oceanic clearance does not alter the others.

If the pilot does not have all the elements of the oceanic clearance, obtain them prior to entering MNPS airspace. If any difficulty is encountered obtaining the elements of the oceanic clearance, the pilot **SHOULD NOT** enter holding while awaiting a clearance unless so directed by ATC. Proceed on the cleared route, or flight plan route into MNPS airspace and continue to request the clearance elements needed. (ATO-150 9/14/99)

#### **SPECIAL NOTICE -- GENERAL AVIATION OPERATORS**

Unless the pilot and the aircraft are certified for operation in Minimum Navigation Performance Specification Airspace (MNPSA), the aircraft will be denied entry into MNPSA by the first oceanic facility handling the flight.

Information concerning operation in MNPSA may be obtained from the North Atlantic MNPS Airspace Operations Manual and the North Atlantic International General Aviation Operations Manual.

#### **SPECIAL NOTICE-- COMMON PROCEDURES FOR RADIO COMMUNICATIONS FAILURE**

The following procedures are intended to provide general guidance for North Atlantic (NAT) aircraft experiencing a communications failure. **These procedures are intended to complement and not supersede state procedures/regulations.** It is not possible to provide guidance for all situations associated with a communications failure.

**a. General**

1. If so equipped the pilot of an aircraft experiencing a two-way-radio communications failure shall operate the secondary radar transponder on identity Mode A) Code 7600 and Mode C.

2. The pilot shall also attempt to contact any ATC facility or another aircraft and inform them of the difficulty and request they relay information to the ATC facility with whom communications are intended.

**b. Communications Failure Prior To Entering NAT Oceanic Airspace**

1. If operating with a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the cleared oceanic entry point, level and speed and proceed in accordance with the received and acknowledged oceanic clearance. Any level or speed changes required to comply with the oceanic clearance shall be completed within the vicinity of the oceanic entry point.

2. If operating without a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the first oceanic entry point, level, and speed, as contained in the filed flight plan and proceed via the filed flight plan route to landfall. That first oceanic level and speed shall be maintained to landfall.

**c. Communications Failure Prior To Exiting NAT Oceanic Airspace**

1. **Cleared on flight plan route.** The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to landfall. After passing the last specified oceanic route point, conform with the relevant State procedures/regulations.

2. **Cleared on other than flight plan route.** The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall. After passing this point, rejoin the filed flight plan route by proceeding directly to the next significant point ahead of the track of the aircraft as contained in the filed flight plan. Where possible use published ATS route structures, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to the last specified oceanic route point. After passing this point conform with the relevant State procedures/regulations.

**“WHEN ABLE HIGHER” (WAH) REPORTS**

To ensure maximum use of available altitudes, aircraft entering RVSM and/or MNPS airspace in the New York FIR should be prepared to advise ATC of the time or position the aircraft can accept the next higher altitude. WAH reports are also used to plan the altitude for aircraft as they transition from RVSM to CVSM altitudes. Therefore it is important that the altitude capability of the aircraft is known by controllers. If the aircraft is capable of a higher altitude that, for whatever reason, is not preferred by the pilot, give the altitude in the WAH report and advise that you prefer not to be assigned that altitude.

The procedures will differ for eastbound and westbound aircraft since many of the eastbound aircraft will enter New York MNPS/RVSM airspace from ATC sectors that have direct controller-pilot communications. ATC acknowledgment of a WAH report is NOT a clearance to change altitude.

**Eastbound aircraft entering RVSM or MNPS airspace in the New York FIR:**

Pilots may be requested by ATC to provide an estimate for when the flight can accept the next higher altitude(s). If requested, pilots should provide this information as soon as possible.

**Westbound aircraft entering RVSM or MNPS airspace in the New York FIR:**

Pilots should include in the initial position report the time or location that the next higher altitude can be accepted.

***EXAMPLE-***

*“Global Air 543, 40 north 40 west at 1010, flight level 350, estimating 40 north 50 west at 1110, 40 north 60 west. Next able flight level 360 at 1035.”*

***NOTE-***

*Pilots may include more than one altitude if that information is available.*



**EXAMPLE-**

(after stating initial report) “Able flight level 360 at 1035, able flight level 370 at 1145, able flight level 390 at 1300.”

**MANDATORY PILOT REPORTS**

In addition to reading back altitude assignments, pilots shall report reaching any altitude assigned within RVSM airspace. This serves as a double check between pilots and controllers and reduces the possibility of operational errors. This requirement for altitude readback and reports of reaching assigned altitudes applies to both RVSM and CVSM altitudes (i.e., flight levels 330, 340, 350, 360, and 370).

**EXAMPLE-**

(initial altitude readback): “Global Air 543 climbing to flight level 360.”

(upon reaching assigned altitude): “Global Air 543 level at flight level 360.”

**CARIBBEAN, SOUTH AMERICA, AND GULF OF MEXICO**

**FDC 2/8646 ZFW TX.** Due to the lack of terrain and obstacle clearance data, accurate automation data bases are not available for providing minimum safe altitude warning information to aircraft overflying Mexico. Air traffic facilities along the United States/Mexico border have inhibited minimum safe altitude warning computer programs for aircraft operating in Mexican airspace until accurate terrain data can be obtained. (ATP-130 7/29/02)

**FDC 2/8645 ZHU TX.** Due to the lack of terrain and obstacle clearance data, accurate automation data bases are not available for providing minimum safe altitude warning information to aircraft overflying Mexico. Air traffic facilities along the United States/Mexico border have inhibited minimum safe altitude warning computer programs for aircraft operating in Mexican airspace until accurate terrain data can be obtained. (ATP-130 7/29/02)

**FDC 2/8644 ZAB NM.** Due to the lack of terrain and obstacle clearance data, accurate automation data bases are not available for providing minimum safe altitude warning information to aircraft overflying Mexico. Air traffic facilities along the united states/Mexico border have inhibited minimum safe altitude warning computer programs for aircraft operating in Mexican airspace until accurate terrain data can be obtained. (ATP-130 7/29/02)

**ENHANCEMENT OF THE MEXICO VHF NETWORK**

On May 1, 2003 ARINC declared its Mexico VHF Voice Network (MEXNET) operational. This network is operated as part of the existing ARINC Domestic VHF Network Service, controlled from the ARINC New York Communications Center on network frequency 130.700 MHz. In 2006, ARINC installed additional VHF voice ground stations at Villahermosa, (MX/VSA) and Veracruz (MX/VER) to provide improved enroute and on-ground coverage at these airports. Effective May 1, 2007, the ARINC San Francisco Communications Center assumed control of this network.

The expansion of ARINC coverage in Mexico was implemented to enable airline compliance with 14 CFR Part 121.99. This network can be used for Phone Patches and Radio Operator message delivery. It will also provide on-the-ground coverage at the sites listed below:

MMAA	ACA	Acapulco
MMLO	BJX	Leon/Guanajuato
MMGL	GDL	Guadalajara
MMCU	CUU	Chihuahua
MMHO	HMO	Hermosillo

MMLM	LMM	Los Mochis
MMMZ	MZT	Mazatlan
MMPR	PVR	Puerto Vallarta
MMVR	VER*	Vera Cruz
MMSD	SJD	San Jose Del Cabo
MMVA	VSA*	Villahermosa
MBTC	TRC	Torreon
MMTM	TAM	Tampico
MMMY	MTY	Monterrey
MMMXX	MEX	Mexico City

Note: MID and CUN will continue to be covered by New York ARINC on the Gulf Net/130.7 MHz. The Puebla, MX/PBC site has been decommissioned.

Questions regarding ARINC Voice Services or this NOTAM should be directed to the ARINC Service Desk (800) 633-6882 or (703) 637-6360. (ARINC 04/20/07)

## **GULF OF MEXICO AIRSPACE RVSM POLICY/PROCEDURES AND STRATEGIC LATERAL OFFSETS**

**OBJECTIVES.** The objectives of this Notice are to:

- To clarify policy and procedures to be applied in the Gulf of Mexico associated with the implementation of **Reduced Vertical Separation Minimum (RVSM)** on January 20, 2005.
- To implement the Strategic Lateral Offset Procedure in Gulf of Mexico oceanic airspace.

**TABLE OF CONTENTS.** Paragraph headings and paragraph subject matter are listed below:

### **SECTION 1: RVSM POLICIES AND PROCEDURES FOR THE GULF OF MEXICO**

- a. Date, Time and Airspace Where RVSM Is or Will Be Implemented
- b. RVSM Policy and Procedures For the Gulf of Mexico (Gulf of Mexico and
- c. Sources of Information: FAA RVSM Homepage and RVSM Documentation Webpage

### **SECTION 2: POLICIES FOR APPLICATION OF THE STRATEGIC LATERAL OFFSET PROCEDURE IN GULF OF MEXICO OCEANIC AIRSPACE**

#### **SECTION 1: RVSM POLICIES AND PROCEDURES FOR THE GULF OF MEXICO**

##### **a. Date, Time, and Airspace Where RVSM Is or Will Be Implemented**

**1.** On January 20, 2005 at 0901 UTC, RVSM will be implemented between flight level (FL) 290-410 (inclusive) in the:

- Lower 48 states of the United States, Alaska and the San Juan FIR
- Gulf Of Mexico High and Atlantic High Offshore Airspace (including Houston and Miami Oceanic airspace)
- Mexico including the Merida FIR.

**2.** On the same date and time, RVSM will also be implemented in:

- Canadian Southern Domestic airspace
- The Caribbean and South American regions.

**NOTE:** RVSM airspace is “exclusionary” airspace. Prior to operating in designated RVSM airspace, with only limited exceptions, operators and aircraft must have received authorization from the responsible civil aviation authority.

**b. POLICIES AND PROCEDURES APPLICABLE IN GULF OF MEXICO AIRSPACE**

**1.** The FAA Notice, “**Operational Policy/Procedures For RVSM In the Domestic U.S., Alaska, Offshore Airspace and the San Juan FIR**”, provides RVSM policies and procedures that are applicable in Gulf of Mexico High and Atlantic High Offshore airspace and other airspace under FAA air traffic control. The Notice is posted on the FAA RVSM Documentation Webpage in the “Domestic U.S. RVSM” section of “Area of Operations Specific Information.”

**2.** Pilots must be aware of the air traffic services available to them and follow procedures and guidance appropriate to the services available. In contingency situations, it is recognized that ultimately pilot judgment will determine the actions to be taken in specific circumstances and areas

**c. SOURCES OF INFORMATION: FAA RVSM HOMEPAGE AND RVSM DOCUMENTATION WEBPAGE**

**1.** The FAA maintains a Website containing documents and policy related to RVSM operations in various regions of the world. The FAA RVSM Homepage address is: [www.faa.gov/ats/ato/rvsm1.htm](http://www.faa.gov/ats/ato/rvsm1.htm). The “RVSM Documentation” Webpage is linked to the RVSM Homepage. The RVSM Documentation Webpage contains sections on RVSM Approval, Monitoring Requirements and Procedures, Registration on RVSM Approvals Databases and Area of Operations Specific Operational Policy and Procedures.

**2.** The FAA Webpage has links to Websites in other regions such as Europe, Caribbean and South America and Asia/Pacific.

**SECTION 2: POLICIES FOR APPLICATION OF THE STRATEGIC LATERAL OFFSET PROCEDURE IN GULF OF MEXICO OCEANIC AIRSPACE**

**1.** The policies below will apply for use of the Strategic Lateral Offset Procedure **in Gulf of Mexico oceanic airspace**. The offset procedure can be used as standard operating practice in the course of normal operations. It is intended to mitigate **both** wake vortex encounters and to mitigate the heightened risk of collision when non-normal events occur (e.g., operational altitude deviation errors and turbulence induced altitude deviations).

**2.** The Strategic Lateral Offset Procedure will be applied using the following guidelines:

**a.** Pilots should apply an offset outbound once ATC terminates radar service or reports that radar contact is lost. Pilots must return to centerline or request ATC clearance to remain offset once radar contact is re-established.

**b.** Strategic lateral offsets and those executed to mitigate the effects of wake turbulence are to be made to the **right** of a route or track;

**c.** In relation to a route or track, there are three positions that an aircraft may fly: centerline, one or 2 NM right; and,

**d.** Offsets are not to exceed 2 NM right of centerline.

**3.** The intent of this procedure is to reduce risk (increase the safety margin) by distributing aircraft laterally and equally across the three available positions. In this connection, pilots must take account of the following:

**a.** Aircraft without automatic offset programming capability must fly the centerline;

**b.** Aircraft capable of being programmed with automatic offsets may fly the centerline or offset one or 2 NM right of centerline to obtain lateral spacing from nearby aircraft;

**c.** Pilots should use whatever means are available (e.g. TCAS, communications, visual acquisition, GPWS) to determine the best flight path to fly;

**d.** Any aircraft overtaking another aircraft is to offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken;

**e.** For wake turbulence purposes, pilots are also to fly one of the three positions at 2c above and never offset to the left of centerline nor offset more than 2 NM right of centerline;

**NOTE.** *It is recognized that the pilot will use his/her judgment to determine the action most appropriate to any given situation and has the final authority and responsibility for the safe operation of the aeroplane. The use of air-to-air channel, 123.45, may be used to co-ordinate the best wake turbulence offset option.*

**f.** There is no ATC clearance required for this procedure and it is not necessary that ATC be advised; and,

**g.** Voice position reports are to be based on the current ATC clearance and not the exact co-ordinates of the offset position. (ATO-E Oceanic Standards Branch 10/27/04)

### **SPECIAL NOTICE -- SONOBOUY DROPS**

Sonobouy drop activity 5 NM radius of St. Croix (COY) 300 degree radial 11 DME (300/11) surface to 1200 feet MSL, sunrise to sunset, 7 days a week. (SJU IFSS 7/87)

### **SPECIAL NOTICE -- ROOSEVELT ROADS, PUERTO RICO**

The U.S. Navy conducts intermittent year-round drone launch and recovery operations between sunrise and sunset in the RPV ALTRV defined below:

#### **NORTHEAST CORRIDOR:**

5 NM on each side of a line from Cabras Island

to lat. 18° 15 ' 00 " N., long. 65° 30 ' 00 " W.;

to lat. 18° 14 ' 30 " N., long. 65° 24 ' 00 " W.;

to lat. 18° 14 ' 00 " N., long. 65° 10 ' 00 " W.;

to lat. 18° 30 ' 00 " N., long. 65° 08 ' 00 " W.;

to lat. 18° 45 ' 00 " N., long. 65° 06 ' 00 " W.

#### **SOUTHEAST CORRIDOR:**

5 NM on each side of a line from Cabras Island

to lat. 18° 15 ' 00 " N., long. 65° 30 ' 00 " W.;

to lat. 18° 14 ' 00 " N., long. 65° 24 ' 00 " W.;

to lat. 18° 14 ' 00 " N., long. 65° 10 ' 00 " W.;

to lat. 17° 35 ' 00 " N., long. 65° 16 ' 00 " W.

#### **SOUTHWEST CORRIDOR:**

5 NM on each side of a line from Cabras Island

to lat. 18° 13 ' 00 " N., long. 65° 36 ' 00 " W.;

to lat. 17° 50 ' 00 " N., long. 65° 38 ' 00 " W.

#### **NORTHWEST CORRIDOR:**

5 NM on each side of a line

from lat. 18° 45 ' 00 " N., long. 65° 36 ' 00 " W.;

to lat. 18° 18 ' 00 " N., long. 65° 33 ' 00 " W.;

to lat. 18° 07 ' 00 " N., long. 65° 36 ' 00 " W.

**ALTITUDES:**

Operating altitudes vary from the surface up to and including FL450. The drone operations are conducted with due regard to aircraft operations. Nonparticipating aircraft, therefore, are not prohibited from flying within the areas; however, extreme vigilance should be exercised when conducting through or near the areas when in use. Pilots should contact the San Juan International Flight Service Station on 123.65 or 255.4 to obtain real-time use information. (FAA ZSU-3.4 – CERAP HUB Revised 8/91)

**SPECIAL NOTICE -- GULF OF MEXICO  
COMMUNICATIONS REQUIREMENTS AND POSITION REPORTING  
WITHIN HOUSTON OCEANIC CONTROL AREA**

Position reports and the ability to communicate at any point of the route of flight is vital to the air traffic safety and control process. When flight planning, users are responsible to ensure that they will be capable of compliance. Inability to comply is in violation of ICAO requirements. The communication requirements for IFR flights within the Houston Oceanic Control Area are:

- a. Functioning two-way radio communications equipment capable of communicating with at least one ground station from any point on the route.
- b. Maintaining a continuous listening watch on the appropriate radio frequency.
- c. Reporting of mandatory points.

The following describes an area in the Houston CTA/FIR where reliable VHF air-to-ground communications below FL180, are not available:

26 30 00N 86 00 00W TO 26 30 00N 92 00 00W  
TO 24 30 00N 93 00 00W TO 24 30 00N 88 00 00W  
TO 24 00 00N 86 00 00W TO BEGINNING POINT.

Communications within this area are available for all oceanic flights via HF.

The attention of pilots planning flights within the Houston CTA/FIR is directed to the communications and position reports requirements specified in the following ICAO Documents:

*ANNEX 2, PARAGRAPHS 3.6.3 AND 3.6.5*  
*ANNEX 11, PARAGRAPH 6.1.2*  
*PANS-RAC 4444, PART 2, PARAGRAPH 14*  
*DOC 7030, CAR, PARAGRAPH 3. (FAA)*

**NOTAM: FOR 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:

**a.** The Airplane Flight Manual shows that the navigation system installation has received airworthiness approval in accordance with one of the following FAA ACs:

1. AC 90-45A (RNAV system approval).
2. AC 20-121A (LORAN C approval).
3. AC 20-130, as amended (Multi-Sensor Navigation system approval).
4. AC 20-138 (GPS approval).
5. AC 25-15 (Flight Management System [FMS] approval).

**NOTE-**

*INS LIMITATIONS. See paragraph f, below.*

**b.** The aircraft qualify for the /E, /G, /R, /J, /L, or /Q equipment suffix, as defined in the Aeronautical Information Manual (AIM).

**Operational Requirements and Procedures**

**a.** Class I Navigation: operations on Q-routes 100, 102, 105 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.

**b.** 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 (c), (d), (e) and (f) 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.

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

**d.** 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.")

**e.** 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.

**f.** 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.

**g.** 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 Websites and Contacts:** Information and contacts on oceanic and offshore operations can be found on the FAA Oceanic and Offshore Operations Web Site. To access the FAA web site, type:

[http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/enroute/oceanic/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/)

(Central En Route & Oceanic Operations, AJE-C14, 8/28/08)

### **HOUSTON, SAN JUAN, AND MIAMI FIRS AIR-TO-AIR FREQUENCY**

Effective 0001 UTC, May 18, frequency 123.45 MHz will be the approved air-to-air VHF channel within the above FIRs. This frequency will be used for flights operating over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems. Frequency 123.45 MHz replaces the previously published frequencies used within the Houston, San Juan, and Miami FIRs. This change is necessary to comply with Amendment 74 to ICAO Annex 10, Volume II that took effect on November 4, 1999, which designated 123.45 as the global standard VHF air-to-air frequency.

Effective 0001 UTC, May 18, 2000, frequency 123.45 MHz will be the approved air-to-air VHF.  
(ATP-130.6 4/10/2000)

### **SPECIAL NOTICE -- SAN JUAN CTA/FIR FLIGHT PLAN VERIFICATION**

Effective immediately, all aircraft transitioning through San Juan FIR/CTA from a foreign facility that will operate in MNPS airspace shall forward the full route of flight for flight plan verification. This shall be accomplished prior to exiting the San Juan FIR/CTA, by one of the following means:

- a.** Via Direct pilot-controller communication.
- b.** Via Aeronautical Radio, Inc. (ARINC), when requested by ATC.

This requirement does not apply to aircraft operating in non-MNPS airspace. (San Juan CERAP 2/10/99)

### **SAN JUAN CTA/FIR**

#### **SPECIAL NOTICE -- VFR TRAFFIC**

All VFR aircraft entering and departing the San Juan FIR/CTA will provide San Juan Radio with an ICAO flight plan. All aircraft must establish 2 way communications with San Juan on 126.7, 122.2, 123.65, or

255.4. Communication can also be established by using the VOR frequency for receiving and transmitting on 122.1 for Borinquen (BQN), Mayaguez (MAZ), Ponce (PSE), St Croix (COY). The St Thomas (STT) transmitting frequency is 123.6. If unable to contact San Juan Radio, the pilot is responsible for notifying adjacent ATS units and request that a position report be relayed to San Juan Radio for search and rescue purposes and flight following. This is in accordance with ICAO Doc 4444, Part II, paras. 14.1.1, 14.1.4; Part VI, paras 1.2.1, 2.2.2; Annex 11, chapter 6, paras. 6.1.2.1, 5.1.1, 5.2.1, 5.2.2, 5.2.2.3, 5.3.2.4, 5.4.1 (San Juan IFSS 9/86)

### MIAMI CTA/FIR HAVANA CTA/FIR -- MIAMI CTA/FIR

Aircraft on IFR flight plans entering the Miami CTA/FIR at FL240 and above from the Havana CTA/FIR are requested to establish communication with Miami Oceanic CTA/FIR boundary (Long. 2400N) on the frequencies listed below for airways/direct routes:

between 8100W–8300W 132.2 VHF/323.1 UHF

between 8000W–8100W 124.7 VHF/323.0 UHF

between 7810W–8000W 135.22 VHF/381.45 UHF

between 7810W–Southeast to 2200N/7500 W 127.22 VHF/239.02 UHF

Aircraft on IFR flight plans entering the Miami CTA/FIR below FL240 from the Havana CTA/FIR are requested to establish communication with Miami ARTCC 10 minutes prior to the Miami Oceanic CTA/FIR boundary (Long. 2400N) on the frequencies listed below:

B646 & G765 – 132.2 VHF/323.1 UHF

B503 – 127.22 VHF/239.02 UHF

G437 – 125.7 VHF/307.9 UHF

A301 & R628 – 135.6 VHF/269.05 UHF.

#### **NOTE-**

*This information should appear on all applicable Domestic and Latin American High/Low En Route Charts.*

### RADAR SEPARATION

Miami ARTCC is utilizing limited radar procedures with Havana Center. Aircraft should not anticipate these services unless they are specifically provided. Aircraft must contact Miami ARTCC 10 minutes prior to reaching the Miami CTA/FIR boundary, regardless of radar services being provided.

Miami ARTCC is utilizing a secondary radar system from an antenna located on the island of Grand Turk, British West Indies. IFR aircraft within 200 NM of the antenna above FL240 can expect radar separation from other IFR aircraft. Radar air traffic service will be provided below FL240 by Miami Center to those participating aircraft within the antenna coverage.

Miami ARTCC is also utilizing a secondary radar system from an antenna located on the New Providence Island, Nassau, Bahamas. IFR aircraft within 200 NM of the antenna above FL240 can expect radar separation from other IFR aircraft. Radar air traffic service will be provided below FL240 to those participating aircraft within the antenna coverage.

Above FL240, some overlap occurs in radar coverage between the Nassau and Grand Turk systems and between the Grand Turk and Pico Del Este, Puerto Rico, systems.

There is no primary radar data or weather information available from the Grand Turk and Nassau radar systems. Since radar separation is dependent upon the receipt of transponder returns, all aircraft within antenna coverage of either system are required to squawk transponder codes as assigned by ATC, or, if none assigned, squawk the appropriate stratum code.

Aircraft departing and overflying the Santo Domingo and Port Au Prince FIRs can expect ATC assigned codes from those agencies. If a code is not assigned by either Santo Domingo or Port Au Prince, pilots should



request a code. The assigned codes should be squawked prior to crossing the Miami CTA/FIR boundary north or west bound. Initial call up to Miami Center prior to crossing the CTA/FIR boundary will permit early radar identification. Radar flight following of VFR aircraft is available on a workload permitting basis. The primary ATC frequency is 132.3 and 307.2. Secondary frequency is 135.2 and 327.0. (ZMA 7/17/03)

Aircraft on IFR flight plan entering Miami CTA/FIR from Port Au Prince or Santo Domingo CTA/FIR contact Miami ARTCC at least 10 minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

### **FLIGHT PLANNING INTO OR THROUGH THE MIAMI CTA/FIR AND SAN JUAN CTA/FIRs**

In an effort to eliminate erroneous or duplicate flight plans that may be received from diverse locations, and to increase the safety of flight within the Miami and San Juan CTA/FIRs, operators shall adhere to the following procedures when filing flight plans for departing flights from foreign aerodromes entering the United States National Airspace System:

**a.** All changes to an IFR flight must be submitted as soon as possible to the Air Traffic Service unit having authority for the departure aerodrome. Change/Modification (CHG) or Cancel (CNL) messages must be sent PRIOR to submitting a current or new flight plan.

**b.** Operators participating in the Repetitive Flight Plan/Bulk Storage Program (RPL) with Miami Center/San Juan CERAP are reminded of their responsibility to maintain accurate flight plan information on file. Failure to comply with this agreement may result in cancellation of the RPL agreement.

These references are contained in ICAO DOC 4444 and FAAO 7210.3, *Facility Operation and Administration*. Operators should be aware that failure to adhere to these procedures could result in an operational delay or pilot deviation.

If you have any questions, please do not hesitate to call the Miami Center Operations Office at 305-716-1530. (ZMA 9/15/99)

### **PANAMA: SPECIAL NOTICE**

En route IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR aircraft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: primary 6649 kHz, alternate 2944 kHz when operating south of 09-00N/TBG. Primary 6577 kHz, alternate 8918 kHz when operating north of 09-00N/TBG. Additional frequencies available are 5520 kHz, and 11396 kHz. U.S. military flights and civil aircraft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 5710 kHz (0200-1200 UTC), 6683 kHz (0000-1400 UTC), 8993/11176 kHz (24 hrs daily), 15015 kHz (1200-0200 UTC), 18019 kHz (1400-2400 UTC). When operating within the effective range of published Panama Center VHF/UHF frequencies, en route IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below flight level 200 Mode A/3 code 1100. At and above flight level 200 Mode A/3 code 2100. VFR aircraft Mode A/3 code 1200. Other transponder replies will be assigned by Panama ACC as necessary. (FAA)

## PACIFIC

**HF LONG DISTANCE OPERATION CONTROL (LDOC) COVERAGE  
IMPROVEMENT IN WESTERN PACIFIC/SOUTH CHINA SEA**

ARINC, Inc. has installed an HF Aeronautical Ground Station in Guam that will provide enhanced HF LDOC coverage in the Western Pacific, South China Sea and Southeast Asia Regions. Operational in October 2006, the station is remotely operated by Radio Operators at the ARINC San Francisco Communications Center. It operates on a common group of HF LDOC frequencies operated by ARINC at other Pacific based radio sites with the addition of selected frequencies previously used by Hong Kong Dragon. The LDOC frequencies are listed on current aeronautical charts and in other aeronautical publications for the Pacific Ocean. The LDOC frequencies are:

Pacific LDOCF
3494 KHz
*6637 KHz
6640 KHz
11342 KHz
*13333 KHz
13348 KHz
17925 KHz

Note: \*6637 KHz and 13333 KHz were previously Hong Kong Dragon frequencies.

Direct any questions to the ARINC Service Desk at (800) 633-6882 or (703) 637-6360. (ARINC 03/10/08)

**Oakland Oceanic Control Area (CTA)**  
**Continuation of Operational Trials for 30 nm Separation**  
**Use of 50 Nautical Mile (nm) Longitudinal Separation**

**1. Introduction.** Effective 7 June 2007, Oakland Air Route Traffic Control Center (ARTCC) will apply 30 nm lateral and 30 nm longitudinal (30/30) separation and 50 nm longitudinal separation between appropriately authorized and equipped aircraft throughout the Oakland Oceanic CTA. Limitations on the use of those separation minima in effect since March 2007 will no longer apply. Oakland ARTCC will continue to accommodate operators that are not eligible for 30 nm separation throughout Oakland Oceanic CTA. Lateral, longitudinal and vertical separation minima for aircraft not eligible for 30 nm separation will not change.

This notice provides operational policies, requirements and recommendations for operators planning for 30 nm separation in the Oakland Oceanic CTA. Paragraph 7 provides guidance for in-flight contingency actions/procedures. Paragraph 8 provides guidelines/policy for maneuvering to avoid convective weather. The notice is posted on the "Pacific CNS Requirements/Options" webpage that is linked to the Oceanic/International Operations Standards homepage: <http://www.faa.gov/ats/ato/130.htm>

Operator requirements for the application of 50 nm longitudinal separation are not addressed in that they have been previously published.

**2. FAA Planning for Phased Expansion of 30 nm separation.** The FAA will continue to assess safety and operational issues during the operational trial. When those issues are successfully addressed, the FAA will coordinate plans and schedules for safe expansion of 30 nm separation into other US-controlled oceanic airspace.

**3. Enabling Technology -- FANS-1/A Aircraft Systems and Advanced Technologies and Oceanic Procedures (ATOP)/Ocean21.**

- **FANS 1/A Capabilities.** Aircraft FANS–1/A communications, navigation and surveillance (CNS) capabilities, interfaced with Ocean21, are required in order for 30 nm separation to be applied.

- **Ocean21 capabilities.** FAA’s ATOP program uses the Ocean21 system for integrated communication, surveillance and air traffic management. Ocean21 enhanced capabilities are required for application of 30 nm separation in oceanic airspace where the FAA provides ATS. Ocean21 provides oceanic air traffic controllers with a set of automated decision support tools to assist in aircraft separation assurance, coordination, flight data management and controller–pilot communication. Ocean21 enhanced ATS automation capabilities are enabled by integrating Automatic Dependant Surveillance–Contract (ADS–C) and conventional position reports, system–maintained electronic flight data, controller–pilot datalink communication (CPDLC), flight data message processing, automated interfacility and intrafacility coordination, automated conflict prediction and reporting (CPAR), graphic dynamic situation display to the controller and interactive electronic flight strips, aircraft labels and aircraft position symbols.

**4. Use of 30/30 and 50 nm Longitudinal Separation.** Oakland ARTCC will apply the following policies to the use of 30/30 and 50 nm longitudinal separation:

- 30/30 and 50 nm longitudinal separation will be applied to “targets of opportunity” throughout the Oakland Oceanic CTA. “Targets of Opportunity” are proximate pairs of aircraft that are both eligible for either 30/30 separation or 50 nm longitudinal separation.

- Published ATS routes and other tracks (e.g. Pacific Organized Track System) will continue to be laterally separated by a minimum of 50 nm.

- Minimum ADS–C–based lateral and longitudinal separation between 30/30 eligible aircraft and Required Navigation Performance 10 (RNP 10) aircraft remains 50 nm. Lateral and longitudinal separation standards applied between RNP–10 and non–RNP aircraft also remains unchanged.

**Operator Flight Planning.** Other than the flight plan annotation requirements discussed in paragraph 6, application of 30/30 separation does not affect operators’ planning processes or procedures for filing flight plans. Operators that have filed and flown User Preferred Routes (UPRs) may continue to do so.

**Operational Benefits.** 30/30 separation provides ATC with enhanced flexibility to manage air traffic and enhances its capability to accommodate aircraft on user preferred routes and altitudes including enroute climbs to fuel–efficient altitudes.

**Safety Benefits.** 30 nm separation requires enhanced CNS capabilities in air traffic systems and on board the aircraft. Enhanced air traffic surveillance systems provide controllers with automated tools such as conflict prediction and reporting to assist in separation assurance and with tools to better monitor flight plan conformance. Enhanced communication and surveillance systems also enable controllers and pilots to better communicate and manage weather deviations and contingency situations such as aircraft turn–backs and diversions.

**5. 30/30 Requirements for Aircraft and Operators.** For aircraft/operators to be eligible for application of 30 nm separation, the following requirements must be met:

- The aircraft and operator must be authorized by the State of the Operator or the State of Registry, as appropriate, for RNP–4 operations;

The aircraft must be equipped with a minimum of two approved long range navigation systems that will enable the aircraft to maintain RNP–4 for the duration of flight in the applicable airspace;

- The aircraft must be equipped with a FANS–1/A package (or equivalent) that includes satellite CPDLC and ADS–C that meet the standards of RTCA Document 258 (*Interoperability Requirements for ATS Applications Using ARINC 622 Data Communications*);

- Satellite CPDLC communications and ADS–C surveillance must be conducted in accordance with the FANS–1/A Operations Manual (FOM), as amended, and maintained for the duration of the flight in the applicable Pacific FIRs. (See paragraph below for webpage access to the FOM); and

- Pilots and, if applicable, dispatchers must be trained on policies and procedures applicable to 30 nm separation including the use of Satellite CPDLC and ADS-C in Pacific oceanic airspace.

**References for Operational Policy and Procedures.** Operational policy/procedures documents related to this trial are posted on the “Pacific CNS Requirements/Options” webpage. (See paragraph 1). Basic reference documents for RNP-4, CPDLC and ADS-C operations are discussed below:

- Operators should use the *FANS-1/A Operations Manual (FOM)* to develop policy and procedures for CPDLC and ADS-C operations.
- Operators must use one of the following documents to develop policy and procedures for RNP 4 operations:
  - FAA Order 8400.33 (Procedures For Obtaining Authorization For Required Navigation Performance 4 (RNP-4) Oceanic and Remote Area Operations);
  - Australian Civil Aviation Safety Authority (CASA) Advisory Circular 91U-3(0)); and
  - New ICAO Performance Based Navigation (PBN) Manual (new ICAO Document 9613); Volume II, Part C, Chapter 1.

**6. 30/30 Flight Planning Requirements.** To inform ATC and to key Ocean21 automation that they have appropriate authorizations and are eligible for 30 nm separation separation, operators must annotate the ICAO Flight Plan as follows:

- Item 10 (Communication, Navigation and Approach Equipment) must be annotated with letters “J” (Data Link), “R” (Required Navigation Performance) and “Z” (additional information in Item 18).
- Item 10 (Surveillance Equipment) must be annotated with “D” (ADS Capability);
- Item 18 (Other Information) must be annotated with “NAV/RNP4”.

Note: For Pacific oceanic operations, RNP-10 aircraft operators are not required to annotate Item 18.

**7. In-flight Contingency Actions/Procedures and Emphasis On Situational Awareness In a 30 nm Separation Environment.** Pilots should be aware that during the trial, 30nm separation can be applied to their aircraft. They should use all available tools to maintain an awareness of other aircraft in their proximity in case an in-flight contingency occurs (e.g., aircraft or ATC system malfunction).

**Aircraft Navigation or Datalink System Malfunction.** Pilots must advise ATC of a loss of CPDLC and/or ADS-C capability or an inability to continue to meet RNP-4. ATC will then apply the separation standard appropriate to the situation.

**Air Traffic System Malfunction.** If there is a known malfunction of the CPDLC or ADS-C system, ATC will contact aircraft and apply separation appropriate to the situation.

**Guidance for In-flight Contingencies and Weather or Wake Turbulence Encounters.** Pilots will use guidance published in paragraphs e, f and g of notice, “Operational Policy/Procedures: Pacific Ocean and Offshore Airspace” which is also posted on of the “Pacific CNS Requirements/Options” webpage.

**15 nm Track Offset For In-flight Contingency Maneuvers.** Guidance published in the Notice discussed in the above paragraph reflects current ICAO guidance calling for a 15nm track offset when unable to obtain ATC clearance prior to executing maneuvers for contingencies such as rapid descent, turn-back or diversion. *This is of particular importance for aircraft to which 30nm separation can be applied.*

**Measures To Avoid Conflict With Other Aircraft.** When forced to deviate from cleared track and/or altitude prior to obtaining an ATC clearance, pilots should use all published measures to mitigate the potential for conflict with other aircraft. The full text of the in-flight contingency procedures is published in the FAA notice discussed above. Published guidance calls for the pilot to:

- Once established on the offset track and able to maintain level flight, maintain a flight level (FL) 500 feet above or below the FLs normally used (i.e., the cardinal FLs);

- Watch for other aircraft visually or, if equipped, with ACAS;
- Broadcast appropriate information on 121.5 MHz or the back-up frequency 123.45 MHz;
- Turn on exterior lights (commensurate with operating limitations); and
- Obtain an ATC clearance at the earliest opportunity.

#### **8. Maneuvering to Avoid Convective Weather in a 30 nm Separation Environment (Special Emphasis)**

Pilots are required to maneuver (deviate) around convective weather on a regular basis in the course of Pacific operations. Weather, therefore, was a major factor considered in establishing the ATC, operator and aircraft requirements for reducing horizontal separation to 30nm. The enhanced CNS requirements and capabilities discussed in paragraph 3 (Enabling Technology) and paragraph 5 (Aircraft and Operator Requirements) aid pilots and controllers in situations where aircraft are required to maneuver around convective weather. For weather avoidance maneuvers in areas where 30 nm separation is applied, operators should emphasize the following items in pilot training programs:

- Pilots should not assume that the Ocean21 system will automatically quickly detect significant changes to the aircraft flight path. Unlike radar, the Ocean21 system does not receive aircraft position updates in real-time. Aircraft position is updated to the Ocean21 system at intervals of up to 14 minutes, when 30 nm separation is applied. Controllers can change the update intervals as the situation warrants.
- It is therefore imperative that pilots keep ATC advised via CPDLC (or HF voice, if necessary) of their intentions (including significant airspeed changes) during the initial weather avoidance maneuver and any subsequent maneuvers to avoid convective weather.
- Pilots must be aware that other aircraft could be approximately 30nm ahead or behind on the same track and inform ATC expeditiously of changes to flight path or airspeed that could erode longitudinal separation.
  - Pilots must be familiar with the “Weather Deviation Procedures” published in the notice “Operational Policy/Procedures: Pacific Ocean and Offshore Airspace”. The notice is posted on the “Pacific CNS Requirements/Options ” webpage.
- In particular, pilots should be aware of the provision to climb or descend 300 feet (depending on the direction of flight and direction of deviation from track) to mitigate the chance of conflict with other aircraft when forced to deviate without a clearance.
- It is recommended that ACAS be operational for aircraft to which 30 nm separation can be applied. ACAS provides a valuable tool to alert the pilot to the presence and proximity of nearby aircraft in weather deviation situations.
- In accordance with ICAO Document 4444, pilots are reminded that, regardless of the magnitude of a deviation from assigned route, whenever possible, clearance should be requested in advance from ATC. This does not apply to deviations associated with Strategic Lateral Offset Procedures (SLOP). Prior coordination with ATC will help prevent the aircraft generating unnecessary alerts to ATC for lateral deviation events.
- Operators should consider adopting guidance for pilots to use heading mode to maneuver around areas of convective weather. Use of heading mode will prevent transmission of unnecessary lateral deviation event alerts that some flight management systems (FMS) automatically transmit to ATC when the FMS automatic lateral offset feature is used for weather avoidance. It should be emphasized that, when using heading mode, pilots should monitor cross track and heading and return to track when weather avoidance maneuvering is complete.

**9. Monitoring Aircraft Navigation.** FAA will monitor and document aircraft navigation errors and system malfunctions. Operators should cooperate in follow up investigation of these events.

**10. Contacts****ATC questions or comments should be directed to:**

David Maynard; Manager, Oceanic and Offshore Operations, FAA Headquarters;  
Phone 202-267-3448; Email: David.Maynard@faa.gov

Scott Luka, Oceanic and Offshore Operations, FAA Headquarters.  
Ph 202-493-5495; Email: Scott.Luka@faa.gov

Dennis Addison, Acting Support Manager for International Airspace & Procedures, Oakland Center.  
Ph 510-745-3258; Email: Dennis.Addison@faa.gov

**Aircraft operations and airworthiness questions or comments can be directed to:**

Robert M. Tegeder, Flight Technologies and Procedures Division, AFS-400  
Ph 202-385-4581; Email: Robert.M.Tegeder@faa.gov

Madison Walton, Flight Technologies and Procedures Division, AFS-400  
Ph 202-385-4596; Email: Madison.Walton@faa.gov

Roy Grimes (FAA Separation Standards Program Support, CSSI, Inc.)  
Ph 202-863-3692; Email: [RGrimes@cssiinc.com](mailto:RGrimes@cssiinc.com)

(Oceanic and Offshore Operations, AJE-32, 6/6/07)

**Oceanic In-Flight Contingency Procedures Changes for the  
North Atlantic (NAT) and Pacific (PAC) ICAO Regions**

Amendment 4 to ICAO PANS ATM, Document 4444, which will become effective on 24 November 2005, changes, inter alia, portions of current oceanic in-flight contingency procedures. States from the NAT and PAC ICAO Regions have agreed to delay, until 16 February 2006, implementation of those new procedures. **Until 16 February 2006, oceanic airspace operators should follow current contingency procedures as detailed in the NAT and PAC SUPPS/Doc 7030 and other flight publications. On/after 16 February 2006, some NAT and PAC SUPPS oceanic contingency procedures will be replaced by the global PANS ATM procedures which will include a contingency track offset of 15 nm.**

Oceanic in-flight contingency procedures applicable in the NAT and PAC ICAO Regions are published in ICAO Regional Supplement (SUPPS)/Doc 7030, ICAO NAT Doc 001, the North Atlantic MNPS Airspace Operations Manual, the Pacific and Alaska Chart Supplements, and the FAA Class II NOTAM Publication. Questions or comments should be referred to Robert Tegeder, FAA Flight Standards, at 202.385.4581.

(AJE-32, 24 Nov 05)

**SPECIAL NOTICE --INSPECTION OF MEANS OF CONVEYANCE  
FOR AIRCRAFT MOVING TO GUAM**

Inspection of aircraft moving to Guam. Any person who has moved an aircraft from Puerto Rico or the Virgin Islands of the United States to Guam shall contact an inspector and offer the inspector the opportunity to inspect the aircraft upon the aircraft's arrival in Guam, unless the aircraft has been inspected and cleared in Puerto Rico or the Virgin Islands prior to departure in accordance with arrangements between the operator of the aircraft, the Animal and Plant Health Inspection Service, and the government of Guam. (USDA Regulation 318.58-9)

**GUAM CTA**

**Anatahan Volcano**

The United States Geological Survey (USGS) regularly monitors seismic activity on Anatahan volcano located approximately 75 nautical miles north of the island of Saipan, MP (1621.51N/14538.01E). Recent

reports over the past several months indicate an increase in seismic activity which may lead to a volcanic eruption. Aircraft should remain alert for volcanic eruptions, steam, or ash clouds and report any sightings to ATC immediately. Detailed updates on volcanic activity may be obtained by visiting the USGS website at <http://hvo.wr.usgs.gov/cnmi/update.html>. (AWP-530 6/24/04)

### **BEACON CODE REQUIREMENTS**

Upon entering the Oakland Oceanic CTA and after radar service is terminated, all aircraft should adjust their transponder to display code 2000 on their display. Aircraft should maintain code 2000 thereafter until otherwise directed by Air Traffic Control. (ATP-130 2/20/03)

### **CONTROLLER PILOT DATA LINK COMMUNICATIONS (CPDLC)**

Oakland ARTCC has full CPDLC capability and normal service in the entire Oakland Oceanic FIR for FANS-1/A capable aircraft. The Oakland Oceanic FIR log-on address is “KZAK”; the facility is “OAKODYA.”

#### **1. HF Communications Requirement**

Prior to entering the Oakland Oceanic FIR, contact ARINC on HF and identify the flight as CPDLC equipped. Provide SELCAL, departure, destination and aircraft registration number. Expect to receive primary and secondary HF frequency assignments from ARINC for the entire route of flight within the Oakland Oceanic FIR. Pilots must maintain HF communications capability with ARINC at all times within the Oakland Oceanic FIR.

#### **2. Log-On**

A. Aircraft entering the Oakland Oceanic FIR CPDLC service area from non-CPDLC airspace: Log on to CPDLC at least 15 but not more than 45 minutes prior to entering the Oakland Oceanic FIR CPDLC service area. Contact ARINC on HF for a SELCAL check and inform them you are a CPDLC flight. Send a position report when CPDLC is established.

B. Aircraft entering the Oakland Oceanic FIR CPDLC service area from adjacent CPDLC airspace: Pilots should determine the status of the CPDLC connection. If KZAK is the active center, the pilot shall contact ARINC on HF for a SELCAL check, identify the flight as a CPDLC flight, and send a position report via CPDLC. If KZAK is not the active center, the pilot shall, within 5 minutes after the boundary is crossed, terminate the CPDLC connection, then log on to KZAK, contact ARINC on HF for a SELCAL check, and advise ARINC that they are a CPDLC flight. Send a position report when CPDLC ATC COM is established.

#### **3. Flights Overflying Honolulu CERAP Airspace**

Prior to entering Honolulu CERAP airspace aircraft will receive an END SERVICE message that will result in termination of CPDLC. Aircraft shall re-log on to CPDLC prior to reentering Oakland Oceanic FIR airspace when Honolulu CERAP advises to contact en route communications or ARINC.

#### **4. Flights Entering Guam CERAP Airspace**

Contact Guam CERAP 250 miles out on 118.7, squawk 2100.

#### **5. Flights Overflying Guam CERAP Airspace**

Maintain the CPDLC connection with Oakland ARTCC; however, do not use CPDLC for ATC COM until Guam CERAP advises you to again contact en route communications or ARINC. (ATP-130 3/19/03)

## SPECIAL NOTICE – REDUCED VERTICAL SEPARATION MINIMUM IN THE PACIFIC REGION

With the implementation of reduced vertical separation minimum (RVSM) in the Pacific region, a regional monitoring agency has been established. This agency, the Pacific Approvals Registry and Monitoring Organization (PARMO), was established at the FAA William J. Hughes Technical Center. One of the responsibilities of the PARMO is to establish and maintain a data base containing the results of height keeping performance monitoring.

In order to accomplish this, the PARMO is requesting that all altitude deviations of 300 feet or more within Pacific oceanic airspace be reported. Reports are to include those deviations due to Traffic Alert and Collision Avoidance System (TCAS) alerts, turbulence, and contingency events.

Reports should provide the information detailed below, and be submitted to the following address:

Federal Aviation Administration  
William J. Hughes Technical Center  
Pacific Approvals Registry and Monitoring Organization  
Aviation System Analysis and Modeling Branch, ACT-520  
Atlantic City International Airport, NJ, USA 08405

1. Report of an altitude deviation of 300 feet or more.
2. Reporting agency.
3. Date and time.
4. Location of deviation.
5. NOPAC/CENPAC/CEP/SOPAC/  
Japan-Hawaii/OTHER (*Note 1*).
6. Flight identification and type.
7. Flight level assigned.
8. Observed/reported (*Note 1*) final flight level (*Note 2*) MODE C/Pilot Report (*Note 1*).
9. Duration at flight level.
10. Cause of deviation.
11. Other traffic.
12. Crew comments, if any, when notified.
13. Remarks (*Note 3*).

**NOTE–**

[1] State one of the two choices.

[2] In the case of turbulence, state extent of deviation from cleared flight level.

[3] In the event of contingency action, indicate whether prior clearance was given and if contingency procedures were followed.

The information may alternatively be sent by fax to +1 609 485 5117. (ATP-130 1/23/03)

## EET REQUIREMENTS

In accordance with ICAO 4444, flight plans with routes entering the Oakland Oceanic Flight Information Region (KZAK) must contain among the elapsed time (EET) in Field 18, an entry point for KZAK and an estimated time. It is not mandatory to file the boundary crossing point in Field 15 of the route of flight, but it is permitted. The omission of a KZAK EET in flight plans causes the KZAK computer to reject such flight plans. (ATP-130 12/4/00)



## POSITION REPORTS FOR AIRCRAFT UTILIZING PACIFIC ORGANIZED TRACK SYSTEM (PACOTS) ROUTES

Aircraft filed on PACOTS routes with Oakland Oceanic CTA/FIR airspace shall make position reports using latitude/longitude coordinates or named fixes as specified in the track definition messages (TDM). Position reports shall comprise information on present position, estimated next position, and ensuing position. Reporting points of reference not specified in the TDM and/or rounding off geographical coordinates is prohibited. (ATP-130 12/4/00)

### SPECIAL NOTICE – REQUIRED NAVIGATION PERFORMANCE 10 (RNP-10) IN THE OAKLAND CENTER FIR

A minimum of 50 NM lateral separation standard will be applied to all aircraft that are RNP-10 approved. RNP-10 is required for all aircraft operating in the Central East Pacific (CEP) and PACOTS.

RNP-10 approved: all RNP-10 approved aircraft entering the Oakland FIR shall file an “/R” equipment suffix in their ICAO flight plan in accordance with ICAO Doc. 4444, Appendix 2, provided they will maintain RNP-10 eligibility for the entire route segment within the Oakland FIR.

Non RNP-10 approved: may file via random track, at any altitude, at least 100 NM from any PACOTS track, or the NOPAC. Aircraft entering the NOPAC should flight plan in accordance with Notices contained in the Alaska Chart Supplement. Oakland Center may apply 50 NM lateral separation between RNP-10 approved aircraft, as defined by ICAO regional supplementary procedures Doc 7030/4 PAC/RAC, Part 1, Chapter 6. Operators are required to obtain an approval by State of registry or State of operator, as appropriate, to be qualified as RNP-10 capable. RNP-10 approval criteria can be found in FAA Order 8400.12, as amended, which can be obtained on the Internet at: [www.faa.gov/ats/ato/rnp/htm](http://www.faa.gov/ats/ato/rnp/htm).

Approval information should be submitted to the following:

Federal Aviation Administration  
William J. Hughes Technical Center, ACT-520  
Atlantic City Airport, NJ 08405, USA  
ATTN: RNP-10 approval

This information can also be transmitted via the Internet to [Bennett\\_D\\_Flax@admin.tc.faa.gov](mailto:Bennett_D_Flax@admin.tc.faa.gov) or by facsimile (609) 485-5117. Questions regarding the information requested can be directed to Bennett Flax or James Devine at (609) 485-6263. (ATP-130 1/23/03)

### Operational Policies and Procedures For Pacific Oceanic and Offshore Airspace

**OBJECTIVE.** The objective of this Notice is to document operational policies and procedures applicable in Pacific Oceanic and Offshore airspace.

**PARAGRAPH CHANGES (2/16/06 version).** See paragraph e (Special Procedures for In-flight Contingencies In Oceanic Airspace).

**CONTENT.** The following are the major paragraphs of this document:

- a. Areas Where RVSM Is Applied
- b. Boundaries of RVSM In the Oakland and Anchorage FIRs
- c. RVSM Airworthiness and Operational Approval and Monitoring
- d. In-flight Procedures in RVSM Airspace
- e. Update: Special Procedures for In-flight Contingencies In Oceanic Airspace

- f. Weather Deviation Procedures for Oceanic Controlled Airspace
- g. Strategic Lateral Offsets In Oceanic Airspace to Mitigate Wake Turbulence and to Mitigate Collision Risk
- h. Flight Planning in RVSM Airspace
- i. State Aircraft That Are Not RVSM Compliant
- j. Operation of Non-RVSM Aircraft Within RVSM Airspace
- k. Procedures For Suspension of RVSM With Oakland or Anchorage Airspace

#### **OPERATIONAL POLICIES AND PROCEDURES:**

**a. Areas Where RVSM Is Applied.** Australia, Fiji, New Zealand, Tahiti, the United States, Japan, Philippines, Indonesia, and Papua New Guinea have implemented RVSM within specified areas of their Flight Information Regions (FIR) at specified levels.

**b. Boundaries of RVSM In the Oakland and Anchorage FIRs.** RVSM airspace is prescribed within the Oakland Oceanic FIR and Anchorage Oceanic FIR within controlled airspace between FL290 and FL410 inclusive. The flight level orientation scheme (FLOS) is single alternate, per ICAO Annex 2, Appendix 3a.

#### **c. RVSM Airworthiness and Operational Approval and Monitoring**

**1.** Operators must obtain operational approval from the State of Registry or State of the Operator, as appropriate, to conduct RVSM operations. On behalf of the Pacific Air Traffic Service Providers, the FAA is maintaining a website containing documents and policy for RVSM approval.

The address is: [www.faa.gov/ats/ato/rvsm1.htm](http://www.faa.gov/ats/ato/rvsm1.htm). In the Pacific RVSM Documentation section, "Documents and Process for Pacific RVSM Aircraft and Operator Approval" provides an outline of approval process events with references to related documents.

**2. Airborne Collision Avoidance System II (ACAS II).** (TCAS II, Version 7.0 meets the ICAO ACAS II standard).

**(a)** U.S. operators flying in airspace where RVSM is applied must comply with Part 91 Appendix G (Operations in RVSM Airspace). Appendix G states that unless otherwise authorized by the FAA, aircraft equipped with TCAS II and used in RVSM operations must incorporate Version 7.0 or a later version. For operations within other countries, Part 91 Section 91.703 requires U.S. operators to "...comply with the regulations relating to flight and maneuver of aircraft there in force".

**(b)** Non-U.S. Operators should confirm ACAS II equipage requirements applicable to them with the responsible State authority. Many countries have adopted the ICAO Annex 6, Part I (International Commercial Air Transport Airplanes) standard: from 1 January 2005, turbine-engined airplanes with a maximum certificated take-off mass in excess of 5,700 kg or authorized to carry more than 19 passengers shall be equipped with ACAS II.

**3.** An essential part of the implementation of RVSM is the ability to monitor aircraft height to ensure that the aircraft height-keeping performance standard is being met. The Asia Pacific Approvals Registry and Monitoring Organization (APARMO) will process the results of monitoring. For further information on RVSM monitoring, the APARMO web site is: [www.tc.faa.gov/act500/rvsm/aparmo\\_intro.html](http://www.tc.faa.gov/act500/rvsm/aparmo_intro.html).

#### **d. In-flight Procedures Within RVSM Airspace**

**1.** Before entering RVSM airspace, the pilot should review the status of required equipment. (See Appendix 4 of FAA Guidance 91-RVSM for pilot RVSM procedures). The following equipment should be operating normally:

- (a)** Two primary altimetry systems.
- (b)** One automatic altitude-keeping device.

(c) One altitude–alerting device.

2. The pilot must notify ATC whenever the aircraft:

(a) Is no longer RVSM compliant due to equipment failure.

(b) Experiences loss of redundancy of altimetry systems.

(c) Encounters turbulence that affects the capability to maintain flight level.

(See Appendix 5 of FAA Guidance 91–RVSM for pilot and controller actions in such contingencies).

3. During cleared transition between levels, the aircraft should not overshoot or undershoot the assigned FL by more than 150 ft. (45 m).

4. Pilot Level Call. Except in an ADS or radar environment, pilots shall report reaching any altitude assigned within RVSM airspace.

**e. Update: Special Procedures for In–flight Contingencies In Oceanic Airspace.** This paragraph contains procedures for in–flight contingencies in oceanic airspace that are now published in Section 15.2.2 of ICAO Document 4444 (*Procedures for Air Navigation Services – Air Traffic Management*). Effective February 16, 2006, operators are expected to follow the procedures printed below. The effective date for the guidance has been coordinated with the Air Traffic Services providers in the Atlantic and Pacific. The guidance will, therefore, be applicable in all Pacific and Atlantic oceanic FIRs including Oakland, Anchorage, New York and San Juan Oceanic.

**NOTE 1:** The only significant procedural change from in–flight contingency procedures previously published in ICAO Regional Supplementary Procedures (Doc 7030) is to the track offset. The track offset has been changed to 15nm for contingencies requiring the aircraft to depart cleared altitude and/or track prior to obtaining a revised clearance. In the “General Procedures” section below, see paragraphs 3b and 4.

**NOTE 2:** Prior to this harmonization, the track offset for in–flight contingencies was 30nm in the North Atlantic (NAT) and 25nm in Pacific airspace.

### **SPECIAL PROCEDURES FOR IN–FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE: INTRODUCTION**

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

(a) Inability to maintain assigned flight level due to meteorological conditions, aircraft performance or pressurization failure;

(b) En route diversion across the prevailing traffic flow; and

(c) 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.

2. These procedures are applicable primarily when rapid descent and/or turn–back or diversion is required. 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.

### **SPECIAL PROCEDURES FOR IN–FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE: GENERAL PROCEDURES**

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, and/or an aircraft is unable to maintain the navigation performance accuracy specified for the airspace, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. The radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times shall be used as appropriate. Subsequent ATC action with respect to that aircraft shall be based on the intentions of the pilot and the overall air traffic situation.

3. **If prior clearance cannot be obtained**, an ATC clearance shall be obtained at the earliest possible time and, until a revised clearance is received, the pilot shall:

(a) Leave the assigned route or track by initially turning \*90 degrees to the right or to the left. When possible, the direction of the turn should be determined by the position of the aircraft relative to any organized route or track system. Other factors which may affect the direction of the turn are:

- (1) The direction to an alternate airport, terrain clearance;
- (2) Any lateral offset being flown, and the flight levels allocated on adjacent routes or tracks.

**\*FAA EXPLANATORY NOTE:** a turn of less than or greater than 90 degrees may be required, depending on the type of contingency and whether the pilot intends to continue in the same direction or reverse course.

(b) Following the turn, the pilot should:

(1) If unable to maintain the assigned flight level, initially minimize the rate of descent to the extent that is operationally feasible;

(2) Take account of other aircraft being laterally offset from its track;

(3) Acquire and maintain in either direction a track laterally separated by 28 km (15 NM) from the assigned route; and

(4) Once established on the offset track, climb or descend to select a flight level which differs from those normally used by 150 m (500 ft);

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

(d) Maintain a watch for conflicting traffic both visually and by reference to ACAS (TCAS) (if equipped);

(e) Turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

(f) Keep the SSR transponder on at all times; and

(g) Take action as necessary to ensure the safety of the aircraft.

4. When leaving the assigned track to acquire and maintain the track laterally separated by 28 km (15 NM), the flight crew, should, *where practicable*, avoid overshooting the track to be acquired, particularly in airspace where a 55.5 km (30 NM) lateral separation minimum is applied.

### **SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE: ETOPS AIRCRAFT (ETOPS: EXTENDED RANGE OPERATIONS BY AIRCRAFT WITH TWO-TURBINE POWER-UNITS)**

1. If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

#### **f. Weather Deviation Procedures for Oceanic-Controlled Airspace**

##### **General**

1. The following procedures are intended to provide guidance. All possible circumstances cannot be covered. The pilot's judgment shall ultimately determine the sequence of actions taken and ATC shall render all possible assistance.

2. If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an air traffic control clearance shall be obtained at the earliest possible time. In the meantime, the aircraft shall follow the procedures detailed in paragraph g.8 below.

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

#### **Obtaining Priority from ATC when Weather Deviation Is Required**

4. When the pilot initiates communications with ATC, rapid response may be obtained by stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response.

5. The pilot still retains the option of initiating the communications using the urgency call "PAN PAN PAN" (*preferably spoken three times*) to alert all listening parties to a special handling condition which will receive ATC priority for issuance of a clearance or assistance.

#### **Actions To Be Taken when Controller–Pilot Communications Are Established**

6. The pilot notifies ATC and requests clearance to deviate from track, advising, when possible, the extent of the deviation expected. ATC will take one of the following actions:

(a) If there is no conflicting traffic in the horizontal dimension, ATC will issue clearance to deviate from track, or

(b) If there is conflicting traffic in the horizontal dimension, ATC will separate aircraft by establishing vertical separation, or

(c) If there is conflicting traffic in the horizontal dimension and ATC is unable to establish vertical separation, ATC shall:

(1) Advise the pilot unable to issue clearance for requested deviation.

(2) Advise pilot of conflicting traffic.

(3) Request pilot's intentions.

#### **PHRASEOLOGY–**

*"Unable (requested deviation), traffic is (call sign, position, altitude, direction), advise intentions."*

7. The pilot will take the following actions:

(a) Advise ATC of intentions by the most expeditious means available.

(b) Comply with air traffic control clearance issued, or

(c) Execute the procedures detailed in para 8(a) below. (ATC will issue essential traffic information to all affected aircraft.)

(d) If necessary, establish voice communications with ATC to expedite dialogue on the situation.

#### **Actions To Be Taken if a Revised Air Traffic Control Clearance Cannot Be Obtained:**

8. The pilot shall take the actions listed below under the provision that the pilot may deviate from rules of the air (e.g., the requirement to operate on route or track centerline unless otherwise directed by ATC), when it is absolutely necessary in the interests of safety to do so.

(a) If a revised air traffic control clearance cannot be obtained and deviation from track is required to avoid weather, the pilot shall take the following actions:

(1) If possible, deviate away from an organized track or route system.

Route center line track	Deviations >10 NM	Level change
EAST (000–179 magnetic)	LEFT RIGHT	DESCEND 300 ft CLIMB 300 ft
WEST (180–359 magnetic)	LEFT RIGHT	CLIMB 300 ft DESCEND 300 ft

**NOTE–**

*Subparagraphs 8(a)(2) and 8(a)(3) below call for the pilot to: broadcast aircraft position and pilot's intentions, identify conflicting traffic and communicate air-to-air with near-by aircraft. If the pilot determines that there is another aircraft at or near the same FL with which his aircraft might conflict, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.*

(2) Establish communication with and alert nearby aircraft by broadcasting, at suitable intervals: flight identification, flight level, aircraft position (including the ATS route designator or the track code), and intentions (including the magnitude of the deviation expected) on the frequency in use, as well as on frequency 121.5 MHz (or, as a back-up, the VHF inter-pilot air-to-air frequency 123.45).

(3) Watch for conflicting traffic both visually and by reference to ACAS (if equipped).

(4) Turn on all aircraft exterior lights (commensurate with appropriate operating limitations).

(5) For deviations of less than 10 NM, aircraft should remain at the level assigned by ATC.

(6) For deviations of greater than 10 NM, when the aircraft is approximately 10 NM from track, initiate a level change based on the criteria in the table below.

(7) 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.

(8) When returning to track, be at its assigned flight level, when the aircraft is within approximately 10 NM of centerline.

### **g. Strategic Lateral Offsets In Oceanic Airspace To Mitigate Collision Risk And To Mitigate Wake Turbulence**

1. Pilots should use the Strategic Lateral Offset Procedure as standard operating practice in the course of normal oceanic operations to mitigate collision risk and wake turbulence. The Strategic Lateral Offset Procedure will be applied throughout the Oakland and Anchorage oceanic FIRs. This procedure is to be used for **both** wake vortex encounters, and to mitigate the heightened risk of collision when non-normal events such as operational altitude deviation errors and turbulence induced altitude deviations occur.

2. Strategic Lateral Offset Procedures will be applied using the following guidelines:

(a) Strategic lateral offsets executed to mitigate collision risk and those executed to mitigate the effects of wake turbulence are to be made to the right of a route or track;

(b) In relation to a route or track, there are three positions that an aircraft may fly: centerline, 1 NM or 2 NM right; and,

(c) Offsets are not to exceed 2 NM right of centerline.

3. The intent of this procedure is to reduce risk (increase the safety margin) by distributing aircraft laterally and equally across the three available positions. In this connection, pilots must take account of the following:

(a) Aircraft without automatic offset programming capability must fly the centerline;

(b) Aircraft capable of being programmed with automatic offsets may fly the centerline or offset 1 NM or 2 NM right of centerline to obtain lateral spacing from nearby aircraft;

(c) Pilots should use whatever means are available (e.g. communications, visual acquisition, GPWS or TCAS/ACAS) to determine the best flight path to fly;

(d) Any aircraft overtaking another aircraft is to offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken;

(e) For wake turbulence purposes, pilots are also to fly one of the three positions at 2b above and never offset to the left of centerline nor offset more than 2 NM right of centerline;

*NOTE. It is recognized that the pilot will use his/her judgment to determine the action most appropriate to any given situation and has the final authority and responsibility for the safe operation of the aeroplane. The use of air-to-air channel, 123.45, may be used to co-ordinate the best wake turbulence offset option.*

(f) Pilots may apply an offset outbound at the oceanic entry point but must return to centerline at the oceanic exit point.

(g) Aircraft transiting radar-controlled airspace (e.g. Guam or Vancouver Center) may remain on their established offset positions but must advise the radar controller on initial contact of their offset status;

(h) There is no ATC clearance required for this procedure and, except as stated in paragraph (g), above it is not necessary that ATC be advised; and,

(i) Voice position reports are to be based on the current ATC route/course clearance and not the exact co-ordinates of the offset position.

#### **h. Flight Planning in RVSM Airspace**

1. RVSM approval is required for aircraft to operate within RVSM airspace. The operator must determine that the appropriate State authority has approved the aircraft and will meet the RVSM requirements for the filed route of flight and any planned alternate routes. The letter "W" shall be inserted in item 10 (Equipment) of the ICAO standard flight plan to indicate RVSM approved aircraft.

2. Non-RVSM Aircraft. Non-RVSM civil aircraft unable to fly to an appropriate destination at or below FL280 and unable to fly at or above FL430 may flight plan at RVSM flight levels provided one of the following conditions exists:

(1) The aircraft is being initially delivered to the State of Registry or Operator.

(2) The aircraft was formerly RVSM approved but has experienced an equipment failure and is being flown to a maintenance facility for repair in order to meet RVSM requirements and/or obtain approval.

(3) The aircraft is being utilized for mercy or humanitarian purposes.

(4) The aircraft is transporting a spare engine mounted under the wing.

3. Aircraft operators requesting approval as above shall:

(a) If departing within Oakland FIR or Anchorage FIR, obtain approval from the appropriate Oceanic Control Center normally not more than 12 hrs. and not less than 4 hrs. prior to the intended departure time.

(b) If transiting Oakland FIR or Anchorage FIR, notify the appropriate Oceanic Control Center after approval is received from the first affected Center and prior to departure. (Note that filing of the flight plan is not appropriate notification).

(c) Include the remarks "APVD non-RVSM" in Field 18 of the ICAO Flight Plan.

4. Contact details for approval request or notification are as follows:

Oakland ARTCC Telephone: 1-510-745-3342

AFTN: KZOAZRZX

FAX: 1-510-745-3411

Anchorage ARTCC Telephone: 1-907-269-1108  
AFTN: PAZAZQZX  
FAX: 1-907-269-1343

5. Non-RVSM aircraft operating in the RVSM stratum will be separated from all other aircraft by a minimum 2,000 ft vertical separation.

6. This approval process is intended exclusively for the purposes indicated above and not as a means to circumvent the normal RVSM approval process.

**i. State Aircraft That Are Not RVSM Compliant**

Non-RVSM State aircraft may flight plan within Oakland, Anchorage, Tokyo or Naha airspace without prior coordination. State aircraft should include in field 18 of the ICAO Flight Plan (remarks): "STS/Military NON-RVSM" should be added to the remarks section of the flight plan.

**j. Operation of Non-RVSM Aircraft Within RVSM Airspace**

1. Vertical separation applied. It should be noted that RVSM approved aircraft will be given priority for level allocation over non-RVSM approved aircraft. The vertical separation minimum between non-RVSM aircraft operating in the RVSM stratum and all other aircraft is 2,000 ft.

2. Climb and descent through RVSM airspace. Non-RVSM compliant aircraft may be cleared to climb to and operate at or above FL430 or descend to and operate at or below FL280 provided that they:

(a) Do not climb or descend at less than standard rate.

(b) Do not level off at an intermediate level while passing through the RVSM stratum.

**k. Procedures for Suspension of RVSM**

Air traffic services will consider suspending RVSM procedures within affected areas of the Oakland FIR or Anchorage FIR when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended, the vertical separation minimum between all aircraft will be 2,000 ft. (Oceanic Operations Standards Group, 2/16/06)

**DIRECT SATVOICE CAPABILITY FOR ATC USE – OAKLAND FIR**

Oakland Center oceanic control has the capability for air/ground and ground/air satellite telephone service (SATVOICE). Direct SATVOICE contact between the pilot and Oakland Center shall be limited to distress and urgency situations, or other exceptional circumstances only.

Oakland Center oceanic control may initiate calls to aircraft when other means are not available and communications is essential.

Aircraft satellite data units may be pre-programmed with the INMARSAT six digit code for easy access call set-up. The INMARSAT code for Oakland Center oceanic control is 436697. If the aircraft provides direct dial access, the INMARSAT six digit code may be utilized for initiating the air/ground call. To receive SATVOICE service, aircraft must be logged on to an INMARSAT communications satellite. Call forwarding from the ground service provider will initiate the call to the aircraft.

**NOTE-**

*Aircraft should log on to the INMARSAT Pacific Ocean satellite while operating anywhere within the Oakland FIR. This is necessary for Oakland Center to be able to initiate calls to aircraft.*

In the event of controller pilot data link (CPDLC) failure, flight crews are requested to communicate directly with San Francisco (SFO) ARINC on HF radio or SATVOICE for routine communications. Do not call Oakland Center directly for routine communications.

Direct questions to Oakland International Operations, telephone: 510-745-3320, fax: 510-745-3628. (ATO-En Route & Oceanic)



**Gulf of Mexico---Houston and Miami Oceanic CTA/FIR Boundaries**

Effective 16 February 2006, the following Houston (ZHU) and Miami (ZMA) Oceanic CTA/FIR boundaries were amended:

Beginning at the current Houston Oceanic CTA/FIR boundary at:

	24-00-00N	086-00-00W to
#	24-00-00N	084-59-59W (common ZMA CTA/FIR) to
#	25-02-01N	084-59-59W (common ZMA CTA/FIR) to
#	26-12-00N	085-05-30W (common ZMA CTA/FIR) to
#	26-36-10N	085-24-50W (common ZMA CTA/FIR) to
#	27-00-00N	086-00-00W (common ZMA CTA/FIR and ZJX ARTCC) to
#	27-14-29N	086-49-02W (common ZJX ARTCC) to
	27-30-00N	087-41-00W (common ZJX ARTCC) thence along the current boundary

Beginning at the current Miami Oceanic CTA/FIR boundary at:

	24-00-00N	083-10-00W (common ZMA ARTCC) to
#	24-00-00N	084-59-59W (common ZHU CTA/FIR) to
#	25-02-01N	084-59-59W (common ZHU CTA/FIR) to
#	26-12-00N	085-05-30W (common ZHU CTA/FIR) to
#	26-36-10N	085-24-50W (common ZHU CTA/FIR) to
#	27-00-00N	086-00-00W (common ZHU CTA/FIR and ZJX ARTCC) to
#	27-15-14N	085-37-20W (common ZJX ARTCC) to
#	27-30-00N	085-15-00W (common ZJX ARTCC) to
	27-30-00N	084-30-00W (common ZMA ARTCC) to
	24-38-38N	083-14-26W (common ZMA ARTCC) to the point of beginning

(AJE-32, 2/17/06)



## Part 4.

# GRAPHIC NOTICES





# **Section 1. General**



## **SPECIAL INSTRUMENT APPROACH PROCEDURE NOTAMS**

Effective February 19, 2004, the Federal Aviation Administration (FAA) will begin issuing NOTAMS for special Instrument Approach Procedures (IAPs).

FAA Flight Service Station specialists will not automatically provide NOTAM information to pilots for special IAPs during telephone preflight briefings. Pilots who are authorized by the FAA to use special IAPs must specifically request FDC NOTAM information for the particular special IAP they plan to use.

When receiving preflight information telephonically from a Flight Service Station, pilots who are authorized by the FAA to use special instrument approach procedures must specifically request FDC NOTAM information for the particular special instrument approach procedure they plan to use.

(ATA-101 4/5/04)

## HIGH VOLUME WINTER ROUTINGS

IFR TURBOJET AIRCRAFT FILED AT OR ABOVE FL240 DEPARTING FROM MONTREAL, TORONTO, CLEVELAND, AND BOSTON CENTERS TO JACKSONVILLE AND MIAMI CENTERS AS WELL AS CARIBBEAN DESTINATIONS BETWEEN THE HOURS OF 1200Z AND 2000Z (1100Z AND 1900Z DURING DAYLIGHT SAVINGS TIME), ARE REQUESTED NOT TO ENTER WASHINGTON CENTER AIRSPACE BETWEEN J53 AND J61 ON DIRECT ROUTES SOUTHBOUND. PILOTS ARE REQUESTED NOT TO FILE VIA DIRECT ILM/DIW/CLB/RDU/CAE/CHS/FLO OR IN THE VICINITY OF THESE NAVAIDS ON DIRECT ROUTINGS BETWEEN THESE AIRWAYS.

PLEASE FILE VIA FOLLOWING ROUTINGS:

FROM CZY

..EWC J53 PSK CAE  
..PSB J61 EDDYS J174 DIW  
..PSB J61 HUBBS J193 WEAVR J121 CHS

FROM CZU

..JFK J79 SBY J209 ORF J174 DIW  
..JFK J79 SBY J209 ORF J121 CHS  
..PSB J61 OTT J61 EDDYS J174 DIW  
..PSB J61 OTT J61 HUBBS J193 WEAVR J121 CHS

FROM ZBW

..HTO J174 SWL J121 CHS  
..HTO J174 DIW  
..CMK J75 CAE  
..PSB J61 OTT J61 EDDYS J174 DIW  
..PSB J61 OTT J61 HUBBS J193 WEAVR J121 CHS

FROM/THRU ZOB (TO ATLANTIC ROUTES)

..CXR J146 ETG PSB J61 EDDYS J174 DIW

PLEASE DIRECT ANY QUESTIONS TO WASHINGTON ARTCC AT (703) 771-3443 or (703) 779-3787.



Revision Sept. 1, 2005

**Operational Policy/Procedures For RVSM In the  
Domestic U.S., Alaska, Offshore Airspace & the San Juan FIR**

**Revisions to November 24, 2004 Edition**

**GEN04009 Revisions Effective Sept. 1, 2005.** This GEN04009 revision contains new aircraft equipment suffixes for FAA Flight Plans that are effective September 1. The suffixes indicate Advanced RNAV and RVSM capability. **See paragraph d and the attachment.**

**Explanation/Effective Date.** The operational policy and procedures for Reduced Vertical Separation Minimum (RVSM) contained in this notice were effective as of January 20, 2005 at 0901 UTC. Paragraph “a.” (Applicability and RVSM Mandate) discusses their applicability in the airspace of the lower 48 states, Alaska, the San Juan FIR and Atlantic and Gulf of Mexico High Offshore Airspace. This revised notice is posted in the Domestic/International NOTAM book under Part 4 (Graphic Notices).

**Coordination/Distribution.** To harmonize North American RVSM policy/procedures to the maximum extent possible, the material has been coordinated with Canadian and Mexican authorities. During the review process, the FAA received comment on the material from FAA organizations and from industry. The notice has been distributed to FAA organizations and industry and posted on the RVSM Documentation Webpage. (See paragraph c 2). The material will be published in the August 4, 2005 edition of the Aeronautical Information Manual (AIM).

**Paragraph Revisions.** Paragraphs containing revisions are marked with a line in the left hand border.

**Separate Notices With Information On RVSM Operations In the Gulf of Mexico and Oceanic Airspace In the West Atlantic Route System (WATRS) and the San Juan FIR.** On November 25, 2004 two other notices were published. One updated and replaced the 7/13/01 notice on WATRS RVSM operations. The other provides additional information on RVSM operations and the Strategic Lateral Offset Procedure in Gulf of Mexico operations. The notices are posted on the RVSM Documentation Webpage under “Area of Operations Specific Information and Operational Policy/Procedures”.

**Table of Contents.** The following is a list of the major paragraphs in this notice:

	Page
a. Applicability and RVSM Mandate: Date/Time and Area	3
b. Flight Level Orientation Scheme	4
c. Aircraft and Operator Approval Policy/Procedures, Monitoring and Approvals Databases	4
d. Flight Planning Into DRVSM Airspace	6
e. Pilot RVSM Operating Practices and Procedures	8
f. Guidance on Mountain Wave Activity (MWA) and Severe Turbulence	8
g. Guidance on Wake Turbulence	10
h. Pilot/Controller Phraseology	12
i. Contingency Actions: Weather Encounters and Aircraft System Failures	13
j. Policy/Procedures for Accommodation of Non-RVSM Aircraft	15
k. Non-RVSM Aircraft Requesting Climb/Descent Through RVSM Flight Levels (Without Intermediate Level off) To/From Flight levels Above RVSM Airspace	17
Attachment (FAA Flight Plan Aircraft Suffixes: Effective Sept. 1, 2005)	18

**a. APPLICABILITY AND RVSM MANDATE (DATE/TIME AND AREA)**

1. Applicability. The policies, guidance and direction in this notice apply to RVSM operations in the airspace over the lower 48 states, Alaska, Atlantic and Gulf Of Mexico High Offshore Airspace and airspace in the

San Juan FIR where VHF or UHF voice direct controller–pilot communication (DCPC) is normally available. Policies, guidance and direction for RVSM operations in oceanic airspace where VHF or UHF voice DCPC is not available and the airspace of other countries are posted on the FAA “RVSM Documentation” Webpage described in paragraph c 2.

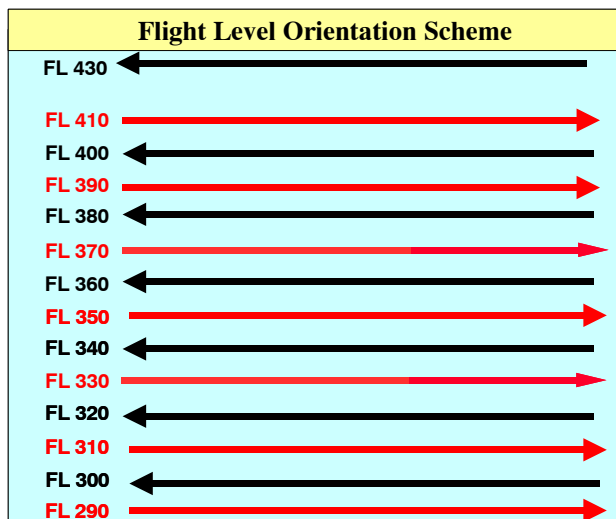
2. **Mandate.** At 0901 UTC on January 20, 2005, the FAA implemented RVSM between flight level (FL) 290–410 (inclusive) in the following airspace: the airspace of the lower 48 states of the United States, Alaska, Atlantic and Gulf of Mexico High Offshore Airspace and the San Juan FIR. (A chart showing the location of Offshore airspace is posted on the DRVSM Webpage. See paragraph c 2). On the same time and date, RVSM was also introduced into the adjoining airspace of Canada and Mexico to provide a seamless environment for aircraft traversing those borders. In addition, RVSM was implemented on the same date in the Caribbean and South American regions.

3. **RVSM Authorization.** In accordance with Title 14 of the Code of Federal Regulations (14 CFR) Section 91.180, with only limited exceptions, prior to operating in RVSM airspace, operators and aircraft must have received RVSM authorization from the responsible civil aviation authority. (See paragraph c). If the operator or aircraft or both have not been authorized for RVSM operations, the aircraft will be referred to as a “Non–RVSM” aircraft. Paragraph j discusses ATC policies for accommodation of Non–RVSM aircraft flown by the Department of Defense, Air Ambulance (Lifeguard) operators, foreign State governments and aircraft flown for certification and development. Paragraph k contains policies for Non–RVSM aircraft climbing and descending through RVSM airspace to/from flight levels above RVSM airspace.

4. **Benefits.** DRVSM enhances ATC flexibility, mitigates conflict points, enhances sector throughput, reduces controller workload and enables crossing traffic. Operators gain fuel savings and operating efficiency benefits by flying at more fuel efficient flight levels and on more user preferred routings.

**b. FLIGHT LEVEL ORIENTATION SCHEME**

1. Altitude assignments for direction of flight follow a scheme of odd altitude assignment for magnetic courses 000–179 degrees and even altitudes for magnetic courses 180–359 degrees for flights up to and including FL410, as indicated in the chart below.



**RVSM Note:**

**Odd Flight Levels: Magnetic Course 000–179 Degrees**

**Even Flight Levels: Magnetic Course 180–359 Degrees**

**c. AIRCRAFT AND OPERATOR APPROVAL POLICY/PROCEDURES, RVSM MONITORING AND DATABASES FOR AIRCRAFT AND OPERATOR APPROVAL**

1. **RVSM Authority.** 14 CFR Section 91.180 applies to RVSM operations within the U.S. Section 91.706 applies to RVSM operations outside the U.S. Both sections require that the operator obtain authorization prior to operating in RVSM airspace. Section 91.180 requires that, prior to conducting RVSM operations within the U.S., the operator obtain authorization from the FAA or from the responsible authority, as appropriate. In addition, it requires that the operator and the operator's aircraft comply with the standards of part 91 Appendix G (Operations in RVSM Airspace).

2. **Sources Of Information.** The FAA RVSM Website Homepage can be accessed at: [www.faa.gov/ats/ato/rvsm1.htm](http://www.faa.gov/ats/ato/rvsm1.htm). The "RVSM Documentation" and "Domestic RVSM" webpages are linked to the RVSM Homepage. "RVSM Documentation" contains guidance and direction for an operator to obtain aircraft and operator approval to conduct RVSM operations. It provides information for DRVSM and oceanic and international RVSM airspace. It is recommended that operators planning to operate in Domestic U.S. RVSM airspace first review the following documents to orient themselves to the approval process.

(a) Under "Area of Operations Specific Information", the document, "Basic Operator Information on DRVSM Programs", provides an overview of the DRVSM program and the related aircraft and operator approval programs.

(b) In the "Getting Started" section, review the "RVSM Approval Checklist – US Operators" or "RVSM Approval Checklist – Non-US Operators" (as applicable). These are job aids or check lists that show aircraft/operator approval process events with references to related RVSM documents published on the website.

(c) Under "Documents Applicable to All RVSM Approvals", review "RVSM Area New to the Operator". This document provides a guide for operators that are conducting RVSM operations in one or more areas of operation, but are planning to conduct RVSM operations in an area where they have not previously conducted RVSM operations, such as the U.S.

3. **TCAS Equipage.** TCAS equipage requirements are contained in 14 CFR sections 121.356, 125.224, 129.18 and 135.189. Part 91 Appendix G does not contain TCAS equipage requirements specific to RVSM, however, Appendix G does require that aircraft equipped with TCAS II and flown in RVSM airspace be modified to incorporate TCAS II Version 7.0 or a later version.

4. **Aircraft Monitoring.** Operators are required to participate in the RVSM aircraft monitoring program. The "Monitoring Requirements and Procedures" section of the RVSM Documentation Webpage contains policies and procedures for participation in the monitoring program. Ground-based and GPS-based monitoring systems are available for the Domestic RVSM program. Monitoring is a quality control program that enables the FAA and other civil aviation authorities to assess the in-service altitude-keeping performance of aircraft and operators.

5. **Registration On RVSM Approvals Databases.** The "Registration on RVSM Approvals Database" section of the RVSM Documentation Webpage provides policies/procedures for operator and aircraft registration on RVSM approvals databases.

(a) **Purpose of RVSM Approvals Databases.** ATC does **not** use RVSM approvals databases to determine whether or not a clearance can be issued into RVSM airspace. RVSM program managers do regularly review the operators and aircraft that operate in RVSM airspace to identify and investigate those aircraft and operators flying in RVSM airspace, but not listed on the RVSM approvals databases.

(b) **Registration of U.S. Operators.** When U.S. operators and aircraft are granted RVSM authority, the FAA Flight Standards office will make an input to the FAA Program Tracking and Reporting Subsystem (PTRS). The Separation Standards Group at the FAA Technical Center obtains PTRS operator and aircraft information to update the FAA maintained U.S. Operator/Aircraft RVSM Approvals Database. Basic database operator and aircraft information can be viewed on the RVSM Documentation Webpage by clicking on the appropriate database icon.

(c) **Registration of Non-U.S. Operators.** Non-U.S. operators can find policy/procedures for registration on the North American Approvals Registry and Monitoring Organization (NAARMO) database in the “Registration on RVSM Approvals Database” section of RVSM Documentation.

**d. FLIGHT PLANNING INTO DRVSM AIRSPACE**

1. **Operators that do not file the correct aircraft equipment suffix on the FAA or ICAO Flight Plan may be denied clearance into RVSM airspace.** Policies for the FAA Flight Plan (FAA Form 7233-1) are detailed in paragraph d.3 below. Policies for the ICAO Flight Plan are detailed in d.4.

2. **Aircraft Equipment Suffix Table Revisions. Effective September 1, 2005,** when filing an FAA Flight Plan, operators will use a new set of aircraft equipment suffixes. Either “/J”, “/K”, “/L” or a newly defined “/Q” will be filed to indicate Advanced RNAV and RVSM capabilities. “/W” will continue to indicate RVSM capability only. The revised equipment suffix table is attached to this notice and was published in the August 4, 2005 edition of the AIM.

(a) **Equipment Suffix Definition Changes.** The September 1 table also contains significant changes to the definitions of “/E”, “/F” and “/Q”. See the attachment to this Notice.

(b) The September 1, 2005 change will mark the fourth and final phase of a plan announced in October 2004 to enable operators to better indicate Advanced RNAV and RVSM capabilities using aircraft equipment suffixes. Phase 3 was implemented on January 20 to coincide with RVSM implementation in the domestic U.S.

**3. Policies for Use of the FAA Flight Plan Equipment Suffix.**

a. Operators can only file one equipment suffix in block 3 of the FAA Flight Plan. Only this equipment suffix is displayed directly to the controller.

b. All operators/aircraft that are RVSM-compliant are **required** to file “/J”, “/K”, “/L”, “/Q” or “/W”, as appropriate, in the FAA Flight Plan for flights between flight level (FL) 290-410, inclusive. This includes operators filing through DUATS and Flight Service Stations.

c. **Flights To/From Hawaii.** The aircraft equipment suffixes published in the AIM and in the attachment to this notice are **not** applicable to the FAA International Flight plan (FAA Form 7233-4). The FAA International Flight Plan **or** an ICAO Flight Plan must be filed for flights to/from Hawaii. See page 2 of the attachment for more detail.

d. If the operator or aircraft has not been authorized to conduct RVSM operations, an equipment suffix indicating RVSM capability will not be filed. This is in accordance with 14 CFR Part 91 Appendix G, Section 4. The appropriate equipment suffix from the Aircraft Equipment Suffix Table will be filed instead.

e. **Aircraft with RNAV Capability.** For flight in RVSM airspace, aircraft with RNAV and RVSM capability, but not “Advanced RNAV” capability, will file “/W”. Filing “/W” will not preclude such aircraft from filing direct routes in enroute airspace.

**4. Policy for ICAO Flight Plan Equipment Suffixes.**

(a) Operators/aircraft that are RVSM-compliant that file ICAO flight plans will continue to file letter “W” in block 10 (Equipment) to indicate RVSM authorization and will also file the appropriate ICAO Flight Plan suffixes to indicate navigation and communication capabilities. **“/Q” is not an authorized ICAO equipment suffix and will not be filed in an ICAO flight plan.**

(b) Operators/aircraft that file ICAO flight plans that include flight in Domestic U.S. RVSM airspace must file letter “W” in block 10 to indicate RVSM authorization.

5. **Importance of Flight Plan Equipment Suffixes.** The operator must file the appropriate equipment suffix in the equipment block of the FAA Flight Plan (FAA Form 7233-1) or the ICAO Flight Plan. The equipment suffix informs ATC:

Whether or not the operator and aircraft are authorized to fly in RVSM airspace

The navigation and/or transponder capability of the aircraft (e.g., Advanced RNAV, Transponder with Mode C)

**Significant ATC uses of the flight plan equipment suffix information are:**

To issue or deny clearance into RVSM airspace

To apply a 2,000 foot vertical separation minimum in RVSM airspace to aircraft that are not authorized for RVSM, but are in one of the limited categories that the FAA has agreed to accommodate. (See paragraphs j and k for policy on limited operation of unapproved aircraft in RVSM airspace).

To determine if the aircraft has “Advanced RNAV” capabilities and can be cleared to fly procedures for which that capability is required.

**e. PILOT RVSM OPERATING PRACTICES AND PROCEDURES**

1. **RVSM Mandate.** If either the operator or the aircraft or both have not received RVSM authorization (Non-RVSM aircraft), the pilot will neither request nor accept a clearance into RVSM airspace unless:

(a) The flight is conducted by a Non-RVSM DoD, Lifeguard, certification/development or foreign State (government) aircraft in accordance with paragraph j.

(b) The pilot intends to climb to or descend from FL 430 or above in accordance with paragraph k.

(c) An emergency situation exists.

2. **Basic RVSM Operating Practices And Procedures.** Appendix 4 of Guidance 91-RVSM contains pilot practices and procedures for RVSM. Operators must incorporate Appendix 4 practices and procedures, as supplemented by the applicable paragraphs of this notice, into operator training or pilot knowledge programs and operator documents containing RVSM operational policies. Guidance 91-RVSM is published on the RVSM Documentation Webpage under “Documents Applicable to All RVSM Approvals”.

3. Appendix 4 contains practices and procedures for flight planning, preflight procedures at the aircraft, procedures prior to RVSM airspace entry, in-flight (enroute) procedures, contingency procedures and post flight.

4. The paragraphs below either clarify or supplement Appendix 4 practices and procedures.

**f. Guidance on Severe Turbulence and Mountain Wave Activity (MWA)**

1. Introduction/Explanation

(a) The information and practices in this paragraph are provided to emphasize to pilots and controllers the importance of taking appropriate action in RVSM airspace when aircraft experience severe turbulence and/or MWA that is of sufficient magnitude to significantly affect altitude-keeping

(b) Severe Turbulence. Severe turbulence causes large, abrupt changes in altitude and/or attitude usually accompanied by large variations in indicated airspeed. Aircraft may be momentarily out of control. Encounters with severe turbulence must be remedied immediately in any phase of flight. Severe turbulence may be associated with MWA.

(c) Mountain Wave Activity (MWA).

(1) Significant MWA occurs both below and above the floor of RVSM airspace, FL 290. MWA often occurs in western states in the vicinity of mountain ranges. It may occur when strong winds blow perpendicular to mountain ranges resulting in up and down or wave motions in the atmosphere. Wave action can produce altitude excursions and airspeed fluctuations accompanied by only light turbulence. With

sufficient amplitude, however, wave action can induce altitude and airspeed fluctuations accompanied by severe turbulence. MWA is difficult to forecast and can be highly localized and short lived.

(2) Wave activity is not necessarily limited to the vicinity of mountain ranges. Pilots experiencing wave activity anywhere that significantly affects altitude-keeping can follow the guidance provided below.

(3) In-flight MWA Indicators (Including Turbulence). Indicators that the aircraft is being subjected to MWA are:

Altitude excursions and/or airspeed fluctuations with or without associated turbulence

Pitch and trim changes required to maintain altitude with accompanying airspeed fluctuations.

Light to Severe Turbulence depending on the magnitude of the MWA.

(d) Priority for Controller Application of Merging Target Procedures.

(1) Explanation of Merging Target Procedures. As described in paragraph 3 below, ATC will use “merging target procedures” to mitigate the effects of both severe turbulence and MWA. The procedures in paragraph 3 have been adapted from existing procedures published in FAA Order 7110.65, paragraph 5-1-8 (Merging Target Procedures). Paragraph 5-1-8 calls for enroute controllers to advise pilots of potential traffic that they perceive may fly directly above or below his/her aircraft at minimum vertical separation. In response, pilots are given the option of requesting a radar vector to ensure their radar target will not merge or overlap with the traffic’s radar target.

(2) The provision of “merging target procedures” to mitigate the effects of severe turbulence and/or MWA is not optional for the controller, but rather is a priority responsibility. Pilot requests for vectors for traffic avoidance when encountering MWA or pilot reports of “Unable RVSM due turbulence or MWA” are considered first priority aircraft separation and sequencing responsibilities. (FAA Order 7110.65, paragraph 2-1-2 states that the controller’s first priority is to separate aircraft and issue safety alerts).

(3) Explanation of the term “traffic permitting”. The contingency actions for MWA and severe turbulence detailed in paragraph “i”, state that the controller will “vector aircraft to avoid merging targets with traffic at adjacent flight levels, traffic permitting.” The term “traffic permitting” is not intended to imply that merging target procedures are not a priority duty. The term is intended to recognize that, as stated in FAA Order 7110.65, paragraph 2-1-2, there are circumstances when the controller is required to perform more than one action and must “exercise their best judgment based on the facts and circumstances known to them” to prioritize their actions. Further direction given is: “That action which is most critical from a safety standpoint is performed first.”

(e) **TCAS Sensitivity.** For both MWA and severe turbulence encounters in RVSM airspace, an additional concern is the sensitivity of collision avoidance systems when one or both aircraft operating in close proximity receive TCAS advisories in response to disruptions in altitude hold capability.

2. **Pre-flight tools.** Sources of observed and forecast information that can help the pilot ascertain the possibility of MWA or severe turbulence are: Forecast Winds and Temperatures Aloft (FD), Area Forecast (FA), SIGMETS and PIREPS.

3. Pilot Actions When Encountering Weather (e.g., Severe Turbulence or MWA)

(a) **Weather Encounters Inducing Altitude Deviations of Approximately 200 feet.** When the pilot experiences weather induced altitude deviations of approximately 200 feet, the pilot will contact ATC and state “Unable RVSM Due (state reason) (e.g., turbulence, mountain wave). See contingency actions in paragraph i.

(b) **Severe Turbulence (including that associated with MWA).** When pilots encounter severe turbulence, they should contact ATC and report the situation. **Until the pilot reports clear of severe turbulence, the controller will apply merging target vectors to one or both passing aircraft to prevent their targets from merging:**

Pilot: Yankee 123, FL 310, unable RVSM due severe turbulence.

Controller: Yankee 123, fly heading 290; traffic twelve o'clock, 10 miles, opposite direction; eastbound MD-80 at FL 320; *(or the controller may issue a vector to the MD-80 traffic to avoid Yankee 123)*

(c) **MWA.** When pilots encounter MWA, they should contact ATC and report the magnitude and location of the wave activity. When a controller makes a merging targets traffic call, the pilot may request a vector to avoid flying directly over or under the traffic. **In situations where the pilot is experiencing altitude deviations of 200 feet or greater, the pilot will request a vector to avoid traffic. Until the pilot reports clear of MWA, the controller will apply merging target vectors to one or both passing aircraft to prevent their targets from merging:**

Pilot: Yankee 123, FL 310, unable RVSM due mountain wave.

Controller: Yankee 123, fly heading 290; traffic twelve o'clock, 10 miles, opposite direction; eastbound MD-80 at FL 320; *(or the controller may issue a vector to the MD-80 traffic to avoid Yankee 123)*

(d) **FL Change or Re-route.** To leave airspace where MWA or severe turbulence is being encountered, the pilot may request a FL change and/or reroute, if necessary.

#### **g. GUIDANCE ON WAKE TURBULENCE**

1. Pilots should be aware of the potential for wake turbulence encounters following DRVSM implementation. Experience gained since 1997, however, has shown that such encounters in RVSM airspace are generally moderate or less in magnitude.

2. It is anticipated that, in DRVSM airspace, wake turbulence experience will mirror European RVSM experience gained since January 2002. European authorities have found that reports of wake turbulence encounters had not increased significantly since RVSM implementation (eight versus seven reports in a ten month period). In addition, they found that reported wake turbulence was generally similar to moderate clear air turbulence.

3. Pilot Action To Mitigate Wake Turbulence Encounters.

(a) Pilots should be alert for wake turbulence when operating:

(1) In the vicinity of aircraft climbing or descending through their altitude.

(2) Approximately 10–30 miles after passing 1,000 feet below opposite direction

traffic.

(3) Approximately 10–30 miles behind and 1,000 below same-direction traffic.

(b) Pilots encountering or anticipating wake turbulence in DRVSM airspace have the option of requesting a vector, FL change or if capable, a lateral offset.

*NOTE 1. Offsets of approximately a wing span upwind generally can move the aircraft out of the immediate vicinity of another aircraft's wake vortex.*

*NOTE 2. In domestic U.S. airspace, pilots must request clearance to fly a lateral offset. Strategic lateral offsets flown in oceanic airspace do not apply.*

4. The FAA will track wake turbulence events as an element of its post implementation program. The FAA will advertise wake turbulence reporting procedures to the operator community and publish reporting procedures on the RVSM Documentation Webpage. (See address in paragraph c. 2).

**h. PILOT/CONTROLLER PHRASEOLOGY**

Figure 1 shows standard phraseology that pilots and controllers will use to communicate in DRVSM operations.

**FIGURE 1  
Standard Phraseology for DRVSM Operations**

<b>Message</b>	<b>Phraseology</b>
For a controller to ascertain the RVSM approval status of an aircraft:	(call sign) confirm RVSM approved
Pilot indication that flight is RVSM approved	Affirm RVSM
Pilot will report lack of RVSM approval  (Non-RVSM status):  a. On the initial call on any frequency in the RVSM airspace and...  b. In all requests for flight level changes pertaining to flight levels within the RVSM airspace and...  c. In all read-backs to flight level clearances pertaining to flight levels within the RVSM airspace and...  d. In read back of flight level clearances involving climb and descent through RVSM airspace  (FL290-410)	Negative RVSM, (supplementary information, e.g., "Certification flight").
Pilot report of one of the following after entry into RVSM airspace: all primary altimeters, automatic altitude control systems or altitude alerters have failed. (See paragraph i).  <i>(This phrase is to be used to convey both the initial indication of RVSM aircraft system failure and on initial contact on all frequencies in RVSM airspace until the problem ceases to exist or the aircraft has exited RVSM airspace).</i>	Unable RVSM Due Equipment
ATC denial of clearance into RVSM airspace	Unable issue clearance into RVSM airspace, maintain FL .
Pilot reporting inability to maintain cleared flight level due to weather encounter.  (See paragraph i).	Unable RVSM due (state reason) (e.g., turbulence, mountain wave)
ATC requesting pilot to confirm that an aircraft has regained RVSM-approved status or a pilot is ready to resume RVSM	Confirm able to resume RVSM
Pilot ready to resume RVSM after aircraft system or weather contingency	Ready to resume RVSM



**i. CONTINGENCY ACTIONS: WEATHER ENCOUNTERS AND AIRCRAFT SYSTEM FAILURES**

Figure 2 provides pilot guidance on actions to take under certain conditions of aircraft system failure and weather encounters. It also describes the expected ATC controller actions in these situations. It is recognized that the pilot and controller will use judgment to determine the action most appropriate to any given situation.

**FIGURE 2**

**Contingency Actions: Weather Encounters and Aircraft System Failures**

**Initial Pilot Actions in Contingency Situations**

<p><b>Initial Pilot Actions when unable to maintain flight level (FL) or unsure of aircraft altitude-keeping capability:</b></p> <ul style="list-style-type: none"> <li>- Notify ATC and request assistance as detailed below.</li> <li>- Maintain cleared flight level, to the extent possible, while evaluating the situation</li> <li>- Watch for conflicting traffic both visually and by reference to TCAS, if equipped</li> <li>- Alert nearby aircraft by illuminating exterior lights (commensurate with aircraft limitations)</li> </ul>
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**Severe Turbulence and/or Mountain Wave Activity (MWA) Induced**

**Altitude Deviations of Approximately 200 feet**

<p><b>Pilot will:</b></p> <ul style="list-style-type: none"> <li>- When experiencing severe turbulence and/or MWA induced altitude deviations of approximately 200 feet or greater, pilot will contact ATC and state “Unable RVSM Due (state reason)” (e.g., turbulence, mountain wave)</li> <li>- If not issued by the controller, request vector clear of traffic at adjacent FL’s</li> <li>- If desired, request FL change or re-route</li> <li>- Report location and magnitude of turbulence or MWA to ATC</li> </ul> <p><b>See paragraph f for detailed guidance.</b></p>	<p><b>Controller will:</b></p> <ul style="list-style-type: none"> <li>- Vector aircraft to avoid merging target with traffic at adjacent flight levels, traffic permitting</li> <li>- Advise pilot of conflicting traffic</li> <li>- Issue FL change or re-route, traffic permitting</li> <li>- Issue PIREP to other aircraft</li> </ul> <p><b>Paragraph f (d) (3) explains “traffic permitting.”</b></p>
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**Mountain Wave Activity (MWA) Encounters – General**

Note: MWA encounters do not necessarily result in altitude deviations on the order of 200 feet. The guidance below is intended to address less significant MWA encounters.

<p><b>Pilot actions:</b></p> <ul style="list-style-type: none"> <li>– Contact ATC and report experiencing MWA</li> <li>– If so desired, pilot may request a FL change or re-route</li> <li>– Report location and magnitude of MWA to ATC</li> </ul> <p><b>See paragraph f for guidance on MWA.</b></p>	<p><b>Controller actions:</b></p> <ul style="list-style-type: none"> <li>– Advise pilot of conflicting traffic at adjacent FL</li> <li>– If pilot requests, vector aircraft to avoid merging target with traffic at adjacent RVSM flight levels, traffic permitting</li> <li>– Issue FL change or re-route, traffic permitting</li> <li>– Issue PIREP to other aircraft</li> </ul> <p><b>Paragraph f (d) (3) explains “traffic permitting.”</b></p>
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**Wake Turbulence Encounters**

<p><b>Pilot should:</b></p> <ul style="list-style-type: none"> <li>– Contact ATC and request vector, FL change or, if capable, a lateral offset</li> </ul> <p><b>See paragraph g for guidance on wake turbulence.</b></p>	<p><b>Controller should:</b></p> <ul style="list-style-type: none"> <li>– Issue vector, FL change or lateral offset clearance, traffic permitting</li> </ul> <p><b>Paragraph f(d)(3) explains “traffic permitting.”</b></p>
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**“Unable RVSM Due Equipment”**

**Failure of Automatic Altitude Control System, Altitude Alerter or All Primary Altimeters.**

<p><b>Pilot will:</b></p> <ul style="list-style-type: none"> <li>– Contact ATC and state “Unable RVSM Due Equipment”</li> <li>– Request clearance out of RVSM airspace unless operational situation dictates otherwise</li> </ul>	<p><b>Controller will:</b></p> <ul style="list-style-type: none"> <li>– Provide 2,000 ft. vertical separation or appropriate horizontal separation</li> <li>– Clear aircraft out of RVSM airspace unless operational situation dictates otherwise</li> </ul>
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**One Primary Altimeter Remains Operational.**

<p><b>Pilot will:</b></p> <ul style="list-style-type: none"> <li>– Cross check stand-by altimeter</li> <li>– Notify ATC of operation with single primary altimeter</li> <li>– If unable to confirm primary altimeter accuracy, follow actions for failure of all primary altimeters</li> </ul>	<p><b>Controller will:</b></p> <ul style="list-style-type: none"> <li>– Acknowledge operation with single primary altimeter</li> </ul>
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**Transponder Failure**

<p><b>Pilot will:</b></p> <ul style="list-style-type: none"> <li>- Contact ATC and request authority to continue to operate at cleared flight level</li> <li>- Comply with revised ATC clearance, if issued</li> </ul> <p>Note: Part 91 Section 91.215 (ATC transponder and altitude reporting equipment and use) regulates operation with the transponder inoperative.</p>	<p><b>Controller will:</b></p> <ul style="list-style-type: none"> <li>- Consider request to continue to operate at cleared flight level</li> <li>- Issue revised clearance, if necessary</li> </ul>
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**j. PROCEDURES FOR ACCOMMODATION OF NON-RVSM AIRCRAFT**

1. General Policies For Accommodation Of Non-RVSM Aircraft.

(a) The RVSM mandate calls for only RVSM authorized aircraft/operators to fly in designated RVSM airspace with limited exceptions. The policies detailed below are intended exclusively for use by aircraft that the FAA has agreed to accommodate. They are not intended to provide other operators a means to circumvent the normal RVSM approval process.

(b) If either the operator or aircraft or both have not been authorized to conduct RVSM operations, the aircraft will be referred to as a "Non-RVSM" aircraft. 14 CFR 91.180 and part 91 Appendix G enable the FAA to authorize a deviation to operate a Non-RVSM aircraft in RVSM airspace.

(c) Non-RVSM aircraft flights will be handled on a workload permitting basis. The vertical separation standard applied between aircraft not approved for RVSM and all other aircraft shall be 2,000 feet.

(d) Required Pilot Calls. The pilot of Non-RVSM aircraft will inform the controller of the lack of RVSM approval in accordance with the direction provided in paragraph h (Pilot/Controller Phraseology).

2. Categories of Non-RVSM Aircraft That May Be Accommodated

(a) Subject to FAA approval and clearance, the following categories of Non-RVSM aircraft may operate in Domestic U.S. RVSM airspace provided that they have an operational transponder:

- Department of Defense (DoD) aircraft
- Flights conducted for aircraft certification and development purposes
- Active Air Ambulance flights utilizing a "Lifeguard" call sign
- Aircraft climbing/descending through RVSM flight levels (without intermediate level off) to/from FL's above RVSM airspace (Policies for these flights are detailed in paragraph k below)
- Foreign State (government) aircraft

3. Methods For Operators of Non-RVSM Aircraft To Request Access To RVSM Airspace. **Effective May 12, 2005**, pre-coordinated conditional approvals were eliminated. Operators may:

(a) LOA/MOU. Enter into a Letter of Agreement (LOA)/ Memorandum of Understanding (MOU) with the RVSM facility (the Air Traffic facility that provides air traffic services in RVSM airspace). Operators must comply with LOA/MOU.

(b) File-and-Fly. File a flight plan to notify the FAA of their intention to request access to RVSM airspace.

**Note:** Priority for access to RVSM airspace will be afforded to RVSM compliant aircraft, then File-and-Fly flights.

(c) DOD. Some DoD non-RVSM aircraft will be designated as aircraft requiring special consideration. For coordination purposes they will be referred to as STORM flights. DoD enters STORM flights on the DoD Priority Mission website and notifies the departure RVSM facility for flights that are within 60 minutes of departure.

**NOTE:** Special consideration will be afforded a STORM flight; however, accommodation of any non-RVSM flight is workload permitting

4. Center Phone Numbers. **Phone number changes that occur between document publication cycles are posted on the RVSM Documentation Webpage, North American RVSM section:**

[http://www.faa.gov/ats/ato/150\\_docs/Center\\_Phone\\_No.\\_Non-RVSM\\_Acft.doc](http://www.faa.gov/ats/ato/150_docs/Center_Phone_No._Non-RVSM_Acft.doc)

Ident	Centers	Center Phone Numbers
ZAB	Albuquerque	505-856-4547
ZAN	Anchorage	907-269-1108
ZAU	Chicago	630-906-8686
ZBW	Boston	603-879-6861
ZDC	Washington	703-779-3743
ZDV	Denver	303-651-4202
ZFW	Ft Worth	817-858-7504
ZHU	Houston	281-230-6262
ZID	Indianapolis	317-247-2243
ZJX	Jacksonville	904-549-1460
ZKC	Kansas City	913-254-8795
ZLA	Los Angeles	661-575-2074
ZLC	Salt Lake	801-320-2565
ZMA	Miami	305-716-1736
ZME	Memphis	901-368-8249
ZMP	Minneapolis	651-463-5545
ZNY	New York	631-468-1080
ZOA	Oakland	510-745-3332
ZOB	Cleveland	440-774-0428
ZSE	Seattle	253-351-3529
ZSU	San Juan	787-253-8664
ZTL	Atlanta	770-210-7052
ZUA	Guam ARTCC	671-473-1210
E10	High Desert TRACON	661-277-3843

**k. NON-RVSM AIRCRAFT REQUESTING CLIMB TO AND DESCENT FROM FLIGHT LEVELS ABOVE RVSM AIRSPACE WITHOUT INTERMEDIATE LEVEL OFF**

1. File-and-Fly. Operators of Non-RVSM aircraft climbing to and descending from RVSM flight levels should just file a flight plan.
2. Non-RVSM aircraft climbing to and descending from flight levels above RVSM airspace will be handled on a workload permitting basis. The vertical separation standard applied in RVSM airspace between Non-RVSM aircraft and all other aircraft shall be 2,000 feet.
3. Non-RVSM aircraft climbing to/descending from RVSM airspace can only be considered for accommodation provided:
  - (a) Aircraft is capable of a continuous climb/descent and does not need to level off at an intermediate altitude for any operational considerations and.
  - (b) Aircraft is capable of climb/descent at the normal rate for the aircraft.
4. **Required Pilot Calls. The pilot of Non-RVSM aircraft will inform the controller of the lack of RVSM approval in accordance with the direction provided in paragraph k (Pilot/Controller Phraseology).**

**Attachment**

<b>FAA Flight Plan Aircraft Suffixes</b>	
<b>Effective September 1, 2005</b>	
<b>Suffix</b>	<b>Equipment Capability</b>
	NO DME
/X	No transponder
/T	Transponder with no Mode C
/U	Transponder with Mode C
	DME
/D	No transponder
/B	Transponder with no Mode C
/A	Transponder with Mode C
	TACAN ONLY
/M	No transponder
/N	Transponder with no Mode C
/P	Transponder with Mode C
	AREA NAVIGATION (RNAV)
/Y	LORAN, VOR/DME, or INS with no transponder
/C	LORAN, VOR/DME, or INS, transponder with no Mode C
/I	LORAN, VOR/DME, or INS, transponder with Mode C
	ADVANCED RNAV WITH TRANSPONDER AND MODE C (If an aircraft is unable to operate with a transponder and/or Mode C, it will revert to the appropriate code listed above under Area Navigation.)
/E	Flight Management System (FMS) with DME/DME and IRU position updating
/F	Flight Management System (FMS) with DME/DME position updating
/G	Global Navigation Satellite System (GNSS), including GPS or WAAS, with enroute and terminal capability.
/R	Required Navigational Performance. The aircraft meets the RNP type prescribed for the route segment(s), route(s) and/or area concerned.
	Reduced Vertical Separation Minimum (RVSM). Prior to conducting RVSM operations within the U.S., the operator must obtain authorization from the FAA or from the responsible authority, as appropriate.
/J	/E with RVSM
/K	/F with RVSM
/L	/G with RVSM
/Q	/R with RVSM
/W	RVSM

Attachment

Page 2

**General Policies For Use of FAA Flight Plan Aircraft Equipment Suffixes**

a. **Introduction.** Paragraph d of this notice (Flight Planning Into DRVSM Airspace) discusses policies for use of the Aircraft Equipment Suffix Table when filing FAA Flight Plans. They are repeated below for emphasis.

b. **Policies for Use of the FAA Flight Plan Equipment Suffix.**

1. Operators can only file one equipment suffix in block 3 of the FAA Flight Plan. Only this equipment suffix is displayed directly to the controller.

2. All operators/aircraft that are RVSM-compliant are **required** to file “/J”, “/K”, “/L”, “/Q” or “/W”, as appropriate, in the FAA Flight Plan for flights between flight level (FL) 290–410, inclusive. This includes operators filing through DUATS and Flight Service Stations.

3. If the operator or aircraft has **not** been authorized to conduct RVSM operations, an equipment suffix indicating RVSM capability will **not** be filed. This is in accordance with 14 CFR Part 91 Appendix G, Section

4. The appropriate equipment suffix from the Aircraft Equipment Suffix Table will be filed instead.

4. **Aircraft with RNAV Capability.** For flight in RVSM airspace, aircraft with RNAV capability, but not Advanced RNAV capability, will file “/W”. Filing “/W” will not preclude such aircraft from filing direct routes in enroute airspace.

5. **Flights To/From Hawaii.** The aircraft equipment suffixes on the previous page are applicable only to the domestic US FAA Flight Plan (FAA Form 7233-1), as published in the AIM. Flights between the US mainland and Hawaii must file an ICAO Flight Plan or an FAA International Flight Plan (FAA Form 7233-4). The FAA International FP is published in the International Flight Information Manual (IFIM) “Planning” section. ([www.faa.gov/ats/aat/ifim/ifim0107.htm](http://www.faa.gov/ats/aat/ifim/ifim0107.htm)). The aircraft equipment suffixes published in the IFIM are used on the FAA International FP. On the FAA International FP, operators can file more than one equipment suffix and should file “W” for RVSM, “R” for RNP and any other applicable suffixes published in the IFIM.

# **AUTOMATIC DEPENDENT SURVEILLANCE–BROADCAST (ADS–B) AND OTHER BROADCAST SERVICES -- INITIAL CAPABILITIES IN THE NATIONAL AIRSPACE SYSTEM (NAS)**

## **1. BACKGROUND**

This NOTAM announces the availability of initial Automatic Dependent Surveillance–Broadcast (ADS–B), Traffic Information Service–Broadcast (TIS–B) and Flight Information Services–Broadcast (FIS–B) capability, and the deployment of ground based transceivers (GBTs) and supporting infrastructure in selected areas of the National Airspace System (NAS). This NOTAM describes the technology, procedures and approvals, as well as the outage reporting and NOTAM notification process necessary to make use of this new ADS–B capability.

In the United States, two different data links have been adopted for use with ADS–B: 1090 MHz Extended Squitter (1090 ES) and the Universal Access Transceiver (UAT). The 1090 ES link is intended for aircraft that primarily operate at FL180 and above, whereas the UAT link is intended for use by aircraft that primarily operate at 18,000' and below. From a pilot's standpoint, the two links operate similarly and support ADS–B and TIS–B. The UAT link additionally supports FIS–B at any altitude when within GBT coverage. Areas of approved use for the UAT include the United States (including oceanic airspace where air traffic services are provided), Guam, Puerto Rico, American Samoa, and the U.S. Virgin Islands. The UAT is approved for both air and airport surface use. ADS–B broadcast over the 1090 MHz data link has been approved for global use.

The FAA is developing policy guidance material on ADS–B, TIS–B, and FIS–B that, when mature, will be published in traditional source references such as the Aeronautical Information Manual (AIM), various advisory circulars (ACs), etc. In the meantime, preliminary reference material pertaining to this emerging technology, including details pertaining to the initial operational applications supported, and operational approval guidance, is posted on the FAA managed web site: [www.flyadsb.com](http://www.flyadsb.com). This web site maintains current status and is the official source of ADS–B, TIS–B, and FIS–B guidance until such time as material is published elsewhere.

## **2. OPERATIONAL APPLICATIONS SUPPORTED**

ADS–B “aircraft–to–aircraft,” “aircraft–to–ground,” and “ADS–B enabled broadcast services” (i.e., TIS–B and FIS–B) are supported in this initial NOTAM. Air–to–ground ADS–B for flight monitoring purposes is supported in selected key sites within the NAS, while ADS–B air traffic surveillance services are only offered in Alaska. As additional capabilities mature, this NOTAM will be updated as needed.

## **3. GBT DEPLOYMENT**

To date, 37 GBT sites have been installed. These include 15 in Alaska and 22 elsewhere in the NAS. All GBTs provide broadcast services. Those in Alaska additionally provide air traffic services. See the web site for the most current coverage tables and coverage charts.

## **4. OPERATIONAL PROCEDURES**

*Note: The following material was adapted from text planned for publication in the August 2005 edition of the AIM. See the web site [www.flyadsb.com](http://www.flyadsb.com) to download the complete version of this guidance.*

### **4A. ADS–B Services**

**ADS–B Certification and Performance Requirements.** ADS–B equipment may be certified for use as an air–to–air system for enhancing situational awareness and as a surveillance source for air traffic services. Refer to the aircraft's flight manual supplement for the specific aircraft installation.



ADS-B Capabilities. ADS-B enables improved surveillance services, both air-to-air and air-to-ground, especially in areas where radar is ineffective due to terrain or where it is impractical or cost prohibitive. Initial NAS applications of air-to-air ADS-B are for “advisory,” use only, enhancing a pilot’s visual acquisition of other nearby equipped aircraft either when airborne or on the airport surface. Additionally, ADS-B may enable ATC and fleet operators to monitor aircraft throughout the available ground station coverage area. Other applications of ADS-B may include enhanced search and rescue operations and advanced air-to-air applications such as spacing, sequencing, and merging.

ADS-B avionics typically allow pilots to enter the aircraft’s call sign and Air Traffic Control (ATC)–assigned transponder code, which will be transmitted to other aircraft and ground receivers. Pilots are cautioned to use care when selecting and entering the aircraft’s identification and transponder code. Some ADS-B avionics panels are not interconnected to the transponder. Therefore, it is **extremely important to ensure that the transponder code is identical in the ADS-B and transponder panel.** Additionally, UAT systems provide a VFR “privacy” mode switch position that may be used by pilots when not wanting to receive air traffic services. This feature will broadcast a “VFR” ID to other aircraft and ground receivers, similar to the “1200” transponder code.

ADS-B is intended to be used in-flight and on the airport surface. ADS-B systems should be turned “on” and remain “on” whenever operating in the air and on the airport surface, thus helping to reduce the likelihood of runway incursions. Civil and military Mode A/C transponders and ADS-B systems should be adjusted to the “on” or normal operating position as soon as practical, unless the change to “standby” has been accomplished previously at the request of ATC. Mode S transponders should be left on whenever power is applied to the aircraft. See the ADS-B web site for ATC procedures and recommended phraseology (for use in the Alaska FIR only).

ADS-B Limitations. The ADS-B cockpit display of traffic is **NOT** intended to be used as a collision avoidance system and does not relieve the pilot’s responsibility to “see and avoid” other aircraft. ADS-B shall not be used for avoidance maneuvers during IMC or other times when there is no visual contact with the intruder aircraft. ADS-B is intended only to assist in visual acquisition of other aircraft. **No avoidance maneuvers are provided for, nor authorized, as a direct result of an ADS-B target being displayed in the cockpit.**

#### **4B. TIS-B**

TIS-B is the broadcast of traffic information to ADS-B equipped aircraft from ADS-B ground stations. The source of this traffic information is derived from ground-based air traffic surveillance sensors, typically radar. TIS-B service is becoming available in selected locations where there are both adequate surveillance coverage from ground sensors and adequate broadcast coverage from GBTs. The quality level of traffic information provided by TIS-B is dependent upon the number and type of ground sensors available as TIS-B sources and the timeliness of the reported data.

**TIS-B Requirements.** In order to receive TIS-B services, the following conditions must exist:

- The host aircraft must be equipped with a UAT ADS-B transmitter / receiver or transceiver, and a cockpit display of traffic (CDTI). As the ground system evolves, the ADS-B data link may be either UAT or 1090 ES, or both.
- The host aircraft must fly within the coverage volume of a compatible GBT that is configured for TIS-B uplinks. (Not all GBTs provide TIS-B due to a lack of radar coverage or because a radar feed is not available).
- The target aircraft must be within the coverage of, and detected by, at least one of the ATC radars serving the GBT in use.

**TIS-B Capabilities.** TIS-B is the broadcast of traffic information to ADS-B equipped aircraft. The source of this traffic information is derived from ground-based air traffic radars. TIS-B is intended to provide ADS-B equipped aircraft with a more complete traffic picture in situations where not all nearby aircraft are equipped with ADS-B. The advisory-only application will enhance a pilot's visual acquisition of other traffic.

Only transponder-equipped targets (i.e., Mode A/C or Mode S transponders) are detected. Current radar siting may result in limited radar surveillance coverage at lower altitudes near some general aviation airports, with subsequently limited TIS-B Service volume coverage. If there is no radar coverage in a given area, then there will be no TIS-B coverage in that area.

**TIS-B Limitations.** The following limitations apply to TIS-B use:

(1) TIS-B is **NOT** intended to be used as a collision avoidance system and does not relieve the pilot's responsibility to "see and avoid" other aircraft. TIS-B shall not be used for avoidance maneuvers during times when there is no visual contact with the intruder aircraft. TIS-B is intended only to assist in the visual acquisition of other aircraft. **No avoidance maneuvers are provided for nor authorized as a direct result of a TIS-B target being displayed in the cockpit.**

(2) While TIS-B is a useful aid to visual traffic avoidance, its inherent system limitations must be understood to ensure proper use.

(a) A pilot may receive an intermittent TIS-B target of themselves, typically when maneuvering (e.g., climbing turns) due to the radar not tracking the aircraft as quickly as ADS-B.

(b) The ADS-B-to-radar association process within the ground system may at times have difficulty correlating an ADS-B report with corresponding radar returns from the same aircraft. When this happens the pilot will see duplicate traffic symbols (i.e., "TIS-B shadows") on the cockpit display.

(c) Updates of TIS-B traffic reports will occur less often than ADS-B traffic updates. (TIS-B position updates will occur approximately once every 3-13 seconds depending on the radar coverage. In comparison, the update rate for ADS-B is nominally once per second).

(d) The TIS-B system only detects and uplinks data pertaining to transponder equipped aircraft. Aircraft without a transponder will not be displayed as a TIS-B target.

(e) There is no indication provided when any aircraft is operating inside (or outside) TIS-B service volume, therefore it is difficult to know if one is receiving up-linked TIS-B traffic information. Not all aircraft are displayed as TIS-B targets.

(3) Pilots and operators are reminded that the airborne equipment that displays TIS-B targets is for pilot situational awareness **only** and is not approved as a collision avoidance tool. Unless there is an imminent emergency requiring immediate action, any deviation from an air traffic control clearance based on TIS-B displayed cockpit information must be approved beforehand by the controlling ATC facility prior to commencing the maneuver. Uncoordinated deviations may place an aircraft in close proximity to other aircraft under ATC control not seen on the airborne equipment, and may result in a pilot deviation.

#### **4C. Flight Information Service-Broadcast (FIS-B) Service**

FIS-B is a ground broadcast service provided through the FAA's Universal Access Transceiver (UAT) "ADS-B Broadcast Services" network. The UAT network is an ADS-B data link that operates on 978 MHz. The FAA FIS-B system provides pilots and flight crews of properly equipped aircraft with a cockpit display of certain aviation weather and flight operational information. The FAA's FIS-B service is being introduced in certain regional implementations within the NAS (e.g., in Alaska and in other areas of implementation).

FAA's UAT FIS-B provides the initial products listed below with additional products planned for future implementation. FIS-B reception is line of sight and can be expected within 200 NM (nominal range) of each ground transmitting site. The following services are provided free of charge.

- **Text:** Aviation Routine Weather Reports (METARs).
- **Text:** Special Aviation Reports (SPECIs).
- **Text:** Terminal Area Forecasts (TAFs), and their amendments.
- **Graphic:** NEXRAD precipitation maps.

The format and coding of the above text weather-related products are described in Advisory Circular AC-00-45, Aviation Weather Services, and AIM paragraph 7-1-30, Key to Aerodrome Forecast (TAF) and Aviation Routine Weather Report (METAR).

Details concerning the content, format, and symbols of the various data link products provided may be obtained from the specific avionics manufacturer.

## **5. TRAINING**

Training for 14 CFR Part 91 general aviation (GA) pilots and operators, while not specifically required by the operating rules, is strongly recommended. Training should be obtained from a qualified flight instructor experienced in the use of your specific equipment. Air carrier operators must have their training materials approved by their Principal Operations Inspector (POI) or his / her designate. An excellent source of generic general aviation training material may be found on the FAA / Industry Training Standards (FITS) web site. See [www.faa.gov/avr/afs/fits/](http://www.faa.gov/avr/afs/fits/).

## **6. OPERATIONAL APPROVALS**

FAA operational approval to use ADS-B, TIS-B or FIS-B equipment in 14 CFR Part 91 general aviation operations is not required. There are no specific criteria for the operational approval of aircraft equipped with this functionality when operating under 14 CFR Part 91. For any Part 91 operations continued airworthiness is required per the FAR. For all 14 CFR 91, parts 121, 129, and 135 operations, approval will be addressed in their respective Operations Specifications or Letters of Authorizations (LOA), as applicable. See web site for further information.

## **7. ADS-B PERFORMANCE MONITORING**

Reports indicate that early installation of ADS-B surveillance equipment onboard commercial aircraft may not have been wired correctly, or that the ADS-B 24-bit ICAO code had not been set properly by the installer. The FAA intends to establish a conformance monitoring system for ADS-B. Operators of aircraft detected to be transmitting an incorrect ADS-B message set will be advised. Operators of foreign registry aircraft or foreign air carriers operating U.S. registered aircraft will be advised through already established international notification procedures.

## **8. ADS-B FLIGHTS OF U.S. REGISTERED AIRCRAFT OUTSIDE OF U.S. CONTROLLED AIRSPACE**

ADS-B 1090 ES system broadcasts are approved for worldwide use, including both airport movement and non-movement areas, and should not be turned off. In comparison, operational use of UAT airborne equipment is presently limited to the NAS. When operating outside US controlled airspace, the UAT transmit function may need to be turned off, but special care should be given to ensure that the aircraft's transponder and altitude reporting encoder system remain operational. Review the AIP for the country that you intend to overfly for further spectrum-use guidance.

**9. ANNOUNCEMENTS OF TEMPORARY DISRUPTIONS IN ADS-B BROADCAST SERVICES**

ADS-B broadcast services are presently a “developmental service.” This means that while the services are being provided today, they are being done so through a developmental infrastructure system undergoing rapid growth and expansion. Consequently, new ground stations are being added and periodic outages may likely occur as the system matures. Scheduled outages will be announced as an NOTAM at least 24 hours in advance. The NOTAM will include the dates and times for service to be turned off and turned back on, the geographical area to be affected, etc. Unscheduled outages will be announced as an NOTAM as soon as the outage is detected and / or reported. Pilots can obtain ADS-B system status NOTAMs or report system outages immediately by contacting a Flight Service Station.

**10. OBTAIN ADS-B USER FEEDBACK FORMS AND INFORMATION ON UPCOMING ADS-B SAFETY SEMINARS**

1. FAA Flight Standards safety seminars on ADS-B and related technologies are being planned as part of a multi-faceted aviation educational and safety outreach program. Please check with your local Flight Service District Office (FSDO) or the ADS-B website for a listing of safety seminars in your area.
2. An ADS-B safety reporting and user feedback form is available on the web site [www.flyadsb.com](http://www.flyadsb.com). This user feedback form is intended to allow users and others to voluntarily report any ADS-B safety-related issues directly to the FAA ADS-B System Safety Working Group. This is part of a formal systems safety process being followed for hazard tracking and risk mitigation. Direct computer-based reporting will allow the FAA to identify and correct safety-related issues in a timely manner.

(ATO-P 3/10/05)

## **DISCONTINUANCE OF 121.5 & 243 MHz FOR SATELLITE DISTRESS ALERTS**

The Cospas–Sarsat Program has announced plans to terminate satellite processing of distress signals from 121.5 and 243 MHz emergency beacons on February 1, 2009. Users of the system will have to switch to emergency beacons operating at 406 MHz, which are more reliable and provide search and rescue agencies complete information that they need to do their job, in order to be detected by satellites.

Reasons for the Cospas–Sarsat program to discontinue use are driven by guidance from the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO). These two agencies are responsible for regulating the safety of ships and aircraft on international transits and handle international standards for maritime and aeronautical search and rescue missions. In addition, 121.5 MHz false alerts inundate search and rescue resources which impact the effectiveness of lifesaving services.

Individuals who plan on buying a new distress beacon may wish to take the Cospas–Sarsat decision into account. For further information please see [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov).

(U.S. NOAA Corps 7/7/07)

## Revised Terminal, Flight Service, and Air Route Traffic Control Center Weather Radar Phraseology

Effective May 11, terminal facilities with digitized radar weather displays and flight service stations using NEXRAD radar presentations will provide radar precipitation information to pilots in four intensity levels. Air route traffic control centers will continue to provide radar precipitation information based on WARP radar presentations displayed to controllers in three levels. Air traffic controllers will use the term “precipitation” when describing radar-derived weather.

For terminal and flight service facilities the four levels are as follows:

The lowest intensity, corresponding to a radar return level of less than 30 dBZ will be described as ”LIGHT.”

The next intensity, corresponding to a radar return level of 30 to 40 dBZ will be described as ”MODERATE.”

– The next higher intensity, corresponding to a radar return level of greater than 40 to 50 dBZ will be described as ”HEAVY.”

– The highest intensity, corresponding to a radar return level of greater than 50 dBZ will be described as ”EXTREME.”

If the precipitation intensity can not be determined, the controller shall issue “INTENSITY UNKNOWN”.

For air route traffic control centers utilizing WARP, the three levels displayed are as follows:

–The lowest intensity, corresponding to a radar return level of 30 to 40 dBZ will be described as ”MODERATE.”

– The middle intensity, corresponding to a radar return level of greater than 40 to 50 dBZ will be described as ”HEAVY.”

– The highest intensity, corresponding to a radar return level of greater than 50 dBZ will be described as ”EXTREME.”

NOTE: LIGHT intensity (corresponding to a radar return level of less than 30 dBZ) is not depicted on the en-route controller’s display.

In lieu of WARP, en route facilities may utilize long range radar weather (ARSR) information that only displays two precipitation intensity levels. When issuing ARSR precipitation intensity:

–The lowest displayable precipitation intensity is described as “MODERATE”.

–The highest displayable precipitation intensity is described as “HEAVY” TO “EXTREME”.

As radar returns increase in strength, the likelihood of occurrence of turbulence, severe updrafts and downdrafts, wind shear, hail, icing, lightning, heavy rain and tornadoes increases. Pilots are urged to exercise caution around any radar return and especially avoid areas of Heavy and Extreme intensity radar returns.

This NOTAM supersedes all published weather phraseology for radar displayed precipitation for air traffic specialists and controllers. (Safety & Operations Support Office, ATO-E 4/10/06)

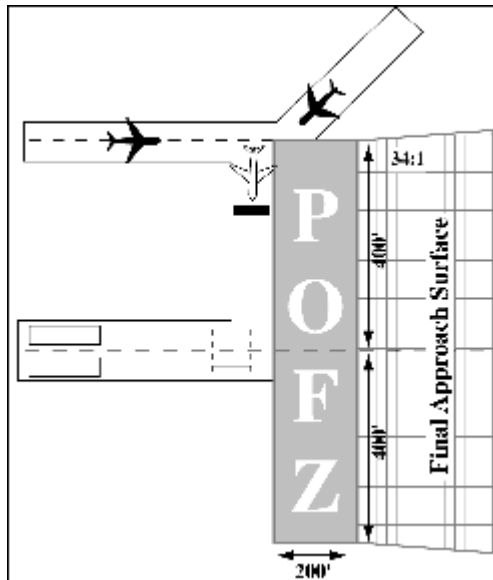
## Precision Object Free Zone

The Precision Object Free Zone (POFZ) is a volume of airspace above an area beginning at the runway threshold, at the threshold elevation, and centered on the extended runway centerline. The standard POFZ is 200 feet (60 meters) long and 800 feet (240 meters) wide. The POFZ must be kept clear when an aircraft on a vertically guided final approach is within two nautical miles (NM) of the runway threshold and the reported ceiling is below 250 feet and/or visibility less than  $\frac{3}{4}$  statute miles (SM) (or runway visual range below 4,000 feet). The POFZ is considered clear even if the wing of the aircraft holding on a taxiway waiting for runway clearance penetrates the POFZ; however, neither the fuselage nor the tail may infringe on the POFZ. See Figure 1.

For approaching aircraft, in the event that a taxiing/parked aircraft or vehicle is not clear of the POFZ, air traffic control will provide advisories to the approaching aircraft regarding the position of the offending aircraft/vehicle. In this case the pilot of the approaching aircraft must decide to continue or abort the approach. When the reported ceiling is below 800 feet or visibility less than two SM, departing aircraft must do the following. When there is an air traffic control tower (ATCT) in operation, plan to hold at the ILS hold line and hold as directed by air traffic control. When there is no operating ATCT, honor the ILS hold line and do not taxi into position and takeoff if there is an approaching aircraft within 2 NM of the runway threshold.

Fig. 1

### Precision Object Free Zone (POFZ)



(AFS-400 10/30/06)

## Altitude and Speed Constraints Published on Area Navigation (RNAV) Procedures

**Purpose:** To emphasize that separation and sequencing of airplanes by air traffic control (ATC) depends on uniform performance by pilots with respect to published mandatory (not “expect”) altitude and speed constraints, especially when conducting RNAV procedures.

**Background:** Adherence to published altitude and speed constraints is essential in conducting conventional (non-RNAV) procedures. But adherence has taken on additional importance with the widespread implementation of RNAV procedures, which generally involve more constraints. Published constraints are shown on charts and may be amended by Notices to Airmen (NOTAMs).

**Discussion:** ATC clears pilots to fly departure, arrival, and approach procedures using phraseology such as “join”, “resume”, “proceed via”, “descend via”, and “climb via.” Pending more explicit language to be included in an upcoming revision to the Aeronautical Information Manual (AIM) pilots should understand the following key points regarding published altitude and speed constraints in order to fully comply with the intent of ATC clearances.

### 1. Cancellation of Constraints.

- **Altitude Constraints.** Cancellation of one or more altitude restrictions will normally include the use of “maintain” and/or “except” phraseology, which *does not* cancel published speed constraints associated with the procedure.

- **Speed Constraints.** Cancellation of published speed constraints will be indicated by the use of “speed your discretion” or “cancel speed restriction(s)/constraint(s)” phraseology. The use of “except” phraseology may also be used, for example, “except cross MAVVS at 250 knots.”

**2. Resume Normal Speed.** The phraseology “resume normal speed” *does not* cancel published speed constraints; rather, per Air Traffic Order 7110.65, Air Traffic Control, it cancels speed constraints previously issued by ATC and returns the aircraft to the published speed for the procedure.

### 3. Speeds between Waypoints with Published Speed Constraints.

- **Departure and Missed Approach Procedures.** Pilots should not exceed the published speed associated with a waypoint until passing that waypoint.

- **Arrival and Instrument Approach Procedures (Excluding Missed Approach Procedures).** Pilots should plan to cross waypoints with a published speed restriction in accordance with the published speed and should not exceed this speed after passing the associated waypoint unless authorized by ATC or published note to do so.

- **Departure and Missed Approach Procedures.** Pilots should not exceed the published speed associated with a waypoint until passing that waypoint.

- **Arrival and Instrument Approach Procedures (Excluding Missed Approach Procedures).** Pilots should plan to cross waypoints with a published speed restriction in accordance with the published speed and should not exceed this speed after passing the associated waypoint unless authorized by ATC or published note to do so.



# AREA NAVIGATION FLIGHT PLAN FILING REQUIREMENTS

**Area Navigation (RNAV) Preferential Route Assignment Overview:** Effective **June 29, 2008**, FAA will implement a change to all Air Route Traffic Control Center (ARTCC) Host automation systems to automatically assign RNAV preferential Standard Terminal Arrival (STAR), Standard Instrument Departure (SID) or Point to Point (PTP) routes based on the equipment capability filed in ICAO FPL Item 10 (Equipment) and an RNAV value specified by the user in ICAO FPL Item 18 (Other Information). The Host currently makes this assignment based on the aircraft navigation equipment suffix found in the National Airspace System (NAS) FP block 3, or derived from the ICAO FPL and translated into the NAS suffix by the Host. The change to use ICAO FPL processing is being effected as a risk reduction measure for implementation of the En Route Automation Modernization (ERAM) system commencing in October 2008. Subsequent to **June 29, 2008**, users filing the NAS FP will no longer be guaranteed assignment of RNAV STAR, SID or PTP procedures. Once the change is implemented, users who file a NAS FP will be eligible for the automated assignment of conventional procedures only.

**En Route Automation Modernization (ERAM):** ERAM is the largest NAS equipment replacement program in FAA history, replacing legacy Host computer processing systems at 20 Air Route Traffic Control Centers (ARTCC). The first operational use of ERAM is scheduled for October 2008 at the Salt Lake City ARTCC. The implementation schedule for all ARTCC systems will extend through December 2009. Once complete, ERAM will make the U.S. NAS ARTCC automation system ICAO compatible. ERAM will also automatically assign preferential routes using the ICAO FPL Item 10 (Equipment) and the RNAV value specified in ICAO FPL Item 18 (Other Information) as discussed above.

**Sources of Additional Information:** The FAA has established a website to assist users in effecting this change to flight plan filing procedures. The website is available at <http://www.faa.gov/ato?k=fpl>. The site contains several areas, including General Information, Filing Instructions and Frequently Asked Questions (FAQ). Points of contact within the FAA regarding this change are listed in the FAQ section.

**Filing Requirements for Assignment of Area Navigation (RNAV) Routes:** This section provides guidance on information required by FAA for automatic assignment of RNAV STAR, SID and/or PTP routes. RNAV capability in the domestic U.S. is defined as:

- RNAV 1 and/or RNAV 2 capability per Advisory Circular (AC) 90-100A, U.S. Terminal and En Route Area Navigation (RNAV) Operations, is required for assignment of RNAV SIDs and STARS (RNAV 1). The en route capability requirement is RNAV 2.
- Point to Point (PTP) capability per AC 90-45A, Approval of Area Navigation Systems for Use in the U.S. National Airspace System.

**Effective June 29, 2008:** Users must file in accordance with FAA Form 7233-4 for automatic assignment of RNAV SIDs, STARS and/or PTP routes in U.S. domestic airspace and include additional information per the below guidance:

## 1. For RNAV 1 and/or RNAV 2 capable flights:

- **Item 10, Equipment** – In addition to identifying all available and serviceable communication, navigation, approach aid and surveillance equipment carried, **insert the character “Z”**.
- **Item 18, Other Information** – **Insert “NAV/RNV”** followed by the appropriate RNAV accuracy value(s) per the following:
  - a. To be assigned an RNAV 1 SID, **insert the characters “D1”**.
  - b. To be assigned an RNAV 1 STAR, **insert the characters “A1”**.

- c. To be assigned en route extensions and/or RNAV PTP, **insert the characters “E2”.**

*Examples:*

NAV/RNVD1  
NAV/RNVA1  
NAV/RNVE2  
NAV/RNVD1A1  
NAV/RNVD1E2A1

**2. Flights RNAV PTP capable but not RNAV 1 and/or RNAV 2 capable:**

- **Item 10, Equipment** – In addition to identifying all available and serviceable communication, navigation, approach aid and surveillance equipment carried, **insert the character “Z”.**
- **Item 18, Other Information** – Insert **“RMK/PTP”** and **“NAV/RNVE99”**

*Example:* **RMK/PTP NAV/RNVE99**

**3. Special Notes:**

- a. The following variations will be accepted in Host/ERAM for automatic assignment of RNAV routes:

- One or more spaces may follow “NAV/”.

*Example:*

**NAV/ RNVD1A1**

- The “D”, “E” and “A” characters may appear in any order following “NAV/RNV”.

*Examples:*

**NAV/RNVD1A1E2  
NAV/RNVA1D1E2**

- Additional items required by other automation systems may be filed after NAV/, in any order.

*Examples:*

**NAV/RNP10 RNVD1E2A1  
NAV/RNVD1E2A1 RNP4  
NAV/RNAV1 RNAV5 RNVD1E2A1**

- b. When the Item 18 entries following “NAV/” **do not follow the above instructions**, the flight plan may be accepted by Host/ERAM but **RNAV routes will not be automatically assigned**. Common errors include:

- Putting spaces between RNV, D1, A1 and/or E2 – no spaces are allowed between the segments.
- Filing “RNAV” instead of “RNV” – RNAV is not acceptable in the U.S. domestic string after “NAV/”

(AJR-37 1/17/08)

## Operation on U.S. Area Navigation (RNAV) Routes, Standard Terminal Arrivals, and Departure Procedures

**Background:** Advisory Circular (AC) 90–100A *U.S. Terminal and En Route Area Navigation (RNAV) Operations* provides guidance for operation on Area Navigation (RNAV) terminal procedures and routes. It also reflects ICAO Performance Based Navigation (PBN) Manual guidance for RNAV 1 and RNAV 2 operations, as well as lessons learned from the initial implementation of US RNAV terminal procedures and routes.

**Applicability:** AC 90–100A applies to U.S. RNAV routes (Q–routes and Tango routes), Departure Procedures (Obstacle Departure Procedures and Standard Instrument Departures), and Standard Terminal Arrivals (STARs). It does not apply to overwater RNAV routes (ref 14 CFR 91.511, including the Q–routes in the Gulf of Mexico and the Atlantic routes) or Alaska VOR/DME RNAV routes (“JxxxR”). It does not apply to off–route RNAV operations.

**List of Compliant Equipment:** In developing AC 90–100A, industry and the FAA defined the minimum criteria for RNAV systems to operate on RNAV routes and procedures. Manufacturers evaluate their systems against these criteria and the FAA maintains a current list of compliant equipment, along with AC 90–100A, on the FAA Flight Standards Service, Flight Technologies and Procedures Division, Flight Operations Branch (AFS–410) website: [http://www.faa.gov/about/office\\_org/headquarters\\_offices/avs/offices/afs400/afs410/policy\\_guidance/](http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs400/afs410/policy_guidance/)

From this list, pilots and operators can confirm the capability of their equipment without additional airworthiness documentation, or obtain information from the relevant manufacturer. RNAV systems incorporating GPS and DME/DME positioning, but not complying with the criteria for DME/DME–based RNAV, may receive RNAV eligibility based solely on GPS.

**Database Integrity:** Navigation databases should be obtained from a database supplier holding an FAA Letter of Acceptance (LOA) in accordance with AC 20–153. This LOA provides recognition of a data supplier’s compliance with the data quality, integrity and quality management practices of RTCA DO–200A, Standards for Processing Aeronautical Data. The operator’s supplier (e.g., Flight Management System (FMS) manufacturer) must have a Type 2 LOA. AC 20–153 contains procedures for database LOAs.

**GPS RAIM Prediction:** As described in AC 90–100A, paragraph 10.a.(5), if TSO–C129() equipment is used to solely satisfy the RNAV requirement, GPS RAIM availability must be confirmed for the intended route of flight (route and time) using current GPS satellite information. The availability of Space Based Augmentation System (SBAS) or Airborne Based Augmentation System (ABAS) fault detection can be determined through NOTAMs (if available) or through prediction for the intended RNAV 1 or RNAV 2 operation. Operators may satisfy this requirement through either of the following methods:

1. Monitor the status of each satellite in its plane/slot position, account for the latest GPS constellation NOTAMs, and compute RAIM availability using model–specific RAIM prediction software, or,
2. Use the FAA en route and terminal RAIM prediction website: [www.raimprediction.net](http://www.raimprediction.net) , or,
3. Contact a Flight Service Station (not DUATS) to obtain non–precision approach RAIM, or,
4. Use the receiver RAIM prediction capability (for TSO–C129a/Class A1/B1/C1 equipment) to provide non–precision approach RAIM.

In the event of a predicted, continuous loss of RAIM of more than five (5) minutes for any part of the intended flight, the flight should be delayed, canceled, or re-routed where RAIM requirements can be met. Pilots should assess their capability to navigate (potentially to an alternate destination) in case of failure of GPS navigation.

If TSO-C145/C146 equipment is used to satisfy the RNAV requirement, the pilot/operator need not perform the prediction if WAAS coverage is confirmed to be available along the entire route of flight.

NOTE: Outside the U.S. or in areas where WAAS coverage is not available, operators using TSO-C145/C146 receivers are required to check GPS RAIM availability.

The current RAIM prediction website is graphic-based and the FAA is developing automation improvements to this prediction service.

NOTE: Until further notice, a RAIM prediction does not need to be done for any RNAV route conducted where ATC provides radar monitoring or RNAV departure/arrival procedure that has an associated "RADAR REQUIRED" note charted.

## **Section 2. Military**



# WHITE SANDS MISSILE RANGE

## WHITE SANDS MISSILE RANGE 14 CFR SECTION 91.143

### SPACE OPERATIONS AREA

[EFF: 311200Z THRU 311600Z OCT 06]

[EFF: 071200Z THRU 071600Z NOV 06]

[EFF: 141200Z THRU 141600Z NOV 06]

[EFF: 211200Z THRU 211600Z NOV 06]

Pursuant to 14 CFR Section 91.143, Flight Operations conducted by FAA certificated pilots or conducted in aircraft of U.S. Registry are prohibited at any altitude from the 100 ft. above AGL to unlimited, within the following:

#### **EASTERN AREA:**

Beginning at lat. 32°56'00" N. long. 106°04'00" W.;

TO lat. 34°12'00" N. long. 106°04'00" W.;

TO lat. 34°12'00" N. long. 105°44'00" W.;

TO lat. 33°57'00" N. long. 105°27'00" W.;

TO lat. 32°56'00" N. long. 105°27'00" W.;

TO point of origin.

EXCLUDING 7.1 NM Radius around airport at lat. 33°28'00" N. long. 105°32'00" W. from surface to 14,000 ft. MSL and 3 NM radius around airport at lat. 34°07'00" N. long. 105°40'00" W. from surface to 1,500 ft. AGL.

This area encompasses R5109A and R5109B.

#### **NORTHERN AREA:**

Beginning at lat. 33°54'00" N. long. 106°46'00" W.;

TO lat. 34°05'00" N. long. 106°47'00" W.;

TO lat. 34°20'00" N. long. 106°44'00" W.;

TO lat. 34°20'00" N. long. 106°09'00" W.;

TO lat. 34°17'00" N. long. 106°09'00" W.;

TO lat. 34°15'00" N. long. 106°40'00" W.;

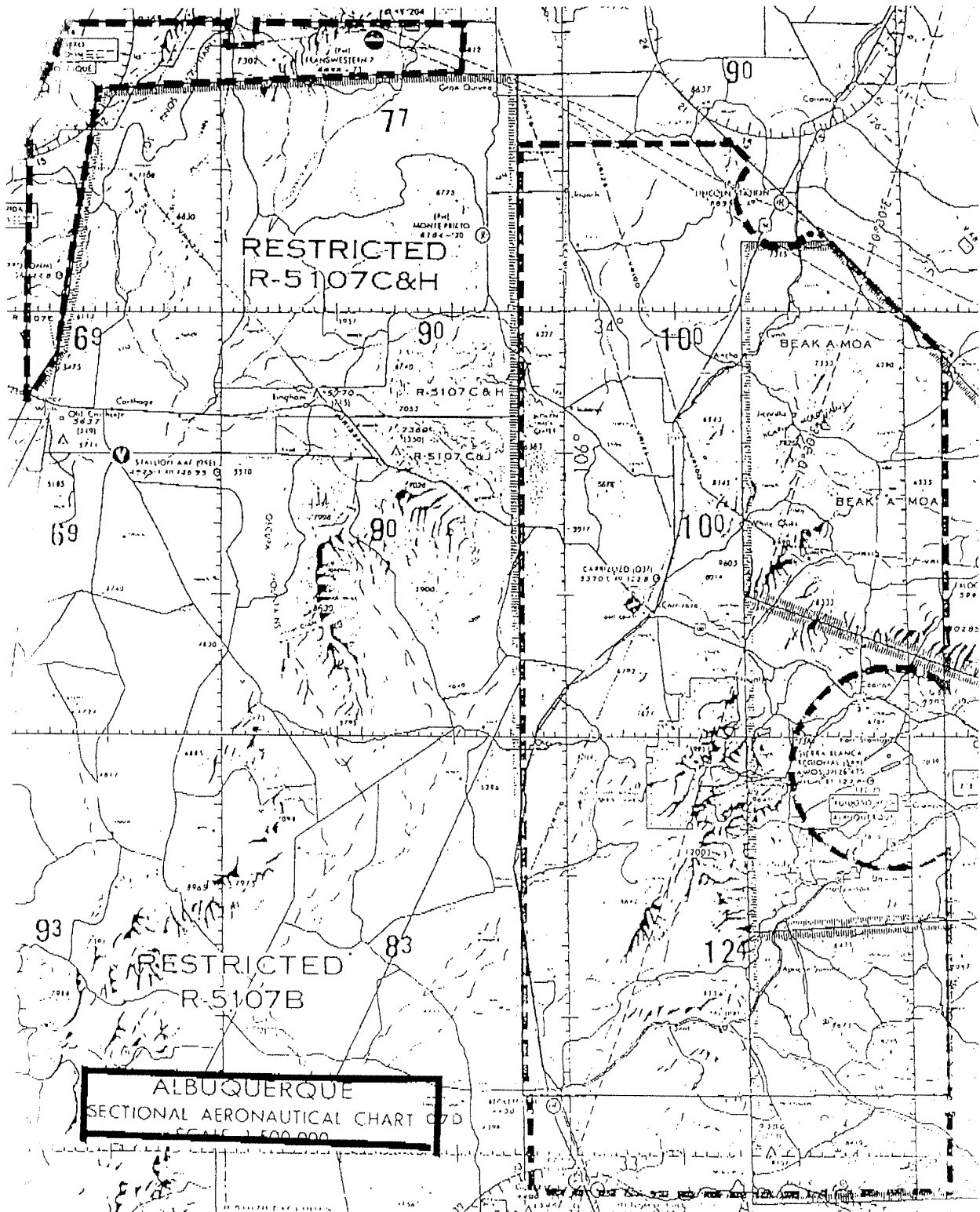
TO lat. 33°57'00" N. long. 106°44'00" W.;

TO point of origin.

Albuquerque NM/ABQ (800-525-9963) is the coordinating flight service station and should be contacted for the current status of any airspace associated with the space flight operations. A stationary ALTRAV is also established for this area.

(ASW-520 9/27/06)

# WHITE SANDS MISSILE RANGE



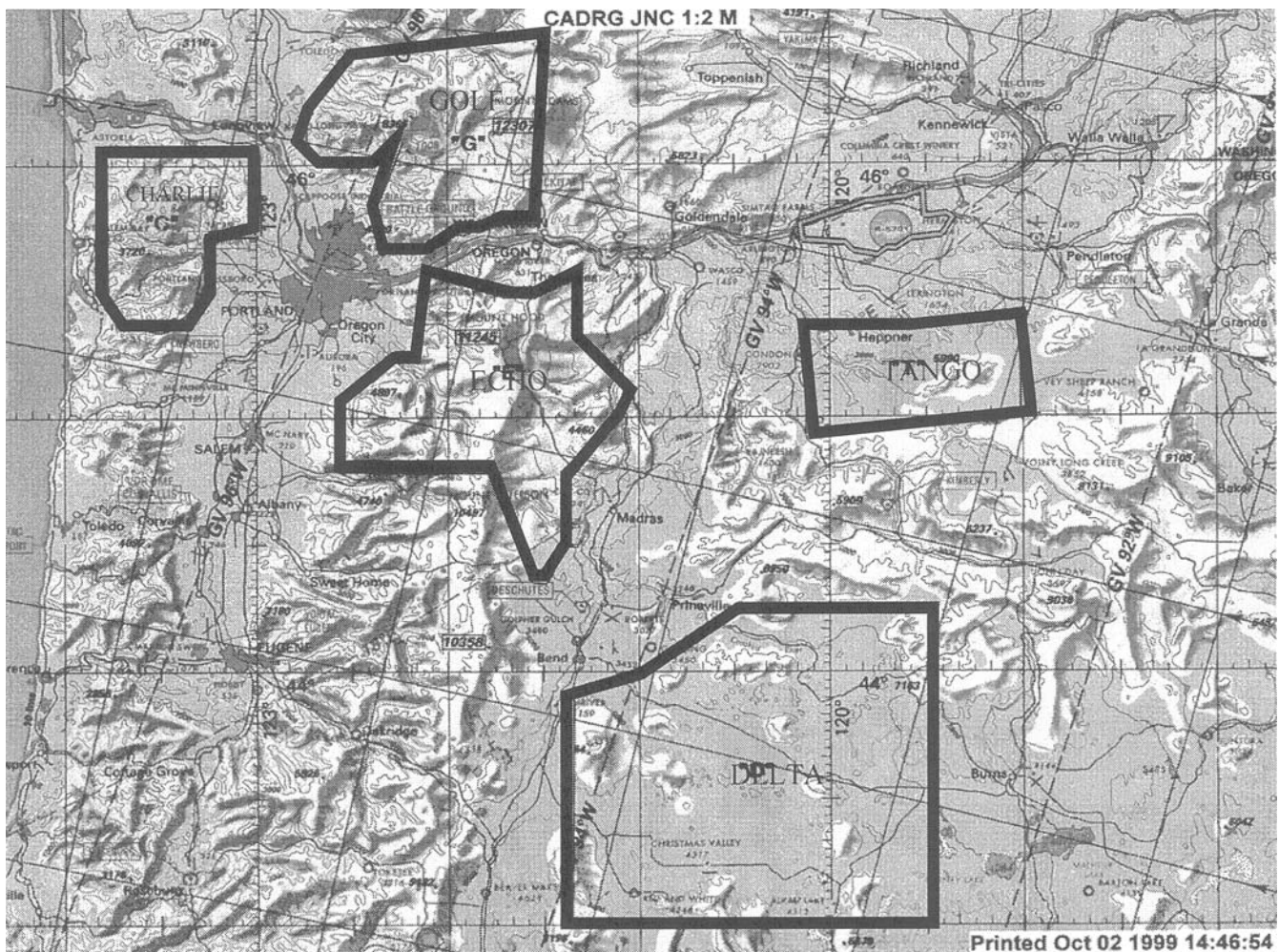


# Notice to Pilots and Interested Personnel in Northern Oregon and Southwest Washington

## 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.

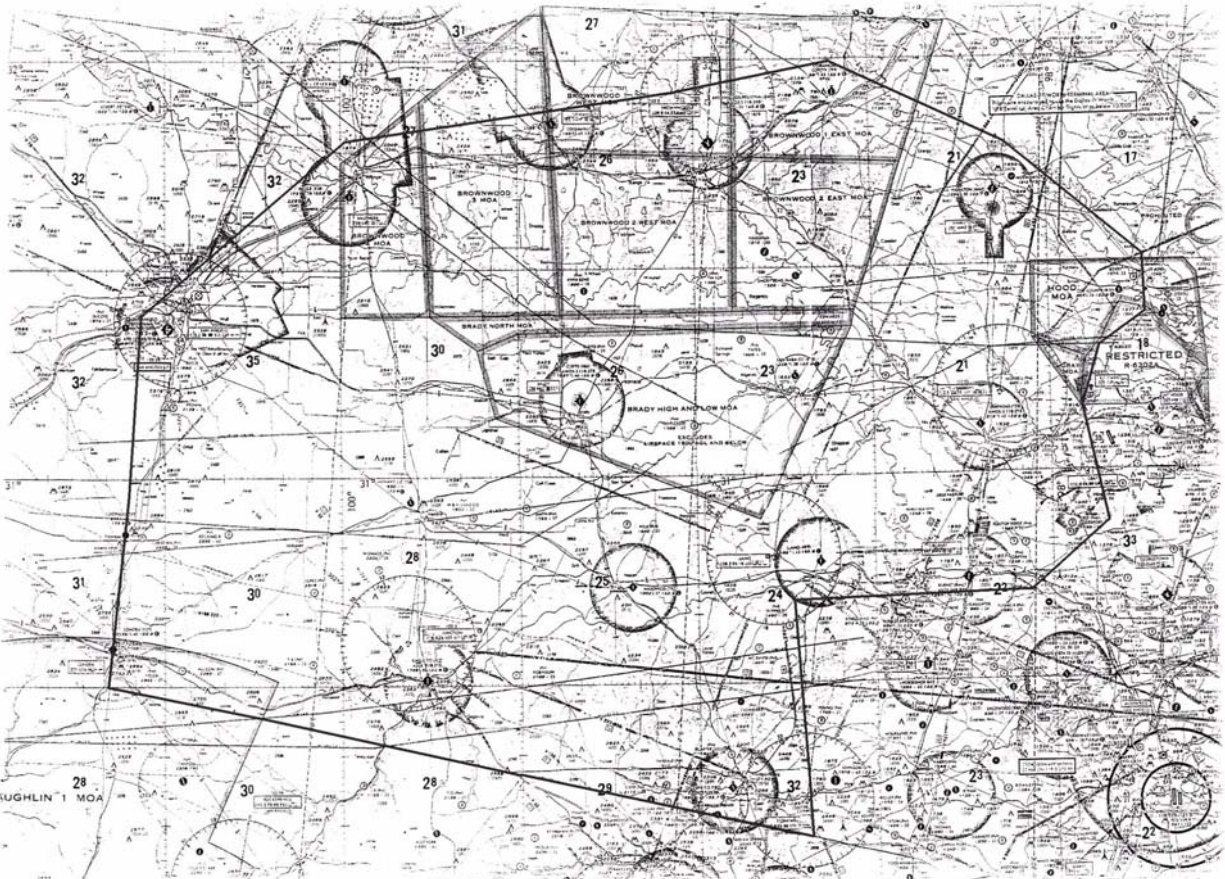


(ANM-520.6 3/2/2000)

## 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 to  
42° 45.50’N 89° 58.00’W to  
42° 46.00’N 90° 17.50’W to  
43° 03.80’N 90° 56.40’W to  
43° 17.40’N 91° 00.28’W to  
43° 42.10’N 91° 02.50’W to  
43° 54.40’N 90° 55.20’W

### DELLS (NVG Route #2)

43° 11.00’N 89° 54.50’W to  
43° 26.90’N 90° 21.80’W to  
43° 41.20’N 90° 47.80’W to  
43° 54.40’N 90° 55.20’W.

**CW4 SCOTT P. FIRARI**  
AASF #2 MADISON, WI.  
scott.firari@us.army.mil

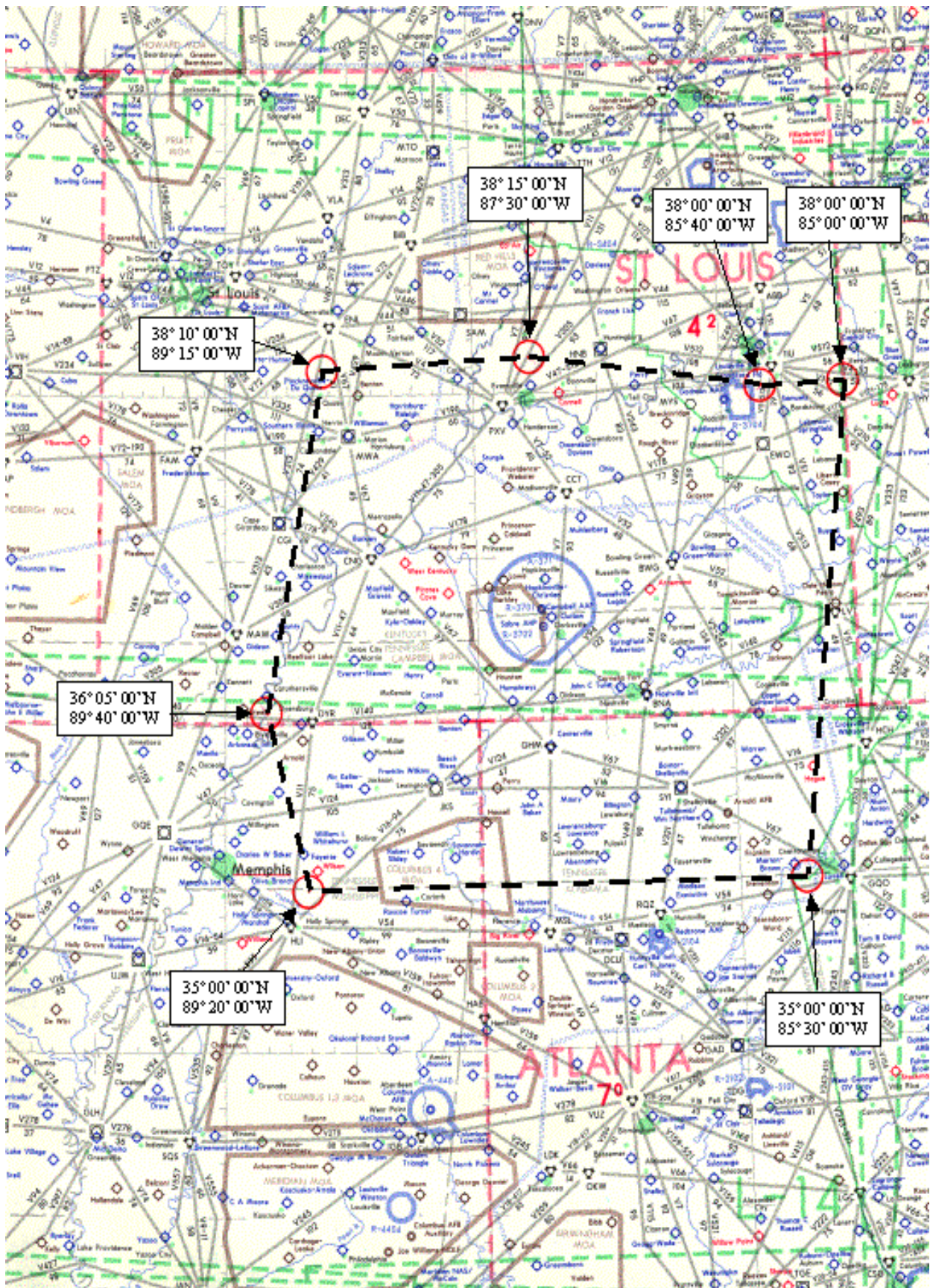
## **Notice to Pilots and Interested Persons in KY, TN, Southern IL, IN and Northern AL**

### **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)



# SPECIAL USE AIRSPACE

## (TEMPORARY MILITARY OPERATIONS AREAS)

October 6–17, 2008

### **DELTA 1 Temporary MOA, AK.**

**Boundaries:** Beginning at lat. 64°47'00"N. long. 147°09'00"W.;

- to lat. 64°38'30"N. long. 147°11'00"W.;
- to lat. 64°34'00"N. long. 146°59'00"W.;
- to lat. 64°33'23"N. long. 146°48'09"W.;
- to lat. 64°33'23"N. long. 146°46'09"W.;
- to lat. 64°33'23"N. long. 146°18'39"W.;
- to lat. 64°31'17"N. long. 146°09'31"W.;
- to lat. 64°17'43"N. long. 147°03'29"W.;
- to lat. 64°19'58"N. long. 147°19'09"W.;
- to lat. 64°29'58"N. long. 147°44'09"W.

to the point of beginning.

**Altitudes:** 10,000 feet MSL to but not including FL 180.

**Times of Use:** Between 0700–2200 local, contact SUAIS or any FAA Flight Service Station not to exceed 5 hours of daily use.

**Controlling Agency:** FAA, Anchorage ARTCC.

**Using Agency:** USAF, 354 Fighter Wing, Eielson AFB, AK.

**NOTICE:** Times of Use are for NOTAM purposes only. Contact SUAIS, the nearest FSS, or Anchorage ARTCC for actual activation times.

### **DELTA 2 Temporary MOA, AK.**

**Boundaries:** Beginning at lat. 64°31'17"N. long. 146°09'31"W.;

- to lat. 64°24'55"N. long. 145°42'07"W.;
- to lat. 64°12'51"N. long. 146°03'31"W.;
- to lat. 64°05'30"N. long. 146°16'31"W.;
- to lat. 64°14'44"N. long. 146°43'23"W.;
- to lat. 64°17'43"N. long. 147°03'29"W.

to the point of beginning.

**Altitudes:** 5,000 feet MSL to but not including FL 180.

**Times of Use:** Between 0700–2200 local, contact SUAIS or any FAA Flight Service Station not to exceed 5 hours of daily use.

**Controlling Agency:** FAA, Anchorage ARTCC.

**Using Agency:** USAF, 354 Fighter Wing, Eielson AFB, AK.

**NOTICE:** Times of Use are for NOTAM purposes only. Contact SUAIS, the nearest FSS, or Anchorage ARTCC for actual activation times.

**DELTA 3 Temporary MOA, AK.**

Boundaries: Beginning at lat. 64°24'55"N. long. 145°42'07"W.;

to lat. 64°12'28"N. long. 144°50'13"W.;

to lat. 64°04'12"N. long. 145°05'16"W.;

to lat. 63°56'00"N. long. 145°30'28"W.;

thence clockwise via a 7 NM arc from  
the Big Delta VORTAC, AK;

to lat. 63°54'06"N. long. 145°50'27"W.;

to lat. 63°56'16"N. long. 145°49'38"W.;

to lat. 64°03'34"N. long. 146°10'58"W.;

to lat. 64°05'30"N. long. 146°16'31"W.

to the point of beginning.

**Altitudes:** 3,000 feet AGL to but not including FL 180.

**Times of Use:** Between 0700–2200 local, contact SUAIS or any FAA Flight Service Station not to exceed 5 hours of daily use.

**Controlling Agency:** FAA, Anchorage ARTCC.

**Using Agency:** USAF, 354 Fighter Wing, Eielson AFB, AK.

**NOTICE:** Times of Use are for NOTAM purposes only. Contact SUAIS, the nearest FSS or Anchorage ARTCC for actual activation times.

**DELTA 4 Temporary MOA, AK.**

Boundaries: Beginning at lat. 64°12'28"N. long. 144°50'13"W.;

to lat. 63°59'59"N. long. 144°00'08"W.;

to lat. 63°59'59"N. long. 143°00'00"W.;

to lat. 63°37'00"N. long. 144°13'00"W.;

to lat. 63°37'00"N. long. 145°33'00"W.;

to lat. 63°30'00"N. long. 145°54'00"W.;

to lat. 63°42'59"N. long. 145°54'09"W.;

to lat. 63°50'29"N. long. 145°50'08"W.;

to lat. 63°54'06"N. long. 145°50'27"W.;

thence counter-clockwise via a 7 NM  
arc from the Big Delta VORTAC, AK;

to lat. 63°56'00"N. long. 145°30'28"W.;

to lat. 64°04'12"N. long. 145°05'16"W.

to the point of beginning.

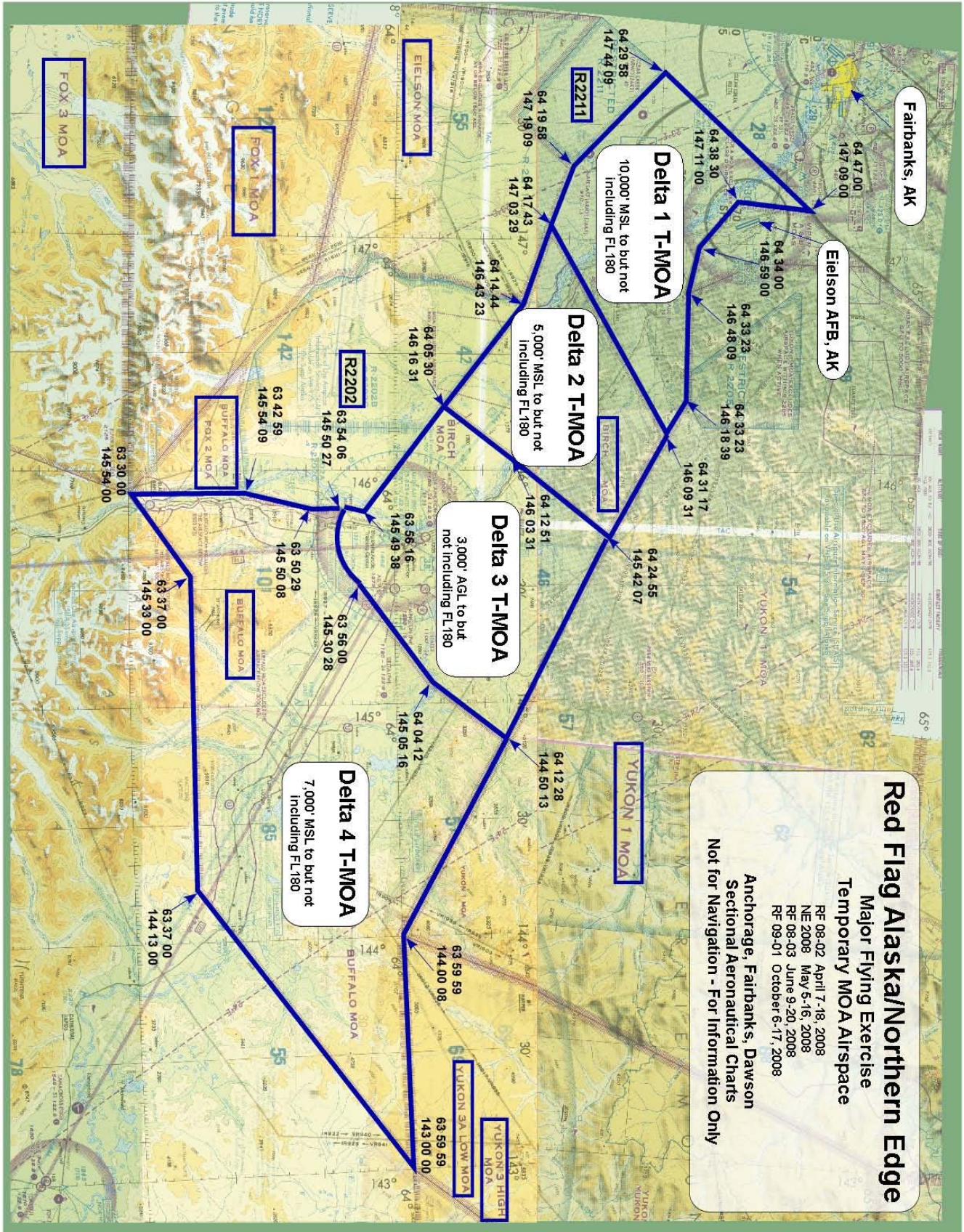
**Altitudes:** 7,000 feet MSL to but not including FL 180.

**Times of Use:** Between 0700–2200 local, contact SUAIS or any FAA Flight Service Station not to exceed 5 hours of daily use.

**Controlling Agency:** FAA, Anchorage ARTCC.

**Using Agency:** USAF, 354 Fighter Wing, Eielson AFB, AK.

**NOTICE:** Times of Use are for NOTAM purposes only. Contact nearest the SUAIS, FSS or ARTCC for actual activation times.



**Red Flag Alaska/Northern Edge**  
 Major Flying Exercise  
 Temporary MOA Airspace

RF 08-02 April 7-18, 2008  
 NE 2008 May 5-16, 2008  
 RF 08-03 June 9-20, 2008  
 RF 09-01 October 6-17, 2008

Anchorage, Fairbanks, Dawson  
 Sectional Aeronautical Charts  
 Not for Navigation - For Information Only



## SPECIAL USE AIRSPACE

(Military Operations Areas)

**Effective Date:** June 5, 2008

### **Warrior 1 High MOA, LA [Revised]**

**Boundaries –** Beginning at lat. 31°30'00"N., long. 93°39'00"W.;  
to lat. 31°30'00"N., long. 93°08'00"W.;  
to lat. 31°27'31"N., long. 93°03'01"W.;  
to lat. 31°23'41"N., long. 93°05'46"W.;  
to lat. 31°13'56"N., long. 92°49'46"W.;  
to lat. 31°05'16"N., long. 92°34'51"W.;  
to lat. 31°11'46"N., long. 92°30'16"W.;  
to lat. 31°06'00"N., long. 92°24'00"W.;  
to lat. 31°00'00"N., long. 92°23'42"W.;  
to lat. 31°00'00"N., long. 93°52'06"W.;  
to lat. 31°07'00"N., long. 93°56'00"W.;  
to the point of beginning, excluding  
R-3803A and R-3804A when activated.

**Altitudes –** 10,000 feet MSL to but not including FL 180

**Time of designation –** 0700–2200, Monday–Friday, other times by NOTAM

**Controlling agency –** FAA, Houston ARTCC.

**Using agency –** Commanding General, Joint Readiness Training Center, Fort Polk, LA

### **Warrior 1 Low MOA, LA [Revised]**

**Boundaries –** Beginning at lat. 31°30'00"N., long. 93°39'00"W.;  
to lat. 31°30'00"N., long. 93°08'00"W.;  
to lat. 31°27'31"N., long. 93°03'01"W.;  
to lat. 31°23'41"N., long. 93°05'46"W.;  
to lat. 31°13'56"N., long. 92°49'46"W.;  
to lat. 31°05'16"N., long. 92°34'51"W.;  
to lat. 31°11'46"N., long. 92°30'16"W.;  
to lat. 31°06'00"N., long. 92°24'00"W.;  
to lat. 31°00'00"N., long. 92°23'42"W.;  
to lat. 31°00'00"N., long. 93°52'06"W.;  
to lat. 31°07'00"N., long. 93°56'00"W.;

to the point of beginning, excluding  
that airspace at and below 1,500 feet AGL  
within a 3 NM radius of the Leesville  
Airport, Leesville, LA and the Woodworth Airport,  
Woodworth, LA; and R-3803A, R-3804A, and R-3404B  
when activated.

**Altitudes** – 100 feet AGL to but not including 10,000 feet MSL

**Time of designation** – 0700–2200, Monday–Friday, other times by NOTAM

**Controlling agency** – FAA, Houston ARTCC.

**Using agency** – Commanding General, Joint Readiness Training Center, Fort Polk, LA

### **Warrior 2 High MOA, LA [Revised]**

**Boundaries** – Beginning at lat. 31°00'00"N., long. 93°00'00"W.;  
to lat. 31°00'00"N., long. 92°23'42"W.;  
to lat. 30°45'56"N., long. 92°22'58"W.;  
to lat. 30°30'00"N., long. 92°46'30"W.;  
to lat. 30°30'00"N., long. 93°00'00"W.;  
to the point of beginning.

**Altitudes** – 10,000 feet MSL to but not including FL 180

**Time of designation** – 0700–2200, Monday–Friday, other times by NOTAM

**Controlling agency** – FAA, Houston ARTCC.

**Using agency** – Commanding General, Joint Readiness Training Center, Fort Polk, LA

### **Warrior 2 Low MOA, LA [Revised]**

**Boundaries** – Beginning at lat. 31°00'00"N., long. 93°00'00"W.;  
to lat. 31°00'00"N., long. 92°23'42"W.;  
to lat. 30°45'56"N., long. 92°22'58"W.;  
to lat. 30°30'00"N., long. 92°46'30"W.;  
to lat. 30°30'00"N., long. 93°00'00"W.;  
to the point of beginning, excluding that  
airspace at and below 1,500 feet AGL  
within a 3 NM radius of the Allen Parish Airport,  
Oakdale, LA and the Mamou Airport, Mamou, LA; and  
that airspace at and below 1,500 feet AGL  
within a 2 NM radius of the city of Elizabeth LA.

**Altitudes** – 100 feet AGL to but not including 10,000 feet MSL

**Time of designation** – 0700–2200, Monday–Friday, other times by NOTAM

**Controlling agency** – FAA, Houston ARTCC.

**Using agency** – Commanding General, Joint Readiness Training Center, Fort Polk, LA

**Warrior 3 High MOA, LA [Revised]**

**Boundaries** – Beginning at lat. 31°00'00"N., long. 93°52'06"W.;  
to lat. 31°00'00"N., long. 93°00'00"W.;  
to lat. 30°30'00"N., long. 93°00'00"W.;  
to lat. 30°30'00"N., long. 93°35'30"W.;  
to the point of beginning.

**Altitudes** – 10,000 feet MSL to but not including FL 180

**Time of designation** – 0700–2200, Monday–Friday, other times by NOTAM

**Controlling agency** – FAA, Houston ARTCC.

**Using agency** – Commanding General, Joint Readiness Training Center, Fort Polk, LA

**Warrior 3 Low MOA, LA [Revised]**

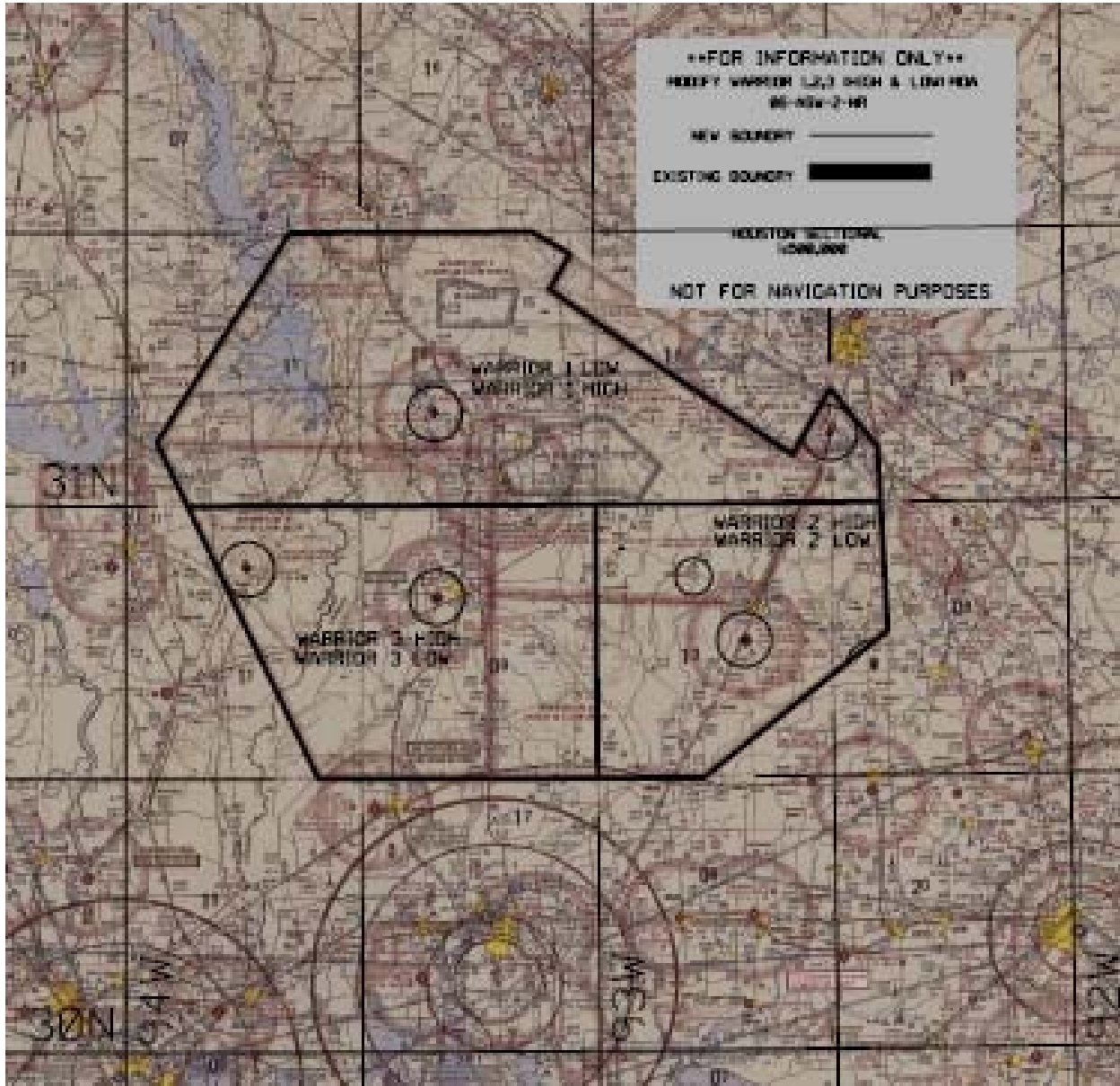
**Boundaries** – Beginning at lat. 31°00'00"N., long. 93°52'06"W.;  
to lat. 31°00'00"N., long. 93°00'00"W.;  
to lat. 30°30'00"N., long. 93°00'00"W.;  
to lat. 30°30'00"N., long. 93°35'30"W.;  
to the point of beginning, excluding that  
airspace at and below 1,500 feet AGL  
within a 3 NM radius of the Newton Airport,  
Newton, TX; and the Beauregard Regional Airport,  
Deridder, LA

**Altitudes** – 100 feet AGL to but not including 10,000 feet MSL

**Time of designation** – 0700–2200, Monday–Friday, other times by NOTAM

**Controlling agency** – FAA, Houston ARTCC.

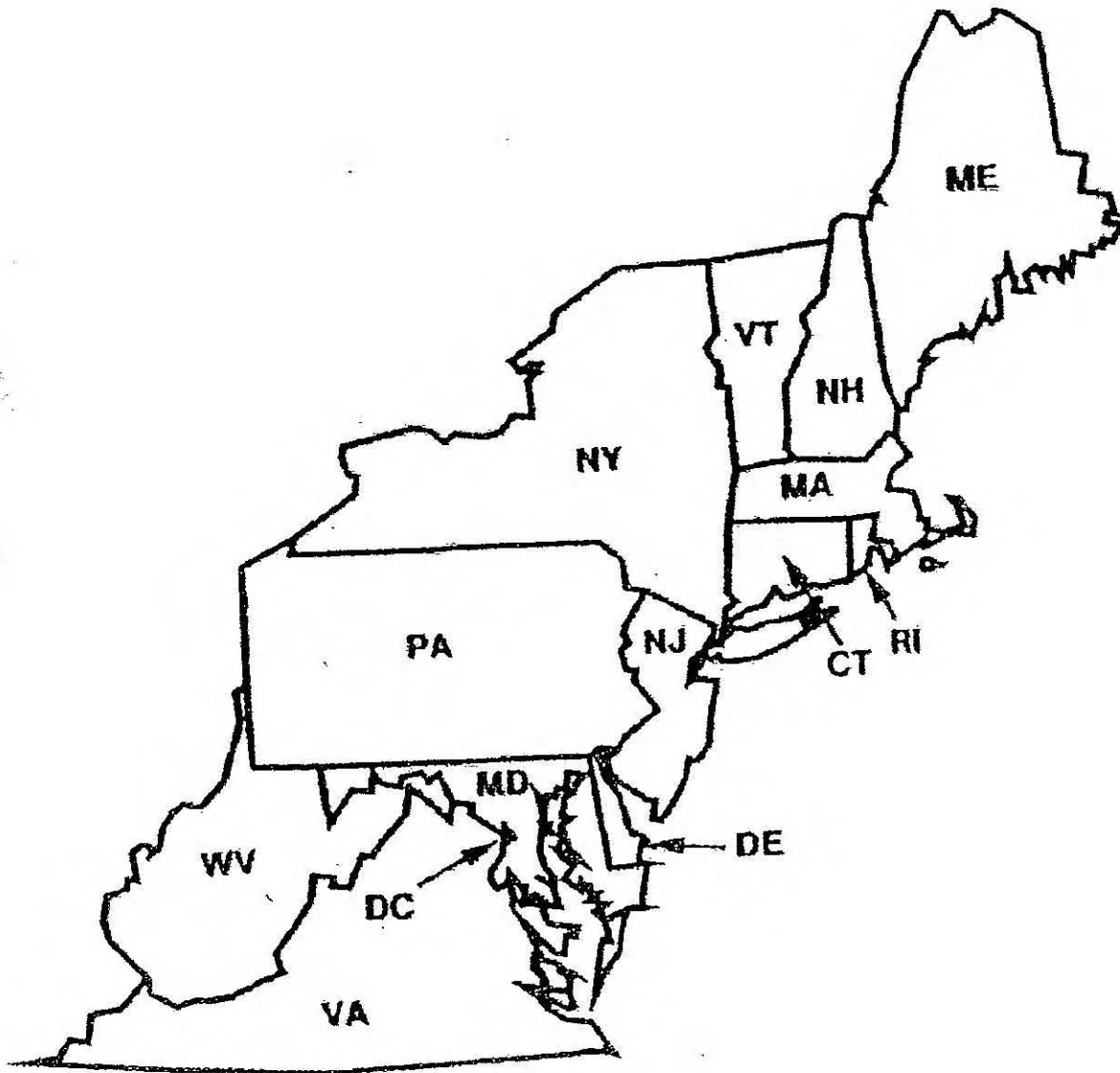
**Using agency** – Commanding General, Joint Readiness Training Center, Fort Polk, LA



## **Section 3. Airport and Facility Notices**



# Northeast United States



NORTHEAST





# PITTSBURGH TOWER STANDARD TAXI ROUTES

**Pittsburgh, Pennsylvania**

**(Effective: June 18, 1998)**

On June 18, 1998, the Pittsburgh Tower instituted standardized taxi routes to all runways for departure aircraft. The route will be issued by Ground Control as: **“TAXI TO RUNWAY (Runway ID), VIA STANDARD TAXI ROUTING** (and, if appropriate, specific taxi routing).”

**TAXI ROUTE DEPARTURE:** Follow the route corresponding with the exit point from the ramp. Route will indicate initial taxiway beginning from that used to depart the ramp.

**START POINTS:**

<u>If Aircraft Originates From:</u>	<u>Follow Route For:</u>
C1, C2, C3, C4, Y North	NORTH RAMP
V1, V2, V3, V4, V5, V6	EAST RAMP
D1, D2, W, D3, Y South*	SOUTH RAMP

\* Aircraft departing from Yankee South join routing at Echo and taxi according to South Ramp procedures.

<i>To Runway 28R</i>	
START POINT	ROUTING
North Ramp	Charlie Bravo 1 (hold short of Bravo)
East Ramp	Cross Victor, Tango, Charlie, Bravo 1 (hold short of Bravo)
South Ramp	Cross Delta, Echo, Tango, Charlie, Bravo 1 (hold short of Bravo)

<i>To Runway 28L/Papa Intersection</i>	
START POINT	ROUTING
North Ramp	Charlie, Victor, Foxtrot (hold short of Papa)
East Ramp	Victor, Foxtrot (hold short of Papa)
South Ramp “Victor”	Cross Delta, Echo, Victor, Foxtrot (hold short of Papa)
South Ramp “Whiskey”	Cross Delta, Echo, Whiskey, Foxtrot (hold short of Papa)

<i>To Runway 28C</i>	
START POINT	ROUTING
North Ramp “Echo”	Charlie, Victor, Echo
North Ramp “November”	Charlie, November, Echo
East Ramp “Echo”	Victor, Echo
East Ramp “November”	Cross Victor, Tango, Charlie, November, Echo
South Ramp “Echo”	Cross Delta, Echo
South Ramp “November”	Cross Delta, Echo, Tango, Charlie, November, Echo

<i>To Runway 10C</i>	
<b>START POINT</b>	<b>ROUTING</b>
North Ramp	Charlie, Victor, Echo (hold short of Whiskey)
East Ramp	Victor, Echo (hold short of Whiskey)
South Ramp	Cross Delta, Echo (hold short of Whiskey)

<i>To Runway 14</i>	
<b>START POINT</b>	<b>ROUTING</b>
North Ramp "Echo"	Charlie, Victor, Echo, Sierra
North Ramp "November"	Charlie, November
East Ramp "Echo"	Victor, Echo, Sierra
East Ramp "November"	Cross Victor, Tango, Charlie, November
South Ramp "Echo"	Delta, Victor, Echo, Sierra
South Ramp "November"	Delta, Tango, Charlie, November

<i>To Runway 10R</i>	
<b>START POINT</b>	<b>ROUTING</b>
North Ramp	Charlie, Victor, Foxtrot
East Ramp	Victor, Foxtrot
South Ramp	Cross Delta, Echo, Whiskey, Foxtrot

(AEA-530 4/29/98)

## **FREEWAY AIRPORT (W00)**

### **VOR/GPS Runway 36 Approach**

The VOR/GPS Runway 36 approach to Freeway Airport, Mitchellville, Maryland, penetrates the Washington, DC, metropolitan area flight restricted zone (FRZ). While executing the VOR/GPS Runway 36 Approach to Freeway Airport, Parts 91 and 135 flight operations are exempt from the requirements of NOTAM 3/2126, Part III, A, and are authorized to penetrate the Washington, DC, FRZ, under the following provisions.

In addition to all other current NOTAMs applicable to this airport and the Washington, DC, metropolitan area Air Defense Identification Zone, all persons must comply with the following supplemental requirements:

- 1.** Aircraft operators must file and activate an IFR flight plan.
- 2.** Aircraft must squawk the air traffic control–assigned discreet beacon code.
- 3.** Aircraft must maintain radio communication with Potomac Approach Control until authorized a frequency change to the local airport frequency.
- 4.** Aircraft are not authorized practice (multiple) approaches.

This notice is effective immediately until further notice.

(ATP-120 7/15/03)

## **PHILADELPHIA INTERNATIONAL AIRPORT**

### **ILS PRM (Simultaneous Close Parallel) Approach Procedure for Pilots Filing Flight Plans to Philadelphia International Airport (PHL)**

**EFFECTIVE NOVEMBER 1, 2003.** During the hours of 0600–2100 local, PHL Air Traffic Control Tower can be expected to utilize ILS PRM approaches. If unable to participate in ILS PRM approaches, aircraft operators are required to contact the FAA Air Traffic Control System Command Center (ATCSCC) directly at 1–800–333–4286 prior to departure to obtain a pre-coordinated arrival time.

Non-participating aircraft may encounter delays attributable to PRM flow.

ILS PRM pilot requirements and procedures are outlined in the U.S. Terminal Procedures publications on the pages entitled “ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM).”

This notice is effective until further notice.

(AEA-530 10/2/03)

# BALTIMORE WASHINGTON INTERNATIONAL AIRPORT (BWI)

## STANDARD TAXI ROUTES

### Baltimore, Maryland

Baltimore Tower has instituted Standard Taxi Routes to Runway 28 for departure aircraft located at Pier A, B, C, and the southern portion of Pier D. Ground Control will issue the Standard Taxi Route. Pilots who are unable to comply with standardized routes should advise Ground Control on initial contact. **Read back all hold short instructions.** Aircraft operators are required to have a letter of agreement with Baltimore Tower to use the Standard Taxi Routes.

RUNWAY 28		
Start Point	Route ID	Route
Pier A, Pier B Pier C Gates 2, 4, 6, 8, 12 & 16	Perrys 1	Taxiways A, P1, U
Pier C Gates 1, 3, 5, 7, 9, 11, 13 & 15 Pier D Gates 2, 4, 7, 8, 10, 11, 12, 13, 14, 15 & 16	Perrys2	Taxiways A, C

## **Special Authorization to Conduct Taxi Into Position & Hold (TIPH) Operations at Intersection**

Pittsburgh Tower is authorized to taxi aircraft into position and hold on Runways 28C and 28L at the intersection of Taxiway P during the hours of darkness. While conducting the TIPH operation, the specific runway shall be used only for departure and the intersection must be visible from the tower.

**SPECIAL AUTHORIZATION TO CONDUCT TAXI INTO POSITION &  
HOLD (TIPH) OPERATIONS AT INTERSECTION**

Newark Tower is authorized to taxi aircraft into position and hold (TIPH) between sunset and sunrise on Runway 22R at intersection Whiskey and Runway 22L at intersection Whiskey. While conducting these TIPH operations, the specific runway shall be used only for departing aircraft and the intersection must be visible from the control tower. (Eastern Service Center 12/21/06)

# BOSTON–LOGAN INTERNATIONAL AIRPORT (BOS)

Boston, Massachusetts

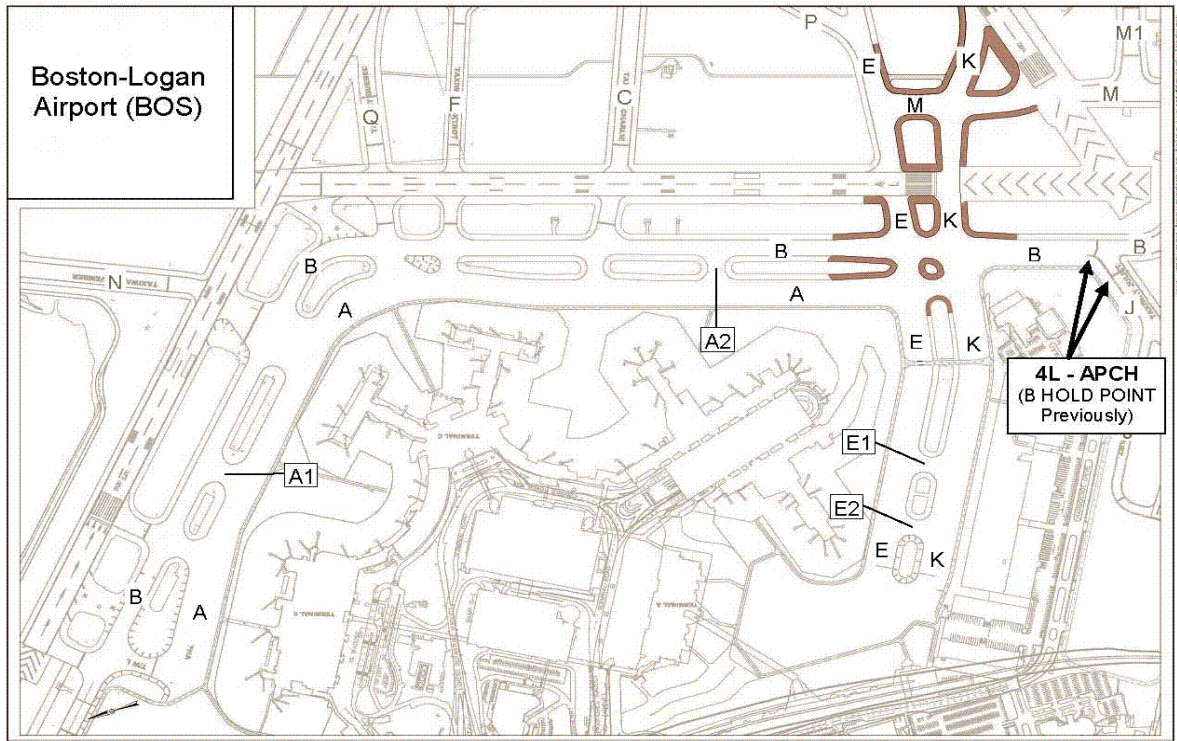
## TAXIWAY MODIFICATIONS

A major airfield construction project at Boston–Logan International Airport (BOS) is nearly complete. The project involves the modification of the taxiway layout adjacent to the approach end of Runway 4L. To help make the new layout logically merge into the existing taxiway layout, changes to some existing taxiway designations will be taking place. The changes will be implemented on/about October 25, 2007 (a standard 56–day chart cycle date) and are as follows:

- **Taxiway S has been permanently removed.**
- **The portion of Taxiway K that extends from the northwest side of the airfield to the existing Taxiway B, will be renamed Taxiway B.** *This change will result in Taxiway B extending from the northwest side of the airfield to Runway 4R.*
- **Taxiway W will be renamed Taxiway K.** *This change will result in Taxiway K extending from the west side of the airfield to Runway 9/27 (intersecting Runway 9/27 approximately 500 feet from the approach end of Runway 9).*
- **The portion of Taxiway A that is west of Taxiway K3 will be renamed Taxiway E.** *This change will result in Taxiway E extending from the west side of the airfield to Runway 9/27 (crossing Runways 4L/22R and 4R/22L). This change will also result in Taxiway A being shortened and extending only from the northwest side of the airfield to (and including) the existing Taxiway K3 (Taxiway K3 will become part of Taxiway A).*
- **Taxiways K1 and K2 will be renamed A1 and A2.**
- **Taxiways K4 and K5 will be renamed E1 and E2.**
- **The Bravo Hold Point designation will be eliminated.** This holding location will be designated ‘4L – APCH’. Present signage references ‘9 ? 4L – APCH’ and ‘B HOLD POINT’. These signs will be changed to read ‘4L – APCH’.

The diagram below depicts the taxiway designations that will be in place on/about October 25, 2007.





# **NEWARK LIBERTY INTERNATIONAL AIRPORT (EWR)**

**Newark, New Jersey**

## **INTERSECTING RUNWAY OPERATIONS**

Newark Liberty International (EWR) Airport Traffic Control Tower (ATCT) has been authorized to conduct intersecting runway operations to Runway 29 and Runway 4R whereby an aircraft arriving Runway 29 shall be through the intersection of Runway 4R prior to the arriving aircraft on Runway 4R reaching a point no closer than 5,000 feet from the intersection of both runways.

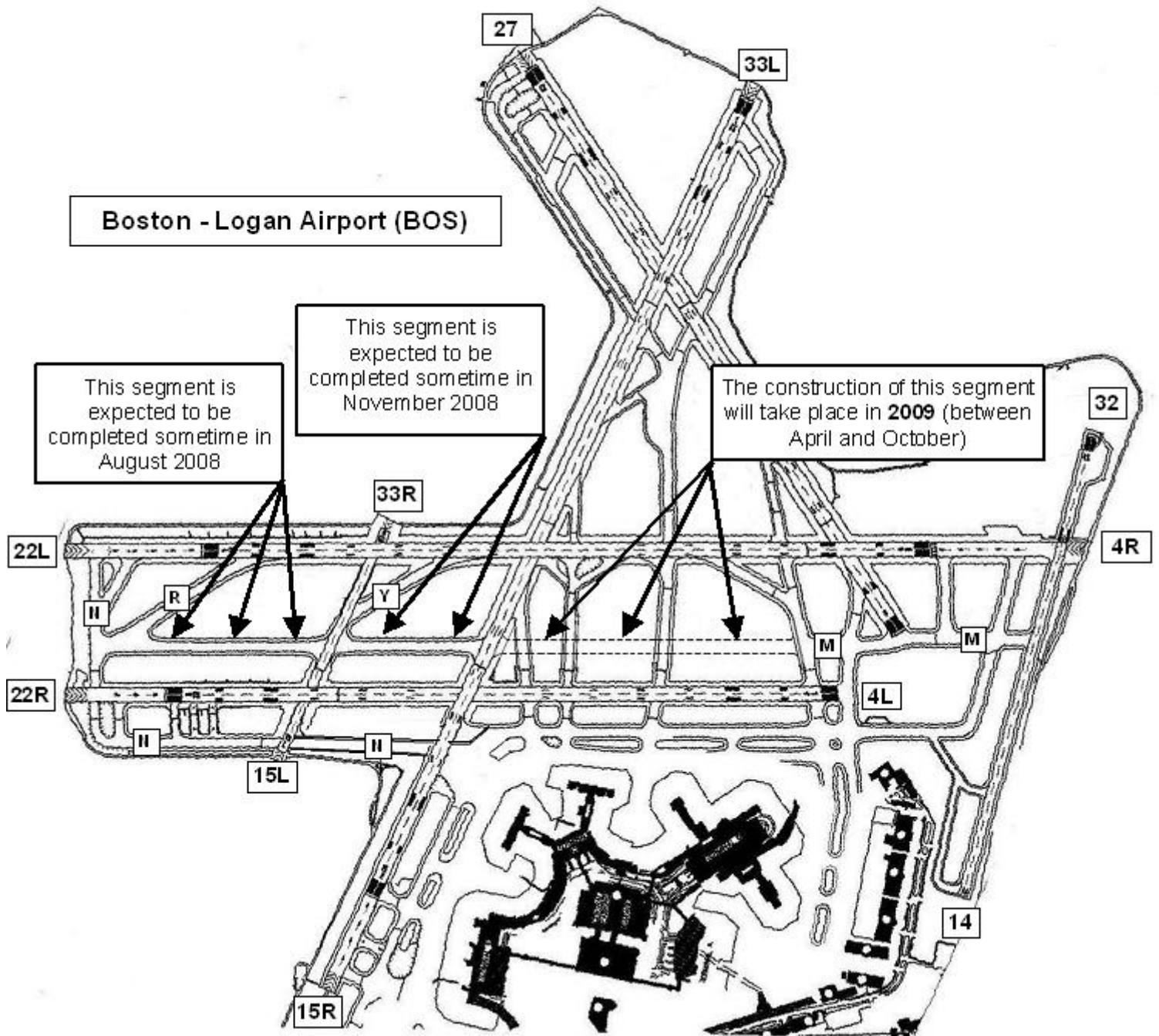
## **Boston–Logan International Airport (BOS)**

### **Boston, Massachusetts**

#### **Taxiway Construction – June 2008 through October 2009**

The Construction of a taxiway that will traverse the airfield (northeast/southwest in direction) has started. This new segment of taxiway that is under construction is an extension of Taxiway M and will be positioned between, and parallel to, Runways 4R/22L and 4L/22R.

The 18–month project has been divided into two parts (halves). Construction on the northeastern half (the segment that is northeast of Runway 15R/33L) will take place during the 2008 construction season. Construction on the southwestern half (the segment that is southwest of Runway 15R/33L) will take place during the 2009 construction season.



# Southeast United States



SOUTHEAST



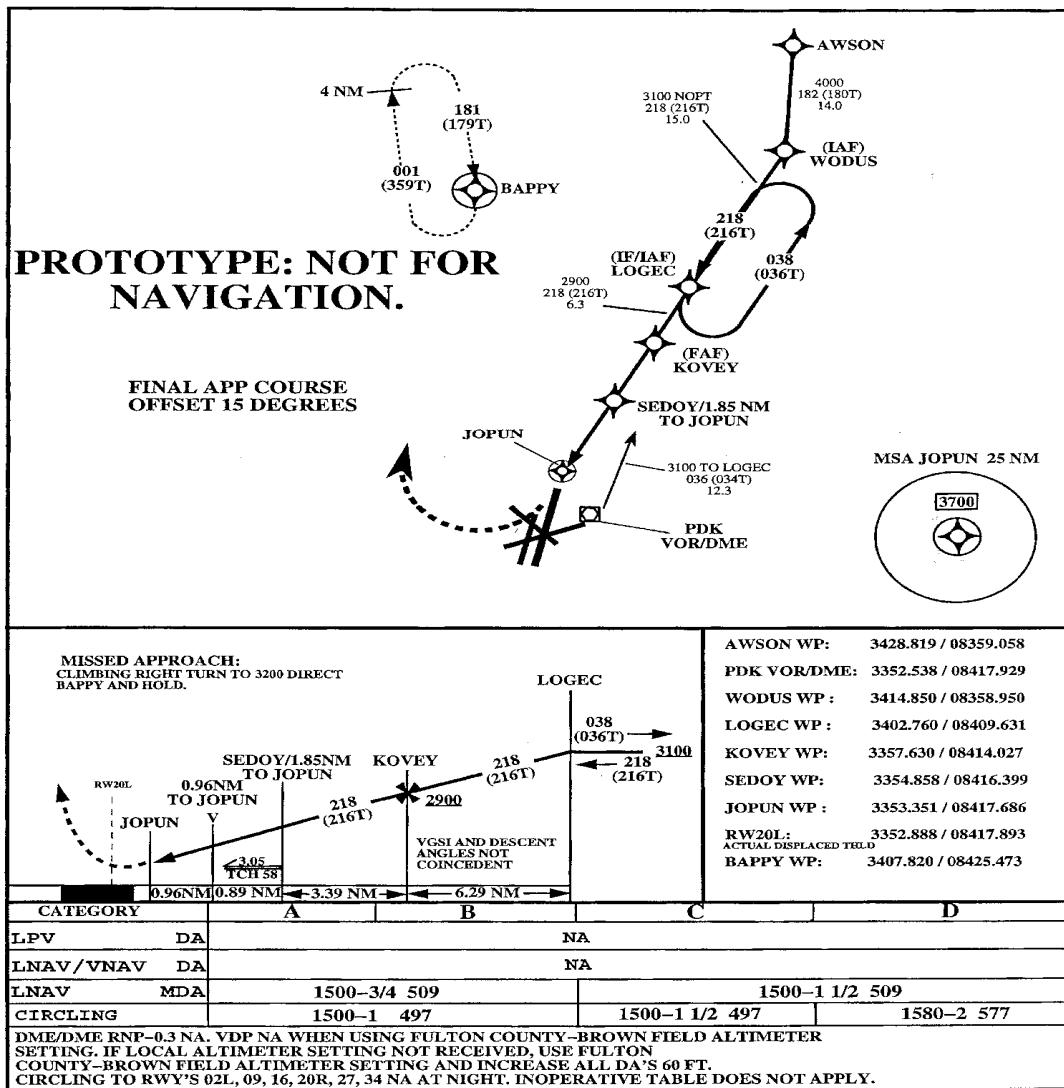
# DEKALB-PEACHTREE AIRPORT (PDK)

## ATLANTA, GEORGIA

### GPS RUNWAY 20L APPROACH

A new, community-friendly approach has been commissioned for use at the Atlanta DeKalb-Peachtree (PDK) Airport, Georgia. The GPS Runway 20L has been designed to avoid the densely populated and noise sensitive area north of the airport. This approach is offset 15 degrees to the east of the current ILS final approach course.

During certain weather conditions requiring an instrument approach to Runway 20L, the GPS RWY 20L will be advertised on the ATIS. Pilots are encouraged to opt for the GPS approach and to inform Atlanta Approach Control on initial contact if an ILS approach is required.



**RNAV (GPS) RWY 20L**  
ORIG

ATLANTA, GA  
**DEKALB-PEACHTREE (PDK)**

(Eastern Terminal Service Unit - Atlanta Office3/14/05)

## Effective September 1, 2005, 7 new Area Navigation Routes “Q Routes” to/from Florida airports will be published.

Users must comply with the following requirements to utilize these routes.

### SPECIAL HIGH ALTITUDE Q ROUTES TO AIRPORTS IN FLORIDA

#### EFFECTIVE SEPTEMBER 1, 2005

Aircraft filing for altitudes at and above FL350 may utilize these routes provided they file the following equipment suffixes: /E, /G, /R, /J, /L, or /Q.

<u>Overflying Fix</u>	<u>Destination Airport</u>	<u>Route</u>
CEW	BOCA RATON	CEW DEFUN Q112 INPIN LLAKE-STAR
	FORT LAUDERDALE AREA	CEW DEFUN Q104 PIE FORTL-STAR
	MIAMI TERMINAL AREA	CEW DEFUN Q104 CYY CYY-STAR
	NAPLES/MARCO ISLAND	CEW DEFUN Q104 PIE ZEILR-STAR
	PALM BEACH	CEW DEFUN Q112 INPIN LLAKE-STAR
	FORT MYERS AREA	CEW DEFUN Q104 SWABE JOSFF-STAR
	TAMPA TERMINAL AREA	CEW DEFUN Q104 HEVVN DARBS-STAR
	SARASOTA	CEW DEFUN Q104 HEVVN CLAMP-STAR
SZW	FORT LAUDERDALE AREA	SZW HEVVN Q104 PIE FORTL-STAR
	MIAMI TERMINAL AREA	SZW HEVVN Q104 CYY CYY-STAR
	NAPLES	SZW HEVVN Q104 PIE ZEILR-STAR
	FORT MYERS AREA	SZW HEVVN Q104 SWABE JOSFF-STAR
GADAY	ORLANDO TERMINAL AREA	GADAY Q108 CLAWZ LEESE-STAR

### SPECIAL HIGH ALTITUDE Q ROUTES FROM AIRPORTS IN FLORIDA

#### EFFECTIVE SEPTEMBER 1, 2005

Aircraft filing for altitudes at and above FL350 may utilize these routes provided they file the following equipment suffixes: /E, /G, /R, /J, /L, or /Q.

**(Due to normal traffic management initiatives, these routes should not be filed to Chicago O’Hare)**

**Q116 is for future use and should not be filed at this time.**



<u>Departure Airport</u>	<u>Overflying Fix</u>	<u>Route</u>
BOCA RATON	ATL	TBIRD KPASA Q118 LENIE ATL
FORT LAUDERDALE AREA	ATL	THNDR KPASA Q118 LENIE ATL
FORT MYERS AREA	ATL	JOCKS KPASA Q118 LENIE ATL
MIAMI TERMINAL AREA	ATL	WINCO KPASA Q118 LENIE ATL
ORLANDO TERMINAL AREA	ATL	WEBBS BRUTS Q118 LENIE ATL
PALM BEACH	ATL	TBIRD KPASA Q118 LENIE ATL
TAMPA TERMINAL AREA	ATL	BRUTS Q118 LENIE ATL
BOCA RATON	VUZ	TBIRD KPASA Q110 FEONA VUZ
FORT LAUDERDALE AREA	VUZ	THNDR KPASA Q110 FEONA VUZ
FORT MYERS AREA	VUZ	JOCKS KPASA Q110 FEONA VUZ
MIAMI TERMINAL AREA	VUZ	WINCO KPASA Q110 FEONA VUZ
ORLANDO TERMINAL AREA	VUZ	WEBBS BRUTS Q110 FEONA VUZ
PALM BEACH	VUZ	TBIRD KPASA Q110 FEONA VUZ
TAMPA TERMINAL AREA	VUZ	GULFR Q110 FEONA VUZ
BOCA RATON	MGM	TBIRD SMELZ Q106 BULZI MGM
FORT LAUDERDALE AREA	MGM	THNDR SMELZ Q106 BULZI MGM
FORT MYERS AREA	MGM	JOCKS SMELZ Q106 BULZI MGM
MIAMI TERMINAL AREA	MGM	WINCO SMELZ Q106 BULZI MGM
PALM BEACH	MGM	TBIRD SMELZ Q106 BULZI MGM
BOCA RATON	Overland Traffic to/through ZHU	TBIRD SMELZ Q106 GADAY
FORT LAUDERDALE	Overland Traffic to/through ZHU	THNDR SMELZ Q106 GADAY
FORT MYERS AREA	Overland Traffic to/through ZHU	JOCKS SMELZ Q106 GADAY
MIAMI TERMINAL AREA	Overland Traffic to/through ZHU	WINCO SMELZ Q106 GADAY
ORLANDO TERMINAL AREA	Overland Traffic to/through ZHU	WEBBS BRUTS Q106 GADAY
PALM BEACH	Overland Traffic to/through ZHU	TBIRD SMELZ Q106 GADAY
TAMPA TERMINAL AREA	Overland Traffic to/through ZHU	BULZI Q106 GADAY

**SUBJECT: ATLANTA APPROACH CONTROL ACQUISITION  
OF ATHENS SECTOR AIRSPACE FROM ATLANTA  
AIR ROUTE TRAFFIC CONTROL CENTER (ARTCC)**

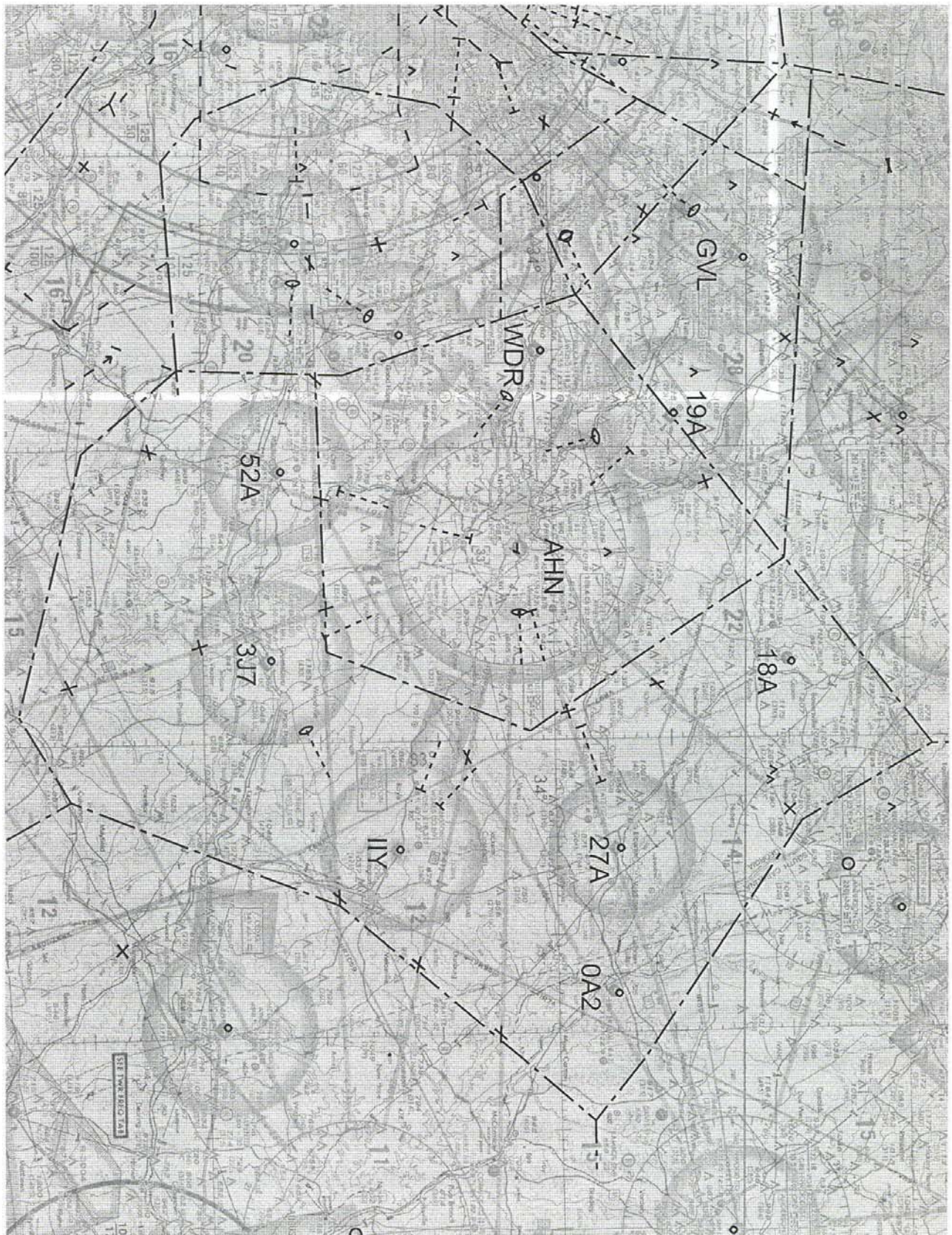
Effective November 1, 2005, all aircraft operating in the vicinity of Athens, Georgia, will now receive air traffic control services from Atlanta Approach Control. Atlanta Approach Control will assume the airspace from Atlanta ARTCC within a radius of approximately 50 nautical miles of Athens, Georgia, (See Graphic) at and below 10,000 feet MSL, from 6:00am Local Time until Midnight Local Time daily. During the hours from Midnight Local Time to 6:00am Local Time, the airspace will revert back to Atlanta ARTCC control.

The following airports will be affected and will normally be served by the frequencies noted from 6:00am Local Time to Midnight Local Time daily:

Athens / Ben Epps Airport (AHN)	132.475	291.1
Calhoun Falls / Hester Memorial (0A2)	127.5	316.05
Canon / Franklin County (18A)	127.5	316.05
Elberton / Elbert County – Patz Field (27A)	127.5	316.05
Gainesville / Lee Gilmer Memorial (GVL)	132.475	291.1
Greensboro / Green County Regional (3J7)	127.5	316.05
Jefferson / Jackson County (19A)	132.475	291.1
Madison Municipal (52A)	127.5	316.05
Washington / Wilkes County (IIY)	127.5	316.05
Winder / Barrow County (WDR)	132.475	291.1

During the hours from Midnight Local Time to 6:00am Local Time, contact Atlanta ARTCC on frequency 127.5 or 316.05 for air traffic control services.

(Eastern Terminal Operations; 9/27/05)



**ATLANTA HARTSFIELD–JACKSON INTERNATIONAL AIRPORT**

**ILS PRM (Simultaneous Close Parallel) Approach Procedures for Pilots Filing Flight  
Plans to Atlanta Hartsfield–Jackson International Airport (ATL)**

**EFFECTIVE THURSDAY, JANUARY 18, 2007.** During the hours of 0700–2300 local, ATL Air Traffic Control may utilize ILS PRM approaches to various arrival runway configurations (as outlined in the Letter to Airmen), as advertised on the ATIS. If unable to participate in PRM approaches, aircraft operators are required to contact the FAA Air Traffic Control System Command Center (ATCSCC) directly at 1–800–333–4286 or 703–904–4452 prior to departure to obtain a pre–coordinated arrival time.

Non–participating aircraft may encounter delays attributable to PRM flow.

Pilot requirements and procedures are outlined in the U.S. Terminal Procedures Publications on the pages entitled “ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)”

This notice is effective until further notice.

(Eastern Service Center 11/20/06)

## **EGLIN AFB RAPCON**

Eglin AFB RAPCON will limit their hours of operation to the following:

Monday – Sunday and Federal Holidays 0600L – 0000L. Jacksonville Center will become the controlling agency at all other times. When Jacksonville Center is the controlling agency, the ability to provide the ATC services specified in 14 CFR Part 93 will be reduced due to limited radar coverage; therefore, aircraft transiting this area will only receive information concerning the status of special use airspace, as traffic advisories will not be available during those times. Contact Jacksonville Center on 120.2 and 346.4.

**(JACKSONVILLE ARTCC & EGLIN AFB 6/5/08)**



# East Central United States



EAST CENTRAL





# CHICAGO O’HARE INTERNATIONAL AIRPORT (ORD)

## STANDARD (CODED) TAXI ROUTES

### (Amendment 2)

On September 16, 1993, Chicago O’Hare Tower instituted coded taxi routes to all runways for departure aircraft. As a result of an on-going evaluation, the number of coded routes have been reduced and amended. This change became effective November 14, 1995.

Route will be issued by Ground Control. Route will indicate that an aircraft is to proceed via Taxiway Alpha or Bravo taxiway to the Route starting point. Pilots who are unable to comply with standardized routes should advise ground control on initial contact.

**Note: READ BACK RUNWAY ASSIGNMENT AND ALL HOLD SHORT INSTRUCTIONS**

To Runway 4L Silver	
Taxiway	Routing
“A” route	A-A6-J-W
“B” route	B-J-W

To Runway 9R Black	
Taxiway	Routing
“A” route	A-A6-J
“B” route	B-J

To Runway 22L Red	
Taxiway	Routing
“A” route	A-A17-D
“B” route	B-D

To Runway 28 Blue	
Taxiway	Routing
“A” route	A-A17-D-M5-M
“B” route	B-D-M5-M

To Runway 32L at T-10 Green 1	
Taxiway	Routing
“A” route	A-A7-T
“B” route	B-A7-T

To Runway 32L at T-10 Green 2	
Taxiway	Routing
“A” route	A-A13-M2-M-T
“B” route	B-M2-M-T

Bridge Transition	
Taxiway	Routing
Taxi via:	H-P-A

(AGL-530 4/8/96)

# DETROIT METROPOLITAN WAYNE COUNTY (DTW)

## STANDARD (CODED) TAXI ROUTES

### RUNWAY 22L

Route ID	Starting Point	Routing Via
Green 1	<b>South terminal</b> circles 3N or 4N. CONTACT GROUND ON 121.8.	Uniform and Yankee.
Green 2	<b>South terminal</b> circle 2N. CONTACT GROUND ON 119.45.	Foxtrot, Hotel and Yankee. Hold short of Kilo, contact ground on 121.8 at Hotel.
Green 3	<b>South terminal</b> circle 2S. CONTACT GROUND ON 119.25.	Tango and Yankee. Hold short of Quebec and contact ground on 132.72. Hold short of K10 and contact ground on 121.8.
Green 4	<b>North terminal</b> circles 2 and 3. CONTACT GROUND ON 119.45.	Hotel and Yankee. Hold short of Kilo. Joining Hotel contact ground on 121.8.

### RUNWAY 21R

Route ID	Starting Point	Routing Via
Blue 8	<b>South terminal</b> circle 2S. CONTACT GROUND ON 119.25.	Juliet, Papa Papa, Foxtrot, Whiskey, P-4 and Papa.
Blue 1	<b>South terminal</b> circle 2N. CONTACT GROUND ON 119.45.	Foxtrot, RY 9L and Mike.
Blue 2	<b>South terminal</b> circles 3N or 4N. CONTACT GROUND ON 121.8.	Uniform, Foxtrot, RY 9L and Mike. Hold short of U-8 and contact ground on 119.45.
Blue 3	<b>South terminal</b> circles 2W or 3W. CONTACT GROUND ON 132.72.	Kilo, RY 9L and Mike. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L.
Blue 4	<b>South terminal</b> circles 3N or 4N CONTACT GROUND ON 121.8	TURN LEFT on Uniform, join Kilo, RY 9L and Mike. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L.

### RUNWAY 3L

Route ID	Starting Point	Routing Via
Brown 1	<b>South terminal</b> Taxiway Kilo between K-4 and taxiway Uniform CONTACT GROUND ON 132.72.	Kilo, RY 9L, Foxtrot and Mike. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L.
Brown 2	<b>South terminal</b> circle 2S. CONTACT GROUND ON 119.25.	Juliet, Papa Papa. Hold short of PP-1 and <b>MONITOR</b> tower on 118.4.
Brown 7	<b>South terminal</b> Circle 2S CONTACT GROUND ON 119.25	Juliet, Papa Papa, PP1

**RUNWAY 22R**

<b>Route ID</b>	<b>Starting Point</b>	<b>Routing Via</b>
Black 4	<b>South terminal</b> circles 2N, 3N or 4N. CONTACT GROUND AS ASSIGNED.	Uniform, TURN LEFT on Yankee, turn right at Y-4, <b>HOLD SHORT</b> runway 22L, join A-5 and Alpha. Hold short of Y-9, contact ground on 132.72. Hold short of Victor, contact ground on 121.8 joining Alpha.

**RUNWAY 21L**

<b>Route ID</b>	<b>Starting Point</b>	<b>Routing Via</b>
Maize 4	<b>South terminal</b> circle 2S. CONTACT GROUND ON 119.25	Juliet, Papa Papa, Foxtrot and Whiskey.

(AGL-530 11/19/04)

**CLEVELAND HOPKINS INTERNATIONAL AIRPORT****ILS PRM (Simultaneous Close Parallel) Approach Procedures for Pilots  
Filing Flight Plans to Cleveland Hopkins International Airport (CLE)**

**EFFECTIVE THURSDAY, MAY 12, 2005.** During the hours of 0700–2200 local, CLE Air Traffic Control may utilize ILS PRM and LDA PRM approaches to runways 6L/6R as weather and arrival traffic demand dictate. Aircraft arriving from the west and north (primarily over ABERZ and HIMEZ intersections) should expect ILS PRM Runway 6L, aircraft arriving from the east and south (primarily over CXR and KEATN intersection) should expect LDA PRM Runway 6R. If unable to participate in PRM approaches aircraft operators are required to contact the FAA Air Traffic Control System Command Center (ATCSCC) directly at 1–800–333–4286 OR at 703–904–4452 prior to departure to obtain a pre-coordinated arrival time.

Non-participating aircraft may encounter delays attributable to PRM flow.

Pilot requirements and procedures are outlined in the U.S. Terminal Procedures Publications on the pages entitled “ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR OR LDA PRECISION RUNWAY MONITOR (PRM)”

This notice is effective until further notice.

(AGL–530 5/12/05)

# CHICAGO O'HARE INTERNATIONAL AIRPORT

## CHICAGO, ILLINOIS

THE FEDERAL AVIATION ADMINISTRATION (FAA) HAS ADOPTED SPECIAL FEDERAL AVIATION REGULATION NO. 105 IMPLEMENTING A MANDATORY RESERVATION PROGRAM FOR UNSCHEDULED INSTRUMENT FLIGHT RULES ARRIVALS BETWEEN THE HOURS OF 1200 UTC UNTIL 0159 UTC MONDAY TO FRIDAY AND 1700 UTC UNTIL 0159 UTC ON SUNDAY, AT CHICAGO O'HARE INTERNATIONAL AIRPORT EFFECTIVE UNTIL FURTHER NOTICE. CLEARANCE BY AIR TRAFFIC CONTROL DOES NOT CONSTITUTE A RESERVATION. RESERVATIONS WILL BE ALLOCATED IN HALF-HOUR PERIODS. RESERVATIONS MAY BE OBTAINED BEGINNING 72 HOURS IN ADVANCE OF THE PROPOSED ARRIVAL TIME VIA THE INTERNET AT [HTTP://WWW.FLY.FAA.GOV/ECVRS](http://www.fly.faa.gov/ecvrs); BY CALLING TOLL FREE 1-800-875-9694 WITHIN THE UNITED STATES, CANADA, AND THE CARIBBEAN; OR BY CALLING THE FAA AIRPORT RESERVATION OFFICE AT 703-904-4452. CERTAIN PUBLIC CHARTER FLIGHTS MAY OBTAIN APPROVAL UP TO SIX MONTHS IN ADVANCE. ADDITIONAL INFORMATION ON RESERVATION PROCEDURES IS AVAILABLE ON THE FAA WEB SITE AT [\*HTTP://WWW.FLY.FAA.GOV/ECVRS\*](http://www.fly.faa.gov/ecvrs).

(VP System Operations Services 8/5/05)

# 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 will 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.

### READBACK ALL HOLD SHORT INSTRUCTIONS

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

<b>Runway 6R</b>		
<b>Route ID</b>	<b>Start Point</b>	<b>Routing Via</b>
Emerald	All Terminal Parking Areas	Juliet, Kilo and Lima.

<b>Runway 24L</b>		
<b>Route ID</b>	<b>Start Point</b>	<b>Routing Via</b>
Blue	All Terminal Parking Areas	Juliet, Sierra, Lima, Whiskey

<b>Runway 24R</b>		
<b>Route ID</b>	<b>Start Point</b>	<b>Routing Via</b>
Grey	All Terminal Parking Areas	Juliet, Sierra, <b>(Hold short of Runway 24L and monitor 120.9)</b> , Sierra. <i>(Monitor 124.5 when west of Runway 24L)</i>

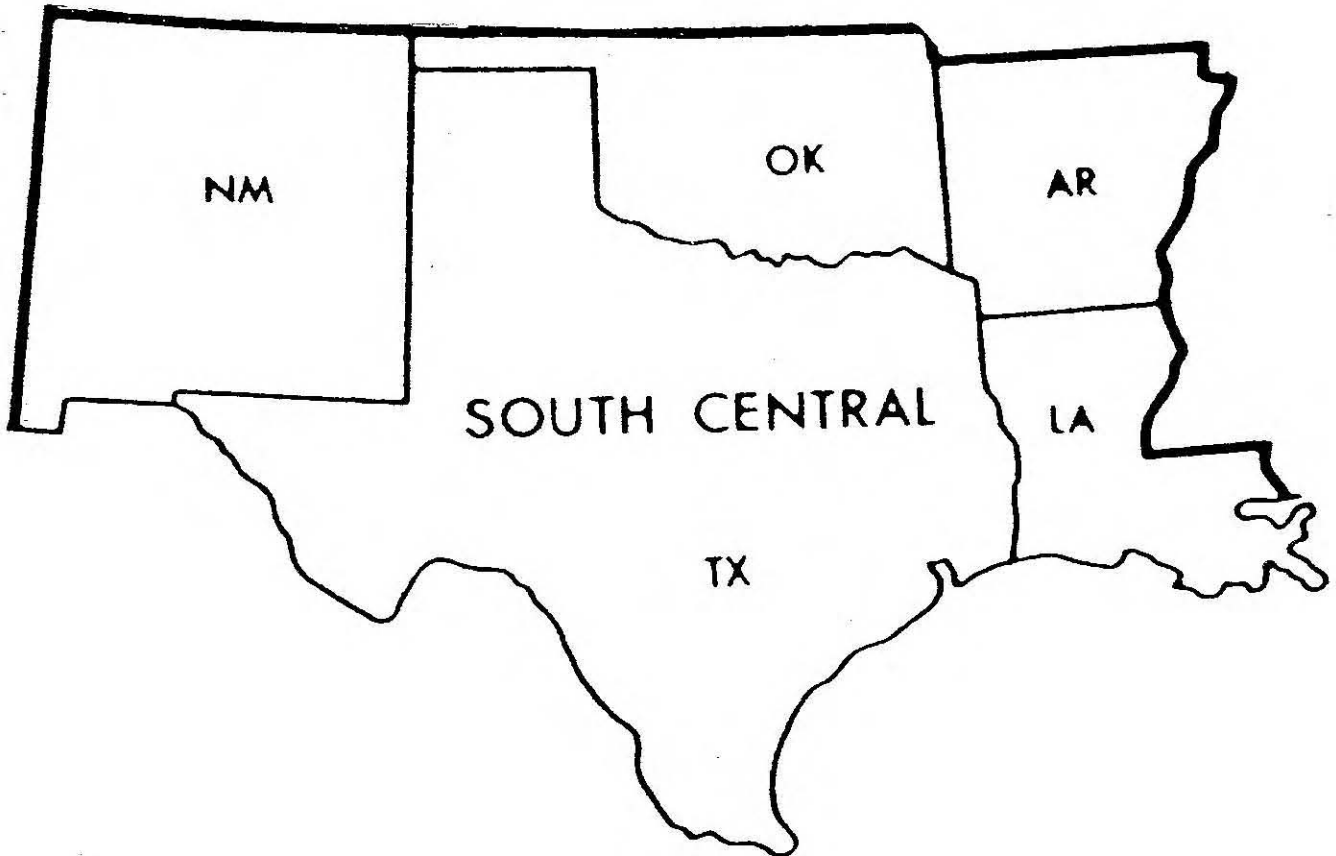
<b>Runway 24R</b>		
<b>Route ID</b>	<b>Start Point</b>	<b>Routing Via</b>
Orange	All Terminal Parking Areas	Juliet, Romeo <b>(Hold short of Runway 24L and monitor 120.9)</b> , Bravo, Golf. <i>(Monitor 124.5 when west of Runway 24L)</i>

Pilots who are unable to comply with standardized routes should advise ground control on initial contact.





# South Central United States



SOUTH CENTRAL



**NOTICES TO AIRMEN (NOTAM) FOR THE CONTINUED OPERATIONAL  
EVALUATION OF RUNWAY STATUS LIGHTS (RWSL) AT THE  
DALLAS/FORT WORTH INTERNATIONAL AIRPORT, DALLAS, TEXAS  
WEST AIRFIELD**

**PURPOSE**

The Federal Aviation Administration (FAA) will be conducting an assessment of **Takeoff Hold Lights (THLs)**, part of the Runway Status Lights System (RWSL), on Runway 18L/36R at the Dallas/Fort Worth International Airport (DFW). The existing Runway Entrance Lights (RELs) will continue to operate along with the newly installed THLs. RWSL is an experimental system that uses both primary and secondary surveillance to dynamically turn on/off lights. RWSL seeks to improve airport safety by indicating when it is unsafe to cross, enter or take off from a runway. RWSL is an automatic, advisory backup system expected to prevent or reduce the severity of runway incursions.

**LIGHTING**

RWSL conveys the **runway occupancy status**, indicating when a runway is unsafe to enter through the use of in-pavement warning Runway Entrance Lights (RELs) and when it is unsafe to take off through the use of in-pavement warning Takeoff Hold Lights (THLs). RELs and THLs have been installed on Runway 18L/36R.

The RELs are a series of five **red**, 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 of Runway 18L/36R:

- **West Side: at Taxiways Y, Z, WJ, WK, G8, WL, WM, B, and A**
- **East Side: at Taxiways Y, Z, B, and A**

THLs are directed toward the **approach end** of the runway and are visible to pilots 1) in position for takeoff, or 2) just commencing departure, or 3) on final approach to land. There are four sets of THLs, each comprising a series of eleven **red** in-pavement lights at 100' spacing along the runway centerline. The four sets of THLs are operational at the full-length and intersection departure positions on Runway 18L/36R, as follows:

- **Runway 18L: from 875' beyond the runway threshold for a length of 1000' and from 875' beyond the northern edge of the Y taxiway intersection for a length of 1000'**
- **Runway 36R: from 875' beyond the runway threshold for a length of 1000' and from 875' beyond the southern edge of the A taxiway intersection for a length of 1000'**

**OPERATION**

RWSL is an advisory system for use by pilots and vehicle operators and helps maintain situational awareness. It operates independently of Air Traffic Control. Status lights have two states: ON (lights are illuminated red) and OFF (lights are off) and are switched automatically based on information from the airport surface surveillance systems. These surveillance systems include airport surveillance radars (ASRs), surface detection radars (ASDE-3 or ASDE-X) and multilateration information from the ASDE-X surveillance system.

**IT IS IMPORTANT THAT TRANSPONDERS BE TURNED ON AND KEPT ON WHILE TAXIING IN THE MOVEMENT AREA SO THAT BEACON-BASED POSITION AND AIRCRAFT IDENTIFICATION DATA ARE AVAILABLE TO RWSL.**

**DFW International Airport**

Pilots should maintain an awareness of the Runway Status Lights. RELs that are ON (illuminated **red**) indicate that the runway ahead is not safe to enter or cross. THLs that are ON (illuminated **red**) indicate that the runway is not safe for takeoff. **RED MEANS STOP!** Pilots should remain clear of a runway when an REL along their taxi route is illuminated. Pilots should not take off when a THL on the runway ahead is illuminated. Lights that are off convey no meaning.

**THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO PROCEED ONTO A RUNWAY OR TO TAKE OFF FROM A RUNWAY.**

Pilots remain obligated to comply with all ATC clearances, except when compliance would require crossing an illuminated red REL or THL. In such a case, the crews should **HOLD SHORT** of the runway for RELs or **STOP the aircraft** for THLs (if possible), CONTACT ATC, and await further instructions.

If the pilots notice an illuminated red REL and remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated REL indicates the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity. If the pilots notice an illuminated red THL and aborting takeoff from the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated THLs indicate the runway is unsafe for takeoff) and contact ATC at the earliest opportunity. If the pilots are on short final and notice an illuminated red THL, then crews should inform ATC they are going around because of red lights on the runway.

ATC may disable RWSL at any time if in their judgment the system is interfering with normal, safe operations.

Pilots are requested when taxiing on the runway to limit taxi speed to below 30 knots so as not to unnecessarily turn on the RELs, except when directed otherwise.

**HOURS OF TESTING**

During the current phase of testing, the RWSL system will be operational 24/7 except for short maintenance periods. The current operational status of the RWSL system will be broadcast on the ATIS.

**TEST CONFIGURATIONS AND RUNWAYS**

Although the system has been designed to operate under all DFW operating configurations, testing will only be conducted on the West airfield when the runway instrumented with RWSL, Runway 18L/36R, is in use (i.e., during both South flow and North flow runway configurations).

**PILOT EVALUATION**

An important part of the assessment includes collecting feedback from pilots. A brief list of questions will be posted on the website. It is essential that pilots respond to surveys available on various venues including the RWSL website via the Internet, <http://www.RWSL.net>, in flight operations offices and domiciles at the DFW airport. Voluntary interviews with pilots will be conducted during the test period. Pilots are encouraged to respond with comments by e-mail to:

Peter V. Hwoschinsky

FAA, ATO-P

800 Independence Avenue

Washington, D.C. 20591 SW

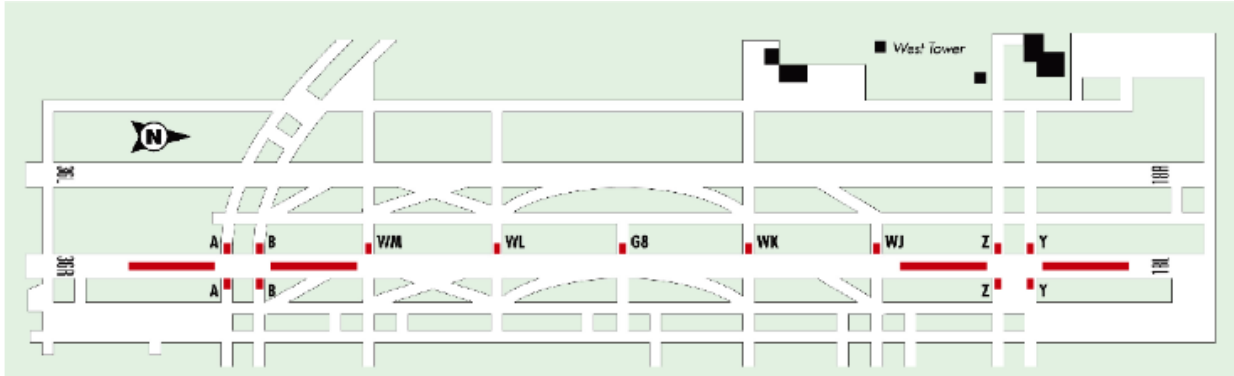
Voice: 202 493-4696

Fax : (202) 267-5111

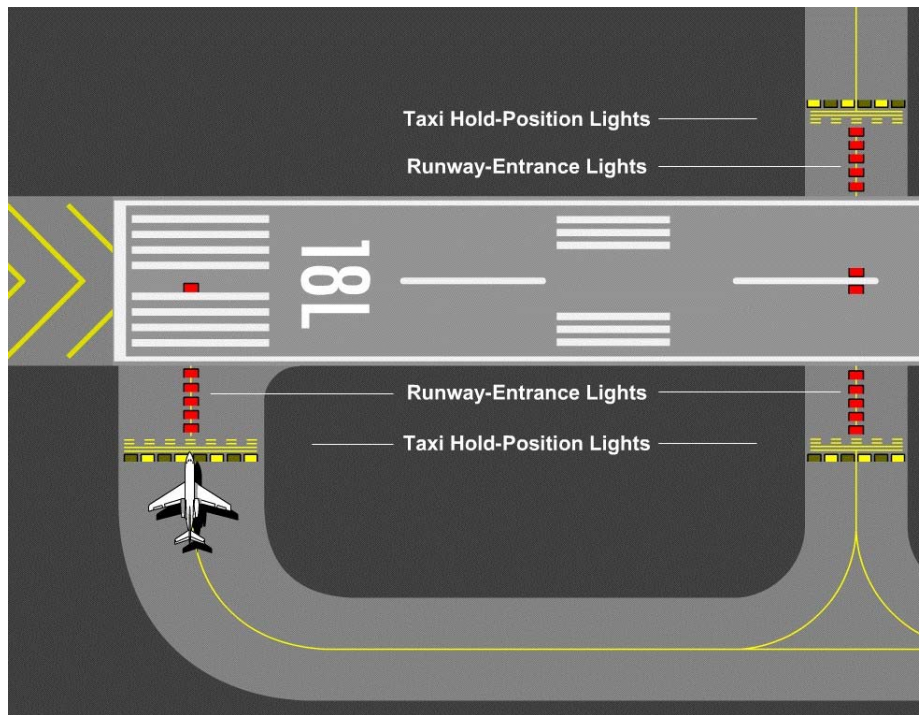
e-mail: [peter.hwoschinsky@faa.gov](mailto:peter.hwoschinsky@faa.gov)

***Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.***

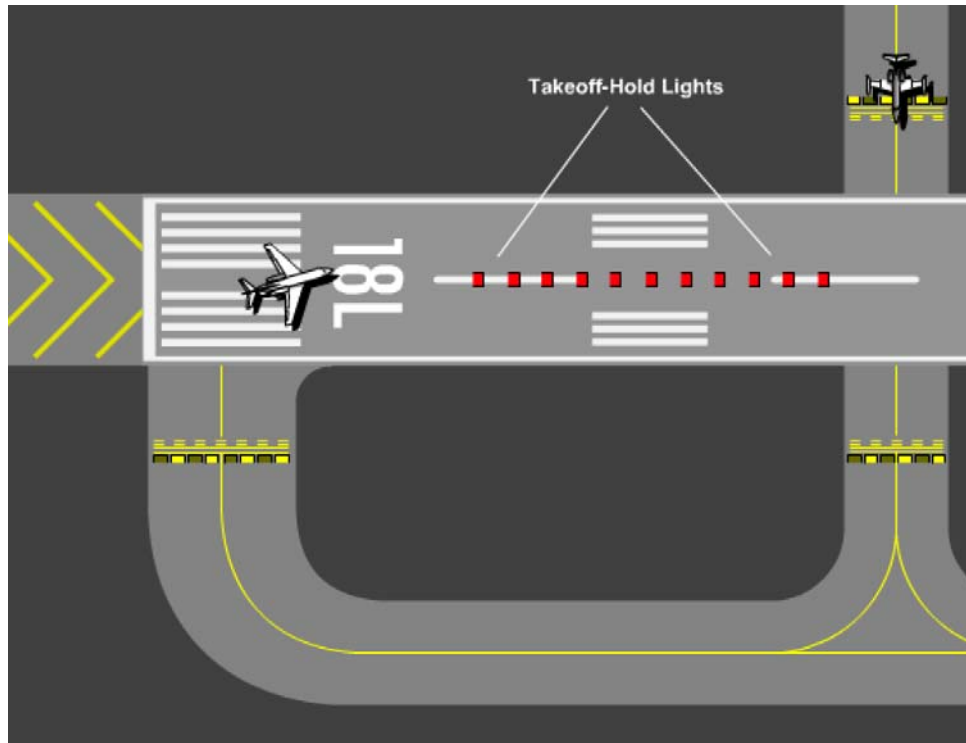
ATTACHMENT



*Drawing of DFW runway diagram for west side with THLs and RELs on runway 18L/36R.*  
**Figure 1. DFW west side with THLs and RELs on runway 18L/36R.**



*Drawing of Runway Entrance Lights (RELs) along a straight taxiway centerline.*  
**Figure 2. Illustration of Runway Entrance Lights (RELs) along a taxiway centerline.**  
*(not to scale)*



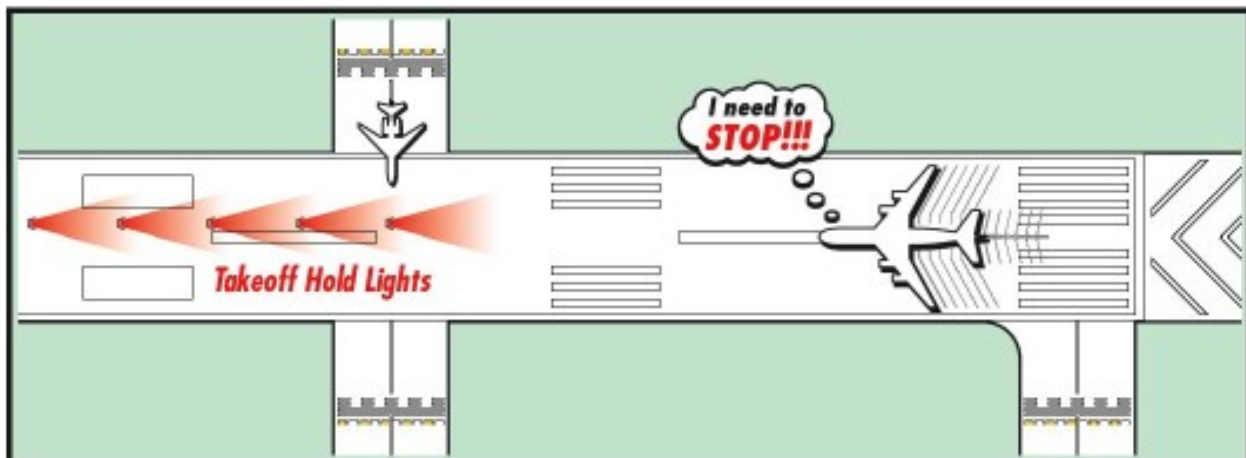
*Drawing of Takeoff Hold Lights along a runway centerline*

**Figure 3. Illustration of Takeoff Hold Lights (THLs) along a runway centerline.  
(not to scale)**



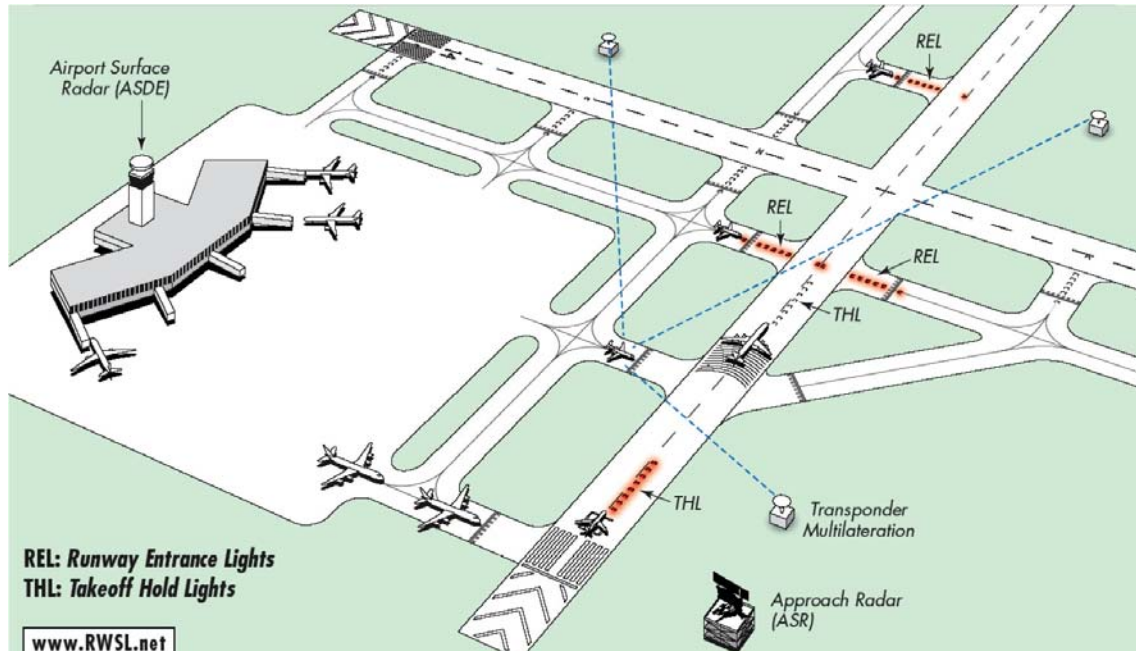
*Photograph of L861-S fixture*

**Figure 4. Photograph of L861-S fixture.**



*Drawing of generic runway with red THLs.*

Figure 5. THL Operational Concept.



*Drawing of RWSL at DFW with surveillance sources shown illuminated in red*  
**Figure 6. Conceptual diagram of the Runway Status Light System with surveillance sources driving RELs and THLs shown illuminated in red**

**NOTICES TO AIRMEN (NOTAM) FOR THE CONTINUED OPERATIONAL  
EVALUATION OF RUNWAY STATUS LIGHTS (RWSL) AT THE  
DALLAS/FORT WORTH INTERNATIONAL AIRPORT, DALLAS, TEXAS  
EAST AIRFIELD**

**PURPOSE:**

The Federal Aviation Administration (FAA) will be conducting an assessment of **Takeoff Hold Lights (THLs) and Runway Entrance Lights (RELs)**, part of the Runway Status Lights System (RWSL), on Runways 17R/35L and 17C/35C at the Dallas/Fort Worth International Airport (DFW). An operational evaluation of THLs and RELs on the DFW east side is scheduled to commence in September 2008 and will last approximately 3 months. The existing Runway Entrance Lights (RELs) and Takeoff Hold Lights on 18L/36R will continue to operate along with the newly installed lights on runways 17R/35L and 17C/35C. RWSL is an experimental system that uses both primary and secondary surveillance to dynamically turn on/off lights indicating runway occupancy status directly to pilots. RWSL seeks to improve airport safety by indicating when it is unsafe to cross, enter or take off from a runway. RWSL is an automatic, advisory backup system expected to prevent or reduce the severity of runway incursions.

**LIGHTING:**

RWSL conveys the **runway occupancy status**, indicating when a runway is unsafe to enter through the use of in-pavement warning Runway Entrance Lights (RELs) and when it is unsafe to take off through the use of in-pavement warning Takeoff Hold Lights (THLs). RELs and THLs have been installed on Runways 17R/35L and 17C/35C (Note: RELs and THLs are still in an extended operational evaluation on the west side runway, 18L/36R).

**Runway Entrance Lights (RELs):**

The RELs are a series of **red**, 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 **taxiway hold line** and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location. (Refer to Figure 1 in the ATTACHMENTS section for a diagram of RELs locations.)

RELs are operational at the following intersections of Runway 17R/35L:

- **West Side: at Taxiways Y, Z, EJ, EK, EL, EM, B, and A**
- **East Side: at Taxiways Y, Z, EJ, EK, K8, EL, EM, B, A, and ER**

RELs are operational at the following intersections of Runway 17C/35C:

- **West Side: at Taxiways Y, Z, EJ, EL, B, and A**
- **East Side: at Taxiways Y, Z, EJ, EL, B, A, and ER**



**Takeoff Hold Lights (THLs):**

THLs are directed toward the **approach end** of the runway and are visible to pilots 1) in position for takeoff, or 2) just commencing departure, or 3) on final approach to land. There are six sets of THLs, each comprising a series of sixteen, double-row **red** in-pavement lights at 100' spacing straddling the runway centerline. (Refer to Figure 2 in the ATTACHMENTS section for a diagram of THLs locations.) The six sets of THLs are operational at the full-length and intersection departure positions on 17R/35L and 17C/35C, as follows:

- **Runway 17R: from 375' beyond the runway threshold for a length of 1500' and from 375' beyond the northern edge of the Y taxiway intersection for a length of 1500'**
- **Runway 35L: from 375' beyond the runway threshold for a length of 1500' and from 375' beyond the southern edge of the A taxiway intersection for a length of 1500'**
- **Runway 17C: from 375' beyond the northern edge of the Y taxiway intersection for a length of 1500'**
- **Runway 35C: from 375' beyond the southern edge of the A taxiway intersection for a length of 1500'**

*Please Note: THLs installed on the west side of DFW are configured as a single row of 11 red lights. THLs installed on the east side of DFW are comprised of two rows of 16 in-pavement red lights straddling the centerline lights. THLs are directed toward the approach end of the runway and are visible to pilots in position for takeoff, just commencing departure, and on final approach to land.*

**OPERATION:**

RWSL is an advisory system for use by pilots and vehicle operators and helps maintain situational awareness. It operates independently of Air Traffic Control. Status lights have two states: ON (lights are illuminated red) and OFF (lights are off) and are switched automatically based on information from the airport surface surveillance systems. These surveillance systems include airport surveillance radars (ASRs), surface detection radars (ASDE-3 or ASDE-X) and multilateration information from the ASDE-X surveillance system. **IT IS IMPORTANT THAT TRANSPONDERS BE TURNED ON AND KEPT ON WHILE TAXIING IN THE MOVEMENT AREA SO THAT BEACON-BASED POSITION AND AIRCRAFT IDENTIFICATION DATA ARE AVAILABLE TO RWSL.** Pilots should maintain an awareness of the Runway Status Lights. RELs that are ON (illuminated **red**) indicate that the runway ahead is not safe to enter or cross. THLs that are ON (illuminated **red**) indicate that the runway is not safe for takeoff. **RED MEANS STOP!** Pilots should remain clear of a runway when an REL along their taxi route is illuminated. Pilots should not take off when a THL on the runway ahead is illuminated. Lights that are off convey no meaning. THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO PROCEED ONTO A RUNWAY OR TO TAKE OFF FROM A RUNWAY. Pilots remain obligated to comply with all ATC clearances, except when compliance would require crossing an illuminated red REL or THL. In such a case, the crews should **HOLD SHORT** of the runway for RELs or **STOP the aircraft** for THLs (if possible), CONTACT ATC, and await further instructions. If the pilots notice an illuminated red REL and remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated REL indicates the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity. If the pilots notice an illuminated red THL and aborting takeoff from the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated THLs indicate the runway is unsafe for takeoff) and contact ATC at the earliest opportunity. If the pilots are on short final and notice an illuminated red THL, then crews should inform ATC they are going around because of red lights on the runway. ATC may disable RWSL at any time if in their judgment the system is interfering with normal, safe operations. Pilots are requested when taxiing on the runway to limit taxi speed to below 30 knots so as not to unnecessarily turn on the RELs, except when directed otherwise.

**HOURS OF TESTING:**

During the current phase of testing, the RWSL system will be operational 24/7 except for short maintenance periods. The current operational status of the RWSL system will be broadcast on the ATIS.

**TEST CONFIGURATIONS AND RUNWAYS:**

RWSL testing will be conducted on the East airfield on runways 17R/35L and 17C/35C. RWSL equipped runway 18L/36R on the West airfield will continue with the extended operational evaluation currently in progress.

**PILOT EVALUATION:**

An important part of the assessment includes collecting feedback from pilots. It is essential that pilots respond to brief surveys available on various venues including the RWSL website via the Internet, [www.RWSL.net](http://www.RWSL.net), in flight operations offices and domiciles at the DFW airport. Voluntary interviews with pilots will be conducted during the test period. Pilots are encouraged to respond with comments by e-mail to:

Peter V. Hwoschinsky

FAA, ATO-P

800 Independence Avenue

Washington, D.C. 20591 SW

Voice: (202) 493-4696

Fax: (202) 267-5111

email: [peter.hwoschinsky@faa.gov](mailto:peter.hwoschinsky@faa.gov)

*Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.*

ATTACHMENT

Runway diagram of DFW East with RELs locations

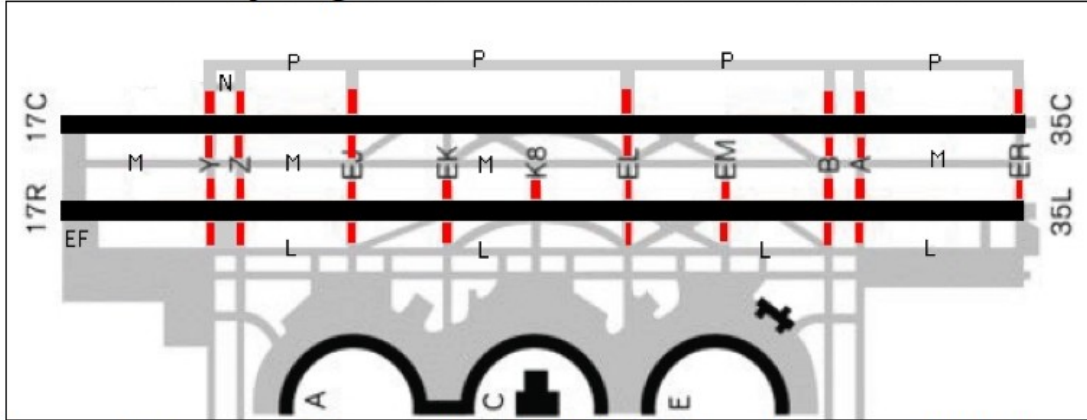


Figure 1. Runway Entrance Lights (RELs) Locations on 17R/35L and 17C/35C.

Runway Diagram of DFW East with THLs Locations

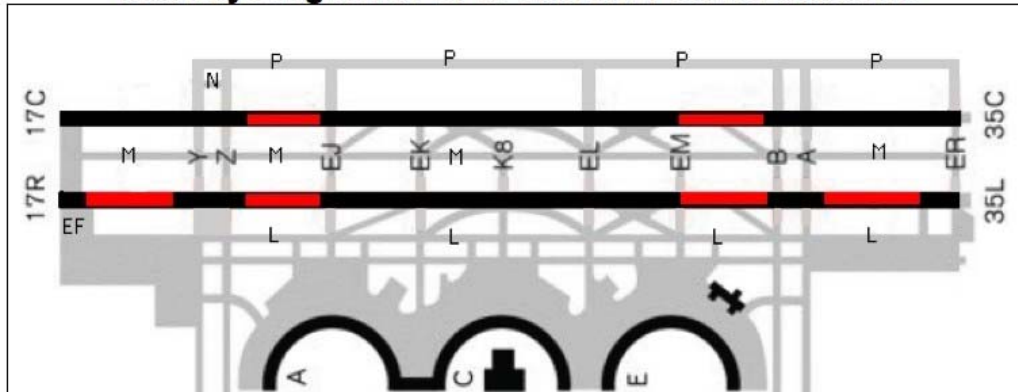
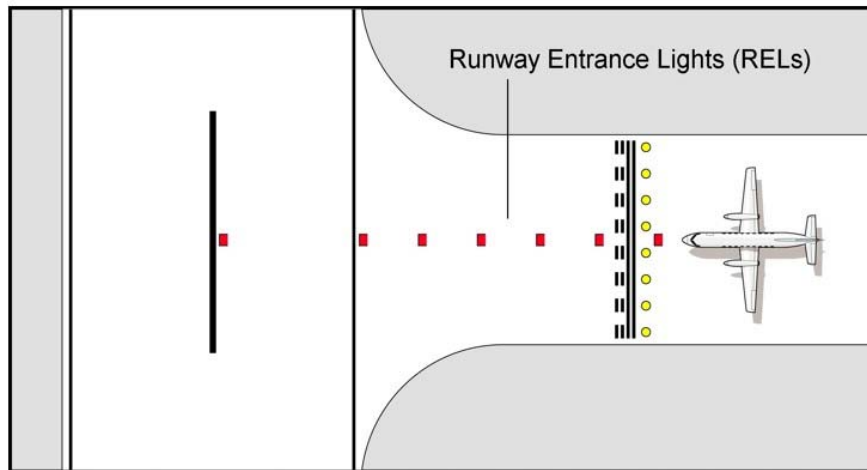


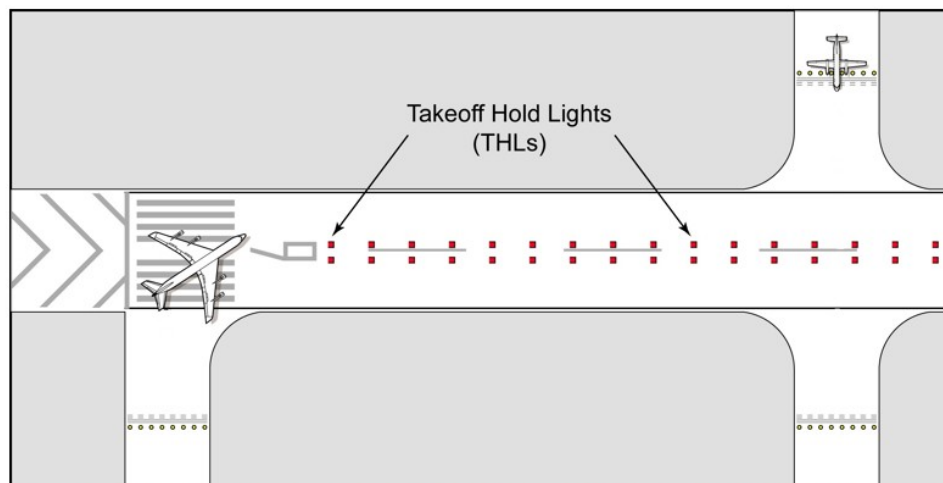
Figure 2. Takeoff Hold Lights (THLs) Locations on 17R/35L and 17C/35C.

**Runway Entrance Lights (RELs)**



**Figure 3. Illustration of Runway Entrance Lights (RELs) along a straight taxiway centerline.  
(not to scale)**

**Takeoff Hold Lights (THLs)**



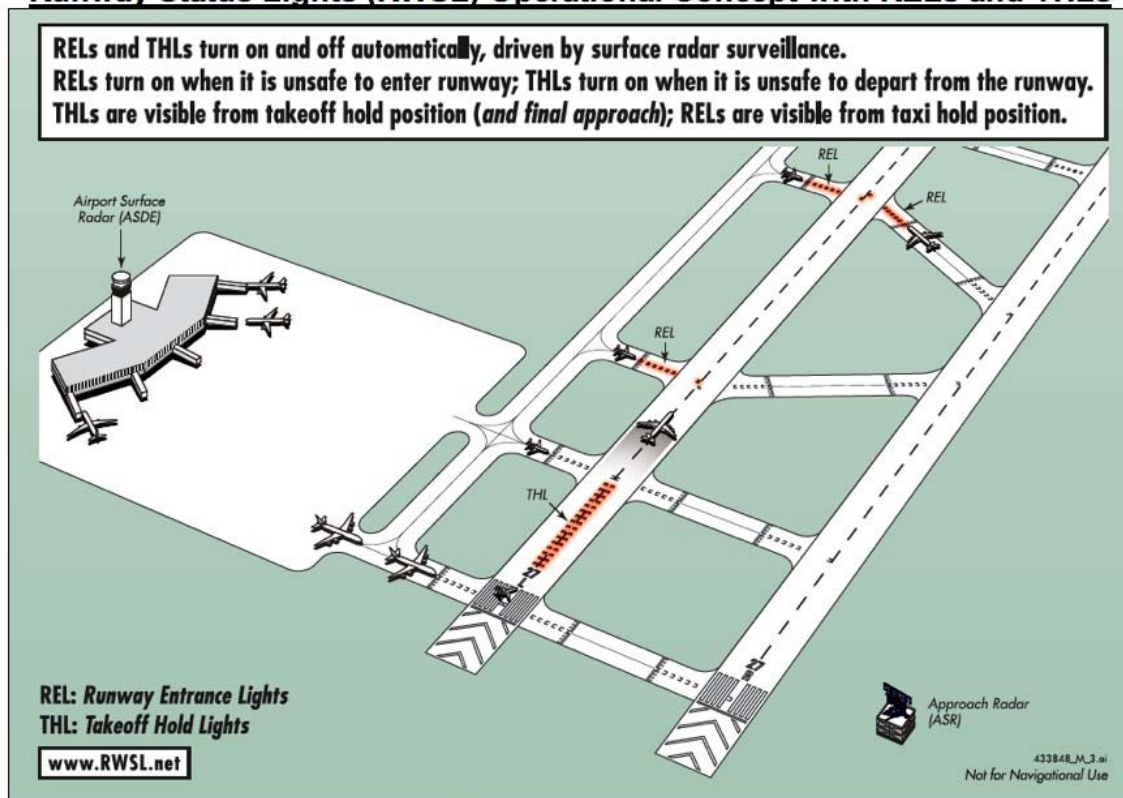
**Figure 4 - Generic illustration of double-row THLs straddling the runway centerline lights.  
(not to scale)**

## THLs and RELs In-pavement Light Fixture



**Figure 5. Photograph of L861-S light fixture**

### Runway Status Lights (RWSL) Operational Concept with RELs and THLs



**Figure 6. Conceptual diagram of the Runway Status Light System with surveillance sources driving RELs and THLs\* shown illuminated in red**

**\*THLs shown in Figure 6 have a double-row configuration as are installed on DFW east runways 17R/35L and 17C/35C**

**NOTICES TO AIRMEN (NOTAM) FOR THE CONTINUED OPERATIONAL  
EVALUATION OF THE  
FINAL APPROACH RUNWAY OCCUPANCY SIGNAL (FAROS) AT THE  
DALLAS/FORT WORTH INTERNATIONAL AIRPORT, DALLAS, TEXAS**

**PURPOSE:**

Final Approach Runway Occupancy Signal (FAROS) has been installed at DFW to reduce the frequency and severity of runway incursions. At DFW, FAROS flashes the existing Precision Approach Path Indicator (PAPI) lights to directly indicate to pilots on final approach that the runway is occupied and is unsafe for landing. The Federal Aviation Administration (FAA) will be conducting an assessment of FAROS on DFW runways: 18R/36L, 17R/35L, and 17C/35C commencing in September 2008 and continuing for approximately three months. The existing PAPI lights have been modified to flash if runways 18R/36L, 17R/35L, and 17C/35C are occupied and there is arriving traffic. FAROS is an experimental system that is autonomously driven by safety logic that receives aircraft location from surveillance radars (ASRs), surface detection radars (ASDE-3 or ASDE-X) and multilateration information from the ASDE-X surveillance system. FAROS is expected to prevent the occurrence of runway land over incidents and occupied runway accidents. The intent is to provide a signal to directly alert landing pilots of the runway occupancy, as per NTSB recommendation.

A STEADY PAPI SIGNAL DOES *NOT* CONSITUTE CLEARANCE TO LAND! Pilots are still responsible for a safe approach and landing.

**LIGHTING:**

FAROS conveys **runway occupancy status**, indicating when a runway is occupied. Flashing of PAPI lights on DFW runways 18R/36L, 17R/35L, and 17C/35C indicates that the given runway is occupied.

**OPERATION:**

FAROS is an advisory system intended to help pilots maintain situational awareness during the final approach segment. It operates independently of Air Traffic Control. PAPI lights have two states: 1) Normal (PAPI lights are illuminated without flashing) and 2) Flashing (PAPI lights are temporarily flashing). The flashing of PAPIs is controlled automatically based on safety logic and aircraft location information provided by airport surveillance systems. **THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO LAND ON A RUNWAY.** Pilot protocol: if the approaching aircraft reaches the acquisition point of approximately 500 ft AGL with flashing PAPIs, the pilot should attempt to visually acquire the conflicting traffic on the runway. If the traffic is seen, evaluate the situation and proceed with caution. If the traffic is not seen, prepare to contact ATC at the contact point of approximately 300 ft AGL. If the contact point of approximately 300 ft AGL is reached with flashing PAPIs and the crew sees the traffic on the runway, evaluate the situation and proceed with caution. If traffic is not seen, the pilot should contact ATC to verify landing clearance and prepare for an *immediate go-around*. If ATC does not verify the landing clearance promptly, or cancels the landing clearance, then the pilot should go-around. If the pilot is not assured that the runway will be clear prior to touchdown, a go-around should be executed according to their best judgment of safety, understanding that flashing PAPIs indicate that the runway is occupied and is unsafe for landing. ATC may disable FAROS at any time if in their judgment the system is interfering with normal, safe operations. The disabling will revert the PAPIs to a steady state ON condition.

**HOURS OF TESTING:**

During the operational evaluation period, flashing PAPIs will be active 24/7 for the FAROS-equipped runways as they become available.

**TEST CONFIGURATIONS AND RUNWAYS:**

Testing of FAROS during operation evaluation will include equipped runways 18R/36L, 17R/35L, and 17C/35C.

An ATIS message will advise pilots of current FAROS operational locations.

**PILOT EVALUATION:**

Pilot feedback is necessary in order to assess system acceptability of FAROS. It is essential that pilots respond to brief surveys available through various venues including the Runway Status Lights website, in flight operations offices, and domiciles at the DFW airport. Voluntary interviews with pilots will be conducted during the test period. Please participate by taking the FAROS survey via the Internet at [www.RWSL.net](http://www.RWSL.net). Pilots are also encouraged to respond with comments to Peter Hwoschinsky:

Peter V. Hwoschinsky

FAA, ATO-P

800 Independence Avenue

Washington, D.C. 20591 SW

Voice: 202 493-4696

Fax: (202) 267-5111

email: [peter.hwoschinsky@faa.gov](mailto:peter.hwoschinsky@faa.gov)

*Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the FAROS system.*

**FAROS Distinct Points (or heights) for Pilot Action on Final Approach**

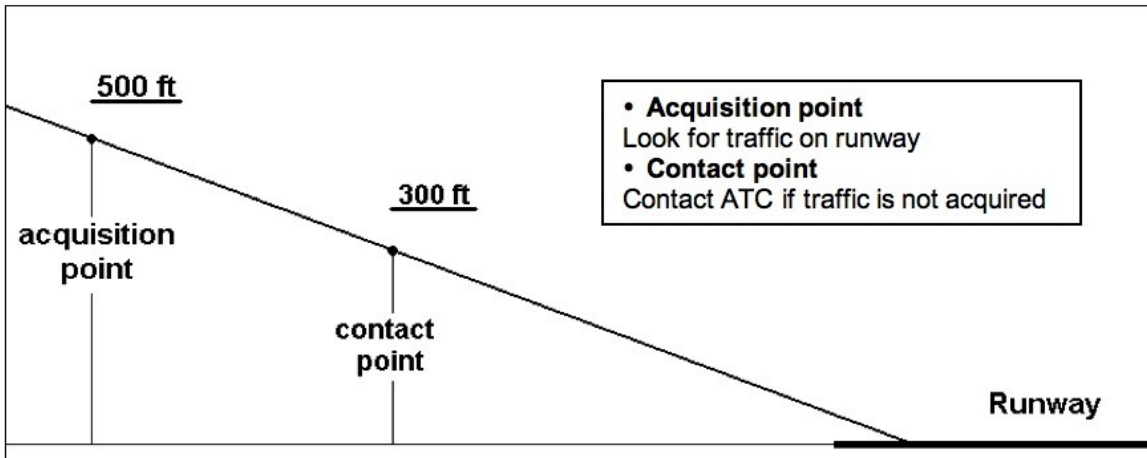


Figure 1. Pilot Action Points (not to scale)

**Airport Diagram for DFW with FAROS Equipped Runways**

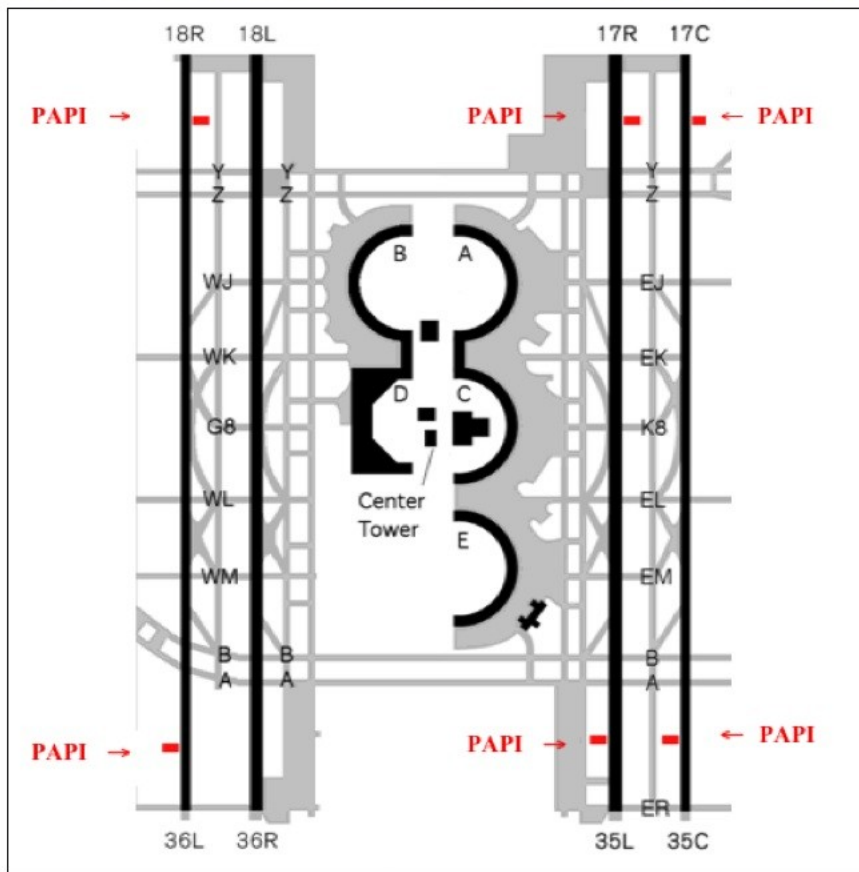


Figure 2. FAROS PAPI Locations (shown as red bars)



Precision Approach Path Indicator Light Fixture



Figure 3. PAPI Light Fixture showing glide path information

Operational Concept with FAROS, RELs, and THLs

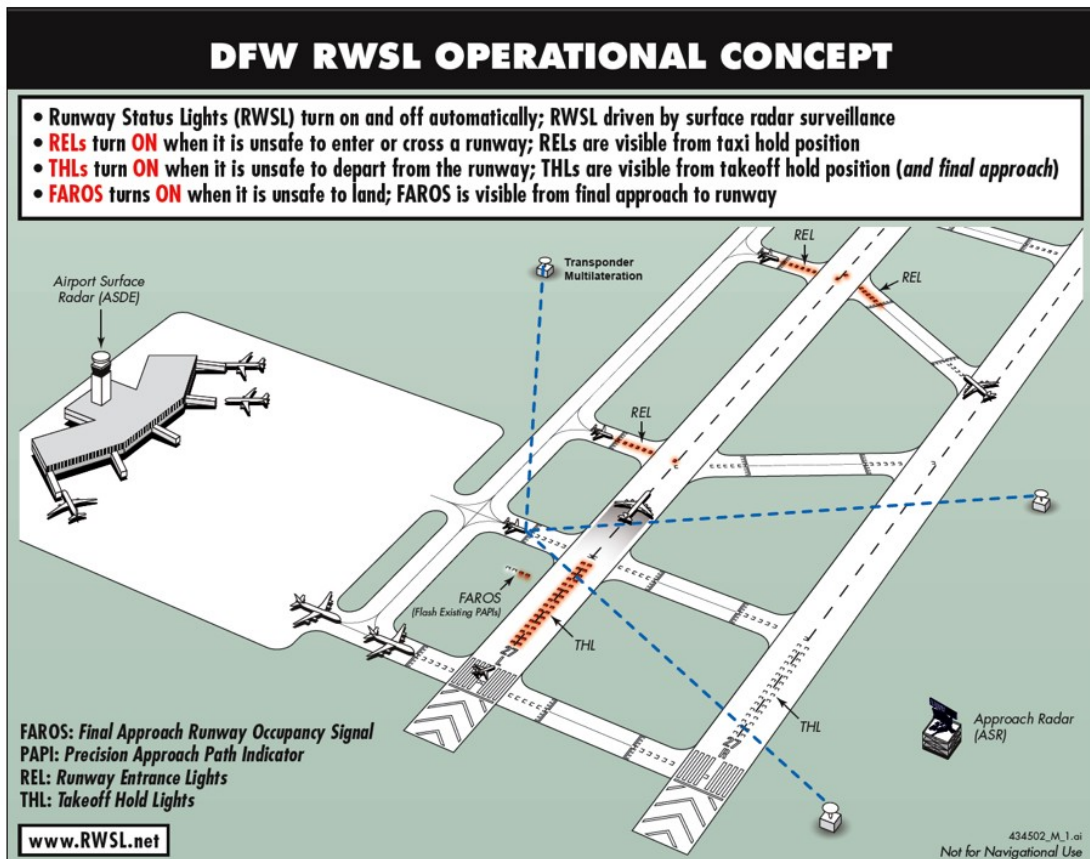


Figure 4. Conceptual diagram with surveillance sources driving FAROS, RELs and THLs shown illuminated in red



# North Central United States



NORTH CENTRAL



## LAMBERT–ST. LOUIS INTERNATIONAL AIRPORT

### **Simultaneous Offset Instrument Approach (SOIA) Procedure for Pilots Filing Flight Plans to Lambert–St. Louis International Airport (STL)**

**EFFECTIVE OCTOBER 27, 2005.** During the hours of 0700–2200 local, STL Air Traffic Control may utilize LDA PRM and ILS PRM approaches as weather and traffic demand dictate. Aircraft arriving from the northeast and northwest (primarily over PETTI and LORLE intersections) should expect ILS PRM Runway 30R. Aircraft arriving from the west and southeast (primarily over FTZ and QBALL) should expect LDA PRM Runway 30L. If unable to participate in PRM approaches aircraft operators are required to contact FAA ATCSCC directly at 1–800–333–4286 or 703–904–4452 prior to departure to obtain a pre-coordinated arrival time. Non-participating aircraft may encounter delays.

Pilot requirements and procedures are outlined in U. S. Terminal Procedures Publications available on pages entitled "ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)" or "ATTENTION ALL USERS OF LDA PRECISION RUNWAY MONITOR (PRM)".

This notice is effective until further notice.

(Harman/ACE 8/31/05)

# LAMBERT–ST. LOUIS INTERNATIONAL AIRPORT

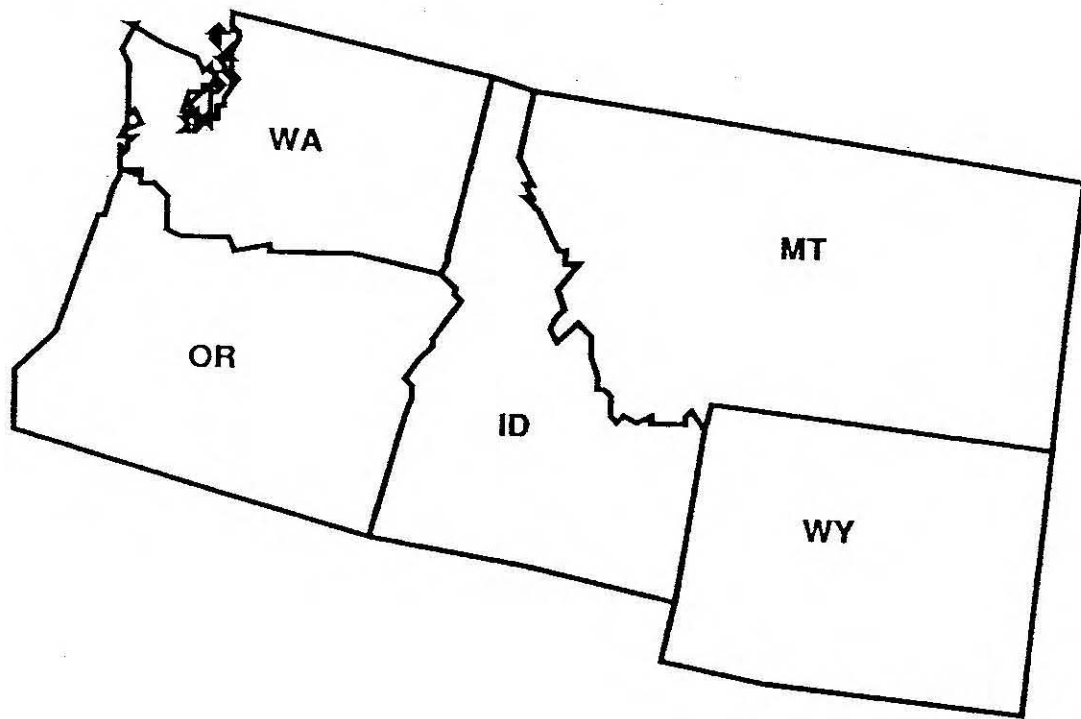
## **ILS PRM Approach Procedures for Pilots Filing Flight Plans to Lambert–St. Louis International Airport (STL)**

**EFFECTIVE APRIL 13, 2006.** During the hours of 0700–2200 local, STL Air Traffic Control may utilize ILS PRM approaches as weather and traffic demand dictate. If unable to participate in PRM approaches aircraft operators are required to contact FAA ATCSCC directly at 1–800–333–4286 or 703–904–4452 prior to departure to obtain a pre–coordinated arrival time. Non–participating aircraft may encounter delays.

Pilot requirements and procedures are outlined in U. S. Terminal Procedures Publications available on pages entitled "ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM)".

This notice is effective until further notice.

# Northwest United States







# **SEATTLE APPROACH CONTROL (S46) CONCURRENT OPERATIONS TO BOEING FIELD (BFI) AND SEATTLE-TACOMA INTERNATIONAL AIRPORT (SEA)**

**(See graphics on following pages)**

Background: The purpose of this Notice is to inform pilots landing/departing from either Boeing King County International Airport (BFI) or Seattle-Tacoma International Airport (SEA) under Instrument Flight Rules concerning the special use of visual separation to maintain efficiency at both airports.

Sequencing aircraft simultaneously to BFI and SEA under Instrument Flight Rules requires lateral and or vertical separation between aircraft while ensuring protected airspace for potential missed approaches. These requirements directly affect the capacity of both airports.

In a south flow, the ILS approach to BFI Runway 13R converges with the ILS approaches to SEA Runways 16 L/R directly over BFI. In a north flow, the departure paths for aircraft departing north from SEA Runways 34L/R and BFI Runway 31L diverge directly over the north end of BFI Runway 31L. BFI field elevation is 18 feet MSL and SEA field elevation is 429 feet MSL. BFI is located 4.5 NM north of SEA. The convergence and divergence of flight paths, differences in field elevations and distance between airports has made it possible to utilize visual separation under certain weather conditions to reduce the spacing normally provided to aircraft landing and departing SEA and BFI.

INFORMATION: When weather/operational conditions permit, BFI Tower controllers will provide visual separation during the following operations:

- **IFR arrivals to BFI Runway 13R and SEA Runways 16L/R**
- **IFR Departures from BFI Runway 31L and IFR departures from SEA Runways 34L/R**
- **IFR Arrivals to BFI Runway 31L and IFR departures from SEA Runways 34L/R**

These procedures have proven to provide an equivalent level of safety compared to standard visual separation rules. This special use of visual separation procedures enables both airports to operate at or near capacity during periods of heavy demand.

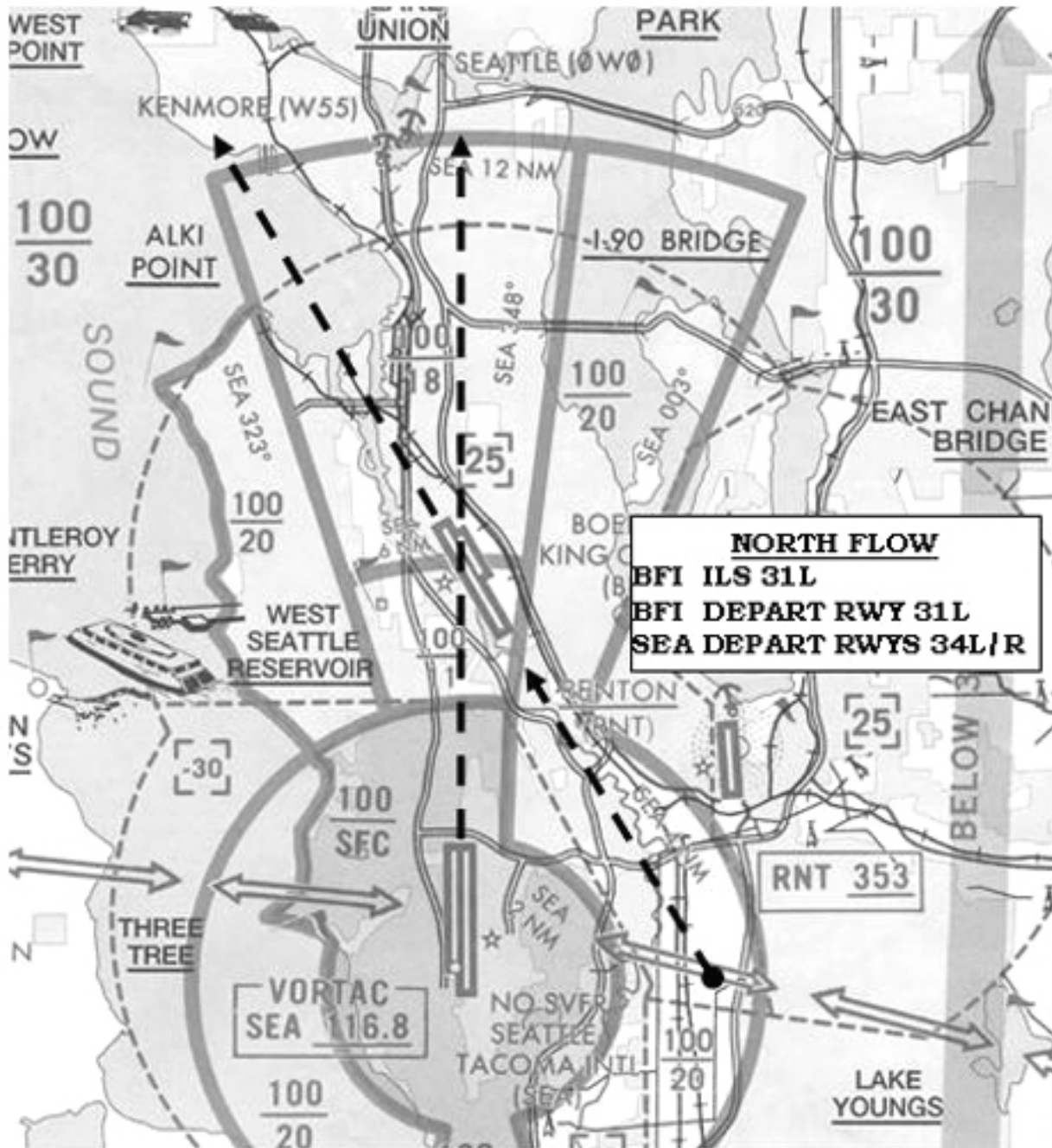
If you have any questions or concerns, please contact the manager or designee of one the facilities listed below during normal business hours.

Seattle Approach Control – (206) 214-4600

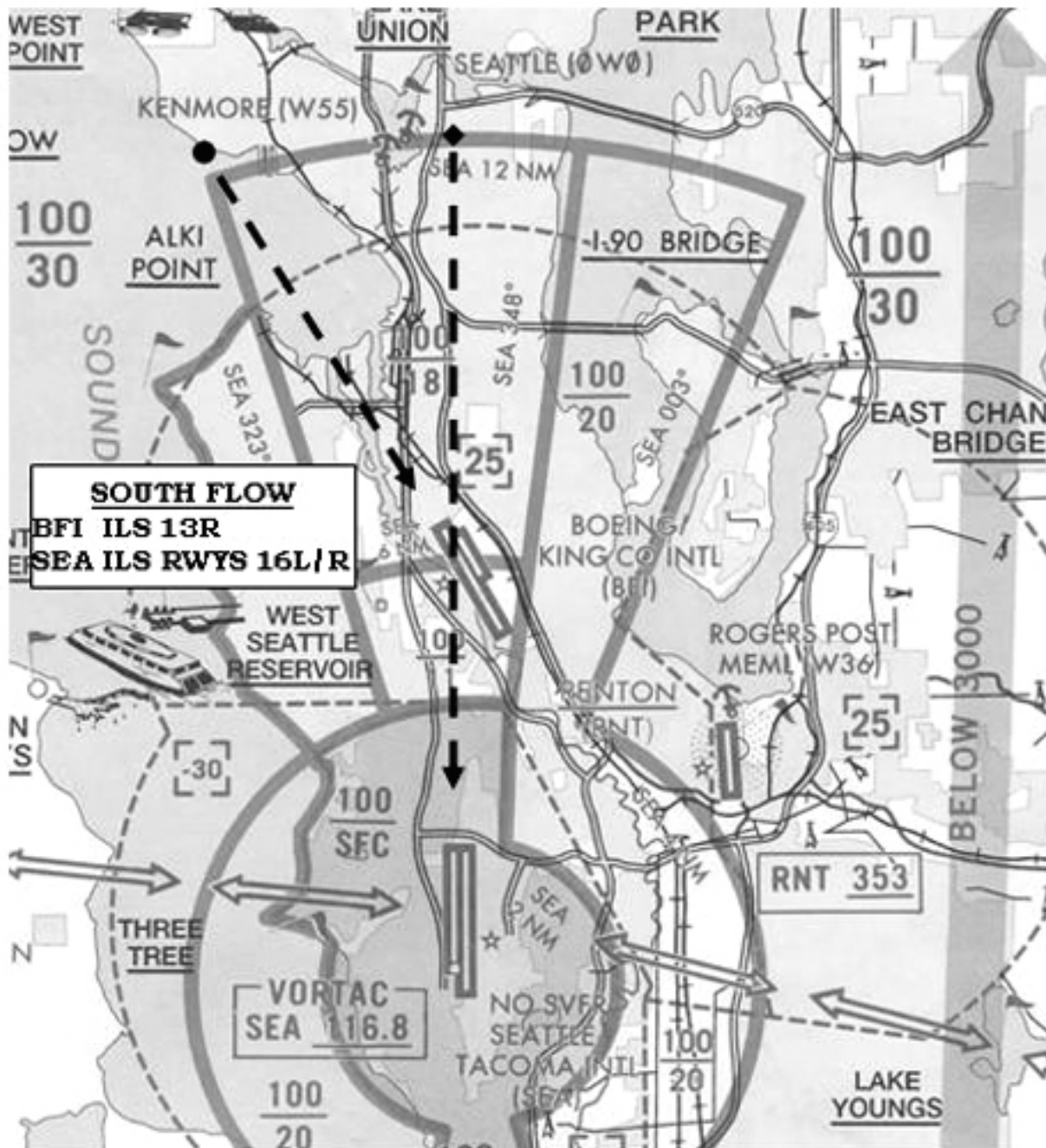
Seattle Air Traffic Control Tower – (206) 214-2500

Boeing Field Air Traffic Control Tower – (206) 658-6400

### SEATAC (SEA) – BOEING FIELD (BFI) NORTH FLOW



### SEATAC (SEA) – BOEING FIELD (BFI) SOUTH FLOW



(ANM-530 4/10/03)

## **SPOKANE APPROACH CONTROL (GEG) CONCURRENT OPERATIONS TO SPOKANE INTERNATIONAL AIRPORT (GEG) AND FAIRCHILD AIR FORCE BASE (SKA)**

Background: The purpose of this Notice is to inform pilots landing/departing from either Spokane International Airport (GEG) or Fairchild Air force Base (SKA) under Instrument Flight Rules concerning the special use of visual separation to maintain efficiency at both airports.

Sequencing aircraft simultaneously to GEG and SKA under Instrument Flight Rules requires lateral and or vertical separation between aircraft while ensuring protected airspace for potential missed approaches. These requirements directly affect the capacity of both airports.

In a north flow, the ILS approach to GEG Runway 3 converges with the departure path of SKA Runway 5. GEG is located 2.9 NM east of SKA. The convergence and divergence of flight paths, and distance between airports has made it possible to utilize visual separation under certain weather conditions to reduce the spacing normally provided to aircraft landing and departing SKA and GEG.

INFORMATION: When weather/operational conditions permit, GEG Tower controllers will provide visual separation during the following operations:

- IFR arrivals to GEG Runway 3 and SKA departures Runway 5

These procedures have proven to provide an equivalent level of safety compared to standard visual separation rules. This special use of visual separation procedures enables both airports to operate at or near capacity during periods of heavy demand.

If you have any questions or concerns, please contact the manager or designee of the facility listed below during normal business hours.

Spokane Approach Control – (509) 363–6900

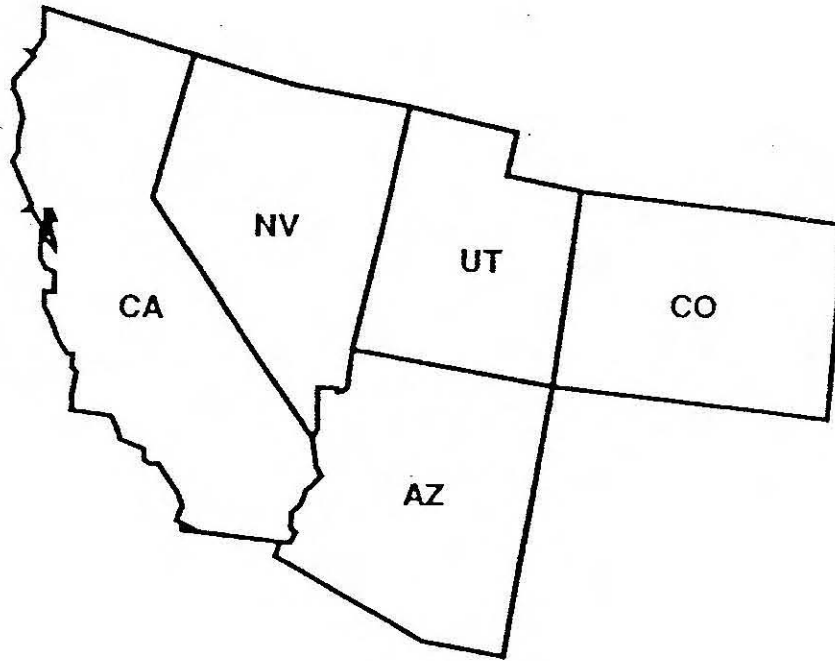
(ANM–530 5/8/03)

GEG RWY 3 ARRIVALS SKA RWY 5 DEPARTURES





# Southwest United States



SOUTHWEST



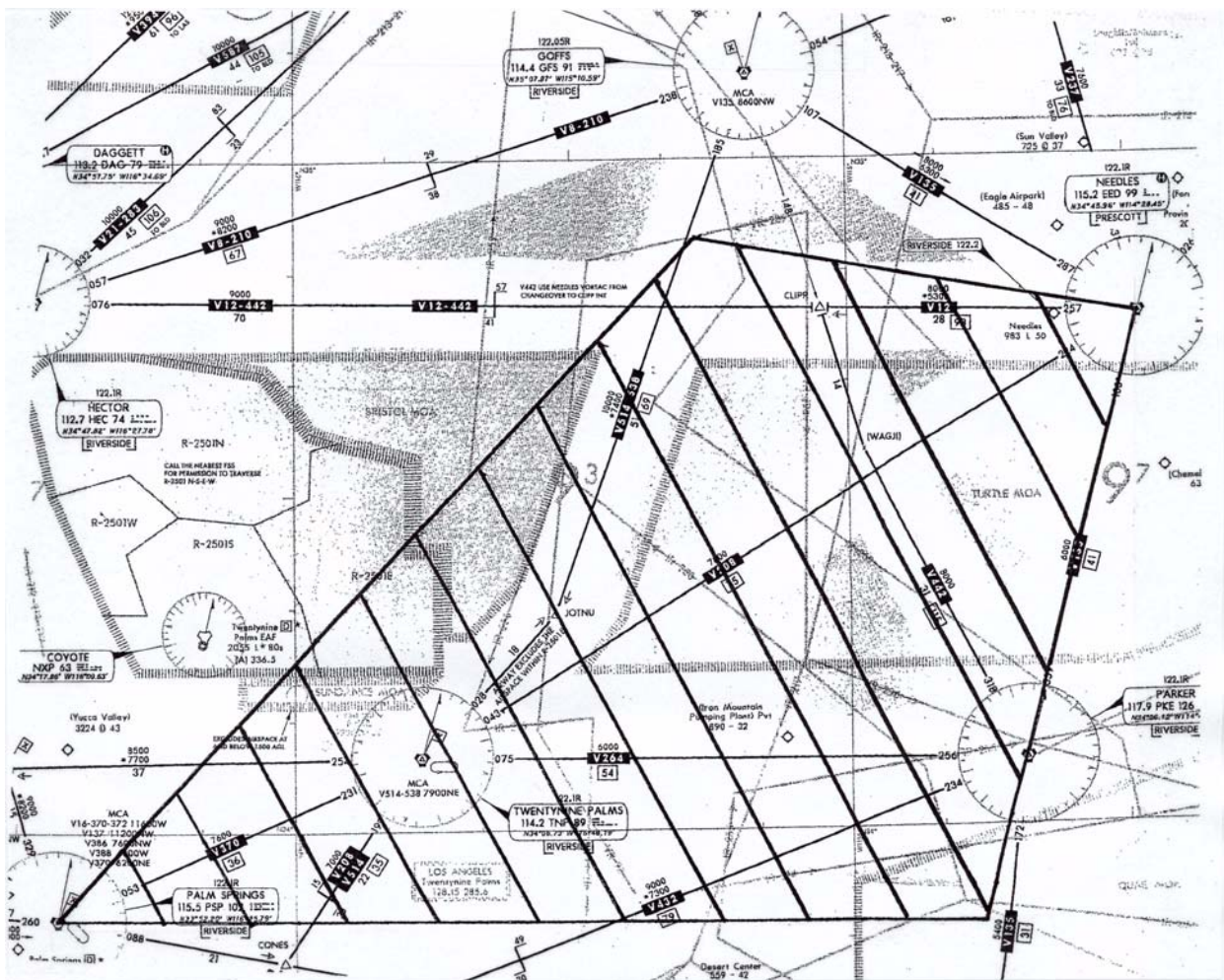


# LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER

## Limited Long Range Radar Coverage

Effective Until Further Notice

Radar services are limited from surface to 14,500 feet in the area from PSP to 15 NM south of PKE to EED to 15 NM south of GFS to PSP. ATC may not be depicting all the traffic. Visual vigilance is highly recommended.



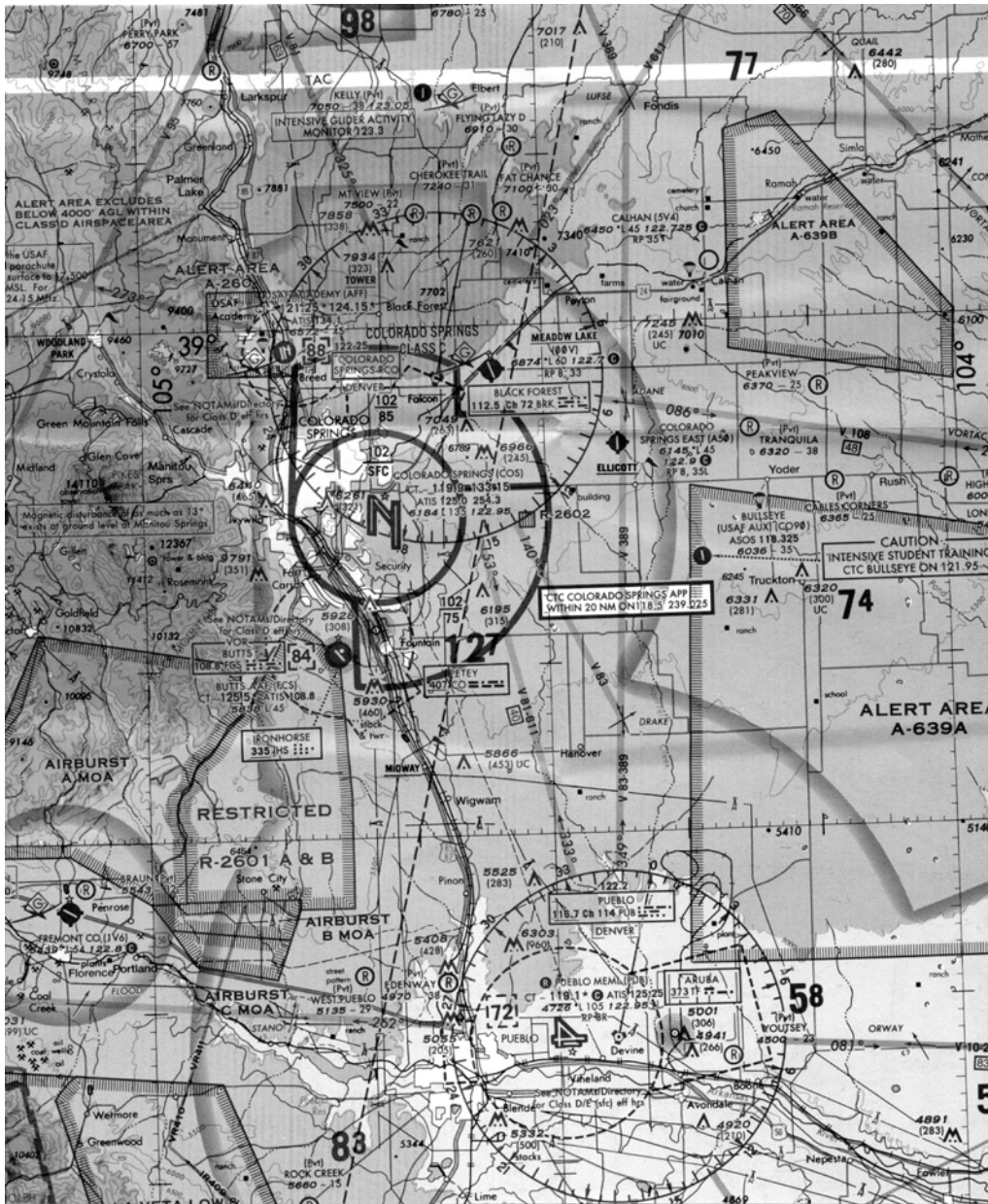
(AWP-530 11/29/01)

# Colorado Springs, Colorado

## Light Detection and Ranging (LIDAR) Operation

Beginning July 2003, the Air Force Academy Observatory will conduct atmospheric research for approximately two years. A Class IV, plded, frequency-doubled Nd: Yag laser approximately 20 Watts, 67 Mwatts with a 3.38 micro radian beam divergence will be used. Periodically, the beam will be directed vertically into far space during clear-weather skies. LIDAR transmission will automatically stop when any aircraft penetrate the RADAR actuated control switch.

Further specific information may be obtained from the Air Force Academy at (719) 333-2027. General information is available at FAA number (425) 227-2527.



(ANM-520.4 4/23/03)

## **SAN FRANCISCO SOIA/PRM**

EFFECTIVE TUESDAY, OCTOBER 26, 2004. DURING THE HOURS OF 0700–2200 LOCAL, SFO ATCT MAY UTILIZE ILS PRM AND LDA PRM APCHS AS WEATHER AND ARRIVAL TRAFFIC DEMAND DICTATE. AIRCRAFT ARRIVING FROM THE EAST (PRIMARILY OVER CEDES INT.) SHOULD EXPECT RUNWAY 28R, AIRCRAFT ARRIVING FROM THE SOUTH, WEST, AND NORTH SHOULD EXPECT RUNWAY 28L. IF UNABLE TO PARTICIPATE IN PRM APCHS ACFT OPERATORS ARE REQUIRED TO CONTACT FAA ATCSCC DIRECTLY AT 1–800–333–4286 OR AT 703–904–4452 PRIOR TO DEPARTURE TO OBTAIN A PRE–COORDINATED ARRIVAL TIME. NON–PARTICIPATING ACFT MAY ENCOUNTER DLAS ATTRIBUTABLE TO PRM FLOW. PILOT REQUIREMENTS AND PROCEDURES ARE OUTLINED IN THE U.S. TERMINAL PROCEDURES PUBLICATIONS ON THE PAGES ENTITLED ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM) OR LDA PRECISION RUNWAY MONITOR (PRM).

**NOTICES TO AIRMEN (NOTAM) FOR THE OPERATIONAL  
EVALUATION OF THE FINAL APPROACH RUNWAY OCCUPANCY  
SIGNAL (FAROS), ALSO KNOWN AS FLASHING PRECISION  
APPROACH PATH INDICATOR (PAPI), AT THE LONG BEACH  
AIRPORT, LONG BEACH, CA.**

**PURPOSE**

The Flashing PAPIs are part of a concept called Final Approach Runway Occupancy Signal (FAROS), where the flashing of the PAPIs lights indicates that the runway is occupied. The Federal Aviation Administration (FAA) will be conducting an assessment of the Flashing PAPI on Runway 30 at the Long Beach, CA (Dougherty Field) Airport (LGB) commencing on or about July 24, 2006, and continuing for approximately one year. The existing PAPI units will be temporarily replaced by a new set of PAPI lights. The PAPI lights are configured to flash if Runway 30 has traffic in any of three monitored zones described below. Flashing PAPI is an experimental system that detects the presence of an aircraft or vehicle through the use of inductive loops embedded in entrance taxiways and exit runway locations. This seeks to improve airport safety by indicating when it is potentially unsafe to land on a runway. Flashing PAPI is an automatic advisory system expected to prevent the occurrence of runway land over accidents. The intent is to provide a direct SIGNAL to landing pilots to alert of the runway occupancy, as per NTSB recommendation. **When the PAPI is not flashing, pilots are still responsible for safe approach and landing.**

Pilot feedback is necessary in order to assess system acceptability: please see the pilot survey and additional information at FAROS.faa.gov.

**LIGHTING**

Flashing PAPI (FAROS) conveys the runway occupancy status, indicating when a runway is occupied and may be unsafe to land, through the use of PAPI lights on Runway 30. The Flashing PAPIs utilize the normal set of lights that indicate glide path information, their placement is behind and offset from the regular PAPI lights which will be hooded during the evaluation period.

Location of the three monitored zones:

- **Intersection of Runway 30 and Taxiway L and D at the departure end**
- **Intersection of Runway 30 and Taxiway J, C, and Runway 7R/25L,16L/34R**
- **Intersection of Runway 30 and Taxiway G**

**OPERATION**

Flashing PAPI (FAROS) is an advisory system for use by pilots and helps maintain situational awareness. It operates independently of Air Traffic Control. PAPI lights have two states: Normal (lights are illuminated without flashing) and flashing (lights are temporarily flashing to an almost off condition) and are controlled automatically based on information from the loop detection system. Loops are configured as entrance or exit loops. Entrance loops are located at the entrance to the runway from a taxiway and will detect the passage of an aircraft or vehicle into that zone. Exit loops are located on the runway and taxiway as determined by control logic.

THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO LAND ON A RUNWAY.

Pilot procedures are to contact the ATCT if they are below 500 ft AGL and the PAPIs are flashing and prepare for a possible go-around. If the PAPIs are flashing and the approaching aircraft is above 500 ft AGL, the pilot should continue with the approach with a heightened awareness for conflicting traffic on the runway.

ATC may disable Flashing PAPI at any time if in their judgment the system is interfering with normal, safe operations. The disabling will revert the PAPIs to a steady state ON condition.

**HOURS OF TESTING**

During the current phase of testing, the Flashing PAPI will be operational during the normal hours of ATCT operation at LGB. The current operational status of the Flashing PAPI system will be broadcast on the ATIS.

**TEST CONFIGURATIONS AND RUNWAYS**

Although the system has been designed to operate under all LGB operating configurations, testing will only be conducted on Runway 30 during West operations utilizing the corresponding three monitored zones as described above.

**PILOT EVALUATION**

An important part of the assessment includes collecting feedback from pilots. A brief list of questions is posted on the website. It is essential that pilots respond to surveys available on various venues including the FAROS website via the Internet, [FAROS.faa.gov](http://FAROS.faa.gov), in flight operations offices and domiciles at the LGB airport. Voluntary interviews with pilots will be conducted during the test period. Pilots are encouraged to respond with comments to Richard Simon:

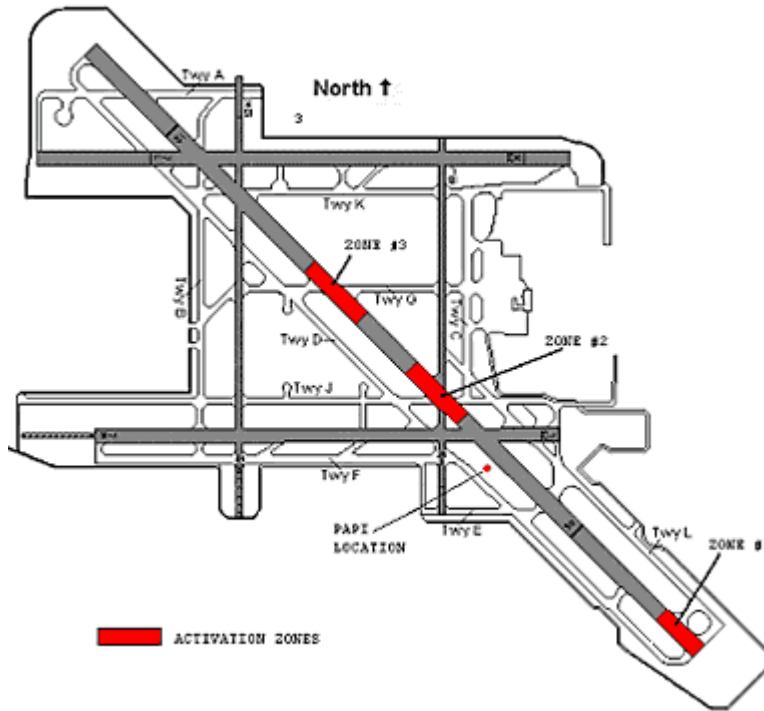
Richard J. Simon  
e-mail: [richard.simon@faa.gov](mailto:richard.simon@faa.gov)  
800 Independence Avenue SW, Rm 335  
Washington, D.C. 20591  
Voice: (202) 267-8722  
Fax: (202) 267-5111

*Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the FAROS system.*

### The Long Beach Implementation

The FAROS system at LGB uses inductive loop sensors embedded in the runway and taxiway surfaces to track aircraft and vehicles entering and exiting the monitored zones. When the runway is occupied by a potentially hazardous target, the system flashes the PAPI lights as a visual indicator to pilots on approach.

Runway 30 at Long Beach Airport is monitored at three areas commonly used for departures and runway crossings. These three areas are called monitored zones.



## NOTICES TO AIRMEN (NOTAM) FOR THE OPERATIONAL EVALUATION OF RUNWAY STATUS LIGHTS (RWSL) AT THE SAN DIEGO INTERNATIONAL AIRPORT, SAN DIEGO, CALIFORNIA

### PURPOSE

The Federal Aviation Administration (FAA) will be conducting an assessment of **Runway Entrance Lights (RELs)**, as part of the **Runway Status Lights System (RWSL)**, on runway 9/27 at the San Diego International Airport (SAN) commencing in December 2006. RWSL is an experimental system that uses primary radar surveillance to dynamically turn on **red** lights when it is unsafe to cross or enter a runway. RWSL is an automatic, advisory airport safety system expected to prevent or reduce the severity of runway incursions.

### LIGHTING

RWSL conveys the **runway occupancy status**, indicating when a runway is unsafe to cross or enter through the use of Runway Entrance Lights (RELs).

The RELs are a series of red, **in-pavement** lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. The number of RELs for each instrumented intersection varies to accommodate both curved and straight taxiway centerlines. As a minimum, one REL is placed just before the hold line, one REL is placed just before the runway edge, 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 have been installed at the following intersections of Runway 9/27:

**North side at Taxiways C1, D, and C4**

**South side at Taxiways B1, D, B4, and B8**

### OPERATION

RWSL is an advisory system for use by pilots and vehicle operators and helps maintain situational awareness. It operates independently of Air Traffic Control. Runway status lights have two states: ON (lights are illuminated red) and OFF (lights are off) and are switched automatically based on information from the airport surface surveillance systems. At SAN, these surveillance systems include the airport surveillance radar (ASR-9), and the surface detection radar (ASDE-3).

Pilots should maintain an awareness of the Runway Entrance Lights. RELs that are **ON** (illuminated red) indicate that the runway ahead is not currently safe to enter or cross. **RED MEANS STOP!** Pilots should remain clear of a runway when an REL along their taxi route is illuminated. Lights that are off convey no meaning.

**THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO PROCEED ONTO A RUNWAY.**

Pilots remain obligated to comply with all ATC clearances, except when compliance would require crossing an illuminated red REL. In such a situation, the crews should **HOLD SHORT** of the runway, CONTACT ATC, and await further instructions.

If the pilots notice an illuminated red REL and remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated REL indicates the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity.

ATC may disable RWSL at any time if in their judgment the system is interfering with normal, safe operations.

### HOURS OF TESTING

During the operational evaluation, the RWSL system will be operational 24/7 except for periods when the ASDE-3 radar surveillance is not available due to heavy precipitation or maintenance. The current operational status of the RWSL system will be broadcast on the ATIS.

## PILOT EVALUATION

An important part of the assessment includes collecting feedback from pilots. It is essential that pilots respond to surveys available on various venues including the RWSL website via the Internet (<http://www.RWSL.net>) in flight operations offices and domiciles at the SAN airport. A brief list of questions will be posted on the website. Voluntary interviews with pilots will be conducted during the test period.

*Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.*

**ATTACHMENT:** Four figures that illustrate Runway Entrance Lights (RELs)

*Drawing of Runway Entrance Lights (RELs).*



**Figure 1. Illustration of RELs along a taxiway centerline (not to scale).**

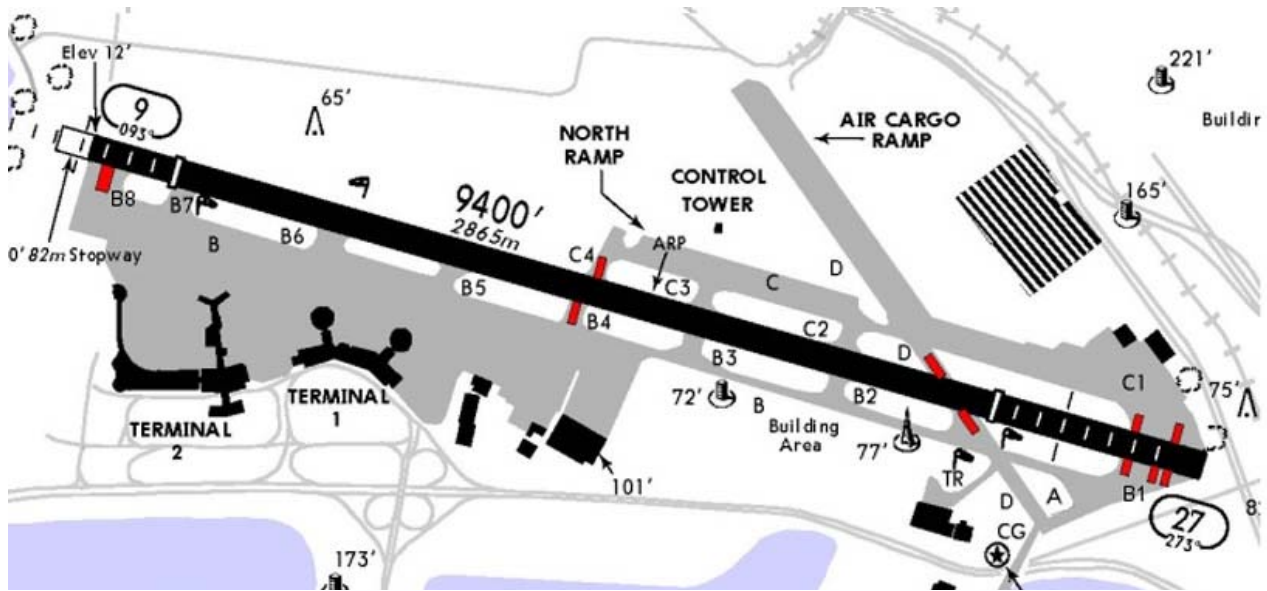
*Photograph of in-Pavement REL fixture*



**Figure 2. Photograph of in-pavement REL fixture at runway hold line.**

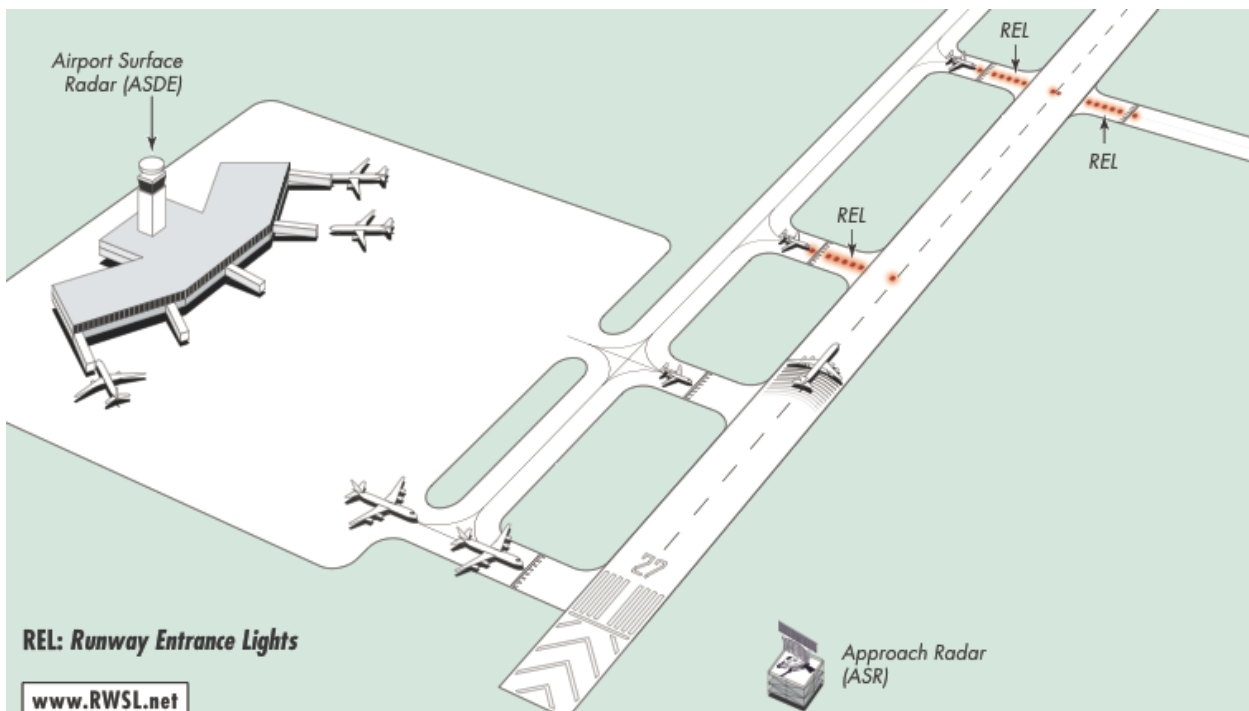


*Drawing of SAN runway diagram with RELs on runway 9/27.*



**Figure 3. SAN diagram of runway 9/27 with RELs at selected taxiway intersections.**

*Drawing of RWSL at SAN with surveillance sources shown illuminated in red*



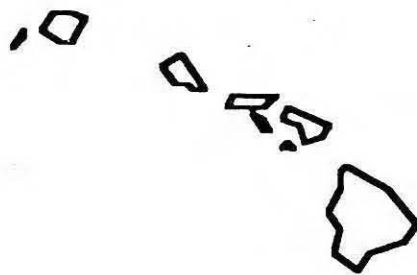
**Figure 4. Conceptual diagram of RWSL for single runway airport with surveillance sources driving RELs shown illuminated in red (not to scale).**



# Alaska



# Hawaii





# MODE C INTRUDER ALERT SERVICES

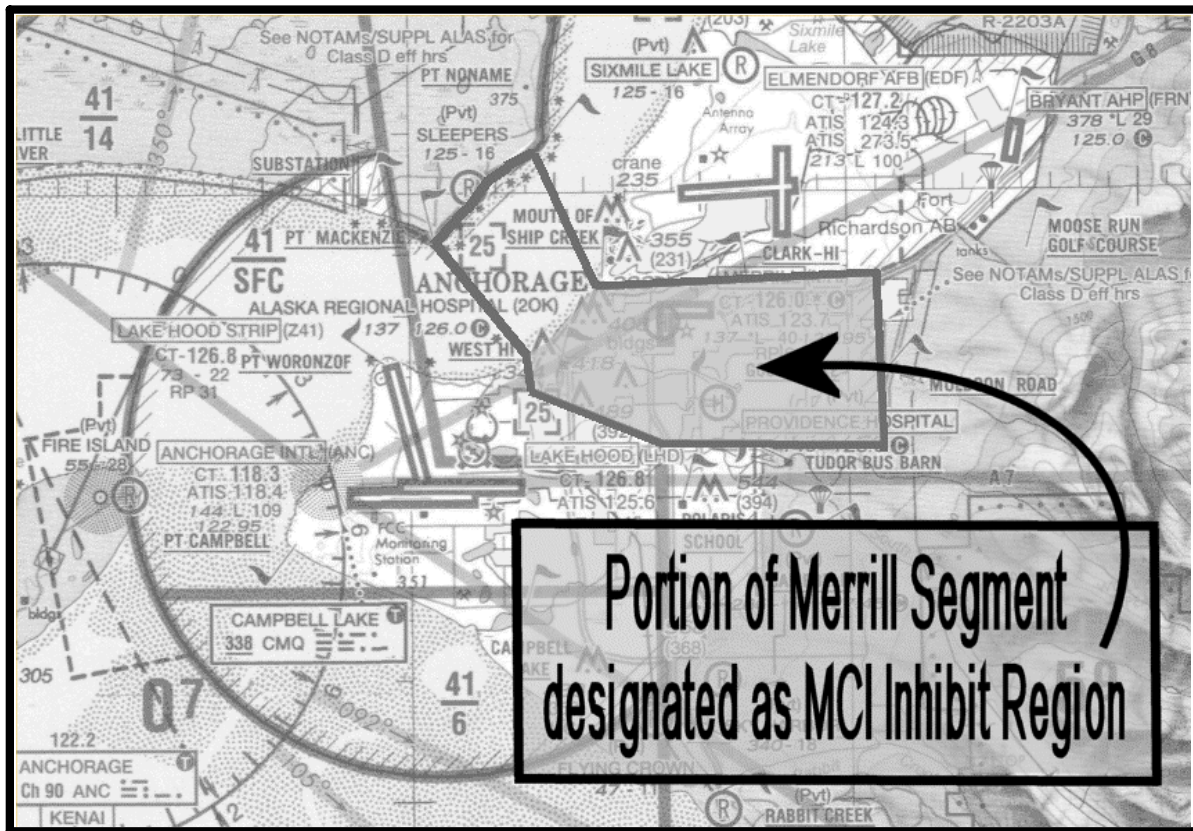
## Merrill Field Airport

### Anchorage, Alaska

MODE C INTRUDER ALERT is a function of certain air traffic control automated systems designed to alert radar controllers to existing or pending situations between a tracked target (known IFR or VFR aircraft) and an untracked target (an unknown IFR or VFR aircraft equipped with an operating Mode C transponder) that requires immediate attention/action.

Mode C Intruder Alert provides an aural and associated visual alert that produces enlarged and blinking alphanumeric data blocks displayed on the controller's radar display. Due to the close proximity of aircraft, the enlarged and blinking data blocks overlap and may make the radar unusable during periods of high air traffic activity. Additionally, the associated aural alarm may distract the controller from performing air traffic control duties.

The Mode C Intruder Alert base altitude has been adjusted from 643 feet above Mean Sea Level to 1,201 feet above Mean Sea Level within that portion of the Merrill Class D Surface Area that overlies land southeast of the south shore of Knik Arm. This action eliminates Mode C Intruder Alerts in the Merrill Field traffic pattern, while continuing to provide alerts in the areas over the Knik Arm, east of Muldoon Road and South of Tudor Road.



(AAL-530 8/7/01)

# MODE C INTRUDER ALERT SERVICES

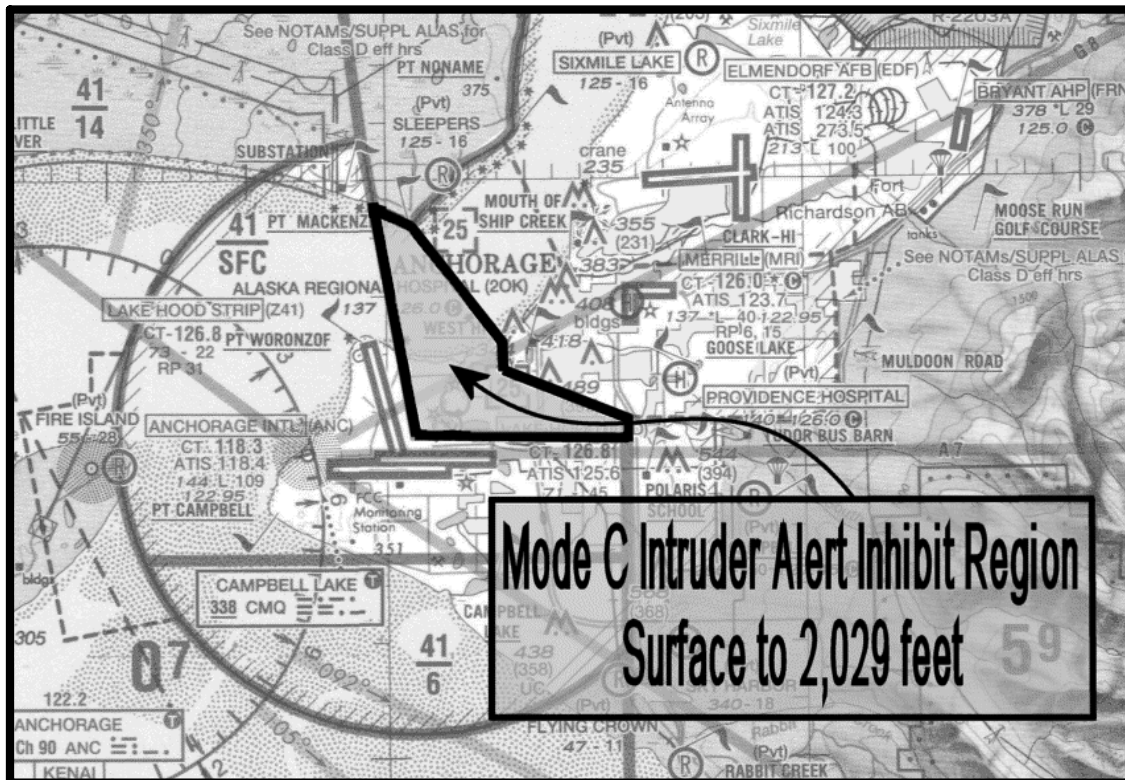
## Lake Hood Seaplane Base

### Anchorage, Alaska

MODE C INTRUDER ALERT is a function of certain air traffic control automated systems designed to alert controllers to existing or pending situations between a tracked target (a known IFR or VFR aircraft) and an untracked target (an unknown IFR or VFR aircraft equipped with an operating Mode C transponder) that requires immediate attention/action.

Mode C Intruder Alert provides an aural and associated visual alert that produces enlarged and blinking alphanumeric data blocks on the controller's radar display. Due to the close proximity of aircraft, the enlarged and blinking data blocks may make the radar unusable and the associated aural alarm may distract the controller from performing air traffic control duties.

During periods of high air traffic activity, Lake Hood Tower may elect to temporarily disable the Mode C Intruder Alert function within the Lake Hood Segment (as described in 14 CFR 93.55) below 2,029 feet AGL. Suspensions of Mode C Intruder Alert service will be broadcast on the Lake Hood ATIS.



(AAL-530 8/7/01)

# MODE C INTRUDER ALERT SERVICES

## Point Mackenzie Area

### Northwest of Anchorage, Alaska

MODE C INTRUDER ALERT is a function of certain air traffic control automated systems designed to alert controllers to existing or pending situations between a tracked target (a known IFR or VFR aircraft) and an untracked target (an unknown IFR or VFR aircraft equipped with an operating Mode C transponder) that requires immediate attention/action.

Mode C Intruder Alert provides an aural and associated visual alert that produces enlarged and blinking alphanumeric data blocks on the controller's radar display. Due to the close proximity of aircraft, the enlarged and blinking data blocks may make the radar unusable and the associated aural alarm distracts the controller from performing air traffic control duties.

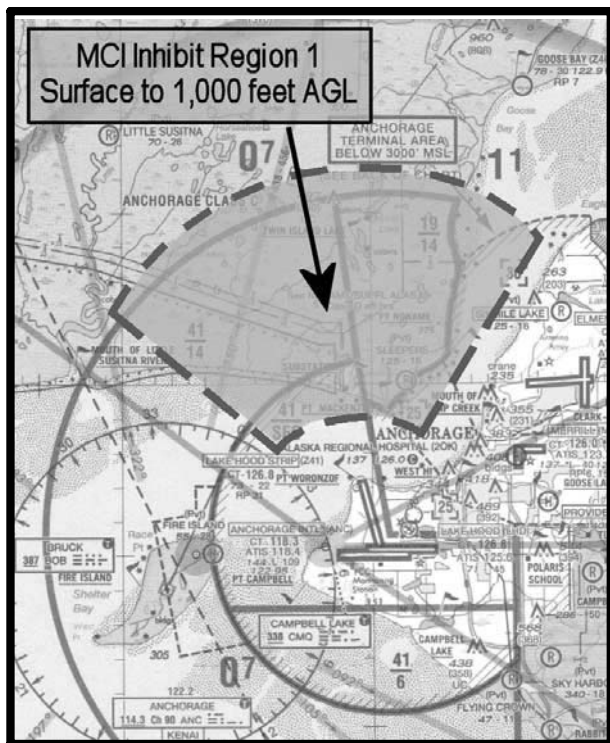
During periods of high air traffic activity in the vicinity of Point Mackenzie, Anchorage Approach Control may temporarily disable the Mode C Intruder Alert function within one or both of the following areas:

Region 1: A dual range, dual azimuth area, based upon the Anchorage Airport Surveillance Radar (ASR) antenna, from 285° magnetic to 007° magnetic, between 3.66 nautical miles and 10 nautical miles, and from the surface up to and including 1,000 feet above ground level (AGL).

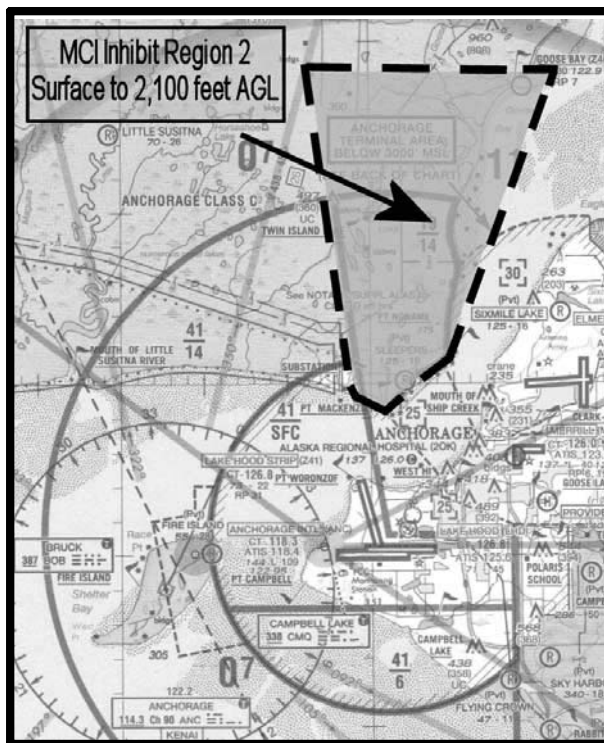
Region 2: From the surface up to and including 2,100 feet AGL within a polygon defined by the following latitude/longitude points:

61:24:00.0N	149:50:00.0W	(1ST & LAST POINT)
61:15:36.0N	149:55:00.0W	(NEXT POINT)
61:14:10.0N	149:59:00.0W	(NEXT POINT)
61:14:30.0N	150:00:30.0W	(NEXT POINT)
61:24:00.0N	150:04:00.0W	(NEXT POINT)

A message will be broadcast on the Anchorage ATIS, Lake Hood ATIS, and MRI ATIS when the Mode C Intruder Alert function is disabled.

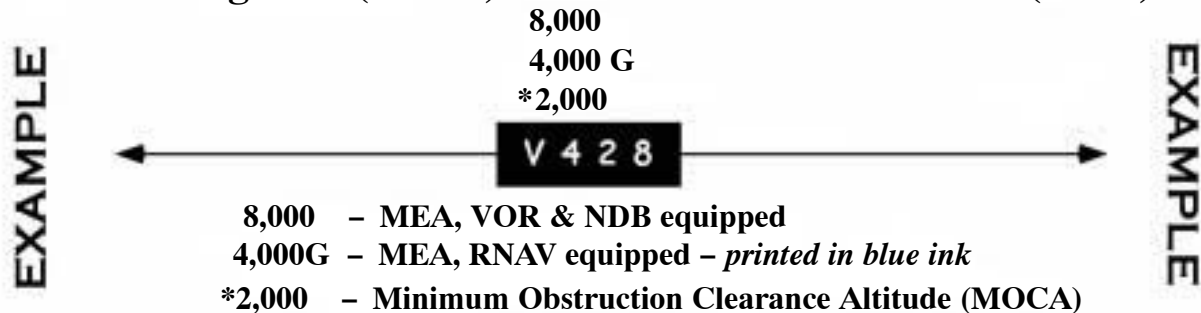


Mode C Alert Inhibit Region 1



Mode C Alert Inhibit Region 2

## Revised IFR Enroute Low Altitude Chart, Route Data, Area Navigation (RNAV) Minimum Enroute Altitude (MEA)



### Implementation of Instrument Flight Rules (IFR) Area Navigation (RNAV) Operations Using Global Positioning Systems (GPS) In Alaska

**When.** May 15, 2003

**Type.** Permanent

**Purpose.**

To enable, in Alaska, the use of Global Positioning System/Wide Area Augmentation Systems (GPS/WAAS) for IFR RNAV in lieu of ground-based navigation aids, including altitudes below current IFR Minimum Enroute Altitudes (MEAs). In general, IFR enroute altitudes are determined by (1) obstacle clearance; (2) the lowest altitude for receiving ground-based radio navigation signals; and (3) the lowest altitude for two-way voice communication with Air Traffic Control (ATC). No accommodation was made for IFR altitudes determined by fixes using other than ground-based navigation aids. Under SFAR No. 97, operators using IFR certified TSO C145a and TSO C146a GPS WAAS RNAV systems are permitted to conduct operations over routes in Alaska at the lowest MEA based only on route obstacle assessments and ATC two-way voice communication capability.

**Operations.**

SFAR No. 97 allows the use of IFR-certified RNAV GPS/WAAS systems in lieu of ground facilities. This SFAR can be used for U.S. and foreign Part 91 operations, as well as Part 119 operations, Part 125 certificate holders, and Part 129 operations specifications holders, commercial, and certificated air carrier operators, in Alaska. The SFAR establishes training requirements for operators, including service degradation and equipment failure modes. It allows operators subject to this SFAR to operate over Air Traffic Service (ATS) routes where the MEA for a route or route segment is lower for GPS/WAAS IFR RNAV-equipped aircraft than the MEA for operators equipped only with ground-based navigation systems. This flexibility allows those GPS/WAAS IFR RNAV-equipped operators to conduct operations at the lowest permissible altitude in an attempt to avoid in-flight icing or other adverse weather conditions.



**Required equipment.**

TSO C145a and TSO C146a GPS WAAS navigation systems are authorized to be used as the only means of navigation on Federal airways and other published ATS routes in lieu of ground-based navigation aids in Alaska. In the absence of a WAAS signal, these systems continue to provide navigation guidance using fault detection and exclusion (FDE) or receiver autonomous integrity monitoring (RAIM) techniques. Commercial operators are required to have dual TSO C145a or TSO C146a GPS WAAS navigation equipment, while Part 91 operations require at least one.

**New chart features/symbology.**

The new RNAV MEAs will be depicted on the Low Altitude Enroute Charts as in the example at the top of this notice. Without a Special (RNAV) MEA depicted, the Standard MEA will be used.

**Chart terminology.**

“Special MEA” refers to the minimum enroute IFR altitude using GPS/WAAS systems on an ATS route, ATS route segment, or other direct route outside the operational service volume of ground-based navigation aids. “Standard MEA” refers to the minimum enroute IFR altitude on an ATS route, ATS route segment, or other direct route that uses very high frequency/ultra high frequency (VHF/UHF) ground-based navigation aids.

**ATS route.**

The term ATS route includes Jet Routes, Colored Federal Airways, VOR Federal Airways, and RNAV Routes.

(AAL-535 3/20/03)

## Increased Surveillance for the ADS-B Equipped Aircraft

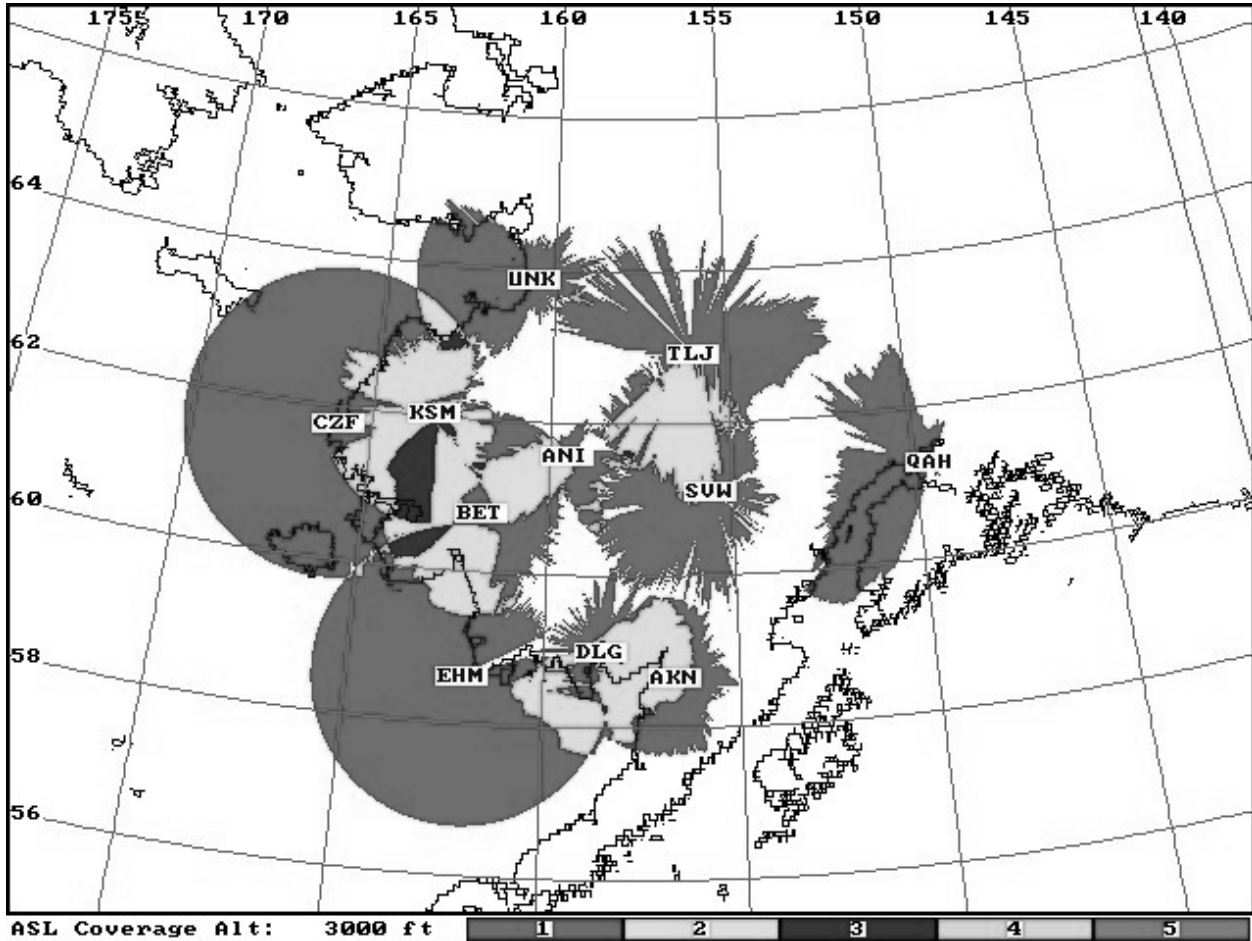
The Alaskan Region proposes to implement additional surveillance coverage to Automatic Dependent Surveillance-Broadcast (ADS-B) equipped aircraft in the Yukon Kuskokwim (Y-K) Region, Southwest Alaska.

Ground Based Transceiver (GBT) sites will come on incrementally as equipment is certified and commissioned by Airway Facilities technicians. We anticipate these sites to come on line as technical issues are resolved.

Anchorage Air Route Traffic Control Center (ARTCC) will provide Instrument Flight Rules (IFR) surveillance service to ADS-B equipped aircraft based on existing air traffic control directives.

<b>CURRENT OPERATIONAL SITES</b>		
Bethel	BET	60-47-20N, 161-50-33W
Aniak	ANI	61-35-00N, 159-33-35W
St. Marys	SMA	62-03-33N, 163-17-21W
<b>NEW SURVEILLANCE SITES</b>		
Dillingham	DLG	59-00-03N, 158-32-53W
Unalakleet	UNK	63-53-18N, 160-47-48W
King Salmon	AKN	58-40-57N, 156-39-54W
Cape Newenham	EHM	58-38-05N, 162-03-25W
Cape Ramonzof	CZF	61-47-01N, 166-00-11W
Sparrevohn	SVW	61-06-22N, 155-36-20W
Tatalina	TLJ	62-58-07N, 156-00-38W

**Projected GBT Coverage at 3,000 Feet Above Sea Level**  
Difference in shading reflects the number of GBTs in your line-of-sight.



(AAL-530 12/12/03)

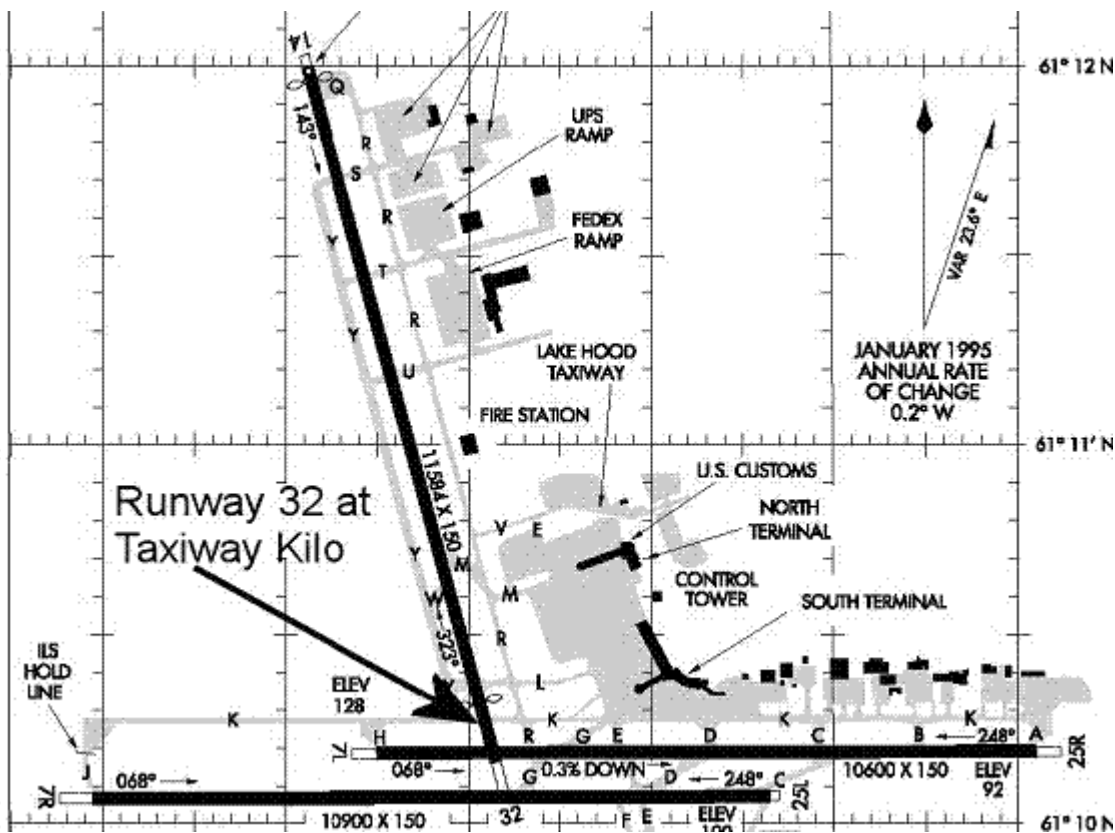
# TAXI INTO POSITION AND HOLD OPERATIONS

## Ted Stevens Anchorage International Airport

### Anchorage, Alaska

TAXI INTO POSITION AND HOLD (TIPH) procedures are a tool used by air traffic control to expedite the movement of aircraft on an airport. Normally, TIPH is not authorized for intersection departures between the hours of sunset and sunrise. Anchorage Tower operates under a waiver that permits these operations on Runway 32 at Taxiway Kilo between the hours of sunset and sunrise under the following conditions:

1. The intersection must be visible from the tower.
2. Runway 32 is restricted to departures only.
3. Aircraft shall not simultaneously taxi into position and hold from any other point on Runway 32.



# **Section 4. Major Sporting and Entertainment Events**



# 2008 Virginia Tech Football Games

## Blacksburg, Virginia

September 6, 2008 – November 29, 2008

In anticipation of a large number of aircraft operating to and from Blacksburg, Virginia area in conjunction with the 2008 Virginia Tech home football games, a Special Traffic Management Program (STMP) will be implemented to enhance safety and minimize air traffic delays.

### Special Traffic Management Program

The Federal Aviation Administration, Air Traffic Control System Command Center (ATCSCC) will utilize a Special Traffic Management Program, and slot reservations will be required for **all domestic non-scheduled IFR** arrivals to the following airports:

AIRPORT	IDENTIFIER
Blacksburg/Virginia Tech	BCB
Dublin/New River Valley	PSK

Slot reservations will be required for all domestic non-scheduled IFR Arrivals during the following dates and times:

Date	Day	Opponent	Time (UTC)	Time (EDT)
September 6	Saturday	Furman	1200-0000	0800-2000
September 13	Saturday	Georgia Tech	1200-0000	0800-2000
October 4	Saturday	Western Kentucky	1200-0000	0800-2000
November 6	Thursday	Maryland	1300-0100	0800-2000
November 22	Saturday	Duke	1300-0100	0800-2000
November 29	Saturday	Virginia	1300-0100	0800-2000

Slot reservations will be available starting Wednesday, September 3, 2008, at 0800 EDT (1200 UTC) and will not be assigned more than 72 hours in advance of the estimated time of arrival for each event.

### HOW TO OBTAIN A SLOT RESERVATION

Pilots may obtain a slot reservation by using computer interface (*e-STMP*) or touch-tone telephone interface.

- **e-STMP:** computer access is available to users with an Internet connection and Web Browser. The Internet address is [www.fly.faa.gov](http://www.fly.faa.gov). A user guide is available on the web site.
- **Touch-tone telephone:** dial (800) 875-9755 and follow the prompts.

Pilots should be prepared to provide their destination/departure airport, estimated UTC time of arrival/departure, UTC date, call sign, and type aircraft.

**Aircraft are expected to arrive within +/- 15 minutes of the assigned reservation time. If a reservation requires change or cancellation, please do so as early as possible in order to release the slot for another flight.**

The reservation system will be available 24 hours a day. Reservations should be made using the automated interfaces. The Airport Reservation Office at (703) 904-4452 is available for technical difficulties.

Flight plans should be filed AFTER receiving a slot reservation. The flight plan should be filed at least 4 hours, but not more than 22 hours, prior to the proposed time of departure.

Upon completion of a slot reservation, you will receive a preliminary reservation number. Between 24 and 12 hours prior to your arrival reservation time, you are required to confirm your reservation and will receive a confirmation number. **Confirmation of reservations is REQUIRED and MUST be completed between 24 and 12 hours prior to your arrival reservation time.** If your reservation is not confirmed at least 12 hours prior to your arrival reservation time, it will be **CANCELED** and **AUTOMATICALLY** returned to the reservation system for reassignment. If the reservation is made within 24 hours of the arrival reservation received, it will be **AUTOMATICALLY** confirmed with a confirmation number.

**The confirmation number MUST be included in the remarks section of the flight plan.**

**NOTE: Except for emergency situations, flights without approved "Slot reservation confirmation number," airfiles, and change of destination requests on airborne flights to PSK and BCB will not be accepted while this STMP is in effect.**



# NOTRE DAME FOOTBALL SEASON 2008

## IFR DEPARTURE SPECIAL TRAFFIC MANAGEMENT PROGRAM (STMP)

**South Bend Regional Airport (SBN)**

**Jerry Tyler Memorial Airport (3TR)**

**Elkhart Municipal Airport (EKM)**

### STMP Eligibility Dates

September 6, 2008	Notre Dame v. San Diego State
September 13, 2008	Notre Dame v. Michigan
September 27, 2008	Notre Dame v. Purdue
October 4, 2008	Notre Dame v. Stanford
November 1, 2008	Notre Dame v. Pittsburgh
November 22, 2008	Notre Dame v. Syracuse

In anticipation of the large number of aircraft operating from the South Bend Regional (SBN), Jerry Tyler Memorial (3TR), and Elkhart Municipal (EKM) airports following Notre Dame home football games, a Special Traffic Management Program (STMP) will be implemented to enhance safety and manage air traffic departure delays.

### IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM

Departure slot reservations will be required for **all Domestic, non-scheduled IFR departures from SBN, 3TR and EKM** for the dates and times listed below.

DATE	TIME Local (ET)	TIME (UTC)
Sept. 6, 2008 (ND v. SDS)	1830 - 2359	9/6/08 2230z - 9/7/08 0359z
Sept. 13, 2008 (ND v. Michigan)	1830 - 2359	9/13/08 2230z - 9/14/08 0359z
Sept. 27, 2008 (ND v. Purdue)	1830 - 2359	9/27/08 2230z - 9/28/08 0359z
Oct. 4, 2008 (ND v. Stanford)	1730 - 2359	10/04/08 2130z - 10/05/08 0359z
Nov. 1, 2008 (ND v. Pittsburgh)	1730 - 2359	11/1/08 2130z - 11/2/08 0359z
Nov. 22, 2008 (ND v. Syracuse)	1730 - 2359	11/22/08 2230z - 11/23/08 0459z

Slot reservations will be accessible 72 hours in advance of the requested time of departure. Confirmation of reservations is REQUIRED and SHALL be completed between 24 to 12 hours prior to your departure reservation time. If the reservation is NOT confirmed at least 12 hours prior to the departure reservation time it will be CANCELED and made available in the reservation system. However, if the reservation is made within 24 hours of the departure reservation received, it will be AUTOMATICALLY confirmed with a confirmation number.

Air Traffic Control will not issue airborne IFR clearances to VFR departures within 100 NM of SBN, 3TR, and EKM during time periods that this STMP is in effect.

### IFR DEPARTURES

Pilots may obtain a slot reservation by using computer interface (e-STMP) or touch-tone telephone interface.

- **Web Interface (e-STMP):** computer access is available to users with an Internet connection and Web Browser. The internet address is [www.fly.faa.gov/estmp/index.html](http://www.fly.faa.gov/estmp/index.html). A user guide is available on the web site.
- **Telephone Interface:** dial (800) 875-9755 and follow the prompts. For information on how to use the telephone interface, see a current edition of the Aeronautical Information Manual.

Pilots should be prepared to provide their destination/departure airport, estimated UTC time of arrival/departure, UTC date, call sign, and type aircraft. Upon completion of a slot reservation, you will receive a preliminary reservation number. Then between 24 to 12 hours prior to your departure reservation time you are required to confirm your reservation and will receive a confirmation number. If your reservation is not confirmed at least 12 hours prior to your departure reservation time it will be CANCELED and AUTOMATICALLY made available into the reservation pool. However, if the reservation is made within 24 hours of the departure reservation received, it will be AUTOMATICALLY confirmed with a confirmation number.

The confirmation number SHALL be included in the remarks section of the flight plan.

The reservation system will be available 24 hours a day. Reservations should be made using the automated interfaces. The Airport Reservation Office at (703) 904-4452 is available for technical difficulties. For general information regarding the STMP, please contact Chicago ARTCC TMU at 630-906-8342.

**2008**  
**UNIVERSITY OF TEXAS**  
**LONGHORN FOOTBALL SEASON**  
**AUSTIN, TEXAS**

In anticipation of a large number of aircraft operating to and from the Austin, Texas, area in conjunction with the 2008 Longhorn's home football games, the following procedures will be used to enhance safety and minimize air traffic delays.

Airport	Location	Identifier
Austin-Bergstrom International Airport	Austin, TX	AUS

Traffic management initiatives for this event are designed to provide equitable access to airspace and airports. To maintain program integrity and minimize delays, airborne changes of destination to above listed airports will not be accepted within 150 nm of destination, except in emergency situations. Duplicate flight plans (same time/call sign) to the same airport destination are subject to removal from the system.

**TRAFFIC MANAGEMENT INITIATIVES**

Traffic management initiatives may be utilized when arrival or departure rates exceed airport capacity. Pilots should be prepared for potential airborne holding, reroutes, or **Expect Departure Clearance Times (EDCT)** that may be issued for all IFR arrivals and departures.

Traffic management initiatives may be issued, dependent on demand, starting at 0800 local (central time zone) on game days and be in effect until approximately three hours following the end of the game. Exact times will depend upon the actual kickoff time. **Daylight Savings time will end on Sunday, November 2, 2008.**

The dates of these initiatives are as follows

Day	Date	Opponent
Saturday	August 30	Florida Atlantic
Saturday	September 13	Arkansas
Saturday	September 20	Rice
Saturday	October 18	Missouri
Saturday	October 25	Oklahoma State
Saturday	November 08	Baylor
Thursday*	November 27	Texas A & M

\*Initiatives for the Texas A & M game will also be initiated on Wednesday, November 26, 2008 due to the Thanksgiving holiday traffic.

## IMPORTANT INFORMATION

Pilot briefing and flight planning services are available by telephoning AFSS at:

1-800-WX-BRIEF (1-800-544-1709)

Pilots are urged to obtain a complete weather briefing and review all applicable NOTAMS and arrival/departure procedures prior to conducting flight into or out of the Austin, TX.

Careful consideration of airport and gate availability information should be considered. Reservations for ramp space/parking are strongly recommended as parking space may be limited. Users should plan an alternative airport in the event parking becomes unavailable at the airport of intended landing. Current parking information may be obtained by contacting the appropriate local Fixed Base Operator (FBO).

## AIRPORT CONSTRUCTION

Austin-Bergstrom Airport is undergoing renovations and repairs of runway and taxiway pavement and upgrading the runway lights. Starting on June 11, 2008 and lasting until approximately mid October 2008, runway 17L/35R will be reduced to 5,000 feet in length and be closed between taxiway Kilo and taxiway Lima. In addition, Runway 17L/35R will have no ILS approach, no approach lights and no taxiway lights. **The runway will be restricted to daylight VFR operations for prop and turbo-prop aircraft only. Jet aircraft may request to land on Runway 17L and to depart on either Runway 17L or 35R, but they will not be automatically cleared to that runway.**

## PREFERRED ARRIVAL ROUTINGS

In order to expedite aircraft movement to the Austin, Texas metropolitan area, IFR arrivals operating into Austin-Bergstrom International (AUS) airport must file one of the following arrival routes:

### Arrival Routes:

From the north:       ACT BLEWE1  
                              WINDU BLEWE1

From the northeast:   IDU BITER4

From the south:        SAT.V550.CWK

From the west:         LLO KALLA1

NOTE: Due to the complexity and volume associated with this event, users may receive dynamic reroutes that will allow an orderly transition inbound to Austin-Bergstrom International (AUS) airport.

**PREFERRED DEPARTURE ROUTINGS**

Please file your IFR flight plan two hours before you wish to depart. Your proposed departure time should be the time you expect to depart. To minimize delays in obtaining clearances, users should file routes that conform to published departure procedures and traffic flows. IFR departures should file via the preferred routes listed below:

**Departures:**

To the east:            CWK3 TNV

To the north:           AUS2 LZZ

To the south:           PALMS1 CRP  
                              AUS2 SAT

To the west:            AUS2 JCT

**DEPARTURE PROCEDURES**

In order to keep traffic and frequency congestion to a minimum at Austin-Bergstrom International (AUS) Airport:

- All fixed wing IFR aircraft should monitor the Austin-Bergstrom (AUS) Airport ATIS on 124.4 before engine start time for special ground movement instructions.
- Requests for IFR clearance should not be made more than 15 minutes before ready to taxi.
- Do not call for taxi until you are the number one aircraft that can enter a taxiway from the ramp or parking area.
- If you are IFR, do not call for taxi until you have received an IFR clearance.

**PRACTICE APPROACHES**

Practice approaches to Austin-Bergstrom International (AUS) airport will be extremely limited and potentially unavailable on game days.

**AIR FILES/IFR PICK-UPS**

Due to the high volume of traffic, VFR aircraft requesting IFR clearances while airborne may encounter significant reroutes and/or delays. If planning an IFR pickup, ensure that an IFR flight plan is on file with Flight Service. Except in emergency situations, IFR pick-up clearances may not be issued within 100 miles of AUS.

## Tigers Football Season

**2008**  
**LOUISIANA STATE UNIVERSITY**  
**TIGERS FOOTBALL SEASON**  
**BATON ROUGE, LOUISIANA**

In anticipation of a large number of aircraft operating to and from the Baton Rouge, Louisiana, area in conjunction with the 2008 Tigers' home football games, the following procedures will be used to enhance safety and minimize air traffic delays.

Airport	Location	Identifier
Baton Rouge Metropolitan Airport, Ryan Field	Baton Rouge, LA	BTR

Traffic management initiatives for this event are designed to provide equitable access to airspace and airports. To maintain program integrity and minimize delays, airborne changes of destination to the above listed airport may not be accepted within 100 nm of destination. Duplicate flight plans (same time/call sign) to the same airport destination are subject to removal from the system.

### TRAFFIC MANAGEMENT INITIATIVES

Traffic management initiatives may be utilized when arrival or departure rates exceed airport capacity. Pilots should be prepared for potential airborne holding, reroutes, or **Expect Departure Clearance Times (EDCT)** that may be issued for IFR arrivals and departures.

Traffic management initiatives may be issued, dependent on demand, starting at 0800 local (central time zone) on game days and be in effect until approximately three hours following the end of the game. Exact times will depend upon the actual kickoff time. **Daylight Savings time will end on Sunday, November 2, 2008.**

The dates of these initiatives are as follows

Day	Date	Opponent
Saturday	August 30	Appalachian St.
Saturday	September 6	Troy
Saturday	September 13	North Texas
Saturday	September 27	Mississippi State
Saturday	October 25	Georgia
Saturday	November 01	Tulane
Saturday	November 08	Alabama
Saturday	November 22	Ole Miss

## IMPORTANT INFORMATION

Pilot briefing and flight planning services are available by telephoning AFSS at:

1-800-WX-BRIEF (1-800-544-1709)

Pilots are urged to obtain a complete weather briefing and review all applicable NOTAMS and arrival/departure procedures prior to conducting flight into or out of the Baton Rouge, LA area.

Careful consideration of airport and gate availability information should be considered. Reservations for ramp space/parking are strongly recommended as parking space may be limited. Users should plan an alternative airport in the event parking becomes unavailable. Current parking information may be obtained by contacting the appropriate local Fixed Base Operator (FBO).

## PREFERRED ARRIVAL ROUTINGS

In order to expedite aircraft movement to the Baton Rouge, Louisiana metropolitan area, IFR arrivals operating into Baton Rouge Metropolitan Airport (BTR) must file one of the following arrival routes:

### Arrival Routes:

From the north: HEZ BTR

From the northeast: MEI MCB BTR

From the northwest: SWB BTR

Florida Traffic: LEV BTR

From the west: LCH LFT BTR

NOTE: Due to the complexity and volume associated with this event, users may receive dynamic reroutes that will allow an orderly transition inbound to Baton Rouge Metropolitan (BTR) Airport.

## PREFERRED DEPARTURE ROUTINGS

Please file your IFR flight plan two hours before you wish to depart. Your proposed departure time should be the time you expect to depart. To minimize delays in obtaining clearances, users should file routes that conform to published departure procedures and traffic flows. IFR departures should file via the preferred routes listed below:

### Departures:

To the east: via MCB

To the north: via HEZ

**Tigers Football Season**

To Florida: via LEV

To the west: via LFT

NOTE: Due to the complexity and volume associated with this event, users may receive dynamic reroutes that will allow an orderly transition outbound from Baton Rouge Metropolitan (BTR) airport.

**DEPARTURE PROCEDURES**

In order to keep traffic and frequency congestion to a minimum at Baton Rouge (BTR) airport:

- All fixed wing IFR aircraft should monitor the Baton Rouge (BTR) airport ATIS on 125.2 before engine start time for special ground movement instructions.
- Requests for IFR clearance should not be made more than 15 minutes before ready to taxi.
- Do not call for taxi until you are the number one aircraft that can enter a taxiway from the ramp or parking area.
- If you are IFR, do not call for taxi until you have received an IFR clearance.

**PRACTICE APPROACHES**

Practice approaches to airports within 25 nm of Baton Rouge (BTR) will be extremely limited and potentially unavailable on game days.

**AIR FILES/IFR PICK-UPS**

Due to the high volume of traffic, VFR aircraft requesting IFR clearances while airborne may encounter significant reroutes and/or delays. If planning an IFR pickup, ensure that an IFR flight plan is on file with Flight Service. IFR pick-up clearances may not be issued within 100 miles of BTR, except in emergency situations.



## 2008 TEXAS A & M AGGIES FOOTBALL SEASON COLLEGE STATION, TEXAS

In anticipation of a large number of aircraft operating to and from the College Station, Texas area in conjunction with the 2008 Aggies home football games, the following procedures will be used to enhance safety and minimize air traffic delays.

Airport	Identifier
College Station/Easterwood Field	CLL
Bryan/Coulter Field	CFD
Brenham Municipal	11R
Caldwell Municipal	RWV

Traffic management initiatives for this event are designed to provide equitable access to airspace and airports. To maintain program integrity and minimize delays, airborne changes of destination to above listed airports will not be accepted within 100 nm of destination, except in emergency situations. Duplicate flight plans (same time/call sign) to multiple airport destinations are subject to removal from the system.

### TRAFFIC MANAGEMENT INITIATIVES

Traffic management initiatives may be utilized when arrival or departure rates exceed airport capacity. Pilots should be prepared for potential airborne holding, reroutes, or **Expect Departure Clearance Times (EDCT)** that may be issued for all IFR arrivals and departures.

Traffic management initiatives may be issued, dependent on demand, starting at 0800 local (central time zone) on game days and be in effect until approximately three hours following the end of the game. Exact times will depend upon the actual kickoff time. **Daylight Savings time will end on Sunday, November 2, 2008.**

The dates of these initiatives are as follows

Day	Date	Opponent
Saturday	August 30	Arkansas State
Saturday	September 20	Miami (Fla)
Saturday	September 27	Army
Saturday	October 11	Kansas State
Saturday	October 18	Texas Tech
Saturday	November 01	Colorado
Saturday	November 08	Oklahoma

### IMPORTANT INFORMATION

Pilot briefing and flight planning services are available by telephoning AFSS at:

1-800-WX-BRIEF (1-800-544-1709)

Pilots are urged to obtain a complete weather briefing and review all applicable NOTAMS and arrival/departure procedures prior to conducting flight into or out of the College Station, Texas area.

Careful consideration of airport and gate availability information should be considered. Reservations for ramp space/parking are strongly recommended as parking space may be limited. Users should plan an alternative airport in the event parking becomes unavailable at the airport of intended landing. Current parking information may be obtained by contacting the appropriate local Fixed Base Operator (FBO).

### AIRPORT STATUS INFORMATION

Real time flight delay, airport status, and program information is available at the following sites:

[www.fly.faa.gov](http://www.fly.faa.gov)

[www.fly.faa.gov/gaap/jsp/gaapIndex.jsp](http://www.fly.faa.gov/gaap/jsp/gaapIndex.jsp)

### AIR TRAFFIC CONTROL TOWER HOURS OF OPERATION

CLL	8 am to 9 pm *
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\* CLL Tower will stay open later on those days that there are evening kickoff times.

### PREFERRED ARRIVAL ROUTINGS

In order to expedite aircraft movement through and around the Houston metropolitan area, arrivals should file one of the following arrival routes:

#### CLL:

From the north: ACT CLL

From the south: IDU CLL

From the east: LOA CLL

From the west: CWK CLL

#### CFD, 11R, RWV:

From the north: ACT Destination

From the south: IDU Destination

From the east: LOA Destination

From the west: CWK Destination

**NOTE:** Due to the complexity and volume associated with this event, users can anticipate dynamic reroutes that will allow an orderly transition inbound to the controlled airports.

**PRACTICE APPROACHES**

Practice approaches to airports within 25 NM of CLL will be unavailable due to the volume associated with the football game.

**AIR FILES/IFR PICK-UPS**

Due to the high volume of traffic, VFR aircraft requesting IFR clearance while airborne may encounter significant reroutes and/or delays. Except in emergency situations, IFR pick-up clearances will not be issued within 50 miles of CLL.

# NATIONAL BUSINESS AVIATION ASSOCIATION (NBAA) CONVENTION

## ORLANDO, FLORIDA

**October 4 - 8, 2008**

### SPECIAL AIR TRAFFIC PROCEDURES

***NOTE: Pilots are reminded to review all applicable NOTAMS and arrival/departure procedures prior to conducting flight into or out of the Orlando area. Kennedy Space Center Activities should be monitored. Pilots should be aware of the existence of warning/restricted airspace in the central Florida area. Penetration of this airspace without authorization could be extremely hazardous.***

In anticipation of a large number of aircraft operating to and from the Orlando, Florida, area in conjunction with the 2008 NBAA Convention, the following procedures will be used to enhance safety and minimize air traffic delays. There are no plans for a slot reservation program for this event.

Due to anticipated frequency congestion, Jacksonville Center and Orlando Approach Control will not accept air filed flight plans to or from the Orlando area from Saturday, October 4, 2008, through Wednesday, October 8, 2008. Airborne filed flight plans filed with other facilities may experience lengthy delays.

### NBAA CONVENTION SITE

Orlando Executive Airport (ORL) will be the host airport for the 2008 National Business Aviation Association (NBAA) Convention Static Display of Aircraft. The airport will be open 24 hours a day (Control Tower is not open 24 hours, see hours of operation below).

### AIR TRAFFIC CONTROL TOWER HOURS OF OPERATION

Operating hours for control towers at Orlando area airports will be:

MCO	24 hours a day
ORL	6:00 a.m. to 11:00 p.m.
SFB	6:30 a.m. to 10:00 p.m.
ISM*	7:00 a.m. to 9:00 p.m.
*After 9:00 p.m., clearances and IFR releases are available from MCO on 119.95. CTAF is 124.45	

## **IFR ARRIVAL ROUTES ORLANDO AREA**

Due to the expected heavy volume of traffic into the Orlando area, users are requested to file the following routes. ATC will be issuing reroutes to aircraft that do not file these routings.

Turbojet arrivals to ORL/ISM that will overfly the vicinity of the Seminole VORTAC (SZW) should file via SZW.J41.PIE.COSTR (STAR). Expect an early descent.

Turboprop/prop arrivals to ORL/ISM that will overfly the vicinity of the Seminole VORTAC (SZW) should file via SZW..CTY..OCF.V537.CERMO direct. Expect an early descent.

Turbojet arrivals to ORL/ISM that will overfly the vicinity of the Valdosta VOR (OTK), Alma VORTAC (AMG), or the Taylor VORTAC should file via GNV..OCF.V537.CERMO direct. Expect an early descent.

Turboprop/prop arrivals to ORL/ISM that will overfly the vicinity of the Alma VORTAC (AMG), or the Taylor VORTAC should file via TAY..GNV..OCF.V537.CERMO direct. Expect an early descent.

Arrivals to ORL/ISM from over the Ormond Beach VORTAC (OMN) will be routed normally.

Arrivals to ORL/ISM from the Atlantic Routes will be routed normally.

Arrivals to ORL/ISM from the south will be routed normally.

## **VFR ARRIVAL PROCEDURES ORLANDO AREA**

All VFR aircraft not being provided advisories should contact Orlando Approach between 30 and 40 miles from the Orlando VORTAC for advisories and Class "B" clearance. Remember, the issuance of a transponder code is not a clearance to enter Class "B" airspace. All aircraft shall wait for RADAR identification and a specific clearance from ATC before entering Class "B" airspace.

During periods of heavy traffic aircraft may be asked to hold outside of the ORL Class "D" airspace. Aircraft should use extreme caution as other aircraft may be doing the same. Aircraft without an operating two-way radio and Mode 3/A transponder with Mode C will not be authorized to operate within the ORL Class "D" airspace from October 4 through 8, 2008.

All VFR aircraft inbound to ISM should contact ISM Tower at least 10 miles from the airfield for inbound information. Do NOT enter ISM Class "D" airspace unless you have established communication with the tower. Advise the tower of the aircraft type, call sign, and direction and distance from the airport.

VFR aircraft are highly encouraged to cancel/activate their flight plans with St. Petersburg Automated Flight Service Station (PIE AFSS) on frequency 122.65 when arriving or departing the Orlando Area.

**AFTER TOUCHDOWN****MCO ARRIVALS:**

When aircraft are west of runway 18R/36L they should look for a follow-me truck to assist in parking. If a follow-me truck is not in sight, ensure that you taxi well clear of the runway in case other aircraft are trying to exit the runway. The area west of runway 18R/36L is considered a non-movement area.

*NOTE: Taxiway Alpha (A) is a taxi lane that extends north and south of Taxiway "J". Use caution for other aircraft and vehicles as you exit the runway*

**ORL ARRIVALS:**

After clearing runway 7 or 25, you will be instructed to contact ground control on frequency 121.4. Do not stop, unless you are giving way to other aircraft or vehicles. Advise ground of your destination. Aircraft that will be parking at Sheltair or Showalter Flying Services shall taxi on the parallel taxiway (Taxiway Alpha) until reaching runway 13/31. Aircraft should taxi northwest bound on runway 31 and turn left for Sheltair parking, or right for Showalter Flying Services parking. At the end of runway 31 aircraft should change to the appropriate ramp control frequency and proceed to parking.

*NOTE: All taxiways will be classified as non-movement areas from October 4 through 8, 2008. Movement on these areas will not require two-way communications. Taxiway flow signs will be posted, and Ground Advisory and Flag personnel will assist you while you taxi around the airport. These taxi routes may not be the most direct routes, but they have proven to be highly effective in transitioning high volumes of itinerant aircraft.*

**IFR DEPARTURES****ORLANDO AREA**

In order to expedite departure from the Orlando area during the NBAA Convention, all aircraft capable of overwater flight should file via the following routes:

**Destinations at or east of a line from RDU to SYR including New York, Washington, Philadelphia, and Boston metro areas:**

MLB..LEND.S.AR16.ILM then via preferred routes/STAR destination.

MLB..ETECK.AR18.DIW then via preferred routes/STAR destination.

MLB..ETECK.AR18.LANIE.M201 then via preferred routes/STAR destination.

**Destinations at or west of a line from MSY to MCI, including Dallas/Fort Worth, Houston, and points west:**

LAL..PIE..REMIS.Q100.REDFN.Q105.HRV or LAL..PIE..REMIS.Q100.LEV then via preferred route/STAR destination.

Traffic departing MCO should file via the normal Standard Instrument Departures (SID's). Flight plans should be filed at least 6 hours before proposed time of departure.

Do not request an IFR clearance prior to thirty (30) minutes before your Estimated Time of Departure (ETD). Aircraft departing ISM should not request IFR clearances more than 15 minutes before Estimated Time of Departure. IFR clearances should be requested on the following frequencies:

ORL	128.45
MCO	134.70
SFB	121.35
ISM	121.7

**ORL DEPARTURES**

VFR Departures:

Advise the Fixed Base Operator (FBO) as soon as possible of your departure date and time.

Monitor ATIS, then contact Clearance Delivery (CD) (No earlier than 30 minutes before your proposed departure time).

After receiving your clearance and “Prior to Engine Start” contact Gate Hold, or Ground Advisory (as per the ATIS or CD frequency) for Expected Departure Clearance Time.

After engine start contact Ground Advisory for taxi information and sequencing.

Aircraft should be ready for departure upon reaching the runway.

*NOTE: Due to the high number of itinerant departures, aircraft may be held on the ramp to facilitate sequencing, expedite departures, and to comply with flow restrictions.*

**MCO DEPARTURES**

IFR/VFR DEPARTURES:

Advise the FBO as soon as possible of your departure date and time.

Monitor ATIS, then contact Clearance Delivery (no earlier than 30 minutes prior to your proposed departure time) on frequency 134.7.

After receiving your clearance and prior to engine start contact Gate Hold (if required by the ATIS), or contact Ground Control for taxi. When MCO is on a South Operation (Runway 18R) aircraft will be staged for departure on the northeast corner of the west ramp. Aircraft are not to proceed to the runway until instructed to do so by Ground Control.

Aircraft should be ready for departure upon reaching the runway.

## ISM DEPARTURES

### IFR/VFR DEPARTURES:

Advise the FBO as soon as possible of your departure date and time.

If you are VFR, do not call for taxi until you are the number one aircraft leaving the ramp area.

If you are IFR, do not taxi until you have received your clearance.

Do not call the tower for departure until you are the number one aircraft in the hold short.

Monitor AWOS frequency 128.775.

Contact Clearance Delivery on frequency 121.7 (if no response, try 119.95.)

Contact Ground on frequency 121.7 for taxi.

Aircraft should be ready for departure upon reaching the runway.

Contact ISM Tower on frequency 124.45 (if no response, IFR aircraft try frequency 119.95.)

## SFB DEPARTURES

### IFR/VFR DEPARTURES:

Normal departure procedures will be in effect.

## NBAA HELICOPTER ROUTES

### ORL TO THE CONVENTION CENTER

After departing from the terminal ramp, **“AT YOUR OWN RISK, USING EXTREME CAUTION FOR VEHICLES, PEDESTRIANS, AND AIRCRAFT”**. Helicopters should fly at or below 600 feet on the right side of the roads mentioned in this route. Proceed westbound on the major road just north of the airport (HWY 50 or Colonial Drive). Fly on the right side of the road until you reach Kirkman Road (or State Road 535, or ORL287/007, or N28:33' W81:27') and turn southbound remaining on the right side of the route. Change to Helicopter Advisory (123.025) and advise entering the helicopter route from the north, you should also advise when you are inbound for landing at the Convention Center. Continue flying southbound until reaching Interstate Four (I-4) and then follow I-4 to the Convention Center.

### CONVENTION CENTER TO ORL

Fly the same route described above (right side of the route at or below 600 feet) making advisories on 123.025 when departing the Convention Center, and while navigating northbound on 14 and SR 535.

Contact ORL Tower on frequency 118.7 stating, “A/C call sign inbound on HWY 50, (your destination), and (current ATIS Code).” Landing at the Terminal ramp will be **“AT YOUR OWN RISK, USING EXTREME CAUTION FOR VEHICLES, PEDESTRIANS, AND AIRCRAFT.”**



**ORLANDO AREA FREQUENCIES**

ORL ATIS	127.25
ORL Ground Control	121.4
ORL Clearance Delivery	128.45
ORL Tower	118.7
ORL Helicopter Advisory	123.025
PIE AFSS	123.65
MCO ATIS	121.25
MCO Ground Control	121.8 primary or 126.4
MCO Clearance Delivery	134.7
MCO Tower 18LR/136LR	124.3
MCO Tower 17/35	118.45
SFB AWOS	125.975
SFB Ground Control	121.35
SFB Clearance Delivery	123.975
SFB Tower	120.3
ISM AWOS	128.775
ISM Ground Control	121.7 primary or 119.95
ISM Clearance Delivery	121.7
ISM Tower	124.45

**FIXED BASE OPERATORS (FBOs)/SERVICES****ORL**

<i>Showalter Flying Services</i>	(800) 894-7331
FAX	(407) 894-5094
Unicom	122.95
ARINC	131.275
Location	North Side of Airport
Internet	<a href="http://www.showalter.com">www.showalter.com</a>

<i>Sheltair</i>	(407) 896-2799
FAX	(407) 896-2892
Unicom	131.6
Location	West Ramp
Internet	<a href="http://www.jetcentergroup.com">www.jetcentergroup.com</a>

**MCO**

<i>Signature Flight Support</i>	(407) 825-6999
FAX	(407) 856-5598
Unicom	130.75
Location	West Ramp
Internet	www.signatureflight.com

<i>Galaxy Aviation of Orlando</i>	(407) 851-8304
FAX	(407) 855-9588
Unicom	130.9
Location	West Ramp
Internet	www.galaxyaviation.com

**ISM**

<i>Signature Flight Support</i>	(407) 846-6128 (800) 327-9123
FAX	(407) 846-0382
Unicom	122.775
Internet	www.signatureflight.com

<i>Atlantic Aviation</i>	(407) 870-9033 (888) 288-1557
FAX	(407) 846-2080
Unicom	128.9
Internet	www.atlanticaviation.com

<i>Kissimmee Jet Center</i>	(407) 847-9095
FAX	(407) 932-4600
Unicom	122.87

<i>Kaz Aviation</i>	(407) 483-0959
FAX	(407) 483-0960
Unicom	129.95

## HELPFUL HINTS AND REMINDERS

In order to accommodate the anticipated large volume of traffic in conjunction with the NBAA Convention, traffic management procedures will at times be used to evenly distribute traffic into the Orlando area. Aircraft landing **ISM, SFB, and ORL should expect early descents** to get underneath the MCO arrivals. MCO arrivals normally filed over PIGLT/BUGGZ may be rerouted over COSTR to help balance the workload for Jacksonville Center.

Due to the anticipated parking congestion, it is highly suggested that you advise the FBO at your earliest convenience of your departure date and time to avoid a delay due to parking or taxi restraints.

Student training flights within the Orlando area are highly discouraged during the Convention time-period. This includes student solo cross country flights, touch-n-go landings, low approaches, and practice instrument approaches.

VFR departures wanting service outside Orlando Approach Controls jurisdiction should file a VFR flight plan to your destination. Requests for Class "B" service will allow you to obtain advisories and services only in Orlando Approach's airspace.

When filing flight plans remember the location identifier for Orlando Executive is "ORL", while the identifier for Orlando International is "MCO".

IFR aircraft departing ORL should expect to be instructed to maintain an altitude of one thousand five hundred (1500), and to expect their filed altitude 10 minutes after departure.

If weather or traffic starts to back up in the Orlando area, possible consideration could be given to expedite departures for aircraft filed northbound via V267/J53. Altitude may be restricted to 11,000 to Daytona Beach or Jacksonville Approach airspace, potentially as far as SAV.

## 2008 Penn State Football Games

State College, Pennsylvania

Aug 30, 2008 – November 22, 2008

In anticipation of a large number of aircraft operating to and from the State College area in Pennsylvania in conjunction with 2008 Penn State Football games, the following procedures will be implemented to enhance safety and minimize air traffic delays.

### SPECIAL TRAFFIC MANAGEMENT PROGRAM

The Federal Aviation Administration, Air Traffic Control System Command Center (ATCSCC) will utilize a Special Traffic Management Program (STMP) and slot reservations will be required for **all domestic non-scheduled IFR arrivals** to the following airports:

Airport	Location	Identifier
Bellefonte	Bellefonte, PA	N96
Mid-State	Philipsburg, PA	PSB
University Park	State College, PA	UNV

Slot reservations will be required for **all domestic non-scheduled IFR arrivals** during the following dates and times:

Day	Date	Opponent	Time (Eastern)	Time (UTC)
Saturday	August 30	Coastal Carolina	1000 - 1900	1400 - 2300
Saturday	September 6	Oregon State	1000 - 1900	1400 - 2300
Saturday	September 20	Temple	1000 - 1900	1400 - 2300
Saturday	September 27	Illinois	1000 - 1900	1400 - 2300
Saturday	October 18	Michigan (Homecoming)	1000 - 1900	1400 - 2300
Saturday	November 15	Indiana	1000 - 1900	1500 - 0000
Saturday	November 22	Michigan State	1000 - 1900	1500 - 0000

Slot reservations **will not be assigned more than 72 hours in advance** of the estimated time of arrival for each event.

## HOW TO OBTAIN A SLOT RESERVATION

Pilots may obtain a slot reservation by using computer interface (*e-STMP*) or touch-tone telephone interface.

- **e-STMP:** computer access is available to users with an Internet connection and Web Browser. The Internet address is [www.fly.faa.gov](http://www.fly.faa.gov). A user guide is available on the web site.
- **Touch-tone telephone:** dial (800) 875-9755 and follow the prompts.

Pilots should be prepared to provide their destination/departure airport, estimated UTC time of arrival/departure, UTC date, call sign, and type aircraft.

Aircraft are expected to arrive within +/- 15 minutes of the assigned reservation time. If a reservation requires change or cancellation, please do so as early as possible in order to release the slot for another flight.

The reservation system will be available 24 hours a day. Reservations should be made using the automated interfaces. The Airport Reservation Office at (703) 904-4452 is available for technical difficulties.

Flight plans should be filed **AFTER** receiving a slot reservation. The flight plan should be filed at least 4 hours, but not more than 22 hours, prior to the proposed time of departure.

Upon completion of a slot reservation, you will receive a preliminary reservation number. Between 24 and 12 hours prior to your arrival reservation time you are required to confirm your reservation and will receive a confirmation number. **Confirmation of reservations is REQUIRED and MUST be completed between 24 and 12 hours prior to your arrival reservation time.** If your reservation is not confirmed at least 12 hours prior to your arrival reservation time it will be **CANCELED** and **AUTOMATICALLY** returned to the reservation system for reassignment. If the reservation is made within 24 hours of the arrival reservation received, it will be **AUTOMATICALLY** confirmed with a confirmation number.

The confirmation number **MUST** be included in the remarks section of the flight plan.

**AMP Energy 500**  
**SPRINT CUP NASCAR EVENT**  
**SPECIAL AIR TRAFFIC PROCEDURES**  
**TALLADEGA, ALABAMA**

**October 2 - 5, 2008**

***NOTE:*** *Special security procedures and restrictions remain in effect. Pilots are reminded to contact AFSS personnel to obtain current FDC and Local NOTAM information.*

In anticipation of a large number of aircraft operating to and from the Talladega, Alabama area in conjunction with the Sprint Cup NASCAR competition, the following procedures will be used to enhance safety and minimize air traffic delays.

**TRAFFIC MANAGEMENT INITIATIVES**

The Federal Aviation Administration Air Traffic Control Systems Command Center (ATCSCC) may utilize traffic management initiatives for this event when arrival rates are expected to approach or exceed airport capacity. **Expect Departure Clearance Times (EDCT)** may be issued for all domestic, IFR arrivals to the following airports:

<b>AIRPORT</b>	<b>IDENTIFIER</b>
Talladega Municipal	ASN
Anniston Metropolitan	ANB

Aircraft assigned an EDCT will be expected to depart within 5 minutes of the assigned time. Aircraft unable to depart within 5 minutes of assigned EDCT shall advise ATC and request a new EDCT assignment. The program may be in effect:

**Sunday, October 5, 2008**  
**0800 CDT (1300 UTC) through 1300 CDT (1800 UTC)**

Traffic management initiatives for this event are designed to provide equitable airspace access. To maintain program integrity and minimize delays, airborne changes of destination to these airports will not be accepted, except in emergency situations. Duplicate flight plans (same call sign/multiple times) to these airports are subject to removal for the system.

### TEMPORARY CONTROL TOWER

The Federal Aviation Administration will operate a temporary control tower at Talladega Municipal Airport (ASN) during the following dates and times:

DAY	DATE	TIME (CDT)	TIME (UTC)
Saturday	October 4, 2008	1000 – 1800	1500 - 2300
Sunday	October 5, 2008	0600 – 1900	1100 - 0000

### FREQUENCIES / TELEPHONE ACCESS

ASN TOWER	
Tower	119.075
Ground Control	121.7
Clearance Delivery	125.275
ASN AWOS	118.425 or (256) 362-5847
ATIS	134.05

ANB AFSS	
ASN	122.05R / 108.8T
ANB Airport Advisory	123.6
ANB ASOS	119.675 or (256) 835-3931
En Route Weather (Airborne)	122.3 / 122.2

### ARRIVAL PROCEDURES

Temporary flight restrictions may impact your arrival. Please see GENERAL INFORMATION. All aircraft monitor ATIS ON 134.05. Pilots should enter the traffic pattern with lights on and gear down. Maintain a pattern as close to the airport boundary as safety will allow. Pilots should be alert for specific landing point and runway exiting instructions. Expedient compliance is requested. After exiting the runway, airport personnel will direct you to parking. There is a limited amount of paved parking and you may be directed to parking in grassy areas. Prompt compliance with airport ground crew directions is necessary to keep the runway clear of traffic.

**NOTE:** Pilots are encouraged to exercise extreme caution when entering the area around the Talladega Airport due to limited radar coverage, high minimum vectoring altitude (4,000 feet) and mountainous terrain in the ASN area.

**VFR ARRIVALS**

(Effective during hours of temporary tower operation)

Two-way radio is required. All aircraft monitor Talladega Tower frequency and contact the tower no earlier than 10 miles from the airport. Keep transmissions brief to reduce frequency congestion. Except for landing or takeoff, no aircraft will be permitted to operate within five miles of the Talladega Municipal Airport below 2,500 feet. Unless otherwise directed by the Tower, all traffic pattern entries should be made via a standard downwind entry. A left-hand pattern will be used for Runway 21 and a right hand pattern for Runway 03.

**IFR ARRIVALS**

**Limited radar coverage exists in the Talladega area.** To minimize delays and make the best use of the radar coverage west of Talladega, all aircraft may expect a visual approach if weather permits, or a VOR-A approach if weather requires. Expect radar vectors at or above 4000 to remain in radar coverage. Due to non-radar separation required below 4000, expect to be held at or above 4000 until approach clearance can be issued. If an instrument approach is required, aircraft will be cleared for a straight-in only approach to expedite traffic flow.

**NOTE:** On October 5, 2008, IFR aircraft inbound to PLR, ANB, and ASN between 1500 and 1800 CDT (2000-2300 UTC) may expect a 2-3 hour delay due to departure traffic off ASN. All aircraft inbound to these airports should plan to arrive before 1500 CDT or after 1800 CDT.

**PREFERRED IFR ARRIVAL ROUTES / ALTITUDES**

(Effective Thursday, October 2, 2008 through Sunday, October 5, 2008)

Aircraft destined ASN, ANB and PLR from the following airports should file:

**HKY / SVH:**

TYPE ACFT	ROUTE	ALTITUDE
Turbo-Jet	SPA..AHN..ATL..TDG..	At or below FL220
Prop/turboprop	BZM..SUG..HRS..GQO..GAD..TDG..	At or below FL220

**CLT / JQF / RUQ:**

TYPE ACFT	ROUTE	ALTITUDE
Turbo-Jet	SPA..AHN..ATL..TDG..	At or below FL220
Prop/turboprop	SUG..HRS..GQO..GAD..TDG..	At or below FL220

**GSO:**

TYPE ACFT	ROUTE	ALTITUDE
Turbo-Jet	GALLA..SPA..AHN..ATL..TDG..	At or below FL220
Prop/turboprop	YADKI..BZM..SUG..HRS..GQO..GAD..TDG.	At or below FL220



**INT:**

TYPE ACFT	ROUTE	ALTITUDE
Turbo-Jet	BOTTM..SPA..AHN..ATL..TDG..	At or below FL220
Prop/turboprop	YADKI..BZM..SUG..HRS..GQO..GAD..TDG.	At or below FL220

**MTV:**

TYPE ACFT	ROUTE	ALTITUDE
Turbo-Jet	CAVAD..BZM..SPA..AHN..ATL..TDG..	At or below FL220
Prop/turboprop	YADKI..BZM..SUG..HRS..GQO..GAD..TDG.	At or below FL220

**EXX:**

TYPE ACFT	ROUTE	ALTITUDE
Turbo-Jet	CAVAD..BZM..SPA..AHN..ATL..TDG..	At or below FL220
Prop/turboprop	CAVAD..BZM..SUG..HRS..GQO..GAD..TDG..	At or below FL220

**TRI / VJI:**

TYPE ACFT	ROUTE	ALTITUDE
All Aircraft	HMV..VXV..GQO..GAD..TDG..	At or below FL220

**AVL:**

TYPE ACFT	ROUTE	ALTITUDE
All Aircraft	HRS..GQO..GAD..TDG..	At or below FL220

Aircraft operating between VXV and ODF with departure points not identified in the above tables expect routing via: GAD..TDG..DEST

Aircraft operating between GRD and ODF with departure points not identified in the above tables expect routing via:

AOA 15,000 – AHN..ATL..TDG..DEST

AOB 14,000 – expect routing around Atlanta Approach airspace

Aircraft operating north of the ASN area expect routing via: RQZ..VUZ..TDG..DEST

## DEPARTURE PROCEDURES

Due to their close proximity and limited radar coverage, ASN, ANB, and PLR are considered one airport for departure clearances purposes.

Temporary flight restrictions may impact your departure. Please see GENERAL INFORMATION.

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

On October 5, 2008, all IFR aircraft departing **after** the race and prior to 1930 LCL, are requested to file flight plans with a **1530 LCL (2030Z)** proposed departure time. This process allows time for Birmingham Approach Control to route the flight plan to the temporary tower and will help minimize departure delays. Atlanta ARTCC will ensure these flight plans will not expire prior to the closure of the tower.

## RUNWAY 21 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. Airport diagrams are included below for planning purposes. Once number one 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." Once number one at the STOP sign, call ground control on 121.7.
- Do not pass the STOP sign until instructed by ground control. On initial contact advise ground control of aircraft call sign, type aircraft, assigned beacon code (if IFR), direction of departure (if VFR), and ATIS code.
- Taxi as instructed.
  1. IFR – Aircraft that have not received clearances from the FBO call clearance delivery on 125.275 prior to reaching the STOP sign. After receiving taxi instructions from ground to pass STOP sign monitor tower on 119.075
  2. VFR – Once you have received taxi instructions from ground to pass the STOP sign monitor tower on 119.075
- Aircraft operating IFR, monitor – do not call – tower on 119.075 after receiving IFR clearance.
- Tower will consider aircraft ready for departure when number 1 for assigned runway.

**NOTE: Sunday, October 5, 2008, IFR clearances will also be available at the FBO thirty minutes prior to the filed proposed departure time. A filing time of 1530 LCL (2030Z) is requested for aircraft planning to depart after race completion. Users are encouraged to secure their clearance via the FBO. This will reduce frequency congestion and expedite the overall departure process. Flight plans will be available for 4 hours after proposal time. If you get your clearance in the FBO, please respond to Ground Control by stating "IFR, with clearance, beacon code \_ \_ \_ \_."**

The goal of these procedures is to reduce frequency congestion and provide ATC a method of sequencing all flights and spacing same direction flights. It is critical that pilots only monitor the correct frequency.

### RUNWAY 3 TAXI PROCEDURE

- All aircraft taxi to and hold short of Alpha taxiway. Stop signs will be located at A1, A2, A3, and A4. Airport diagrams are included below for planning purposes.
- Do not enter Alpha taxiway or pass the STOP signs until instructed by ground. Once number one at the STOP sign, advise ground control of aircraft call sign, type aircraft, assigned beacon code (if IFR), or direction of departure (if VFR), and ATIS code.
- Taxi as instructed.
  1. IFR – Aircraft that have not received clearances from the FBO, call clearance delivery on 125.275 prior to reaching the STOP sign. After receiving taxi instructions from ground to pass STOP sign monitor tower on 119.075
  2. VFR – Once you have received taxi instructions from ground to pass the STOP sign monitor tower on 119.075.
- Aircraft operating IFR, monitor – do not call – tower on 119.075 after receiving IFR clearance.
- Tower will consider aircraft ready for departure when number 1 for assigned runway.

**NOTE: Sunday, October 5, 2008, IFR clearances will also be available at the FBO thirty minutes prior to the filed proposed departure time. A filing time of 1530 LCL (2030Z) is requested for aircraft planning to depart after race completion. Users are encouraged to secure their clearance via the FBO. This will reduce frequency congestion and expedite the overall departure process. Flight plans will be available for 4 hours after proposal time. If you get your clearance in the FBO, please respond to Ground Control by stating “IFR, with clearance, beacon code \_ \_ \_ \_.”**

The goal of these procedures is to reduce frequency congestion and provide ATC a method of sequencing all flights and spacing same direction flights. It is critical that pilots only monitor the correct frequency.

### PREFERRED IFR DEPARTURE ROUTES (Effective Sunday, October 5, 2008)

*Note: Due to the complexity and volume associated with this event, pilots may anticipate dynamic reroutes and altitude assignments that will allow an orderly transition of all users outbound from the effected airports. 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 modifications to effective dates / times.*

Aircraft departing ASN, ANB, and PLR for the following destinations should file via:

DESTINATION	ROUTE
CLT / JQF / RUQ	..ATL.UNARM1..
HKY / SVH	..GAD..GQO..VXV..BZM..
GSO / INT	..GAD..GQO..VXV..GZG.BROOK2.
EXX	..GAD..GQO..VXV..BZM..
MTV	..GAD..GQO..VXV..HMV..
TRI / VJI	..GAD..GQO..VXV..HMV..
Destinations north of a line from GAD to LVT (examples – 07C, 3I3, BMG, ENW, HNB, UMP, SDF, JVY, OEB, RID, PTK – this is <b>not a complete listing</b> of airports that fit the criteria)	..SNEAR..RQZ
Destinations north of a line from LVT to BKW (examples – LUK, LEX, HTS, PBX, MGW – this is <b>not a complete listing</b> of airports that fit the criteria)	..GAD..RQZ..SYI

**Note:** Dependent upon traffic and weather conditions at JQF on October 5, 2008, users may receive a routing over ATL..IRQ..CAE..CTF.NASCR1..JQF

### ANB IFR DEPARTURES

**Aircraft departing ANB shall request a clearance through Birmingham ATCT on 123.0.** Expect the same route procedures as aircraft departing ASN. Due to the close proximity of ANB, ASN, and PLR, these airports are treated as one for the purposes of issuing an IFR departure clearance.

### VFR /IFR PICKUP PROCEDURES (For aircraft departing ASN, ANB, and PLR)

Due to the extremely high volume of traffic in the Talladega area, follow these procedures unless an emergency situation exists:

- 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 ASN. DO NOT call any Atlanta Center frequency until at least 20 miles east of ASN, or above 10,000 feet if westbound.
- **Aircraft are cautioned to remain clear of the Atlanta Class B airspace. IFR pickup within 40NM of ATL will be extremely limited due to the high volume of turbojet / turboprop arrivals to Hartsfield.**
- Squawk 1200 on departure.
- If planning an IFR pick-up, ensure that an IFR flight plan is on file with Flight Service.
- IFR air filed clearances will not be accepted within 100 miles of ASN except in emergency situations.

**AFTER DEPARTURE****Aircraft AT OR BELOW 10,000**

<b>BETWEEN</b>	<b>FACILITY</b>	<b>FREQUENCY</b>
TDG 328 radial --- 023 radial	ATLANTA CENTER	127.3
TDG 024 radial --- 110 radial	ATLANTA CENTER	133.8
TDG 111 radial --- 138 radial	COLUMBUS 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

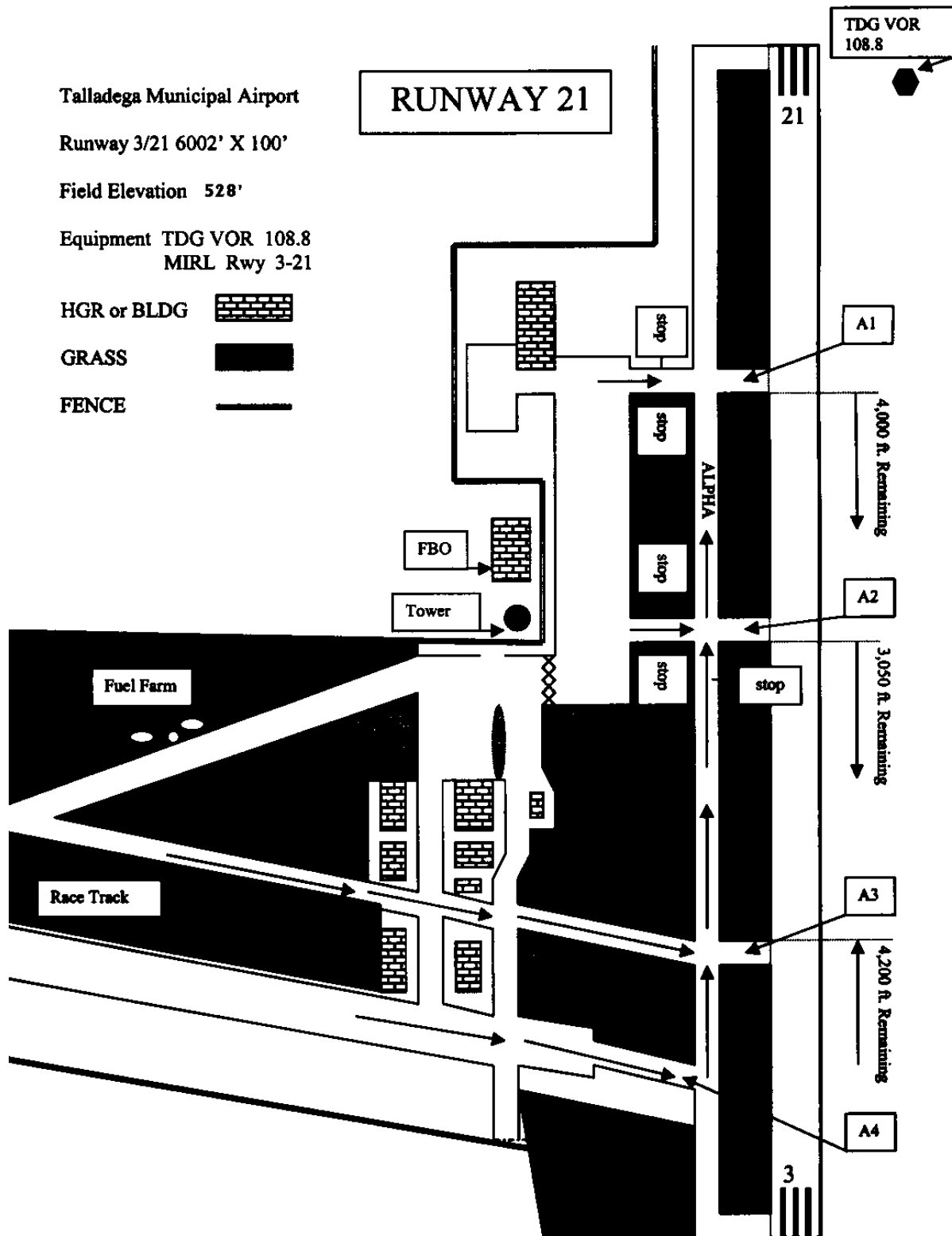
**Aircraft ABOVE 10,000**

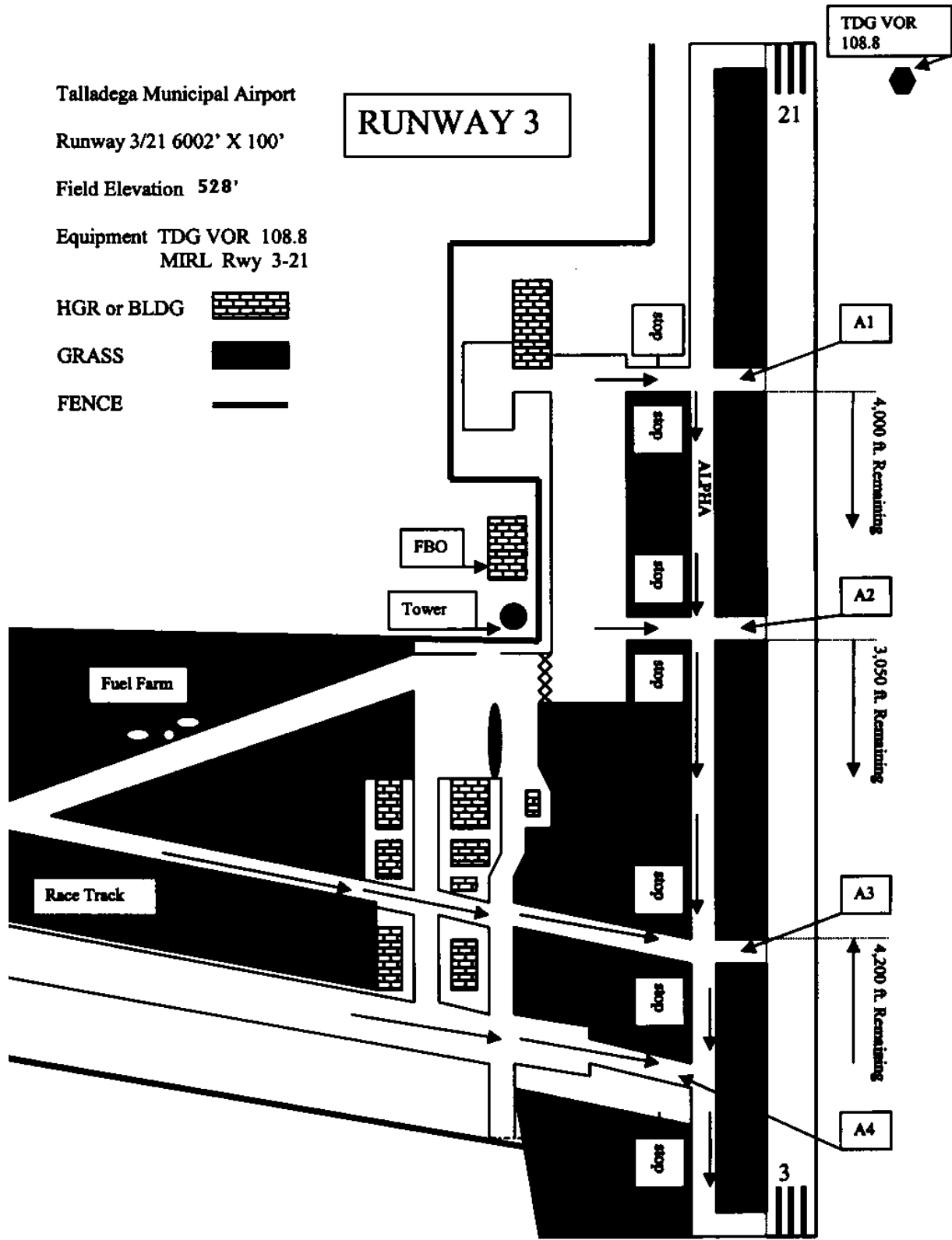
<b>BETWEEN</b>	<b>FACILITY</b>	<b>FREQUENCY</b>
TDG 261 radial --- 023 radial	ATLANTA CENTER	127.3
TDG 024 radial --- 055 radial	ATLANTA CENTER	132.05
TDG 056 radial --- 110 radial	ATLANTA CENTER	134.95
TDG 111 radial --- 190 radial	ATLANTA CENTER	120.45
TDG 191 radial --- 260 radial	ATLANTA CENTER	132.25

**GENERAL INFORMATION**

Flight planning and weather briefs are available by telephone in the administration building. Pilots are encouraged to file flight plans at home FSS. Use caution for all types of traffic operating in the area including banner tows, helicopters, and blimps.

**Be aware of the National Security Area (NSA) northeast of Talladega. Pilots are requested to avoid flight at and below 5000 ft AGL in this area. Additional Temporary Flight Restrictions (TFR) may be in effect for the area. TFR information is disseminated via FDC NOTAM. Pilots should ensure they receive a thorough briefing on all NOTAMS in the vicinity of Talladega.**





# Pep Boys Auto 500

## SPECIAL AIR TRAFFIC PROCEDURES

### HAMPTON, GEORGIA

October 23 - 26, 2008

**NOTE: Special security procedures and restrictions remain in effect. Pilots are reminded to contact AFSS personnel to obtain current FDC and Local NOTAM information.**

In anticipation of a large number of aircraft operating to and from the Hampton, Georgia area in conjunction with this event, the following procedures will be used to enhance safety and minimize air traffic delays.

### TEMPORARY CONTROL TOWER

The Federal Aviation Administration will operate a temporary control tower at the Clayton County – Tara Field Airport (4A7) during the following dates/times:

DATE	DAY	TIME	TIME (UTC)
October 23, 2008	THURSDAY	1100 – 1900	1500 – 2300
October 26, 2008	SUNDAY	0800 – 2200	1200 – 0200

### FREQUENCIES

4A7 TOWER	
Tower	126.7
Ground Control	121.15
Helicopter Control	118.2

ATLANTA APPROACH CONTROL	
EAST of V97 and SOUTH of V18	128.57
WEST of V97 and SOUTH of V18	119.8
EAST of V97 and NORTH of V18	126.97
WEST of V97 and NORTH of V18	121.0



**VFR ARRIVAL PROCEDURES**

(Effective during hours of temporary tower operation)

All VFR aircraft contact Tara Tower approximately 10 miles from the airport.

UNLESS OTHERWISE DIRECTED BY ATC, ALL AIRCRAFT ENTER MIDFIELD DOWNWIND ON THE NORTH SIDE OF THE AIRPORT.

A left traffic pattern will be used for Runway 6 and a right traffic pattern will be used for Runway 24.

Traffic pattern altitude for turbojet aircraft is 2200 feet MSL. Traffic pattern altitude for all other aircraft except helicopters is 1700 feet MSL. Pattern altitude for helicopters is 1400 feet MSL.

**IFR ARRIVAL PROCEDURES**

All IFR ARRIVALS should be prepared to enter the VFR traffic pattern. IFR arrivals should be familiar with the VFR arrival procedure.

**PREFERRED IFR ARRIVAL ROUTES / ALTITUDES**

Preferred IFR arrival routes will be in effect October 23, 2008, through October 26, 2008.

Aircraft departing Charlotte, NC (CLT) and Concord, NC (JQF) can expect the following routing into 4A7:

CAE..IRQ..BEYLO..CANUK..4A7

Aircraft departing Salisbury, NC (RUQ), Greensboro, NC (GSO), Winston Salem, NC (INT), Lexington, NC (EXX), Martinsville (MTV), or Statesville, NC (SVH) can expect the following routing into 4A7:

BZM..SUG.V20.MADDI..4A7

Aircraft departing Hickory, NC (HKY), Asheville, NC (AVL), Abingdon, VA (VJI), or Bristol/Johnson/Kingsport, TN (TRI) can expect the following routing into 4A7:

SUG.V20.MADDI..4A7

*Due to the high volume of traffic in the vicinity of Atlanta, aircraft can expect a final altitude no higher than FL220.*

**VFR DEPARTURE PROCEDURES**

Monitor ground control on 121.15 prior to entering the parallel taxiway and contact ground control entering the parallel taxiway. Advise the ground controller of call sign, state "VFR," and proposed direction of flight, e.g. "CESSNA XXXX, VFR, WESTBOUND."

ALL AIRCRAFT SHOULD BE READY FOR IMMEDIATE DEPARTURE UPON REACHING THE NUMBER ONE POSITION.

## IFR DEPARTURE PROCEDURES

On October 26, 2008, all IFR aircraft departing **after** the race and prior to 2000 LCL, are requested to file flight plans with a 1630 LCL (2030Z) proposed departure time. This process allows time for Atlanta Approach Control to process the flight plan to the temporary tower and will help minimize departure delays. Atlanta Center will ensure these flight plans will not expire prior to the closure of the tower.

PRINTED COPIES OF IFR CLEARANCES MUST BE PICKED UP FROM THE CLEARANCE DELIVERY DESK IN THE AIRPORT FBO BUILDING.

Monitor ground control on 121.15 prior to entering the parallel taxiway and contact ground control entering the parallel taxiway. Advise the ground controller of call sign, state "IFR" to destination, e.g. "N1234 IFR to Daytona Beach".

ALL AIRCRAFT SHOULD BE READY FOR IMMEDIATE DEPARTURE UPON REACHING THE NUMBER ONE POSITION.

## PREFERRED IFR DEPARTURE ROUTES / ALTITUDES

*Note: Due to the complexity and volume associated with this event, users can anticipate dynamic reroutes and altitude assignments to expedite departure. This may be especially relevant for aircraft landing HKY, SVH, MTV, EXX, and AVL. Pilots are advised not to circumvent these preferred routes as they are intended to balance the departure operation and minimize delays.*

Aircraft departing 4A7 destined JQF or RUQ can expect to be cleared as follows:

4A7..EATWO..GRD.UNARM1.destination

Aircraft departing 4A7 destined HKY or SVH can expect to be cleared as follows:

4A7..NOTWO..HRS..SUG..BZM..destination

Aircraft departing 4A7 destined GSO or INT can expect to be cleared as follows:

4A7..EATWO..SPA.BROOK2.destination

Aircraft departing 4A7 destined MTV or EXX can expect to be cleared as follows:

4A7..NOTWO..HRS..SUG..BZM..destination

Aircraft departing 4A7 destined AVL can expect to be cleared as follows:

4A7..NOTWO..HRS..SUG..AVL

Aircraft departing 4A7 destined TRI or VJI can expect to be cleared as follows:

4A7..NOTWO..HRS..SOT..HNV..destination

*Due to the volume of traffic in the vicinity of Atlanta and Charlotte, aircraft can expect a final altitude no higher than FL230.*

## VFR DEPARTURE /IFR PICKUP PROCEDURES

(For aircraft departing 4A7)

Due to the extremely high volume of traffic in the Atlanta area, follow these procedures unless an emergency situation exists:

- Squawk 1200 on departure.
- Aircraft are cautioned to **remain clear of the Atlanta Class B airspace.**
- If planning an IFR pick-up, ensure that an IFR flight plan is on file with Flight Service. Except in emergency situations, IFR airfile clearances will not be issued within 75 miles of 4A7.

## HELICOPTER PROCEDURES

Special procedures will be in effect during this event for helicopters arriving/departing 4A7 and/or the Hartsfield-Jackson Atlanta International Airport (ATL). Participating operators requesting the most direct/efficient routes to/from the ATL Airport, contact Albert Ensell at Atlanta Approach (678-364-6130; email: [albert.ensell@faa.gov](mailto:albert.ensell@faa.gov)) no later than Friday, October 24, 2008 at 1600 Local to obtain specific helicopter procedures, routes, and maps. Pilots who contact Atlanta Approach for these procedures and acknowledge receive thereof, will receive a pre-assigned beacon code (Race 'XX') to be utilized throughout the NASCAR event. Failure to call/email and receive these Special Helicopter Procedures will result in circumnavigation of/entry into the ATL Class B Airspace from the North only.

HELICOPTERS DESIRING TO LAND INSIDE THE TRACK OVAL MUST RECEIVE PERMISSION FROM ATLANTA RACETRACK OFFICIALS AND COMMUNICATE WITH 4A7 TEMPORARY TOWER.

## ATLANTA HELIPAD INFORMATION

The helipad at Hartsfield-Jackson Atlanta International Airport (ATL) has been relocated 260 feet southeast of its former position to 33° 39' 5.52"N, 84° 25' 32.60"W. This location, on the Atlantic Aviation ramp adjacent to Taxiway A-5, is designated as a non-movement area. Pilots are urged to use caution as landing/departure will be at their own risk. ATCT will issue Class B clearances and cautionary advisories to/from the helipad only. ATCT will NOT issue landing/takeoff clearances to/from the helipad.

## GENERAL INFORMATION

All types of aircraft, including helicopters, blimps, and banner tow aircraft, will be operating in the area. Pilots are requested to enter the traffic pattern with gear down and landing lights on. Keep radio transmissions to a minimum to reduce frequency congestion. Pilots are requested to maintain a pattern as close to the airport boundary as operating characteristics and sequencing will safely allow and to expedite clearing the runway after landing. Airport personnel will direct aircraft to parking areas. Light aircraft should expect to park on unpaved surfaces. Aircraft parked on unpaved areas adjacent to the parallel taxiway may request an intersection departure prior to entering the taxiway.

**LOCKHEED MARTIN FLIGHT SERVICES**

Pilot briefing and flight planning services are available by telephoning Lockheed Martin AFSS at Macon GA. Dial:

1-800-WX-BRIEF (1-800-992-7433). Press 1 for a briefer, then press 4-2-1 for Georgia.

Contact Macon Radio on 122.6 or 122.2 for VFR flight plan activation and closure. In-flight pilot reports are encouraged on these frequencies or 122.0.

***REMEMBER TO CLOSE YOUR FLIGHT PLAN***

# KANSAS SPEEDWAY NASCAR RACE SPECIAL AIR TRAFFIC PROCEDURES

**EASTERN KANSAS, WESTERN MISSOURI OR KANSAS CITY, MISSOURI  
SEPTEMBER 25 – 28, 2008**

In anticipation of a significant number of aircraft traveling to the Kansas, Missouri, area during the Kansas 400 event, the following procedures will be used to enhance safety and minimize air traffic delays.

## TRAFFIC MANAGEMENT PROGRAM

### FLIGHT PLANS

Due to anticipated frequency congestion, Kansas City Center and Kansas City Approach Control, **except for emergency situations**, will not accept air-filed flight plans to or from the Kansas City area from Thursday, September 25, 2008, through Sunday, September 28, 2008. Airborne-filed flight plans filed with other facilities may experience delays.

### VFR ARRIVALS

Due to the anticipated increase volume of traffic, enroute aircraft desiring to transverse the MCI Class B airspace may encounter delays and alternate routes outside the Class B airspace. (See Kansas City VFR Terminal Area Chart).

**Note: This is a very congested airspace. Issuance of a transponder code is not a clearance to enter Class B airspace; wait for identification and specific clearance from the controller prior to entering Class B airspace.**

VFR aircraft are encouraged to cancel/activate flight plans with Columbia AFSS (from the East) or Wichita AFSS (from the West) when approaching or departing the Kansas City area.

### AFSS FREQUENCIES

**122.35 MHz Transmit/Receive (WEST)**

**122.3 MHz Transmit/Receive (NORTH)**

**122.6 MHz Transmit/Receive (EAST)**

**122.15 MHz Transmit/Receive (SOUTH)**

Columbia AFSS serves the Kansas City Metropolitan area and can be reached at (800)-WX-BRIEF or (800) 992-7433. Cell phones should use (800) 992-7433.

## DEPARTURE PROCEDURES

### PREFERRED DEPARTURE ROUTES

*Note: Due to the complexity and volume associated with this event, users can anticipate dynamic reroutes and altitude assignments that will allow an orderly transition of all users outbound from the controlled airports. This may be especially relevant for aircraft landing in the Charlotte, North Carolina, terminal area.*

Aircraft departing MCI, MKC, IXD, and LWC for the following destinations should file via:

**MCI DEPARTURES:**

DESTINATION	AIRCRAFT	ROUTE
GSO	JET	MCI.LAKES5.TWAIN..GZG.BROOK2.GSO
INT	JET	MCI.LAKES5.TWAIN..GZG.BROOK2.INT
EXX	JET	MCI.LAKES5.TWAIN..GZG..TRAKS..EXX
CLT	JET	MCI.LAKES5.TWAIN..VLA..IIU..HNV.SHINE5.CLT (HNV.JOHNS1 – RNAV)
JQF	JET	MCI.LAKES5.TWAIN..VLA..IIU..GZG..MULBE..BZM..OWALT..JQF
SVH/HKY	JET	MCI.LAKES5.TWAIN..VLA..IIU..GZG..MULBE..BZM..SVH/HKY
DAB	JET	MCI.RACER3.SGF..ARG..VUZ..OMN..DAB
GSO	Prop/ Turboprop	MCI..EXCEL..SAAGS..STL..IIU..PSK.SMOKN3.GSO
INT	Prop/ Turboprop	MCI..EXCEL..SAAGS..STL..IIU..PSK.SMOKN3.INT
EXX	Prop/ Turboprop	MCI..EXCEL..SAAGS..STL..IIU..GZG..TRAKS..EXX
CLT	Prop/ Turboprop	MCI..EXCEL..SAAGS..STL.J45.BNA..VXV.. SHINE5..CLT (VXV.JOHNS1 – RNAV)
JQF	Prop/ Turboprop	MCI..EXCEL..SAAGS..STL.J45.BNA..VXV..HNV..BZM..OWALT..JQF
SVH/HKY	Prop/ Turboprop	MCI..EXCEL..SAAGS..STL.J45.BNA..VXV..HNV..BZM.. SVH/HKY

**MKC DEPARTURES:**

DESTINATION	AIRCRAFT	ROUTE
GSO	JET	MKC.LAKES5.COU..STL..IIU..GZG.BROOK2.GSO
INT	JET	MKC.LAKES5.COU..STL..IIU..GZG.BROOK2.INT
EXX	JET	MKC.LAKES5.COU..STL..IIU..GZG..TRAKS..EXX
CLT	JET	MKC.RACER3.SGF..ARG..BNA..VXV.. SHINE5..CLT (VXV.JOHNS1 – RNAV)
JQF	JET	MKC.RACER3.SGF..ARG..BNA..VXV..HNV..BZM..OWALT..JQF
SVH/HKY	JET	MKC.RACER3.SGF..ARG..BNA..VXV..HNV..BZM..SVH/HKY
DAB	JET	MKC.RACER3.SGF..ARG..VUZ..OMN..DAB
GSO	Prop/ Turboprop	MKC..STL..IIU..PSK.SMOKN3.GSO
INT	Prop/ Turboprop	MKC..STL..IIU..PSK.SMOKN3.INT
EXX	Prop/ Turboprop	MKC..STL..IIU..GZG..TRAKS..EXX
CLT	Prop/ Turboprop	MKC..GLY..FAM..BNA..VXV..SHINE5.CLT (VXV.JOHNS1 – RNAV)

DESTINATION	AIRCRAFT	ROUTE
JQF	Prop/ Turboprop	MKC..GLY..FAM..BNA..VXV..HMV..BZM..OWALT.JQF
SVH/HKY	Prop/ Turboprop	MKC..GLY..FAM..BNA..VXV..HMV..BZM..SVH/HKY

**LWC DEPARTURES:**

DESTINATION	AIRCRAFT	ROUTE
GSO	JET	LWC.. LAKES5.TWAIN..OOM..GZG.BROOK2.GSO
INT	JET	LWC.. LAKES5.TWAIN..OOM..GZG.BROOK2.INT
EXX	JET	LWC.. LAKES5.TWAIN..OOM..GZG..TRAKS..EXX
CLT	JET	LWC..POMON..RZC..ARG..BNA.. VXV.SHINE5..CLT (VXV.JOHN51 – RNAV)
JQF	JET	LWC..POMON..RZC..ARG..BNA.. VXV..HMV..BZM..OWALT..JQF
SVH/HKY	JET	LWC..POMON..RZC..ARG..BNA.. VXV..HMV..BZM..SVH/HKY
DAB	JET	LWC..POMON..ARG..VUZ..OMN..DAB
GSO	Prop/ Turboprop	LWC..EXCEL..SAAGS..STL..IIU..PSK.SMOKN3.GSO
INT	Prop/ Turboprop	LWC..EXCEL..SAAGS..STL..IIU..PSK.SMOKN3.INT
EXX	Prop/ Turboprop	LWC..EXCEL..SAAGS..STL..IIU..GZG..TRAKS..EXX
CLT	Prop/ Turboprop	LWC..POMON..RZC..ARG..BNA.. VXV..SHINE5..CLT (VXV.JOHN51 – RNAV)
JQF	Prop/ Turboprop	LWC..POMON..RZC..ARG..BNA.. VXV..HMV..BZM..OWALT..JQF
SVH/HKY	Prop/ Turboprop	LWC..POMON..RZC..ARG..BNA.. VXV..HMV..BZM..SVH/HKY

**IXD DEPARTURES:**

DESTINATION	AIRCRAFT	ROUTE
GSO	JET	IXD.RACER3.DOSOA..SGF..FAM..PXV..IIU..GZG.BROOK2.GSO
INT	JET	IXD.RACER3.DOSOA..SGF..FAM..PXV..IIU..GZG.BROOK2.INT
EXX	JET	IXD.RACER3.DOSOA..SGF..FAM..PXV..IIU..GZG..TRAKS..EXX
CLT	JET	IXD.RACER3.DOSOA..RZC..ARG.. BNA..VXV..SHINE5..CLT (VXV.JOHN51 – RNAV)
JQF	JET	IXD.RACER3.DOSOA..RZC..ARG.. BNA..VXV..HMV..BZM..OWALT..JQF
SVH/HKY	JET	IXD.RACER3.DOSOA..RZC..ARG..BNA..VXV..HMV..BZM..SVH/HKY
DAB	JET	IXD.RACER3.SGF..ARG..VUZ..OMN..DAB
GSO	Prop/ Turboprop	IXD..DOSOA..SGF..FAM..PXV..IIU..PSK.SMOKN3.GSO

DESTINATION	AIRCRAFT	ROUTE
INT	Prop/ Turboprop	IXD..DOSOA..SGF..FAM..PXV..IIU..PSK.SMOKN3.INT
EXX	Prop/ Turboprop	IXD..DOSOA..SGF..FAM..PXV..IIU..GZG..TRAKS..EXX
CLT	Prop/ Turboprop	IXD..DOSOA..RZC..ARG.. BNA..VXV.SHINE5.CLT (VXV.JOHN31 – RNAV)
JQF	Prop/ Turboprop	IXD..DOSOA..RZC..ARG..BNA..VXV.. HMV..BZM..OWALT..JQF
SVH/HKY	Prop/ Turboprop	IXD..DOSOA..RZC..ARG..BNA..VXV..HMV..BZM..SVH/HKY

**IFR/VFR DEPARTURES**

Pilots departing from MCI and MKC shall monitor the ATIS and call Clearance Delivery for clearances. The clearance will include a beacon code and initial altitude to be flown when released for an IFR departure. Pilots may expect gate hold procedures to be in effect.

Pilots departing IXD shall monitor Ground Control frequency and call prior to entering a taxiway. Pilots departing LWC will be able to obtain IFR Clearances directly from Kansas City Center while on the Ground at LWC. Please review current NOTAMS for RCO frequency.

Please do not file multiple flight plans. After the race is completed, aircraft are expected to land at the destination airport for which they have filed. Aircraft that depart and then air file to another destination can expect delays.

**OVERFLIGHT TRAFFIC**

Aircraft not landing in the Kansas City area are requested to avoid overflying the area below 16,000 feet MSL from the MCI 090 radial clockwise to the MCI 180 radial within 30 miles of MCI.

**ADDITIONAL PILOT INFORMATION**

**PILOTS ARE URGED TO OBTAIN A COMPLETE WEATHER BRIEFING AND TO REVIEW ALL APPLICABLE NOTAMS BEFORE CONDUCTING FLIGHT.**

DO NOT request IFR departure clearance prior to 20 minutes before estimated time of departure (ETD). IFR clearances shall be requested from clearance delivery at Kansas City International and Kansas City Downtown airports. At LWC airport please contact Kansas City ARTCC (122.55 MHz) for clearances.

Please call for clearance prior to engine start.

DO NOT taxi until you have received taxi information and appropriate IFR clearance.

DO NOT call ground control to taxi until you are number one aircraft that can enter a taxiway from the ramp or parking area.



DO NOT call the tower for takeoff until you are ready for takeoff and in the number one position to take the runway.

**VFR DEPARTURES AND SUBSEQUENT AIRBORNE IFR CLEARANCE REQUESTS WILL NOT BE ACCOMMODATED.**

**CAUTION**

**NUMEROUS AERIAL DEMONSTRATIONS**

These demonstrations may include, but is not limited to, the following events: air show, including multiple high-performance military aircraft, skydivers, banner tows, helicopter operations, blimp operations and media coverage from numerous aircraft should be anticipated in the area surrounding the Kansas City Speedway. Pilots are urged to check NOTAM's if flight is to be conducted in this area on the effective dates shown above. Class B Clearance is required 3,000 MSL and above over the Speedway area.

**2008**  
**UNIVERSITY OF ARKANSAS**  
**RAZORBACKS FOOTBALL SEASON**  
**FAYETTEVILLE, ARKANSAS**

**September 20 through October 25, 2008**

In anticipation of a large number of aircraft operating to and from the Northwest Arkansas area in conjunction with the 2008 Razorback home football games, a Special Traffic Management Program (STMP) will be implemented to enhance safety and minimize air traffic delays.

**SPECIAL TRAFFIC MANAGEMENT PROGRAM**

The Federal Aviation Administration, Air Traffic Control System Command Center (ATCSCC) will utilize a Special Traffic Management Program and slot reservations will be required for **all domestic non-scheduled IFR and VFR arrivals** at the following airports:

<i>AIRPORT</i>	<i>ID</i>
Fayetteville Drake Field Airport	FYV
Springdale Municipal Airport	ASG

Slot reservations will be required for **all domestic non-scheduled IFR and VFR ARRIVALS** during the following dates and times:

<i>DATE</i>	<i>DAY</i>	<i>TIME (CDT)</i>	<i>TIME (UTC)</i>
September 20	Saturday	0800 - 2000	1300 - 0100
October 4	Saturday	0800 - 2000	1300 - 0100
October 25	Saturday	0800 - 2000	1300 - 0100

Slot reservations will be available beginning September 17, 2008, at 0800 EDT (1300 UTC) and **will not be assigned more than 72 hours in advance.**

**HOW TO OBTAIN A SLOT RESERVATION**

Pilots may obtain a slot reservation by using computer interface (*e-STMP*) or touch-tone telephone interface.

- **e-STMP:** computer access is available to users with an Internet connection and Web Browser. The Internet address is <http://www.fly.faa.gov/estmp>. A user guide is available on the web site.
- **Touch-tone telephone:** dial (800) 875-9755 and follow the prompts.

Pilots should be prepared to provide their destination/departure airport, estimated UTC time of arrival/departure, UTC date, call sign, and type aircraft.

Upon completion of a slot reservation, you will receive a preliminary reservation number. Between 24 and 12 hours prior to your arrival reservation time you are required to confirm your reservation and will receive a confirmation number. **Confirmation of reservations is REQUIRED and MUST be completed between 24 and 12 hours prior to your arrival reservation time.** If your reservation is not confirmed at least 12 hours prior to your arrival reservation time it will be **CANCELED** and **AUTOMATICALLY** returned to the reservation system for reassignment. If the reservation is made within 24 hours of the arrival reservation received, it will be **AUTOMATICALLY** confirmed with a confirmation number.

Aircraft are expected to arrive within +/- 15 minutes of the assigned reservation time. If a reservation requires change or cancellation, please do so as early as possible in order to release the slot for another flight.

**The reservation system will be available 24 hours a day. Reservations should be made using the automated interfaces. The Airport Reservation Office at (703) 904-4452 is available for technical difficulties.**

Flight plans should be filed AFTER receiving a slot reservation. The flight plan should be filed at least 4 hours, but not more than 22 hours, prior to the proposed time of departure.

The confirmation number **MUST** be included in the remarks section of the flight plan. Flights without an approved slot time will only be accepted **after all aircraft with slot reservations have been accommodated.**

Airfiles and change of destination from airborne flights to FYV and ASG may not be accepted except for emergency situations while this program is in effect.

### ATIS/AIRPORT INFORMATION

Aircraft arriving/departing Fayetteville Drake Field (FYV) should monitor ATIS on frequency 119.57 prior to initial contact with Razorback Approach Control.

Aircraft arriving/departing Fayetteville Northwest Arkansas Regional Airport (XNA) should monitor ASOS on frequency 119.42 prior to initial contact with Razorback Approach Control.

Aircraft arriving/departing Springdale Municipal Airport (ASG) should monitor AWOS on frequency 124.675 prior to initial contact with Razorback Approach Control.

### VFR ARRIVALS

Set transponder to 1200 and squawk altitude

VFR inbound from the RZC 346radial to the RZC 144radial, contact Razorback Approach on 126.6

VFR inbound from the RZC 145radial to the RZC 345radial, contact Razorback Approach on 121.0

### FYV ARRIVALS

All aircraft arriving Fayetteville Drake Field be prepared to contact final control on 124.55 when instructed by Approach Control.

## **PRACTICE APPROACHES**

Practice approaches to all airports within 30 miles of Fayetteville Drake Field (FYV) and Springdale Municipal (ASG) Airports may be extremely limited and potentially unavailable due to the volume of traffic associated with home football games.

## **AUTOMATED FLIGHT SERVICE STATION**

Pilot briefing and flight planning services are available by telephoning AFSS at:

1-800-WX-BRIEF (1-800-992-7433)

Pilots are urged to obtain a complete weather briefing and review all applicable NOTAMS prior to conducting flight.

# NASCAR BANK OF AMERICA 500

**Special ATC Procedures  
for traffic operating to and from the**

## **CONCORD REGIONAL AIRPORT (JQF) and the *LOWE'S MOTOR SPEEDWAY***

**October 11, 2008**

In anticipation of increased air traffic at the Concord Regional and Charlotte International airports during these events, the Federal Aviation Administration will employ special ATC procedures to enhance safety and minimize delays. These procedures are effective during the following dates and times.

DATE	HOURS
October 10, 2008	0700-2300 LOCAL
October 11, 2008	0700-2300 LOCAL
October 12, 2008	0700-2300 LOCAL

### **HELICOPTER OPERATIONS**

#### **INBOUND TO SPEEDWAY LANDING ZONE FROM CHARLOTTE - YELLOW ROUTE**

Contact Charlotte Clearance Delivery on frequency 127.15 and request "YELLOW ROUTE." After receiving VFR departure instructions, contact Charlotte Tower on frequency 118.1. After receiving departure clearance, proceed via West Boulevard to Highway 49/29 (South Tryon), remaining east of, and parallel to Highway 29 to Speedway Boulevard. Radar service is automatically terminated abeam UNCC. Contact Concord ATC Tower on 134.65 and advise "INBOUND LANDING ZONE." The suggested altitude is 1300.

#### **OUTBOUND FROM SPEEDWAY LANDING ZONE TO CHARLOTTE - GREEN ROUTE**

Depart the designated landing zone and contact Concord Tower on frequency 134.65 and request "GREEN ROUTE". Remain north of Speedway Boulevard and west of, and parallel to, Highway 29, then proceed to a point northwest of UNCC. Contact Charlotte Approach Control on frequency 128.325, and advise "INBOUND LANDING CHARLOTTE." Upon receiving clearance to enter Charlotte Class B Airspace, follow a route north of and parallel to I-85 to I-77, then via Highway 74 to Morris Field Drive. The suggested altitude is 1800.

**OUTBOUND AND/OR INBOUND BETWEEN MOTOR SPEEDWAY AND SOUTH CHARLOTTE AREA - RED ROUTE**

Depart the designated landing zone and contact Concord Tower on frequency 134.65 and request "RED ROUTE". Remain south of Speedway Boulevard and east of, and parallel to, Highway 29, then proceed to a point abeam UNCC, and contact Charlotte Approach Control on frequency 128.325, and advise "INBOUND LANDING (destination other than Charlotte Airport)." Upon receiving clearance to enter Charlotte Class B Airspace, proceed direct to destination, advising Charlotte Approach Control when one mile from destination.

Departing from the south Charlotte area contact Charlotte Approach Control on frequency 128.325 and request "RED ROUTE." Upon receiving clearance to enter Charlotte Class B Airspace, proceed direct to a point abeam UNCC. Radar service will automatically be terminated abeam UNCC; then contact Concord Tower on frequency 134.65 and advise "INBOUND LANDING ZONE." From abeam UNCC, proceed to the designated landing zone for the Lowe's Motor Speedway, remaining east of, and parallel to, Highway 29 until Speedway Boulevard, then remain north of Speedway Boulevard until on final approach to the designated landing zone. The suggested altitude is 1800.

**OUTBOUND AND/OR INBOUND BETWEEN MOTOR SPEEDWAY AND THE STATESVILLE, NC AREA – NORTH ROUTE**

Depart the designated landing zone and contact Concord Tower on frequency 134.65 and request "NORTH ROUTE." Proceed northbound until crossing State Highway 73, thence westbound via State Highway 73 and northbound via Interstate Highway 77, remaining north of 73 and east of 77 until the Statesville area.

Departing from the Statesville, NC area towards Lowe's Motor Speedway, proceed south along Interstate 77 and east along State Highway 73 until due north of the speedway, then south toward the landing zone. Remain west of Interstate 77 and south of State Highway 73. Contact Concord ATC Tower on 134.65 before departing State Highway 73 inbound.

**TRAFFIC MANAGEMENT**

When weather conditions and/or volume dictate, traffic management initiatives may be implemented for IFR and VFR flights operating into and out of Concord Regional.

**IFR ARRIVALS**

Turbojet and turboprop aircraft entering the Charlotte Terminal Area may expect routings via the UNARM, MAJIC, SHINE, CHESTERFIELD, or NASCR Standard Terminal Arrival Routes. Pilots are encouraged to review NOTAM's concerning the authorized published instrument approach procedures to the Concord Regional Airport.

**VFR ARRIVALS**

Clearance to enter Charlotte Class B Airspace is mandatory. Radar sequencing for VFR arrivals may be in effect during the listed dates/times. VFR arrivals should contact Charlotte Approach Control no later than 20NM from the Concord Regional Airport. Traffic pattern altitude at Concord Regional Airport is 2,300 MSL for jet aircraft and 1,700 MSL for propeller aircraft.

**IFR/VFR DEPARTURES**

1. Obtain current weather from the Concord AWOS on frequency 133.675.
2. Obtain IFR clearances from Concord Clearance Delivery on frequency 118.55.
3. IFR clearance should be available 20 minutes prior to proposed departure.
4. VFR aircraft contact Concord Ground Control on frequency 121.85, and advise the controller of VFR flight, aircraft type and destination airport or direction of flight, prior to requesting taxi instructions. Remain clear of Charlotte Class B Airspace. To request radar service, contact Charlotte Approach Control on frequency 128.325 when frequency change is approved by Concord Tower.
5. All departing aircraft contact Concord Tower on frequency 134.65 when number one for departure. In order to avoid delays, make every effort to be ready for takeoff when number one for departure. **DO NOT** contact the Tower for takeoff until in the number one position to take the runway.

**GENERAL**

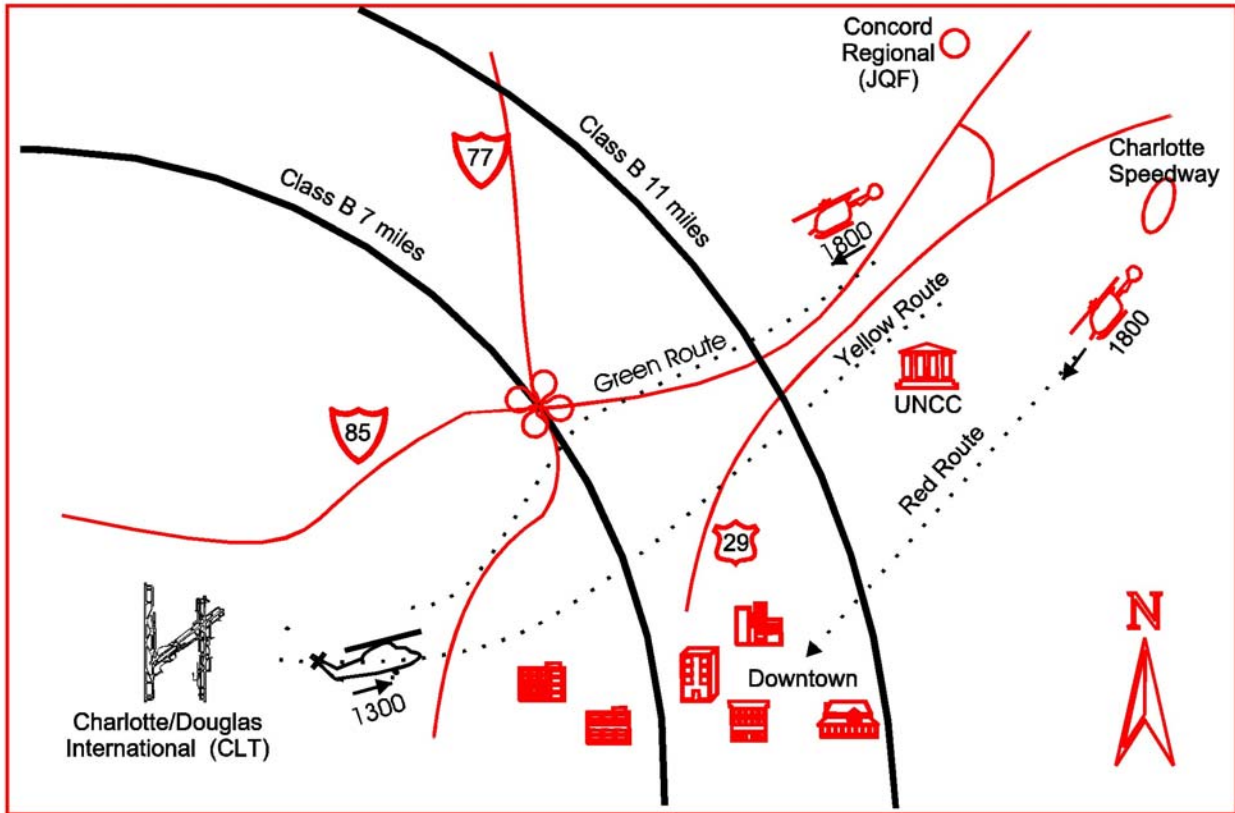
Concord Regional Airport is within Class D Airspace during the hours of control tower operation. The airspace becomes Class G airspace when the control tower is closed. This Class D and G airspace includes the airspace over the Lowe’s Motor Speedway. Special VFR operations **are not** authorized in Class G Airspace.

Helicopters, high-speed military aircraft, lighter-than-air ships, and banner tow operations should be anticipated in the area surrounding the Lowe’s Motor Speedway. Pilots are encouraged to keep radio transmissions brief to reduce frequency congestion and to review all applicable NOTAMs prior to flight.

**FREQUENCIES**

Concord Tower	134.65
Concord Ground Control	121.85
Concord Clearance Delivery	118.55
Charlotte Approach	128.325
Raleigh Durham AFSS	122.4

**Helicopter Routes between Charlotte/Douglas International Airport and the Lowe's Motor Speedway and between the Lowe's Motor Speedway and south Charlotte area**



**NOT TO SCALE**

**See attached narrative for route descriptions and special ATC procedures.**

**Charlotte Class B Airspace is in effect.  
Remain clear of Class B Airspace unless authorized by ATC.**



# **SPECIAL AIR TRAFFIC PROCEDURES**

## **NSCS DICKIES 500**

### **TEXAS MOTOR SPEEDWAY FORT WORTH, TEXAS**

**OCTOBER 30 - NOVEMBER 2, 2008**

**NOTE: Special security procedures and restrictions remain in effect. Pilots are reminded to contact AFSS personnel to obtain current NOTAM information.**

In anticipation of a significant number of aircraft traveling to the Fort Worth, Texas, area during the NASCAR Sprint Cup Series (NSCS) Dickies 500, the following procedures will be implemented to enhance safety and minimize air traffic delays.

#### **PREFERRED IFR ARRIVAL PROCEDURES TO AFW**

Traffic departing airports south of Phoenix (non-inclusive) and west of Houston (non-inclusive) destined AFW should expect the SLUGG arrival, INK, SAT, or CWK transition.

Traffic departing Houston terminal airports, east to Atlanta (non-inclusive) destined AFW should expect the DODJE arrival, SQS, AEX or IAH transition.

Traffic departing Atlanta terminal airports, north to Chicago terminal airports (inclusive) destined AFW should expect the SASIE arrival, FSM or LIT transition.

Traffic departing west of Chicago (non-inclusive) to Denver (non-inclusive) destined AFW should expect the MOTZA arrival, TUL or IRW transition.

Traffic departing Denver terminal airports (inclusive) south to Phoenix terminal airports (inclusive) destined AFW should expect the MOTZA arrival, BGD, PNH or TXO transitions.

#### **IFR DEPARTURE PROCEDURES**

**ALL PILOTS AND AIRCRAFT OPERATORS SHOULD CONTACT FTW AFSS TO ENSURE COMPLIANCE WITH ALL NOTAMS AND SECURITY PROCEDURES IN PLACE DURING THIS EVENT.**

**RACE DAY DEPARTURES SHOULD FILE FLIGHT PLANS PRIOR TO 2000Z TO ALLOW FOR COORDINATION AND PLANNING.**

**IN THE EVENT THAT THE RACE IS RESCHEDULED FOR THE ALTERNATE RACE DAY (MONDAY, NOVEMBER 3), ALL PILOTS SHOULD FILE FLIGHT PLANS 1 HOUR PRIOR TO THE SCHEDULED RACE END TIME TO ALLOW FOR COORDINATION AND PLANNING.**

**PILOTS DEPARTING FROM AFW SHOULD BE AWARE OF THE FOLLOWING RESTRICTIONS:**

**PRINTED COPIES OF IFR CLEARANCES MUST BE PICKED UP FROM THE CLEARANCE DELIVERY DESK IN THE AIRPORT FBO BUILDING.**

Pilots should expect gate hold procedures to be in effect.

DO NOT request IFR departure clearance prior to 20 minutes before estimated time of departure (ETD).

DO NOT taxi until you have received taxi information and appropriate IFR clearance.

DO NOT call ground control to taxi until you are number one aircraft that can enter a taxiway from the ramp or parking area.

DO NOT call the tower for takeoff until you are ready for takeoff and in the number one position to take the runway.

**VFR DEPARTURES AND SUBSEQUENT AIRBORNE IFR CLEARANCE REQUESTS WILL NOT BE ACCOMMODATED.**

**PREFERRED IFR DEPARTURE ROUTES**

**Note: Due to the complexity and volume associated with this event, users can anticipate dynamic reroutes and altitude assignments to expedite departure. Pilots are advised not to circumvent these preferred routes as they are intended to balance the departure operation and minimize delays.**

**DUE TO THE INCREASED DEMAND FOR THESE DESTINATIONS, PILOTS SHALL FILE THE FOLLOWING ROUTES:**

**AIRCRAFT REQUESTING AT OR ABOVE FLIGHT LEVEL 240**

DESTINATION	AIRCRAFT	ROUTE
AVL	ALL	TXK J42 BNA VXV SOT AVL
CLT	ALL	SQS J52 ATL UNARM1/ADENA1 CLT
EXX/MTV	ALL	TXK J42 BNA VXV GZG TRAKS EXX/MTV
GSO / INT	TURBO-JET	TXK J42 BNA VXV GZG BROOK2 GSO / INT
GSO / INT	PROP / TURBO PROP	TXK J42 BNA J42 FOUNT PSK SMOKN3 GSO / INT
GSP	ALL	SQS J52 ATL GSP
JQF / RUQ	ALL	SQS J52 ATL UNARM1 JQF
SVH / HKY	ALL	TXK J42 BNA VXV BZM SVH / HKY

**AIRCRAFT REQUESTING AT OR BELOW FLIGHT LEVEL 230**

DESTINATION	AIRCRAFT	ROUTE
ASN	ALL	UIM.....DIRECT
AVL	ALL	TXK BNA VXV SOT AVL
CLT	ALL	UIM ATL UNARM1/ADENA1 CLT
EXX/MTV	ALL	TXK BNA VXV GZG TRAKS EXX/MTV
GSO / INT	TURBO-JET	TXK BNA VXV GZG BROOK2 GSO / INT
GSO / INT	PROP / TURBO PROP	TXK BNA J42 FOUNT PSK SMOKN3 GSO / INT
GSP	ALL	UIM ATL GSP
JQF / RUQ	ALL	UIM ATL UNARM1 JQF
SVH / HKY	ALL	TXK BNA VXV BZM SVH / HKY

**ALL OTHER DESTINATIONS SHOULD FILE THE APPROPRIATE DEPARTURE PROCEDURE OVER ONE OF THE PUBLISHED DEPARTURE FIXES. DIRECT DESTINATION FLIGHT PLANS WILL NOT BE ACCEPTED.**

**VFR ARRIVALS/DEPARTURES**

Due to the anticipated increase in the volume of traffic, enroute aircraft desiring to transverse the DFW Class B airspace may encounter delays and alternate routes outside the Class B airspace. (See Dallas/Fort Worth VFR Terminal Area Chart).

**Note: This is a very congested airspace, issuance of a transponder code is not a clearance to enter Class B airspace, wait for identification and specific clearance from the controller prior to entering Class B airspace.**

VFR aircraft are encouraged to cancel/activate flight plans with Fort Worth AFSS when approaching or departing the City of Fort Worth.

**FTW AFSS FREQUENCIES**

- 122.6 MHz Transmit/Receive (WEST)**
- 255.4 MHz Transmit/Receive (EAST/WEST)**
- 122.3 MHz Transmit/Receive (EAST)**

FTW AFSS serves the Dallas/Fort Worth Metropolitan area and can be reached at the following telephone number: **1-800-WX-BRIEF (1-800-992-7433).**

**HELICOPTER OPERATIONS**

SPECIAL HELICOPTER PROCEDURES WILL BE IN EFFECT DURING THIS EVENT Prior permission is required for all helicopters planning to operate in the Class D airspace around Alliance (AFW) airport. For prior permission, call this number (817)-929-9339 or (817)-215-8592.

**Note: All helicopter pilots and operators should contact the FTW AFSS to ensure compliance with all NOTAMS and security procedures in place during this event.**

**ATIS**

Alliance (AFW) 126.92

# SUNBELT AGRICULTURAL EXPOSITION

## SPECIAL AIR TRAFFIC PROCEDURES SPENCE FIELD MOULTRIE, GEORGIA

**October 14, 15, 16, 2008**

Due to the heavy volume of air traffic generated by the Sunbelt Agricultural Exposition, the Federal Aviation Administration will provide temporary Air Traffic Control services at the airport and shall use the following procedures to maintain a safe, orderly flow of air traffic at Spence Field, Moultrie, Georgia.

There will be many different types of aircraft operating into and out of Spence Field during the exposition. All aircraft must meet the communication requirements listed in FAR 91, for operations in the vicinity of an operating control tower. Pilots are encouraged to keep transmissions to a minimum and listen to the ATIS. Be alert for a high volume of aircraft in the vicinity of Spence Field during the exposition.

**Control Tower:** The Spence Air Traffic Control Tower (temporary) will operate ten hours per day during the Sunbelt Agricultural Exposition. The hours of operation will be 8:00 AM until 6:00 PM EDT.

RADIO CALL: " SPENCE TOWER"

FREQUENCIES:

ATIS - 119.25

GROUND CONTROL - 121.7

TOWER - 127.4

**Approach Control:** Valdosta Approach Control will provide Approach Control Service for arriving and departing IFR aircraft and VFR aircraft requesting traffic advisories on frequency 119.52.

**AFSS:** MCN AFSS is available on 121.1R and receive over MGR VOR or frequency 122.35. Weather briefing and flight planning service may be obtained by calling the Macon Automated Flight Service Station toll free telephone number (1-800-WX-BRIEF).

**VFR Arrivals:** VFR aircraft inbound to Spence Field should keep their transmissions to ATC to a minimum, only reporting call sign, type aircraft, and position. All inbound aircraft should monitor the arrival ATIS for wind, altimeter, and arrival information. Aircraft requesting VFR traffic advisories to Spence Field should contact Valdosta Approach Control on frequency 119.52.

VFR arrivals from the southwest or south should proceed to MGR VOR and maintain at or above 1800 feet MSL (to remain clear of the traffic pattern at Moultrie Airport), then contact Spence Tower.

VFR arrivals from the northwest, north, and the east shall contact Spence Tower 5 miles from the airport. Expect to enter a RIGHT downwind runway 32 or LEFT downwind runway 14, unless otherwise instructed by the tower.

**NOTE:**

Aircraft SHALL NOT over-fly the Exposition below an altitude of 1300 feet MSL.

The traffic pattern altitude for Spence Airport is 1300 feet MSL.

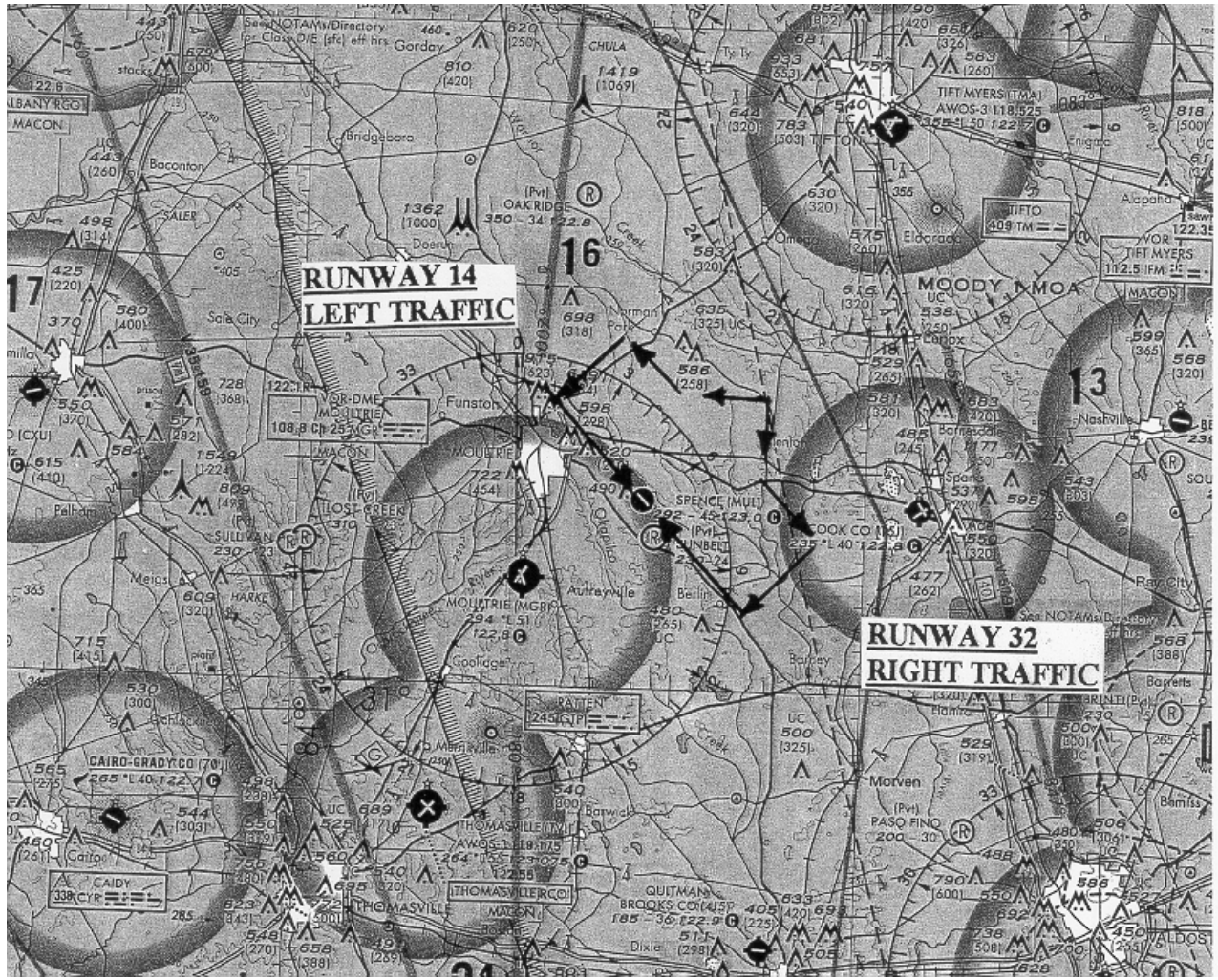
Arrival aircraft landing on runway 32 shall make RIGHT TRAFFIC and aircraft landing on runway 14 shall make LEFT TRAFFIC.

***IFR Arrivals:*** When weather conditions require instrument approaches, the IAP's for MGR Airport are the most expeditious. There are NO published IAP's for Spence Airport. After canceling IFR with Valdosta Approach, pilots may continue to Spence Airport VFR if weather conditions permit.

**CAUTION!** Be alert for a high volume of high performance and other types of traffic in the vicinity of Spence Airport. Expect possible delays due to traffic volume. All flight crews are encouraged to be familiar with the VFR arrival procedures for Spence Airport.

***VFR Departures:*** The ATIS will contain runway and taxi information. VFR departures will taxi to the red or blue barrels for departure (red barrels intersection departure), monitor ground control (frequency 121.7), and hold short of the runway. The number one aircraft in line will call the tower (frequency 127.4) and advise the tower direction of flight. All other aircraft should monitor ground control until they are number one in line.

***IFR Departures:*** Pilots should file flight plans a minimum of one hour prior to the proposed departure time. If weather conditions permit, pilots should request IFR clearances after they are airborne with Valdosta Departure Control (frequency 119.52). Spence Ground Control (frequency 121.7) will issue IFR clearances on request and pilots should expect departure delays. All aircraft can expect an initial maximum altitude of 7000 feet until clear of Moody1 MOA.



# FORD 400 NASCAR SPRINT CUP SERIES EVENT

**Kendall-Tamiami Executive Airport (TMB)  
Miami, Florida**

**November 11 – 16, 2008**

In anticipation of a large number of aircraft traveling to and from the South Florida area in conjunction with the Ford 400 and Ford 300 competitions, the following procedures will be used to enhance safety and minimize air traffic delays.

## GENERAL INFORMATION

Pilots should check latest NOTAM information for current airspace restrictions, control tower hours of operation, and special traffic management procedures for the TMB area.

Control Tower hours of operation are 0700 – 2100 EST (1200 – 0200 UTC). **Hours of operation will be extended until 0000 EST (0500 UTC) Saturday, November 15, and Sunday, November 16.**

Contact Miami Flight Service Station on 118.9 MHz for airport advisories when the tower is not operating.

Pilots should be alert for glider operations southwest of the TMB airport.

Due to anticipated heavy volume of itinerant traffic, pilots requesting practice approaches may anticipate delays during the following dates/times:

DATE	DAY	TIME (EST)	TIME (UTC)
November 11	Tuesday	1500-1900	2000-0000
November 12	Wednesday	1700-2100	2200-0200
November 13	Thursday	1700-2100	2200-0200
November 14	Friday	1700-2100	2200-0200
November 15	Saturday	1600-2000	2100-0100
November 16	Sunday	1600-2000	2100-0100

Portions of Taxiway A between Spots 1 and 2 and portions of Taxiway Echo between Spots 14 and 16 are not visible from the control tower.

Pilots are advised to use caution for helicopter operations in the vicinity of Spots 2, 11, 13, and 16.

Portions of Taxiway Charlie from Spot 12 to CC intersection and Taxiway Hotel from Spot 13 to Spot 14 may be closed to accommodate aircraft parking. NOTAM will be issued and reference maps with specific information will be posted at FBOs.



### ARRIVALS

VFR arrivals requesting traffic advisories should contact Miami Approach Control on appropriate frequencies depicted in the current MIA VFR Terminal Area Chart within 30nm of TMB. Pilots are advised to remain clear of the Miami Class Bravo airspace until cleared by ATC. Arriving VFR advisories will be provided on a workload permitted basis. VFR aircraft are requested to cancel their flight plans with Flight Service Prior to landing.

Arriving aircraft should advise TMB Ground Control of their assigned Spot on initial contact. Unless otherwise instructed by ATC, expect taxi clearance to the FBO ramps via the following Spots:

FBO	SPOT(S)	UNICOM
Air Sal	1 or 2	123.3
International Flight Center	11 or 12	122.825
Reliance Aviation	13 or 14	122.95
Falcon Trust Air	16	131.05

### DEPARTURE PROCEDURES (effective Sunday, November 16)

- Receive ATIS broadcast **PRIOR** to engine start.
- ATC Clearances will be available up to one half hour before proposed departure time. Contact TMB Clearance Delivery on 133.0 and state call sign, destination airport, and ATIS code only. In order to minimize frequency congestion, acknowledge clearance receipt with call sign and assigned beacon code only unless a discrepancy arises or a Full Route Clearance is issued.
- Gate hold procedures may be implemented. Monitor Ground Control frequency 121.7 after receiving clearance and prior to assigned engine start time.
- Contact TMB Ground Control on frequency 121.7 for taxi instructions **only after reaching the number one position at your respective spot.**
- VFR departures requesting radar advisories or Class B clearances can anticipate lengthy delays.
- Air Files can anticipate extensive delays between 1600-2100 EST. **Do NOT expect to depart VFR and obtain IFR clearances en route.**
- MIA Approach Control will staff a clearance delivery position at Homestead General airport (X51) for post-race aircraft on Sunday, November 16.
- NASCAR associated departures are requested to file flight plans a minimum of three (3) hours prior to proposed departure time via preferred departure routings.

**PREFERRED DEPARTURE ROUTINGS****CLT/JQF:**

**JETS** – (Miami SID, HEDLY transition) HEDLY J53 ORL CRG J51 SAV HUSTN STAR CLT

**or** – (Miami SID, HEDLY transition) HEDLY J53 ORL CRG J51 SAV J207 FLO NASCR STAR JQF

**TURBO PROPS** – (radar vectors) THNDR J55 INPIN CRG SAV FLO HUSTN/NASCR STAR CLT/JQF  
(odd altitude between 160 and FL230)

**LOW ALTITUDE** – (Miami SID, HEDLY transition) HEDLY V267 ORL CRG V37 SSI V3 FLO  
HUSTN/NASCR STAR CLT/JQF

**HKY/SVH/AVL/TRI:**

**JETS** – (Miami SID, HEDLY transition) HEDLY ORL CRG CAE CLT BZM HKY

**or** – (Miami SID, WINCO transition) WINCO LAL CORSU TAY AMG SPA V605 GENOD SVH/AVL/TRI

**TURBO PROPS** - (radar vectors) THNDR J85 LLAKE LAL V157 AMG SPA V605 GENOD BZM  
HKY/SVH/AVL/TRI

**LOW ALTITUDE** - (Miami SID, WINCO transition) WINCO LAL V157 AMG SPA V605 GENOD BZM  
HKY/SVH/AVL/TRI

**GSO/INT/EXX:**

**JETS**– (Miami SID, HEDLY transition) HEDLY ORL J53 CRG J51 SAV J207 CAE BLOCC STAR GSO

**or** – (Miami SID, HEDLY transition) HEDLY ORL J53 CRG J51 SAV J207 FLO SDZ INT EXX

**or** – (Miami SID, THNDR transition) THNDR J55 CRG V37 SSI V3 FLO SDZ INT/EXX

**Airports west of Atlanta:**

**JETS** – (Miami SID, WINCO transition) WINCO LAL J73 SZW, flight plan route

**TURBO PROPS** –

(Miami SID, WINCO transition) WINCO LAL J73 SZW, flight plan route or

(Miami SID, WINCO transition) WINCO LAL CTY, flight plan route or

(Miami SID, WINCO transition) WINCO LBV J86, flight plan route or

**Airports east of Atlanta:**

**JETS/TURBO PROPS** - (Miami SID, HEDLY transition) HEDLY J53 CRG, flight plan route

**NOTE:** LAT/LONG 2841N/08238W (CORSU) is the intersection of J73/J119 and was requested by NASCAR pilot representative for flight planning and reroute purposes. Turbo-prop aircraft will be capped at or below FL230. Pilots are to request higher altitude from Jacksonville ARTCC. Requested altitude should be filed in REMARKS section of flight plan.

## HELICOPTER PROCEDURES

Monitor ATIS prior to arrival and departure for helicopter route assignments and frequencies assignments.

All helicopter traffic into/out of TMB will be issued one of the following routes:

### **EAST OPERATION (landing/departing 9L and 9R)**

**Whiskey Arrival:** Proceed inbound between the extended centerlines of runways 9L and 9R between airport boundary and Krome Avenue (approx. 3nm west of TMB). Remain at or below 500' MSL from Krome Avenue inbound.

**Echo Departure:** Proceed outbound between the extended centerlines of runways 9L and 9R between airport and the Florida Turnpike. Remain at or below 500' MSL until reaching the turnpike outbound.

### **WEST OPERATION (landing/departing 27L and 27R)**

**Echo Arrival:** Proceed inbound between the extended centerlines of runways 27L and 27R between the airport and the Florida Turnpike. Remain at or below 500' MSL from the Florida turnpike inbound.

**Whiskey Departure:** Proceed outbound between the extended centerlines of runways 27L and 27R between airport boundary and Krome Avenue (approx. 3nm west of TMB). Remain at or below 500' MSL until Krome Avenue outbound.

For further information contact Kendall-Tamiami Airport Traffic Control Tower at (305) 256-0632.

# AIRCRAFT OWNERS AND PILOTS ASSOCIATION (AOPA) EXPO 2008

**San Jose, California  
November 5 – 9, 2008**

In anticipation of a large number of aircraft operating to and from the San Jose area in conjunction with the AOPA Expo, the following procedures will be used to enhance safety and minimize air traffic delays.

## TRAFFIC MANAGEMENT

Due to heavy arrival traffic for the event and regular regional traffic, IFR arrivals and departures may be limited. Traffic management initiatives will be utilized when arrival rates exceed airport capacity. Pilots should be prepared for potential airborne holding, reroutes, or Expect Departure Clearance Times (EDCT) that may be issued for all domestic **IFR ARRIVALS** to the following airports:

AIRPORT	IDENTIFIER
San Jose International	SJC
Reid-Hillview	RHV

## IMPORTANT INFORMATION

Pilots are urged to review all applicable NOTAMS and arrival/departure procedures prior to conducting flight into or out of the San Jose, CA area. IFR flight plans should be filed at least 6 hours prior to proposed time of departure. Traffic management initiatives for this event are designed to provide equitable airspace access. To maintain program integrity and minimize delays, airborne changes of destination to above listed airports will not be accepted within 200nm of destination, except in emergency situations. Duplicate flight plans (same time/call sign) to multiple airport destinations are subject to removal from the system.

Local traffic pattern and closed traffic training will be prohibited at SJC and RHV during the AOPA Expo. Practice approaches to airports within 30 NM of SJC will be extremely limited and potentially unavailable due to the volume associated with the AOPA Expo.

### CAUTION:

- Extensive air carrier operations for San Jose (SJC) runways 30L or 12R.
- When SJC is on runways 29 and 30L/R expect commercial turbo jet to cross vicinity of GILRO intersection (24SE SJC) at 8,000MSL descending for SJC.
- The majority of SJC runway 30 departures make a right southeast-bound turn, climbing to an initial altitude of 5,000MSL

- When SJC is on runways 11 and 12L/R expect commercial turbo jet aircraft to fly a right downwind to a 5nm base.
- Due to high IFR traffic volume pilots should become familiar with and plan to avoid the SFO Class Bravo airspace. Class Bravo clearances are likely to be denied.

### **VFR Routes:**

Pilots should use and be familiar with the San Francisco Sectional and VFR Terminal Area Aeronautical Charts. For all VFR navigation into San Jose airport the following procedures are to be use for planning purposes. Routes are base upon nav aids, visual features and intersections found in the above-mentioned charts.

### **SJC ARRIVALS**

#### **Arriving from the South and Southeast**

In the event that arrivals are suspended at SJC, pilots can expect to hold south of Watsonville Airport (WVI), Salinas Airport (SNS), or Hollister Airport (CVH).

Preferred route: Begin at Salinas VOR (SNS) - Approximately 20nm prior to reaching the Salinas VOR contact Norcal Approach on 133.00. Cross Salinas VOR at 6000'. **Use caution for other traffic arriving over the SNS VOR.** Proceed direct to Watsonville Airport (WVI), via the SNS 315 degree radial. Plan to cross WVI at 5500' and proceed direct to the Lexington Reservoir (VPLEX). Begin descent from 5500' to 3500' when abeam mountain ridges on your right. Cross the Lexington Reservoir at 3500'. Turn right direct to Pruneyard Shopping Center (VPPRU). Plan to cross Pruneyard at 2000'. Contact SJC tower on 124.0 when instructed.

Alternate route: Begin route over the Hollister Airport - Approximately 20nm prior to reaching Hollister Airport (CVH) contact Norcal Approach on 124.52. Cross Hollister at 6000'. Do not proceed past Hollister Airport (CVH) until receiving ATC services. **Use caution for other traffic in the vicinity of Hollister (CVH).** Proceed direct to Watsonville Airport (WVI). Plan to cross Watsonville at 5,500'. Then proceed direct to the Lexington Reservoir (VPLEX). Begin descent from 5500' to 3500' when abeam mountain ridges on your right. Cross the Lexington Reservoir at 3500'. Turn right direct to Pruneyard Shopping Center (VPPRU) Plan to cross Pruneyard at 2000'. Contact SJC tower on 124.0 when instructed.

Arriving from the North and Northeast- Begin route over the Los Vaqueros Reservoir (ALTAM Intersection) at 3500'. Approximately 20nm prior to reaching Los Vaqueros Reservoir contact Norcal Approach on 125.35. Use caution for other traffic arriving over Los Vaqueros Reservoir. Proceed direct to the Livermore Airport (LVK) and cross at 3500'. Proceed direct to the Embassy Suites Hotel (VPEMB) and expect to cross at 2500'. Contact SJC tower on 124.0 when instructed.

### **RHV ARRIVALS**

Arriving from the South and Southeast- Begin route over Christensen Airport, just east of the Hollister Airport (CVH). at 6000'. Prior to reaching the Christensen Airport contact Norcal Approach on 124.52. Use caution for other traffic arriving over Christensen Airport. Proceed direct to Reid-Hillview Airport (RHV) remaining east of highway 101. Begin descent from 6000' to 2500' abeam the South County Airport (E16). Contact RHV tower on 119.8 when instructed.

Arriving from the North and Northeast- Begin over the Clifton Court Forebay (small lake) just east of Byron Airport (C83) at 3500'. Approximately 20nm prior to reaching Clifton Court Forebay contact Norcal

Approach on 123.85. Use caution for other traffic arriving over Clifton Court Forebay. Proceed direct to the Calaveras Reservoir at 3500'. Contact RHV tower on 119.8 when instructed. Depending on runway configuration expect straight in or right traffic.

### **SJC Departures**

Departing runways 29/30 South and Southeast: After complying with San Jose Tower initial departure instructions, cross southwest of the Pruneyard Shopping Center (VPPRU) then remain at least 3miles southwest of the SJC runway 30L extended runway centerline at or below 5,500 MSL until passing abeam South County Airport (E16).

Departing runways 29/30 East: After complying with San Jose Tower initial departure instructions, remain Northeast of Highway 101 at or below 5,500 until 30nm from SJC.

Departing runways 29/30 North and Northeast: After complying with San Jose Tower initial departure instructions, expect to resume own navigation leaving SJC Class Charlie Airspace. Remain at or below 5,500MSL until abeam Livermore Airport (LVK).

Departing runways 11/12 South and Southeast: After complying with San Jose Tower initial departure instructions, expect to cross north of RHV then remain east of highway 101 at or below 5,500 until abeam South County Airport (E16)

Departing runways 11/12 North and Northeast: After complying with San Jose Tower initial departure instructions, expect to resume own navigation leaving SJC Class Charlie Airspace. Remain at or below 5,500MSL until abeam Livermore Airport (LVK).

Due to high volume commercial traffic, Norcal Approach is requesting aircraft avoid departing west towards SFO. North departures are restricted due to crossing/descending traffic for SFO and OAK. Aircraft departing south are restricted for San Jose Arrival traffic.

### **RHV ARRIVALS**

Arriving from the South and Southeast: Cross east of Hollister Airport (CVH) then remain east of Highway 101 to RHV. If requesting radar services, contact Norcal Approach prior to Hollister on 124.52.

Arriving from the North and Northeast: Via LVK to Calaveras Reservoir, depending on runway configuration expect straight in or right traffic. If requesting radar services, contact Norcal Approach 30 miles prior to Livermore on 123.85.

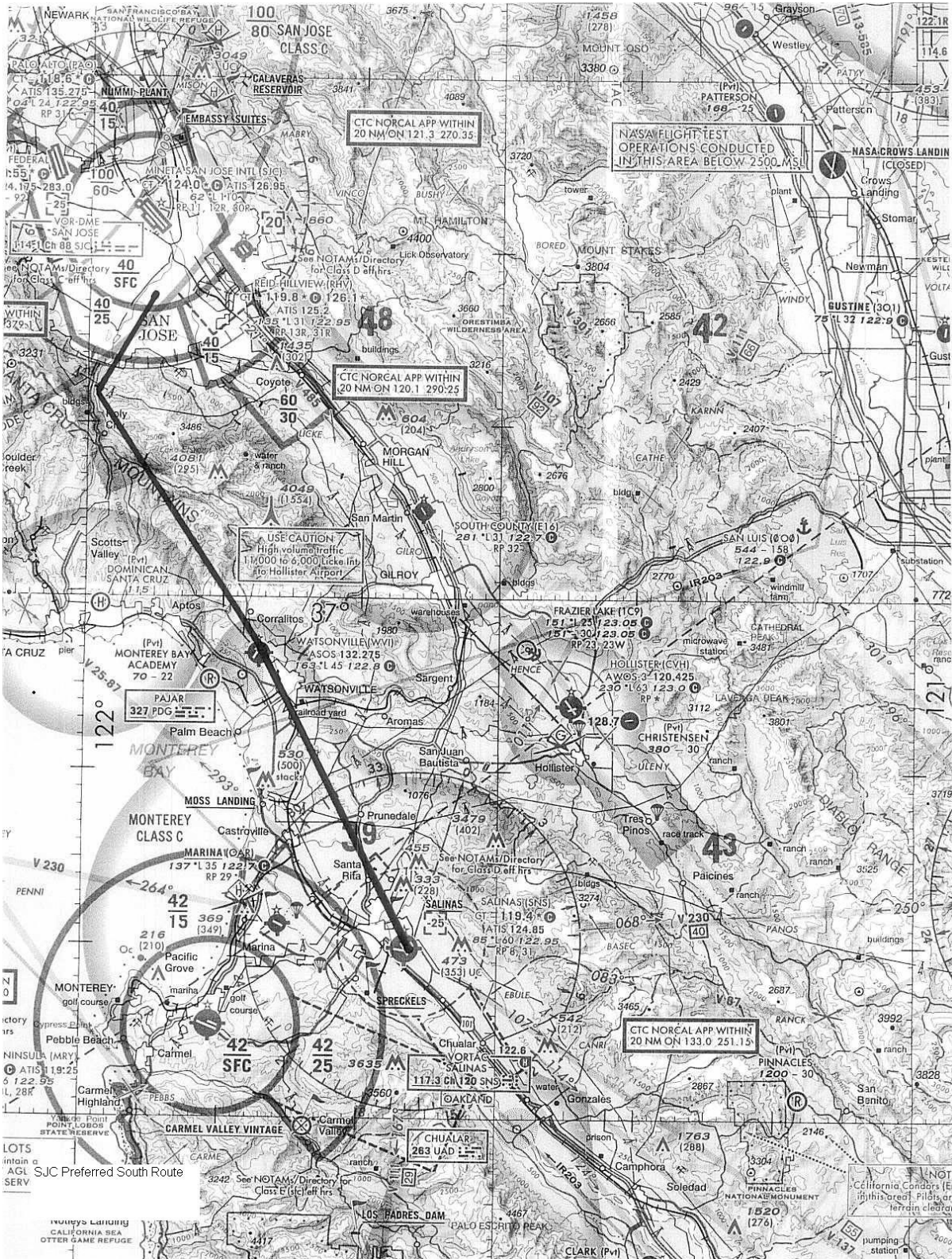
### **RHV Departures**

Departing North-Northeast: Remain east of Interstate 680 towards Calaveras reservoir at or below 5,500MSL until abeam LVK.

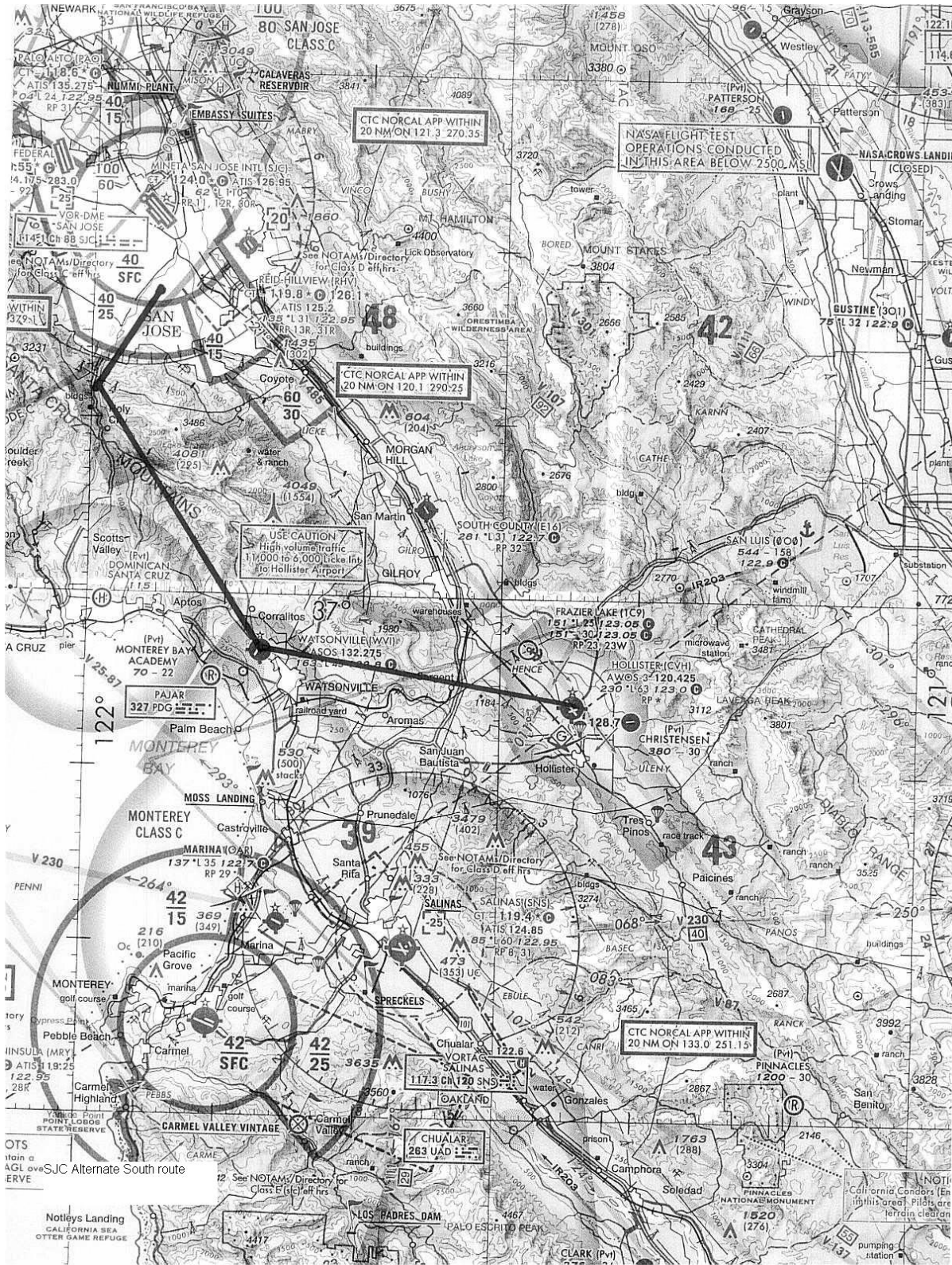
Departing East-South: Remain east of Highway 101 at or below 5,500MSL until abeam South County Airport (E16).

Due to high volume commercial traffic, Norcal Approach is requesting aircraft avoid departing west towards SFO. North departures are restricted due to crossing/descending traffic for SFO and OAK. Aircraft departing south are restricted for San Jose Arrival traffic.

### SJC Preferred South Route



### SJC Alternate South Route

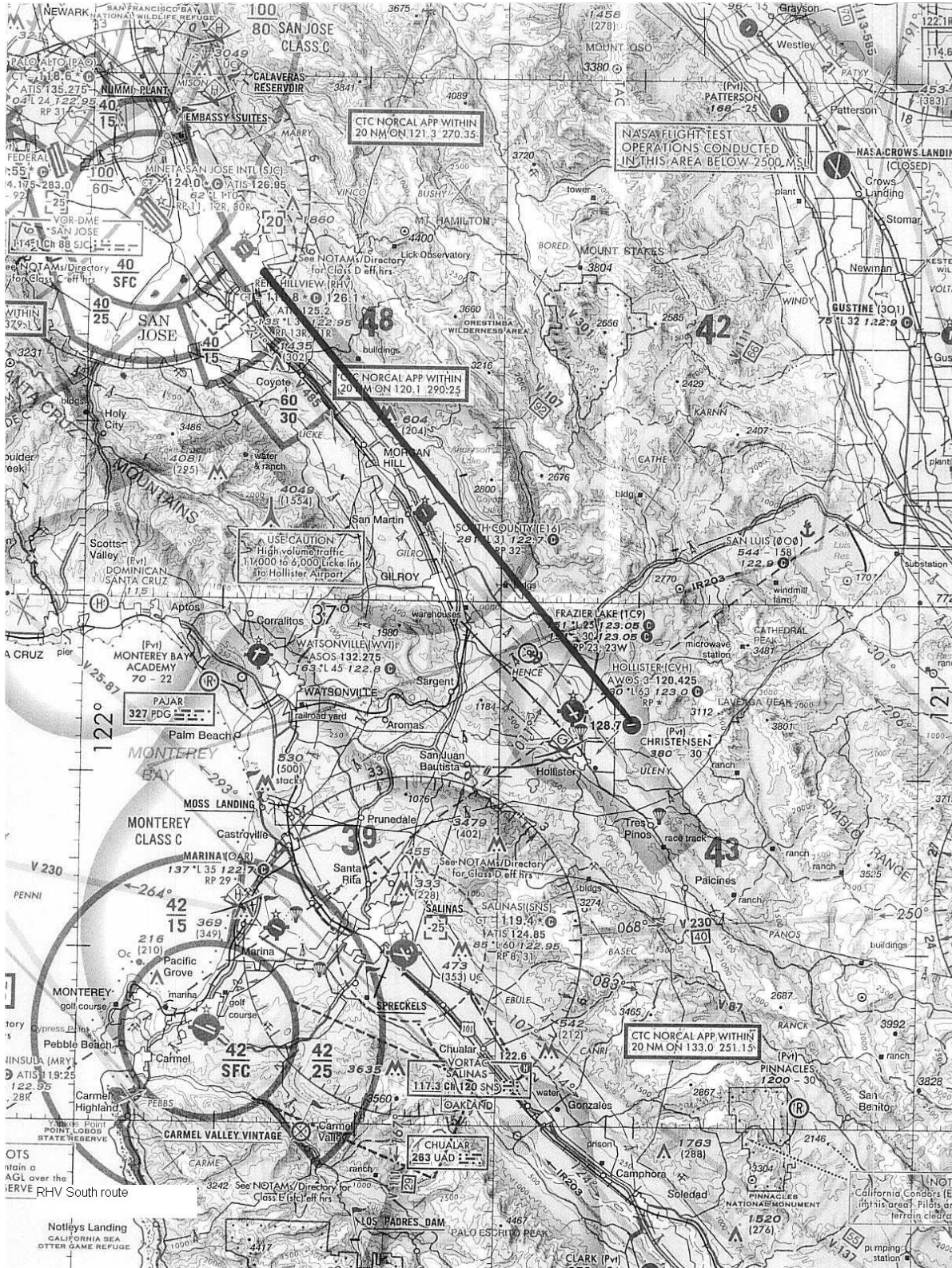




### SJC North Route



# RHV South Route



### RHV North Route



## 2008 PHEASANT HUNTING SEASON SOUTH DAKOTA

### SPECIAL TRAFFIC MANAGEMENT PROGRAM (STMP)

**OCTOBER 17 & 18, 2008**

In anticipation of a large number of aircraft operating to and from various airports within the state of South Dakota in conjunction with the 2008 Pheasant Hunting season, a Special Traffic Management Program (STMP) will be implemented to enhance safety and minimize air traffic delays.

### SPECIAL TRAFFIC MANAGEMENT PROGRAM

The Federal Aviation Administration, Air Traffic Control System Command Center (ATCSCC) will utilize a Special Traffic Management Program and slot reservations will be required for **all domestic non-scheduled IFR arrivals** at the following airports:

AIRPORT	ID
Aberdeen Regional Airport	ABR
Brookings Municipal Airport	BKX
Chamberlin Municipal Airport	9V9
Gregory Municipal Airport	9D1
Huron Regional Airport	HON
Miller Municipal Airport	MKA
Mitchell Municipal Airport	MHE
Mobridge Municipal Airport	MBG
Pierre Regional Airport	PIR
Platte Municipal Airport	1D3
Redfield Municipal Airport	1D8
Watertown Municipal Airport	ATY
Winner Airport - Bob Wiley Field	ICR
Yankton Airport - Chan Gurney Municipal	YKN

Slot reservations are required for **all domestic non-scheduled IFR ARRIVALS** during the following dates and times:

DATE	DAY	TIME (CDT)	TIME (UTC)
OCTOBER 17	FRIDAY	0600 – 2200	1100 – 0300
OCTOBER 18	SATURDAY	0600 – 2200	1100 – 0300

Slot reservations will be available commencing Tuesday, October 15, 2008, at 0600 CDT (1100 UTC) and **will not be assigned more than 72 hours in advance.**

### HOW TO OBTAIN A SLOT RESERVATION

Slot reservations will be available commencing Tuesday, October 15, 2008, at 0600 CDT (1100 UTC) and **will not be assigned more than 72 hours in advance.**

**Confirmation of reservations is REQUIRED and SHALL be completed between 24 and 12 hours prior to your arrival reservation time. If the reservation is NOT confirmed at least 12 hours prior to the arrival reservation time, it will be CANCELED and made available in the reservation system.**

Pilots may obtain a slot reservation by using the web interface (e-STMP) or the touch-tone telephone interface. Since the web interface has been implemented, modem connections are no longer available. To obtain a slot reservation:

**e-STMP:** The STMP web interface is available to anyone with an INTERNET connection and a Web Browser. The web address is [www.fly.faa.gov](http://www.fly.faa.gov). A user guide is available on the web site.

**Telephone Interface:** Dial (800) 875-9755 and follow the prompts. For information on how to use the telephone interface, see a current edition of the Aeronautical Information Manual.

Pilots should be prepared to provide their destination/departure airport, estimated UTC time of arrival/departure, UTC date, call sign, and type aircraft.

**Upon completion of a slot reservation, you will receive a preliminary reservation number. Then between 24 to 12 hours prior to your arrival reservation time you are required to confirm your reservation. At that time, you will receive a confirmation number. If your reservation is not confirmed at least 12 hours prior to your arrival reservation time, it will be AUTOMATICALLY CANCELED and that time slot will made available to the reservation pool.**

**If the reservation is made within 24 hours of the arrival reservation received, it will be AUTOMATICALLY confirmed with a confirmation number.**

**The confirmation number SHALL be included in the remarks section of the flight plan.**

Aircraft must arrive within (+/-) 10 minutes of their slot reservation time.

If a flight plan requires cancellation, pilots are instructed to use e-STMP or call the touch-tone interface as early as possible in order to release the slot reservation for another flight. The reservation system will be available 24 hours a day.

If you experience difficulty completing a slot reservation, pilots may contact the Air Traffic Control System Command Center (ATCSCC), Airport Reservation Office (ARO), at (703) 904-4452. **The ARO telephone number is for reservations only, not for information concerning the STMP.**



# **Section 5. Air Shows**





## 2008 U.S. & CANADIAN MILITARY AERIAL AIR-CRAFT/PARACHUTE DEMONSTRATIONS

During CY 2008, 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 2008 aerial demonstration locations, subject to change without notice, are:

DATE:	USAF Thunderbirds	USN Blue Angels	Canadian Snowbirds	USA Golden Knights
September 26–27			Chico, CA	
27–28	Salinas, CA	Grand Junction, CO		Grand Junction, CO
28				Parkersberg, WV
October 1			Douglas, AZ	
4	Vance AFB, OK			
4–5		MCAS Miramar, CA	El Paso, TX	MCAS Miramar, CA
4–5				El Paso, TX
8			San Diego, CA	
11–12	Ft. Worth (Alliance), TX	San Francisco, CA	San Francisco, CA	Ft Worth, TX
11–12				West Chester, PA
18–19	Dobbins ARB, GA	Little Rock AFB, AR		Little Rock AFB, AR
25–26	Houston, TX	NAS Jacksonville, FL		
November 1–2	Lafayette, LA	Lackland AFB, TX		Lafayette, LA
1–2				Lackland AFB, TX
8–9	Nellis AFB, NV	Cape Canaveral, FL		
15		NAS Pensacola, FL		

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.

# ALBUQUERQUE INTERNATIONAL BALLOON FIESTA

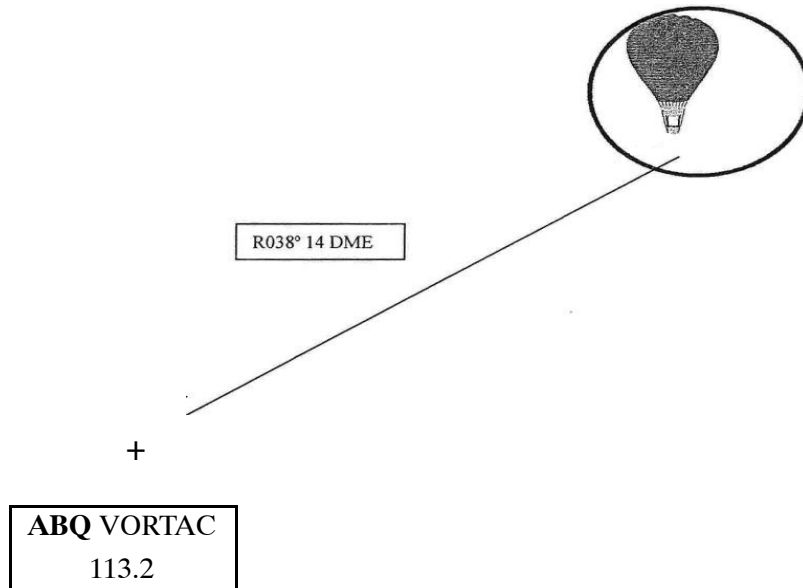
**Albuquerque, New Mexico**  
**October 4 – October 12, 2008**

Aircraft flight operations are prohibited within a four (4) nautical mile radius of (N35°11' 56"/ W106° 35' 43") the Albuquerque, NM VORTAC 038 degree radial 14 NM DME FIX at and below 8,000 feet MSL, during the following dates and times:

October 4 - October 12	0530-1200 LOCAL
October 4 - October 12	1600-1800 LOCAL

**PLEASE CHECK  
CURRENT NOTAMS  
FOR FLIGHT  
RESTRICTIONS.**

<p><b><u>AVOIDANCE AREA</u></b>  <b>4 NM RADIUS</b>  <b>(N35°11' 56"/ W106° 35' 43")</b>  <b>ABQ VORTAC 038°/14 DME</b>  <b>AT &amp; BELOW 8000 MSL.</b></p>
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**HOT AIR BALLOON EVENTS**

**MORNING ASCENSIONS**

October 4 - October 12, 2008

Up to 750 balloons take off from balloon site.  
Flight is primarily within a 4 NM radius, 8000 MSL and below.  
There are competitive, non-competitive, and other events.

**OTHER EVENTS**

**13th AMERICA'S CHALLENGE GAS BALLOON RACE  
AND GORDON BENNETT CHALLENGE RACE**

After 1830L October 4 to as late as 2359L October 8, 2008  
25-30 gas balloons, 3-5 day flight duration;  
17,999 MSL and below; VFR only; transponder and radio equipped;  
direction of flight dependent on prevailing winds.

The Albuquerque International Balloon Fiesta will generate a high volume of balloon and aircraft traffic. Pilots are urged to exercise caution when flying in the Albuquerque area during this period.

For further information, contact **Albuquerque AFSS:**

Within New Mexico	1-800-992-7433 (1-800-WXBRIEF)
Out of state	1-866-449-5390 toll free or 505-243-7831

## 2008 COPPERSTATE FLY-IN

### Casa Grande Municipal Airport (CGZ) Casa Grande, Arizona October 23 – 26, 2008

In anticipation of increased air traffic at Casa Grande Municipal Airport (CGZ) during the COPPERSTATE Regional Fly-In, the following procedures will be used to enhance safety and minimize air traffic delays. Text and graphic depictions of these procedures are also available at the COPPERSTATE website: <http://www.copperstate.org>.

#### TEMPORARY CONTROL TOWER

The Federal Aviation Administration will operate a temporary control tower at the Casa Grande Municipal Airport (CGZ), using Special Arrival and Departure Procedures (see below), on the following days and times:

Day	Date	Time
Thursday	October 23, 2008	1000 – 1800 MST (1700 – 0100 UTC)
Friday	October 24, 2008	0600 – 1800 MST (1300 – 0100 UTC)
Saturday	October 25, 2008	0600 – 1800 MST (1300 – 0100 UTC)
Sunday	October 26, 2008	0600 – 1800 MST (1300 – 0100 UTC)

#### FREQUENCIES

ATIS	132.7
Copperstate Arrival	126.4
Copperstate Tower	119.8
Copperstate Ground	121.05*
Helicopter Ops	128.4
Parking Control	122.7

*\*NOTE- The Copperstate Ground Control frequency is similar to VHF emergency frequency 121.5. Pilots should exercise diligence when tuning transceivers to the Ground Control frequency.*

#### AIRPORT/TOWER REMAINS OPEN DURING AIRCRAFT DEMONSTRATIONS

The Casa Grande Municipal Airport (CGZ) will NOT be closed for aerobatic air shows at any time during the 2008 COPPERSTATE Fly-In. There will, however, be non-aerobatic aircraft demonstrations that may occasionally cause short delays for arriving and/or departing aircraft.

### **NO IFR OPERATIONS**

Air traffic controllers in the temporary airport traffic control tower at COPPERSTATE will have no means of communication with Phoenix Approach Control or Albuquerque Center. Consequently, controllers will be unable to provide IFR services of any kind (including separation, clearances, or cancellation of IFR flight plans). Pilots must cancel IFR flight plans, obtain IFR clearances, etc., using other ATC facilities.

### **REDUCED ARRIVAL AND DEPARTURE SEPARATION STANDARDS**

A waiver has been issued by the FAA, reducing arrival and departure separation standards for Category 1 and 2 aircraft (primarily single and light twin engine aircraft) when the temporary control tower is in operation.

### **MODE C VEIL WAIVER**

Phoenix Terminal Radar Approach Control has authorized aircraft to deviate from the ATC transponder and altitude reporting equipment and use requirements prescribed in 14 CFR 91.215b(2) within the Phoenix Class B airspace Mode C veil during the EAA COPPERSTATE FLY-IN, October 23-26, 2008, within the following portion of the Mode C veil airspace ONLY: That area of the Mode C veil airspace, at and below 3500' MSL, that lies south of an east-west line through the city of Maricopa, Arizona. The above exemption does not authorize entry into the Phoenix Class B airspace, nor does it authorize deviation from the Mode C requirement to operate within the Phoenix Class B airspace.

### **AIRPORT OPERATIONS WHEN THE TOWER IS CLOSED**

During those times when the temporary control tower is closed, the airport will remain open and revert to its usual uncontrolled status. During these periods, pilots should broadcast their intentions on CTAF, 122.7. All aircraft taxiing on the airport during these periods shall taxi at a very slow walking speed, with all lights on, and accompanied by a "wingwalker" whenever they are not on the parallel taxiway.

### **TAXIWAY "A" CLOSURE**

From 0600 MST (1300 UTC) on Tuesday, October 20, 2008, until 0600 MST (1300 UTC) Tuesday, October 28, 2008, Taxiway "A", between the parallel taxiway and the "T" hangars, will be closed to all except CGZ based aircraft that have been temporarily parked and tied down along Taxiway "A".

### **TRANSIENT AIRCRAFT PARKING**

Personal and business transient aircraft not attending or otherwise affiliated with the COPPERSTATE Fly-In will be parked in the two tiedown rows directly in front of the terminal building, in the three eastern most painted tiedown spots. Transient parking will be limited to two hours unless otherwise approved by airport management.

### **AIRCRAFT FUELING**

To avoid long waits for fuel delivery prior to departure, pilots are encouraged to obtain 100LL avgas shortly after arriving at CGZ. The fuel truck(s) will cruise a set pattern throughout the airport grounds and provide fuel to pilots who flag them down along their assigned refueling route. To discourage pilots from taxiing through congested areas to use the self-service fuel pumps during the COPPERSTATE Fly-In, full service 100LL avgas will be sold from the fuel truck(s) at the posted (plus \$0.10) AirNav self-service price. Self-service 100LL avgas will be sold at the posted AirNav full service price.

**SPECIAL ARRIVAL PROCEDURES**

Unless alternate instructions are issued, one of the following two Special Arrival Procedures (depending on runway in use) will be utilized for all fixed wing aircraft inbound to Casa Grande Municipal Airport (CGZ) when the tower is in operation:

**Mine Pit (Runway 23) Arrival Transition**

*(see graphic depiction below)*

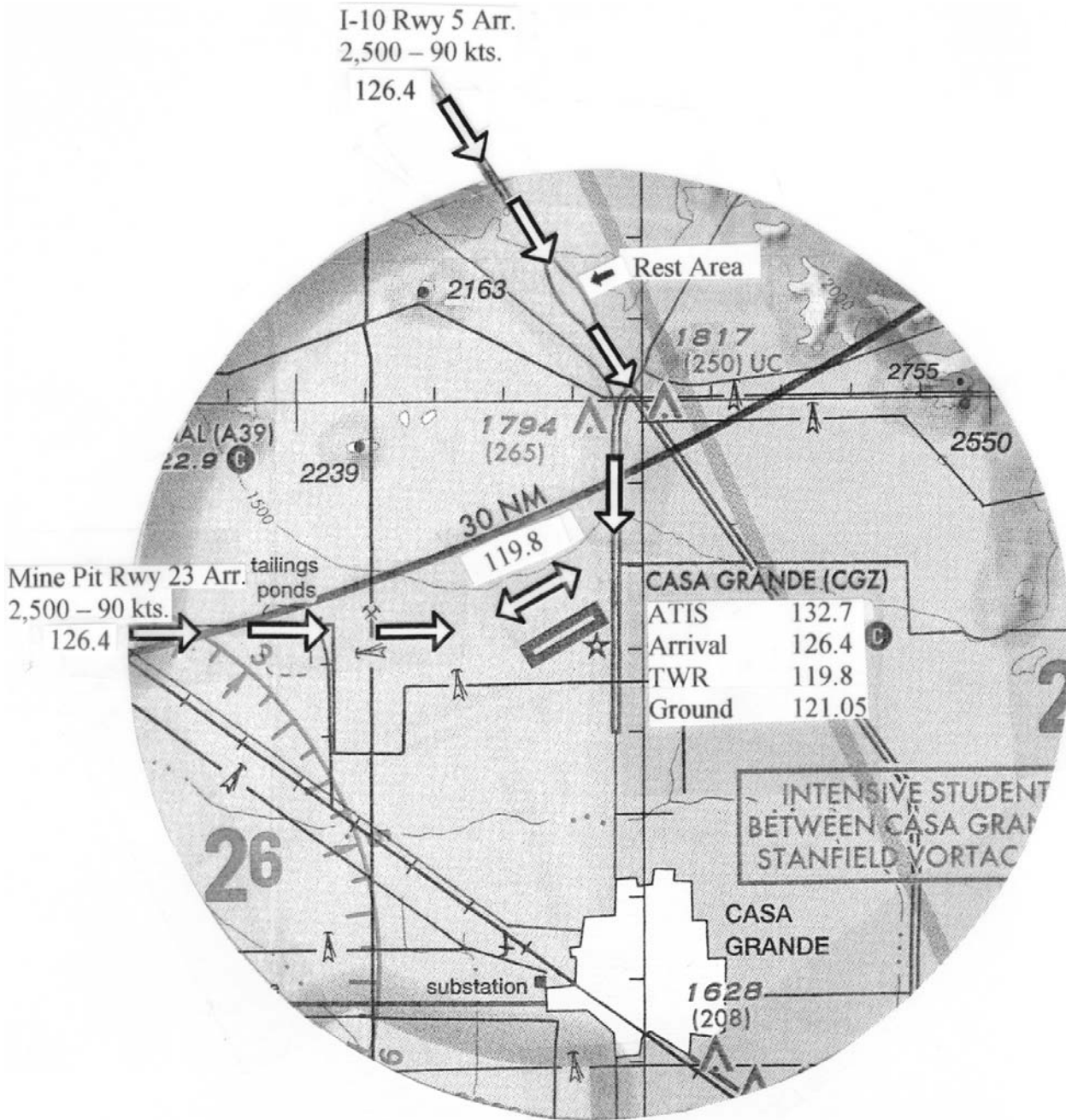
1. Obtain arrival information as soon as possible, via ATIS on **132.7**.
2. When Runway 23 is in use, the outer fix is the large square pile of mine tailings, 3.6 miles west of the Casa Grande Airport (N 32° 57' 18.1", W 111° 48' 58.6"). **MONITOR** COPPERSTATE Arrival Control on **126.4**, at least 10 miles prior to entering the Arrival Transition.
3. Enter the Arrival Transition at least 3 miles west of the Mine Pit at 2500' MSL, heading 080 for the center of the pit. Maintain as close to 90 knots as possible and proceed **SINGLE FILE** inbound. If you are faster than traffic ahead, allow more room when you enter, you will be following that aircraft for at least 4 miles. **NO PASSING ALLOWED**. Return to starting point if unable to follow traffic ahead.
4. When established inbound toward the Mine Pit, **CONTACT** COPPERSTATE Arrival Control on **126.4** with call sign, type aircraft, distance from the outer fix, and whom you are following.
5. If VFR holding is necessary, COPPERSTATE Arrival Control will instruct a lead aircraft to enter a circular holding pattern, making left-hand-turns, at the Mine Pit. All other aircraft will follow the leader **SINGLE FILE** in the holding pattern. When holding is no longer necessary, the lead aircraft will be cleared inbound to the airport, with other aircraft following single file.
6. COPPERSTATE Arrival Control will advise when to change to, and **MONITOR**, COPPERSTATE Tower on **119.8**. Continue to follow traffic ahead eastbound across the south portion of the mine pit and along the dirt road. Enter a right downwind for runway 23.
7. Listen for any base leg instructions or change in sequence, and landing clearance.
8. After landing, clear the runway without delay. **CONTACT** Parking Control on **122.7** and follow instructions for parking. **DO NOT CONTACT** COPPERSTATE Ground Control on **121.05**, unless instructed to do so.

**I-10 (Runway 5) Arrival Transition**

(see graphic depiction below)

1. Obtain arrival information as soon as possible, via ATIS on **132.7**.
2. When Runway 5 is in use, the outer fix is the highway interchange at Interstate-10 and Arizona Highway 387, 3.6 miles northeast of the Casa Grande Airport (N 33° 00' 11.1", W 111° 45' 11.0"). **MONITOR** COPPERSTATE Arrival Control on **126.4**, at least 10 miles prior to entering the Arrival Transition.
3. Enter the Arrival Transition at least 3 miles northwest of the interchange (in the vicinity of the highway rest areas located on both sides of the freeway) at 2500' MSL, following the freeway southeast bound. Maintain as close to 90 knots as possible and proceed **SINGLE FILE** inbound. If you are faster than traffic ahead, allow more room when you enter, you will be following that aircraft for at least 4 miles. **NO PASSING ALLOWED**. Return to starting point if unable to follow traffic ahead.
4. When established inbound over the freeway, **CONTACT** COPPERSTATE Arrival Control on **126.4** with call sign, type aircraft, distance from the outer fix, and whom you are following.
5. If VFR holding is necessary, COPPERSTATE Arrival Control will instruct a lead aircraft to enter a racetrack holding pattern, making left-hand-turns, using the two highway rest areas as the pivot points of the racetrack pattern. All other aircraft will follow the leader **SINGLE FILE** in the holding pattern. When holding is no longer necessary, the lead aircraft will be cleared inbound to the airport, with other aircraft following single file.
6. COPPERSTATE Arrival Control will advise when to change to, and **MONITOR**, COPPERSTATE Tower on **119.8**. Upon reaching the freeway interchange, continue to follow traffic ahead as you turn southbound along Arizona Highway 387. Enter a left downwind for Runway 5.
7. Listen for any base leg instructions or change in sequence, and landing clearance.
8. After landing, clear the runway without delay. **CONTACT** Parking Control on **122.7** and follow instructions for parking. **DO NOT CONTACT** COPPERSTATE Ground Control on **121.05**, unless instructed to do so.

**GRAPHIC DEPICTION OF ARRIVAL TRANSITIONS**



Arrival Transitions



### **DEPARTURE PROCEDURES**

1. To ensure the safety of spectators, all aircraft taxiing in the aircraft parking areas must be accompanied by at least one “wingwalker” to ensure that the propeller area remains clear during engine start and taxi. Do not start engines without first enlisting the aid of a fellow pilot, COPPERSTATE volunteer, Civil Air Patrol cadet, or other qualified person to perform this function. The wingwalker must accompany the aircraft until you have taxied clear of all areas where spectators are present.
2. Obtain departure information via ATIS on 132.7.
3. Taxi up to, but hold short of, the parallel taxiway. **CONTACT COPPERSTATE** Ground Control on 121.05, in sequence, for taxi instructions.
4. Change to and **MONITOR COPPERSTATE** Tower on 119.8 when signs or flagmen indicate you should do so -- and in no case later than when you are number three for takeoff. Tower will assume you are ready for takeoff upon your arrival at the end of the runway.
5. After departure, fly runway heading for at least 5 miles, unless otherwise advised by the tower. At five miles, turn on course and frequency change is approved. Avoid the flow of arrival traffic from points west or north of Casa Grande Airport, and do not enter the Phoenix Class B airspace unless you have received a clearance to do so from Phoenix Approach Control.

### **HELICOPTER PROCEDURES**

All helicopter operators are encouraged to familiarize themselves with both helicopter and fixed-wing arrival/departure routes, and to utilize flight paths that do not conflict with the flow of fixed-wing traffic.

The marked helicopter pad on the main ramp, west-northwest of the terminal building, will be closed for the duration of the event. A temporary helicopter Landing Zone (LZ) has been designated north of the terminal building, just south of the parallel taxiway, at the east edge of the main ramp. Transient helicopter pilots should be alert for helicopter rides in progress; helicopter ride operators will ingress and egress the area at 300' AGL and will monitor Helicopter Ops frequency on 128.4.

To avoid rotor-wash damage to persons and property on the ground, no helicopter operations are permitted over aircraft parking areas, vendor exhibit areas, etc. Helicopters should fly a safe arrival/departure that does not cause debris from the dirt/grass area north or east of the temporary LZ to blow onto airport ramps, taxiways, buildings or facilities. Helicopters must not overfly airport buildings/facilities unless necessary for safety of flight and must remain clear of both the runway and parallel taxiway located just north of the LZ.

**NOTE: Medical helicopters** should **CONTACT COPPERSTATE** Tower on 119.8 prior to departure, or when ten miles from the airport on arrival, and should plan to ingress/egress directly to or from their normal LZ. Medical helicopter operations will remain operational throughout the COPPERSTATE event and will receive priority handling over other traffic. Non-medical helicopters shall follow the procedures below.

### Helicopter Arrivals

1. Obtain arrival information via ATIS on 132.7.
2. **CONTACT** COPPERSTATE Tower on 119.8, ten miles from the airport, for arrival instructions. Unless otherwise instructed, pilots should use the Helicopter Arrival Route (see below).
3. When directed by COPPERSTATE Tower, **CONTACT** HELO OPS on frequency 128.4.
4. Look for ground support personnel to provide hand signal guidance to your assigned LZ.

### Helicopter Arrival Route (see graphic below)

Unless otherwise instructed by the tower, all helicopters will ingress to the LZ from the east, from over the red roofed buildings located east of Arizona Highway 387. Helicopters arriving from the west, north, or south should circumnavigate the airport (at least three miles from the airport), at 500' AGL, so they will approach the red roofed buildings from the east. From over the red roofed buildings, helicopters will proceed westbound to the LZ. Helicopters should not overfly houses east of the airport.

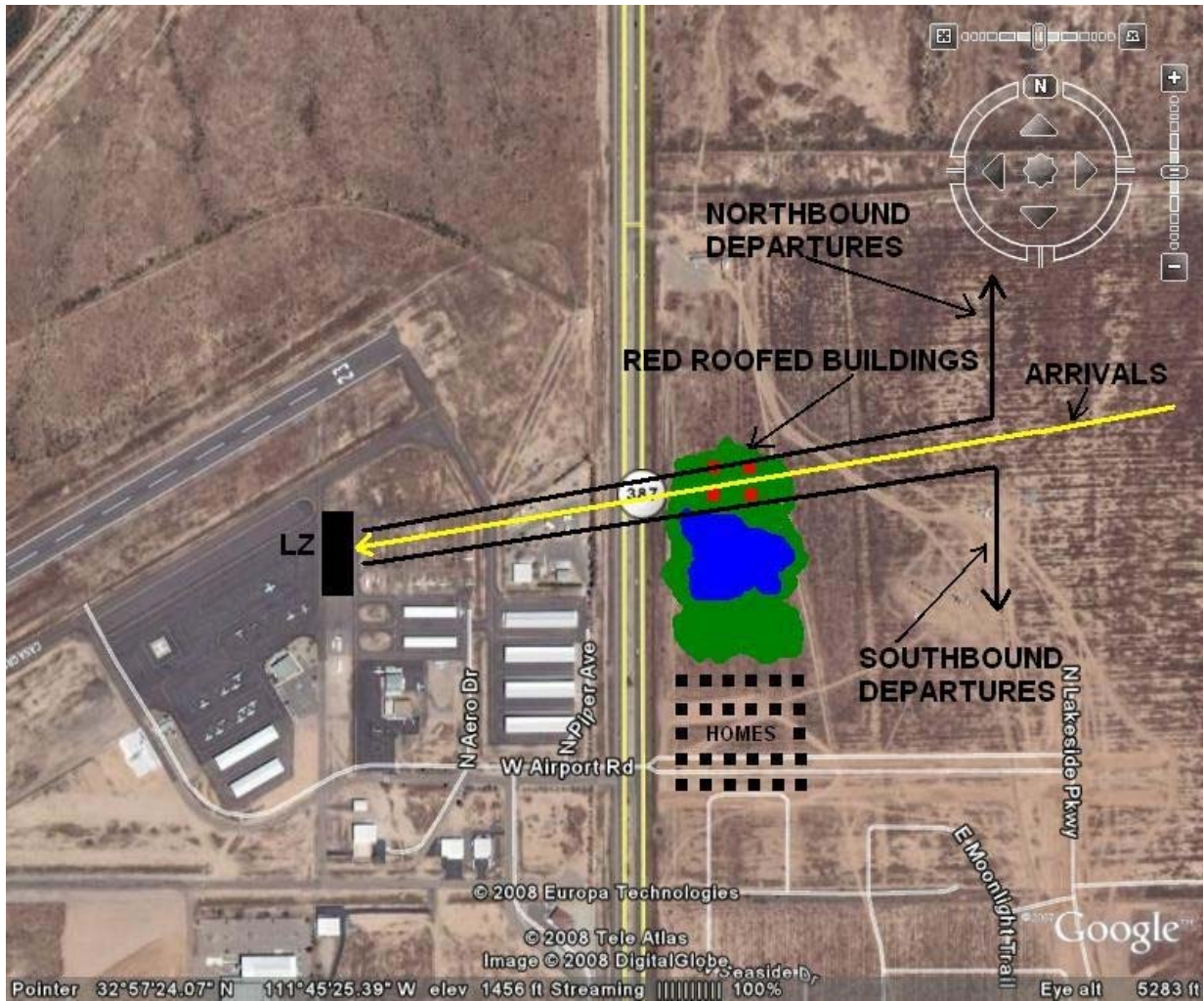
### Helicopter Departures

1. Obtain departure information via ATIS on 132.7.
2. **CONTACT** HELO OPS on 128.4 prior to engine start.
3. When ready for departure and released by HELO OPS, **CONTACT** COPPERSTATE Tower on 119.8 for departure instructions. Unless otherwise instructed, pilots should use the Helicopter Departure Route (see below).

### Helicopter Departure Route (see graphic below)

Unless otherwise instructed by the tower, all helicopter departures will egress from the LZ to the east, passing north or south of the red roofed buildings. Northbound departures should continue eastbound for two miles before turning north, maintaining at or below 300' AGL until clear of the runway extended centerline. Southbound departures may turn southbound after passing the red roofed buildings AND the housing development, maintaining at or below 300' AGL until clear of the flow of fixed wing traffic. Helicopters should not overfly houses east of the airport.

**GRAPHIC DEPICTION OF HELICOPTER ROUTES**



**Helicopter Routes**

### Ultralight Arrival and Departure Procedures

- NOTE: The ultralight area is not under tower or COPPERSTATE control and radio communication is not required.
- The graded 2000' x 30' dirt ultralight runway is on the south side of Runway 5/23 at Casa Grande Municipal Airport (CGZ) and is parallel to that runway. It is located abeam the paved parallel taxiway at the approach end of Runway 5, and is separated from that parallel taxiway by a water retention area. This water retention area forms a natural boundary on the north side of the ultralight runway and is unsuitable for ultralight operations. Pilots are also urged to use caution for the airport boundary fence, which lies south of, and parallel to, the ultralight runway. There is a slight, but smooth, rise about 600' from the 23 approach end of the ultralight runway.
- Operations on the ultralight runway will not be monitored or controlled and all operations are at the sole discretion of the pilot. Pilots are encouraged to land and depart on the ultralight runway in the same direction as is currently being used on the paved (tower controlled) runway.
- All ultralight flight operations must be conducted to the SOUTH of the ultralight runway. Ultralight aircraft landing/departing to the southwest will fly a left-hand pattern, and ultralight aircraft landing/departing to the northeast will fly a right-hand pattern.
- Arrivals: Ultralights should approach the field from the SOUTH, at or below 400' AGL, flying on the EAST side of the north/south dirt road that leads to the approach end of Runway 5. Pattern altitude is 400' AGL for trikes and fixed-wing ultralights, 200' AGL for powered parachutes.
- Departures: Ultralights should depart the field to the SOUTH, at or below 400' AGL, remaining WEST of the north/south dirt road that leads to the approach end of Runway 5.
- With the exception of local operations, and this arrival/departure route, ultralights are to remain clear of the airspace within a 3 statute mile radius of the Casa Grande Municipal Airport. i.e., ultralight aircraft arriving from, or departing to, points north of the airport should circumnavigate the airport well to the east or west to avoid the flow of general aviation arrivals and departures.
- Local Operations: All local operations of ultralight aircraft must be conducted at or below 400' AGL and, except when necessary for takeoff or landing, aircraft may not be operated within 500 feet of any person, vehicle, or structure. Ultralight aircraft must not overfly any person, vehicle, ramp or structure east or north of Taxiway "E" unless necessary for safety of flight. Ultralight aircraft engaged in no-radio local operations must operate in the same traffic pattern as arrivals and departures, remaining south of the ultralight runway at all times.

# RIO VISTA, CA (O88) AIRPORT DAY

## Rio Vista Airport October 5, 2008

**THESE PROCEDURES ARE VALID DURING THE TIME THE TEMPORARY TOWER IS OPERATIONAL. THE HOURS WILL BE:**

Sunday, October 5: 0800 to 1700 Local

### COMMUNICATIONS

Rio Vista Tower – 128.775

Rio Vista Ground Control – 133.4

Approach/Departure Control:

From the West – 119.9 (Travis Approach)

From the North – 125.25 (NorCal Approach)

From the East and South – 123.85 (NorCal Approach)

AWOS – 122.8 (707-374-5396)

Rio Vista Unicom – 122.800

Rio Vista Radio – 122.800

### GENERAL INFORMATION

The Class E surface area as depicted on the San Francisco Sectional Chart will be in effect when the tower is open.

Avoid flight below 1,000 AGL over the following:

- Trilogy and Homecoming residential areas west and south of the airport
- Downtown Rio Vista
- The Highway 12 Bridge across the Sacramento River

Runway 14/32 will be closed.

Runway 25 is the preferred runway, weather permitting. Runway 25 is right traffic.

Traffic Pattern altitudes:

- Single Engine Aircraft – 1,000 feet AGL
- High Performance Aircraft (Warbirds and Turbine Powered) – 1,500 feet AGL

Airport elevation is 50 feet.

**ARRIVAL PROCEDURES**

Monitor the AWOS then contact the tower no closer than 10 miles from the airport. Advise that you have the numbers.

Aircraft arriving from the west, north, and east, proceed to the Gibbs Ranch and enter the 45 degree for runway 25, then downwind to the east side of the Sacramento River and turn base for runway 25. Aircraft arriving from the north or east may be given alternate instructions depending on traffic.

Aircraft arriving from the south can plan a left base entry to the pattern. You may be instructed to enter downwind depending on traffic. DO NOT overfly the housing developments south of the airport.

Keep your spacing when following other aircraft. Although this is an "Airport Day", ATC is not relieved of minimum separation standards for this event. ATC is required to maintain at least 3,000 feet runway separation between successive single-engine light aircraft arrivals. Taxiway B is 3,000 feet from the runway 25 threshold.

"Warbird" aircraft may be instructed to fly an overhead approach. Traffic pattern altitude is 1,500 feet MSL. A fly-by on the first approach may be approved, traffic permitting.

Arriving IFR aircraft should expect a visual approach to the airport and may be instructed to enter the traffic pattern.

**RUNWAY EXITING AND PARKING**

DO NOT STOP. Airshow personnel in orange vests will assist with parking once clear of the runway. Further information is available on the Airport Day web site: [www.oscar88.org](http://www.oscar88.org)

Runway 25 Arrivals:

Light Sport Aircraft and Ultralights: plan to turn off the runway to the left at the midfield taxiway; 1,740 feet from the Runway 25 threshold. If unable to turn at this taxiway, continue taxiing without delay to Taxiway B. The parking area will be on the main ramp east of the midfield taxiway.

Display Aircraft: plan to turn off the runway to the left at taxiway Bravo. The parking area will be on the main ramp west of the midfield taxiway.

Fly-In Aircraft: plan to turn left onto Runway 14. The transient parking area will be on the parking pad west of taxiway C.

Runway 7 Arrivals: All aircraft plan turn off to the right at the midfield taxiway. If unable, continue taxiing without delay to the end of the runway.

**DEPARTURES**

Monitor the AWOS. Contact ground control when you are number one at the exit point for your parking area and advise that you have the numbers. Advise the tower of your direction of flight when number one at the runway.

Pilots departing IFR must contact Ground Control to obtain their IFR clearance. This should be done prior to engine start. Do not call NorCal Approach. O88 tower will obtain your IFR release.

# **Special Notices**







# NOTAM

**Washington D.C.**  
**D.C. METROPOLITAN ADIZ and FRZ**  
**Effective 0500 UTC August 30, 2007**



# Table of Contents

<b>SECTION 1. WASHINGTON, DC METROPOLITAN AREA FLIGHT RESTRICTED ZONE (DC FRZ)</b> .....	<b>3</b>
PART I. OPERATING REQUIREMENTS IN THE DC FRZ:.....	4
PART II. OPERATING TO OR FROM THE MARYLAND 3:.....	5
<b>SECTION 2. D.C. METROPOLITAN AREA AIR DEFENSE IDENTIFICATION ZONE (DC ADIZ)</b> .....	<b>6</b>
PART I. STANDARD DC ADIZ OPERATING REQUIREMENTS:.....	7
PART II. VFR DC ADIZ TRAFFIC PATTERN OPERATIONS AT TOWERED AIRPORTS: .....	7
PART III. VFR DC ADIZ TRAFFIC PATTERN OPERATIONS AT NON-TOWERED AIRPORTS: .....	8
PART IV. VFR DC ADIZ PROCEDURES FOR LEESBURG EXECUTIVE AIRPORT (JYO): .....	8
PART V. VFR DC ADIZ EGRESS PROCEDURES FOR SELECT AIRPORTS: .....	9
<b>SECTION 3. TRANSPONDER FAILURE</b> .....	<b>10</b>
<b>SECTION 4. SPEED RESTRICTION</b> .....	<b>10</b>
<b>SECTION 5. DEFINITIONS &amp; RESOURCES</b> .....	<b>11</b>
PART I. DEFINITIONS: .....	11
PART II. RESOURCES: .....	12

This Notice does not supersede restrictions pertaining to the use of airspace contained in FDC NOTAMs. Please check current NOTAMs by calling Flight Service at 1-800-WX-BRIEF

**Pursuant to 49 USC 40103(b), the Federal Aviation Administration (FAA) classifies the Washington, D.C. Metropolitan Area Air Defense Identification Zone (DC ADIZ) and the Washington, D.C. Metropolitan Flight Restricted Zone (DC FRZ) as "National Defense Airspace". Any person who knowingly or willfully violates the rules concerning operations in this airspace is subject to certain criminal penalties under 49 USC 46307. Pilots who do not adhere to the following procedures may be intercepted, detained and interviewed by federal law enforcement/security personnel and/or DOD.**

**Effective August 30, 2007 at 0500 UTC until further notice.  
This NOTAM replaces previously issued FDC NOTAMs 7/0206, 7/0211, 6/2550 and 7/7778 for the DC ADIZ/FRZ and NOTAM 7/0204 for the Outer Speed Restriction.**

It is strongly recommended that all pilots flying under Visual Flight Rules (VFR) within 100 nm of the DCA VOR/DME complete special awareness training for the Washington DC Metropolitan Area. This training is available in the Aviation Learning Center at <http://www.faasafety.gov>.

## **SECTION 1. Washington, DC Metropolitan Area Flight Restricted Zone (DC FRZ)**

Pursuant to 14 CFR Sections 99.7, Special Security Instructions and 91.139, Emergency Air Traffic Rules, aircraft flight operations are prohibited:

Within the DC FRZ, from the surface up to but not including FL180,

Except as specified below and/or unless authorized by the Air Traffic Security Coordinator via the Domestic Events Network (DEN).

## ***Part I. Operating Requirements in the DC FRZ:***

1. Except for DOD, Law Enforcement and waived Lifeguard/Aeromedical flights, all aircraft will conduct the flight at an altitude that will ensure acceptable radar coverage unless operationally necessary and with prior coordination with the National Capital Region Coordination Center (NCRCC).

2. Unless specifically authorized by waiver from the FAA, or except as provided below, all part 91, 101, 103, 105, 125, 133, 137 flight operations are PROHIBITED within the DC FRZ.

A. The following operations are permitted in the DC FRZ:

- 1) DOD aircraft with prior FAA Approval or operating in or out of DOD airfields.
- 2) Law Enforcement with prior FAA Approval.
- 3) Other US federal agencies with prior FAA Approval.
- 4) Foreign operated military and state aircraft with a State Department authorized diplomatic clearance and State Department notification to the FAA and the Transportation Security Administration (TSA)
- 5) Aircraft operating under the DC Access Standard Security Program (DASSP) with a TSA flight authorization.
- 6) Part 121,129 and 135 air carrier flights with TSA Approved full aircraft operator standard security programs/ procedures and specific authorization from the Department of Transportation may land and depart Ronald Reagan Washington National Airport (KDCA).
- 7) DOD, federal and state government agency aircraft on an operational mission with prior FAA and NCRCC approval may land and depart Ronald Reagan Washington National Airport (KDCA).
- 8) Federal, state, federal DOD contract, local government agency aircraft and Part 121,129 and 135 air carrier flights with TSA Approved full aircraft operator standard security programs/procedures, if operating with DOD permission and notification to the FAA and the NCRCC, may land and depart Andrews AFB, MD. A PPR into Andrews AFB may be required.
- 9) Lifeguard and aeromedical flights that receive appropriate authorization or waiver before entering the DC FRZ. For information on waivers, contact the TSA at (571) 227-1322 or (571) 227-2467 during business hours. After business hours, contact the FAA at the National Capital Region Coordination Center (NCRCC), telephone 866-598-9522.
- 10) Except approved DOD, Law Enforcement, and waived Lifeguard/Aeromedical flights, all VFR aircraft operations within the DC FRZ are restricted to an indicated airspeed of 180 knots or less, if capable. If unable the pilot must contact the appropriate ATC facility and advise them of the aircraft's operational limitations.

3. All aircraft must maintain radio contact with ATC and continuously squawk an ATC-assigned discrete transponder code. Aircraft must monitor VHF guard 121.5 or UHF 243.0 if able.

4. Before departing from an airport within the DC FRZ or before entering the DC FRZ, all aircraft except DOD, Law Enforcement, and waived Lifeguard/Aeromedical flights must file and activate an IFR or a DC FRZ flight plan with a discrete code assigned by an ATC facility. Aircraft must squawk the discrete code at all times while in the DC FRZ.

5. Pilots can obtain information about waiver applications from the FAA website at <http://waiver.TFR.FAA.Gov> or call the National Capital Region Coordination Center (NCRCC), telephone 866-598-9522. Information about TSA security authorization and waivers can be found at: [http://www.TSA.gov/what\\_we\\_do/ga/waiver-forms.shtm](http://www.TSA.gov/what_we_do/ga/waiver-forms.shtm) (case sensitive - use lower case only).

## ***Part II. Operating to or from the Maryland 3:***

### 1. Overview

A. The Maryland 3 refers to the following airports: College Park Airport (CGS), Potomac Airfield (VKX) and Washington Executive/Hyde Field (W32).

B. Pre-takeoff requirement to or from the Maryland 3:

1. Pilots must call Washington Hub Flight Service Station (FSS), telephone 866-225-7410 and identify themselves using the confidential pilot identification code assigned to them. After Washington Hub FSS verifies the confidential pilot identification code, the pilot may file an IFR or DC FRZ flight plan.

C. All persons operating an aircraft to or from the Maryland 3 must follow these operating requirements and all other requirements as specified by the TSA, and meet or exceed the provisions of 49 CFR Part 1562.3:

1. Be equipped with an operational Mode C transponder and continuously squawk an ATC-assigned transponder code.
2. File a DC FRZ flight plan for each leg of flight with the Washington Hub FSS, telephone 866-225-7410. Pilots may not file a DC FRZ flight plan while airborne.
3. Obtain an ATC authorization with discrete transponder code from the Potomac TRACON.

4. Maintain two-way radio communication with ATC while operating within the DC /FRZ.
5. Aircraft must monitor VHF guard 121.5 or UHF 243.0 if able.

2. Egress/Ingress Procedures for the Maryland 3:

A. Egress procedures:

1. Obtain an ATC authorization from Potomac Approach Control, telephone 866-599-3874.
2. IFR departing W32 and VKX: ATC will provide eastbound or southbound egress instructions to exit the DC FRZ. Aircraft must fly as assigned by ATC.
3. IFR departing CGS: ATC will provide eastbound or northbound egress instructions to exit the DC FRZ. Aircraft must fly as assigned by ATC.
4. VFR aircraft must fly as assigned by ATC until clear of the DC FRZ and the Class B airspace and expect egress instructions away from the DC FRZ.

B. Ingress procedures:

1. Comply with standard DC FRZ operating requirements.
2. VFR ingress to College Park Airport: pilots can expect routing via the vicinity of Freeway Airport (W00).
3. VFR ingress to Potomac Airport and Washington Executive/Hyde Field: pilots can expect routing via the vicinity of Maryland Airport or Nottingham VORTAC (OTT).
4. IFR cancellation in the air may be accepted by ATC; however, pilots must remain on the ATC issued transponder code until on the ground.

## **SECTION 2. D.C. Metropolitan Area Air Defense Identification Zone (DC ADIZ)**

Pursuant to 14 CFR Sections 99.7, Special Security Instructions and 91.139, Emergency Air Traffic Rules, the following procedures are in effect for the DC ADIZ and aircraft flight operations are prohibited:

Within a 30 NMR of 385134N/0770211W or the DCA VOR/DME, from the surface up to but not including FL180.

Except as specified below and/or unless authorized by the Air Traffic Security Coordinator via the Domestic Events Network (DEN).

## ***Part I. Standard DC ADIZ Operating Requirements:***

To operate an aircraft, including ultralight vehicles and unmanned air systems, in the DC ADIZ, a person must meet the following operating requirements, except if conducting operations under Section 2, Parts II, III, IV, or V of this NOTAM:

1. The aircraft must be equipped with an operable two-way radio capable of communicating with Air Traffic Control (ATC) on appropriate radio frequencies. Aircraft must monitor VHF guard 121.5 or UHF 243.0 if able.
2. The aircraft must be equipped with an operating transponder with automatic altitude reporting capability as specified under 14 CFR Section 91.215.
3. Except for DOD, Law Enforcement aircraft and waived Lifeguard/Aeromedical flights, pilots must file and activate an IFR flight plan or, for VFR, a DC ADIZ flight plan before entering the DC ADIZ.
4. For VFR operations, the FAA will consider the DC ADIZ flight plan to enter/exit the DC ADIZ open when the pilot obtains a discrete transponder code, and will consider the DC ADIZ flight plan closed upon landing at an airport within the DC ADIZ, or when the aircraft exits the DC ADIZ.
5. Before departing from an airport within the DC ADIZ or before entering the DC ADIZ, pilots must obtain a discrete transponder code from ATC and must continuously squawk that code until leaving the DC ADIZ or landing at an airport within the DC ADIZ. ATC may delay entry into the DC ADIZ due to operational considerations.
6. DO NOT SQUAWK 1200 AT ANY TIME WHILE IN THE DC ADIZ.
7. Pilots must establish and maintain two-way radio communications with the appropriate ATC facility before entering and while operating in the DC ADIZ, except as provided in Section 2, Parts III, IV, and V.
8. Except for approved DOD, Law Enforcement, and Lifeguard/Aeromedical flights, all VFR aircraft operations within the DC ADIZ are restricted to an indicated airspeed of 180 knots or less, if capable. If unable the pilot must contact the appropriate ATC facility and advise them of the aircraft's operational limitations.
9. Pilots must obtain an appropriate clearance before operating within Class B airspace and must establish two-way communications with the ATC facility providing air traffic services before entering Class D airspace.

## ***Part II. VFR DC ADIZ Traffic Pattern Operations at Towered Airports:***

1. Pilots conducting VFR traffic pattern operations (not including practice instrument approaches) at an airport with an operational airport traffic control tower within the DC ADIZ must meet the following requirements. Pilots must:

- A. Request closed pattern work before departure or if airborne, before traffic pattern entry.
  - B. Remain in two-way radio communication with the tower.
  - C. Continuously squawk transponder code 1234.
  - D. DOD aircraft operating in the VFR traffic pattern of a military airport may be assigned a discrete code other than 1234.
  - E. Aircraft must monitor VHF guard 121.5 or UHF 243.0 if able.
2. Before exiting the traffic pattern or conducting any other flight operations within the DC ADIZ, pilots must comply with the Standard DC ADIZ Operating Requirements as described in Section 2, Part I of this Notice.

***Part III. VFR DC ADIZ Traffic Pattern Operations at Non-Towered Airports:***

1. Pilots conducting VFR traffic pattern operations (not including practice instrument approaches) at an airport with no operating airport traffic control tower within the DC ADIZ must meet the following requirements. Pilots must:
- A. File a DC ADIZ flight plan for pattern work.
  - B. Obtain and squawk the ATC-assigned discrete transponder code.
  - C. Communicate pattern position via the published CTAF.
  - D. Aircraft must monitor VHF guard 121.5 or UHF 243.0 if able.
2. Before exiting the traffic pattern or conducting any other flight operations within the DC ADIZ, pilots must comply with the Standard DC ADIZ Operating Requirements as described in Section 2, Part I of this Notice.

***Part IV. VFR DC ADIZ Procedures for Leesburg Executive Airport (JYO):***

1. VFR Egress Procedures for JYO:

The following egress procedures apply to the JYO airport maneuvering area:

- A. Pilots must file a DC ADIZ flight plan prior to departure.
- B. Aircraft must squawk transponder code 1226 to indicate the pilot's intent to depart the DC ADIZ.
- C. Pilots must exit the DC ADIZ via the most direct route through the JYO airport maneuvering area, defined in Section 4, Part I of this Notice, before proceeding on course.



- D. Pilots need not communicate with the Potomac TRACON unless otherwise directed.
- E. Pilots departing JYO must activate the DC ADIZ flight plan by announcing aircraft call sign, aircraft type and intended departure runway on the published CTAF prior to departure. For JYO egress, the DC ADIZ flight plan will be considered closed when the aircraft has exited the DC ADIZ.

2. VFR Ingress Procedures for JYO:

The following ingress procedures apply to the JYO airport maneuvering area:

- A. Pilots must file a DC ADIZ flight plan prior to entering the DC ADIZ.
- B. Aircraft must squawk transponder code 1227 prior to entering the DC ADIZ to indicate the pilot's intent to enter the DC ADIZ and land at JYO.
- C. Pilots must enter the DC ADIZ via the most direct route through the JYO maneuvering area, defined in Section 4, Part I of this Notice.
- D. Pilots need not communicate with the Potomac TRACON unless otherwise directed.
- E. Before entering the DC ADIZ to land at JYO, pilots must activate the DC ADIZ flight plan by announcing aircraft call sign, aircraft type and runway of intended landing on the published CTAF. The DC ADIZ flight plan for JYO ingress will be considered closed when the aircraft has landed at JYO.

3. Aircraft not utilizing the JYO airport maneuvering area must comply with standard DC ADIZ operating procedures as described in Section 2, Part I of this Notice.

***Part V. VFR DC ADIZ Egress Procedures for Select Airports:***

These procedures permit aircraft operating from select airports to exit the DC ADIZ by the shortest route without complying with the standard DC ADIZ operating requirements. These procedures apply only to aircraft exiting the DC ADIZ. These procedures do not authorize penetration of Restricted Areas.

1. These procedures apply only to aircraft departing the following airports:

- A. Barnes (MD47)
- B. Flying M Farms (MD77)
- C. Mountain Road (MD43)
- D. Robinson (MD14)

- E. Skyview (51VA)
- F. Vint Hill Farms Station (04VA)

2. The following egress procedures apply:

- A. Pilots are not required to file a DC ADIZ flight plan, as defined in Section 4, Part I of this Notice, prior to departure.
- B. Aircraft must squawk code 1205 to indicate pilot's intent to depart the DC ADIZ.
- C. Pilots must exit the DC ADIZ via the most direct route before proceeding on course.
- D. Pilots need not communicate with the Potomac TRACON unless otherwise directed.
- E. Pilots arriving at one of the above airports, or transiting the DC ADIZ, must comply with standard DC ADIZ operating procedures as described in Section 2, Part I of this Notice.
- F. Aircraft must monitor VHF guard 121.5 or UHF 243.0 if able.

### **SECTION 3. Transponder Failure**

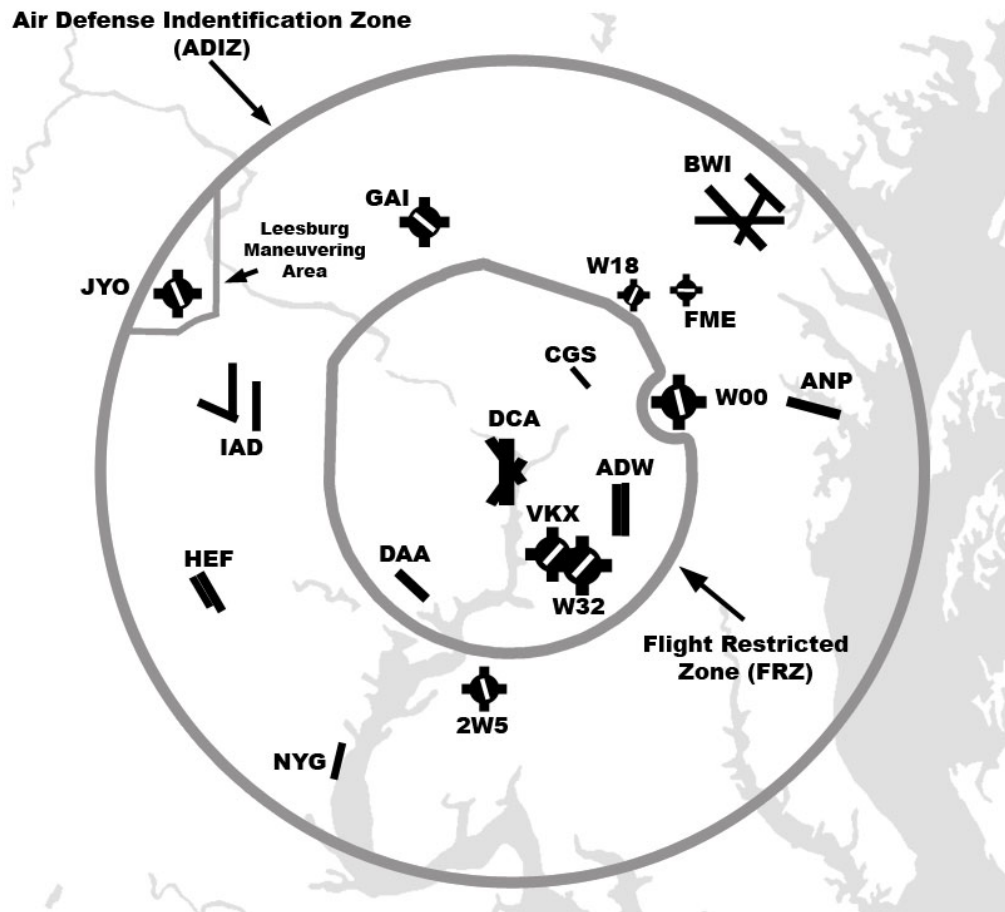
Any person operating an aircraft within the DC FRZ and/or DC ADIZ who becomes aware of an inability to comply with the requirement to continuously squawk the ATC assigned transponder code must immediately request control instructions and comply with all instructions from ATC. If unable to contact ATC, pilots must exit the DC FRZ and/or DC ADIZ by the most direct lateral route. These procedures do not authorize penetration of Restricted Areas and Prohibited Areas.

### **SECTION 4. Outer Speed Restriction**

All VFR aircraft operations within the airspace between 30 NMR and 60 NMR of 385134N/0770211W or the Washington /DCA/ VOR/DME, from the surface up to but not including FL180, are restricted to an indicated airspeed of 230 knots or less, if capable. If unable the pilot must contact the appropriate ATC facility and advise them of the aircraft's operational limitations prior to entering the 60 NMR of the Washington /DCA/ VOR/DME.

## SECTION 5. Definitions & Resources

### Part I. Definitions:



1. The Washington, D.C. Metropolitan Area Flight Restricted Zone (DC FRZ) is defined as an area bounded by a line beginning at the Washington /DCA/ VOR/DME 311 degree radial at 15NM 385931N/0771830W, thence clockwise along the DCA 15nm arc to the DCA 002 degree radial at 15NM 390628N/0770432W, thence southeast via a line drawn to the DCA 049 degree radial at 14NM 390218N/0765038W, thence south via a line drawn to the DCA 064 degree radial at 13NM 385901N/0764832W, thence clockwise along the 13NM arc to the DCA 276 degree radial at 13NM 385053N/0771848W, thence north to the point of beginning, excluding the airspace within a 1NM radius of Freeway Airport /W00/ Mitchellville, MD, from the surface up to

but not including FL180. The DC FRZ is within and part of the Washington DC Metropolitan Area ADIZ.

2. For purposes of this NOTAM only, the DC ADIZ is that area of airspace over the surface of the earth where the ready identification, location, and control of aircraft is required in the interests of National Security. Specifically, the DC ADIZ is that airspace, from the surface to but not including FL180, within a 30- nautical mile radius of 385134N/0770211W or the DCA VOR/DME.

3. The Leesburg Maneuvering Area within the DC ADIZ is defined as the airspace around the Leesburg Executive Airport (JYO) bounded by a line beginning at the Washington /DCA/ VOR/DME 299 degree radial at 30 NM or the 390139.1N/0773826.7W, thence clockwise along the DCA 30 NM arc to the DCA 323 degree radial at 30 NM 391220.1N/0772957.6W, thence south via a line drawn to the AML 355 degree radial at 7 NM 390254.9N/0773000.3W, thence counterclockwise along the AML 7 NM arc to the AML 331 degree radial at 7 NM 390139.3N/0773325.5W, thence west via a line drawn to the point of beginning.

4. The transponder requirements described in this Notice are solely for security tracking purposes and do not imply ATC radar services, unless the pilot requests, and ATC agrees to provide the additional services. The communications requirements contained herein are for maintaining the ability to immediately communicate security based instructions, not ATC service, unless otherwise requested and approved.


5. For purposes of this NOTAM only, a DC FRZ flight plan is defined as a flight plan filed for the sole purpose of complying with the requirements for VFR operation into or out of the DC FRZ. The DC FRZ flight plan is separate and distinct from a standard VFR flight plan. A DC FRZ Flight Plan will fulfill the requirements for a DC ADIZ Flight Plan. There is no search and rescue associated with DC FRZ flight plans.


6. For purposes of this NOTAM only, a DC ADIZ Flight Plan is defined as a flight plan filed for the sole purpose of complying with the security requirements for VFR operation into or out of the DC ADIZ. The DC ADIZ flight plan is separate and distinct from a standard VFR flight plan. There is no search and rescue associated with DC ADIZ flight plans.

## *Part II. Resources:*

Direct any questions on the DC ADIZ/FRZ to the FAA Representative at the National Capital Region Coordination Center (NCRCC), telephone 866-598-9522. For general questions about the NOTAM or restrictions you can also call the System Operations Support Center (SOSC) at 202-267-8276. Information about waiver applications and TSA security authorization can be found at [http://www.TSA.gov/what\\_we\\_do/ga/waiver-forms.shtm](http://www.TSA.gov/what_we_do/ga/waiver-forms.shtm) (case sensitive - use lower case only), or call the National Capital Region Coordination Center (NCRCC), telephone 866-598-9522, Washington Hub Flight Service Station (FSS), telephone 866-225-7410.

JANUARY – 2009							FEBRUARY – 2009							MARCH – 2009						
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APRIL – 2009							MAY – 2009							JUNE – 2009						
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OCTOBER – 2009							NOVEMBER – 2009							DECEMBER – 2009						
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 = Cutoff dates for submitting NOTAMs to AJR-32 for next publication. (Twenty-three (23) days before effective date.)

 = Effective dates and cutoff dates for submitting information to the Publications Staff, AJR-31 for next publication. (Twenty-eight (28) days before next effective date.)