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Administration

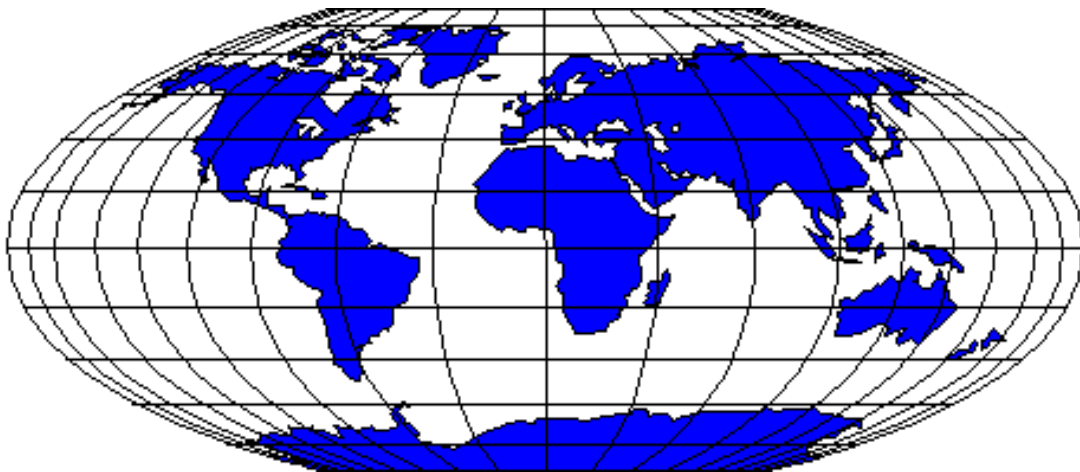
NOTICES TO AIRMEN

Domestic/International

April 9, 2009


Next Issue


May 7, 2009



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

JANUARY – 2009							FEBRUARY – 2009							MARCH – 2009						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3	1	2	3	4	5	6	7	1	2	3	4	5	6	7
4	5	6	7	8	9	10	8	9	10	11	12	13	14	8	9	10	11	12	13	14
11	12	13	14	15	16	17	15	16	17	18	19	20	21	15	16	17	18	19	20	21
18	19	20	21	22	23	24	22	23	24	25	26	27	28	22	23	24	25	26	27	28
25	26	27	28	29	30	31								29	30	31				
APRIL – 2009							MAY – 2009							JUNE – 2009						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4						1	2		1	2	3	4	5	6
5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13
12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20
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26	27	28	29	30			24	25	26	27	28	29	30	28	29	30				
							31													
JULY – 2009							AUGUST – 2009							SEPTEMBER – 2009						
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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5	6	7	8	9	10	11	2	3	4	5	6	7	8	6	7	8	9	10	11	12
12	13	14	15	16	17	18	9	10	11	12	13	14	15	13	14	15	16	17	18	19
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26	27	28	29	30	31		23	24	25	26	27	28	29	27	28	29	30			
							30	31												
OCTOBER – 2009							NOVEMBER – 2009							DECEMBER – 2009						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3	1	2	3	4	5	6	7			1	2	3	4	5
4	5	6	7	8	9	10	8	9	10	11	12	13	14	6	7	8	9	10	11	12
11	12	13	14	15	16	17	15	16	17	18	19	20	21	13	14	15	16	17	18	19
18	19	20	21	22	23	24	22	23	24	25	26	27	28	20	21	22	23	24	25	26
25	26	27	28	29	30	31	29	30						27	28	29	30	31		

 = Cutoff dates for submitting 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

April 9, 2009

Flight Data Center (FDC) NOTAM information current as of March 18, 2009

FDC NOTAMs listed through 9/0024 dated March 18, 2009

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
---	---------

Title	Page
--------------	-------------

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

Section 1. General

GEN04003	Special Instrument Approach Procedure NOTAMs	4-GEN-3
GEN04008	High Volume Winter Routings	4-GEN-4
GEN05004	Discontinuance of 121.5 & 243 MHz for Satellite Distress Alerts	4-GEN-5
GEN05009	Revised Weather Radar Phraseology	4-GEN-6
GEN06002	Precision Object Free Zone.	4-GEN-7
GEN07000	Altitude and Speed Constraints Published on Area Navigation Procedures.	4-GEN-8
GEN08000	Area Navigation Flight Plan Filing Requirements.	4-GEN-9
GEN09001	Operation on U.S. Area Navigation Routes, Standard Terminal Arrival & Departure Procedures	4-GEN-11

Section 2. Special Military Operations

MIL00003	Oregon/Washington. Lights Out Military Helicopter Operations	4-MIL-3
MIL02005	Texas. Central and Southwest Texas Lights Out Military Helicopter Operations .	4-MIL-4
MIL05007	Wisconsin. Lights Out/Low Level Military Helicopter Operations	4-MIL-5
MIL06003	Various Locations. Lights Out Military Helicopter Operations	4-MIL-6
MIL09001	North Carolina. Special Use Airspace – Establishment of the Core Military Operations Area	4-MIL-8
MIL09002	Alaska. Special Use Airspace – Red Flag Alaska/Northern Edge Delta Temporary Military Operations Areas	4-MIL-10
MIL09003	New Mexico. White Sands Missile Range	4-MIL-18

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

NE07003	New Jersey. Newark Liberty International Airport Intersecting Runway Operations	4-NE-10
NE08001	Massachusetts. Boston-Logan International Airport Taxiway Construction	4-NE-11
Southeast United States		
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
East Central United States		
EC05000	Ohio. Cleveland Hopkins International Airport ILS PRM Approach Procedures	4-EC-3
EC05001	Illinois. Chicago O'Hare Unscheduled Arrival Reservation Program	4-EC-4
EC08001	Ohio. Cleveland Hopkins International Airport Standard Taxi Routes	4-EC-5
EC08002	Michigan. Detroit Metropolitan Wayne County Airport Standard Taxi Routes	4-EC-7
South Central United States		
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
SC09001	Texas. Dallas/Fort Worth ATCT/TRACON Visual Separation Procedures	4-SC-18
SC09002	Louisiana. Non-Movement Area at Baton Rouge Metropolitan (BTR) Airport	4-SC-19
North Central United States		
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
Northwest United States		
NW03002	Washington. Concurrent Operations to Spokane International Airport and Fairchild Air Force Base	4-NW-3
NW08000	Washington. Concurrent Operations to Boeing Field and Seattle-Tacoma International Airport	4-NW-5
Southwest United States		
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
SW09000	California. Runway Status Lights, Los Angeles International Airport	4-SW-12

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

SP09005	Kentucky. Kentucky Derby Special Air Traffic Procedures	4-SPORT-3
SP09006	Virginia. Crown Royal Richmond 400 NASCAR Sprint Cup Series Event	4-SPORT-8
SP09007	Alabama. Aaron’s 499 Sprint Cup NASCAR Event	4-SPORT-14
SP09008	Georgia. Masters Golf Tournament Special Air Traffic Procedures	4-SPORT-25
SP09009	Arizona. Subway Fresh Fit 500 NASCAR Race Special Air Traffic Procedures . .	4-SPORT-34
SP09010	Delaware. Dover 400 NASCAR Nextel Cup	4-SPORT-36

Section 5. Airshows

AIR09000	2009 U.S./Canadian Military Aerial Demonstrations	5-AIR-3
AIR09001	Kentucky. Thunder Over Louisville Aerial Demonstration	5-AIR-7
AIR09002	California. Golden West Regional Fly-In and Airshow	5-AIR-9
AIR09003	Florida. Capital City Air-Fest 2009	5-AIR-13

Special Notices

Sun ’n Fun	Page 1
[Revised graphic on page 6 from “Orange Water Tower” to “Water Tower”]	

Temporary Flight Restrictions (TFR) 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 inquires, 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 Graphic Notices (Parts 3 & 4)	Information Submission Cutoff Dates for NFDC NOTAMs (Parts 1 & 2)
January 15, 2009	December 18, 2008	December 23, 2008
February 12, 2009	January 15, 2009	January 21, 2009
March 12, 2009	February 12, 2009	February 18, 2009
April 9, 2009	March 12, 2009	March 18, 2009
May 7, 2009	April 9, 2009	April 15, 2009
June 4, 2009	May 7, 2009	May 13, 2009
July 2, 2009	June 4, 2009	June 10, 2009
July 30, 2009	July 2, 2009	July 8, 2009
August 27, 2009	July 30, 2009	August 5, 2009
September 24, 2009	August 27, 2009	September 2, 2009
October 22, 2009	September 24, 2009	September 30, 2009
November 19, 2009	October 22, 2009	October 28, 2009
December 17, 2009	November 19, 2009	November 25, 2009

ORDER INFORMATION

***The Notices to Airmen is available online:
www.faa.gov/airports_airtraffic/air_traffic/publications/notices/***

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Write: Superintendent of Documents U.S. Government Printing Office P.O. Box 979050 St. Louis, MO 63197-9000 Online: http://bookstore.gpo.gov	Contact: National Geospatial Intelligence Agency ATTN: Safety of Navigation 3838 Vogel Road Arnold, MO 63010	Contact: Appropriate Distribution Office (listed below)
* Current pricing is available on the GPO website at http://bookstore.gpo.gov		

Contact Information for FAA Distribution Offices

FAA Region/Center/Organization	3-Ltr ID	Phone Number
Alaskan Region	AAL	(907) 271-4020
Central Region	ACE	(816) 329-3013
Eastern Region	AEA	(718) 553-4593
Great Lakes Region	AGL	(847) 294-7646
William J. Hughes Technical Center	AJP	(609) 485-6652
Aviation System Standards	AJW	(405) 954-6632
Mike Monroney Aeronautical Center	AMI	(405) 954-9920
New England Region	ANE	(781) 238-7652
Northwest Mountain Region	ANM	(425) 227-2885
Southern Region	ASO	(404) 305-5087
Southwest Region	ASW	(817) 222-4384
FAA Headquarters (Washington, DC)	AWA	(202) 267-5652
Western-Pacific Region	AWP	(310) 725-7691

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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. 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 Saving Time, effective hours in local time will be one hour earlier than shown. All states observe Daylight Savings Time except Arizona, Hawaii, Puerto Rico, and the Virgin Islands.

NEW INFORMATION

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/

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>
A	
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	
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
C	
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
D	
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
E	
E	East
EB	Eastbound
EFAS	En Route Flight Advisory Service
ELEV	Elevation
ENG	Engine
ENRT	En route
ENTR	Entire
EXC	Except
F	
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
G	
GC	Ground Control
GCA	Ground Control Approach
GOVT	Government
GP	Glide Path
GPS	Global Positioning System
GRVL	Gravel
H	
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
I	
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
INDEFLY	Indefinitely
INFO	Information
INOP	Inoperative
INSTR	Instrument
INT	Intersection
INTL	International
INTST	Intensity
IR	Ice On Runway(s)
K	
KT	Knots
L	
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
M	
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
N	
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
O	
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>
P	
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
R	
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
S	
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
T	
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
U	
UFN	Until further notice
UNAVBL	Unavailable
UNLGTD	Unlighted
UNMKD	Unmarked
UNMNT	Unmonitored
UNREL	Unreliable
UNUSBL	Unusable
V	
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)
W	
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>
A	
A	Absolute (temperature)
A	Alaskan Standard Time (time groups only)
A	Arctic (air mass)
A01	Automated Observation without Precipitation Discriminator (rain/snow) (METAR)
A02	Automated Observation with Precipitation Discriminator (rain/snow) (METAR)
AAWF	Auxiliary Aviation Weather Facility
AC	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	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
C	
C	Central Standard Time (time groups only)
C	Continental (air mass)
CAN	Canada
CARIB	Caribbean
CASCDS	Cascades
CAVOK	Cloud and Visibility OK (METAR)
CAVU	Clear or Scattered Clouds and Visibility Greater Than Ten Miles
CAWS	Common Aviation Weather Sub-system
CB	Cumulonimbus
CBMAM	Cumulonimbus Mamma
CC	Cirrocumulus
CCLKWS	Counterclockwise
CCSL	Standing Lenticular Cirrocumulus
CDFNT	Cold Front
CFP	Cold Front Passage
CHARC	Characteristic
CHSPK	Chesapeake
CI	Cirrus
CIG	Ceiling
CLD	Cloud
CLR	Clear at or below 12,000 feet (AWOS/ASOS report) (METAR)
CLRS	Clear and Smooth
CNCL	Cancel
CNDN	Canadian
CNVTV	Convective
CONFDC	Confidence

<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
D	
DABRK	Daybreak
DCAVU	Clear or Scattered Clouds and Visibility Greater than Ten, Remainder of Report Missing (weather reports only)
DKTS	Dakotas
DMSH	Diminish
DNS	Dense
DNSLP	Downslope
DNSTRM	Downstream
DP	Deep
DPNG	Deepening
DPTH	Depth
DR	Low Drifting (METAR)
DRFT	Drift
DS	Dust Storm (METAR)
DSIPT	Dissipate
DTLN	International Dateline
DTRT	Deteriorate
DU	Widespread Dust (METAR)
DVV	Downward Vertical Velocity
DWNDFTS	Downdrafts
DWPNT	Dew Point
DZ	Drizzle (METAR)
E	
E	Eastern Standard Time (time groups only)
E	Ending of Precipitation (time in minutes) (weather reports only)
E	Equatorial (air mass)
E	Estimated (weather reports only)
ELNGT	Elongate
EMBDD	Embedded
EMSU	Environment Meteorological Support Unit
ENERN	East-northeastern (weather reports only)
ENEWD	East-northeastward (weather reports only)
EOF	Expected Operations Forecast
ESERN	East-southeastern (weather reports only)
ESEWD	East-southeastward (weather reports only)
EXTRAP	Extrapolate

<i>Contraction</i>	<i>Decode</i>
EXTRM	Extreme
F	
FA	Area Forecast
FAH	Fahrenheit
FEW	1 or 2 octas (eighths) cloud coverage (METAR)
FC	Funnel Cloud (METAR)
+FC	Tornado/ Water Spout (METAR)
FG	Fog (METAR)
FIBI	Filed but Impractical to Transmit
FILG	Filling
FINO	Weather Report Will Not Be Filed for Transmission
FL	Flash Advisory
FLDST	Flood Stage
FLG	Falling
FLRY	Flurry
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)
G	
G	Gusts Reaching (knots) (weather reports only)
GLFALSK	Gulf of Alaska
GLFCAL	Gulf of California
GLFMEX	Gulf of Mexico
GLFSTLAWR	Gulf of St. Lawrence
GR	Hail (METAR)
GRAD	Gradient
GRBNKS	Grand Banks
GRDL	Gradual
GRTLKS	Great Lakes
GS	Small Hail/Snow Pellets (METAR)
GSTS	Gusts
GSTY	Gusty
H	
HCVIS	High Clouds Visible

<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)
I	
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
J	
JTSTR	Jet Stream
K	
K	Cold (air mass)
KFRST	Killing Frost
L	
LABRDR	Labrador
LCTMP	Little Change in Temperature
LDG	Landing
LFT	Lift
LGRNG	Long Range
LIFR	Low IFR (weather reports only)
LK	Lake

<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
M	
M	Maritime (air mass)
M	In temperature field means "minus" or below zero (METAR)
M	In RVR Field, indicates visibility less than lowest reportable sensor value (e.g. M0600FT)
M	Missing (weather reports only)
M	Mountain Standard Time (time groups only)
MA	Map Analysis
MAN	Manitoba
MEGG	Merging
MEX	Mexico
MHKVLY	Mohawk Valley
MI	Shallow (METAR)
MIDN	Midnight
MIFG	Patches of Shallow Fog Not Deeper Than Two Meters (METAR)
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>
N	
NB	New Brunswick
NCWX	No Change in Weather
NELY	Northeasterly (weather reports only)
NERN	Northeastern
NEW ENG	New England
NFLD	Newfoundland
NGT	Night
NL	No Layers
NMBR	Number
NNERN	North–northeastern (weather reports only)
NNEWD	North–northeastward (weather reports only)
NNWRN	North–northwestern (weather reports only)
NNWWD	Northwestward (weather reports only)
NO	Not available (e.g. SLPNO, RVRNO)
NORPI	No Pilot Balloon Observation Will Be Filed Next Collection Unless Weather Changes Significantly
NPRS	Nonpersistent
NS	Nimbostratus
NS	Nova Scotia
NSCSWD	No Small Craft or Storm Warning are Being Displayed
NSW	No Significant Weather (METAR)
NVA	Negative Vorticity Advection
NWLY	Northwesterly (weather reports only)
NWRN	Northwestern (weather reports only)
O	
OBS	Observation
OBSC	Obscure
OCFNT	Occluded Front
OCLD	Occlude
OCLN	Occlusion
OFP	Occluded Frontal Passage
OFSHR	Offshore
OMTNS	Over Mountains
ONSHR	On Shore
ONT	Ontario
ORGPHC	Orographic
OSV	Ocean Station Vessel
OTAS	On Top and Smooth
OTLK	Outlook
OVC	Overcast
P	
P	Pacific Standard Time (time group only)
P	Polar (air mass)
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)
Q	
QSTNRY	Quasi-stationary
QUE	Quebec
R	
R	Runway (used in RVR measurement)
RA	Rain (METAR)
RABA	No RAWIN Obs., No Balloons Available
RABAL	Radiosonde Balloon Wind Data
RABAR	Radiosonde Balloon Release
RACO	No RAWIN Obs., Communications Out
RADAT	Radiosonde Observation Data
RADNO	Report Missing Account Radio Failure
RAFI	Radiosonde Observation Not Filed
RAFRZ	Radiosonde Observation Freezing Levels
RAHE	No RAWIN Obs., No Gas Available

<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
	S
SA	Sand (METAR)
SASK	Saskatchewan
SBSD	Subside
SC	Stratocumulus
SCSL	Standing Lenticular Stratocumulus
SCT	Scattered
SELS	Severe Local Storms
SELY	Southeasterly (weather reports only)
SERN	Southeastern (weather reports only)
SFERICS	Atmospherics
SG	Snow Grains (METAR)
SGD	Solar-Geophysical Data
SH	Showers (METAR)
SHFT	Shift (weather reports only)
SHLW	Shallow
SHRTLY	Shortly
SHWR	Shower
SIERNEV	Sierra Nevada
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
	T
T	Trace (weather reports only)
T	Tropical (air mass)
TCU	Towering Cumulus
TEMPO	Temporary changes expected (between 2 digit beginning hour and 2 digit ending hour) (TAF)
THD	Thunderhead (non METAR)
THDR	Thunder (non METAR)
THK	Thick
THN	Thin
TKOF	Takeoff
TOP	Cloud Top
TOVC	Top of Overcast

<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
U	
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
V	
V	Varies (wind direction and RVR)
V	Variable (weather reports only)
VA	Volcanic Ash (METAR)
VC	Vicinity
VLCTY	Velocity
VLNT	Violent
VLY	Valley
VR	Veer
VRB	Variable wind direction when speed is less than or equal to 6 knots
VRISL	Vancouver Island, BC
VRT MOTN	Vertical Motion
VSBY	Visibility
VSBYDR	Visibility Decreasing Rapidly

<i>Contraction</i>	<i>Decode</i>
VSBYIR	Visibility Increasing Rapidly
VV	Vertical Visibility (Indefinite Ceiling) (METAR)
W	
W	Warm (air mass)
WA	AIRMET
WDC-1	World Data Centers in Western Europe
WDC-2	World Data Centers Throughout Rest of World
WDLY	Widely
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
X	
XCP	Except
XPC	Expect
Y	
Y	Yukon Standard Time (time groups only)
YKN	Yukon
YLSTN	Yellowstone
Z	
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

ALBUQUERQUE ARTCC

FDC 8/9376 ZAB AZ.. FI/T AIRWAY ZAB. V257
PHOENIX (PXR) VORTAC, AZ TO BANYO INT, AZ
CHANGE FLAG AT AVENT INT, MRA 8000.

FDC 8/7405 ZAB AZ.. FI/T AIRWAY ZAB. V190 SAINT
JOHNS (SJN) VORTAC, AZ TO SALTS, AZ MEA 13000.

FDC 8/1855 ZAB AZ.. FI/T AIRWAY ZAB. V291
FLAGSTAFF (FLG) VOR/DME, AZ TO WINSLOW (INW)
VORTAC, AZ MEA 10500.

ANCHORAGE ARTCC

FDC 9/6882 ZAN AK.. FI/T AIRWAY ZAN. T232 CHIPS
FIX, AK TO BARROW (BRW) VOR/DME, AK MOCA
3100.

FDC 9/6881 ZAN AK.. FI/T AIRWAY ZAN. V444 CHIPS
FIX, AK TO BARROW (BRW) VOR/DME, AK,
MEA/MOCA 3100.

FDC 9/6880 ZAN AK.. FI/T AIRWAY ZAN. T242 LACIL
FIX, AK TO BARROW (BRW) VOR/DME, AK MOCA
3100.

FDC 9/6879 ZAN AK.. FI/T AIRWAY ZAN. V438
BARROW (BRW) VOR/DME, AK TO TUNDA FIX, AK
MEA/MOCA 3100.

FDC 9/6878 ZAN AK.. FI/T AIRWAY ZAN. T256 OSSON
FIX, AK TO BARROW (BRW) VOR/DME, AK MOCA
3100.

FDC 9/6877 ZAN AK.. FI/T AIRWAY ZAN. V506 MEADE
FIX, AK TO BARROW (BRW) VOR/DME, AK
MEA/MOCA 3100.

FDC 9/6876 ZAN AK.. FI/T AIRWAY ZAN. V621
BARROW (BRW) VOR/DME, AK TO ATQASUK (ATK)
NDB, AK MEA 3100.

FDC 9/5917 ZAN AK.. FI/T AIRWAY ZAN. G16
WAINWRIGHT (UKK) NDB, AK TO BROWERVILLE
(VIR) NDB, AK MEA 3100, MOCA 3100. BROWERVILLE
(VIR) NDB, AK TO NUIQSUT VILLAGE (UQS) NDB, AK
MEA 3100.

FDC 9/1998 ZAN AK.. FI/T AIRWAY ZAN. V319
ANCHORAGE (ANC) VOR/DME, AK TO WILER INT, AK
MEA 12,000. GPS MEA REMAINS AT 7000.

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 8/7876 ZAN AK.. FI/T AIRWAY ZAN. G2 GESSE
INT, AK TO CILAC INT, AK TO FEVBO INT, AK FIXES
NA EXCEPT FOR AIRCRAFT EQUIPPED WITH
SUITABLE RNAV SYSTEMS WITH GPS, HBT DME
RESTRICTED BRG 350 CW 130 BEYOND 22 NM BELOW
18000.

FDC 8/6991 ZAN AK.. FI/T AIRWAY ZAN. B3 FROM
NORTH RIVER (JNR) NDB TO ANVIK (ANV) NDB USE
JNR BEARING 330. B3 FROM NORTH RIVER (JNR) NDB
TO NORTON BAY (OAY) NDB USE JNR BEARING 129
TO CHANGEOVER.

FDC 8/1997 ZAN AK.. FI/T AIRWAY ZAN. V488 FROM
TANANA (TAL) VOR/DME TO FAIRBANKS (FAI)
VORTAC, CHANGEOVER POINT TAL 40/FAI 69.

FDC 8/1996 ZAN AK.. FI/T AIRWAY ZAN. V531 FROM
TANANA (TAL) VOR/DME TO HUSLIA (HSL)
VOR/DME, CHANGEOVER POINT TAL 40/HSL 70.
TANANA (TAL) VOR/DME TO FAIRBANKS (FAI)
VORTAC, CHANGEOVER POINT TAL 40/FAI 69.

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

FDC 8/1006 ZAN AK.. FI/T AIRWAY ZAN. V322 FROM
WORRI INT TO KONIC INT, MEA 9000.

FDC 8/0451 ZAN AK.. FI/T AIRWAY ZAN. G8-R99
FROM KACHEMAK (ACE) NDB TO NOSKY, AK USE
ACE BEARING 069.

FDC 8/0450 ZAN AK.. FI/T AIRWAY ZAN. A15 FROM
SUMNER STRAIT (SQM) NDB TO NICHOLS (ICK) NDB
USE SQM BEARING 305 TO CHANGEOVER. A15 FROM
SUMNER STRAIT (SQM) NDB TO COGHLAN ISLAND
(CGL) NDB USE SQM BEARING 133 TO CHANGEOVER.

FDC 8/0443 ZAN AK.. FI/T AIRWAY ZAN. B3 FROM ANIAK (ANI) NDB TO ANVIK (ANV) NDB USE ANI BEARING 149 TO CHANGEOVER. B3 FROM NORTH RIVER (JNR) NDB TO ANVIK (ANV) NDB USE JNR BEARING 330. B3 FROM NORTH RIVER (JNR) NDB TO NORTON BAY (OAY) NDB USE JNR BEARING 129 TO CHANGEOVER.

FDC 8/0438 ZAN AK.. FI/T AIRWAY ZAN. A17 FROM CHENA (CUN) NDB TO CHANDALAR LAKE (CQR) NDB USE CUN BEARING 148 TO CHANGEOVER.

FDC 8/0432 ZAN AK.. FI/T AIRWAY ZAN. R99 FROM DUTCH HARBOR (DUT) NDB TO SALDO (AK) NDB USE DUT BEARING 212 TO CHANGEOVER.

FDC 8/0095 ZAN AK.. FI/T AIRWAY ZAN. V506 FROM MARSJ TO JOHNJ, MEA 16000.

FDC 8/0094 ZAN AK.. FI/T AIRWAY ZAN. V453 FROM BETHEL (BET) VORTAC TO BET 109 DME [COP], MEA 11000.

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

FDC 7/5627 ZAN AK FI/T AIRWAY ZAN B38 FROM ELEPHANT (EEF) NDB TO HAINES (HNS) NDB USE EEF BEARING 151 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 7/1619 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 7/0926 ZAN AK.. FI/T AIRWAY ZAN. B26 FROM CHENA (CUN) NDB TO YUKON RIVER (FTO) NDB USE CUN BEARING 183 TO CHANGEOVER.

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.

ATLANTA ARTCC

FDC 9/1043 ZTL GA.. FI/T AIRWAY ZTL. V243 CHOO CHOO (GQO) VORTAC, TN TO GORGO INT, GA MEA 5000, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 8/9544 ZTL GA.. FI/T AIRWAY ZTL. V56 MACON (MCN) VORTAC, GA TO PRATZ, GA, NA EXCEPT FOR IFR GPS EQUIPPED AIRCRAFT.

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 5/0292 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 8/6582 ZBW NY.. FI/T AIRWAY ZBW. V213 WEETS INT, NY TO TALCO INT, NY MEA 10000. TALCO INT, NY TO ALBANY (ALB) VORTAC, NY MEA 8000.

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 8/3657 ZBW MA.. FI/T AIRWAY ZBW. V292 SAGES, NY INT TO BOWEN, NY INT NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, BAF R-279 UNUSABLE.

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

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

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 8/8261 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 8/1481 ZAU IL.. FI/T AIRWAY ZAU. V127 BRADFORD (BDF) VORTAC TO WYNET INT MRA 3300 AT WYNET.

FDC 8/1407 ZAU IL.. FI/T AIRWAY ZAU. V8- 38 GENSO INT TO TRIDE INT MEA 3300.

FDC 7/5138 ZAU FI/T AIRWAY ZAU ZMP. V177 WAUSAU (AUW) VORTAC, WI TO BAITS 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.

CLEVELAND ARTCC

FDC 9/5842 ZOB FI/T AIRWAY ZDC ZOB. V469 ELKINS (EKN) VORTAC, WV TO MORGANTOWN (MGW) VORTAC, WV MEA 5000 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS, CLARKSBURG (CKB) VOR/DME OTS.

FDC 9/1813 ZOB OH.. FI/T AIRWAY ZOB. V5
MANSFIELD (MFD) VORTAC, OH TO DRYER (DJB)
VOR/DME, OH MEA 3000.

FDC 8/7677 ZOB FI/T AIRWAY ZOB. V117 BELLAIRE
(AIR) VOR/DME, OH TO WISKE, WV MEA 3300.

FDC 8/7672 ZOB FI/T AIRWAY ZOB. V443
NEWCOMERSTOWN (CTW) VOR/DME, OH TO WISKE,
WV MEA 3300.

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 8/2976 ZOB FI/T AIRWAY ZOB. V426 CARLETON
(CRL) VORTAC, MI TO AMRST INT, OH MEA 4000.

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

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

FDC 8/0826 ZOB OH.. FI/T AIRWAY ZOB. V116 TRACE
INT, OH FOR NON-DME AIRCRAFT MRA 11000. V188
CLERI INT, OH FOR NON-DME AIRCRAFT MRA 11000.

FDC 8/0626 ZOB FI/T AIRWAY ZOB. V232 V232
CHARDON (CXR) VOR/DME, OH TO FRANKLIN (FKL)
VOR/DME, PA MAA 15000.

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 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 6/0032 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 4/2974 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 4/1382 ZOB FI/T AIRWAY ZOB. V483 LYSAN INT,
NY TO DINES INT, NY NA.

DENVER ARTCC

FDC 8/8150 ZDV CO.. FI/T AIRWAY ZDV. V220 RIFLE
(RIL) VOR/DME, CO TO MEEKER (EKR) VOR/DME, CO
MEA 12100.

FDC 8/7189 ZDV CO.. FI/T AIRWAY ZDV. V160 FROM
LOZUL TO TERRO INT DME NA, EXCEPT FOR
AIRCRAFT WITH SUITABLE RNAV SYSTEM WITH
GPS. DME UNUSABLE BELOW 19500 MSL.

FDC 8/7169 ZDV CO.. FI/T AIRWAY ZDV. V81 BLACK
FOREST (BRK) VORTAC, CO TO HOHUM INT, CO NA
EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE
RNAV SYSTEM WITH GPS.

FDC 8/7164 ZDV CO.. FI/T AIRWAY ZDV. V611 BLACK
FOREST (BRK) VORTAC, CO TO LIMEX INT, CO NA
EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE
RNAV SYSTEM WITH GPS.

FDC 8/5824 ZDV FI/T AIRWAY ZDV ZLC. V86
SHERIDAN (SHR) VORTAC, WY TO RAPID CITY (RAP)
VORTAC, SD ADD: MEA GAP FROM SHR 82 TO 98.
DELETE: CHANGEOVER POINT SHR 104/RAP 78. ADD:
CHANGEOVER POINT SHR 98/RAP 84.

FORT WORTH ARTCC

FDC 8/7768 ZFW TX.. FI/T AIRWAY ZFW. V278
GUTHRIE (GTH) VORTAC, TX TO NIFDE INT, TX MEA
6500.

FDC 8/5875 ZFW TX.. FI/T AIRWAY ZFW. V278 POSTE
INT, TX TO NIFDE INT, TX MEA 4500.

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

FDC 8/4726 ZFW TX.. FI/T AIRWAY ZFW. V77
ABILENE (ABI) VORTAC, TX TO WICHITA FALLS (SPS)
VORTAC, TX MOCA 3400.

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.

HOUSTON ARTCC

FDC 9/6417 ZHU TX.. FI/T AIRWAY ZHU. V20- 70 BETZY INT, TX TO BOINT INT, TX MOCA 1800.

FDC 9/5849 ZHU TX.. FI/T AIRWAY ZHU. V20- 70 BOINT INT, TX TO BETZY INT, TX MOCA 1800.

FDC 9/2760 ZHU TX.. FI/T AIRWAY ZHU. V212- 565 COLLEGE STATION (CLL) VORTAC, TX TO LUFKIN (LUF) VORTAC, TX MOCA 2000.

FDC 9/2201 ZHU TX.. FI/T AIRWAY ZHU. V13- 20- 163 CORPUS CHRISTI (CRP) VORTAC, TX TO ASCOT INT, TX MOCA 1500.

FDC 8/8752 ZHU FI/T AIRWAY ZHU ZME. V11 SOSOE INT, MS TO GREENE COUNTY (GCV) VORTAC, MS MEA 4000.

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 7/6492 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 7/5273 ZHU MS..FI/T AIRWAY ZHU. V114 GULFPORT (GPT) VORTAC, MS TO (AKXUT), MS MEA 6,000.

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

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 9/5846 ZID WV.. FI/T AIRWAY ZDC ZID. V38 SACKY, WV TO ELKINS (EKN) VORTAC, WV MEA 5000 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS, CLARKSBURG (CKB) VOR/DME OTS.

FDC 9/5843 ZID WV.. FI/T AIRWAY ZID ZDC. V4 FROM ITALY, WV TO ELKINS (EKN) VORTAC, WV MEA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS, CLARKSBURG (CKB) VOR/DME OTS.

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

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

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 9/1707 ZJX FL.. FI/T AIRWAY ZJX. V441- 537 LEJKO MRA 3000.

FDC 8/8990 ZJX FI/T AIRWAY ZDC ZJX. V70 CHAMS INT, NC TO WILMINGTON (ILM) VORTAC, NC NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-240 UNUSABLE. WILMINGTON (ILM) VORTAC, NC TO BEULA INT, NC MEA 8000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-021 UNUSABLE BELOW 8000.

FDC 8/8987 ZJX FI/T AIRWAY ZDC ZJX. V139 MOKKA INT, NC TO WILMINGTON (ILM) VORTAC, NC NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-273 UNUSABLE. WILMINGTON (ILM) VORTAC, NC TO NEW BERN (EWN) VOR/DME, NC MEA 8000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-050 UNUSABLE BELOW 8000.

FDC 8/8985 ZJX FI/T AIRWAY ZDC ZJX. V213 CHAMS INT, NC TO WILMINGTON (ILM) VORTAC, NC NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-240 UNUSABLE. WILMINGTON (ILM) VORTAC, NC TO WALLO INT, NC MEA 8000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-359 UNUSABLE BELOW 8000.

FDC 8/8980 ZJX FI/T AIRWAY ZDC ZJX. V1 ASHES INT, NC TO LAYZE INT, NC MEA 5000 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS, ILM R-273 UNUSABLE.

FDC 8/7287 ZJX SC.. FI/T AIRWAY ZJX. V437 BAGGY INT, SC DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. ALD R-120 UNUSABLE.

FDC 8/7286 ZJX SC.. FI/T AIRWAY ZJX. V1 BASSO INT, SC TO CHARLESTON VORTAC (CHS), SC MEA 11000 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS. ALD R-120 UNUSABLE AT BASSO.

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 8/1551 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 8/0803 ZJX FI/T AIRWAY ZDC ZJX. J210 VANCE (VAN) VORTAC, SC TO WILMINGTON (ILM) VORTAC, NC NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

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 5/0290 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 COLLIERS (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 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 4/4077 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 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 9/7607 ZKC KS.. FI/T AIRWAY ZKC. V132 DISKS INT, KS TO RANSO INT, KS MOCA 4300.

FDC 9/2779 ZKC OK.. FI/T AIRWAY ZKC. V140 TULSA (TUL) VORTAC, OK TO IBAAH, OK MEA 3300.

FDC 8/4925 ZKC FI/T AIRWAY ZKC. V335 NIKEL INT, IL TO GLASS INT, MO MEA 4500.

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

FDC 8/4727 ZKC FI/T AIRWAY ZFW ZKC. V12- 280 PANHANDLE (PNH) VORTAC, TX TO GAGE (GAG) VORTAC, OK MOCA 5000.

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

MEMPHIS ARTCC

FDC 8/8751 ZME FI/T AIRWAY ZHU ZME. V11 SOSOE INT, MS TO GREENE COUNTY (GCV) VORTAC, MS MEA 4000.

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

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 9/6157 ZMP FI/T AIRWAY ZMP. V26 REDWOOD FALLS (RWF) VOR/DME, MN TO ASTOE INT, SD MOCA 3400.

FDC 9/4285 ZMP MN.. FI/T AIRWAY ZMP. V138 FORT DODGE (FOD) VORTAC, IA TO MADUP INT, IA MOCA 2900.

FDC 8/7888 ZMP MN.. FI/T AIRWAY ZMP. V344 ABERDEEN (ABR) VOR/DME, SD TO FARGO (FAR) VORTAC, ND MRA AT EVUKY INT 5000.

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

FDC 8/1097 ZMP MN.. FI/T AIRWAY ZMP. V175 WORTHINGTON (OTG) VOR/DME, MN TO REDWOOD FALLS (RWF) VOR/DME, MN MOCA 3000.

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 BAITS INT, WI MOCA 4000.

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 5/1959 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.

NEW YORK ARTCC

FDC 9/9840 ZNY PA.. FI/T AIRWAY ZNY. V3- 419 MODENA (MXE) VORTAC, PA TO MAZIE INT, PA, NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

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 8/2384 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.

OAKLAND ARTCC

FDC 8/9815 ZOA CA.. FI/T AIRWAY ZOA. V109- 113- 585 MANTECA (ECA) VORTAC, CA TO VOLTA INT, CA, NOT USABLE EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEMS WITH GPS.

SALT LAKE CITY ARTCC

FDC 9/4114 ZLC ID.. FI/T AIRWAY ZLC. V269 TWIN FALLS (TWF) VORTAC TO JACKS MEA 13000 EXCEPT FOR DME EQUIPPED AIRCRAFT.

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

FDC 8/5830 ZLC FI/T AIRWAY ZDV ZLC. V86 SHERIDAN (SHR) VORTAC, WY TO RAPID CITY (RAP) VORTAC, SD ADD: MEA GAP FROM SHR 82 TO 98. DELETE: CHANGEOVER POINT SHR 104/RAP 78. ADD: CHANGEOVER POINT SHR 98/RAP 84.

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

SEATTLE ARTCC

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

WASHINGTON ARTCC

FDC 9/5847 ZDC FI/T AIRWAY ZDC. V286 ELKINS (EKN) VORTAC, WV TO TEAKK, VA MEA 6500 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS, CLARKSBURG (CKB) VOR/DME OTS.

FDC 9/5845 ZDC WV.. FI/T AIRWAY ZDC ZID. V38 SACKY, WV TO ELKINS (EKN) VORTAC, WV MEA 5000 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS, CLARKSBURG (CKB) VOR/DME OTS.

FDC 9/5844 ZDC WV.. FI/T AIRWAY ZID ZDC. V4 FROM ITALY, WV TO ELKINS (EKN) VORTAC, WV MEA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS, CLARKSBURG (CKB) VOR/DME OTS.

FDC 9/5841 ZDC FI/T AIRWAY ZDC ZOB. V469 ELKINS (EKN) VORTAC, WV TO MORGANTOWN (MGW) VORTAC, WV MEA 5000 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS, CLARKSBURG (CKB) VOR/DME OTS.

FDC 9/1991 ZDC VA.. FI/T AIRWAY ZDC. V266 HARVY INT, VA TO LAWRENCEVILLE (LVL) VORTAC, VA MEA 9000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LVL VORTAC RESTRICTION. V266 LAWRENCEVILLE (LVL) VORTAC, VA TO MAZON INT, VA MEA 7500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LVL VORTAC RESTRICTION.

FDC 9/1990 ZDC VA.. FI/T AIRWAY ZDC. V454 OXFROD INT, NC TO LAWRENCEVILLE (LVL) VORTAC, VA MEA 9000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LVL VORTAC RESTRICTION. V454 LAWRENCEVILLE (LVL) VORTAC, VA TO JUNKI INT, VA NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LVL R-059 UNUSABLE.

FDC 9/0055 ZDC NC.. FI/T AIRWAY ZDC. V54- 296 RAEFO INT, NC TO FAY VOR/DME, NC MEA 5000.

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 8/8989 ZDC NC.. FI/T AIRWAY ZDC. V296 RAPVY INT, NC TO WILMINGTON (ILM) VORTAC, NC MEA 8000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-315 UNUSABLE BELOW 8000.

FDC 8/8988 ZDC FI/T AIRWAY ZDC ZJX. V139 MOKKA INT, NC TO WILMINGTON (ILM) VORTAC, NC NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-273 UNUSABLE. WILMINGTON (ILM) VORTAC, NC TO NEW BERN (EWN) VOR/DME, NC MEA 8000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-050 UNUSABLE BELOW 8000.

FDC 8/8986 ZDC FI/T AIRWAY ZDC ZJX. V70 CHAMS INT, NC TO WILMINGTON (ILM) VORTAC, NC NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-240 UNUSABLE. WILMINGTON (ILM) VORTAC, NC TO BEULA INT, NC MEA 8000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-021 UNUSABLE BELOW 8000.

FDC 8/8981 ZDC FI/T AIRWAY ZDC ZJX. V213 CHAMS INT, NC TO WILMINGTON (ILM) VORTAC, NC NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-240 UNUSABLE. WILMINGTON (ILM) VORTAC, NC TO WALLO INT, NC MEA 8000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM R-359 UNUSABLE BELOW 8000.

FDC 8/8979 ZDC FI/T AIRWAY ZDC ZJX. V1 ASHES INT, NC TO LAYZE INT, NC MEA 5000 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS, ILM R-273 UNUSABLE.

FDC 8/7207 ZDC WV.. FI/T AIRWAY ZDC. J213 PUTTZ INT, WV TO FINKS INT, WV NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 8/6757 ZDC VA.. FI/T AIRWAY ZDC. V3-V39-V143
KERRE INT, VA MRA 7000.

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 8/0802 ZDC FI/T AIRWAY ZDC ZJX. J210 VANCE
(VAN) VORTAC , SC TO WILMINGTON (ILM) VORTAC,
NC NA 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 7/8487 ZDC FI/T AIRWAY ZID. J149 AML
VORTAC, VA. TO GEFES 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 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 5/2063 ZDC VA.. FI/T AIRWAY ZDC. V155-157
LAWRENCEVILLE (LVL) VORTAC, VA R-042 TO
DALTO INT, VA UNUSABLE.

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.

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

NAVAIDS, COMMUNICATIONS, OTHER SERVICES

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

Section 2. AIRPORTS / FACILITIES / & PROCEDURAL NOTAMS

ALABAMA

ALABASTER

Shelby County

FDC 9/8963 EET FI/T SHELBY COUNTY, ALABASTER, AL. VOR A, AMDT 6A...PROCEDURE NA.

ALEXANDER CITY

Thomas C Russell Fld

FDC 8/2891 ALX FI/T THOMAS C RUSSELL FLD, ALEXANDER CITY, AL. NDB OR GPS A, AMDT 1A...TERMINAL ROUTE NIXBY TO ALEXANDER CITY (DER) NDB (IAF) MINIMUM ALTITUDE 2300. TERMINAL ROUTE SEMAN TO ALEXANDER CITY (DER) NDB (IAF) MINIMUM ALTITUDE 2300. MAINTAIN 2300 UNTIL PROCEDURE TURN OUTBOUND. MINIMUM ALTITUDE AT ALEXANDER CITY (DER) NDB (FAF) 1600.

ANDALUSIA/OPP

South Alabama Rgnl At Bill Benton Field

FDC 8/0419 79J FI/T SOUTH ALABAMA RGNL AT BILL BENTON FIELD, ANDALUSIA/OPP, AL. COPTER NDB RWY 29, ORIG...TERMINAL ROUTE BOLL WEEVIL (BVG) NDB TO JUDD (JUY) NDB (IAF) NA.

FDC 8/0418 79J FI/T SOUTH ALABAMA RGNL AT BILL BENTON FIELD, ANDALUSIA/OPP, AL. NDB A, AMDT 3...TERMINAL ROUTE BOLL WEEVIL (BVG) NDB TO JUDD (JUY) NDB (IAF) 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.

BIRMINGHAM

Birmingham-Shuttlesworth 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.

BREWTON

Brewton Muni

FDC 8/4820 12J FI/T BREWTON MUNI, BREWTON, AL. VOR/DME OR GPS RWY 30, AMDT 7...DISTANCE HIHIT (FAF) TO MAP: 4.40 NM. MAP: CEW R-301/23.40 DME. TERMINAL ROUTE: (ITUYU) CEW R-358/14 DME (IAF) ARC TO ROICE (CEW R-301/14 DME) MIN ALT 2300. 2008/08/25 20:23.

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.

CULLMAN

Folsom Field

FDC 8/1066 3A1 FI/T FOLSOM FIELD, CULLMAN, AL. GPS RWY 20, ORIG...KAZDU TO RW20 2.90/35 TCH VGSI AND DESCENT ANGLES NOT COINCIDENT VISIBILITY REDUCTION BY HELICOPTERS NA DISREGARD NOTE USE HUNTSVILLE ALTIMETER SETTING.

FDC 8/1064 3A1 FI/T FOLSOM FIELD, CULLMAN, AL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 20, 300-1 3/4. ALL OTHER DATA REMAINS AS PUBLISHED.

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.

DEMOPOLIS

Demopolis Muni

FDC 9/0954 DYA FI/T DEMOPOLIS MUNI, DEMOPOLIS, AL. NDB OR GPS RWY 4, ORIG...NDB PORTION NA.

DOTHAN

Dothan Rgnl

FDC 8/0621 DHN FI/T DOTHAN REGIONAL, DOTHAN, AL. COPTER VOR 336, AMDT 4A...TERMINAL ROUTE CAIRNS (OZR) VOR/DME TO WIREGRASS (RRS) VORTAC (IAF) NA. DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED SUITABLE RNAV SYSTEM WITH GPS, OZR VOR/DME UNUSABLE. CHANGE ALL REFERENCE TO ABIDE TO HAVSO.

FDC 8/0415 DHN FI/T DOTHAN REGIONAL, DOTHAN, AL. ILS OR LOC RWY 14, ORIG...S-LOC: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OZR VOR/DME UNUSABLE.

FDC 8/0414 DHN FI/T DOTHAN REGIONAL, DOTHAN, AL. VOR RWY 14, AMDT 3D...VOR RWY 18, AMDT 3C...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OZR VOR/DME UNUSABLE.

ENTERPRISE

Enterprise Muni

FDC 8/9834 EDN FI/T ENTERPRISE MUNI, ENTERPRISE, AL. RNAV (GPS) RWY 5, ORIG...34:1 IS NOT CLEAR VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/9833 EDN FI/T ENTERPRISE MUNI, ENTERPRISE, AL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 5: FENCE 5 FT FROM END OF RUNWAY, 479 FT RIGHT OF CENTERLINE, 8 FT AGL/357 FT MSL. RWY 23: TREES BEGINNING 305 FT FROM END OF RUNWAY, 337 FT LEFT OF CENTERLINE UP TO 40 FT AGL/363 FT MSL. TREES BEGINNING 54 FT FROM END OF RUNWAY, 381 FT RIGHT OF CENTERLINE UP TO 40 FT AGL/384 FT MSL.

FDC 8/0420 EDN FI/T ENTERPRISE MUNI, ENTERPRISE, AL. VOR RWY 5, AMDT 3...TERMINAL ROUTE BOLL WEEVIL (BVG) NDB TO ENTERPRISE (EDN) VOR (IAF) NA. ADWEL INT MINIMUMS: RADAR REQUIRED. MISSED APPROACH: CLIMBING LEFT TURN TO 2500 IN EDN VOR HOLDING PATTERN. VISIBILITY REDUCTION BY HELICOPTERS NA.

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.

FLORALA

Floral Muni

FDC 9/1485 0J4 FI/T FLORALA MUNI, FLORALA, AL. RNAV (GPS) RWY 22, ORIG...TERMINAL ROUTE: ENTERPRISE (EDN) VOR (IAF) TO WOGEF DISTANCE 16.6 NM.

FOLEY

Foley Muni

FDC 9/2611 5R4 FI/T FOLEY MUNI, FOLEY, AL. RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 36, ORIG...PROCEDURE NA.

HALEYVILLE

Posey Field

FDC 9/1562 1M4 FI/T POSEY FIELD, HALEYVILLE, AL. GPS RWY 36, ORIG...VOR/DME OR GPS RWY 18, AMDT 4A...VOR/DME OR GPS A, AMDT 3A...WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MUSCLE SHOALS ALTIMETER SETTING.

HAMILTON

Marion County-Rankin Fite

FDC 9/0940 HAB FI/T MARION COUNTY-RANKIN FITE, HAMILTON, AL. VOR OR GPS RWY 18, AMDT 4B...TERMINAL ROUTE FROM MUSCLE SHOALS (MSL) VORTAC TO HAMILTON (HAB) VORTAC R-219/40.1 MINIMUM ALTITUDE 2700.

HUNTSVILLE

Huntsville Intl-Carl T Jones Field

FDC 9/9146 HSV FI/T HUNTSVILLE INTL-CARL T JONES FIELD, HUNTSVILLE, AL. RNAV (GPS) RWY 18R, AMDT 1...LNAV MDA 1180/HAT 551 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000, CAT E 1 1/2. CIRCLING CATS A/B/C MDA 1180/HAA 551. VDP AT 1.58 MILES TO RW 18R. FOR INOPERATIVE ALSF-2, INCREASE LNAV CAT E VISIBILITY TO 2. WHEN USING DECATUR ALTIMETER SETTING, INCREASE LNAV CAT E VISIBILITY TO 2.

FDC 9/8864 HSV FI/T HUNTSVILLE INTL-CARL T JONES FIELD, HUNTSVILLE, AL. RNAV (GPS) RWY 18L, AMDT 1...LPV: DA 1000/HAT 391. VIS RVR 4000 ALL CATS. LNAV/VNAV: DA 1126/HAT 517. VIS RVR 6000 ALL CATS. LNAV: MDA 1120/HAT 511 ALL CATS. VIS CAT A/B RVR 4000, VIS CAT C RVR 5000, VIS CAT E RVR 6000. FOR INOPERATIVE MALSR, INCREASE LPV VISIBILITY 1/2 MILE ALL CATS. INCREASE LNAV CAT A/B VISIBILITY 1/4 MILE. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DECATUR ALTIMETER SETTING AND INCREASE LPV DA TO 1066. LNAV/VNAV DA TO 1192, AND ALL MDA 40 FEET. INCREASE LPV VISIBILITY 1/4 MILE ALL CATS. INCREASE LNAV/VNAV VISIBILITY 1/2 MILE ALL CATS. INCREASE LNAV CAT C/D VISIBILITY 1/4 MILE, CAT E VISIBILITY 1/2 MILE. VISIBILITY REDUCTION BY HELICOPTERS NA. VDP NA. TEMPORARY CRANE 776 MSL 4050 FT NE RWY 18L. TEMPORARY CRANE 820 MSL 3564 FT SW RWY 18L.

FDC 9/8511 HSV FI/T HUNTSVILLE INTL-CARL T JONES FIELD, HUNTSVILLE, AL. ILS OR LOC RWY 18L, AMDT 4...S-ILS 18L DA 1000/HAT 391, VIS RVR 4000 ALL CATS. S-LOC 18L CATS A/B VIS RVR 4000. FEKSO INT MINIMUMS: S-LOC 18L MDA 1080/HAT 471 ALL CATS, CATS A/B/C VIS RVR 4000. CAT D VIS RVR 5000, CAT E VIS RVR 6000. FOR INOPERATIVE MALSR, INCREASE S-ILS 18L VISIBILITY TO RVR 6000 ALL CATS. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DECATUR ALTIMETER SETTING AND INCREASE DA TO 1025, AND ALL MDA 40 FEET; INCREASE S-ILS 18L AND S-LOC 18L VISIBILITY 1/2 MILE ALL CATS. VISIBILITY REDUCTION BY HELICOPTERS NA. VDP NA. TEMPORARY CRANE 776 MSL 4050 FT NE RWY 18L.

FDC 9/8509 HSV FI/T HUNTSVILLE INTL-CARL T JONES FIELD, HUNTSVILLE, AL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 36R, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 465 FT PER NM TO 900. TEMPORARY CRANE 776 MSL 4050 FT NE RWY 18L.

FDC 8/0772 HSV FI/T HUNTSVILLE INTL-CARL T JONES FLD, HUNTSVILLE, AL. ILS RWY 18R (CAT III), AMDT 24...PROCEDURE NA.

MOBILE

Mobile Downtown

FDC 9/5348 BFM FI/T MOBILE DOWNTOWN, MOBILE, AL. VOR RWY 32, AMDT 11A...S-32 MDA 540/HAT 515 ALL CATS, VIS CAT C RVR 5000, CAT D 1 3/4. CIRCLING CATS A, B,C MDA 540/HAA 514. INOPERATIVE TABLE DOES NOT APPLY TO CAT D. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE CAT D VISIBILITY TO RVR 6000. VDP NA.

FDC 9/5347 BFM FI/T MOBILE DOWNTOWN, MOBILE, AL. ILS OR LOC RWY 32, AMDT 1B...S-LOC 32 MDA 480/HAT 455 ALL CATS, VIS CAT C RVR 4000, CAT D RVR 5000. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC CAT D VISIBILITY TO RVR 5000. VDP NA.

FDC 9/5346 BFM FI/T MOBILE DOWNTOWN, MOBILE, AL. RNAV (GPS) RWY 32, ORIG-B...LNAV/VNAV DA 368/HAT 343 ALL CATS, VIS RVR 4000 ALL CATS. LNAV MDA 480/HAT 455 ALL CATS. VDP NA. FOR INOPERATIVE MALSR, INCREASE LPV VISIBILITY TO RVR 4000 ALL CATS, LNAV/VNAV VISIBILITY TO RVR 6000, INCREASE LNAV CAT D TO 1 1/2.

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 9/6514 MSL FI/P NORTHWEST ALABAMA REGIONAL, MUSCLE SHOALS, AL. ILS OR LOC RWY 29, AMDT 4A...DELETE ALL REFERENCE TO MM. THIS IS ILS OR LOC RWY 29, AMDT 4B.

OZARK

Blackwell Field

FDC 8/0416 71J FI/T BLACKWELL FIELD, OZARK, AL. VOR RWY 30, AMDT 6A...PROCEDURE NA.

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 8/2406 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.

FDC 8/1672 PLR FI/T ST CLAIR COUNTY, PELL CITY, AL. RNAV (GPS) RWY 2, AMDT 1...RNAV (GPS) RWY 20, AMDT 1...PROCEDURE NA.

FDC 8/1670 PLR FI/T ST CLAIR COUNTY, PELL CITY, AL. VOR A, AMDT 8...CHANGE ALL REFERENCE TO RWY 2/20 TO RWY 3/21.

PRATTVILLE

Prattville - Grouby Field

FDC 8/4853 1A9 FI/T PRATTVILLE-GROUBY FIELD, PRATTVILLE, AL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 27, 400-2 OR STANDARD WITH A MINIMUM CLIMB OF 600 FT PER NM TO 1000. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/4852 1A9 FI/T PRATTVILLE-GROUBY FIELD, PRATTVILLE, AL. RNAV (GPS) RWY 9, AMDT 1...VISIBILITY REDUCTION BY HELICOPTERS NA.

RUSSELLVILLE

Russellville Muni

FDC 9/8550 M22 FI/P RUSSELLVILLE MUNI, RUSSELLVILLE, AL. RNAV (GPS) RWY 2, ORIG...RNAV (GPS) RWY 20, ORIG...CORRECT BRIEFING STRIP: ADD COMMUNICATIONS DATA MEMPHIS CENTER 120.8 307.0.

TUSCALOOSA

Tuscaloosa Rgnl

FDC 8/4367 TCL FI/T TUSCALOOSA REGIONAL, TUSCALOOSA, AL. VOR OR TACAN RWY 22, AMDT 14C...LDK VORTAC TO RWY 22: 3.00/50 VDP AT 2.51 DME; DISTANCE VDP TO THLD 1.52 MILES. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/4196 TCL FI/T TUSCALOOSA REGIONAL, TUSCALOOSA, AL. VOR OR TACAN RWY 4, AMDT 11C...VOR PORTION NA. S-4 VISIBILITY CATS A/B 1, CAT C 1 1/4, CAT D 1 1/2. VDP AT 6.37 DME; DISTANCE VDP TO THLD 1.31 MILES.

FDC 8/1157 TCL FI/T TUSCALOOSA REGIONAL, TUSCALOOSA, AL. RNAV (GPS) RWY 4, ORIG...LPV MINIMUMS NA.

ALASKA

ANCHORAGE

Elmendorf AFB

FDC 9/9632 EDF FI/P ELMENDORF AFB, ANCHORAGE, AK. DESKA FOUR ARRIVAL (DESKA.DESKA4)...CORRECT CHART TO CHANGE FL290 ALTITUDE TO MANDATORY AT SPAIR INT. CHANGE 6000 ALTITUDE TO MANDATORY AT RNICH INT. DELETE 3500 ALTITUDE AT EDF TACAN.

BARROW

Wiley Post-Will Rogers Memorial

FDC 9/6886 BRW FI/T WILEY POST-WILL ROGERS MEM, BARROW, AK. NDB RWY 24, AMDT 6...MISSED APPROACH: CLIMB TO 3100 THEN LEFT TURN DIRECT VIR NDB.

FDC 9/6885 BRW FI/T WILEY POST-WILL ROGERS MEM, BARROW, AK. NDB RWY 6, AMDT 5A...MISSED APPROACH: CLIMB TO 3100 THEN DIRECT VIR NDB.

FDC 9/6884 BRW FI/T WILEY POST-WILL ROGERS MEM, BARROW, AK. LOC/DME BC RWY 24, AMDT 3C...ILS OR LOC/DME RWY 6, ORIG-B...VOR/DME RWY 24, AMDT 1A...MISSED APPROACH: CLIMB TO 3100 THEN DIRECT BRW VOR/DME.

FDC 9/6883 BRW FI/T WILEY POST-WILL ROGERS MEM, BARROW, AK. VOR RWY 24, AMDT 3B...PROCEDURE NA.

BETHEL

Bethel

FDC 8/0390 BET FI/T BETHEL, BETHEL, AK. ILS OR LOC/DME RWY 19R, AMDT 6...RNAV (GPS) RWY 19R, AMDT 1...VOR/DME RWY 19R, AMDT 2...VOR/DME RWY 1L, AMDT 2...LOC/DME BC RWY 1L, AMDT 6...RNAV (GPS) RWY 1L, AMDT 1...RNAV (GPS) A, AMDT 1...CHANGE ALL REFERENCE TO RWY 19R/1L TO RWY 18/36.

FDC 8/0388 BET FI/T BETHEL, BETHEL, AK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE FROM RWY 19L/1R NA. CHANGE ALL REFERENCE TO RWY 19R/1L TO 18/36.

DEADHORSE

Deadhorse

FDC 9/3815 SCC FI/T DEADHORSE, DEADHORSE, AK. VOR RWY 23, AMDT 6...S-23 MDA 600/HAT 537 ALL CATS. VIS CAT C 5000, CAT D 6000. CIRCLING MDA 600/HAA 535 CATS A/B/C. TEMP DRILLING RIG, 244 MSL, 2.9 NM NE OF RWY 23.

FDC 9/3814 SCC FI/T DEADHORSE, DEADHORSE, AK. VOR/DME RWY 23, AMDT 4...S-23 MDA 560/HAT 497 ALL CATS. VISIBILITY CATS A/B RVR 4000. CIRCLING MDA 580/HAA 515 CATS A/B/C. FOR INOPERATIVE MALSR, INCREASE S-23 CATS A/B VISIBILITY TO RVR 5000, CAT D VISIBILITY TO 6000 AND CAT E VISIBILITY TO 1 1/2 MILE. TEMP DRILLING RIG 244 MSL 2.9 NM NE OF RWY 23. TEMP DRILLING RIG 216 MSL 1.2 NM NE OF RWY 23.

FDC 9/3813 SCC FI/T DEADHORSE, DEADHORSE, AK. RNAV (GPS) RWY 23, AMDT 1...LNAV/VNAV DA 558/HAT 495 ALL CATS. VISIBILITY RVR 6000 ALL CATS. LNAV MDA 560/HAT 497 ALL CATS. VIS CATS A/B/C RVR 4000. CIRCLING MDA 580/HAA 515 CATS A/B/C. FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV CAT E VISIBILITY TO 1 3/4, LNAV CATS A/B VISIBILITY TO RVR 5000, LNAV CAT D VISIBILITY TO RVR 6000 AND CAT E VISIBILITY TO 1 1/2. TEMP DRILLING RIG 244 MSL 2.9 NM NE OF RWY 23. TEMP DRILLING RIG 216 MSL 1.2 NM NE OF RWY 23.

FDC 9/3812 SCC FI/T DEADHORSE, DEADHORSE, AK. VOR/DME RWY 5, AMDT 2...VOR RWY 5, AMDT 4...RNAV (GPS) RWY 5, AMDT 1...LOC/DME BC RWY 23, AMDT 11...ILS OR LOC/DME RWY 5, AMDT 2C...CIRCLING CATS A/B/C MDA 580/HAA 515. TEMPORARY DRILLING RIG 216 MSL 1.25 NM NE OF RWY 23. TEMPORARY DRILLING RIG 216 MSL 2.12 NM NE OF RWY 5.

DILLINGHAM

Dillingham

FDC 9/6173 DLG FI/P DILLINGHAM, DILLINGHAM, AK. LOC/DME RWY 19, AMDT 6...TERMINAL ROUTE FROM YONXU/DLG 15.00 DME CCW TO INDRA/I-DLG 12.21 DME: ADD (DGL LR-019). TERMINAL ROUTE FROM UVHAL/DLG 15.00 DME CCW TO INDRA/I-DLG 12.21 DME: ADD (DGL LR-019). TERMINAL ROUTE FROM UTKOW/DLG 15.00 DME CW TO INDRA/I-DLG 12.21 DME: ADD (DGL LR-003). THIS IS THIS IS LOC/DME RWY 19, AMDT 6A.

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 8/0314 GBH FI/T GALBRAITH LAKE, GALBRAITH LAKE, AK. (SPECIAL) MLS RWY 12, AMDT 2...TRANSITION FROM ARTIC TO GALBRAITH NDB (GBH) NA, EXCEPT FOR RNAV EQUIPPED AIRCRAFT.

FDC 8/0238 GBH FI/T GALBRAITH LAKE, GALBRAITH LAKE, AK. (SPECIAL) MLS RWY 12, AMDT 1...(SPECIAL) NDB/DME RWY 12, AMDT 2...INCREASE ALL MAGNETIC HEADINGS, COURSES, AND BEARINGS FOR CQR NDB, GLM MLS, AND GBH NDB SEVEN DEGREES.

GALENA

Edward G. Pitka Sr

FDC 8/6636 GAL FI/T EDWARD G. PITKA, SR, GALENA, AK. VOR/DME OR TACAN RWY 7, AMDT 6B...TACAN PORTION NA.

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.

HAINES

Haines

FDC 9/8268 HNS FI/T HAINES, HAINES, AK. (SPECIAL) RNAV (GPS) A, ORIG...CIRCLING CATS A/B MDA 1800/HAA 1785.

HOONAH

Hoonah

FDC 8/3822 HNH FI/T HOONAH, HOONAH, AK. (SPECIAL) RNAV (GPS) RWY 23, ORIG...CHANGE ALL REFERENCES FROM RUNWAY 5/23, TO RUNWAY 6/24.

ILIAMNA

Iliamna

FDC 9/9008 ILI FI/T ILIAMNA, ILIAMNA, AK. RNAV (GPS) RWY 35, ORIG-A...RNAV (GPS) RWY 25, ORIG...PROCEDURE NA.

KETCHIKAN

Ketchikan Intl

FDC 9/0893 KTN FI/T KETCHIKAN INTL, KETCHIKAN, AK. (SPECIAL) VOR/DME OR GPS A, ORIG...PROCEDURE NA.

KWETHLUK

Kwethluk

FDC 9/1482 KWT FI/T KWETHLUK, KWETHLUK, AK. RNAV (GPS) RWY 36, ORIG...RNAV (GPS) RWY 18, ORIG...PROCEDURE NA AT NIGHT.

MANOKOTAK

Manokotak

FDC 8/2390 MBA FI/T MANOKOTAK, MANOKOTAK, AK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA.

FDC 8/2388 MBA FI/T MANOKOTAK, MANOKOTAK, AK. RNAV (GPS) A, ORIG-A...PROCEDURE NA.

MIDDLETON ISLAND

Middleton Island

FDC 9/8067 MDO FI/P MIDDLETON ISLAND, MIDDLETON ISLAND, AK. VOR RWY 1, AMDT2...CORRECT TIME-DISTANCE TABLE: KNOTS 60 = 1:48 MIN:SEC, KNOTS 90 = 1:12 MIN:SEC, KNOTS 120 = 0:54 MIN:SEC, KNOTS 150 = 0:36 MIN:SEC, KNOTS 180 = 0:36 MIN:SEC.

NAPAKIAK

Napakiak

FDC 8/0728 WNA FI/T NAPAKIAK, NAPAKIAK, AK. RNAV (GPS) RWY 16, ORIG...RNAV (GPS) RWY 34, ORIG...PROCEDURE NA AT NIGHT.

NELSON LAGOON

Nelson Lagoon

FDC 9/8141 OUL FI/P NELSON LAGOON, NELSON LAGOON, AK. RNAV (GPS) RWY 26, ORIG-A...CORRECT PLANVIEW BY SHIFTING MISSED APCH FIX INSET BOX TO SW CORNER OF CHART AND ADDING APCH HOLDING AT BINAL WPT: HOLD W, RT, 068 INBOUND.

PETERSBURG

Petersburg James A Johnson

FDC 9/9965 PSG FI/P PETERSBURG JAMES A. JOHNSON, PETERSBURG, AK. GPS-B, ORIG...CORRECT MINIMUMS: CHANGE CIRCLING CAT A,B MILITARY HAA FROM (3000-2) TO (2200-2). CHANGE CIRCLING CAT C MILITARY HAA FROM (3000-3) TO (2200-3).

POINT HOPE

Point Hope

FDC 9/9959 PHO FI/T POINT HOPE, POINT HOPE, AK. NDB RWY 1, AMDT 2...NDB RWY 19, AMDT 2...PROCEDURE NA.

SHAGELUK

Shageluk

FDC 8/0631 SHX FI/T SHAGELUK, SHAGELUK, AK. RNAV (GPS) RWY 16, ORIG...RNAV (GPS) RWY 34, ORIG...PROCEDURE NA AT NIGHT.

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.

UMIAT

Umiat

FDC 9/1484 UMT FI/T UMIAT, UMIAT, AK. (SPECIAL) RNAV (GPS) RWY 24, ORIG...RNAV (GPS) RWY 6, ORIG...PROCEDURE NA AT NIGHT.

YAKUTAT

Yakutat

FDC 9/9422 YAK FI/P YAKUTAT, AK. YAKUTAT TWO ARRIVAL (YAK.YAK2)...CORRECT COORDINATES FOR YISPO FIX FROM N59DEGREES 30.20MINUTES/W139DEGREES 39.62MINUTES TO N59DEGREES 22.51MINUTES/W139DEGREES 09.68MINUTES.

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 8/5711 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.

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.

MESA

Falcon Fld

FDC 8/6321 FFZ FI/T FALCON FLD, MESA, AZ. GPS RWY 4R, ORIG...S-4R MDA 1880/HAT 499 CATS A/B/C. CIRCLING CATS A/B/C MDA 2040/HAA 648. PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS: S-4R MDA 1940/HAT 559 CATS A/B/C. CIRCLING CATS A/B/C MDA 2100/HAA 708. TEMPORARY CRANE 1674 MSL 1.1 NM NE OF RWY 4R.

FDC 8/6320 FFZ FI/T FALCON FLD, MESA, AZ. NDB OR GPS A, ORIG...CIRCLING CATS A/B/C MDA 2040/HAA 648. PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS: CIRCLING CATS A/B/C MDA 2100/HAA 708. TEMPORARY CRANE 1674 MSL 1.1 NM NE OF RWY 4R.

SCOTTSDALE

Scottsdale

FDC 8/9584 SDL FI/T SCOTTSDALE, SCOTTSDALE, AZ. VOR OR GPS A, AMDT 2A...CIRCLING MDA 2960 / HAA1450 ALL CATS. PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS: CIRCLING MDA 3040 / HAA 1530 ALL CATS. FIELD ELEVATION 1520.ALTERNATE MINIMUMS CATS A/B/C 1500-3. HOLD S PXR VORTAC, LT, 343 INBOUND, 4200 FT. IN LIEU OF PT(IAF).

FDC 8/1568 SDL FI/T SCOTTSDALE, SCOTTSDALE, AZ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 3, 400- 3/4 WITH A MINIMUM CLIMB OF 440 FEET PER NM TO 4000, OR 3100-3 FOR CLIMB IN VISUAL CONDITIONS. ALL OTHER DATA REMAINS AS PUBLISHED. RWY 3, TEMPORARY CRANE 3015 FEET FROM DEPARTURE END OF RUNWAY, 155 FEET LEFT OF CENTERLINE, 270 AGL/1811 MSL.

FDC 8/1565 SDL FI/T SCOTTSDALE, SCOTTSDALE, AZ. RNAV (GPS) D, ORIG...CIRCLING MDA 2180/HAA 670 ALL CATS. VISIBILITY CAT A/B 1 1/4, CAT C 1 3/4. PHOENIX SKY HARBOR ALTIMETER SETTING MINIMUMS: CIRCLING MDA 2260/HAA 750 ALL CATS. VISIBILITY CAT A/B 1 1/4, CAT C 2 1/4. TEMPORARY CRANE 1811 MSL 3019 FEET NE OF RWY 21.

SPRINGERVILLE

Springerville Muni

FDC 8/2664 D68 FI/T SPRINGERVILLE MUNI, SPRINGERVILLE, AZ. GPS RWY 21, ORIG...S-21 MINIMUMS NA. CIRCLING HAA CAT A 505, CAT B 605. AIRPORT ELEVATION 7055.

TUCSON

Ryan Field

FDC 8/6619 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.

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.

ARKANSAS

BRINKLEY

Frank Federer Memorial

FDC 9/3956 M36 FI/T FRANK FEDERER MEMORIAL, BRINKLEY, AR. NDB A, AMDT 2A...PROCEDURE NA.

CAMDEN

Harrell Field

FDC 8/0884 CDH FI/T HARRELL FIELD, CAMDEN, AR. VOR/DME RWY 36, AMDT 9...PROCEDURE NA.

HEBER SPRINGS

Heber Springs Muni

FDC 8/3542 HBZ FI/T HEBER SPRINGS MUNI, HEBER SPRINGS, AR. RNAV (GPS) RWY 23, ORIG...BATESVILLE RGNL ALTIMETER SETTING MINIMUMS LNAV MDA CAT C HAT 708.

HOT SPRINGS

Memorial Field

FDC 8/7659 HOT FI/T MEMORIAL FIELD, HOT SPRINGS, AR. ILS OR LOC RWY 5, AMDT 15...RNAV (GPS) RWY 5, AMDT 1...ZAPLE VOR RWY 5, AMDT 4A...CIRCLING CATS B/C/D MDA 1140/HAA 600.

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-AAAY 18.9 DME TO HIGHS/I-AAAY 11.7 DME, 225 DEGREES. TERMINAL ROUTE HIGHS/I-AAAY 11.7 DME TO SHERR OM/INT/I-AAAY 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.

MENA

Mena Intermountain Muni

FDC 8/5860 MEZ FI/P MENA INTERMOUNTAIN MUNI, MENA, AR. ILS OR LOC RWY 27, AMDT 1...S-ILS 27 CEILING 400, VIS 1 1/2 ALL CATS. S-LOC 27 MDA 1660/HAT 602 ALL CATS, VIS CAT C 1 3/4. CHART VDP AT 1.8 MILES TO THLD/I-VMU 2.9 DME, DISTANCE FAF TO VDP 3.9 MILES. CHANGE MISSED APPROACH TO READ: CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 3600 DIRECT FENCH LOM/I-VMU 6.9 DME AND HOLD. CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FORT SMITH RGNL ALTIMETER SETTING AND INCREASE ALL DA 197 FEET, ALL MDA 200 FEET, INCREASE S-ILS 27 VISIBILITIES 1/2 MILE, S-LOC 27 CAT B VISIBILITY 1/4 MILE CAT C VISIBILITY 1/2 MILE AND CIRCLING CAT A/B 1/4 MILE. THIS IS ILS OR LOC RWY 27, AMDT 1A.

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

NORTH LITTLE ROCK

North Little Rock Muni

FDC 9/8692 ORK FI/T NORTH LITTLE ROCK MUNI, NORTH LITTLE ROCK, AR. RNAV (GPS) RWY 5, AMDT 1...LNAV/VNAV DA 1053/HAT 512 ALL CATS. VIS 1 3/4 ALL CATS. TEMPORARY CRANE 669 MSL/180 AGL, 1.04 NM W OF APPROACH END RWY 05.

OZARK

Ozark-Franklin County

FDC 8/8895 7M5 FI/T OZARK-FRANKLIN COUNTY, OZARK, AR. VOR/DME OR GPS A, AMDT 3A...CIRCLING MDA 1500/ HAA 852 ALL CATS. VIS CAT C 2 1/2.

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.

ROGERS

Rogers Muni-Carter Field

FDC 9/3961 ROG FI/T ROGERS MUNI-CARTER FIELD, ROGERS, AR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 2, TREE 33 FT FROM DEPARTURE END OF RUNWAY, 396 FEET RIGHT OF CENTERLINE, 62 FT AGL/1382 FT MSL. MULTIPLE TREES BEGINNING 99 FT FROM DEPARTURE END OF RUNWAY, 430 FT LEFT OF CENTERLINE, UP TO 85 FT AGL/1385 FT MSL. ALL OTHER DATA 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

ARCATA/EUREKA

Arcata

FDC 9/5477 ACV FI/P ARCATA, ARCATA/EUREKA, CA. ILS OR LOC/DME RWY 32, AMDT 1D...ADD PLANVIEW NOTE: DME REQUIRED. THIS IS ILS OR LOC/DME RWY 32, AMDT 1E.

AVALON

Catalina

FDC 8/1026 AVX FI/T CATALINA, AVALON, CA. VOR OR GPS A, AMDT 4A...CIRCLING MDA 2520/HAA 918 CATS A/B. VISIBILITY CAT A 1 1/4. HOLD IN LIEU MINIMUM ALTITUDE 3400. MINIMUM ALTITUDE AT FAF 3100. MISSED APPROACH: CLIMBING LEFT TURN TO 3400 IN SXC VORTAC HOLDING PATTERN.

FDC 8/1025 AVX FI/T CATALINA, AVALON, CA. VOR/DME OR GPS B, AMDT 2B...CIRCLING MDA 2220/HAA 618 CATS A/B. ALTITUDE AT RIGLI AT OR ABOVE 2300. PROCEDURE TURN COMPLETION ALTITUDE 3400. MISSED APPROACH: CLIMB TO 3400 DIRECT SXC VORTAC AND HOLD.

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 9/5095 CRQ FI/P MC CLELLAN-PALOMAR, CARLSBAD, CA. RNAV (GPS) RWY 24, AMDT 1...LPV DA 737/HAT 411 CATS A/B/C. LNAV/VNAV DA 1387/HAT 1061 CATS A/B/C. VIS CATS A/B 2, CAT C 3. LNAV MDA 1100/HAT 774 CATS A/B/C. VIS CATS A/B RVR 4000, CAT C 1 3/4. CIRCLING CATS A/B/C MDA 1100/HAA 769, VIS CAT A 1, CAT B 1 1/4, CAT C 2 1/4. ALT MINS: STANDARD EXCEPT CAT C 800-2 1/4. 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 54 C (130F). DELETE VDP: 1.42 MILES TO RW24 (ASTERISK). (ASTERISK) LNAV ONLY. DELETE WAAS SYMBOL. DELETE PLANVIEW NOTE: CAUTION: 3800 FT. DRAG STRIP UNDERLYING FINAL APPROACH COURSE MAY BE MISTAKEN FOR RUNWAY. THIS IS RNAV (GPS) RWY 24, AMDT 1A.

FDC 9/5094 CRQ FI/P MC CLELLAN-PALOMAR, CARLSBAD, CA. ILS OR LOC RWY 24, AMDT 8C...S-ILS 24 DA 526/HAT 200 CATS A/B, 576/HAT 250 CAT C. S-LOC 24 MDA 1000/HAT 674 CATS A/B/C. VIS CAT C 1 1/2. CIRCLING CAT A MDA 1000/HAA 669. DELETE NOTE: FOR INOPERATIVE MALSR INCREASE S-LOC CATEGORY A/B VISIBILITY TO RVR 5000. DELETE PLANVIEW NOTE: CAUTION: 3800 FT. DRAG STRIP UNDERLYING THE FINAL APPROACH COURSE MAY BE MISTAKEN FOR RUNWAY. CHART NOTE: FOR INOPERATIVE MALSR INCREASE S-ILS-24 CAT C VISIBILITY TO RVR 5000. INCREASE S-LOC-24 CAT A/B VISIBILITY TO RVR 5000. THIS IS ILS OR LOC RWY 24, AMDT 8D.

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.

EL MONTE

El Monte

FDC 9/2851 EMT FI/T EL MONTE, EL MONTE, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 1, TEMP CRANE 1300 FEET FROM DEPARTURE END OF RWY, 537 FEET RIGHT OF CENTERLINE, 81 AGL/391 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

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.

HAWTHORNE

Jack Northrop Field/Hawthorne Muni

FDC 9/4403 HHR FI/P JACK NORTHROP FIELD/HAWTHORNE MUNI, HAWTHORNE, CA. VOR OR GPS RWY 25, AMDT 15B...S-25 MDA 680/HAT 617 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 680/HAA 614 ALL CATS. VIS CAT C 1 3/4. DELETE VDP AT 6.6 DME. DELETE DISTANCE VDP TO THLD 1.3 MILES. THIS IS VOR OR GPS RWY 25, AMDT 15C.

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.

LINCOLN

Lincoln Rgnl/Karl Harder Field

FDC 8/9427 LHM FI/T LINCOLN REGIONAL/KARL HARDER FIELD, LINCOLN, CA. GPS RWY 33, ORIG...S-33 MDA 800/HAT 679 ALL CATS, VISIBILITY CAT C 2, CAT D 2 1/4. CIRCLING MDA 800/HAA 679 ALL CATS, VISIBILITY CAT C 2, CAT D 2 1/4. TEMP CRANES 534 MSL/404 AGL, 3.93 NM FROM RWY THLD, 3765 FT RIGHT OF CENTERLINE.

LIVERMORE

Livermore Muni

FDC 9/9785 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.

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 9/3975 LGB FI/T LONG BEACH/DAUGHERTY FIELD, LONG BEACH, CA. RNAV (RNP) RWY 25R, ORIG...RNP 0.15(ASTERISK): MISSED APPROACH REQUIRES MINIMUM CLIMB OF 370 FEET PER NM TO 500.

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 8/2822 LGB FI/T LONG BEACH/DAUGHERTY FIELD, LONG BEACH, CA. RNAV (RNP) RWY 12, ORIG-A...RNP 0.13 DA 407/HAT 354 ALL CATS. RNP 0.19 DA 417/HAT 364 ALL CATS. TEMPORARY CRANE 2024 FEET NORTH OF RWY 12 THLD, 165 FEET MSL.

LOS ANGELES

Los Angeles Intl

FDC 9/5297 LAX FI/P LOS ANGELES INTL, LOS ANGELES, CA. ILS OR LOC RWY 7R, AMDT 6...CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 264. THIS IS ILS OR LOC RWY 7R, AMDT 6A.

FDC 9/0145 LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 7R, ORIG...RNP 0.30 DA 586/HAT 461 ALL CATS, VISIBILITY 6000 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY TO RNP 0.30. TEMPORARY CRANE, 292 MSL, 4232 FEET SW OF RWY 7R.

FDC 9/0144 LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 7L, ORIG...RNP 0.30 DA 586/HAT 460 ALL CATS, VISIBILITY 6000 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY TO RNP 0.30. TEMPORARY CRANE, 292 MSL, 4232 FEET SW OF RWY 7R.

FDC 9/0143 LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (GPS) Y RWY 7L, AMDT 2A...LNAV/VNAV DA 643/HAT 517 ALL CATS, VISIBILITY 6000 ALL CATS. TEMPORARY CRANE, 292 MSL, 4232 FEET SW OF RWY 7R.

FDC 9/0142 LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (GPS) Y RWY 7R, AMDT 2A...LNAV/VNAV DA 643/HAT 518 ALL CATS, VISIBILITY 6000 ALL CATS. TEMPORARY CRANE, 292 MSL, 4232 FEET SW OF RWY 7R.

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 RWY 29: 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.

MERCED

Castle

FDC 9/6700 MER FI/T CASTLE, MERCED, CA. RNAV (GPS) RWY 13, ORIG...CIRCLING: NA SOUTHWEST OF RWY 13-31.

MODESTO

Modesto City-Co-Harry Sham Fld

FDC 9/7694 MOD FI/P MODESTO CITY-CO-HARRY SHAM FLD, MODESTO, CA. ILS OR LOC/DME RWY 28R, AMDT 14...DELETE NOTE: DME FROM MOD VOR/DME. SIMULTANEOUS RECEPTION OF I-MOD AND MOD VOR/DME REQUIRED. CHART NOTE: DME FROM MOD VOR/DME. SIMULTANEOUS RECEPTION OF I-MOD AND MOD DME REQUIRED. THIS IS ILS OR LOC/DME RWY 28R, AMDT 14A.

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 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.

ONTARIO

Ontario Intl

FDC 9/8575 ONT FI/T ONTARIO INTL, ONTARIO, CA. RNAV (RNP) Z RWY 26R, ORIG...RNP 0.30 DA 1324/HAT 392 ALL CATS.

FDC 9/8569 ONT FI/T ONTARIO INTL, ONTARIO, CA. RNAV (RNP) Z RWY 26L, ORIG...RNP 0.30 DA 1319/HAT 393 ALL CATS, VIS RVR 5000 ALL CATS. DELETE PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.

FDC 9/8568 ONT FI/T ONTARIO INTL, ONTARIO, CA. RNAV (RNP) Z RWY 8L, ORIG...RNP 0.3 DA 1490/HAT 546 ALL CATS.

FDC 9/8567 ONT FI/T ONTARIO INTL, ONTARIO, CA. VOR/DME RWY 8R, ORIG...S-8R MDA 1480/HAT 544 ALL CATS, VIS CATS A/B RVR 5000, CAT D 1 3/4. CIRCLING CATS A/B/C MDA 1480/HAA 536.

FDC 9/8566 ONT FI/T ONTARIO INTL, ONTARIO, CA. RNAV (GPS) Y RWY 8L, AMDT 1A...LPV DA 1266/HAT 322 ALL CATS.

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.

PALMDALE

Palmdale Rgnl/Usaf Plant 42

FDC 9/9772 PMD FI/T PALMDALE REGIONAL/USAF PLANT 42, PALMDALE, CA. RNAV (GPS) RWY 25, ORIG-B...VDP NA.

FDC 9/4286 PMD FI/P PALMDALE REGIONAL/USAF PLANT 42, PALMDALE, CA. RNAV (GPS) RWY 25, ORIG-B...LNAV MDA 2900/397 HAT ALL CATS. VISIBILITY CAT D 1 1/4. DELETE NOTE: BARO-VNAV NA BELOW -20 C (-4 F). CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -20 C (-4 F) OR ABOVE 44 C (111 F). THIS IS RNAV (GPS) RWY 25, ORIG-C.

RIO VISTA

Rio Vista Muni

FDC 8/6599 O88 FI/T RIO VISTA MUNI, RIO VISTA, CA. VOR A, ORIG...CIRCLING CAT A MDA 520/HAA 500, CAT B MDA 560/HAA 540, CAT C MDA 620/HAA 600.

FDC 8/6598 O88 FI/T RIO VISTA MUNI, RIO VISTA, CA. GPS RWY 25, ORIG...S-25 CATS A/B/C MDA 420/HAT 400.

RIVERSIDE

Riverside Muni

FDC 9/9391 RAL FI/P RIVERSIDE MUNI, RIVERSIDE, CA. VOR RWY 9, ORIG...CORRECT PROFILE: CHANGE DISTANCE FROM RIVYO INT TO UYEGO INT FROM 3.1 NM TO 3.8 NM. CHANGE DISTANCE FROM UYEGO INT TO RWY 09 FROM 3.8 NM TO 3.1 NM.

FDC 9/9005 RAL FI/T RIVERSIDE MUNI, RIVERSIDE, CA. VOR RWY 9, ORIG...VOR A, ORIG...VOR B, ORIG...PROCEDURE NA.

SAN BERNARDINO

San Bernardino Intl

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 CARLOS

San Carlos

FDC 8/5379 SQL FI/T SAN CARLOS, SAN CARLOS, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS RWY 12: 300-1. NOTE: RWY 12, TOWER 1690 FEET FROM DEPARTURE END OF RUNWAY, 712 FEET RIGHT OF CENTERLINE, 154 AGL/159 MSL. BLDG 3 FEET FROM DEPARTURE END OF RUNWAY, 167 FEET RIGHT OF CENTERLINE, 27 AGL/30 MSL. POLE 716 FEET FROM DEPARTURE END OF RUNWAY, 294 FEET RIGHT OF CENTERLINE, 30 AGL/38 MSL. GROUND 1 FOOT FROM DEPARTURE END OF RUNWAY, 149 FEET LEFT OF CENTERLINE, 0 AGL/11 MSL. MULTIPLE LIGHTS ON LEVEE, 117 FEET FROM DEPARTURE END OF RUNWAY, 59 FEET LEFT OF CENTERLINE, UP TO 8 AGL/12 MSL. ALL OTHER DATA REMAINS THE SAME.

SAN DIEGO/EL CAJON

Gillespie Field

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 9/8295 SJC FI/T NORMAN Y. MINETA SAN JOSE INTL, SAN JOSE, CA. RNAV (RNP) Z RWY 12R, ORIG-A...RNP 0.3 DA 459/HAT 413, VIS 1 ALL CATS. TEMP CRANE 203 MSL 3498 FT NE OF RWY 12R. FOR INOPERATIVE MALSR, INCREASE RNP 0.30 VISIBILITY TO 1 1/2 MILE ALL CATS.

FDC 9/6074 SJC FI/T NORMAN Y. MINETA SAN JOSE INTL, SAN JOSE, CA. RNAV (GPS) RWY 12L, AMDT 1...LNAV MDA 520/HAT 476 ALL CATS. VDP 1.29 NM TO RWY 12L. BUILDING 251 MSL 1.8 NM NW OF RWY 12L.

FDC 9/6073 SJC FI/T NORMAN Y. MINETA SAN JOSE INTL, SAN JOSE, CA. RNAV (GPS) Y RWY 12R, AMDT 2...LNAV MDA 520/HAT 474 ALL CATS. SIDESTEP 12L MDA 520/HAT 476 ALL CATS. SIDESTEP 11 MDA 520/HAT 471 ALL CATS. VDP 1.28 NM TO RWY 12R. BUILDING 251 MSL 1.8 NM NW OF RWY 12R.

FDC 9/5820 SJC FI/T NORMAN Y. MINETA SAN JOSE INTL, SAN JOSE, CA. RNAV (GPS) RWY 11, ORIG-A...LNAV/VNAV DECISION ALTITUDE 518/HAT 471 ALL CATS. VISIBILITY 1 3/4 ALL CATS. LNAV MDA 520/HAT 471 ALL CATS. BUILDING 251 MSL 2.3 NM NW OF RWY 11.

FDC 9/5818 SJC FI/T NORMAN Y. MINETA SAN JOSE INTL, SAN JOSE, CA. ILS OR LOC RWY 12R, AMDT 6...S-LOC 12R MDA 520/HAT 474 ALL CATS. SIDESTEP RWY 12L MDA 520/HAT 476 ALL CATS. SIDESTEP RWY 11 MDA 520/HAT 471 ALL CATS. BUILDING 251 MSL 1.8 NM NW OF RWY 12R.

FDC 8/9278 SJC FI/T NORMAN Y. MINETA SAN JOSE INTERNATIONAL, SAN JOSE, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 12R, 400-2 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 260 FEET PER NM TO 500. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/9201 SJC FI/T NORMAN Y. MINETA SAN JOSE INTERNATIONAL, SAN JOSE, CA. RNAV (GPS) RWY 29, ORIG-B...LNAV/VNAV NA. LNAV MDA 640/HAT 591 ALL CATS.

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 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 8/1728 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.

FDC 8/0625 SMO FI/T SANTA MONICA MUNI, SANTA MONICA, CA. VOR OR GPS A, AMDT 10D...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.

SANTA ROSA

Charles M. Schulz - Sonoma County

FDC 9/8245 STS FI/T CHARLES M. SCHULZ-SONOMA COUNTY, SANTA ROSA, CA. ILS OR LOC RWY 32, AMDT 17...DISREGARD NOTE: SIMULTANEOUS RECEPTION OF I-STS AND STS DME REQUIRED.

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.

SOUTH LAKE TAHOE

Lake Tahoe

FDC 9/8823 TVL FI/T LAKE TAHOE, SOUTH LAKE TAHOE, CA. LDA/DME 2 RWY 18, AMDT 1B...LDA/DME 1 RWY 18, AMDT 7B...S-18 VIS 6 ALL CATS. CIRCLING VIS 6 ALL CATS. FLY VISUAL 172 DEGREES - 4.5 NM.

FDC 9/8822 TVL FI/T LAKE TAHOE, SOUTH LAKE TAHOE, CA. GPS RWY 18, ORIG-A...S-18 VIS 4 ALL CATS. CIRCLING VIS 4 ALL CATS. FLY VISUAL 172 DEGREES - 2.7 NM.

TRACY

Tracy Muni

FDC 9/8678 TCY FI/T TRACY MUNI, TRACY, CA. VOR OR GPS A, AMDT 5...VOR PORTION NA.

VACAVILLE

Nut Tree

FDC 9/8101 VCB FI/T NUT TREE, VACAVILLE, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 2, 200-1 OR STANDARD WITH MINIMUM CLIMB OF 441 FT PER NM TO 400 . NOTE: RWY 2, TEMPORARY CRANE 3701 FEET FROM DEPARTURE END OF THE RUNWAY, 771 FEET RIGHT OF CENTERLINE, 167 FT AGL/267 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 9/8100 VCB FI/T NUT TREE, VACAVILLE, CA. RNAV (GPS) Z RWY 20, ORIG-A...LNAV MDA 580/HAT 463 CATS A/B/C. CIRCLING CAT A MDA 580/HAA 463. TEMPORARAY CRANE 267 MSL 3780 FEET NW OF RWY 20.

VAN NUYS

Van Nuys

FDC 9/7942 VNY FI/P VAN NUYS, VAN NUYS, CA. ILS RWY 16R, AMDT 5B...S-ILS 16R DA 1119/HAT 326 CATS A/B/C. VIS CATS A/B/C 1 MILE. MISSED APPROACH: CLIMB TO CROSS VNY 1.5 DME OR FIM R-101 AT OR BELOW 1750, THEN CLIMBING LEFT TURN TO 4000 VIA VNY VOR/DME R-101 TO AMTRA INT/VNY 20.22 DME AND HOLD, OR WHEN DIRECTED BY ATC, CLIMB TO 1750, THEN CLIMBING LEFT TURN TO 6000 VIA HEADING 090 AND POM R-263 TO POM VORTAC AND HOLD E, LT, 292 INBOUND. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS ILS RWY 16R, AMDT 5C.

WILLOWS

Willows-Glenn County

FDC 8/3908 WLW FI/T WILLOWS-GLENN COUNTY, WILLOWS, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 34, POLE 917 FEET FROM DEPARTURE END OF RUNWAY, 404 FEET RIGHT OF CENTERLINE, 55 AGL/193 MSL.

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.

ALAMOSA

San Luis Valley Rgnl/Bergman Field

FDC 9/9054 ALS FI/T SAN LUIS VALLEY REGIONAL/BERGMAN FIELD, ALAMOSA, CO. VOR OR GPS A, AMDT 6...VOR/DME OR GPS B, AMDT 4...MSA FROM ALS VORTAC: 070-160 13300, 160-250 12600, 250-340 13800, 340-070 15600.

DENVER

Front Range

FDC 8/0729 FTG FI/T FRONT RANGE, DENVER, CO. ILS RWY 17, ORIG...ILS RWY 35, ORIG...MSA FROM: FRONT RANGE (FT) LOM 090-270 8100 FEET, 270-360 7300 FEET, 360-090 8000 FEET.

EAGLE

Eagle County Rgnl

FDC 9/9433 EGE FI/T EAGLE COUNTY REGIONAL, EAGLE, CO. LDA/DME RWY 25, ORIG-B...S-LDA/GS 25 VISIBILITY CATS A/B 3.

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 8/3433 FNL FI/T FORT COLLINS-LOVELAND MUNI, FORT COLLINS/LOVELAND, CO. ILS RWY 33, AMDT 5C...S-ILS 33: MDA 5401/HAT 385 ALL CATS. VIS 3/4 ALL CATS. S-LOC 33: MDA 5480/HAA 464 ALL CATS. VIS CAT A/B/C 3/4, CAT D 1. CIRCLING: CAT B MDA 5520/HAA 504. MISSED APPROACH: CLIMB TO 5900 THEN CLIMBING RIGHT TURN TO 7300 DIRECT COLLN LOM AND HOLD. FOR INOPERATIVE MALSR INCREASE S-ILS ALL CATS VISIBILITY TO 1 1/4 AND S-LOC CAT A/B TO 1. VISIBILITY REDUCTION BY HELICOPTERS NA. TEMPORARY CRANE 5118 MSL 4532 FT SE 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 9/9365 GXY FI/T GREELEY-WELD COUNTY, GREELEY, CO. RNAV (GPS) RWY 34, ORIG...LNAV/VNAV DA 5089/HAT 424, VIS 1 1/2 ALL CATS. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FORT COLLINS-LOVELAND MUNI ALTIMETER SETTING AND INCREASE LPV DA TO 5000 FEET AND VISIBILITY ALL CATS 1/4 MILE. INCREASE LNAV/VNAV DA TO 5174 AND VISIBILITY ALL CATS 1/4 MILE. INCREASE ALL MDA 100 FEET AND LNAV VISIBILITY CATS C/D 1/4 MILE. INCREASE CIRCLING VISIBILITY CAT C 1/4 MILE. TEMPORARY DRILLING RIGS: 4710 MSL 5996 FEET SE OF RWY 34 AND 4755 MSL 1.1 NM SE OF RWY 34.

FDC 9/9364 GXY FI/T GREELEY-WELD COUNTY, GREELEY, CO. RNAV (GPS) RWY 27, ORIG...LNAV/VNAV DA 5092/HAT 442, VIS 1 1/2 ALL CATS. LNAV MDA 5060/HAT 410 ALL CATS, VISIBILITY CATS C/D 1 1/4. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FORT COLLINS-LOVELAND MUNI ALTIMETER SETTING AND INCREASE LPV DA TO 4985 AND VISIBILITY ALL CATS 1/2 MILE. INCREASE LNAV/VNAV DA TO 5177 AND VISIBILITY ALL CATS 1/4 MILE. INCREASE ALL MDA 100 FEET AND LNAV VISIBILITY CATS C/D 1/4 MILE. INCREASE CIRCLING VISIBILITY CAT C 1/4 MILE. VDP AT 1.2 MILES TO RWY 27. TEMPORARY DRILLING RIGS: 4710 MSL 5996 FEET SE OF RWY 27, 4755 MSL 5298 FEET SE OF RWY 27.

GUNNISON

Gunnison-Crested Butte Rgnl

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.

PUEBLO

Pueblo Memorial

FDC 9/9743 PUB FI/P PUEBLO MEMORIAL, PUEBLO, CO. AP DIAGRAM...CORRECT AP DIAGRAM: CHG TWY DESIGNATOR ON EAST SIDE OF RWY 35 TO READ A VICE B. ADD TWY DESIGNATOR A1 TO TWY ADJ TO RWY 8L APCH END.

FDC 9/4428 PUB FI/T PUEBLO MEMORIAL, PUEBLO, CO. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 8L, 8R - CLIMB DIRECT PUB VORTAC. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/4735 PUB FI/T PUEBLO MEMORIAL, PUEBLO, CO. GPS RWY 8L, ORIG...CIRCLING CAT D MDA 5380 / HAA 654.

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

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 8/2865 DXR FI/T DANBURY MUNI, DANBURY, CT. LOC RWY 8, AMDT 5...CIRCLING MDA 1380/HAA 922 ALL CATS. VIS CATS A,B 1 1/4, CAT C 2 3/4, CAT D 3. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. ALTERNATE MINIMUMS: CATS A,B 1000-2, CAT C 1000-2 3/4, CAT D 1000-3.

FDC 8/1699 DXR FI/T DANBURY MUNI, DANBURY, CT. GPS RWY 8, AMDT 1...CIRCLING MDA 1380/HAA 922 ALL CATS. VIS CATS A,B 1 1/4, CAT C 2 3/4, CAT D 3. MISSED APPROACH: CLIMBING LEFT TURN TO 3000 DIRECT ANDLE WP AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3000. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/1698 DXR FI/T DANBURY MUNI, DANBURY, CT. VOR OR GPS A, AMDT 9A...CIRCLING MDA 1380/HAA 922 ALL CATS.

DANIELSON

Danielson

FDC 9/5598 LZD FI/T DANIELSON, DANIELSON, CT. VOR A, AMDT 6C...WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE WILLIMANTIC ALTIMETER SETTING. SNAPO FIX MINIMUMS: CATS A/B CIRCLING MDA 1000/HAA 762. TEMPORARY CRANE 657 MSL 2.6 NM NORTH OF AIRPORT.

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.

HARTFORD

Hartford-Brainard

FDC 9/5768 HFD FI/P HARTFORD-BRAINARD, HARTFORD, CT. LDA RWY 2, AMDT 1E...CHANGE ALL REFERENCE TO LOMIS LOM TO LOMIS LOM/INT. THIS IS LDA RWY 2, AMDT 1F.

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.

WINDSOR LOCKS

Bradley Intl

FDC 8/6778 BDL FI/T BRADLEY INTL, WINDSOR LOCKS, CT. COPTER ILS OR LOC RWY 6, ORIG-A...TIME AND DISTANCE TABLE: FAF TO MAP 4.9 NM. 60 KNOTS 4:54, 90 KNOTS 3:16, 120 KNOTS 2:27, 150 KNOTS 1:58, 180 KNOTS 1:38. CHANGE PENNA INT/I-BDL 11.8 DME TO PENNA INT/I-BDL 12.8 DME HARTFORD VOR/DME RADIAL AT PENNA R-317 TERMINAL ROUTE DISTANCE PENNA TO HUNEE 6 NM MIDDLE MARKER TO INNER MARKER DISTANCE .3 NM VGSI AND ILS GLIDEPATH NOT COINCIDENT.

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 8/5750 ILG FI/T NEW CASTLE, WILMINGTON, DE. ILS OR LOC RWY 1, AMDT 21A...S-ILS 1 VISIBILITY RVR 5000 ALL CATS S-LOC 1 VISIBILITY CATS A/B RVR 5000 INOPERATIVE TABLE DOES NOT APPLY TO S-LOC 1 CATS A/B CASTL FIX MINIMUMS: S-LOC 1 MDA 400/HAT 325 ALL CATS. VISIBILITY RVR 5000 ALL CATS INOPERATIVE TABLE DOES NOT APPLY.

FDC 8/5749 ILG FI/T NEW CASTLE, WILMINGTON, DE. GPS RWY 27, ORIG-A...VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/5748 ILG FI/T NEW CASTLE, WILMINGTON, DE. VOR RWY 27, ORIG-A...DQO VORTAC 2.5 DME TO RW27: 3.36/51 VISIBILITY REDUCTION BY HELICOPTERS NA DME REQUIRED, MODENA (MXE) VORTAC RADIAL RESTRICTED.

FDC 8/5746 ILG FI/T NEW CASTLE, WILMINGTON, DE. VOR OR GPS RWY 19, AMDT 4B...VOR PORTION NA ALTERNATE MINIMUMS NA WILEA TO RW19 3.47/58 VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/5745 ILG FI/T NEW CASTLE, WILMINGTON, DE. VOR RWY 9, AMDT 6B...QWOTE INT MINIMUMS: NA VISIBILITY REDUCTION BY HELICOPTERS NA GLEEM TO RW9: 3.28/55 DISREGARD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO ODALS. DME REQUIRED, MODENA VORTAC (MXE) RADIALS RESTRICTED.

FDC 8/5744 ILG FI/T NEW CASTLE, WILMINGTON, DE. GPS RWY 9, ORIG-B...S-9 MDA 560/HAT 480 ALL CATS CIRCLING MDA CATS A/B/ 560/HAA 480 VISIBILITY REDUCTION BY HELICOPTERS NA.

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.

DISTRICT OF COLUMBIA

WASHINGTON

Ronald Reagan Washington National

FDC 9/8128 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 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 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.

Washington Dulles Intl

FDC 9/8937 IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. ILS RWY 19R (CAT III), AMDT 1...PROCEDURE NA.

FDC 9/8936 IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. ILS RWY 1L (CAT III), AMDT 1...PROCEDURE NA.

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 7/5525 IAD FI/T WASHINGTON DULLES INTL, WASHINGTON, DC. VOR/DME OR TACAN RWY 12, AMDT 8B...VERTICAL DESCENT ANGLE BELMA TO RW12: 2.82 DEGREES/TCH 66 FEET. CIRCLING MDA 980/HAA 668 ALL CATS, VIS 1 3/4 CAT C.

FLORIDA

BROOKSVILLE

Hernando County

FDC 9/0390 BKV FI/T HERNANDO COUNTY, BROOKSVILLE, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 27, 300-1 NOTE: RWY 27, TEMPORARY CRANE 2901 FEET FROM DEPARTURE END OF RWY, 982 FEET RIGHT OF CENTERLINE, 276 FEET AGL/352 FEET MSL.

FDC 9/0389 BKV FI/T HERNANDO COUNTY, BROOKSVILLE, FL. RNAV (GPS) RWY 9, ORIG-A...LNAV/VNAV DA 602/HAT 525, VIS 1 3/4 ALL CATS. LNAV MDA 620/HAT 543 ALL CATS, VIS CAT A AND B 1, CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 660/HAA 583 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY. VDP NA. TEMPORARY CRANE 352 MSL 2901 FEET WEST OF RWY 9.

FDC 9/0388 BKV FI/T HERNANDO COUNTY, BROOKSVILLE, FL. RNAV (GPS) RWY 27, ORIG...RNAV (GPS) RWY 3, ORIG...RNAV (GPS) RWY 21, ORIG...CIRCLING MDA 660/HAA 583 ALL CATS. TEMPORARY CRANE 352 MSL 2901 FEET WEST OF RWY 9.

FDC 9/0387 BKV FI/T HERNANDO COUNTY, BROOKSVILLE, FL. ILS RWY 9, AMDT 2A...S-ILS 9 DA 516/HAT 439, VIS 1 ALL CATS S-LOC 9 MDA 620/HAT 543 ALL CATS, VIS CAT C 1, CAT D 1 1/4. CIRCLING MDA 660/HAA 583 ALL CATS. TEMPORARY CRANE 352 MSL 2901 FEET WEST OF RWY 9.

CLEWISTON

Airglades

FDC 9/9305 2IS FI/P AIRGLADES, CLEWISTON, FL.
RNAV (GPS) RWY 13, ORIG...RNAV (GPS) RWY 31,
ORIG...CORRECT BRIEFING STRIP
COMMUNICATION INFORMATION: ADD MIAMI
CENTER FREQUENCIES 132.45 370.1.

CROSS CITY

Cross City

FDC 8/1690 CTY FI/T CROSS CITY, CROSS CITY, FL.
RNAV (GPS) RWY 31, ORIG...LNAV MDA 540/HAT 498
ALL CATS.

FDC 8/1687 CTY FI/T CROSS CITY, CROSS CITY, FL.
VOR RWY 31, AMDT 18...S-31 MDA 540/HAT 498 ALL
CATS.

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. LNAV/VNAV DA 545/HAT 512 ALL CATS. VIS
1 3/4 ALL CATS. LNAV 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. LNAV/VNAV DA 479/HAT 446
ALL CATS. VIS 1 1/2 ALL CATS. NOTE: VISIBILITY
REDUCTION BY HELICOPTERS NA.

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 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 7FL6 FI/T SPRUCE CREEK AIRPORT,
DAYTONA BEACH(VOLUSIA COUNTY), FL.
(SPECIAL) GPS RWY 5, ORIG...CIRCLING CAT A MDA
520/HAA 496, VIS 1.

DESTIN

Destin-Fort Walton Beach

FDC 8/8266 DTS FI/T DESTIN-FORT WALTON
BEACH, DESTIN, FL. TAKE-OFF MINIMUMS AND
(OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF
MINIMUMS: RWY 14: 200-1 1/4, OR STANDARD WITH
A MINIMUM CLIMB OF 251 PER NM TO 300. TAKE
OFF OBSTACLES: RWY 14: TREES BEGINNING 176
FROM END OF RUNWAY, 350 LEFT OF CENTERLINE
UP TO 50 AGL/71 MSL. BUILDINGS/RODS
BEGINNING 3755 FROM END OF RUNWAY, 76 LEFT
OF CENTERLINE UP TO 150 AGL/176 MSL. RWY 32:
TREES BEGINNING 65 FROM END OF RUNWAY, 65
LEFT OF CENTERLINE UP TO 50 AGL/83 MSL.
BUILDING/POLES BEGINNING 240 FROM END OF
RUNWAY, 457 LEFT OF CENTERLINE UP TO 30
AGL/54 MSL. TREES BEGINNING 78 FROM END OF
RUNWAY, 30 RIGHT OF CENTERLINE UP TO 50
AGL/84 MSL. ALL OTHER DATA REMAINS AS
PUBLISHED.

FDC 8/1227 DTS FI/T DESTIN-FORT WALTON
BEACH, DESTIN, FL. RNAV (GPS) RWY 32,
ORIG-B...WHEN VGSI INOP, STRAIGHT-IN/CIRCLING
RWY 32 PROCEDURE NA AT NIGHT VDP NA
VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/1224 DTS FI/T DESTIN-FORT WALTON
BEACH, DESTIN, FL. NDB RWY 32, AMDT 1A...WHEN
VGSI INOP, STRAIGHT-IN/CIRCLING RWY 32
PROCEDURE NA AT NIGHT VISIBILITY REDUCTION
BY HELICOPTERS NA.

FDC 8/1220 DTS FI/T DESTIN-FORT WALTON
BEACH, DESTIN, FL. RNAV (GPS) RWY 14,
ORIG-C...WHEN VGSI INOP, CIRCLING RWY 32 NA
AT NIGHT VDP NA VISIBILITY REDUCTION BY
HELICOPTERS 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.

FORT LAUDERDALE

Fort Lauderdale/Hollywood Intl

FDC 9/0845 FLL FI/T FORT
LAUDERDALE/HOLLYWOOD INTL, FORT
LAUDERDALE, FL. ILS OR LOC RWY 9L, AMDT
20...S-LOC 9L MDA 580/HAT 573 ALL CATS.
TEMPORARY CRANE 276 MSL 3.8 NM WEST OF RWY
9L.

FDC 9/0843 FLL FI/T FORT
LAUDERDALE/HOLLYWOOD INTL, FORT
LAUDERDALE, FL. RNAV (GPS) Z RWY 9L, AMDT
1...LNAV MDA 580/HAT 573 ALL CATS. TEMPORARY
CRANE 276 MSL 3.8 NM WEST OF RWY 9L.

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 8/3156 FLL FI/T FORT
LAUDERDALE/HOLLYWOOD INTL, FORT
LAUDERDALE, FL. TAKE-OFF MINIMUMS AND
(OBSTACLE) DEPARTURE PROCEDURES...RWY 9L,
300-1 OR STANDARD WITH MINIMUM CLIMB OF 344
FEET PER NM TO 300. NOTE: RWY 9L, TEMPORARY
CRANE 4,750 FEET FROM DEPARTURE END OF
RUNWAY, 1,560 FEET LEFT OF CENTERLINE, 160
FEET AGL/247 FEET MSL. ALL OTHER DATA
REMAINS AS PUBLISHED.

FORT MYERS

Page Field

FDC 9/9889 FMY FI/T PAGE FIELD, FORT MYERS,
FL. ILS RWY 5, AMDT 6E...S-LOC 5: NA EXCEPT FOR
AIRCRAFT EQUIPPED WITH SUITABLE RNAV
SYSTEM WITH GPS. CALOO (FM) LOM OTS.

FDC 9/9888 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. CALOO (FM) LOM OTS.

FDC 8/8973 FMY FI/T PAGE FIELD, FORT MYERS,
FL. TAKE-OFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES...NOTE: RWY 31,
MULTIPLE POLES, TREES, ANTENNA TOWERS AND
BRIDGE BEGINNING 87 FEET FROM DEPARTURE
END OF RUNWAY, 198 FEET RIGHT OF
CENTERLINE, UP TO 113 FEET AGL/126 FEET MSL.
MULTIPLE POLES AND TREES BEGINNING 145 FEET
FROM DEPARTURE END OF RUNWAY, 235 FEET
RIGHT OF CENTERLINE, UP TO 58 FEET AGL/88
FEET MSL. ALL OTHER DATA REMAINS AS
PUBLISHED.

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 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.

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 8/0122 IMM FI/T IMMOKALEE, IMMOKALEE, FL. VOR OR GPS RWY 18, AMDT 5...S-18 NA AT NIGHT CIRCLING RWY 18/36 NA AT NIGHT.

JUPITER

William P Gwinn

FDC 8/4557 06FA FI/T WILLIAM P GWINN, JUPITER, FL. VOR/DME RWY 9, AMDT 4...PROCEDURE NA.

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.

MARCO ISLAND

Marco Island

FDC 8/8406 MKY FI/T MARCO ISLAND, MARCO ISLAND, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 35: ALL AIRCRAFT FLY HEADING 030 TO 1000 BEFORE PROCEEDING ON COURSE. TAKE OFF OBSTACLES: RWY 35: ANTENNA 10 FROM END OF RUNWAY, 384 LEFT OF CENTERLINE, 53 AGL/57 MSL. SIGN 15 FROM END OF RUNWAY, 255 LEFT OF CENTERLINE, 5 AGL/9 MSL. TREES BEGINNING 63 FROM END OF RUNWAY, 41 LEFT OF CENTERLINE UP TO 45 AGL/49 MSL. TREES BEGINNING 175 FROM END OF RUNWAY, 45 RIGHT OF CENTERLINE, UP TO 42 AGL/46 MSL. RWY 14: WIND SOCK 76 FROM END OF RUNWAY, 310 RIGHT OF CENTERLINE, 21 AGL/25 MSL. TREES BEGINNING 79 FROM END OF RUNWAY, 10 LEFT OF CENTERLINE, UP TO 44 AGL/48 MSL. TREES BEGINNING 76 FROM END OF RUNWAY UP TO 48 AGL/52 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/8372 MKY FI/T MARCO ISLAND, MARCO ISLAND, FL. VOR/DME RWY 17, AMDT 6B...CYY VOR/DME 7.80 DME FIX TO RW17 3.00 DESCENT ANGLE/32 TCH VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/8370 MKY FI/T MARCO ISLAND, MARCO ISLAND, FL. GPS RWY 17, ORIG-B...VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/8369 MKY FI/T MARCO ISLAND, MARCO ISLAND, FL. GPS RWY 35, ORIG-A...VDP NA VISIBILITY REDUCTION BY HELICOPTERS NA.

MELBOURNE

Melbourne Intl

FDC 8/4848 MLB FI/T MELBOURNE INTL, MELBOURNE, FL. RNAV (GPS) RWY 9L, ORIG...LNAV/VNAV: DA 464/HAT 431. VIS 1 1/2 ALL CATS. LNAV: MDA 420/HAT 387 ALL CATS. VDP NA. 2008/08/25 02:41.

FDC 8/4835 MLB FI/T MELBOURNE INTL, MELBOURNE, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 23, TEMPORARY CRANE 4617 FEET FROM DEPARTURE END OF RUNWAY, 1306 FEET RIGHT OF RUNWAY, 140 FEET AGL/175 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 2008/08/25 22:24.

FDC 8/4832 MLB FI/T MELBOURNE INTL, MELBOURNE, FL. RNAV (GPS) RWY 9R, ORIG-A...LNAV/VNAV: DA 463 HAT 431 VIS RVR 5000 ALL CATS. LNAV MDA: 420/HAT 388 ALL CATS. 2008/08/25 21:24.

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

Miami Intl

FDC 9/8990 MIA FI/P MIAMI INTL, MIAMI, FL. ILS OR LOC RWY 30, AMDT 1...REMOVE PJN FROM BRBRA INT MAKEUP. DELETE MISSED APPROACH: CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2000 VIA HEADING 310 AND DHP R-335 TO BRBRA INT 11.5 DME AND HOLD. ADD MISSED APPROACH: CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2000 VIA HEADING 310 AND DHP R-335 TO BRBRA/DHP 11.48 DME AND HOLD. DELETE NOTE: RADAR AND DME OR ADF REQUIRED. CHART NOTE: DME REQUIRED. DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-LOC 30 CATS B, C, D. DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO PECOT FIX MINIMUMS S-LOC 30 CAT C AND D. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-LOC 30 CATS B AND C. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO PECOT FIX MINIMUMS S-LOC 30 CAT C. THIS IS ILS OR LOC RWY 30, AMDT 1A.

FDC 9/8988 MIA FI/P MIAMI INTL, MIAMI, FL. RNAV (RNP) Y RWY 26L, ORIG...DELETE NOTE: FOR INOPERATIVE MALSR, INCREASE RNP 0.20 ALL CATS VISIBILITY TO RVR 6000, RNP 0.30 ALL CATS VISIBILITY TO 2. CHART NOTE: FOR INOPERATIVE MALSF, INCREASE RNP 0.20 ALL CATS VISIBILITY TO RVR 6000, RNP 0.30 ALL CATS VISIBILITY TO 2. RNP 0.20 VISIBILITY ALL CATS RVR 5000. RNP 0.30 VISIBILITY ALL CATS 1 3/4. THIS IS RNAV (RNP) Y RWY 26L, ORIG-A.

FDC 9/8983 MIA FI/P MIAMI INTL, MIAMI, FL. LOC/DME RWY 26R, ORIG-A...REMOVE PJN FROM BRBRA INT MAKEUP. DELETE MISSED APPROACH: CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2000 VIA HEADING 290 AND DHP R-335 TO BRBRA INT 11.5 DME AND HOLD. ADD MISSED APPROACH: CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2000 VIA HEADING 290 AND DHP R-335 TO BRBRA/DHP 11.48 DME AND HOLD. THIS IS LOC/DME RWY 26R, ORIG-B.

FDC 9/8982 MIA FI/P MIAMI INTL, MIAMI, FL. ILS OR LOC RWY 26L, AMDT 15...REMOVE PJN FROM BRBRA INT MAKEUP. DELETE MISSED APPROACH: CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2000 VIA HEADING 290 AND DHP VORTAC R-335 TO BRBRA INT 11.5 DME AND HOLD. ADD MISSED APPROACH: CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 2000 VIA HEADING 290 AND DHP VORTAC R-335 TO BRBRA/DHP 11.48 DME AND HOLD. DELETE NOTE: RADAR AND DME OR ADF REQUIRED. CHART NOTE: DME REQUIRED. S-ILS 26L VISIBILITY RVR 4000 ALL CATS. S-LOC 26L VISIBILITY CATS A AND B RVR 4000, CAT C 2, CAT D 2 1/4. CONST FIX MINIMUMS S-LOC 26L VISIBILITY CATS A AND B RVR 4000, CAT C 1 1/4, CAT D 1 1/2. THIS IS ILS OR LOC RWY 26L, AMDT 15A.

FDC 9/8981 MIA FI/P MIAMI INTL, MIAMI, FL. ILS OR LOC RWY 8R, AMDT 30...REMOVE PJN FROM BRBRA INT MAKEUP. DELETE MISSED APPROACH: CLIMB TO 800 THEN CLIMBING LEFT TURN TO 3000 VIA HEADING 270 AND DHP R-335 TO BRBRA INT 11.5 DME AND HOLD. ADD MISSED APPROACH: CLIMB TO 800 THEN CLIMBING LEFT TURN TO 3000 VIA HEADING 270 AND DHP R-335 TO BRBRA/DHP 11.48 DME AND HOLD. DELETE NOTE: RADAR AND ADF OR DME REQUIRED. CHART NOTE: DME REQUIRED. CHART PLANVIEW NOTE: RADAR OR DME REQUIRED. THIS IS ILS OR LOC RWY 8R, AMDT 30A.

FDC 9/8976 MIA FI/P MIAMI INTL, MIAMI, FL. LOC/DME RWY 8L, ORIG-A...REMOVE PJN FROM BRBRA INT MAKEUP. DELETE MISSED APPROACH: CLIMB TO 800 THEN CLIMBING LEFT TURN TO 3000 VIA HEADING 270 AND DHP R-335 TO BRBRA INT 11.5 DME AND HOLD. ADD MISSED APPROACH: CLIMB TO 800 THEN CLIMBING LEFT TURN TO 3000 VIA HEADING 270 AND DHP R-335 TO BRBRA/DHP 11.48 DME AND HOLD. S-8L VISIBILITY CATS A AND B RVR 5000, CAT C RVR 6000. THIS IS LOC/DME RWY 8L, ORIG-B.

FDC 9/6451 MIA FI/T MIAMI INTL, MIAMI, FL. RNAV (GPS) Z RWY 26L, AMDT 1...LPV DA 336/HAT 328, VIS RVR 5000 ALL CATS. LNAV/VNAV DA 468/HAT 460, VIS 1 1/2 ALL CATS. LNAV VIS CATS 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: FOR INOPERATIVE MALSF, INCREASE LNAV CATS A AND B VISIBILITY TO RVR 5000. INOPERATIVE TABLE DOES NOT APPLY TO LNAV CATS C AND D. INOPERATIVE TABLE DOES NOT APPLY TO LNAV/VNAV. FIVE TEMPORARY CRANES 310 MSL BEGINNING 1,456 FEET SOUTH RWY 26L.

FDC 9/6450 MIA FI/T MIAMI INTL, MIAMI, FL. RNAV (RNP) Y RWY 27, ORIG...RNP 0.30 DA 509/HAT 501, VIS RVR 6000 ALL CATS. FOR INOPERATIVE MALSR, INCREASE RNP 0.30 ALL CATS VISIBILITY TO 1 3/4. TEMPORARY CRANE 205 MSL 4,388 FEET EAST OF RWY 27 AND FOUR TEMPORARY CRANES 185 MSL BEGINNING 3,624 FEET NE OF RWY 27.

FDC 9/6449 MIA FI/T MIAMI INTL, MIAMI, FL. ILS OR LOC RWY 27, AMDT 24...S-ILS 27 DA 477/HAT 469 ALL CATS. TEMPORARY CRANE 310 MSL 2,180 FEET EAST OF RWY 27.

FDC 9/6448 MIA FI/T MIAMI INTL, MIAMI, FL. RNAV (GPS) Z RWY 27, AMDT 1...LPV DA 479/HAT 471 ALL CATS. LNAV/VNAV DA 560/HAT 552, VIS 1 1/2 ALL CATS. LNAV MDA 560/HAT 552 ALL CATS. VIS CAT E 1 1/2. 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. DISREGARD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV, LNAV/VNAV, LNAV CATS A AND B. NOTE: FOR INOPERATIVE MALSR, INCREASE LPV VIS TO 1 1/2 ALL CATS, LNAV/VNAV CAT E VIS TO 2 AND LNAV CAT E VIS TO 2. NOTE: INOP TABLE DOES NOT APPLY TO LNAV CATS A/B. TEMPORARY CRANE 310 MSL 2,180 FEET EAST OF RWY 27.

FDC 9/2497 MIA FI/T MIAMI INTL, MIAMI, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 8R, TEMPORARY CRANE 1883 FT FROM DEPARTURE END OF RWY, 540 FT RIGHT OF CENTERLINE, 62 FT AGL/70 FT MSL. TEMPORARY CRANE AND POWERLINES BEGINNING 1503 FT FROM DEPARTURE END OF RWY, 696 FT LEFT OF CENTERLINE, UP TO 150 FT AGL/158 FT MSL. NOTE: RWY 8L, TEMPORARY CRANE 3408 FEET FROM DEPARTURE END OF RWY, 106 FT RIGHT OF CENTERLINE, 150 FT AGL/158 FT MSL. POWERLINES BEGINNING 5630 FT FROM DEPARTURE END OF RWY, 616 FT LEFT OF CENTERLINE, UP TO 108 FT AGL/116 FT MSL. ALL OTHER DATA REMAINS THE SAME.

FDC 9/2495 MIA FI/T MIAMI INTL, MIAMI, FL. RNAV (RNP) Y RWY 26L, ORIG...RNP 0.2 VIS RVR 5000 ALL CATS. RNP 0.3 VIS 1 3/4 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. ADD NOTE: FOR INOPERATIVE MALSF, INCREASE RNP 0.20 ALL CATS VISIBILITY TO RVR 6000, INCREASE RNP 0.30 ALL CATS VISIBILITY TO 2 MILES.

FDC 9/2427 MIA FI/T MIAMI INTL, MIAMI, FL. RNAV (GPS) RWY 26R, AMDT 1...LPV DA 387/HAT 379, VISIBILITY 1 1/4 ALL CATS. LNAV/VNAV DA 453/HAT 445, VISIBILITY 1 1/2 ALL CATS. LNAV MDA 560/HAT 552, VISIBILITY CAT C 1 1/2, CAT D 1 3/4. 5 TEMPORARY CRANES 310 MSL BEGINNING 1964 FEET SOUTH OF RWY 26R.

FDC 8/8391 MIA FI/T MIAMI INTL, MIAMI, FL. LOC/DME RWY 8L, ORIG-A...S-8L MDA 460/HAT 453 ALL CATS. TEMPORARY CRANE 154 MSL 2.6 NM WEST OF RWY 8L.

FDC 8/7987 MIA FI/T MIAMI INTL, MIAMI, FL. ILS OR LOC RWY 30, AMDT 1...S-ILS 30 DA 395/HAT 387, VIS RVR 6000 ALL CATS. TEMPORARY CRANE 310 MSL 1,691 FEET NORTH OF RWY 30. 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 8/7986 MIA FI/T MIAMI INTL, MIAMI, FL. RNAV (GPS) Z RWY 30, AMDT 1...LPV DA 411/HAT 403, VIS 1 1/2 ALL CATS. TEMPORARY CRANE 310 MSL 1,691 FEET NORTH OF RWY 30.

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 8/3330 MIA FI/T MIAMI INTL, MIAMI, FL. ILS OR LOC RWY 8R, AMDT 30...S-ILS 8R DA 450/HAT 442 ALL CATS. VIS RVR 5000 ALL CATS. S-LOC 8R VIS CAT A/B/C RVR 5000, CAT D RVR 6000. FOR INOPERATIVE MALSR, INCREASE S-ILS 8R VISIBILITY TO 1 1/2 ALL CATS. DISTANCE LAWNN TO MAP 3.24 NM OR AT 3.10 DME. VDP NA. TIME/DISTANCE TABLE: 60=3:14, 90=2:10, 120=1:37, 150=1:18, 180=1:05.

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 9/9009 OPF FI/P OPA-LOCKA EXECUTIVE, MIAMI, FL. ILS/DME RWY 27R, ORIG-B...S-ILS 27R DA 265/HAT 257, VIS 1 ALL CATS. S-LOC 27R VIS 1 CATS A,B,C. REMOVE PJN FROM BRBRA INT MAKEUP. DELETE MISSED APPROACH: CLIMB TO 2000 VIA HEADING 270 AND DHP VORTAC R-335 TO BRBRA INT/DHP 11.5 DME AND HOLD. ADD MISSED APPROACH: CLIMB TO 2000 VIA HEADING 270 AND DHP VORTAC R-335 TO BRBRA/DHP 11.5 DME AND HOLD. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: DME REQUIRED. THIS IS ILS/DME RWY 27R, ORIG-C.

FDC 9/8999 OPF FI/P OPA-LOCKA EXECUTIVE, MIAMI, FL. GPS RWY 27R, ORIG-A...S-27R VIS CATS A AND B 1. DELETE CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO CAT C. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: DME/DME RNP -0.3 NA. THIS IS GPS RWY 27R, ORIG-B.

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 8/6097 2R4 FI/T PETER PRINCE FLD, MILTON, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 18, TREES BEGINNING 101 FT FROM END OF RUNWAY, 58 FT LEFT OF CENTERLINE, UP TO 93 FT AGL/163 FT MSL. TREES BEGINNING 1,012 FT FROM END OF RUNWAY, 7 FT RIGHT OF CENTERLINE, UP TO 83 FT AGL/153 FT MSL. POLE 710 FT FROM END OF RUNWAY, 171 FT LEFT OF CENTERLINE, 24 FT AGL, 106 FT MSL. POLES BEGINNING 868 FT FROM END OF RUNWAY, 60 FT RIGHT OF CENTERLINE, UP TO 24 FT AGL/109 FT MSL. RAILROAD 572 FT FROM END OF RUNWAY, 23 FT AGL/110 FT MSL. ROAD 548 FT FROM END OF RUNWAY, 17 FT AGL/94 FT MSL. RWY 36, TREE 32 FT FROM END OF RUNWAY, 485 FT LEFT OF CENTERLINE, 41 FT AGL/101 FT MSL. TREES BEGINNING 44 FT FROM END OF RUNWAY, 109 FT RIGHT OF CENTERLINE, UP TO 30 FT AGL/90 FT MSL.

FDC 8/6096 2R4 FI/T PETER PRINCE FLD, MILTON, FL. RNAV (GPS) RWY 36, ORIG...34:1 IS NOT CLEAR VISIBILITY REDUCTION BY HELICOPTERS NA.

NAPLES

Naples Muni

FDC 8/4315 APF FI/T NAPLES MUNI, NAPLES, FL. VOR RWY 23, AMDT 6C...S-23 MDA 580/HAT 572 ALL CATS. VIS CATS A AND B 1, CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 580/HAA 572 ALL CATS. DISREGARD NOTE INOPERATIVE TABLE DOES NOT APPLY TO CAT C. INOPERATIVE TABLE DOES NOT APPLY. TEMPORARY CRANE 226 MSL 1.7 NM SW OF RWY 23.

FDC 8/4314 APF FI/T NAPLES MUNI, NAPLES, FL. RNAV (GPS) RWY 23, ORIG-A...CIRCLING MDA 580/HAA 572. TEMPORARY CRANE 226 MSL 1.7 NM SW OF RWY 23.

FDC 8/4313 APF FI/T NAPLES MUNI, NAPLES, FL. VOR RWY 5, AMDT 5...S-5 MDA 580/HAT 572 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 580/HAA 572 ALL CATS. TEMPORARY CRANE 226 MSL 1.7 NM SW OF RWY 23.

FDC 8/4312 APF FI/T NAPLES MUNI, NAPLES, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 23, TEMPORARY CRANE 5,054 FT FROM DEPARTURE END OF RUNWAY, 1,772 FT RIGHT OF CENTERLINE, 220 FT AGL/226 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/4310 APF FI/T NAPLES MUNI, NAPLES, FL. RNAV (GPS) RWY 5, AMDT 1A...LNAV/VNAV DA 587/HAT 579, VIS 2 ALL CATS. LNAV MDA 540/HAT 532 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 580/HAA 572 ALL CATS. TEMPORARY CRANE 226 MSL 1.7 NM SW OF RWY 23.

OKEECHOBEE

Okeechobee County

FDC 9/7658 OBE FI/P OKEECHOBEE COUNTY, OKEECHOBEE, FL. RNAV (GPS) RWY 5, ORIG. CORRECT PILOT BRIEFING INFORMATION: ADD: MIAMI CENTER 132.25 370.9.

FDC 9/7657 OBE FI/P OKEECHOBEE COUNTY, OKEECHOBEE, FL. RNAV (GPS) RWY 23, ORIG. CORRECT PILOT BRIEFING INFORMATION: ADD "MIAMI CENTER 132.25 370.9".

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 8/1136 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.

Orlando Intl

FDC 8/5968 MCO FI/T ORLANDO INTL, ORLANDO,
FL. VOR/DME RWY 18L, AMDT 5D...VOR/DME RWY
18R, AMDT 5D...DISREGARD NOTE: ASR.

FDC 8/4260 MCO FI/T ORLANDO INTL, ORLANDO,
FL. VOR/DME RWY 18L, AMDT 5D...S-18L MDA
580/HAT 484 ALL CATS CIRCLING MDA 760/HAA 464
ALL CATS UNLESS OTHERWISE ADVISED BY ATC.
TEMPORARY CRANE 450 MSL 2777 FEET EAST OF
RWY 36R.

FDC 8/3679 MCO FI/T ORLANDO INTL, ORLANDO,
FL. VOR/DME RWY 18R, AMDT 5D...S-18R: MDA
580/HAT 486 ALL CATS. CIRCLING: MDA 760/HAA
664 ALL CATS. UNLESS OTHERWISE ADVISED BY
ATC. TEMPORARY CRANE 450 MSL 2777 EAST OF
RWY 36R.

FDC 8/3678 MCO FI/T ORLANDO INTL, ORLANDO,
FL. RNAV (GPS) RWY 36R, ORIG-B...LNAV/VNAV:
DA 515/HAT 423 ALL CATS. CIRCLING: MDA
760/HAA 664 ALL CATS. VDP NA. UNLESS
OTHERWISE ADVISED BY ATC. TEMPORARY
CRANE 450 MSL 2777 FEET EAST OF RWY 36R.

FDC 8/3677 MCO FI/T ORLANDO INTL, ORLANDO,
FL. ILS OR LOC RWY 17L, ORIG-B...ILS OR LOC RWY
17R AMDT 4A...ILS OR LOC RWY 18R AMDT 7...ILS
OR LOC RWY 35L AMDT 5A...ILS OR LOC RWY 35R
ORIG-A...RNAV (GPS) RWY 18L AMDT 1...RNAV
(GPS) RWY 18R ORIG-A...RNAV (GPS) RWY 35L
ORIG-B...RNAV (GPS) RWY 35R ORIG-A...RNAV
(GPS) RWY 36L AMDT 1...VOR/DME RWY 36L AMDT
5A...VOR/DME RWY 36R AMDT 10A...CIRCLING:
MDA 760/HAA 664 ALL CATS. UNLESS OTHERWISE
ADVISED BY ATC. TEMPORARY CRANE 450 MSL,
2777 FEET EAST OF RWY 36R.

FDC 8/3675 MCO FI/T ORLANDO INTL, ORLANDO,
FL. ILS OR LOC RWY 36R, AMDT 8...S-ILS 36R: DA
313/HAT 221 ALL CATS. CIRCLING: MDA 760/HAA
664 ALL CATS. VDP NA. UNLESS OTHERWISE
ADVISED BY ATC. TEMPORARY CRANE 450 MSL
2777 FEET EAST OF RWY 36R.

FDC 8/3673 MCO FI/T ORLANDO INTL, ORLANDO,
FL. RNAV (GPS) RWY 17R, ORIG-C...LNAV/VNAV:
DA 594/HAT 504 ALL CATS. VIS RVR 6000 ALL CATS.
LNAV: MDA 780/HAT 690 ALL CATS. VIS CAT C 1 1/2,
CAT D 1 3/4. CIRCLING: MDA 780/HAA 684 ALL
CATS. VIS CAT C 2 CAT D 2 1/4. VDP NA. UNLESS
OTHERWISE ADVISED BY ATC. TEMPORARY
CRANE 450 MSL 2777 FEET EAST OF RWY 36R.

FDC 8/3672 MCO FI/T ORLANDO INTL, ORLANDO,
FL. RNAV (GPS) RWY 17L, ORIG-B...LNAV/VNAV: DA
534/HAT 444 ALL CATS. VIS RVR 5000 ALL CATS.
CIRCLING: MDA 760/HAA 664 ALL CATS. VDP NA.
UNLESS OTHERWISE ADVISED BY ATC.
TEMPORARY CRANE 450 MSL 2777 FEET EAST OF
RWY 36R.

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 8/4573 SFB FI/T ORLANDO SANFORD INTL, ORLANDO, FL. RNAV (GPS) RWY 27R, AMDT 1A...LNAV: MDA 500/HAT 450 ALL CATS, VIS CAT C 3/4. VDP NA. TEMPORARY CRANE 196 MSL 2.46 NM E OF RWY 27R.

FDC 8/0566 SFB FI/T ORLANDO SANFORD INTL, ORLANDO, FL. ILS OR LOC RWY 27R, AMDT 1...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.

PAHOKEE

Palm Beach Co Glades

FDC 8/3070 PHK FI/T PALM BEACH COUNTY GLADES, PAHOKEE, FL. RNAV (GPS) RWY 17, ORIG...RNAV (GPS) RWY 35, ORIG...ATC ASSIGNED ONLY.

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 8/9614 SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA (BRADENTON), FL. RNAV (GPS) RWY 32, AMDT 2...LNAV MDA 520/HAT 493 ALL CATS. CIRCLING CATS A/B/C MDA 560/HAA 530. UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 206 MSL, 1419 FEET SOUTHEAST OF RWY 22.

FDC 8/9613 SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA (BRADENTON), FL. ILS OR LOC RWY 14, AMDT 5...ILS OR LOC RWY 32 AMDT 7 RNAV (GPS) RWY 4 AMDT 1 RNAV (GPS) RWY 14 AMDT 2 VOR RWY 14 AMDT 17 CIRCLING CATS A/B/C MDA 560/HAA 530. UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 206 MSL 1419 FEET SOUTHEAST OF RWY 22.

FDC 8/9612 SRQ FI/T SARASOTA/BRADENTON INTL, SARASOTA (BRADENTON), FL. RNAV (GPS) RWY 22, AMDT 1...LNAV MDA 520/HAT 496 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2 CIRCLING CATS A/B/C MDA 560/HAA 530. UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 206 MSL 1419 FEET SOUTHEAST OF RWY 22.

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 9/1948 TLH FI/P TALLAHASSEE REGIONAL, TALLAHASSEE, FL. ILS OR LOC RWY 27, AMDT 9...TERMINAL ROUTE FROM CODYS/SZW 23.4 IAF TO OLUGY INT ADD NOPT. TERMINAL ROUTE FROM GREENVILLE (GEF) VORTAC IAF TO OLUGY INT ADD NOPT. THIS IS ILS OR LOC RWY 27, AMDT 9A.

FDC 8/3357 TLH FI/P TALLAHASSEE REGIONAL, TALLAHASSEE, FL. NDB RWY 36, AMDT 20...CHANGE ALL REFERENCES TO WAKUL LOM TO WAKUL NDB. THIS IS NDB RWY 36, AMDT 20A.

FDC 8/3356 TLH FI/P TALLAHASSEE REGIONAL, TALLAHASSEE, FL. VOR RWY 18, AMDT 11...CHANGE WAKUL LOM TO WAKUL NDB. CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMB TO 1600 DIRECT TL NDB AND HOLD. THIS IS VOR RWY 18, AMDT 11A.

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.

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.

FDC 8/0077 X21 FI/T ARTHUR DUNN AIRPARK, TITUSVILLE, FL. GPS RWY 15, ORIG-B...GPS RWY 33, ORIG-B...PROCEDURE NA.

FDC 8/0075 X21 FI/T ARTHUR DUNN AIRPARK, TITUSVILLE, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA.

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 RW18: 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

North Palm Beach County General Aviation

FDC 8/4556 F45 FI/T NORTH PALM BEACH COUNTY GENERAL AVIATION, WEST PALM BEACH, FL. VOR RWY 8R, AMDT 1A...PROCEDURE NA.

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.

ZEPHYRHILLS

Zephyrhills Muni

FDC 8/1978 ZPH FI/T ZEPHYRHILLS MUNI, ZEPHYRHILLS, FL. GPS RWY 4, ORIG...DISREGARD NOTE TO USE TAMPA INTL ALTIMETER SETTING EJUDA TO RWY 4 3.00/32 TCH VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/1977 ZPH FI/T ZEPHYRHILLS MUNI, ZEPHYRHILLS, FL. GPS RWY 18, ORIG...DISREGARD NOTE TO USE TAMPA INTL ALTIMETER SETTING. WOVLU TO RWY 18 3.00/40 TCH VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/1976 ZPH FI/T ZEPHYRHILLS MUNI, ZEPHYRHILLS, FL. GPS RWY 36, ORIG-A...NDB RWY 4, ORIG...NDB RWY 22, ORIG...NDB RWY 36, ORIG...NDB RWY 18, ORIG...DISREGARD NOTE TO USE TAMPA INTL ALTIMETER SETTING VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/1975 ZPH FI/T ZEPHYRHILLS MUNI, ZEPHYRHILLS, FL. GPS RWY 22, ORIG...DISREGARD NOTE TO USE TAMPA INTL ALTIMETER SETTING COJBI TO RWY 22 3.00/32 TCH VISIBILITY REDUCTION BY HELICOPTERS NA.

GEORGIA

ALBANY

Southwest Georgia Rgnl

FDC 9/8993 ABY FI/P SOUTHWEST GEORGIA RGNL, ALBANY, GA. ILS OR LOC RWY 4, AMDT 10C...LOC BC RWY 22, AMDT 7A...CORRECT BRIEFING STRIP NAVAID INFORMATION: ADD THE NO VOICE UNDERLINE TO THE LOCALIZER FREQUENCY 108.5. CORRECT PLANVIEW: ADD THE NO VOICE UNDERLINE TO THE LOCALIZER FREQUENCY 108.5.

ATLANTA

Cobb County-Mc Collum Field

FDC 9/8946 RYY FI/T COBB COUNTY-MC COLLUM FIELD, ATLANTA, GA. ILS OR LOC RWY 27, AMDT 3...S-ILS 27 MINIMUMS NA.

Dekalb-Peachtree

FDC 8/5887 PDK FI/T DEKALB-PEACHTREE, ATLANTA, GA. RNAV (RNP) RWY 2R, ORIG...PROCEDURE NA.

Fulton County Airport-Brown Field

FDC 9/8533 FTY FI/P FULTON COUNTY AIRPORT-BROWN FIELD, ATLANTA, GA. NDB RWY 8, AMDT 3...CORRECT BRIEFING STRIP NOTES SECTION BY REVISING DISTANCE IN ALTIMETER SETTING NOTE FROM 1/2 MILE TO 1/4 MILE.

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 9/5669 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY 26R, AMDT 2...LNAV/VNAV DA 1573/HAT 583, VISIBILITY 1 1/2 ALL CATS. TEMPORARY CRANE 1211 MSL 5856 FEET NE OF RWY 26R.

FDC 9/5668 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. LNAV/VNAV DA 1526/HAT 541, VISIBILITY 2 ALL CATS. TEMPORARY CRANE 1211 MSL 1.62 NM NE OF RWY 27R. AREA OF TEMPORARY CRANE ACTIVITY 1295 MSL BEGINNING 3164 FEET NW OF RWY 27R.

FDC 9/5667 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (RNP) Z RWY 26L, ORIG...RNP 0.30 DA 1491/HAT 496, VISIBILITY RVR 6000 ALL CATS. FOR INOPERATIVE MALSR, INCREASE RNP 0.30 ALL CATS VISIBILITY TO 1 3/4. TEMPORARY CRANE 1211 MSL 5599 FEET NW OF RWY 26L.

FDC 9/5666 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (RNP) Z RWY 26R, ORIG...RNP 0.30 DA 1537/HAT 547, VISIBILITY 1 1/2 ALL CATS. FOR INOPERATIVE MALSR, INCREASE RNP 0.30 ALL CATS VISIBILITY TO 2. TEMPORARY CRANE 1211 MSL 5856 FEET NE OF RWY 26R.

FDC 9/5665 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY 26L, AMDT 2...LNAV/VNAV DA 1503/HAT 508, VISIBILITY RVR 6000 ALL CATS. TEMPORARY CRANE 1211 MSL 5599 FEET NE OF RWY 26L.

FDC 9/0157 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS RWY 26L, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 391 FEET PER NM TO 1400, ALL OTHER DATA REMAINS AS PUBLISHED. ADD NOTE: RWY 26L, MULTIPLE TEMPORARY CRANES BEGINNING 4437 FEET FROM DEPARTURE END OF RUNWAY, 1083 FEET LEFT OF CENTER- LINE UP TO 244 FEET AGL/1270 FEET MSL. ADD NOTE: RWY 27R, TEMPORARY CRANE 4982 FEET FROM DEPARTURE END OF RUNWAY, 1621 FEET RIGHT OF CENTERLINE, 147 FEET AGL/1162 FEET MSL.

FDC 9/0137 ATL FI/T HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY
9L, AMDT 2...LPV DA 1269/HAT 250, VIS RVR 4000
ALL CATS. LNAV/VNAV DA 1520/HAT 501, VIS 1 3/4
ALL CATS. LNAV MDA 1560/HAT 541, VIS CAT A/B
RVR 4000, CAT C RVR 5000, CAT D RVR 6000.
INOPERATIVE TABLE DOES NOT APPLY TO LPV,
LNAV/VNAV, AND LNAV CAT A AND B. FOR
INOPERATIVE MALSR, INCREASE LNAV CAT A-B
VIS TO RVR 5000. VDP NA. MULTIPLE TEMPORARY
CRANE ACTIVITY 1152 MSL BEGINNING 1.39 NM E
OF RWY 9L. TEMPORARY CRANE 1293 MSL 2848
FEET NW OF RWY 9L. TEMPORARY CRANE 1270
MSL 4174 FEET NE OF RWY 9L. TEMPORARY CRANE
1250 MSL 4381 FEET NW OF RWY 9L.

FDC 8/9683 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 1270
MSL 5337 FEET W OF RWY 8R.

FDC 8/9678 ATL FI/T ATLANTA
HARTSFIELD-JACKSON INTL, ATLANTA, GA. ILS
PRM RWY 8R, ORIG...S-ILS 8R DA 1508/HAT 484, VIS
1 3/4 ALL CATS. TEMPORARY CRANE 1270 MSL 5337
FEET W OF RWY 8R.

FDC 8/1233 ATL FI/T HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY
8L, AMDT 2...LNAV/VNAV DA 1578/HAT 563, VIS 1
1/2 ALL CATS. LNAV MDA 1560/HAT 545 ALL CATS.
VDP NA. TEMPORARY CRANE 1270 MSL 5410 FEET
SW OF RWY 8L. TEMPORARY CRANE 1293 MSL 3282
FEET S OF RWY 8L.

FDC 8/1231 ATL FI/T HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY
10, AMDT 1...LNAV/VNAV DA 1496/HAT 496, VIS
RVR 6000 ALL CATS. TEMPORARY CRANE 1215 MSL
1.44 NM NW OF RWY 10.

FDC 8/1222 ATL FI/T HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. RNAV (RNP) Z RWY
27R, ORIG...RNP 0.11* VIS RVR 5000 ALL CATS. RNP
0.11 VIS RVR 6000 ALL CATS. RNP 0.15 VIS 1 1/2 ALL
CATS. RNP 0.30 VIS 1 3/4 ALL CATS. DISREGARD
MALS INOPERATIVE NOTE. AREA OF TEMPORARY
CRANE ACTIVITY 1295 MSL BEGINNING 3164 FEET
NW OF RWY 27R.

FDC 8/1221 ATL FI/T HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. ILS PRM RWY 27R,
ORIG...S-ILS 27R DA 1305/HAT 320, VIS RVR 5000
ALL CATS. INOPERATIVE TABLE DOES NOT APPLY
TO S-ILS 27R. AREA OF TEMPORARY CRANE
ACTIVITY 1295 MSL BEGINNING 3164 FEET NW OF
RWY 27R.

FDC 8/1219 ATL FI/T HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY
27R, AMDT 4A...S-ILS 27R DA 1305/HAT 320, VIS RVR
5000 ALL CATS. S-LOC 27R MDA 1480/HAT 495 ALL
CATS. SIDESTEP RWY 27L MDA 1480/HAT 481.
INOPERATIVE TABLE DOES NOT APPLY TO S-ILS
27R. AREA OF TEMPORARY CRANE ACTIVITY 1295
MSL BEGINNING 3164 FEET NW OF RWY 27R.

FDC 8/1217 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 RVR 5000.
SIDESTEP RWY 26L MDA 1480/HAT 485 ALL CATS.
VDP NA. TEMPORARY CRANE 1192 MSL 2002 FEET
N OF RWY 26R.

FDC 8/1216 ATL FI/T HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. RNAV (RNP) Z RWY
27L, ORIG...RNP 0.11 DA 1409/HAT 410, VIS RVR 5000
ALL CATS. FOR INOPERATIVE MALSR, INCREASE
RNP 0.11 ALL CATS VISIBILITY TO 1 1/2. VISIBILITY
REDUCTION BY HELICOPTERS NA. AREA OF
TEMPORARY CRANE ACTIVITY 1295 MSL
BEGINNING 2219 FEET N OF RWY 27L.

FDC 8/1215 ATL FI/T HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY
27L, AMDT 2...LNAV/VNAV DA 1545/HAT 546, VIS 1
1/2 ALL CATS. TEMPORARY CRANE 1295 MSL 2880
FEET N OF RWY 27L.

FDC 8/1214 ATL FI/T HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY
8R, AMDT 2...LPV DA 1507/HAT 483, VIS 1 3/4 ALL
CATS. LNAV/VNAV DA 1576/HAT 552, VIS 2 ALL
CATS. LNAV MDA 1560/HAT 536 ALL CATS. VDP NA.
TEMPORARY CRANE 1270 MSL 5337 FEET W OF
RWY 8R. TEMPORARY CRANE 1293 MSL 2442 FEET
S OF RWY 8R.

FDC 8/1213 ATL FI/T HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY
8R, AMDT 59A...S-ILS 8R DA 1508/HAT 484, VIS 1 3/4
ALL CATS. S-LOC 8R MDA 1520/HAT 496, VIS CAT
A-B RVR 5000, CAT C RVR 6000, CAT D 1 1/2, CAT E 1
3/4. SIDESTEP RWY 8L MDA 1520/HAT 505, VIS CAT
A-B RVR 6000, CAT C 1 1/2, CAT D 1 3/4, CAT E 2.
TEMPORARY CRANE 1270 MSL 5337 FEET W OF
RWY 8R.

FDC 8/1209 ATL FI/T HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY
9R, AMDT 2...LNAV/VNAV DA 1508/HAT 482, VIS
RVR 6000 ALL CATS. LNAV MDA 1560/HAT 534, VIS
CAT C RVR 5000, CAT D RVR 6000. VDP NA.
TEMPORARY CRANE 1215 MSL 5800 FEET WNW OF
RWY 9R. TEMPORARY CRANE 1293 MSL 3741 FEET
NE OF RWY 9R.

FDC 8/1208 ATL FI/T HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY
28, AMDT 1...LNAV MDA 1560/HAT 562 ALL CATS,
VIS CAT A-B VIS RVR 2400, CAT C RVR 5000, CAT D
RVR 6000. TEMPORARY CRANE ACTIVITY UP TO
1195 MSL BEGINNING 1 NM N OF RWY 28.

FDC 8/1207 ATL FI/T HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY 9L,
AMDT 8B...S-ILS 9L DA 1269/HAT 250, VIS RVR 4000
ALL CATS. S-LOC 9L, VIS CAT A-B RVR 4000.
INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 9L
OR S-LOC 9L CAT A AND B. MULTIPLE TEMPORARY
CRANE ACTIVITY UP TO 1152 MSL BEGINNING 8458
FEET E OF RWY 9L.

FDC 8/1204 ATL FI/T HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. ILS PRM RWY 9L,
ORIG-A...S-ILS DA 1269/HAT 250, VIS RVR 4000 ALL
CATS. INOPERATIVE TABLE DOES NOT APPLY TO
S-ILS 9L. MULTIPLE TEMPORARY CRANE ACTIVITY
UP TO 1152 MSL BEGINNING 1.39 NM E OF RWY 9L.

FDC 8/1203 ATL FI/T HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY
26L, AMDT 19A...S-LOC 26L MDA 1500/HAT 505 ALL
CATS, VIS CAT C-D RVR 5000, CAT E RVR 6000.
SIDESTEP RWY 26R MDA 1500/HAT 510 ALL CATS.
FOR INOPERATIVE MALSR, INCREASE S-LOC 26L
CAT E VIS TO 1 3/4.

Newnan Coweta County

FDC 8/0783 CCO FI/T NEWNAN COWETA COUNTY,
ATLANTA, GA. RNAV (GPS) RWY 14, ORIG-A...VDP
NA VISIBILITY REDUCTION BY HELICOPTERS NA.

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 8/3725 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 9/8635 BQK FI/T BRUNSWICK GOLDEN ISLES, BRUNSWICK, GA. ILS OR LOC RWY 7, AMDT 9...S-LOC 7 MDA 440/HAT 414 ALL CATS. VIS CAT C 3/4.

FDC 8/5783 BQK FI/T BRUNSWICK GOLDEN ISLES, BRUNSWICK, GA. RNAV (GPS) RWY 25, ORIG...PROCEDURE NA.

FDC 8/5782 BQK FI/T BRUNSWICK GOLDEN ISLES, BRUNSWICK, GA. RNAV (GPS) RWY 7, ORIG...PROCEDURE NA.

FDC 7/2864 BQK FI/T BRUNSWICK GOLDEN ISLES, BRUNSWICK, GA. VOR/DME B, AMDT 8...ALTERNATE MINIMUMS NA.

Malcolm Mc Kinnon

FDC 8/1994 SSI FI/T MALCOLM MCKINNON, BRUNSWICK, GA. RNAV (GPS) RWY 4, ORIG-A...TERMINAL ROUTE FODEX (IAF) TO VIXRY (IAF) NA.

FDC 7/2863 SSI FI/T MALCOLM MCKINNON, BRUNSWICK, GA. VOR RWY 4, AMDT 16...ALTERNATE MINIMUMS NA.

CAIRO

Cairo-Grady County

FDC 8/8644 70J FI/T CAIRO-GRADY COUNTY, CAIRO, GA. NDB RWY 13, AMDT 4...MOULTRIE AWOS 118.925 VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/8640 70J FI/T CAIRO-GRADY COUNTY, CAIRO, GA. RNAV (GPS) RWY 13, ORIG...RNAV (GPS) RWY 31, ORIG...MOULTRIE AWOS 118.925 34:1 IS NOT CLEAR VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/8639 70J FI/T CAIRO-GRADY COUNTY, CAIRO, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 13: TREES BEGINNING 37 FT FROM DEPARTURE END OF RUNWAY, 53 FT LEFT OF CENTERLINE UP TO 35 FT AGL/273 FT MSL. TREES BEGINNING 203 FT FROM DEPARTURE END OF RUNWAY, 38 FT RIGHT OF CENTERLINE UP TO 35 FT AGL/285 FT MSL. RWY 31: TREES BEGINNING 1,777 FT FROM DEPARTURE END OF RUNWAY, 73 FT LEFT OF CENTERLINE UP TO 35 FT AGL/334 FT MSL. TREES BEGINNING 277 FT FROM DEPARTURE END OF RUNWAY, 6 FT RIGHT OF CENTERLINE UP TO 35 FT AGL/335 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

CAMILLA

Camilla-Mitchell County

FDC 8/7039 CXU FI/T CAMILLA-MITCHELL COUNTY, CAMILLA, GA. RNAV (GPS) RWY 26, ORIG...PROCEDURE NA.

CANON

Franklin County

FDC 9/8657 18A FI/P FRANKLIN COUNTY, CANON, GA. RNAV (GPS) RWY 8, ORIG...RNAV (GPS) RWY 26, ORIG...CORRECT BRIEFING STRIP COMMUNICATION INFORMATION: ADD ATLANTA CENTER PART-TIME FREQUENCIES 127.5 316.05.

CARROLLTON

West Georgia Rgnl - O V Gray Field

FDC 8/9759 CTJ FI/T WEST GEORGIA REGIONAL-O V GRAY FIELD, CARROLLTON, GA. ILS OR LOC/NDB RWY 35, ORIG...S-LOC 35: MDA 1500/HAT 360 ALL CATS.

FDC 8/9758 CTJ FI/T WEST GEORGIA REGIONAL-O V GRAY FIELD, CARROLLTON, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 35 200-1 OR STANDARD WITH A MINIMUM CLIMB GRADIENT OF 283 FT PER NM TO 1400. DEPARTURE PROCEDURE: RWY 35, CLIMB HEADING 348 TO 1900 BEFORE TURNING ON COURSE. NOTE: RWY 35, TREES BEGINNING 123 FT FROM END OF RUNWAY, 3 FT LEFT OF CENTERLINE UP TO 100 AGL/1283 FT MSL. ROAD 2489 FT FROM END OF RUNWAY, 477 FT LEFT OF CENTERLINE 17 FT AGL/1235 FT MSL. TREES BEGINNING 1189 FT FROM END OF RUNWAY, 126 FT RIGHT OF CENTERLINE UP TO 100 FT AGL/ 1283 FT MSL.

FDC 8/9757 CTJ FI/T WEST GEORGIA REGIONAL-O V GRAY FIELD, CARROLLTON, GA. RNAV (GPS) RWY 17, ORIG...VDP NA VISIBILITY REDUCTION BY HELICOPTERS 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 8/8481 AJR PART 1 OF 2 FI/T HABERSHAM COUNTY, CORNELIA, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 6, 500 - 2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 300 FEET PER NM TO 2100. RWY 24, STANDARD WITH MINIMUM CLIMB OF 210 FEET PER NM TO 1900. NOTES: RWY 06: MULTIPLE TREES BEGINNING 149 FEET FROM DEPARTURE END OF RUNWAY, 103 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/1575 FEET MSL. MULTIPLE TREES BEGINNING 68 FEET FROM DEPARTURE END OF RUNWAY, 5 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/1558 FEET MSL. BUILDING 2530 FEET FROM DEPARTURE END OF RUNWAY, 557 FEET LEFT OF CENTERLINE, 58 FEET AGL/1531 FEET MSL. BUILDING 1510 FEET FROM DEPARTURE END OF RUNWAY, 55 FEET RIGHT OF CENTERLINE, 68 FEET AGL/1502 FEET MSL. UTILITY TANK 4279 FEET FROM DEPARTURE END OF RUNWAY, 736 FEET RIGHT OF CENTERLINE, 123 FEET AGL/1606 FEET MSL. ALL OTHER DATA REMAINS THE SAME. RWY 24: MULTIPLE TREES BEGINNING 747 FEET FROM DEPARTURE END OF RUNWAY, 6 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/1491 FEET MSL. MULTIPLE TREES BEGINNING 517 FEET FROM DEPARTURE END OF END PART 1 OF 2.

FDC 8/7942 AJR FI/T HABERSHAM COUNTY, CORNELIA, GA. NDB RWY 6, AMDT 1C...S-6 MDA 2280/HAT 833 ALL CATS. CAT B VIS 1 1/4, CAT C VIS 2 1/2 CIRCLING MDA 2280/HAA 832 ALL CATS. CAT B VIS 1 1/4, CAT C VIS 2 1/2 VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/7827 AJR FI/T HABERSHAM COUNTY, CORNELIA, GA. RNAV (GPS) RWY 6, ORIG...PROCEDURE NA.

DALTON

Dalton Muni

FDC 8/3536 DNN FI/T DALTON MUNI, DALTON, GA. RNAV (GPS) RWY 14, ORIG-A...LPV DA NA. LNAV/VNAV VIS CAT A/B 1, CAT C 1 1/2, CAT D 1 3/4. LNAV VIS CAT A-B 1, CAT C 1 1/2, CAT D 1 3/4. INOPERATIVE TABLE DOES NOT APPLY.

FDC 8/2267 DNN FI/T DALTON MUNI, DALTON, GA. RNAV (GPS) RWY 32, ORIG...34:1 IS NOT CLEAR VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/1041 DNN FI/T DALTON MUNI, DALTON, GA. ILS OR LOC RWY 14, ORIG-A...MISSED APPROACH: CLIMB TO 4000 VIA HEADING 140 AND RIGHT TURN VIA RMG R-024 TO RMG VORTAC AND HOLD S, LT, 349 INBOUND. S-ILS 14 VIS 1 ALL CATS. S-LOC 14 VIS CAT A/B 1, CAT C 1-1/2, CAT D 1-3/4. INOPERATIVE TABLE DOES NOT APPLY.

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).

FITZGERALD

Fitzgerald Muni

FDC 8/1649 FZG FI/T FITZGERALD MUNI, FITZGERALD, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 1, STANDARD WITH A MINIMUM CLIMB GRADIENT OF 250 FT PER NM TO 1000. RWY 15/33 NA. NOTE: RWY 19, TREES BEGINNING 192 FT FROM END OF RUNWAY, 453 FT LEFT OF CENTERLINE UP TO 90 FT AGL/416 FT MSL. TREES BEGINNING 611 FT FROM END OF RUNWAY, 409 FT RIGHT OF CENTERLINE UP TO 90 FT AGL/398 FT MSL.

FDC 8/1636 FZG FI/T FITZGERALD MUNI, FITZGERALD, GA. LOC RWY 1, ORIG-A...NDB OR GPS RWY 1, ORIG-A...CIRCLING MDA CATS A/B/C 880/HAA 515.

GRIFFIN

Griffin-Spalding County

FDC 8/7676 6A2 FI/T GRIFFIN-SPALDING COUNTY, GRIFFIN, GA. GPS RWY 14, ORIG-A...S-14 MDA 1480/HAT 522 ALL CATS. CIRCLING CAT A MDA 1480/HAA 522. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/7675 6A2 FI/T GRIFFIN-SPALDING COUNTY, GRIFFIN, GA. GPS RWY 32, ORIG-A...S-32 MDA 1300/HAT 344 ALL CATS. CIRCLING CAT A MDA 1460/HAA 502. VGS I AND DESCENT ANGLES NOT COINCIDENT. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/7674 6A2 FI/T GRIFFIN-SPALDING COUNTY, GRIFFIN, GA. NDB RWY 32, ORIG-A...S-32 MDA 1560/HAT 604 ALL CATS. VGS I AND DESCENT ANGLE NOT COINCIDENT. VISIBILITY REDUCTION BY HELICOPTERS NA.

HOMERVILLE

Homerville

FDC 8/1412 HOE FI/T HOMERVILLE, HOMERVILLE, GA. NDB OR GPS RWY 14, AMDT 1A...DESCENT ANGLE MUZLR TO RW14 3.31 DEGREES, TCH 55. VISIBILITY REDUCTION BY HELICOPTERS NA. VGS I AND DESCENT ANGLES NOT COINCIDENT.

FDC 8/1411 HOE FI/T HOMERVILLE, HOMERVILLE, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 14, 500-3 OR STANDARD WITH MINIMUM CLIMB OF 240 FEET PER NM TO 800. RWY 32, STANDARD. NOTES: RWY 14: MULTIPLE TREES BEGINNING 114 FEET FROM DEPARTURE END OF RUNWAY, 492 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/276 FEET MSL. MULTIPLE TREES BEGINNING 2023 FEET FROM DEPARTURE END OF RUNWAY, 183 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/268 FEET MSL. TOWER 2807 FEET FROM DEPARTURE END OF RUNWAY, 446 FEET LEFT OF CENTERLINE, 100 FEET AGL/287 FEET MSL. RWY 32: MULTIPLE TREES BEGINNING 129 FEET FROM DEPARTURE END OF RUNWAY, 395 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/263 FEET MSL. MULTIPLE TREES BEGINNING 322 FEET FROM DEPARTURE END OF RUNWAY, 323 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/267 FEET MSL.

LAGRANGE

Lagrange-Callaway

FDC 8/7499 LGC FI/T LAGRANGE-CALLAWAY, LAGRANGE, GA. ILS OR LOC RWY 31, AMDT 1B...S-ILS 31 DA 964/HAT 284 ALL CATS. FOR INOPERATIVE MALSR, INCREASE S-ILS 31 VISIBILITY TO 1 MILE.

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 9/8580 MCN FI/T MIDDLE GEORGIA REGIONAL, MACON, GA. ILS OR LOC/DME RWY 5, ORIG-B...ILS PORTION DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, DBN VOR OTS.

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.

MC RAE

Telfair-Wheeler

FDC 8/5297 MQW FI/T TELFAIR-WHEELER, MCRAE, GA. RNAV (GPS) RWY 21, ORIG...PROCEDURE 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.

METTER

Metter Muni

FDC 9/2507 MHP FI/T METTER MUNI, METTER, GA. RNAV (GPS) RWY 10, ORIG...PROCEDURE 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 9/9735 RMG FI/T RICHARD B RUSSELL, ROME, GA. RNAV (GPS) RWY 7, ORIG...RNAV (GPS) RWY 25, ORIG...PROCEDURE NA AT NIGHT.

FDC 9/8938 RMG FI/T RICHARD B RUSSELL, ROME, GA. VOR/DME RWY 1, AMDT 9...TERMINAL ROUTE: FELTO INT TO RMG VORTAC NA, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 8/1800 RMG FI/T RICHARD B RUSSELL, ROME, GA. ILS/DME RWY 1, ORIG-A...S-ILS 1 DA 918/HAT 283 ALL CATS, VIS 1 ALL CATS S-LOC 1 VIS 1 ALL CATS INOPERATIVE TABLE DOES NOT APPLY VISIBILITY REDUCTION BY HELICOPTERS NA.

SANDERSVILLE

Kaolin Field

FDC 9/1711 OKZ FI/T KAOLIN FIELD, SANDERSVILLE, GA. VOR/DME A, AMDT 6...PROCEDURE NA.

FDC 9/1710 OKZ FI/T KAOLIN FIELD, SANDERSVILLE, GA. NDB RWY 12, AMDT 1...RNAV (GPS) RWY 30, AMDT 1...RNAV (GPS) RWY 12, AMDT 1...WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA.

SAVANNAH

Savannah/Hilton Head Intl

FDC 8/5684 SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. VOR/DME OR TACAN RWY 18, ORIG...CIRCLING CAT A/B/C MDA 620/HAA 570. VISIBILITY REDUCTION BY HELICOPTERS NA. TEMPORARY CRANE 270 MSL 1842 FEET NW OF RWY 36.

FDC 8/5683 SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. RNAV (GPS) RWY 9, AMDT 1...LNAV MDA 520/HAT 490 ALL CATS. CIRCLING CAT A/B/C MDA 620/HAA 570. VDP NA. TEMPORARY CRANE 270 MSL 1842 FEET NW OF RWY 36.

FDC 8/5682 SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. ILS RWY 36, AMDT 7...S-ILS DA 377/HAT 338, VIS RVR 6000 ALL CATS. S-LOC MDA 560/HAT 521 ALL CATS. VIS CAT A/B RVR 5000, CAT C 1 1/2, CAT D 1 3/4. CIRCLING CAT A/B/C MDA 620/HAA 570 UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 270 MSL 1842 FEET NW OF RWY 36.

FDC 8/5681 SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. RNAV (GPS) RWY 36, AMDT 1...LPV DA 397/HAT 358, VIS RVR 6000 ALL CATS. LNAV/VNAV DA 485/HAT 446, VIS 1 1/2 ALL CATS. LNAV MDA 580/HAT 541 ALL CATS. VIS CAT A/B RVR 5000, CAT C 1 1/2, CAT D 1 3/4. CIRCLING CAT A/B/C MDA 620/HAA 570. VDP NA. UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 270 MSL 1842 FEET NW OF RWY 36.

FDC 8/5680 SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. RNAV (GPS) RWY 18, AMDT 1A...LPV DA 347/HAT 300 ALL CATS. CIRCLING CAT A/B/C MDA 620/HAA 570. VISIBILITY REDUCTION BY HELICOPTERS NA. UNLESS OTHERWISE ADVISED BY ATC. TEMPORARY CRANE 270 MSL 1842 FEET NW OF RWY 36.

FDC 8/5676 SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. VOR/DME OR TACAN RWY 36, ORIG-A...VOR/DME A, ORIG...ILS OR LOC RWY 9, AMDT 27...CIRCLING CAT A/B/C MDA 620/HAA 570 TEMPORARY CRANE 270 MSL 1842 FEET NW OF RWY 36.

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.

VALDOSTA

Valdosta Rgnl

FDC 9/9684 VLD FI/T VALDOSTA RGNL, VALDOSTA, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 31: STANDARD WITH MINIMUM CLIMB OF 226 FT PER NM TO 900 OR 900-2 1/2 FOR CLIMB IN VISUAL CONDITIONS. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/8570 VLD FI/T VALDOSTA RGNL, VALDOSTA, GA. ILS OR LOC RWY 35, AMDT 6...LOCALIZER UNUSABLE BEYOND 25 DEGREES LEFT OF COURSE AND 27 DEGREES RIGHT OF COURSE.

HAWAII

HONOLULU

Honolulu Intl

FDC 8/3910 HNL FI/T HONOLULU INTL, HONOLULU, HI. RNAV (RNP) Z RWY 8L, ORIG...RNP 0.30 DA 387/HAT 374. VIS CAT D 1.

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.

IDAHO

BOISE

Boise Air Terminal/Gowen Fld

FDC 9/9417 BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. ILS OR LOC/DME RWY 28R, ORIG...PROCEDURE NA.

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.

CALDWELL

Caldwell Industrial

FDC 9/7643 EUL FI/P CALDWELL INDUSTRIAL, CALDWELL, ID. RNAV (GPS) RWY 12, AMDT 1...CIRCLING MDA 3100/HAA 668 ALL CATS. AIRPORT ELEVATION 2432. THIS IS RNAV (GPS) RWY 12, AMDT 1A.

FDC 9/7642 EUL FI/P CALDWELL INDUSTRIAL, CALDWELL, ID. RNAV (GPS) RWY 30, AMDT 1...LNAV/VNAV DA 2822/HAT 390 ALL CATS. CIRCLING MDA 3100/HAA 668 ALL CATS. AIRPORT ELEVATION 2432. THIS IS RNAV (GPS) RWY 30, AMDT 1A.

FDC 9/7641 EUL FI/P CALDWELL INDUSTRIAL, CALDWELL, ID. NDB RWY 30, AMDT 1...DME MINIMUMS S-30 MDA 2940/HAT 508 ALL CATS. CAT C VISIBILITY 1 1/2. CIRCLING MDA 3100/HAA 668 ALL CATS. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BOISE ALTIMETER SETTING AND INCREASE ALL MDA 120 FEET AND ALL VISIBILITIES 1/2 MILE. AIRPORT ELEVATION 2432, TDZE 2432. THIS IS NDB RWY 30, AMDT 1A.

COEUR D'ALENE

Coeur D'Alene - Pappy Boyington Field

FDC 9/9075 COE FI/P COEUR D ALENE - PAPPY BOYINGTON FIELD, COEUR D ALENE, ID. ILS OR LOC/DME RWY 5, AMDT 5A...CHART PLANVIEW NOTE: DME REQUIRED. THIS IS ILS OR LOC/DME RWY 5, AMDT 5B.

FDC 9/2566 COE FI/T COEUR D ALENE - PAPPY BOYINGTON FIELD, COEUR D ALENE, ID. ILS OR LOC/DME RWY 5, AMDT 5...CHART PLANVIEW NOTE: DME REQUIRED.

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.

TWIN FALLS

Joslin Field - Magic Valley Rgnl

FDC 9/4113 TWF FI/T JOSLIN FIELD - MAGIC VALLEY RGNL, TWIN FALLS, ID. ILS RWY 25, AMDT 8A...TERMINAL ROUTE FROM BURLEY (IAF) TO SOREE/TWF 13 DME MEA 7000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, BYI VOR/DME UNUSBL 210-230 BYD 10 BLW 7000, BYD 23 BLW 8800, BYD 29 BLW 11000, BYD 34 BLW 13000.

FDC 9/4112 TWF FI/T JOSLIN FIELD - MAGIC VALLEY RGNL, TWIN FALLS, ID. VOR OR GPS RWY 7, AMDT 3A...VOR RWY 25, AMDT 15A...TERMINAL ROUTE FROM HOLT/ TWF 9.9 DME TO TWF VORTAC, DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, BYI VOR/DME UNUSBL 210-230 BYD 10 BLW 7000, BYD 23 BLW 8800, BYD 29 BLW 11000, BYD 34 BLW 13000.

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

BELLEVILLE

Scott AFB/Midamerica

FDC 8/8138 BLV FI/P SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. TACAN RWY 14R, ORIG...CIRCLING CAT D MDA 1240/HAA 781. VISIBILITY CAT D 2 1/2. THIS IS TACAN RWY 14R, ORIG-A.

FDC 8/8133 BLV FI/P SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. TACAN RWY 32L, ORIG...S-32L MDA 900/HAT 462 ALL CATS, VISIBILITY CAT E RVR 6000. CIRCLING CAT A/B 1000/HAA 541, CAT D 1240/HAA 781. VISIBILITY CAT D 2 1/2. CHART: DESCENT ANGLE FROM SKE 5 DME TO RW32L 2.81/TCH 72. THIS IS TACAN RWY 32L, ORIG-A.

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.

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.

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.

CHAMPAIGN/URBANA

University Of Illinois-Willard

FDC 9/4290 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 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. MSA FROM: CHAMPAIGN (CMI) VORTAC 3100.

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 5/0484 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 9/9826 MDW FI/T CHICAGO MIDWAY INTL, CHICAGO, IL. RNAV (GPS) RWY 31C, ORIG...LNAV/VNAV: DA 1074/HAT 461 ALL CATS. VIS 1 1/2 ALL CATS. TEMPORARY CRANE 744 MSL/180 AGL, 1.08 NM SOUTH OF APPROACH END RWY 31C.

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: CIDI/2.4NM TO RW22R 1400. DELETE PROFILE NOTE: VGS1 AND DESCENT ANGLES NOT COINCIDENT.

Chicago O'Hare Intl

FDC 9/7171 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS RWY 9L (CAT III), ORIG...LOCALIZER UNUSABLE FOR ROLLOUT GUIDANCE. S-ILS 9L CAT IIIB MINIMA NA.

FDC 9/6442 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 14L, AMDT 29B...ILS RWY 14L (CAT II), AMDT 29B...ILS RWY 14L (CAT III), AMDT 29B...VGS AND ILS GLIDEPATH NOT COINCIDENT.

FDC 9/6441 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 14L, AMDT 1B...VGS AND RNAV GLIDEPATH NOT COINCIDENT.

FDC 9/5556 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 28, AMDT 15A...ILS RWY 28 (CAT II), AMDT 15A...ILS RWY 28 (CAT III), AMDT 15A...VGS AND ILS GLIDEPATH NOT COINCIDENT.

FDC 9/5555 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 28, AMDT 2A...VGS AND RNAV GLIDEPATH NOT COINCIDENT.

FDC 9/0643 ORD FI/P CHICAGO-O HARE INTL, CHICAGO, IL TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 16...ADD NOTE: RWY 27R, TANK 1489 FT FROM DEPARTURE END OF RUNWAY, 892 FT LEFT OF CENTERLINE, 55 FT AGL/723 FT MSL. DELETE NOTE: RWY 28, TREE 1840 FT FROM DEPARTURE END OF RUNWAY, 888 LEFT OF CENTERLINE, UP TO 89 FT AGL/758 FT MSL. REST OF DATA REMAINS AS PUBLISHED. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 16A.

FDC 8/5640 ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. LOC RWY 4L, AMDT 20A...RACCY FIX MINIMUMS: S-4L MDA 1140/HAT 482 ALL CATS, VIS CAT D 1 1/2. TEMP CRANE 831 MSL 2.01 NM SW OF RWY 4L.

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/ROMEOVILLE

Lewis University

FDC 9/3725 LOT FI/T LEWIS UNIVERSITY, CHICAGO/ROMEOVILLE, IL. RNAV (GPS) RWY 27, ORIG...LNAV MDA 1120/HAT 452 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2.

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 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 MINIMUMS 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 267FEET 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 9/1817 EZI FI/T KEWANEE MUNI, KEWANEE, IL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 27, POWERLINES AND UTILITY POLE BEGINNING 1424 FEET FROM DEPARTURE END OF RUNWAY, 100 FEET RIGHT OF CENTERLINE, UP TO 79 FEET AGL/925 FEET MSL. POWERLINES 2215 FEET FROM DEPARTURE END OF RUNWAY, 432 FEET LEFT OF CENTERLINE, 79 FEET AGL/916 FEET MSL. REST OF DATA REMAINS AS PUBLISHED.

MATTOON/CHARLESTON

Coles County Memorial

FDC 8/7538 MTO FI/T COLES COUNTY MEMORIAL, MATTOON/CHARLESTON, IL. VOR OR GPS RWY 24, AMDT 10D...S-24 MDA 1240/HAT 521 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1240/HAA 518 CATS A, B, C.

FDC 8/0982 MTO FI/T COLES COUNTY MEMORIAL, MATTOON/CHARLESTON, IL. NDB OR GPS RWY 29, AMDT 4B...GPS PORTION NA.

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.

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 8/9451 SPI FI/T ABRAHAM LINCOLN CAPITAL, SPRINGFIELD, IL. RNAV (GPS) RWY 4, ORIG...LNAV: MDA 1060/HAT 468 ALL CATS, VIS CAT C RVR 4000. CIRCLING: CAT A MDA 1060/HAA 463. VDP 1.3 NM TO RW04.

FDC 8/9450 SPI FI/T ABRAHAM LINCOLN CAPITAL, SPRINGFIELD, IL. RADAR-1, AMDT 9...ASR 4: MDA 1060/HAT 468 ALL CATS, VIS CAT C RVR 4000.

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 9/6989 C16 FI/T FRASCA FIELD, URBANA, IL. VOR OR GPS A, AMDT 11...CMI 5.5 DME FIX : ALTITUDE 1540. 1680 IF USING DECATUR ALTIMETER SETTING. CIRCLING MDA 1540/HAA 805 ALL CATS.

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.

INDIANA

ALEXANDRIA

Alexandria

FDC 9/9359 I99 FI/T ALEXANDRIA, ALEXANDRIA, IN. VOR OR GPS RWY 27, AMDT 8...PROCEDURE NA AT NIGHT.

AUBURN

De Kalb County

FDC 9/6488 GWB FI/T DE KALB COUNTY, AUBURN, IN. VOR RWY 9, AMDT 7A...PROCEDURE NA.

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 9/4673 FWA FI/T FORT WAYNE INTL, FORT WAYNE IN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE, AMDT 2...TAKE-OFF MINIMUMS: NOTE: RWY 5, TREES BEGINNING 927 FT FROM DEPARTURE END OF RWY, 499 FT LEFT OF CENTERLINE, 40 FT AGL/836 FT MSL. FENCE 152 FT FROM DEPARTURE END OF RWY, 521 FT RIGHT OF CENTERLINE, 12 FT AGL/808 FT MSL. RAILROAD 834 FT FROM DEPARTURE END OF RWY, 582 FT RIGHT OF CENTERLINE, 23 FT AGL/820 FT MSL. TREE 152 FT FROM DEPARTURE END OF RWY, 521 FT RIGHT OF CENTERLINE, UP TO 42 FT AGL/842 FT MSL. RWY 9, TOWER 3124 FT FROM DEPARTURE END OF RWY, 1109 FT LEFT OF CENTERLINE, 111 FT AGL/910 FT MSL. RWY 14, TREE 1079 FT FROM DEPARTURE END OF RWY, 667 FT LEFT OF CENTERLINE, 23 FT AGL/825 FT MSL. RWY 27, OBSTRUCTION LIGHT 370 FT FROM DEPARTURE END OF RWY, 230 FT LEFT OF CENTERLINE, 14 FT AGL/812 FT MSL. RWY 32, TREES BEGINNING 3672 FT FROM DEPARTURE END OF RWY, 611 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/901 FT MSL.

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 9/6504 GYY PART 2 OF 2 FI/T GARY/CHICAGO INTERNATIONAL, GARY, IN. VEHICLE ON ROAD 1048 FROM DEPARTURE END OF RUNWAY, ON RUNWAY CENTERLINE, 17 AGL/631 MSL. RWY 30, LIGHT ON LOCALIZER ANTENNA 130 FROM DEPARTURE END OF RUNWAY, ON RUNWAY CENTERLINE, 10 AGL/596 MSL. MULTIPLE TREES, TOWERS, ANTENNAS, AND RAILROAD BEGINNING 139 FROM DEPARTURE END OF RUNWAY, 5 RIGHT OF CENTERLINE, UP TO 106 AGL/695 MSL. RAILROAD, TOWER, AND VEHICLE ON ROAD BEGINNING 194 FROM DEPARTURE END OF RUNWAY, 7 LEFT OF CENTERLINE, UP TO 81 AGL/670 MSL. END PART 2 OF 2.

GOSHEN

Goshen Muni

FDC 8/2069 GSH FI/T GOSHEN MUNI, GOSHEN, IN. GPS RWY 9, AMDT 1...PROCEDURE NA.

GREENSBURG

Greensburg-Decatur County

FDC 9/4453 I34 FI/P GREENSBURG-DECATUR COUNTY, GREENSBURG, IN TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE AMDT 1 CHANGE ALL REFERENCE TO GREENSBURG-DECATUR COUNTY TO GREENSBURG MUNI. THIS IS TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE AMDT 1A.

FDC 9/4398 I34 FI/P GREENSBURG-DECATUR COUNTY, GREENSBURG, IN. VOR A, AMDT 2B...CHANGE ALL REFERENCE TO GREENSBURG-DECATUR COUNTY TO GREENSBURG MUNI. THIS IS VOR A, AMDT 2C.

FDC 9/4397 I34 FI/P GREENSBURG-DECATUR COUNTY, GREENSBURG, IN. RNAV (GPS) RWY 36, ORIG...CHANGE ALL REFERENCE TO GREENSBURG-DECATUR COUNTY TO GREENSBURG MUNI. THIS IS RNAV (GPS) RWY 36, ORIG-A.

INDIANAPOLIS

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...LNAV/VNAV DA 1360/HAT 538 CATS A/B/C. VISIBILITY 2 CATS A/B/C. LNAV MDA 1320/HAT 498 ALL CATS. TEMP CRANE 1056 MSL 5719 FEET NORTH OF RWY 19.

Indianapolis Executive

FDC 9/8621 TYQ FI/T INDIANAPOLIS EXECUTIVE, INDIANAPOLIS, IN. RNAV (GPS) RWY 36, ORIG...LPV DA 1240/HAT 318 ALL CATS.

FDC 9/8620 TYQ FI/T INDIANAPOLIS EXECUTIVE, INDIANAPOLIS, IN. RNAV (GPS) RWY 18, ORIG...VOR/DME RWY 18, ORIG...VDP NA.

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.

MUNCIE

Delaware County - Johnson Field

FDC 9/9758 MIE FI/T DELAWARE COUNTY-JOHNSON FIELD, MUNCIE, IN. RNAV (GPS) RWY 32, ORIG...LPV DA 1274/HAT 337 ALL CATS. VIS 3/4 ALL CATS. CIRCLING MDA CATS A/B/C 1460/HAA 523.

FDC 9/9756 MIE FI/T DELAWARE COUNTY-JOHNSON FIELD, MUNCIE, IN. VOR OR GPS RWY 20, AMDT 13...DUNKI INT/4 DME MINIMUMS CIRCLING CATS A/B/C MDA 1460/HAA 523.

FDC 9/9755 MIE FI/T DELAWARE COUNTY-JOHNSON FIELD, MUNCIE, IN. VOR RWY 32, AMDT 15...S-32 MDA 1360/HAT 423 ALL CATS. CIRCLING CATS A/B/C MDA 1460/HAA 523. VDP 1.29 DME.

FDC 9/9753 MIE FI/T DELAWARE COUNTY-JOHNSON FIELD, MUNCIE, IN. RNAV (GPS) RWY 14, ORIG...LPV DA 1254/HAT 321 ALL CATS. CIRCLING CATS A/B/C MDA 1460/HAT 523.

FDC 9/9751 MIE FI/T DELAWARE COUNTY-JOHNSON FIELD, MUNCIE, IN. ILS RWY 32, AMDT 9A...CIRCLING CATS A/B/C MDA 1460/HAA 523. FORT WAYNE ALTIMETER SETTING MINIMUMS CIRCLING MDA 1580/HAA 643 ALL CATS. VIS CAT C 1 3/4.

FDC 9/9750 MIE FI/T DELAWARE COUNTY-JOHNSON FIELD, MUNCIE, IN. VOR RWY 14, AMDT 17...CIRCLING: CAT D HAA 583. BOHUW FIX MINIMUMS: CIRCLING: CAT A/B/C MDA 1460/HAA 523. CAT D HAA 583.

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 9/0194 RID FI/T RICHMOND MUNI, RICHMOND, IN. VOR OR GPS RWY 24, AMDT 12A...S-24: MDA 1660/HAT 521 ALL CATS. VIS CAT D 1 3/4. CIRCLING: CAT A/B/C MDA 1660/HAA 520. CHANGE ALTITUDE AT (BOWHU) RICHMOND (RID) VORTAC 2.9 DME TO AT OR ABOVE 1660. CHANGE NOTE TO READ: 1760 WHEN USING DAYTON ALTIMETER SETTING. REST OF PROCEDURE REMAINS AS PUBLISHED.

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.

WARSAW

Warsaw Muni

FDC 9/6382 ASW FI/P WARSAW MUNI, WARSAW, IN. VOR OR GPS RWY 9, AMDT 5B. CORRECT PILOT BRIEFING INFORMATION: CHANGE RWY LDG TO 5100 VICE 6000.

IOWA

ANKENY

Ankeny Rgnl

FDC 9/6100 IKV FI/P ANKENY REGIONAL, ANKENY, IA. RNAV (GPS) RWY 18, ORIG...RNAV/VNAV DA 1478/HAT 575 ALL CATS, VISIBILITY 2 ALL CATS. ADD NOTE: CIRCLING RWY 22 NA AT NIGHT. ADD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DES MOINES INTL ALTIMETER SETTING AND INCREASE ALL DA 31 FEET AND ALL MDA 40 FEET, INCREASE RNAV/VNAV ALL CATS VISIBILITY 1/4 MILE. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. CHANGE BARO-VNAV NA BELOW - 16C (4F) NOTE TO READ: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, RNAV/VNAV NA BELOW - 16C (4F) OR ABOVE 54C (130F). CHART NOTE: BARO-VNAV AND VDP NA WHEN USING DES MOINES INTL ALTIMETER SETTING. CHANGE VGSI NOT COINCIDENT NOTE TO READ: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. ALTERNATE MINIMUMS STANDARD. POUND SYMBOL NA WHEN LOCAL WEATHER NOT AVAILABLE. THIS IS RNAV (GPS) RWY 18, ORIG-A.

FDC 9/6097 IKV FI/P ANKENY REGIONAL, ANKENY, IA. RNAV (GPS) RWY 22, ORIG...ADD NOTE: PROCEDURE NA AT NIGHT. ADD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DES MOINES INTL ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET. INCREASE RNAV AND CIRCLING CAT C VISIBILITY 1/4 MILE. CHART: DESCENT ANGLE FROM CABOX TO RW22 3.02/TCH 45. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. DELETE ALL REFERENCE TO VDP. 34:1 IS NOT CLEAR. ALTERNATE MINIMUMS STANDARD. ASTERISK NA WHEN LOCAL WEATHER NOT AVAILABLE. THIS IS RNAV (GPS) RWY 22, ORIG-A.

FDC 8/7564 IKV FI/T ANKENY REGIONAL, ANKENY, IA. ILS RWY 36, ORIG...S-ILS 36 DA 1141/HAT 250 ALL CATS, VIS 1 ALL CATS. S-LOC 36 HAT 429 ALL CATS. NOTE: WHEN VGSI INOPERATIVE, CIRCLING TO RWY 22 NA AT NIGHT.

FDC 8/7561 IKV FI/T ANKENY REGIONAL, ANKENY, IA. GPS RWY 36, AMDT 2A...NOTE: WHEN VGSI INOPERATIVE, CIRCLING TO RWY 22 NA AT NIGHT.

ATLANTIC

Atlantic Muni

FDC 9/9569 AIO FI/T ATLANTIC MUNI, ATLANTIC, IA. RNAV (GPS) RWY 2, ORIG...CIRCLING CATS A/B HAA 555. CIRCLING CAT C MDA 1760/HAA 595. CIRCLING CAT D HAA 775.

FDC 9/9566 AIO FI/T ATLANTIC MUNI, ATLANTIC, IA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 12, 400 -2 1/2 OR STANDARD WITH MINIMUM CLIMB OF 321 PER NM TO 1700. RWY 30, STANDARD DEPARTURE PROCEDURE: RWY 12 CLIMB HEADING 119.03 TO 1700 BEFORE PROCEEDING ON COURSE. RWY 30 CLIMB HEADING 299.04 TO 1900 BEFORE PROCEEDING ON COURSE.

FDC 9/9565 AIO FI/T ATLANTIC MUNI, ATLANTIC, IA. RNAV (GPS) RWY 20, ORIG...LNAV HAT 509 ALL CATS. CIRCLING CATS A/B HAA 555. CIRCLING CAT C MDA 1760/HAA 595. CIRCLING CAT D HAA 775.

BURLINGTON

Southeast Iowa Rgnl

FDC 8/6742 BRL FI/T SOUTHEAST IOWA REGIONAL, BURLINGTON, IA. VOR/DME OR GPS RWY 12, AMDT 5...VOR OR GPS RWY 30, AMDT 12...CAT D MINIMUMS NA.

CEDAR RAPIDS

The Eastern Iowa

FDC 9/3627 CID FI/T THE EASTERN IOWA, CEDAR RAPIDS, IA. RNAV (GPS) RWY 27, AMDT 1...LNAV/VNAV: DA 1205/HAT 343 ALL CATS. VIS RVR 4000 ALL CATS. FOR INOPERATIVE MALSR INCREASE LVAV/VNAV ALL CATS VISIBILITY TO RVR 6000. TEMPORARY CRANE, 1783 FEET NE OF APPROACH END RWY 27, 955 MSL/100 AGL.

CENTERVILLE

Centerville Muni

FDC 9/0494 TVK FI/T CENTERVILLE MUNI, CENTERVILLE, IA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 16, TREES BEGINNING 86 FEET FROM DEPARTURE END OF RUNWAY, 213 FEET RIGHT OF CENTERLINE, UP TO 20 FEET AGL/1031 FEET MSL. TREES BEGINNING 37 FEET FROM DEPARTURE END OF RUNWAY, 282 FEET LEFT OF CENTERLINE, UP TO 25 FEET AGL/1034 FEET MSL.

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.

CHEROKEE

Cherokee County Rgnl

FDC 8/5551 CKP FI/T CHEROKEE COUNTY RGNL, CHEROKEE, IA. NDB OR GPS RWY 36, AMDT 4...S-36, CAT C MINIMUMS NA. S-36, SIOUX CITY ALTIMETER SETTING MINIMUMS: CAT C MINIMUMS NA.

CLARINDA

Schenck Field

FDC 8/5786 ICL FI/T SCHENCK FIELD, CLARINDA, IA. GPS RWY 2, ORIG-A...GPS RWY 20, ORIG-B...NDB A, AMDT 5A...CIRCLING CAT B MDA 1940/HAA 946, CAT B VISIBILITY 1 1/4.

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.

FDC 8/0061 CBF FI/T COUNCIL BLUFFS MUNI, COUNCIL BLUFFS, IA. RNAV (GPS) RWY 32, ORIG...S-32 HAT 415 TDZE 1245.

CRESTON

Creston Muni

FDC 8/8944 CSQ FI/T CRESTON MUNI, CRESTON, IA. RNAV (GPS) RWY 34, ORIG...PROCEDURE NA.

DUBUQUE

Dubuque Rgnl

FDC 9/6416 DBQ FI/T DUBUQUE REGIONAL, DUBUQUE, IA. VOR RWY 36, AMDT 6...GAPGE FIX MINIMUMS NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, DBQ DME UNUSABLE BETWEEN 180-220 DEGREES.

FORT DODGE

Fort Dodge Rgnl

FDC 8/9318 FOD FI/T FORT DODGE REGIONAL, FORT DODGE, IA. ILS RWY 6, AMDT 6B...RNAV (GPS) RWY 6, ORIG...RNAV (GPS) RWY 24, ORIG...CATEGORY D MINIMUMS NA.

FDC 8/9317 FOD FI/T FORT DODGE REGIONAL, FORT DODGE, IA. RNAV (GPS) RWY 12, ORIG...RNAV (GPS) RWY 30, ORIG...VOR/DME RWY 30, AMDT 10...VOR RWY 12, AMDT 15...CATEGORY C/D MINIMUMS NA.

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.

INDEPENDENCE

Independence Muni

FDC 8/7567 IIB FI/T INDEPENDENCE MUNI, INDEPENDENCE, IA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA.

FDC 8/7566 IIB FI/T INDEPENDENCE MUNI, INDEPENDENCE, IA. NDB OR GPS RWY 17, AMDT 2...PROCEDURE NA.

IOWA CITY

Iowa City Muni

FDC 9/8481 IOW FI/P IOWA CITY MUNI, IOWA CITY, IA. RNAV (GPS) RWY 25, ORIG...CHART VDP AT 1.59 MILES TO RW25, LNAV ONLY. DELETE PROFILE NOTE: VGS1 AND RNAV GLIDEPATH NOT COINCIDENT. THIS IS RNAV (GPS) RWY 25, ORIG-A.

FDC 8/4845 IOW FI/T IOWA CITY MUNI, IOWA CITY, IA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 25, SIGN 2364 FROM DER, 318 RIGHT OF CENTERLINE, 743 MSL/ 25 AGL. ALL OTHER DATA REMAINS AS PUBLISHED.

IOWA FALLS

Iowa Falls Muni

FDC 9/8974 IFA FI/P IOWA FALLS MUNI, IOWA FALLS, IA. RNAV (GPS) RWY 31, ORIG...CORRECT BRIEFING STRIP NOTE SECTION BY ADDING THE FOLLOWING NOTE: DME/DME RNP-0.3 NA.

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.

KNOXVILLE

Knoxville Muni

FDC 8/0284 OXV FI/T KNOXVILLE MUNI, KNOXVILLE, IA. NDB RWY 15, AMDT 7...NDB RWY 33, AMDT 6...PROCEDURE NA.

LE MARS

Le Mars Muni

FDC 9/6182 LRJ FI/T LE MARS MUNI, LE MARS, IA. GPS RWY 18, ORIG...CIRCLING CAT B MDA 1840/HAA 644.

MONTICELLO

Monticello Rgnl

FDC 8/1366 MXO FI/T MONTICELLO RGNL, MONTICELLO, IA. RNAV (GPS) RWY 15, ORIG...LNAV/VNAV DA NA.

OSKALOOSA

Oskaloosa Muni

FDC 9/9979 OOA FI/T OSKALOOSA MUNI, OSKALOOSA, IA. NDB RWY 22, AMDT 3...S-22 MDA 1540/HAT 700 ALL CATS. CAT C VIS 2. CIRCLING MDA 1540/HAA 700 ALL CATS. CAT C VIS 2.

OTTUMWA

Ottumwa Rgnl

FDC 9/9061 OTM FI/P OTTUMWA INDUSTRIAL, OTTUMWA, IA. RNAV (GPS) RWY 22, ORIG...CHANGE AIRPORT NAME TO OTTUMWA RGNL. LNAV MDA AND CIRCLING CAT D MINIMUMS NA. ADD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE OSKALOOSA ALTIMETER SETTING AND INCREASE ALL MDA 20 FEET. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 22, ORIG-A.

FDC 9/9060 OTM FI/P OTTUMWA INDUSTRIAL, OTTUMWA, IA. ILS RWY 31, AMDT 5...CHANGE AIRPORT NAME TO OTTUMWA RGNL. S-ILS 31, S-LOC 31, AND CIRCLING CAT D MINIMUMS NA. ADD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE OSKALOOSA ALTIMETER SETTING AND INCREASE ALL DA/MDA 20 FEET. THIS IS ILS RWY 31, AMDT 5A.

FDC 9/9059 OTM FI/P OTTUMWA INDUSTRIAL, OTTUMWA, IA. LOC/DME BC RWY 13, AMDT 3A...CHANGE AIRPORT NAME TO OTTUMWA RGNL. S-13 AND CIRCLING CAT D MINIMUMS NA. ADD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE OSKALOOSA ALTIMETER SETTING AND INCREASE ALL MDA 20 FEET. THIS IS LOC/DME BC RWY 13, AMDT 3B.

FDC 9/9058 OTM FI/P OTTUMWA INDUSTRIAL, OTTUMWA, IA. VOR/DME RWY 13, AMDT 7...CHANGE AIRPORT NAME TO OTTUMWA RGNL. S-13 AND CIRCLING CAT D MINIMUMS NA. CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE OSKALOOSA ALTIMETER SETTING AND INCREASE ALL MDA 20 FEET. THIS IS VOR/DME RWY 13, AMDT 7A.

FDC 9/9057 OTM FI/P OTTUMWA INDUSTRIAL, OTTUMWA, IA. RNAV (GPS) RWY 13, ORIG...CHANGE AIRPORT NAME TO OTTUMWA RGNL. LPV DA, LNAV/VNAV DA, LNAV MDA, AND CIRCLING CAT D MINIMUMS NA. CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE OSKALOOSA ALTIMETER SETTING AND INCREASE ALL DA/MDA 20 FEET. THIS IS RNAV (GPS) RWY 13, ORIG-A.

POCAHONTAS

Pocahontas Muni

FDC 9/8870 POH FI/T POCAHONTAS MUNI, POCAHONTAS, IA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 18, 36 NA. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 9/7270 POH FI/T POCAHONTAS MUNI, POCAHONTAS, IA. VOR/DME OR GPS RWY 29, AMDT 3...S-29: MDA 1900/HAT 678 ALL CATS. CAT C VIS 2. CIRCLING: CAT A MDA 1900/HAA 676.

RED OAK

Red Oak Muni

FDC 9/2874 RDK FI/T RED OAK MUNI, RED OAK, IA. GPS RWY 17, ORIG...MISSED APPROACH: CLIMB TO 2400, THEN CLIMBING LEFT TURN TO 3000 DIRECT OBREC AND HOLD.

FDC 9/2870 RDK FI/T RED OAK MUNI, RED OAK, IA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 5, 600 - 2 3/4 OR STANDARD WITH MINIMUM CLIMB OF 282 FT PER NM TO 1800. RWY 23, 300 - 1 OR STANDARD WITH MINIMUM CLIMB OF 263 FT PER NM TO 1300. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 7/1050 RDK FI/T RED OAK MUNI, RED OAK, IA. GPS RWY 5, ORIG...PROCEDURE NA.

SIOUX CITY

Sioux Gateway/Col. Bud Day Field

FDC 8/9429 SUX FI/T SIOUX GATEWAY/COL BUD DAY FIELD, SIOUX CITY, IA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 35 CLIMB RUNWAY HEADING TO 4200 BEFORE PROCEEDING ON COURSE. ALL OTHER DATA REMAINS AS PUBLISHED.

VINTON

Vinton Veterans Memorial Arpk

FDC 8/0285 VTI FI/T VINTON VETERANS MEML ARP, VINTON, IA. NDB RWY 27, AMDT 4...PROCEDURE NA.

WASHINGTON

Washington Muni

FDC 8/2730 AWG FI/T WASHINGTON MUNI, WASHINGTON, IA. GPS RWY 18, ORIG...GPS RWY 36, ORIG...VOR/DME RWY 36, ORIG-A...CAT C MINIMUMS NA.

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.

KANSAS

BELLEVILLE

Belleville Muni

FDC 9/7017 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 9/7611 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 9/7654 UKL FI/T COFFEY COUNTY, BURLINGTON, KS. NDB RWY 36, AMDT 2...PROCEDURE NA.

COFFEYVILLE

Coffeyville Muni

FDC 9/7639 CFV FI/T COFFEYVILLE MUNI, COFFEYVILLE, KS. NDB OR GPS RWY 35, ORIG-B...GPS PORTION NA.

GREAT BEND

Great Bend Muni

FDC 9/3298 GBD FI/T GREAT BEND MUNI, GREAT BEND, KS. ILS RWY 35, ORIG-A...FAF: BABSY LOM/ I-GBD 6.43 DME.

HUTCHINSON

Hutchinson Muni

FDC 9/7478 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 9/7199 IDP FI/T INDEPENDENCE MUNI, INDEPENDENCE, KS. VOR OR GPS A, AMDT 1C...SOMEY INT NA. DME REQUIRED.

FDC 8/8415 IDP FI/T INDEPENDENCE MUNI, INDEPENDENCE, KS. ILS RWY 35, AMDT 1...S-LOC 35 DME REQUIRED, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, JEFFE (ID) LOM OTS.

JUNCTION CITY

Freeman Field

FDC 9/7633 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 FEET RIGHT OF CENTERLINE, 620 FEET AGL/1960 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 9/7481 3JC FI/T FREEMAN FIELD, JUNCTION CITY, KS. NDB OR GPS B, AMDT 4A...RNAV (GPS) RWY 36, ORIG-B...CAT C MINIMUMS NA.

KINGMAN

Kingman Airport - Clyde Cessna Field

FDC 9/1800 9K8 FI/T KINGMAN AIRPORT - CLYDE CESSNA FIELD, KINGMAN, KS. RNAV (GPS) RWY 36, ORIG...TERMINAL ENROUTE: SAFER INT TO KOSKE (IAF) NA. KOSKE (IAF) TO BIRCA (IF/IAF) NA.

LAWRENCE

Lawrence Muni

FDC 8/1358 LWC FI/T LAWRENCE MUNI, LAWRENCE, KS. RNAV (GPS) RWY 33, ORIG...LNAV/VNAV DA 1231/ HAT 400 ALL CATS. VIS 1 ALL CATS. TEMPORARY CRANE 1.08 NM SW OF LAWRENCE MUNI, 100 AGL/947 MSL.

FDC 8/1357 LWC FI/T LAWRENCE MUNI, LAWRENCE, KS. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 19, 200-1 OR STANDARD WITH A MINIMUM CLIMB OF 334 FEET PER NM TO 1100. ALL OTHER DATA REMAINS AS PUBLISHED.

NORTON

Norton Muni

FDC 9/7095 NRN FI/T NORTON MUNI, NORTON, KS. NDB RWY 34, AMDT 1...S-34: MINIMUMS NA. TERMINAL ROUTE: FROM MCK VOR/DME TO NRN NDB NA.

FDC 9/7094 NRN FI/T NORTON MUNI, NORTON, KS. NDB RWY 16, AMDT 1...S-16 CAT C MINIMUMS NA. TERMINAL ROUTE: FROM MCK VOR/DME TO NRN NDB NA.

OLATHE

Johnson County Executive

FDC 9/7624 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 9/7623 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.

ST FRANCIS

Cheyenne County Muni

FDC 9/7647 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

Forbes Field

FDC 9/7674 FOE FI/T TOPEKA/FORBES FIELD, TOPEKA, KS. ILS OR LOC RWY 31, AMDT 9D...MISSED APPROACH: CLIMB TO 1900 THEN CLIMBING LEFT TURN TO 3700 VIA HEADING 275 AND TOP R-231 TO DIETS INT AND HOLD.

FDC 9/7673 FOE FI/T TOPEKA/FORBES FIELD, TOPEKA, KS. NDB RWY 13, AMDT 6...MISSED APPROACH: CLIMBING RIGHT TURN TO 3700 VIA HEADING 280 AND TOP R-231 TO DIETS INT AND HOLD.

ULYSSES

Ulysses

FDC 9/7025 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 FT AGL/3305 FT MSL, 1.38 NM FROM DEPARTURE END OF RUNWAY, 124 FT RIGHT OF CENTERLINE. ALL OTHER DATA REMAINS AS PUBLISHED.

WICHITA

Beech Factory

FDC 9/7697 BEC FI/P BEECH FACTORY, WICHITA, KS. VOR/DME RNAV RWY 18, ORIG...CIRCLING: CAT C MDA 1980/HAA 572. WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS: CIRCLING: CAT C MDA 2020/HAA 612. VIS CAT C 1 3/4. THIS IS VOR/DME RNAV RWY 18, ORIG-A.

FDC 9/7696 BEC FI/P BEECH FACTORY, WICHITA, KS. VOR/DME RNAV RWY 36, ORIG...CIRCLING: CAT C MDA 1980/HAA 572. WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS: CIRCLING: CAT C MDA 2020/HAA 612. VIS CAT C 1 3/4. THIS IS VOR/DME RNAV RWY 36, ORIG-A.

Colonel James Jabara

FDC 9/7662 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 9/7343 ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. RNAV (GPS) Z RWY 1L, ORIG...LNAV/VNAV DA 1615/HAT 301 ALL CATS. LNAV MDA 1920/ HAT 606 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 1920/ HAA 587 ALL CATS. VIS CAT C 1 3/4.

FDC 9/7319 ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. RNAV (GPS) Z RWY 19L, ORIG-A...LNAV MDA 1880/HAT 560 ALL CATS. CIRCLING MDA 1880/547 CATS A/B/C.

FDC 9/6991 ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. RNAV (GPS) RWY 19R, ORIG...LNAV/VNAV DA 1741/HAT 411 ALL CATS. VIS RVR 5000 ALL CATS.

FDC 9/6954 ICT FI/T WICHITA MID-CONTINENT, WICHITA, KS. RNAV (GPS) RWY 1R, ORIG...LNAV MDA 1740/HAT 419 ALL CATS. VIS CAT C RVR 4000. VDP 1.15 NM TO RWY 01R.

FDC 9/3655 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 8/1229 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 7/7683 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.

WINFIELD/ARKANSAS CITY

Strother Field

FDC 9/7932 WLD FI/T STROTHER FIELD, WINFIELD/ARKANSAS CITY, KS. RNAV (GPS) RWY 35, ORIG...LNAV/VNAV DA1645/HAT 490 ALL CATS. VIS 1 3/4 ALL CATS. LNAV MDA 1620/HAT 465 ALL CATS. VDP TO THLD 1.35 NM.

FDC 9/7637 WLD FI/T STROTHER FIELD, WINFIELD/ARKANSAS CITY, KS. ILS OR LOC RWY 35, AMDT 4A...PROCEDURE NA.

KENTUCKY

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.

DANVILLE

Stuart Powell Field

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 8/4693 FGX FI/T FLEMING-MASON, FLEMINGSBURG, KY. LOC RWY 25, ORIG-B...PROCEDURE NA.

GEORGETOWN

Georgetown Scott County - Marshall Fld

FDC 8/0909 27K FI/T GEORGETOWN SCOTT CO-MARSHALL FLD, GEORGETOWN, KY. VOR/DME RWY 3, AMDT 1...CAMRY TO RW03 2.87/34 TCH VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/0908 27K FI/T GEORGETOWN SCOTT CO-MARSHALL FLD, GEORGETOWN, KY. RNAV (GPS) RWY 3, AMDT 1...CIRCLING CAT D MDA 1580/HAA 633 VDP NA VISIBILITY REDUCTION BY HELICOPTERS NA 34:1 IS NOT CLEAR.

FDC 8/0906 27K FI/T GEORGETOWN SCOTT CO-MARSHALL FLD, GEORGETOWN, KY. RNAV (GPS) RWY 21, AMDT 1...CIRCLING CAT D MDA 1580/HAA 633.

LEXINGTON

Blue Grass

FDC 9/9187 LEX FI/T BLUE GRASS, LEXINGTON, KY. RNAV (GPS) RWY 8, ORIG...RNAV (GPS) RWY 26, ORIG...PROCEDURES 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 9/9825 SDF FI/T LOUISVILLE INTL-STANDIFORD FLD, LOUISVILLE, KY. RNAV (GPS) RWY 17R, ORIG...LNAV/VNAV: DA 1044/HAT 554 ALL CATS. VIS 1 1/2 ALL CATS. TEMPORARY CRANES 687 MSL 1.2 NM N OF RWY 17R.

FDC 9/9824 SDF FI/T LOUISVILLE
INTL-STANDIFORD FLD, LOUISVILLE, KY. ILS OR
LOC RWY 17R, AMDT 1...VOYUK FIX MINIMUMS:
S-LOC 17R: MDA 1000/HAT 510 ALL CATS. VIS CAT
C/D RVR 5000. DISREGARD NOTE: FOR
INOPERATIVE MALSR, INCREASE VOYUK FIX
MINIMUMS S-LOC 17R CAT D VISIBILITY TO RVR
5000. VDP 3.29 DME, 1.38 NM TO RWY 17R.
TEMPORARY CRANES 687 MSL 1.2 NM N OF RWY
17R.

FDC 9/9823 SDF FI/T LOUISVILLE
INTL-STANDIFORD FLD, LOUISVILLE, KY.
TAKE-OFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS
RWY 17R, 300-2 OR STANDARD WITH MINIMUM
CLIMB OF 288 FEET PER NM TO 1300. ADD NOTE:
RWY 17R, TEMPORARY CRANES 1.17 NM FROM
DEPARTURE END OF RUNWAY, 647 FEET LEFT OF
CENTERLINE, 225 FEET AGL/687 FEET MSL. ALL
OTHER DATA REMAINS THE SAME.

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.

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).

MAYFIELD

Mayfield Graves County

FDC 8/1942 M25 FI/T MAYFIELD GRAVES COUNTY,
MAYFIELD, KY. VOR/DME RNAV OR GPS RWY 18,
AMDT 3...PROCEDURE NA.

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
1C...MINIMUM SAFE ALTITUDE WITHIN 25 NM 3600.

STURGIS

Sturgis Muni

FDC 9/5164 TWT FI/T STURGIS MUNI, STURGIS, KY.
NDB OR GPS RWY 36, AMDT 6...NDB PORTION NA.

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

BATON ROUGE

Baton Rouge Metropolitan, Ryan Field

FDC 8/0499 BTR FI/T BATON ROUGE METRO, RYAN
FIELD, BATON ROUGE, LA. TAKE-OFF MINIMUMS
AND (OBSTACLE) DEPARTURE
PROCEDURES...TAKE-OFF MINIMUMS: RWY 22L/R,
500-3 OR STANDARD WITH A MIN CLIMB OF 247
FEET PER NM TO 800. ALL OTHER DATA REMAINS
AS PUBLISHED. TEMPORARY CRANE 506 MSL 3.27
NM SW OF KBTR.

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.

HAMMOND

Hammond Northshore Rgnl

FDC 9/0588 HDC FI/T HAMMOND NORTHSHORE RGNL, HAMMOND, LA. VOR RWY 31, AMDT 4...PROCEDURE NA.

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.

JENNINGS

Jennings

FDC 8/9375 3R7 FI/T JENNINGS, JENNINGS, LA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 13, 200-1 OR STANDARD WITH A MINIMUM CLIMB OF 393 FT PER NM TO 200. NOTE: RWY 13, WATER TOWER, POLE, AND MULTIPLE TREES BEGINNING 262 FT FROM DEPARTURE END OF RUNWAY, 690 FT LEFT OF CENTERLINE, UP TO 172 FT AGL/197 FT MSL. TRANSMISSION LINE AND TREE BEGINNING 766 FT FROM DEPARTURE END OF RUNWAY, 622 FT RIGHT OF CENTERLINE, UP TO 96 FT AGL/119 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

LAKE CHARLES

Lake Charles Rgnl

FDC 8/2620 LCH FI/T LAKE CHARLES REGIONAL, LAKE CHARLES, LA. RNAV (GPS) RWY 5, ORIG...LNAV MDA 460 ALL CATS, VIS CAT C 1 1/4, CAT D 1 1/2. VDA 3.08/TCH 55. TEMPORARY RIG, 160 MSL, 1.08 NM SW OF APPROACH END RW05.

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 ORLEANS

Lakefront

FDC 8/0130 NEW FI/T LAKEFRONT, NEW ORLEANS, LA. ILS OR LOC RWY 18R, ORIG...ALTERNATE MINIMUMS NA.

PATTERSON

Harry P Williams Memorial

FDC 9/8469 PTN FI/T HARRY P WILLIAMS MEMORIAL, PATTERSON, LA. NDB RWY 6, AMDT 10...FEEDER HATCH TO PATTERSON (PTN) NDB NA.

FDC 8/5947 PTN FI/P HARRY P WILLIAMS MEMORIAL, PATTERSON, LA. VOR/DME A, AMDT 10A...ALTERNATE MINIMUMS: CAT A/B 1200-2, CAT C 1200-3. THIS IS VOR/DME A, AMDT 10B.

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 Rgnl

FDC 9/4006 SHV FI/T SHREVEPORT REGIONAL, SHREVEPORT, LA. RNAV (GPS) RWY 32, ORIG-A...LNAV/VNAV DA 719/HAT 497 ALL CATS. TEMPORARY RIG 5101 FT S OF APPROACH END RWY 32, 373 MSL/125 AGL.

MAINE

AUBURN/LEWISTON

Auburn/Lewiston Muni

FDC 8/7142 LEW FI/T AUBURN/LEWISTON MUNI, AUBURN/LEWISTON, ME. ILS OR LOC RWY 4, AMDT 10A...RNAV (GPS) RWY 4, ORIG...ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/7140 LEW FI/T AUBURN/LEWISTON MUNI, AUBURN/LEWISTON, ME. RNAV (GPS) RWY 22, ORIG...ADD PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

AUGUSTA

Augusta State

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.

BANGOR

Bangor Intl

FDC 9/8053 BGR FI/T BANGOR INTL, BANGOR, ME. ILS RWY 15 (CAT II), AMDT 6...ILS RWY 15 (CAT III), AMDT 6...PROCEDURE NA.

CARIBOU

Caribou Muni

FDC 8/7511 CAR FI/T CARIBOU MUNI, CARIBOU, ME. RNAV (GPS) RWY 19, ORIG...STRAIGHT IN TAA 097/30 NM CW 277/30 NM TO 097/15 NM CW 277/15 NM MDA 3600. LEFT BASE TAA 277/30 NM CW 007/30 NM TO 277/15 NM CW 007/15 NM MDA 3500. RIGHT BASE TAA 007/30 NM CW 097/30 NM TO 007/10 NM CW 097/10 NM MDA 3600.

DOVER-FOXCRAFT

Mayo Regional Hospital

FDC 8/1368 ME43 FI/T MAYO REGIONAL HOSPITAL, DOVER-FOXCRAFT, ME. (SPECIAL) COPTER RNAV (GPS) 120, ORIG...TERMINAL ROUTE CAPDA (IAF) TO CUDAL (IF) 3000. TERMINAL ROUTE COTEK (IAF) TO CUDAL (IF) 3000. MISSED APPROACH: CLIMBING LEFT TURN TO 3000 DIRECT ZOBOV AND HOLD.

FRENCHVILLE

Northern Aroostook Rgnl

FDC 8/7514 FVE FI/T NORTHERN AROOSTOOK REGIONAL, FRENCHVILLE, ME. RNAV (GPS) RWY 14, ORIG...TAA 045/30 NM CW 225/30 NM TO CESGE MDA 3700. TAA 225/30 NM CW 315/30 NM TO CESGE MDA 3700. TERMINAL ROUTE FOMEPE TO CESGE MDA 3700. MINIMUM HOLDING ALTITUDE AT CESGE 3700.

FRYEBURG

Eastern Slopes Rgnl

FDC 8/1333 IZG FI/T EASTERN SLOPES REGIONAL, FRYEBURG, ME. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 32, 2200-2 WITH MINIMUM CLIMB OF 471 FEET PER NM TO 6600. ALL OTHER DATA REMAINS AS PUBLISHED.

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 9/8071 PWM FI/T PORTLAND INTL JETPORT, PORTLAND, ME. ILS OR LOC RWY 29, AMDT 2A...AUTOPILOT COUPLED APPROACH NA BELOW 309.

FDC 8/9802 PWM FI/T PORTLAND INTL JETPORT, PORTLAND, ME. RNAV (GPS) RWY 36, ORIG-B...LNAV MDA 520/HAT 471 ALL CATS. VISIBILITY CAT D 1 1/2. TEMPORARY CRANE 247 MSL 1.27 NM E OF RWY 36.

FDC 8/9801 PWM FI/T PORTLAND INTL JETPORT, PORTLAND, ME. RNAV (GPS) RWY 11, AMDT 2B...LNAV/VNAV DA 643/HAT 566 ALL CATS. VIS 1 1/2 ALL CATS. TEMPORARY CRANE 295 MSL 1.43 NM NW OF RWY 11.

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 8/0040 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.

SKOWHEGAN

Redington-Fairview Hospital Heliport

FDC 8/1377 ME29 FI/T REDINGTON-FAIRVIEW HOSPITAL HELIPORT, SKOWHEGAN, ME. (SPECIAL) COPTER RNAV (GPS) 240, ORIG...TERMINAL ROUTE COXAD (IAF) TO HUBMA (IF) 3000. TERMINAL ROUTE ENURE (IAF) TO HUBMA (IF) 3000. MISSED APPROACH: CLIMB TO 3000 DIRECT ZUNIV AND HOLD.

SWANS ISLAND

Swans Island Heliport

FDC 8/1372 ME73 FI/T SWANS ISLAND HELIPORT, SWANS ISLAND, ME. (SPECIAL) COPTER RNAV (GPS) 092, ORIG...TERMINAL ROUTE ADIFO (IAF) TO HUMIS (IF) 3000. TERMINAL ROUTE DORAE (IAF) TO HUMIS (IF) 3000. MISSED APPROACH: CLIMB TO 3000 DIRECT RUEED AND HOLD.

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 9/3453 BWI FI/P BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS RWY 15R, AMDT 15A...DELETE PLANVIEW AND PROFILE NOTE: ASTERISK LOC ONLY. DELETE NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 15L. DELETE PLANVIEW AND PROFILE NOTE: 2500 WHEN AUTHORIZED BY ATC. DELETE PLANVIEW: TRUTH/BAL 5.1 DME/RADAR, MINIMUM ALTITUDE ASTERISK 2000. DELETE PROFILE: TRUTH/BAL 5.1 DME/RADAR, MINIMUM ALTITUDE ASTERISK 2000, CHECK ALTITUDE 1439. DELETE: MM. DELETE FROM PLANVIEW: LOC RWY 15L. DELETE: S-LOC 15R# STRAIGHT IN MINIMUMS NA. CIRCLING MINIMUMS APPLY. DELETE: TIME/DISTANCE TABLE. CHART: TDZE 139. CHART NOTE: RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA. ADD ATTENTION SYMBOL TO MAKE NOTE APPLY TO S-ILS R15R LINE OF MINIMUMS. CHART PLANVIEW AND PROFILE NOTE: 2700 WHEN AUTHORIZED BY ATC. S-ILS 15R DA 339 ALL CATS. CIRCLING # CATS A/B/C MDA 720/HAA 574. THIS IS ILS RWY 15R, AMDT 15B.

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.

Martin State

FDC 8/0983 MTN FI/T MARTIN STATE, BALTIMORE, MD. ILS OR LOC RWY 33, AMDT 7...S-ILS MINIMUMS NA.

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.

COLLEGE PARK

College Park

FDC 8/1403 CGS FI/T COLLEGE PARK, COLLEGE PARK, MD. RNAV (GPS) RWY 15, ORIG-C...DISREGARD NOTE: USE RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING.

FREDERICK

Frederick Muni

FDC 9/6582 FDK FI/P FREDERICK MUNI, FREDERICK, MD. ILS OR LOC RWY 23, AMDT 5B...TERMINAL ROUTE NUMBE INT TO RICKE INT DELETE: NOPT CHART NOTE: WHEN VGSI INOP, CIRCLING RWY 5 AND RWY 30 NA AT NIGHT. THIS IS ILS OR LOC RWY 23, AMDT 5C.

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.

OAKLAND

Garrett County

FDC 9/9775 2G4 FI/P OAKLAND/GARRETT COUNTY, OAKLAND, MD. RNAV (GPS) RWY 9, ORIG...RNAV (GPS) RWY 27, ORIG...VOR RWY 27, AMDT 4...CORRECT AIRPORT SKETCH: CHANGE RUNWAY GRADIENT TO 1.1 VICE 0.4.

SALISBURY

Salisbury-Ocean City Wicomico Rgnl

FDC 9/5543 SBY FI/P SALISBURY-OCEAN CITY WICOMICO RGNL, SALISBURY, MD. ILS OR LOC RWY 32, AMDT 6A. CORRECT PLANVIEW: ADD TEXT IAF TO COLBE INT.

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.

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.

Clearview Airpark

FDC 8/2811 2W2 FI/T CLEARVIEW AIRPARK, WESTMINSTER, MD. RNAV (GPS) RWY 14, ORIG...LNAV MDA NA.

MASSACHUSETTS

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 9/9868 BOS FI/P GEN EDWARD LAWRENCE
LOGAN INTL, BOSTON, MA TAKEOFF MINIMUMS
AND (OBSTACLE) DEPARTURE PROCEDURES,
AMDT 12...DELETE RWY 33L, 300-1 1/2 OR
STANDARD WITH MINIMUM CLIMB OF 226 FEET
PER NM TO 400, OR ALTERNATIVELY, WITH
STANDARD TAKEOFF MINIMUMS AND A NORMAL
200 FT/NM CLIMB GRADIENT, TAKEOFF MUST
OCCUR NO LATER THAN 2000 FEET PRIOR TO
DEPARTURE END OF RUNWAY. CHART RWY 33L,
300-1 3/4 OR STANDARD WITH MINIMUM CLIMB OF
226 FEET PER NM TO 400, OR ALTERNATIVELY,
WITH STANDARD TAKEOFF MINIMUMS AND A
NORMAL 200 FT/NM CLIMB GRADIENT, TAKEOFF
MUST OCCUR NO LATER THAN 2000 FEET PRIOR TO
DEPARTURE END OF RUNWAY. REST OF DATA
REMAINS AS PUBLISHED. THIS IS TAKEOFF
MINIMUMS AND (OBSTACLE) DEPARTURE
PROCEDURES, AMDT 12A.

FDC 8/6813 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 477 FEET
PER NM TO 1300 FEET. NOTE: RWY 27, TEMPORARY
CRANE 1.4 NM FROM DER, 1163 FEET RIGHT OF
CENTERLINE, 453 FEET AGL/470 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 8/2602 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.

MARSHFIELD

Marshfield Muni - George Harlow Field

FDC 9/2172 GHG FI/T MARSHFIELD MUNI-GEORGE
HARLOW FIELD, MARSHFIELD, MA. NDB OR GPS
RWY 24, AMDT 1...GPS PORTION NA.

NANTUCKET

Nantucket Memorial

FDC 9/7322 ACK FI/T NANTUCKET MEMORIAL,
NANTUCKET, MA. ILS OR LOC RWY 6,
ORIG-A...TERMINAL ROUTE FROM MARTHA S
VINEYARD (MVY) VOR/DME TO CRAYG INT RADAR
REQUIRED.

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.

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 8/6038 BAF FI/T BARNES MUNI, WESTFIELD/SPRINGFIELD, MA. VOR OR TACAN RWY 2, AMDT 4C...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.

MICHIGAN

ALLEGAN

Padgham Field

FDC 8/9615 35D FI/T PADGHAM FIELD, ALLEGAN, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: NA.

FDC 8/3424 35D FI/T PADGHAM FIELD, ALLEGAN, MI. VOR OR GPS RWY 28, AMDT 13A...GPS PORTION NA.

ANN ARBOR

Ann Arbor Muni

FDC 9/8865 ARB FI/T ANN ARBOR MUNI, ANN ARBOR, MI. RNAV (GPS) RWY 24, AMDT 1...LNAV/VNAV: DA 1369/HAT 538 ALL CATS. VIS 2 ALL CATS.

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.

BATTLE CREEK

W K Kellogg

FDC 9/7137 BTL FI/T W K KELLOGG, BATTLE CREEK, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 31, ANTENNA TOWER 4091 FEET FROM DEPARTURE END OF RWY, 288 FEET RIGHT OF CENTERLINE, 166 FEET AGL/1058 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 9/6931 BTL FI/T W K KELLOGG, BATTLE CREEK, MI. VOR OR TACAN OR GPS RWY 31, AMDT 14...DDALE MINIMUMS CIRCLING CATS B/C MDA 1500/HAA 548.

FDC 9/6930 BTL FI/T W K KELLOGG, BATTLE CREEK, MI. RADAR-1, AMDT 2...CIRCLING CATS B/C MDA 1500/HAA 548.

FDC 9/6929 BTL FI/T W K KELLOGG, BATTLE CREEK, MI. GPS RWY 5, ORIG-A...S-5 MDA 1440/HAT 488 ALL CATS. CIRCLING CAT A MDA 1440/HAA 488, CATS B/C MDA 1500/HAA 548. GRAND RAPIDS ALTIMETER SETTING MINIMUMS S-5 MDA 1560/HAT 608 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING CAT A MDA 1560/HAA 608, CATS B/C MDA 1600/HAA 648, CAT D MDA 1640/HAA 688. VIS CAT D 2 1/4.

FDC 9/6927 BTL FI/T W K KELLOGG, BATTLE CREEK, MI. VOR OR TACAN RWY 5, AMDT 19A...NDB RWY 23, AMDT 17...ILS OR LOC RWY 23, AMDT 17C...CIRCLING CATS B/C MDA 1500/HAA 548. GRAND RAPIDS ALTIMETER SETTING MINIMUMS CIRCLING CATS B/C MDA 1660/HAA 708.

FDC 9/6926 BTL FI/T W K KELLOGG, BATTLE CREEK, MI. VOR OR TACAN OR GPS RWY 23, AMDT 17...S-23 VIS CATS A/B RVR 4000. CIRCLING CATS B/C MDA 1500/HAA 548. GRAND RAPIDS ALTIMETER SETTING MINIMUMS S-23 VIS CATS A/B 3/4. CIRCLING CATS B/C MDA 1660/HAA 708.

FDC 9/2412 BTL FI/T W K KELLOGG, BATTLE CREEK, MI. VOR OR TACAN OR GPS RWY 23, AMDT 17...TACAN PORTION NA.

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.

CADILLAC

Wexford County

FDC 8/2238 CAD FI/T WEXFORD COUNTY, CADILLAC, MI. NDB OR GPS RWY 7, AMDT 1A...S-7 MDA 2120/HAT 813 ALL CATS. CIRCLING MDA 2120/HAA 813 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4. GEWIZ MINIMUMS: S-7 MDA 1860/HAT 553 ALL CATS. GEWIZ MINIMUMS NA WHEN USING HOUGHTON LAKE ALTIMETER SETTING. PROCEDURE TURN COMPLETION MINIMUM ALTITUDE 3600. CHANGE MISSED APPROACH ALTITUDE TO 3600 VICE 3100. TERMINAL ROUTE LADIN TO CADILLAC (CAD) NDB 3600. TERMINAL ROUTE TRAVERSE CITY (TVC) VORTAC TO CADILLAC (CAD) NDB 3600.

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

Willow Run

FDC 9/1006 YIP FI/T WILLOW RUN, DETROIT, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 14: NA. RWY 32: 300-1 1/4 OR STANDARD WITH A MINIMUM CLIMB OF 307 FEET PER NM TO 1000. NOTE: RWY 32: TEMPORARY CRANE 5334 FEET FROM DEPARTURE END OF RUNWAY, 407 FEET LEFT OF CENTERLINE, 135 FEET AGL/859 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. TEMPORARY CRANE 859 MSL/135 AGL, 5334 FEET NW OF DEPARTURE END RWY 32. CONSTRUCTION SE OF AIRPORT.

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.

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.

DRUMMOND ISLAND

Drummond Island

FDC 9/5351 DRM FI/T DRUMMOND ISLAND, DRUMMOND ISLAND, MI. NDB RWY 26, AMDT 1...S-26 MDA 1280/HAT 619 ALL CATS. VISIBILITY CAT C 1 3/4. CIRCLING MDA 1280/HAT 619 ALL CATS, VISIBILITY CAT C 1 3/4. SAULT STE MARIE CHIPPEWA CO INTL ALTIMETER MINIMA: S-26 MDA 1380/HAT 719 ALL CATS. VISIBILITY CAT C 2. CIRCLING MDA 1380/HAT 712 ALL CATS, VISIBILITY CAT C 2.

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 9/4301 FNT FI/T BISHOP INTERNATIONAL, FLINT, MI. ILS RWY 9, AMDT 22...VOR RWY 9, ORIG...VOR RWY 18, ORIG-A...VOR RWY 36, ORIG...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSI VORTAC OTS.

FDC 9/4296 FNT FI/T BISHOP INTERNATIONAL, FLINT, MI. ILS RWY 27, AMDT 4...DME REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSI VORTAC OTS.

FDC 8/6942 FNT FI/T BISHOP INTERNATIONAL, FLINT, MI. ILS RWY 27, AMDT 4...ALTERNATE MISSED APPROACH NA.

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.

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 Airport

FDC 9/7695 3GM FI/T GRAND HAVEN MEML AIRPARK, GRAND HAVEN, MI. RNAV (GPS) RWY 9, ORIG...LNAV MDA 1240/HAT 638 ALL CATS. VIS CAT C 1 3/4. CIRCLING MDA 1240/HAA 636 ALL CATS. VIS CAT C 1 3/4.

GRAND RAPIDS

Gerald R. Ford Intl

FDC 9/6852 GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 17, ORIG...LNAV/VNAV: DA 1259/HAT 471 ALL CATS. VIS 1 3/4 ALL CATS.

FDC 9/6851 GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 8R, ORIG...LNAV/VNAV DA 1213/HAT 419, RVR 5000 ALL CATS.

FDC 9/6850 GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 26R, ORIG...LNAV/VNAV DA 1236/HAT 446, RVR 5000 ALL CATS.

FDC 9/6849 GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 26L, ORIG...LNAV/VNAV: DA 1114/HAT 324 ALL CATS. VIS 1 1/2 ALL CATS.

FDC 9/6848 GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. ILS OR LOC RWY 26L, AMDT 20C...GLGHR FIX MINIMUMS: S-LOC 26L MDA 1120/HAT 570 ALL CATS.

FDC 9/0470 GRR FI/T GRAND RAPIDS/GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 17, ORIG...RNAV (GPS) RWY 8R, ORIG...RNAV (GPS) RWY 8L, ORIG...CIRCLING MDA 1360/HAA 567 ALL CATS. TEMPORARY CRANE 925 MSL 1.9 NM SW OF AIRPORT.

FDC 9/0156 GRR FI/T GRAND RAPIDS/GERALD R. FORD INTL, GRAND RAPIDS, MI. RNAV (GPS) RWY 35, ORIG...LNAV/VNAV: DA 1266/HAT 476 ALL CATS. VIS RVR 6000 ALL CATS. LNAV: MDA 1240/HAT 450 ALL CATS. VIS CAT C RVR 4000. DISTANCE VDP TO THLD 1.2 MILES. DISTANCE FAF TO VDP 3.6 NM. CIRCLING: CAT A/B/C MDA 1280/HAA 487. TEMPORARY CRANE 925 MSL 1.2 NM SW OF RWY 35.

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.

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 8/4098 CMX FI/T HOUGHTON COUNTY MEMORIAL, HANCOCK, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 25, 400-3 OR STANDARD WITH A MINIMUM CLIMB OF 210 FEET PER NM TO 1600. DEPARTURE PROCEDURES: RWY 25, 31, CLIMB RUNWAY HEADING TO 1600 BEFORE TURNING.

HOLLAND

Tulip City

FDC 9/7934 BIV FI/T TULIP CITY, HOLLAND, MI. VOR A, AMDT 10C...CIRCLING CATS A/B/C MDA 1200/HAA 502, CAT D 1260/HAA 562. APT ELEV 698.

FDC 9/6602 BIV FI/T TULIP CITY, HOLLAND, MI. ILS OR LOC/DME RWY 26, AMDT 1...S-ILS 26 CAT D MINIMUMS NA. S-LOC 26 MDA 1020/HAT 334 ALL CATS. CAT D MINIMUMS NA. VDP 2.1 NM TO RWY 26. TCH 32.

FDC 8/1525 BIV FI/T TULIP CITY, HOLLAND, MI. RNAV (GPS) RWY 26, AMDT 2...LPV DA NA. LNAV/VNAV DA NA.

HOWELL

Livingston County Spencer J. Hardy

FDC 9/4303 OZW FI/T LIVINGSTON COUNTY, HOWELL, MI. VOR RWY 31, AMDT 11...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSI VORTAC OTS.

JACKSON

Jackson County-Reynolds Field

FDC 8/9381 JXN FI/T JACKSON COUNTY-REYNOLDS FIELD, JACKSON, MI. VOR OR GPS RWY 14, AMDT 19...VOR OR GPS RWY 32, AMDT 17...GPS PORTION 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 9/0966 AZO FI/T KALAMAZOO/BATTLE CREEK INTERNATIONAL, KALAMAZOO, MI. VOR RWY 35, AMDT 17...S-35 MDA 1320/HAT452 ALL CATS, VIS CAT A, B RVR 4000.

FDC 9/0965 AZO FI/T KALAMAZOO/BATTLE CREEK INTERNATIONAL, KALAMAZOO, MI. NDB RWY 35, AMDT 19...S-35 MDA 1360/HAT 492 ALL CATS.

FDC 8/8041 AZO FI/T KALAMAZOO/BATTLE CREEK INTERNATIONAL, KALAMAZOO, MI. VOR RWY 23, AMDT 17...CIRCLING MDA 1380/HAA 506 CATS A/B/C.

FDC 8/8036 AZO FI/T KALAMAZOO/BATTLE CREEK INTERNATIONAL, KALAMAZOO, MI. VOR RWY 5, ORIG-B...DME MINIMUMS: CIRCLING MDA 1380/HAA 506 CATS A/B/C.

LAKEVIEW

Lakeview Airport-Griffith Field

FDC 8/7836 13C FI/T LAKEVIEW ARPT-GRIFFITH FIELD, LAKEVIEW, MI. VOR/DME RWY 9, ORIG-A...S-9 MDA 1600/HAT 631 ALL CATS. CIRCLING MDA 1600/HAA 631 ALL CATS.

LANSING

Capital City

FDC 8/6755 LAN FI/T CAPITAL CITY, LANSING, MI. VOR OR GPS RWY 24, AMDT 8B...VOR PORTION NA.

LAPEER

Dupont-Lapeer

FDC 9/4302 D95 FI/T DUPONT-LAPEER, LAPEER, MI. VOR A, ORIG...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSI VORTAC OTS.

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.

MANISTIQUE

Schoolcraft County

FDC 9/6998 ISQ FI/T SCHOOLCRAFT COUNTY, MANISTIQUE, MI. VOR OR GPS RWY 28, ORIG-A...MDA 1160/HAT 478 ALL CATS. DME MINIMUMS NA.

MARLETTE

Marlette

FDC 9/4928 77G FI/T MARLETTE, MARLETTE, MI. RNAV (GPS) RWY 27, ORIG-A...LNAV MDA 1440/HAT 559 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4.

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 8/1240 MKG FI/T MUSKEGON COUNTY, MUSKEGON, MI. ASR RWY 14, AMDT 14...ASR RWY 32, AMDT 14...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.

ONTONAGON

Ontonagon County - Schuster Field

FDC 8/6639 OGM FI/T ONTONAGON COUNTY-SCHUSTER FIELD, ONTONAGON, MI. NDB OR GPS A, AMDT 4...CIRCLING MDA 1460/ HAA 791 ALL CATS.

PONTIAC

Oakland County Intl

FDC 9/4343 PTK FI/T OAKLAND COUNTY INTERNATIONAL, PONTIAC, MI. ILS OR LOC RWY 9R, AMDT 11C...RADAR REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSI VORTAC OTS.

FDC 9/4300 PTK FI/T OAKLAND COUNTY INTL, PONTIAC, MI. VOR OR GPS RWY 9R, AMDT 23A...VOR OR GPS RWY 27L, AMDT 14A...VOR PORTION NA.

FDC 9/4295 PTK FI/T OAKLAND COUNTY INTL, PONTIAC, MI. LOC BC RWY 27L, ORIG-B...RADAR REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSI VORTAC OTS.

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.

PORT HURON

St Clair County Intl

FDC 8/6777 PHN FI/T ST CLAIR COUNTY INTL, PORT HURON, MI. ILS RWY 4, AMDT 3A...VOR/DME OR GPS A, AMDT 7A...CIRCLING MDA CATS A/B/C 1160/ HAA 510. VIS CAT B 1 1/4.

SAULT STE MARIE

Chippewa County Intl

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.

TROY

Oakland/Troy

FDC 9/4299 VLL FI/T OAKLAND/TROY, TROY, MI. VOR OR GPS A, AMDT 3...VOR PORTION NA.

FDC 8/9371 VLL FI/T OAKLAND/TROY, TROY, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 9, TEMPORARY CRANE 415 FROM DEPARTURE END OF RUNWAY, 527 RIGHT OF CENTERLINE, 90 AGL/787 MSL.

FDC 8/4021 VLL FI/T OAKLAND/TROY, TROY, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 9, TEMPORARY CRANE, 417 FEET FROM DER, 566 FEET RIGHT OF CENTERLINE, 90 FEET AGL/ 787 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

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

ALBERT LEA

Albert Lea Muni

FDC 8/4608 AEL FI/T ALBERT LEA MUNI, ALBERT LEA, MN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 34, MULTIPLE TEMPORARY CRANES AND TREES BEGINNING 188 FT FROM DEPARTURE END OF RWY, 495 FT LEFT OF CENTERLINE, UP TO 100FT AGL/1298 FT MSL. MULTIPLE TREES BEGINNING 1000 FT FROM DEPARTURE END OF RWY, 53 FT RIGHT OF CENTERLINE UP TO 100 FT AGL/1298 FT MSL. TEMPORARY CRANES, 1298 MSL/70 AGL, 1060 FEET NNW OF DEPARTURE END OF RWY 34.

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.

CALEDONIA

Houston County

FDC 8/1268 CHU FI/T HOUSTON COUNTY, CALEDONIA, MN. GPS RWY 31, ORIG...PROCEDURE NA.

CLOQUET

Cloquet Carlton County

FDC 8/3250 COQ FI/T CLOQUET CARLTON COUNTY, CLOQUET, MN. VOR/DME A, AMDT 5B...PROCEDURE 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.

FARIBAULT

Faribault Muni

FDC 9/9816 FBL FI/T FARIBAULT MUNI, FARIBAULT, MN. VOR OR GPS A, AMDT 5A...VOR PORTION AN.

FDC 9/9815 FBL FI/T FARIBAULT MUNI, FARIBAULT, MN. VOR/DME RNAV OR GPS RWY 12, AMDT 5...VOR/DME RNAV PORTION NA.

FDC 8/3417 FBL FI/T FARIBAULT MUNI, FARIBAULT, MN. VOR/DME RNAV OR GPS RWY 12, AMDT 5...CIRCLING MDA 1560/ HAA 500 ALL CATS. 1199 MS� TEMPORARY CRANE 1232 FEET SOUTH OF KFBL.

FDC 8/3416 FBL FI/T FARIBAULT MUNI, FARIBAULT, MN. GPS RWY 30, ORIG-A...S-30 MDA 1500/HAT 445 ALL CATS. CIRCLING MDA 1560/ HAA 500 ALL CATS. 1199 MS� TEMPORARY CRANE, 1232 FEET SOUTH OF KFBL.

FOSSTON

Fosston Muni

FDC 9/8132 FSE FI/T FOSSTON MUNI, FOSSTON, MN. NDB OR GPS RWY 34, AMDT 3A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, BJI VORTAC OTS.

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.

MANKATO

Mankato Rgnl

FDC 9/9814 MKT FI/T MANKATO REGIONAL, MANKATO, MN. VOR OR GPS RWY 33, AMDT 7...VOR PORTION: DME REQUIRED.

FDC 9/9813 MKT FI/T MANKATO REGIONAL, MANKATO, MN. ILS RWY 33, AMDT 1...COPTER ILS OR LOC RWY 33, ORIG-B...ADF OR DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. FOW VOR OTS.

FDC 8/1821 MKT FI/T MANKATO REGIONAL, MANKATO, MN. VOR OR GPS RWY 15, AMDT 6...PROCEDURE NA.

MARSHALL

Southwest Minnesota Rgnl Marshall/Ryan Fld

FDC 9/5454 MML FI/T SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FIELD, MARSHALL, MN. VOR/DME RWY 30, AMDT 2A...VOR RWY 12, AMDT 8...MSA FROM MARSHALL (MML) VOR/DME 25 NM 180-270 3800, 270-180 3400.

FDC 9/5453 MML FI/T SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FIELD, MARSHALL, MN. ILS OR LOC RWY 12, AMDT 2...MSA FROM GARNO (GB) LOM 25 NM 180-270 3800, 270-180 3400.

MINNEAPOLIS

Airlake

FDC 9/9817 LVN FI/T AIRLAKE, MINNEAPOLIS, MN. ILS OR LOC RWY 30, ORIG-C...S-LOC 30 ADF REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FOW VOR TOS.

FDC 9/2668 LVN FI/P AIRLAKE, MINNEAPOLIS, MN. ILS OR LOC RWY 30, ORIG-B...MISSED APPROACH: CLIMB TO 1500, THEN CLIMBING LEFT TURN TO 2800 DIRECT FGT VORTAC AND HOLD; OR WHEN AUTHORIZED BY ATC, CLIMB TO 5000 VIA HEADING 294 AND GEP R-182 TO LYDIA/32.57 DME AND HOLD S, RT, 002.00 INBOUND (DME REQUIRED). MSA FROM FGT VORTAC 3500. THIS IS ILS OR LOC RWY 30, ORIG-C.

Anoka County-Blaine Arprt(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 7/9270 FCM FI/T MINNEAPOLIS/FLYING CLOUD, MINNEAPOLIS, MN. VOR RWY 36, AMDT 12...ADD CHART NOTE DME REQUIRED.

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 8/8567 RST FI/T ROCHESTER INTERNATIONAL, ROCHESTER, MN. RNAV (GPS) RWY 20, ORIG...VOR/DME RWY 20, AMDT 13B...VDP NA. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/8566 RST FI/T ROCHESTER INTERNATIONAL, ROCHESTER, MN. RNAV (GPS) RWY 2, AMDT 1...MDA 1680/HAT 363 ALL CATS. VDP NA. VDA 3.03/TCH 47. VISIBILITY REDUCTION BY HELICOPTERS NA.

RUSHFORD

Rushford Muni

FDC 9/5354 55Y FI/T RUSHFORD MUNI, RUSHFORD, MN. RNAV (GPS) RWY 34, ORIG...VOR/DME A, AMDT 2...PROCEDURE NA AT NIGHT.

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.

WHEATON

Wheaton Muni

FDC 9/8761 ETH FI/T WHEATON MUNI, WHEATON, MN. NDB OR GPS RWY 34, AMDT 1A...NDB PORTION NA.

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 8/8531 HSA FI/T STENNIS INTL, BAY ST LOUIS, MS. ILS OR LOC RWY 18, ORIG-A...RNAV (GPS) RWY 18, 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.

COLUMBUS/W POINT/STARKVILLE

Golden Triangle Rgnl

FDC 9/1969 GTR FI/T GOLDEN TRIANGLE RGNL, COLUMBUS/W PT/STARKVILLE, MS. RNAV (GPS) RWY 18, ORIG-A...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. CIRCLING MDA 860/HAA 596 ALL CATS. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV CAT D VISIBILITY TO 1 1/4. VDP NA. TEMPORARY CRANE 431 MSL 5978 FEET N OF RWY 18 AND TEMPORARY CRANE 502 MSL 7921 FEET SE OF RWY 18.

FDC 8/2737 GTR FI/T GOLDEN TRIANGLE RGNL, COLUMBUS/W PT/STARKVILLE, MS. ILS OR LOC RWY 18, AMDT 7...CIRCLING MDA 860/HAA 596 ALL CATS. TEMPORARY CRANE 502 MSL 7921 FEET SE OF RWY 18.

FDC 8/2736 GTR FI/T GOLDEN TRIANGLE RGNL, COLUMBUS/W PT/STARKVILLE, MS. RNAV (GPS) RWY 36, ORIG...LNAV/VNAV DA 688/HAT 424, VIS ALL CATS 1 1/2. LNAV MDA 800/ HAT 536 ALL CATS, VIS CAT C 1 1/2 AND CAT D 1 3/4. CIRCLING CIRCLING MDA 860/HAA 596 ALL CATS. VDP NA. TEMPORARY CRANE 502 MSL 7532 FEET NE OF RWY 36 AND TEMPORARY CRANE 499 MSL 4704 FEET NE OF RWY 36.

GREENVILLE

Mid Delta Rgnl

FDC 9/9585 GLH FI/T MID DELTA REGIONAL, GREENVILLE, MS. GPS RWY 36L, ORIG...PROCEDURE NA.

GULFPORT

Gulfport-Biloxi Intl

FDC 9/9450 GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. VOR/DME OR TACAN RWY 32, AMDT 4A...S-32: MDA 560/ HAT 532 ALL CATS, VIS CAT C RVR 5000 CAT D RVR 6000 CAT E 1 1/2. CIRCLING CAT A MDA 600/HAA 572. FOR INOPERATIVE MALSR INCREASE S-32 CAT E VISIBILITY TO 2. VDP NA. TEMPORARY CRANE 250 MSL 2.40 NM E OF RWY 32.

FDC 9/9441 GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. RADAR-1, AMDT 6A...S-ASR 32: MDA 560/ HAT 532 ALL CATS, VIS CAT C RVR 5000 CAT D RVR 6000 CAT E 1 1/2. CIRCLING CAT A MDA 600/HAA 572. FOR INOPERATIVE MALSR INCREASE S-ASR 32 CAT A, B VISIBILITY TO RVR 5000 CAT E VIS TO 2. TEMPORARY CRANE 250 MSL 2.4 NM E OF RWY 32.

FDC 9/9435 GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. VOR RWY 32, AMDT 21A...S-32: MDA 600/ HAT 572 ALL CATS, VIS CAT C RVR 5000 CAT D RVR 6000. CIRCLING CAT A MDA 600/HAA 572. VDP NA. TEMPORARY CRANE 250 MSL 2.40 NM E OF RWY 32.

FDC 9/9412 GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. RNAV (GPS) RWY 14, ORIG-A...LPV DA 451/HAT 424 ALL CATS. VIS RVR 5000 ALL CATS. FOR INOPERATIVE MALSR, INCREASE LPV VISIBILITY TO 1 1/2 ALL CATS. TEMPORARY CRANE 142 MSL 5535 FEET NW OF RWY 14.

FDC 9/4077 GPT FI/T GULFPORT-BILOXI INTL, GULFPORT, MS. RNAV (GPS) RWY 18, ORIG...VDP NA. ADD NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

INDIANOLA

Indianola Muni

FDC 8/3116 IDL FI/T INDIANOLA MUNI, INDIANOLA, MS. VOR/DME B, AMDT 5...NDB RWY 17, AMDT 5...NDB RWY 35, AMDT 5...VISIBILITY REDUCTION BY HELICOPTERS NA GREENVILLE ASOS FREQUENCY 125.525.

FDC 8/3115 IDL FI/T INDIANOLA MUNI, INDIANOLA, MS. VOR/DME A, AMDT 9...PROCEDURE NA.

FDC 8/3114 IDL FI/T INDIANOLA MUNI, INDIANOLA, MS. RNAV (GPS) RWY 17, ORIG...RNAV (GPS) RWY 35, ORIG...34:1 IS NOT CLEAR VISIBILITY REDUCTION BY HELICOPTERS NA GREENVILLE ASOS FREQUENCY 125.525.

MADISON

Bruce Campbell Field

FDC 8/2715 MBO FI/T BRUCE CAMPBELL FIELD, MADISON, MS. VOR/DME OR GPS B, AMDT 4...VOR/DME PORTION: CIRCLING CATS A/B/C MDA 940/HAA 614. VIS CAT C 1 3/4.

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.

OXFORD

University-Oxford

FDC 9/4232 UOX FI/T UNIVERSITY-OXFORD, OXFORD, MS. LOC RWY 9, AMDT 2B...ADD NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

FDC 9/4231 UOX FI/T UNIVERSITY-OXFORD, OXFORD, MS. RNAV (GPS) RWY 9, ORIG...ADD NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.

PASCAGOULA

Trent Lott Intl

FDC 7/2719 PQL FI/T TRENT LOTT INTL, PASCAGOULA, MS. VOR OR GPS A, ORIG-A...VOR PORTION NA.

PICAYUNE

Picayune Muni

FDC 8/0793 MJD FI/T PICAYUNE MUNI, PICAYUNE, MS. 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 8/1310 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.

FDC 8/1309 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.

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 8/2714 871 FI/T YAZOO COUNTY, YAZOO, MS. VOR/DME RWY 35, ORIG-A...PROCEDURE NA.

MISSOURI

BOONVILLE

Jesse Viertel Memorial

FDC 9/5592 VER FI/T JESSE VIERTEL MEMORIAL, BOONVILLE, MO. NDB RWY 18, AMDT 10A...PROCEDURE NA.

BROOKFIELD

North Central Missouri Rgnl

FDC 9/0880 MO8 FI/T NORTH CENTRAL MISSOURI REGIONAL, BROOKFIELD, MO. RNAV (GPS) RWY 36, ORIG...LNAV MDA 1500/HAT 666 ALL CATS.

FDC 9/0879 MO8 FI/T NORTH CENTRAL MISSOURI REGIONAL, BROOKFIELD, MO. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 18, POLE AND TREE BEGINNING 895 FEET FROM DEPARTURE END OF RUNWAY, 113 FEET LEFT OF CENTERLINE, UP TO 44 FEET AGL/864 FEET MSL. TREE 1445 FEET FROM DEPARTURE END OF RUNWAY, 393 FEET RIGHT OF CENTERLINE, 70 FEET AGL/869 FEET MSL. RWY 36, MULTIPLE POLES AND TREES BEGINNING 86 FEET FROM DEPARTURE END OF RUNWAY, 270 FEET RIGHT OF CENTERLINE, UP TO 70 FEET AGL/889 FEET MSL. BUILDING AND MULTIPLE TREES BEGINNING 537 FEET FROM DEPARTURE END OF RUNWAY, 23 FEET LEFT OF CENTERLINE, UP TO 74 FEET AGL/893 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

CAMDENTON

Camdenton Memorial

FDC 8/1254 H21 FI/T CAMDENTON MEMORIAL, CAMDENTON, MO. VOR OR GPS A, AMDT 3A...CATEGORY C/D MINIMUMS NA.

CAMERON

Cameron Memorial

FDC 9/0521 EZZ FI/T CAMERON MEMORIAL, CAMERON, MO. RNAV (GPS) RWY 17, ORIG...LNAV HAT 520 ALL CATS. CIRCLING HAA 700 ALL CATS.

FDC 9/0520 EZZ FI/T CAMERON MEMORIAL, CAMERON, MO. RNAV (GPS) RWY 35, ORIG...LNAV MDA 1520/HAT 485 ALL CATS. CIRCLING HAA 700 ALL CATS.

FDC 9/0519 EZZ FI/T CAMERON MEMORIAL, CAMERON, MO. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 17, MULTIPLE TREES BEGINNING 84 FEET FROM DEPARTURE END OF RUNWAY, 428 FEET RIGHT OF CENTERLINE, UP TO 58 FEET AGL/1041 FEET MSL. TREE 32 FEET FROM DEPARTURE END OF RUNWAY, 287 FEET LEFT OF CENTERLINE, 25 FEET AGL/1024 FEET MSL. RWY 35, MULTIPLE TREES, BUILDINGS, STACKS, AND TERRAIN BEGINNING 68 FEET FROM DEPARTURE END OF RUNWAY, 299 FEET RIGHT OF CENTERLINE, UP TO 57 FEET AGL/1105 FEET MSL. MULTIPLE TREES BEGINNING 37 FEET FROM DEPARTURE END OF RUNWAY, 254 FEET LEFT OF CENTERLINE, UP TO 30 FEET AGL/1077 FEET MSL.

FDC 9/0515 EZZ FI/T CAMERON MEMORIAL, CAMERON, MO. NDB RWY 35, AMDT 2...S-35 HAT 825 ALL CATS. CIRCLING HAA 820 ALL CATS. CEHGA INT MINIMUMS: S-35 MDA 1600/HAT 565 ALL CATS. CIRCLING HAA 700 ALL CATS.

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 9/1201 FAM FI/T FARMINGTON REGIONAL, FARMINGTON, MO. GPS RWY 2, ORIG...S-2 MDA 1440/HAT 494 ALL CATS.

FDC 9/1200 FAM FI/T FARMINGTON REGIONAL, FARMINGTON, MO. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURES: RWY 20, NORTH AND WEST DEPARTURES (200 CW 020) CLIMB TO 2700 VIA HEADING 202 BEFORE PROCEEDING ON COURSE. NOTE: RWY 02, MULTIPLE TREES, BUILDINGS, POLES, FENCE, VEHICLES ON ROAD, AND TERRAIN BEGINNING 55 FEET FROM DEPARTURE END OF RUNWAY, 11 FEET RIGHT OF CENTERLINE, UP TO 66 FEET AGL/1045 FEET MSL. MULTIPLE TREES, POLES, ANTENNA, BUILDING, AND VEHICLE ON ROAD BEGINNING 100 FEET FROM DEPARTURE END OF RUNWAY, 13 FEET LEFT OF CENTERLINE, UP TO 50 FEET AGL/1049 FEET MSL. RWY 20, MULTIPLE TREES BEGINNING 140 FEET FROM DEPARTURE END OF RUNWAY, 395 FEET LEFT OF CENTERLINE, UP TO 57 FEET AGL/956 FEET MSL. POLES, BUILDING, AND TREE BEGINNING 17 FEET FROM DEPARTURE END OF RUNWAY, 322 FEET RIGHT OF CENTERLINE, UP TO 60 FEET AGL/939 FEET MSL.

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.

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.

HARRISONVILLE

Lawrence Smith Memorial

FDC 8/0950 LRY FI/T LAWRENCE SMITH MEMORIAL, HARRISONVILLE, MO. VOR/DME RWY 35, ORIG-A...S-35 MDA 1700/HAT 800 ALL CATS, VISIBILITY CAT C 2 1/4. CIRCLING MDA 1700/HAA 785 ALL CATS, VISIBILITY CAT C 2 1/4. CHARTLES B. WHEELER DOWNTOWN ALTIMETER SETTING MINIMUMS: S-35 MDA 1800/HAT 900 ALL CATS, VISIBILITY CAT C 2 3/4. CIRCLING MDA 1800/HAA 885, VISIBILITY CAT C 2 3/4.

KANSAS CITY

Kansas City Intl

FDC 8/0286 MCI FI/T KANSAS CITY INTL, KANSAS CITY, MO. RNAV (GPS) Y RWY 1R, ORIG...RNAV (RNP) Z RWY 1R, ORIG...TERMINAL ROUTE TRIKE TO DOREE NA. TERMINAL ROUTE DOREE TO BARBQ NA. RADAR REQUIRED.

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...VGS1 AND DESCENT ANGLES NOT COINCIDENT.

MARYVILLE

Northwest Missouri Rgnl

FDC 9/4956 EVU FI/T NORTHWEST MISSOURI REGIONAL, MARYVILLE, MO. VOR/DME OR GPS RWY 36, AMDT 4...PROCEDURE NA.

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.

PERRYVILLE

Perryville Muni

FDC 9/1393 K02 FI/T PERRYVILLE MUNI, PERRYVILLE, MO. GPS RWY 20, ORIG-A...S-20 MDA 1000/HAT 629 ALL CATS. CIRCLING CAT A/B MDA 1000/HAA 629, CAT D MDA 1100/HAA 729, VIS CAT D 2 1/4. CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS: S-20 MDA 1100/HAT 729 ALL CATS. CIRCLING CAT A/B MDA 1100/HAA 729, CAT D MDA 1200/HAA 829, VIS CAT D 2 3/4.

FDC 9/1392 K02 FI/T PERRYVILLE MUNI, PERRYVILLE, MO. GPS RWY 2, ORIG-A...CIRCLING CAT D MDA 1100/HAA 729, VIS CAT D 2 1/4. CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS: CIRCLING CAT D MDA 1200/HAA 829, VIS CAT D 2 3/4.

FDC 9/1391 K02 FI/T PERRYVILLE MUNI, PERRYVILLE, MO. VOR/DME OR GPS A, AMDT 4...CIRCLING MDA 1240/HAA 869 ALL CATS, VIS CAT C 2 1/2, CAT D 2 3/4. CAPE GIRARDEAU ALTIMETER SETTING MINIMUMS: CIRCLING MDA 1340/HAA 969 ALL CATS, VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3.

FDC 9/1390 K02 FI/T PERRYVILLE MUNI, PERRYVILLE, MO. VOR/DME RNAV RWY 20, AMDT 3A...PROCEDURE NA.

FDC 9/1388 K02 FI/T PERRYVILLE MUNI, PERRYVILLE, MO. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 20, STANDARD WITH A MINIMUM CLIMB OF 313 FT PER NM TO 1000, OR 400-2 1/4 WITH A MINIMUM CLIMB OF 224 FT PER NM TO 1000, OR 1100-2 1/2 FOR CLIMB IN VISUAL CONDITIONS. DEPARTURE PROCEDURE: RWY 2, CLIMB HEADING 017 TO 1400 BEFORE TURNING. NOTE: RWY 2, VEHICLES ON ROAD BEGINNING 4 FEET FROM DEPARTURE END OF RUNWAY, 480 FEET RIGHT OF CENTERLINE, UP TO 15 FEET AGL/384 FEET MSL. RWY 20, MULTIPLE TREES AND VEHICLES ON ROAD BEGINNING 485 FEET FROM DEPARTURE END OF RUNWAY, 12 FEET LEFT OF CENTERLINE, UP TO 85 FEET AGL/684 FEET MSL. MULTIPLE TREES AND VEHICLES ON ROAD BEGINNING 637 FEET FROM DEPARTURE END OF RUNWAY, 2 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/719 FEET MSL.

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.

SIKESTON

Sikeston Memorial Muni

FDC 9/4805 SIK FI/T SIKESTON MEML MUNI, SIKESTON, MO. VOR RWY 20, AMDT 3C...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CHQ NDB OTS.

SPRINGFIELD

Springfield-Branson National

FDC 9/8693 SGF FI/T SPRINGFIELD-BRANSON NATIONAL, SPRINGFIELD, MO. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 14, 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 340 FEET PER NM TO 1600. TEMPORARY CRANE 1430 MSL/130 AGL, 5242 SE OF DEPARTURE END OF RWY 14.

FDC 9/0783 SGF FI/T SPRINGFIELD-BRANSON NATIONAL, SPRINGFIELD, MO. RNAV (GPS) RWY 14, AMDT 1A...LNAV/VNAV DA 1807/HAT 547 ALL CATS. VIS 1 1/2 ALL CATS. LNAV CAT A/B VIS 3/4.

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.

FDC 8/5848 STL FI/T LAMBERT-ST LOUIS INTL, ST LOUIS, MO. ILS OR LOC RWY 30R, AMDT 9B...DISREGARD OM INDICATION.

FDC 8/3413 STL FI/T LAMBERT-ST LOUIS INTL, ST LOUIS, MO. ILS OR LOC RWY 6, AMDT 1B...S-LOC 6 MDA 1020/HAT 469 ALL CATS, CAT A/B VISIBILITY RVR 4000, CAT E VISIBILITY RVR 6000.

MONTANA

BUTTE

Bert Mooney

FDC 8/0236 BTM FI/T BERT MOONEY, BUTTE, MT. RNAV (GPS) Y RWY 15, ORIG...TERMINAL ROUTE: GLUES TO PACIC CHANGE DISTANCE FROM 15.8 TO 14.8.

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 8/6459 GTF FI/T GREAT FALLS INTL, GREAT FALLS, MT. GPS RWY 34, ORIG...PROCEDURE NA.

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 7/4633 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.

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.

PLENTYWOOD

Sher-Wood

FDC 9/6661 PWD FI/T SHER-WOOD, PLENTYWOOD, MT. RNAV (GPS) A, ORIG...PROCEDURE NA.

NEBRASKA

BASSETT

Rock County

FDC 8/3544 RBE FI/T ROCK COUNTY, BASSETT, NE. RNAV (GPS) RWY 31, ORIG...DISREGARD PROFILE NOTE VGSI AND DESCENT ANGLES NOT COINCIDENT.

FDC 8/3543 RBE FI/T ROCK COUNTY, BASSETT, NE. RNAV (GPS) RWY 13, ORIG...CHART PROFILE NOTE VGSI AND DESCENT ANGLES NOT COINCIDENT.

BEATRICE

Beatrice Muni

FDC 9/5476 BIE FI/T BEATRICE MUNI, BEATRICE, NE. RNAV (GPS) RWY 35, AMDT 1...LPV DA MINIMUMS NA. LNAV/VNAV DA MINIMUMS 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.

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.

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.

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

Millard

FDC 9/0023 MLE FI/T MILLARD, OMAHA, NE. NDB RWY 12, AMDT 10C...WEEGI FIX MINIMUMS NA.

ORD

Evelyn Sharp Field

FDC 9/5624 ODX FI/T EVELYN SHARP FIELD, ORD, NE. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 31 NA DEPARTURE PROCEDURE: RWY 31 NA.

FDC 9/5623 ODX FI/T EVELYN SHARP FIELD, ORD, NE. NDB OR GPS RWY 13, AMDT 4...PROCEDURE NA AT NIGHT.

FDC 9/5622 ODX FI/T EVELYN SHARP FIELD, ORD, NE. GPS RWY 31, ORIG...PROCEDURE NA.

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 7/8214 SWT FI/T SEWARD MUNICIPAL, SEWARD, NE. NDB RWY 34, ORIG...DIST FAF TO THLD 3.9 NM.

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.

YORK

York Muni

FDC 9/5358 JYR FI/T YORK MUNI, YORK, NE. NDB RWY 17, AMDT 5...S-17 CATS A/B MDA 2300/HAT 636, CAT C NA. CIRCLING CATS A/B MDA 2300/HAA 630, CAT C NA.

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 9/6181 ELY FI/T ELY ARPT-YELLAND FLD, ELY, NV. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 30, 36, NA - OBSTACLES.

FDC 9/6034 ELY FI/P ELY ARPT-YELLAND FLD, ELY, NV. RNAV (GPS) RWY 18, ORIG-B...DELETE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. CHART VDP AT 3.97 NM TO RWY 18. THIS IS RNAV (GPS) RWY 18, ORIG-C.

LAS VEGAS

Henderson Executive

FDC 8/9928 HND FI/T HENDERSON EXECUTIVE, LAS VEGAS, NV. VOR C, ORIG-A...CIRCLING CAT C NA.

Mc Carran Intl

FDC 9/4768 LAS FI/T MC CARRAN INTL, LAS VEGAS, NV. ILS OR LOC/DME RWY 1L, ORIG-A...S-ILS 1L DA 2559/HAT 383, VIS 1 1/4 CATS A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 1L.

FDC 8/7459 LAS FI/T MC CARRAN INTL, LAS VEGAS, NV. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 25R, 200-1 WITH A MINIMUM CLIMB OF 230 FEET PER NM TO 3500. RWY 25L, STANDARD WITH A MINIMUM CLIMB OF 230 FEET PER NM TO 3500. TEMPORARY CRANE 3159 MSL 4.1 NM N OR RWY 25R. NOTE: RWY 25R, POLE 4653 FEET FROM DER, 1033 FEET RIGHT OF CENTERLINE, UP TO 100 AGL/2301 MSL. POLE 2628 FEET FROM DEPARTURE END OF RWY, 1143 FEET LEFT OF CENTERLINE, UP TO 100 AGL/2249 MSL. ANTENNA 2406 FEET FROM DEPARTURE END OF RWY, 1060 FEET LEFT OF CENTERLINE, UP TO 2243 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

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 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.

RENO

Reno/Stead

FDC 9/2753 4SD FI/T RENO/STEAD, RENO, NV. RNAV (GPS) RWY 32, ORIG...LPV NA. LNAV NA.

Reno/Tahoe Intl

FDC 9/9076 RNO FI/P RENO/TAHOE INTL, RENO, NV. ILS RWY 16R, AMDT 10C...S-ILS 16R DA 6446/HAT 2031, VIS 7 ALL CATS. MISSED APPROACH: CLIMB TO 6700, THEN CLIMBING LEFT TURN TO 11000 DIRECT FMG VORTAC, THEN VIA FMG R-017 TO NICER INT/FMG 13.5 DME AND HOLD. ALTERNATE MINIMUMS: 2100-7. LOC, NA. DELETE NOTE: WHEN GS NOT USED, USE LOC-2 RWY 16R PROCEDURE. CHART NOTE: WHEN GS NOT USED, USE LOC RWY 16R PROCEDURE. THIS IS ILS RWY 16R, AMDT 10D.

FDC 9/9068 RNO FI/T RENO/TAHOE INTL, RENO, NV. LOC/DME BC RWY 34L, AMDT 1...PROCEDURE NA.

FDC 8/4458 RNO FI/T RENO/TAHOE INTL, RENO, NV. ILS RWY 16R, AMDT 10C...S-ILS 16R DA 6446/HAT 2031, VIS 7 ALL CATS. MISSED APPROACH: CLIMB TO 6700, THEN CLIMBING LEFT TURN TO 11000 DIRECT FMG VORTAC, THEN VIA FMG R-017 TO NICER INT/FMG 13.5 DME AND HOLD. ALTERNATE MINIMUMS: 2100-7. LOC, NA.

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 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

BERLIN

Berlin Rgnl

FDC 8/9714 BML FI/T BERLIN MUNI, BERLIN, NH. VOR/DME RWY 18, AMDT 1D...TERMINAL ROUTE FROM MAHN (GMA) NDB TO BERLIN (BML) VOR/DME MEA 6400. PROCEDURE TURN COMPLETION ALTITUDE 4600.

FDC 8/9713 BML FI/T BERLIN MUNI, BERLIN, NH. VOR B, AMDT 2A...PROCEDURE TURN COMPLETION ALTITUDE 4600.

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.

MANCHESTER

Manchester

FDC 8/8697 MHT FI/T MANCHESTER, MANCHESTER, NH. VOR/DME OR GPS RWY 17, ORIG-C...GPS PORTION NA.

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 8/5210 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.

NEW JERSEY

ATLANTIC CITY

Atlantic City Intl

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.

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.

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 9/9683 47N FI/T CENTRAL JERSEY REGIONAL, MANVILLE, NJ. RNAV (GPS) RWY 7, ORIG...RNAV (GPS) RWY 25, ORIG-A...PROCEDURE N/A.

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 9/4788 MIV FI/T MILLVILLE MUNI, MILLVILLE, NJ. ILS RWY 10, AMDT 1B...CIRCLING CAT A MDA 520/HAA 435.

FDC 9/4787 MIV FI/T MILLVILLE MUNI, MILLVILLE, NJ. RNAV (GPS) RWY 32, ORIG...LNAV MDA 480/HAT 398 ALL CATS, VISIBILITY CAT D 1 1/4. CIRCLING CAT A MDA 520/HAA 435.

MORRISTOWN

Morristown Muni

FDC 8/2690 MMU FI/T MORRISTOWN MUNI, MORRISTOWN, NJ. NDB OR GPS RWY 23, AMDT 6C...PROCEDURE NA.

NEWARK

Newark Liberty Intl

FDC 9/9425 EWR FI/P NEWARK LIBERTY INTL, NEWARK, NJ. RNAV (RNP) Y RWY 29, ORIG...CORRECT PLANVIEW: CHANGE DISTANCE BETWEEN GIMEE AND JIMLO TO 2.1 NM VICE 2.9 NM.

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.

TETERBORO

Teterboro

FDC 8/0820 TEB FI/T TETERBORO, TETERBORO, NJ. VOR RWY 24, ORIG-A...S-24 MDA 960/HAT 952 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. CIRCLING CAT A MDA 960/HAA 951. VIS CAT A 1 1/4. ALTERNATE MINIMUMS: CAT A 1000-2.

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 9/9309 TTN FI/T TRENTON MERCER, TRENTON, NJ. ILS RWY 6, AMDT 9...S-ILS 6 VIS 3/4 ALL CATS. S-LOC 6 MDA 560/HAT 374; VIS CAT A/B/C 3/4, CAT D 1. FOR INOPERATIVE MALSR, INCREASE S-LOC 6 CAT A/B VISIBILITY TO 1. CIRCLING MDA 820/HAA 608 ALL CATS; VIS CAT C 1 3/4. ALTERNATE MINIMUMS : ILS 700-2 ALL CATS. TEMPORARY CRANE 452 MSL 1.57 NM NE OF RWY 6.

FDC 9/2132 TTN FI/T TRENTON MERCER, TRENTON, NJ. VOR OR GPS RWY 24, AMDT 4A...S-24 MDA 760/HAT 568 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 820/HAA 608 ALL CATS. VIS CAT C 1 3/4.

FDC 9/2130 TTN FI/T TRENTON MERCER, TRENTON, NJ. VOR OR GPS A, AMDT 11...GPS RWY 34, ORIG-A...GPS RWY 16, ORIG-B...CIRCLING MDA 820/HAA 608 ALL CATS. VIS CAT C 1 3/4.

FDC 9/2129 TTN FI/T TRENTON MERCER, TRENTON, NJ. NDB OR GPS RWY 6, AMDT 6A...CIRCLING MDA 820/HAA 608 ALL CATS. VIS CAT C 1 3/4.

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 9/9469 OBI FI/T WOODBINE MUNI, WOODBINE, NJ. GPS RWY 19, ORIG-B...PROCEDURE NA AT NIGHT FOR CAT C.

FDC 9/0356 OBI FI/T WOODBINE MUNI, WOODBINE, NJ. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 1, 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 260 FEET PER NM TO 300. RWY 13, 300-1. RWY 31, 400-1 OR STANDARD WITH A MINIMUM CLIMB OF 260 FEET PER NM TO 300.

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 9/9344 GVQ FI/T GENESEE COUNTY, BATAVIA,
NY. ILS OR LOC RWY 28, AMDT 6...DME REQUIRED
EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE
RNAV SYSTEM WITH GPS, GEE VOR OTS.

FDC 9/7308 GVQ FI/P GENESEE COUNTY, BATAVIA,
NY. ILS OR LOC RWY 28, AMDT 6...DELETE ALL
REFERENCE TO MIDDLE MARKER. THIS IS ILS OR
LOC RWY 28, AMDT 6A.

BINGHAMTON

Greater Binghamton/Edwin A Link Field

FDC 8/2673 BGM FI/T GREATER
BINGHAMTON/EDWIN A LINK FIELD,
BINGHAMTON, NY. RNAV (GPS) RWY 16,
ORIG...RNAV (GPS) RWY 34, ORIG...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 7/5879 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.

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 9/1475 BUF FI/T BUFFALO NIAGARA INTL,
BUFFALO, NY. ILS OR LOC RWY 23, AMDT
29...TERMINAL ROUTE GENESEO (GEE) VOR/DME
TO CORVU INT (IAF) DME REQUIRED. DISREGARD
REFERENCE TO ROC R-264.

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.

CANANDAIGUA

Canandaigua

FDC 9/4977 D38 FI/T CANANDAIGUA,
CANANDAIGUA, NY. RNAV (GPS) RWY 13,
ORIG...TERMINAL ROUTE ROCHESTER (ROC)
VOR/DME (IAF) TO CAMEY (IF/IAF) 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
(VGSi) 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:
VGSi 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 9/8273 VGC FI/T HAMILTON MUNICIPAL, HAMILTON, NY. VOR OR GPS A, AMDT 3...CIRCLING MDA 2700/HAA 1566 ALL CATS. MISSED APPROACH: CLIMBING RIGHT TURN TO 3500 VIA GGT R-085 TO HUTCH INT AND HOLD.

FDC 8/9063 VGC FI/T HAMILTON MUNI, HAMILTON, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 17 NA. DEPARTURE PROCEDURE: RWY 35 NA.

HORNELL

Hornell Muni

FDC 8/4267 4G6 FI/T HORNELL MUNI, HORNELL, NY. GPS RWY 36, ORIG-A...S-36 MDA 2620/HAT 1424 ALL CATS CIRCLING MDA 2620/HAA 1400 ALL CATS ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS S-36 MDA 2900/HAT 1704 ALL CATS CIRCLING MDA 2900/HAA 1680 ALL CATS YOSIY TO RWY 36: 3.50/50 VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/4266 4G6 FI/T HORNELL MUNI, HORNELL, NY. GPS RWY 18, ORIG-A...S-18 MDA 2280/HAT 1067 ALL CATS ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS S-18 MDA 2560/HAT 1347 ALL CATS CIRCLING CAT A/B MDA 2620/HAA 1400 VISIBILITY REDUCTION BY HELICOPTERS NA DISREGARD NOTE: VGS I AND DESCENT ANGLES NOT COINCIDENT.

FDC 8/4265 4G6 FI/T HORNELL MUNI, HORNELL, NY. VOR/DME A, AMDT 4...CIRCLING MDA 2480/HAA 1260 ALL CATS ELMIRA/CORNING RGNL ALTIMETER SETTING MINIMUMS CIRCLING MDA 2760/HAA 1540 ALL CATS.

JAMESTOWN

Chautauqua County/Jamestown

FDC 8/7927 JHW FI/T CHAUTAUQUA COUNTY/JAMESTOWN, JAMESTOWN, NY. VOR/DME RWY 7, AMDT 4...PROCEDURE NA.

KINGSTON

Kingston-Ulster

FDC 9/6207 20N FI/T KINGSTON-ULSTER, KINGSTON, NY. VOR OR GPS A, AMDT 1...VOR PORTION NA.

LE ROY

Le Roy

FDC 9/9345 5G0 FI/T LE ROY, LE ROY, NY. VOR OR GPS A, ORIG...VOR PORTION NA.

FDC 9/4664 5G0 FI/P LE ROY, LE ROY, NY. VOR OR GPS A, ORIG...CIRCLING CAT A MDA 1400/HAA 615. CHART: ROC R-227 AT UNITS INT. THIS IS VOR OR GPS A, ORIG-A.

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: VGS I 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 9/1489 JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 31R, 300 - 1 1/4 OR STD WITH MINIMUM CLIMB OF 429 FEET PER NM TO 500. TEMPORARY CRANE 5998 FEET FROM DEPARTURE END OF RUNWAY, 1091 FEET LEFT OF CENTERLINE 244 FEET AGL/272 FEET MSL. REST OF DATA REMAINS AS PUBLISHED.

FDC 9/1488 JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. (SPECIAL) RNAV (RNP) RWY 13L, ORIG...PROCEDURE NA. TEMPORARY CRANE 272 MSL 6097 FEET WEST OF RWY 13L.

FDC 8/5534 JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. ILS OR LOC RWY 13L, AMDT 16B...ILS RWY 13L (CAT II), AMDT 16B...DME REQUIRED.

FDC 8/0769 JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. RNAV (RNP) Z RWY 31L, ORIG...PROCEDURE NA.

FDC 8/0597 JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. RNAV (GPS) Y RWY 4R, AMDT 1A...MSA RW04R 25 NM 2900.

FDC 8/0587 JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. RNAV (GPS) Y RWY 31L, AMDT 1A...RNAV (GPS) X RWY 31L, AMDT 1A...MSA RW31L 25 NM 2900.

FDC 8/0583 JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. RNAV (GPS) Y RWY 4L, AMDT 1A...MSA RW04L 25 NM 2900.

FDC 8/0576 JFK FI/T JOHN F KENNEDY INTL, NEW YORK, NY. RNAV (GPS) Y RWY 31R, AMDT 1A...MSA RW31R 25 NM 2900.

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.

La Guardia

FDC 9/4090 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 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 8/5086 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 8/2159 LGA FI/P LA GUARDIA, NEW YORK, NY. LDA A, AMDT 2A...DELETE VERTICAL DESCENT ANGLE: COHOP INT TO RW22: 3.60 / 52. DELETE PROFILE NOTE: VGS1 AND DESCENT ANGLES NOT COINCIDENT. THIS IS LDA A, AMDT 2B.

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 8/4184 SWF FI/T STEWART INTERNATIONAL, NEWBURGH, NY. RNAV (GPS) RWY 9, ORIG-A...VGSJ AND RNAV GLIDEPATH NOT COINCIDENT. VDP NA.

FDC 8/4183 SWF FI/T STEWART INTERNATIONAL, NEWBURGH, NY. ILS OR LOC RWY 9, AMDT 10A...COPTER ILS OR LOC RWY 9, ORIG-A...VGSJ AND ILS GLIDEPATH NOT COINCIDENT.

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 9/3728 IAG FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY. ILS OR LOC RWY 28R, AMDT 22B...TERMINAL ROUTE EHMEN TO KATHI (IA) LOM 21.3 NM. TERMINAL ROUTE BUFFALO (BUF) VOR/DME TO KATHI (IA) LOM NA. TERMINAL ROUTE GANIS INT TO KATHI (IA) LOM NA. CIRCLING CAT D MDA 1360/HAA 770. VISIBILITY CAT D 2 1/2.

FDC 9/3727 IAG FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY. NDB OR GPS RWY 28R, AMDT 16A...S-28R MDA 1060/HAT 472 ALL CATS, VIS CAT D RVR 6000. CIRCLING CAT D MDA 1360/HAA 770. VISIBILITY CAT D 2 1/2. TERMINAL ROUTE EHMEN TO KATHI (IA) LOM 21.3 NM. TERMINAL ROUTE BUFFALO (BUF) VOR/DME TO KATHI (IA) LOM NA. TERMINAL ROUTE GANIS INT TO KATHI (IA) LOM NA.

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.

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.

ROCHESTER

Greater Rochester Intl

FDC 9/9972 ROC FI/T GREATER ROCHESTER INTL, ROCHESTER, NY. VOR RWY 4, AMDT 11...DME OR ADF REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, GEE VOR/DME OTS.

FDC 9/9349 ROC FI/T GREATER ROCHESTER INTL, ROCHESTER, NY. ILS OR LOC RWY 4, AMDT 19...ILS RWY 4 (CAT II), AMDT 19...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. GEE VOR OTS. MISSED APPROACH: CLIMB TO 2200 THEN CLIMBING LEFT TURN TO 4000 DIRECT ROC VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000, HOLD E, RT, 275.28 INBOUND.

FDC 9/9348 ROC FI/T GREATER ROCHESTER INTL, ROCHESTER, NY. ILS OR LOC RWY 28, AMDT 30...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, GEE VOR OTS.

FDC 9/7222 ROC FI/P GREATER ROCHESTER INTL, ROCHESTER, NY. ILS RWY 4 (CAT II), AMDT 19...CORRECT MISSED APPROACH GRAPHIC BOX IN PROFILE VIEW: CHG THIRD ICON TO ROC R-096 110.0 VICE ROC R-096 110 DEGS.

FDC 9/7221 ROC FI/P GREATER ROCHESTER INTL, ROCHESTER, NY. ILS OR LOC RWY 4, AMDT 19...CORRECT MISSED APPROACH GRAPHIC BOX IN PROFILE VIEW: CHG THIRD ICON TO ROC R-096 110.0 VICE ROC R-096 110 DEGS.

FDC 9/4803 ROC FI/P GREATER ROCHESTER INTL, ROCHESTER, NY. ILS OR LOC RWY 22, AMDT 6A...CHANGE ALL REFERENCE TO KECKE TO READ KECKE/ROC 12.1 DME/RADAR AND ALL REFERENCE TO MAPES TO READ MAPES OM/ROC 6.0 DME. THIS IS ILS OR LOC RWY 22, AMDT 6B.

FDC 9/4800 ROC FI/T GREATER ROCHESTER INTL, ROCHESTER, NY. ILS OR LOC RWY 28, AMDT 30...RNAV (GPS) RWY 28, AMDT 1...DISREGARD NOTE: CIRCLING TO RWY 10-25 NA AT NIGHT. DISREGARD NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.

FDC 9/4799 ROC FI/T GREATER ROCHESTER INTL, ROCHESTER, NY. ILS OR LOC RWY 4, AMDT 19...RNAV (GPS) RWY 4, AMDT 1...VOR/DME RWY 4, AMDT 3...VOR RWY 4, AMDT 11...DISREGARD NOTE: CIRCLING TO RWY 10-25 NA AT NIGHT.

FDC 9/1474 ROC FI/T GREATER ROCHESTER INTL, ROCHESTER, NY. RNAV (GPS) RWY 10, ORIG...TERMINAL ROUTE CLUNG (IAF) TO ZOFEB (IF) NA.

FDC 9/1473 ROC FI/T GREATER ROCHESTER INTL, ROCHESTER, NY. RNAV (GPS) RWY 25, ORIG...RADAR REQUIRED FOR PROCEDURE ENTRY. TERMINAL ROUTE DINES (IAF) TO YUNUT (IF) NA. TERMINAL ROUTE MAGEN (IAF) TO YUNUT (IF) NA.

FDC 8/4494 ROC FI/T GREATER ROCHESTER INTL, ROCHESTER, NY. RNAV (GPS) RWY 22, ORIG-B...TERMINAL ROUTE EHMAN TO FAREK (IAF) NA. TERMINAL ROUTE CLUNG TO FAREK (IAF) NA. TERMINAL ROUTE MAGEN TO ETEPE (IAF) NA.

ROME

Griffiss Intl

FDC 8/8485 RME FI/P GRIFFISS AIRFIELD, ROME, NY. VOR/DME RWY 33, ORIG...MISSED APPROACH: CLIMB TO 1300, THEN CLIMBING RIGHT TURN TO 3500 VIA HEADING 180 AND UCA R-332 TO UCA VORTAC AND HOLD. THIS IS VOR/DME RWY 33, ORIG-A.

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 9/8992 5B2 FI/T SARATOGA COUNTY, SARATOGA SPRINGS, NY. RNAV (GPS) RWY 23, ORIG...PROCEDURE NA.

SCHENECTADY

Schenectady County

FDC 9/1429 SCH FI/T SCHENECTADY COUNTY, SCHENECTADY, NY. ILS RWY 4, AMDT 4A...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. DISREGARD ALL REFERENCE TO MIDDLE MARKER. 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.

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.

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.

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 9/1477 SYR FI/T SYRACUSE HANCOCK INTL, SYRACUSE, NY. RNAV (GPS) RWY 10, AMDT 1...TERMINAL ROUTE WIFFY (IAF) TO MOYIK (IF) NA.

FDC 8/7117 SYR FI/T SYRACUSE HANCOCK INTL, SYRACUSE, NY. VOR RWY 15, AMDT 22 C...S-15 VIS CAT A/B 1. INOPERATIVE TABLE DOES NOT APPLY. VDP 3.4 DME. MSA FROM SYRACUSE (SYR) VORTAC 260-020 2100, 020-110 2800, 110-260 3700.

FDC 8/7116 SYR FI/T SYRACUSE HANCOCK INTL, SYRACUSE, NY. HI VOR/DME OR TACAN RWY 15, AMDT 4...S-15 MDA 880/HAT 463 CATS C/D/E, VIS CAT C 1 1/4. CIRCLING MDA CAT C 900/HAA 479. MSA FROM SYRACUSE (SYR) VORTAC 260-020 2100, 020-110 2800, 110-260 3700. SYR VORTAC TO RW15 3.09/53 VDP 3.4 DME.

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.

WATERTOWN

Watertown Intl

FDC 8/8319 ART FI/T WATERTOWN INTL, WATERTOWN, NY. VOR RWY 7, AMDT 13C...CIRCLING CAT A MDA 960/HAA635.

FDC 8/8318 ART FI/T WATERTOWN INTL, WATERTOWN, NY. ILS OR LOC RWY 7, AMDT 6D...CIRCLING CAT A MDA 960/HAA 635. ALTERNATE MINIMUMS: ILS CAT A/B/C 700-2, CAT D 700-2 1/4.

WEEDSPORT

Whitfords

FDC 6/7265 B16 FI/T WHITFORDS, WEEDSPORT, NY. VOR A, ORIG-B...NOTE: DME UNLOCKS FAF TO MAP.

NORTH CAROLINA

ASHEVILLE

Asheville Rgnl

FDC 8/4989 AVL FI/T ASHEVILLE REGIONAL, ASHEVILLE, NC. RNAV (GPS) RWY 16, AMDT 1...LPV DA 2471/HAT 306 ALL CATS. FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VISIBILITY TO RVR 5000, LNAV CAT A VISIBILITY TO RVR 5000. TEMPORARY CRANE 2345 MSL 2141.39 FEET SE OF RWY 16.

FDC 8/4988 AVL FI/T ASHEVILLE REGIONAL, ASHEVILLE, NC. ILS OR LOC RWY 16, AMDT 3B...S-ILS 16 DA 2443/HAT 278 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 16, AND S-LOC 16. TEMPORARY CRANE 2345 MSL 2141.39 FEET SE OF RWY 16.

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.

BURLINGTON

Burlington-Alamance Rgnl

FDC 9/9941 BUY FI/T BURLINGTON-ALAMANCE REGIONAL, BURLINGTON, NC. RNAV (GPS) RWY 6, ORIG...LPV DA 866/HAT 250 WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GREENSBORO ALTIMETER SETTING AND INCREASE LPV 6 DA 96 FEET AND LPV 6 ALL CATS VISIBILITIES 1/2 MILE.

FDC 9/9940 BUY FI/T BURLINGTON-ALAMANCE REGIONAL, BURLINGTON, NC. ILS OR LOC/NDB RWY 6, AMDT 1...S-ILS 6 DA 866/HAT 250. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GREENSBORO ALTIMETER SETTING AND INCREASE S-ILS 6 DA 96 FEET AND S-ILS 6 ALL CATS VISIBILITIES 1/2 MILE.

FDC 9/8910 BUY FI/P BURLINGTON-ALAMANCE REGIONAL, BURLINGTON, NC. GPS RWY 24, AMDT 1A...CIRCLING CATS A/B MDA 1100/HAA 484. CIRCLING CAT C HAA 484, CAT D 684. DELETE ALL REFERENCE TO VDP. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT CHAPL VIA V45-310 EASTBOUND. CHART AIRPORT ELEVATION 616. THIS IS GPS RWY 24, AMDT 1B.

FDC 8/5764 BUY FI/T BURLINGTON-ALAMANCE REGIONAL, BURLINGTON, NC. VOR/DME A, AMDT 1...MINIMUM ALTITUDE AT LIB VORTAC 17.5 DME 1460.

FDC 8/5762 BUY FI/T BURLINGTON-ALAMANCE REGIONAL, BURLINGTON, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 6, 200-1 1/2 OR A MINIMUM CLIMB OF 211 FEET PER NM TO 900. DEPARTURE PROCEDURE: RWY 24, CLIMB VIA HEADING 240 TO 1200 BEFORE TURNING ON COURSE. NOTE: RWY 6, TREES BEGINNING 52 FEET FROM END OF RUNWAY, 490 FEET RIGHT OF CENTERLINE UP TO 100 FEET AGL/692 FEET MSL. TREES BEGINNING 890 FEET FROM END OF RUNWAY, 416 FEET LEFT OF CENTERLINE UP TO 100 FEET AGL/704 FEET MSL. POWER POLE 4812 FEET FROM END OF RUNWAY, 77 FEET RIGHT OF CENTERLINE, 100 FEET AGL/717 FEET MSL. WATER TOWER 1.13 NM FROM END OF RUNWAY, 1558 FEET RIGHT OF CENTERLINE 150 FEET AGL/766 FEET MSL. RWY 24, TREES BEGINNING 1279 FEET FROM END OF RUNWAY, 272 FT RIGHT OF CENTERLINE, UP TO 100 FEET AGL/661 FEET MSL. TREES BEGINNING 115 FEET FROM END OF RUNWAY, 365 FEET LEFT OF CENTERLINE UP TO 100 FEET AGL/689 FEET MSL. POWER POLE 702 FEET FROM END OF RUNWAY, 384 FEET LEFT OF CENTERLINE 40 FEET AGL/636 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

CHARLOTTE

Charlotte/Douglas Intl

FDC 9/8129 CLT FI/P CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. ILS OR LOC RWY 5, AMDT 37A...DELETE ALL REFERENCE TO FML VORTAC. DELETE IN PLANVIEW AND PROFILE: INT FROM KECKS AND ERKAW. CHART PLANVIEW NOTE: DME OR RADAR REQUIRED. CHART NOTE: RADAR REQUIRED. DELETE IN PLANVIEW: LOM. DELETE PLANVIEW AND PROFILE NOTE: *2500 WHEN DIRECTED BY ATC. CHART NOTE: RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA. ADD ATTENTION SYMBOL TO MAKE NOTE APPLY TO S-ILS 5 LINE OF MINIMUMS. CHANGE MISSED APPROACH TO READ: CLIMB TO 4000 VIA HEADING 055 AND CLT R-050 TO ATELL INT/CLT 12.1 DME AND HOLD. THIS IS ILS OR LOC RWY 5, AMDT 37B.

FDC 9/7751 CLT FI/T CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. ILS OR LOC RWY 23, AMDT 2...S-ILS 23 DA 1100/HAT 353, VIS 1 1/4 ALL CATS.

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 8/0235 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.

ELIZABETH CITY

Elizabeth City Cg Air Station/Rgnl

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.

FRANKLIN

Macon County

FDC 9/9019 1A5 FI/P MACON COUNTY, FRANKLIN, NC. RNAV (GPS)-A, ORIG...CORRECT BRIEFING STRIP COMMUNICATION INFORMATION: ADD ATLANTA CENTER FREQUENCIES 134.8 307.9.

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.

GREENVILLE

Pitt-Greenville

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.

HICKORY

Hickory Rgnl

FDC 8/5282 HKY FI/T HICKORY REGIONAL, HICKORY, NC. RNAV (GPS) RWY 1, ORIG...IBIDE/3.1 NM TO RW01 2260. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. IBIDE TO RW01: 3.26/45.

FDC 8/5192 HKY FI/T HICKORY REGIONAL, HICKORY, NC. RNAV (GPS) RWY 19, ORIG...LNAV MDA 1560/HAT 393 ALL CATS VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/5190 HKY FI/T HICKORY REGIONAL, HICKORY, NC. RNAV (GPS) RWY 6, ORIG...LNAV MDA 1660/HAT 509 ALL CATS. VIS CAT C 1 1/2. CIRCLING CATS A/B/C MDA 1660/HAA 471 VISIBILITY REDUCTION BY HELICOPTERS NA VGSI AND DESCENT ANGLES NOT COINCIDENT.

FDC 8/5189 HKY FI/T HICKORY REGIONAL, HICKORY, NC. RNAV (GPS) RWY 24, ORIG...LNAV MDA 1600/HAT 411 ALL CATS. VIS CAT C 3/4.

FDC 8/5188 HKY FI/T HICKORY REGIONAL, HICKORY, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 1, STANDARD WITH A MINIMUM CLIMB OF 300 FT PER NM TO 3000. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/5187 HKY FI/T HICKORY REGIONAL, HICKORY, NC. VOR/DME RWY 24, ORIG-A...S-24 MDA 1600/HAT 411 ALL CATS. VIS CAT C 1 1/4.

JACKSONVILLE

Albert J Ellis

FDC 8/0881 OAJ FI/T ALBERT J ELLIS, JACKSONVILLE, NC. NDB RWY 5, AMDT 8...TERMINAL ROUTE GOLLA (IAF) TO ELLAS LOM (FAF) NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ILM VORTAC RESTRICTION.

FDC 8/0594 OAJ FI/T ALBERT J ELLIS, JACKSONVILLE, NC. ILS OR LOC RWY 5, AMDT 8...TERMINAL ROUTE HELNA NA. TERMINAL ROUTE GOLLA NA.

JEFFERSON

Ashe County

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.

KINSTON

Kinston Rgnl Jetport At Stallings Fld

FDC 9/8366 ISO FI/T KINSTON REGL JETPORT AT STALLINGS FLD, KINSTON, NC. RNAV (GPS) RWY 5, AMDT 2...CIRCLING MDA 680/HAA 586 ALL CATS. NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE GOLDSBORO-WAYNE MUNI ALTIMETER SETTING AND INCREASE LPV DA TO 500 FEET, INCREASE LNAV/VNAV DA TO 533 FEET; INCREASE ALL MDAS 60 FEET AND CIRCLING VISIBILITY CAT C 1/4 MILE. TEMPORARY CRANE 312 MSL 3379 FEET S OF RUNWAY 23.

FDC 9/8365 ISO FI/T KINSTON REGL JETPORT AT STALLINGS FLD, KINSTON, NC. ILS RWY 5, AMDT 10...CIRCLING MDA 680/HAA 586 ALL CATS. SEYMOUR JOHNSON AFB ALTIMETER SETTING MINIMUMS CIRCLING MDA 740/HAA 646 ALL CATS. VIS CAT C 1 3/4. TEMPORARY CRANE 312 MSL 3379 FEET S OF RUNWAY 23.

FDC 9/8364 ISO FI/T KINSTON REGL JETPORT AT STALLINGS FLD, KINSTON, NC. RNAV (GPS) RWY 23, AMDT 2...LNAV MDA 600/HAT 512 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 680/HAA 586 ALL CATS. NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE GOLDSBORO-WAYNE MUNI ALTIMETER SETTING AND INCREASE LPV DA TO 473 FEET, INCREASE LNAV/VNAV DA TO 517 FEET; INCREASE ALL MDAS 60 FEET AND CIRCLING VISIBILITY CAT C 1/4 MILE. VDP 1.38 NM TO RWY 23. TEMPORARY CRANE 312 MSL 3379 FEET S OF RUNWAY 23.

FDC 9/8363 ISO FI/T KINSTON REGL JETPORT AT STALLINGS FLD, KINSTON, NC. VOR RWY 23, AMDT 15...S-23 MDA 560/HAT 472 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 680/HAA 586 ALL CATS. NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SEYMOUR JOHNSON AFB ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET AND VISIBILITY CATS C AND D 1/4 MILE. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. VDP 1.23 DME, 1.25 NM TO RWY 23. TEMPORARY CRANE 312 MSL 3379 FEET S OF RUNWAY 23.

LEXINGTON

Davidson County

FDC 8/6188 EXX FI/T DAVIDSON COUNTY, LEXINGTON, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 6, 300- 1 1/4 OR STANDARD WITH A MINIMUM CLIMB OF 290 FT PER NM TO 900.

FDC 8/6187 EXX FI/T DAVIDSON COUNTY, LEXINGTON, NC. VOR/DME RWY 24, ORIG...MISSED APPROACH: CLIMB TO 1800 THEN CLIMBING RIGHT TURN VIA GSO R-228 TO 2900 TO IQPOR/GSO 17.10 DME AND HOLD. DISREGARD NOTE: USE GREENSBORO ALTIMETER SETTING. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/6186 EXX FI/T DAVIDSON COUNTY, LEXINGTON, NC. GPS RWY 6, ORIG...VISIBILITY REDUCTION BY HELICOPTERS NA VGSI AND DESCENT ANGLES NOT COINCIDENT DISREGARD NOTE: USE GREENSBORO ALTIMETER SETTING.

FDC 8/6185 EXX FI/T DAVIDSON COUNTY, LEXINGTON, NC. ILS OR LOC RWY 6, ORIG...VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/6184 EXX FI/T DAVIDSON COUNTY, LEXINGTON, NC. GPS RWY 24, ORIG...IKWAM TO RW24: 3.14/31 DISREGARD NOTE: USE GREENSBORO ALTIMETER SETTING VISIBILITY REDUCTION BY HELICOPTERS NA.

LINCOLNTON

Lincolnton-Lincoln County Rgnl

FDC 9/8859 IPJ FI/T LINCOLNTON-LINCOLN COUNTY REGIONAL, LINCOLNTON, NC. LOC RWY 23, ORIG-B...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. IZN NDB OTS.

FDC 9/8858 IPJ FI/T LINCOLNTON-LINCOLN COUNTY REGIONAL, LINCOLNTON, NC. NDB OR GPS RWY 23, AMDT 2A...NDB PORTION NA.

FDC 6/7958 IPJ FI/T LINCOLNTON-LINCOLN COUNTY REGIONAL, LINCOLNTON, NC. GPS RWY 5, ORIG...CIRCLING CAT D MDA 1540/HAA 665.

LOUISBURG

Franklin County

FDC 8/5193 LHZ FI/T FRANKLIN COUNTY, LOUISBURG, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 5, CLIMB VIA HEADING 045 TO 1900 BEFORE PROCEEDING ON COURSE. NOTE: RWY 5, TREES BEGINNING 167 FEET FROM END OF RUNWAY, 393 FEET LEFT OF CENTERLINE UP TO 80 FEET AGL/412 MSL. TREES BEGINNING 202 FEET FROM END OF RUNWAY, 517 FEET RIGHT OF CENTERLINE UP TO 80 FEET MSL, 389 FEET MSL.

FDC 8/5159 LHZ FI/T FRANKLIN COUNTY, LOUISBURG, NC. ILS OR LOC RWY 5, AMDT 3A...VDP NA VISIBILITY REDUCTION BY HELICOPTERS NA INOPERATIVE TABLE DOES NOT APPLY.

FDC 8/5157 LHZ FI/T FRANKLIN COUNTY, LOUISBURG, NC. RNAV (GPS) RWY 5, ORIG-C...LNAV MDA 720/HAT 354 ALL CATS, VIS CAT D 1 1/4 VDP NA. VISIBILITY REDUCTION BY HELICOPTERS NA INOPERATIVE TABLE DOES NOT APPLY.

FDC 8/5156 LHZ FI/T FRANKLIN COUNTY, LOUISBURG, NC. VOR/DME A, AMDT 2...PROCEDURE NA FOR ARRIVAL AT RDU VORTAC VIA AIRWAY RADIALS 020 CW 120.

FDC 8/5155 LHZ FI/T FRANKLIN COUNTY, LOUISBURG, NC. RNAV (GPS) RWY 23, ORIG-A...VISIBILITY REDUCTION BY HELICOPTERS NA.

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 8/2129 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 8/3271 14A FI/P LAKE NORMAN AIRPARK,
MOORESVILLE, NC. RNAV (GPS) RWY 14,
ORIG...MISSED APPROACH: CLIMB TO 4000 DIRECT
HUBUP AND VIA 210 TRACK TO JIDUG AND 271
TRACK TO LINCO AND HOLD. CHART PROFILE
NOTE: VGSI AND DESCENT ANGLES NOT
COINCIDENT. THIS IS RNAV (GPS) RWY 14, ORIG-A.

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.

PINEHURST/SOUTHERN PINES

Moore County

FDC 9/0089 SOP FI/T MOORE COUNTY,
PINEHURST/SOUTHERN PINES, NC. ILS RWY 5,
ORIG...MISSED APPROACH: CLIMB TO 1400 THEN
CLIMBING LEFT TURN TO 3300 VIA RADAR
VECTORS TO SDZ VORTAC AND HOLD W, LT, 092.11
INBOUND.

PLYMOUTH

Plymouth Muni

FDC 8/0165 PMZ FI/T PLYMOUTH MUNI,
PLYMOUTH, NC. GPS RWY 21, ORIG...PROCEDURE
NA.

FDC 8/0164 PMZ FI/T PLYMOUTH MUNI,
PLYMOUTH, NC. GPS RWY 3, ORIG...CIRCLING CAT
C MDA 780/HAA 741, VIS 2 1/4.

FDC 8/0163 PMZ FI/T PLYMOUTH MUNI,
PLYMOUTH, NC. TAKE-OFF MINIMUMS AND
(OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF
MINIMUMS: RWY 3, 400-2 OR STANDARD WITH
MINIMUM CLIMB OF 267 FEET PER NM TO 500. ADD
NOTE: RWY 3, TREES BEGINNING 1258 FEET FROM
DEPARTURE END OF RUNWAY, 377 FEET LEFT OF
CENTERLINE, UP TO 100 FEET AGL/134 FEET MSL.
TOWER 1.5 NM FROM DEPARTURE END OF
RUNWAY, 3084 FEET LEFT OF CENTERLINE, 345
FEET AGL/365 FEET MSL. TREES BEGINNING 1310
FEET FROM DEPARTURE END OF RUNWAY, 378
FEET RIGHT OF CENTERLINE, UP TO 100 FEET
AGL/134 FEET MSL.

RALEIGH/DURHAM

Raleigh-Durham Intl

FDC 9/8576 RDU FI/T RALEIGH-DURHAM INTL,
RALEIGH/DURHAM, NC. RNAV (GPS) RWY 23L,
ORIG-A...LNAV/VNAV DA 841/HAT 406, VISIBILITY
RVR 5000 ALL CATS.

FDC 9/8455 RDU FI/T RALEIGH-DURHAM INTL,
RALEIGH/DURHAM, NC. ILS RWY 23R (CAT II),
AMDT 10A...ILS RWY 23R (CAT III), AMDT
10A...PROCEDURE NA, UNLESS OTHERWISE
ADVISED BY ATC. TEMPORARY CRANE 551 MSL 1.43
NM SW OF RWY 23R.

FDC 9/8454 RDU FI/T RALEIGH-DURHAM INTL,
RALEIGH/DURHAM, NC. ILS RWY 5L, AMDT
4B...S-ILS 5L DA 665/HAT 280 ALL CATS, UNLESS
OTHERWISE ADVISED BY ATC. ADD PROFILE
NOTE: VGSI AND ILS GLIDEPATH NOT
COINCIDENT. TEMPORARY CRANE 551 MSL 1588 FT
NE OF RWY 5L.

ROANOKE RAPIDS

Halifax-Northhampton County Regional

FDC 9/9319 IXA FI/P HALIFAX-NORTHAMPTON COUNTY REGIONAL, ROANOKE RAPIDS, NC. RNAV (GPS) RWY 2, ORIG...DELETE NOTE: PROCEDURE NA AT NIGHT. THIS IS RNAV (GPS) RWY 2, ORIG-A.

FDC 9/9318 IXA FI/P HALIFAX-NORTHAMPTON COUNTY REGIONAL, ROANOKE RAPIDS, NC. RNAV (GPS) RWY 20, ORIG...DELETE NOTE: PROCEDURE NA AT NIGHT. THIS IS RNAV (GPS) RWY 20, ORIG-A.

FDC 9/9317 IXA FI/P HALIFAX-NORTHAMPTON COUNTY REGIONAL, ROANOKE RAPIDS, NC. VOR/DME RWY 2, ORIG...DELETE NOTE: PROCEDURE NA AT NIGHT. THIS IS VOR/DME RWY 2, ORIG-A.

ROCKY MOUNT

Rocky Mount-Wilson Rgnl

FDC 9/4048 RWI FI/T ROCKY MOUNT-WILSON REGIONAL, ROCKY MOUNT, NC. RNAV (GPS) RWY 4, ORIG...LNAV MDA 560/HAT 401 ALL CATS. VIS CATS A/B/C 3/4. CIRCLING VIS CATS A/B 1. NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV CAT A AND B VISIBILITY TO 1, AND CAT D VISIBILITY TO 1 1/4. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. VDP 1.10 NM TO RW04.

ROXBORO

Person County

FDC 8/1435 TDF FI/T PERSON COUNTY, ROXBORO, NC. GPS RWY 6, ORIG...VGSI AND DESCENT ANGLES NOT COINCIDENT IFKIN TO RWY 6 2.95/43 TCH.

FDC 8/1434 TDF FI/T PERSON COUNTY, ROXBORO, NC. ILS RWY 6, ORIG...S-ILS DA 855/HAT 250 ALL CATS, VIS 1 ALL CATS. VGSI AND ILS GLIDEPATH NOT COINCIDENT.

SALISBURY

Rowan County

FDC 9/9736 RUQ FI/T ROWAN COUNTY, SALISBURY, NC. ILS RWY 20, ORIG-B...MAINTAIN AT OR ABOVE 2800 UNTIL PROCEDURE TURN OUTBOUND. MISSED APPROACH: CLIMB TO 1600 THEN CLIMBING RIGHT TURN TO 2900 DIRECT ROVDY LOM AND HOLD.

FDC 9/7022 RUQ FI/T ROWAN COUNTY, SALISBURY, NC. RNAV (GPS) RWY 2, ORIG...34:1 IS NOT CLEAR. VDP NA. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 9/7021 RUQ FI/T ROWAN COUNTY, SALISBURY, NC. NDB RWY 20, ORIG...S-20 VIS CATS A/B 1. ROVDY LOM TO RW20: 3.20/39. VGSI AND DESCENT ANGLE NOT COINCIDENT. MAINTAIN AT OR ABOVE 2800 UNTIL PROCEDURE TURN OUTBOUND. INOPERATIVE TABLE DOES NOT APPLY TO S-20 CATS A/B. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 9/7019 RUQ FI/T ROWAN COUNTY, SALISBURY, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 20: 400-2 3/4 OR STANDARD WITH A MINIMUM CLIMB OF 204 FEET PER NAUTICAL MILE TO 1300. DEPARTURE PROCEDURE: RWY 20, CLIMB VIA HEADING 160 TO 1600 BEFORE TURNING WEST. NOTE: TREES BEGINNING 173 FT FROM END OF RUNWAY, 247 FEET RIGHT OF CENTERLINE UP TO 114 FEET AGL/ 913 FEET MSL. TREES BEGINNING 2653 FEET FROM END OF RUNWAY, 4 FEET LEFT OF CENTERLINE, UP TO 82 FEET AGL/ 861 FEET MSL. BUILDING 669 FEET FROM END OF RUNWAY, 362 FEET LEFT OF CENTERLINE, 25 FEET AGL/803 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/4686 RUQ FI/T ROWAN COUNTY, SALISBURY, NC. RNAV (GPS) RWY 20, ORIG...PROCEDURE NA.

SANFORD

Sanford-Lee County Rgnl

FDC 8/4707 TTA FI/T SANFORD-LEE COUNTY REGIONAL, SANFORD, NC. RNAV (GPS) RWY 21, ORIG...LNAV/VNAV DA 751/HAT 521 VIS 1 3/4 ALL CATS LNAV HAT 630 ALL CATS TDZE: 230.

SILER CITY

Siler City Muni

FDC 8/9419 5W8 FI/T SILER CITY MUNI, SILER CITY, NC. NDB RWY 22, AMDT 1...PROCEDURE NA.

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.

TARBORO

Tarboro-Edgecombe

FDC 7/2849 ETC FI/T TARBORO-EDGECOMBE, TARBORO, NC. NDB RWY 27, ORIG...PROCEDURE NA.

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.

WILMINGTON

Wilmington Intl

FDC 8/8549 ILM FI/T WILMINGTON INTL, WILMINGTON, NC. ILS OR LOC/DME RWY 6, ORIG...ADF REQUIRED. RADAR REQUIRED FOR PROCEDURE ENTRY. STRAIGHT-IN MINIMUMS NA AT NIGHT WHEN CONTROL TOWER CLOSED. GLIDESLOPE UNUSABLE BELOW 440 MSL. TERMINAL ROUTE (IAF) WYLSM ILM 25 DME TO (IF) LURKY I-GNM 12.8 DME NA. TERMINAL ROUTE WILMINGTON (ILM) VORTAC TO LURKY NA. MISSED APPROACH: CLIMB TO 500 THEN CLIMBING LEFT TURN TO 1800 DIRECT WILZE LOM AND HOLD NE, LT, 235 INBOUND.

WILSON

Wilson Industrial Air Center

FDC 9/9842 W03 FI/P WILSON INDUSTRIAL AIR CENTER, WILSON, NC. RNAV (GPS) RWY 21, ORIG-A...LNAV MDA 560/HAT 401 ALL CATS. VIS CAT C 1 1/4. THIS IS RNAV (GPS) RWY 21, ORIG-B.

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.

BOTTINEAU

Bottineau Muni

FDC 8/1101 D09 FI/T BOTTINEAU MUNI, BOTTINEAU, ND. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 31, 1100-3 OR STANDARD WITH A MINIMUM CLIMB OF 360 PER NM TO 3100. ALL OTHER DATA REMAINS AS PUBLISHED.

CAVALIER

Cavalier Muni

FDC 9/6815 2C8 FI/P CAVALIER MUNI, CAVALIER, ND. RNAV (GPS) RWY 34, ORIG. CORRECT PLANVIEW: ADD TEXT NOPT AFTER 2500 ALTITUDE ON TRANSITION FROM ATODE TO WOLVA.

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.

GWINNER

Gwinner-Roger Melroe Field

FDC 9/2485 GWR FI/T GWINNER-ROGER MELROE FIELD, GWINNER, ND. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 34, STANDARD WITH MINIMUM CLIMB OF 216 FEET PER NM TO 2000. RWY 6, 24, NA - ENVIRONMENTAL. NOTE: RWY 16, TERRAIN BEGINNING 15 FEET FROM DEPARTURE END, 73 FEET RIGHT OF CENTERLINE 1257 FEET MSL.

MINOT

Minot Intl

FDC 8/8396 MOT FI/T MINOT INTL, MINOT, ND. RNAV (GPS) RWY 31, AMDT 1...LPV MINIMUMS NA. LNAV/VNAV HAT 281 ALL CATS. LNAV HAT 321 ALL CATS.

FDC 8/8395 MOT FI/T MINOT INTL, MINOT, ND. RNAV (GPS) RWY 13, AMDT 1...LNAV/VNAV DA 2181/HAT 479 ALL CATS. VIS 1 3/4 ALL CATS.

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 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 9/4796 CAK FI/T AKRON-CANTON REGIONAL, AKRON, OH. RADAR-1, AMDT 23...ASR 1 MDA 1720/HAT 511 ALL CATS. VIS CAT C RVR 5000. CIRCLING CATS A/B/C MDA 1760/HAA 532. ASR 5 MDA 1640/HAT 438 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING CATS A/B/C MDA 1760/HAA 532. ASR 19: CIRCLING CATS A/B/C MDA 1760/HAA 532. NOTE: FOR INOPERATIVE MALSR, INCREASE VISIBILITY 1/4 MILE CAT D. ASR 23: CIRCLING CATS A/B/C MDA 1760/HAA 532.

FDC 9/4795 CAK FI/T AKRON-CANTON REGIONAL, AKRON, OH. VOR OR GPS RWY 23, AMDT 9A...S-23 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.

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 9/2572 3G4 FI/T ASHLAND COUNTY, ASHLAND, OH. NDB OR GPS RWY 19, AMDT 10...MSA ASHLAND (AAU) NDB 360-360 25 NM 3000.

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 9/9837 0G6 FI/T WILLIAMS COUNTY, BRYAN, OH. NDB A, AMDT 6...CIRCLING CATS A/B/C MDA 1300/ HAA 570.

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 9/6735 CQA FI/T LAKEFIELD, CELINA, OH. VOR/DME RNAV OR GPS RWY 26, AMDT 6...PROCEDURE NA.

FDC 9/6713 CQA FI/T LAKEFIELD, CELINA, OH. NDB OR GPS RWY 8, AMDT 4...AIRPORT ELEVATION: 894. TDZE: 894. S-8: MDA 1660/HAT 766 CAT A/B/C. VIS CAT B 1 1/4, CAT C 2 1/4. CIRCLING: CAT A/B/C MDA 1660/HAA 766. VIS CAT B 1 1/4, CAT C 2 1/4.

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 9/1775 LUK FI/T CINCINNATI MUNI AIRPORT-LUNKEN FIELD, CINCINNATI, OH. ILS OR LOC RWY 21L, AMDT 18...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 9/1772 LUK FI/T CINCINNATI MUNI AIRPORT-LUNKEN FIELD, CINCINNATI, OH. NDB RWY 21L, AMDT 16...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.

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.

FDC 8/3883 BKL FI/T BURKE LAKEFRONT, CLEVELAND, OH. ILS OR LOC RWY 24R, ORIG-D...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TABEY (BF) LOM OTS. DME REQUIRED. MSA FROM CHARDON (CXR) VOR/DME 360-360 3100.

Cleveland-Hopkins Intl

FDC 9/9300 CLE FI/T CLEVELAND-HOPKINS INTL, CLEVELAND, OH. ILS OR LOC RWY 6L, AMDT 2...ILS OR LOC RWY 6R, AMDT 20A...ILS OR LOC/DME RWY 24R, AMDT 4...CONVERGING ILS RWY 24R, ORIG...CONVERGING ILS RWY 28, ORIG...ILS OR LOC RWY 28, AMDT 23...ILS RWY 6L (CAT II), AMDT 2...ILS RWY 24R (CAT II), AMDT 4...ILS RWY 6L (CAT III), AMDT 2...ILS RWY 24R (CAT III), AMDT 4...ILS PRM RWY 6L (SIMULTANEOUS CLOSE PARALLEL), ORIG-A...ILS PRM RWY 24R (SIMULTANEOUS CLOSE PARALLEL), ORIG...LDA/DME RWY 6R, AMDT 1...LDA/DME RWY 24L, AMDT 1...LDA PRM RWY 6R (SIMULTANEOUS CLOSE PARALLEL), AMDT 1...LDA PRM RWY 24L (SIMULTANEOUS CLOSE PARALLEL), ORIG...ILS OR LOC RWY 24L, AMDT 21A...MSA DRYER (DJB) VOR/DME 25 NM 360-360 3100.

FDC 9/0284 CLE FI/T CLEVELAND-HOPKINS INTL, CLEVELAND, OH. ILS OR LOC RWY 6L, AMDT 2...SIDESTEP 6C: 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 8/0458 CLE FI/T CLEVELAND-HOPKINS INTL, CLEVELAND, OH. RNAV (GPS) RWY 24L, AMDT 2...LPV MINIMUMS NA.

Cuyahoga County

FDC 9/6208 CGF FI/T CUYAHOGA COUNTY, CLEVELAND, OH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 24, MULTIPLE TREES BEGINNING 756FT FROM DEPARTURE END OF RUNWAY, 46FT RIGHT OF CENTERLINE, UP TO 100FT AGL/975FT MSL. MULTIPLE TREES BEGINNING 1833FT FROM DEPARTURE END OF RUNWAY, 95FT LEFT OF CENTERLINE, UP TO 100FT AGL/985FT MSL. BUILDING 1129FT FROM DEPARTURE END OF RUNWAY, 676FT LEFT OF CENTERLINE, 45FT AGL/917FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 9/0881 CGF FI/T CUYAHOGA COUNTY, CLEVELAND, OH. NDB OR GPS RWY 24, AMDT 8C...PROCEDURE NA.

FDC 8/9804 CGF FI/T CUYAHOGA COUNTY, CLEVELAND, OH. LOC BC RWY 6, AMDT 10C...DME REQUIRED. MSA FROM CHARDON (CXR) VOR/DME 360-360 3100.

FDC 8/9803 CGF FI/T CUYAHOGA COUNTY, CLEVELAND, OH. ILS RWY 24, AMDT 13B...MSA FROM CHARDON (CXR) VOR/DME 360-360 3100.

FDC 8/4914 CGF FI/T CUYAHOGA COUNTY, CLEVELAND, OH. ILS RWY 24, AMDT 13B...S-ILS 24 DA 1192/HAT 313 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 1248/HAT 369 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 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.

COLUMBUS

Darby Dan

FDC 9/1550 6I6 FI/T DARBY DAN, COLUMBUS, OH. NDB A, ORIG...PROCEDURE NA.

Ohio State University

FDC 9/6806 OSU FI/T OHIO STATE UNIVERSITY, COLUMBUS, OH. ILS OR LOC RWY 9R, AMDT 4B...VGS I AND ILS GLIDEPATH NOT COINCIDENT.

FDC 9/6805 OSU FI/T OHIO STATE UNIVERSITY, COLUMBUS, OH. NDB RWY 9R, AMDT 2B...MISSED APPROACH: CLIMB TO 3000 THEN CLIMBING LEFT TURN TO 3100 DIRECT OS LOM AND HOLD. VGS I AND DESCENT ANGLES NOT COINCIDENT.

FDC 9/6804 OSU PART 1 OF 2 FI/T OHIO STATE UNIVERSITY, COLUMBUS, OH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 5, MULTIPLE TREES BEGINNING 1422 FROM DEPARTURE END OF RUNWAY, 157 RIGHT OF CENTERLINE, UP TO 86 AGL/965 MSL. TREE 1461 FROM DEPARTURE END OF RUNWAY, 48 LEFT OF CENTERLINE, 66 AGL/955 MSL. RWY 9L, MULTIPLE TREES BEGINNING 1017 FROM DEPARTURE END OF RUNWAY, 122 LEFT OF CENTERLINE, UP TO 91 AGL/965 MSL. TREE 2001 FROM DEPARTURE END OF RUNWAY, 1015 RIGHT OF CENTERLINE, 91 AGL/960 MSL. RWY 9R, MULTIPLE TREES BEGINNING 197 FROM DEPARTURE END OF RUNWAY, 325 LEFT OF CENTERLINE, UP TO 68 AGL/937 MSL. MULTIPLE TREES BEGINNING 973 FROM DEPARTURE END OF RUNWAY, 339 RIGHT OF CENTERLINE, UP TO 98 AGL/957 MSL. RWY 14, TREE AND WINDSOCK BEGINNING 371 FROM DEPARTURE END OF RUNWAY, 273 LEFT OF CENTERLINE, UP TO 46 AGL/935 MSL. TREE 2071 FROM DEPARTURE END OF RUNWAY, 295 RIGHT OF CENTERLINE, 85 AGL/974 MSL. RWY 23, STACK, TANK, ELEVATOR, AND TREES BEGINNING 681 FROM DEPARTURE END OF RUNWAY, 222 LEFT OF CENTERLINE, UP TO 83 AGL/978 MSL. MULTIPLE TREES BEGINNING 1248 FROM DEPARTURE END OF RUNWAY, 68 RIGHT OF CENTERLINE, UP TO 80 AGL/989 MSL. RWY 27R, END PART 1 OF 2.

FDC 9/6803 OSU FI/T OHIO STATE UNIVERSITY, COLUMBUS, OH. GPS RWY 27L, AMDT 1A...S-27L MDA 1300/HAT 397 ALL CATS. VGSI AND DESCENT ANGLES NOT COINCIDENT.

FDC 9/6802 OSU FI/T OHIO STATE UNIVERSITY, COLUMBUS, OH. RNAV (GPS) RWY 9R, ORIG...VDP: *1.5 NM TO RW09R.

Port Columbus Intl

FDC 9/8485 CMH FI/T PORT COLUMBUS INTL, COLUMBUS, OH. RNAV (GPS) RWY 10L, AMDT 1...LPV: DA 1245/HAT 430 ALL CATS. VIS RVR 5000 ALL CATS. FOR INOPERATIVE MALSR, INCREASE LPV VISIBILITY TO 1 1/2. LNAV/VNAV: DA 1284/HAT 469 ALL CATS. VIS RVR 6000 ALL CATS. TEMPORARY CRANE 952 MSL/130 AGL, 5565 FEET WEST OF APPROACH END RWY 10L.

FDC 9/8372 CMH FI/T PORT COLUMBUS INTL, COLUMBUS, OH. ILS OR LOC RWY 10L, AMDT 18A...S-LOC 10L, MDA 1560/HAT 745 ALL CATS. CAT B VIS RVR 4000, CAT C 1 3/4, CAT D 2. CIRCLING MDA 1560/HAA 745 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. SILKN FIX MINIMUMS: S-LOC 10L, MDA 1260 HAT 445 ALL CATS. VIS CAT C RVR 4000, CAT D RVR 5000. TEMPORARY CRANE 952 MSL/130 AGL, 5565 FEET WEST OF APPROACH END RWY 10L.

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 9/1618 LCK FI/T RICKENBACKER INTL, COLUMBUS, OH. ILS OR LOC RWY 5L, ORIG...S-LOC 5L MDA 1180/HAT 436 ALL CATS.

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 8/8342 DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 6R, 200-1 OR STANDARD WITH A MINIMUM CLIMB OF 442 FEET PER NM TO 1300. NOTE: RWY 6, T-L TOWER 515 FEET FROM DER 590 FEET RIGHT OF CENTERLINE 1023 FEET MSL /58 FEET AGL.

FDC 8/8341 DAY FI/T JAMES M COX DAYTON INTL, DAYTON, OH. ILS OR LOC RWY 24L, AMDT 8C...S-LOC 24L MDA 1420/ HAT 413 ALL CATS. VIS CAT C RVR 4000.

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 9/7001 1G1 FI/T ELYRIA, ELYRIA, OH. VOR OR GPS A, AMDT 7A...CIRCLING MDA 1300/HAA 542 ALL CATS. CHART FIELD ELEVATION 758 FT.

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 9/8652 FDY FI/P FINDLAY, FINDLAY, OH. VOR RWY 36, AMDT 6...S-36: HAT 792 ALL CATS. PEGGE FIX MINIMUMS: S-36 HAT 392 ALL CATS. CHART TOUCHDOWN ZONE ELEVATION 808. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LIMA ALLEN COUNTY ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET AND INCREASE ALL CAT C/D VISIBILITIES 1/4 MILE. DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE LIMA ALLEN COUNTY ALTIMETER SETTING AND INCREASE ALL MDAS 80 FEET. THIS IS VOR RWY 36, AMDT 6A.

GALION

Galion Muni

FDC 9/0015 GQQ FI/T GALION MUNI, GALION, OH. VOR OR GPS RWY 23, AMDT 12...VOR PORTION ADF REQUIRED, MFD TACAN OTS.

FDC 9/0013 GQQ FI/T GALION MUNI, GALION, OH. VOR/DME RNAV OR GPS RWY 5, AMDT 2...VOR/DME RNAV PORTION NA.

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.

LANCASTER

Fairfield County

FDC 8/1775 LHQ FI/T FAIRFIELD COUNTY, LANCASTER, OH. VOR OR GPS A, AMDT 10...VOR PORTION NA.

LIMA

Lima Allen County

FDC 9/9685 AOH FI/P LIMA ALLEN COUNTY, LIMA, OH. RNAV (GPS) RWY 27, ORIG...CORRECT MISSED APPROACH INSTRUCTIONS TO ADD: WHEN AUTHORIZED BY ATC, CLIMB-IN-HOLD TO 6000 FEET.

FDC 9/6487 AOH FI/T LIMA ALLEN COUNTY, LIMA, OH. NDB OR GPS RWY 9, AMDT 2A...NDB PORTION NA.

LORAIN/ELYRIA

Lorain County Rgnl

FDC 9/2573 LPR FI/T LORAIN COUNTY REGIONAL, LORAIN/ELYRIA, OH. ILS OR LOC RWY 7, AMDT 6B...VOR OR GPS A, AMDT 2B...MSA DRYER (DJB) VOR/DME 25 NM 360-360 3100.

MANSFIELD

Mansfield Lahm Rgnl

FDC 9/9282 MFD FI/T MANSFIELD LAHM REGIONAL, MANSFIELD, OH. VOR RWY 14, AMDT 14...VOR RWY 32, AMDT 7...VOR/DME RNAV OR GPS RWY 23, AMDT 6A...RNAV (GPS) RWY 14, ORIG...RNAV (GPS) RWY 32, ORIG...ILS OR LOC RWY 32, AMDT 16...ASR, AMDT 4...CIRCLING: CAT D MDA 1880/HAA 583.

FDC 9/9218 MFD FI/T MANSFIELD LAHM REGIONAL, MANSFIELD, OH. RNAV (GPS) RWY 14, ORIG...LNAV VIS CAT A/B/C 1, CAT D 1 1/4. DELETE NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV CAT D VISIBILITY 1/4 MILE.

FDC 9/0014 MFD FI/T MANSFIELD LAHM REGIONAL, MANSFIELD, OH. VOR/DME RNAV OR GPS RWY 23, AMDT 6A...VOR/DME RNAV PORTION NA.

FDC 9/0012 MFD FI/T MANSFIELD LAHM REGIONAL, MANSFIELD, OH. VOR RWY 14, AMDT 14...VOR RWY 32, AMDT 7...VDP NA.

MEDINA

Medina Muni

FDC 9/8478 1G5 FI/P MEDINA MUNICIPAL, MEDINA, OH. VOR RWY 27, AMDT 2A...S-27: MDA 1760/HAT 577 CAT A/B/C. THIS IS VOR RWY 27, AMDT 2B.

FDC 6/3087 1G5 FI/T MEDINA MUNICIPAL, MEDINA, OH. VOR RWY 27, AMDT 2A...S-27 MDA 1760/HAT 577 ALL CATS.

MIDDLETOWN

Hook Field Muni

FDC 9/4941 MWO FI/T HOOK FIELD MUNI, MIDDLETOWN, OH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 23, 300-1, NOTE: RWY 23, TEMPORARY CRANE 1747 FROM DEPARTURE END OF RUNWAY, 909 LEFT OF CENTERLINE, 237 AGL/892 MSL.

MOUNT VERNON

Knox County

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 PHILADELPHIA

Harry Clever Field

FDC 8/4607 PHD FI/T HARRY CLEVER FIELD, NEW PHILADELPHIA, OH. VOR A, AMDT 1...CIRCLING: MDA 1680/HAA 786 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4.

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.

NORWALK

Norwalk-Huron County

FDC 9/2575 5A1 FI/T NORWALK-HURON COUNTY, NORWALK, OH. GPS RWY 28, ORIG...MSA RW28 25 NM 3000.

FDC 9/2571 5A1 FI/T NORWALK-HURON COUNTY, NORWALK, OH. VOR OR GPS A, AMDT 5A...MSA SANDUSKY (SKY) VOR/DME 25 NM 3000.

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.

SANDUSKY

Griffing Sandusky

FDC 9/2578 SKY FI/T GRIFFING-SANDUSKY, SANDUSKY, OH. VOR RWY 27, AMDT 7A...MSA SANDUSKY (SKY) VOR/DME 25 NM 3000.

FDC 9/2576 SKY FI/T GRIFFING-SANDUSKY, SANDUSKY, OH. VOR/DME OR GPS RWY 27, AMDT 2A...MSA SANDUSKY (SKY) VOR/DME 25 NM 3000.

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, STEUBENVILLE, 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

Metcalfe Field

FDC 7/8560 TDZ FI/P METCALFE 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 8/2128 TOL FI/T TOLEDO EXPRESS, TOLEDO, OH. RNAV (GPS) RWY 34, ORIG...LNAV MDA 1080/HAT 412 ALL CATS. VIS CAT C 1 1/4. VDP 1.13 NM TO RW34.

FDC 8/2127 TOL FI/T TOLEDO EXPRESS, TOLEDO, OH. RADAR-1, AMDT 19...ASR RWY 7: MDA 1140/HAT 457 ALL CATS. VIS CAT C RVR 4000. ASR RWY 34: MDA 1080/HAT 412 ALL CATS. VIS CAT C 1 1/4, CAT E 1 1/2.

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.

WILLARD

Willard

FDC 9/0011 8G1 FI/T WILLARD, WILLARD, OH. VOR/DME OR GPS A, ORIG...VOR/DME PORTION NA.

WILLOUGHBY

Willoughby Lost Nation Muni

FDC 8/0690 LNN FI/T WILLOUGHBY LOST NATION MUNI, WILLOUGHBY, OH. RNAV (GPS) RWY 10, ORIG...MISSED APPROACH: CLIMB TO 2900 DIRECT PADIY AND VIA 150.87 TRACK TO CXR VOR/DME AND HOLD.

WILMINGTON

Airborne Airpark

FDC 9/9908 ILN FI/T AIRBORNE AIRPARK, WILMINGTON, OH. ILS RWY 22L, ORIG-A...ILS RWY 22L (CAT II), ORIG-A...PROCEDURE NA.

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.

YOUNGSTOWN/WARREN

Youngstown-Warren Rgnl

FDC 9/2627 YNG FI/T YOUNGSTOWN/WARREN RGNL, YOUNGSTOWN/WARREN, OH. RADAR-1, AMDT 13...ASR 32: MDA 1640/HAT 455 ALL CATS. VIS CAT C RVR 4000, CAT D RVR 5000. CIRCLING CATS A/B/C MDA 1700/HAA 504. FOR INOPERATIVE MALSR INCREASE CAT D VISIBILITY TO 1 1/2.

FDC 9/2626 YNG FI/T YOUNGSTOWN/WARREN RGNL, YOUNGSTOWN/WARREN, OH. ILS OR LOC RWY 14, AMDT 7...ILS OR LOC RWY 32, AMDT 26...RNAV (GPS) RWY 14, ORIG...RNAV (GPS) RWY 32, ORIG...VOR A, ORIG...CIRCLING MDA CATS A/B/C 1700/HAA 504.

FDC 9/2625 YNG FI/T YOUNGSTOWN/WARREN RGNL, YOUNGSTOWN/WARREN, OH. RADAR-1, AMDT 13...CIRCLING MDA CATS A/B/C 1700/HAA 504.

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

ADA

Ada Muni

FDC 9/9280 ADH FI/T ADA MUNI, ADA, OK. GPS RWY 35, ORIG-C...S-35: NA.

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.

CUSHING

Cushing Muni

FDC 9/8833 CUH FI/T CUSHING MUNI, CUSHING, OK. NDB RWY 36, AMDT 5...PROCEDURE NA.

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: VGS1 AND DESCENT ANGLES NOT COINCIDENT.

ELK CITY

Elk City Rgnl Business

FDC 8/8597 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 9/7933 WDG FI/T ENID WOODRING RGNL, ENID, OK. ILS OR LOC RWY 35, AMDT 4B...S-LOC 35 CAT D MDA 1520/HAT 369. VIS CAT D 3/4.

FDC 6/7904 WDG FI/T ENID WOODRING REGIONAL, ENID, OK. GPS RWY 17, ORIG-A...PROCEDURE NA.

GUTHRIE

Guthrie-Edmond Rgnl

FDC 8/1269 GOK FI/T GUTHRIE-EDMOND RGNL, GUTHRIE, OK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 11, 29 NA. NOTE: RWY 16, MULTIPLE TREES BEGINNING 54 FEET FROM DEPARTURE END OF RWY, 287 FEET RIGHT OF CENTERLINE, UP TO 37 FEET AGL/1087 FEET MSL. DEPARTURE PROCEDURE: RWY 11 NA. REST OF DEPARTURE REMAINS UNCHANGED.

LAWTON

Lawton-Fort Sill Rgnl

FDC 9/4477 LAW FI/T LAWTON-FT SILL REGIONAL, LAWTON, OK. ILS OR LOC RWY 35, AMDT 7E...DISTANCE FAF TO MAP 3.6 NM.

NORMAN

University Of Oklahoma Westheimer

FDC 9/0730 OUN FI/T UNIVERSITY OF OKLAHOMA WESTHEIMER, NORMAN, OK. ILS OR LOC RWY 17, ORIG-A...CIRCLING MDA 1820/HAA 638 ALL CATS. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS 700-2 ALL CATS. TEMPORARY CRANE 1470 MSL/300 AGL, 3866 NW OF APPROACH END RWY 17.

FDC 9/0729 OUN FI/T UNIVERSITY OF OKLAHOMA WESTHEIMER, NORMAN, OK. RNAV (GPS) RWY 3, ORIG...LOC RWY 3, AMDT 3F...CIRCLING MDA 1820/HAA 638 ALL CATS. VIS CAT C 1 3/4. TEMPORARY CRANE 1470 MSL/300 AGL, 3866 NW OF APPROACH END RWY 17.

FDC 9/0633 OUN FI/T UNIVERSITY OF OKLAHOMA WESTHEIMER, NORMAN, OK. RNAV (GPS) RWY 17, ORIG...LNAV/VNAV DA 1770/HAT 588 ALL CATS. VIS ALL CATS 1 1/2. LNAV MDA 1780/HAT 598 ALL CATS. CIRCLING MDA 1820/HAA 638 ALL CATS. VIS CAT C 1 3/4. TEMPORARY CRANE 1470 MSL/300 AGL, 3866 NW OF APPROACH END RWY 17.

FDC 8/7903 OUN FI/T UNIVERSITY OF OKLAHOMA WESTHEIMER, NORMAN, OK. RNAV (GPS) RWY 17, ORIG...LPV MINIMUMS NA.

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

Clarence E Page Muni

FDC 9/9937 RCE FI/T CLARENCE E. PAGE MUNI, OKLAHOMA CITY, OK. RNAV (GPS) RWY 17R, AMDT 1A...RNAV (GPS) RWY 35L, AMDT 1A...PROCEDURE NA.

FDC 9/9936 RCE FI/T CLARENCE E. PAGE MUNI, OKLAHOMA CITY, OK. VOR B, AMDT 2...CIRCLING MDA 2000/HAA 647 ALL CATS. VIS CAT C 1 3/4. TEMPORARY CRANE 1680 MSL/300 AGL, 2.96 NM EAST OF CLARENCE E. PAGE MUNI.

Sundance Airpark

FDC 8/4307 HSD FI/T SUNDANCE AIRPARK, OKLAHOMA CITY, OK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 17, 400-2 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 220 FT PER NM TO 1700. NOTE: RWY 17, MULTIPLE TREES, TOWER AND BUILDING BEGINNING 134 FT FROM DER, 236 FT LEFT OF CENTERLINE UP TO 199 FT AGL/1334 FT MSL. TOWER 4808 FT FROM DER, 109 FT RIGHT OF CENTERLINE UP TO 199 FT AGL/1341 FT MSL.

FDC 8/3166 HSD FI/T SUNDANCE AIRPARK, OKLAHOMA CITY, OK. LOC RWY 17, ORIG-C...S-17 MDA 1560/ HAT 382 ALL CATS. CIRCLING CATS B/C MDA 1800/ HAA 607. VIS CAT C 1 3/4. TEMPORARY RIG 1250 MSL/ 154 AGL 4364 NORTH OF APPROACH END RWY 17.

Wiley Post

FDC 9/1005 PWA FI/T WILEY POST, OKLAHOMA CITY, OK. ILS RWY 17L, AMDT 10A...DME REQUIRED.

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.

Will Rogers World

FDC 9/0546 OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS OR LOC RWY 17L, AMDT 1A...ILS OR LOC/DME RWY 35L, ORIG-A...ILS RWY 35R, AMDT 8E...RNAV (GPS) RWY 31, ORIG...RNAV (GPS) RWY 35L, AMDT 2...RNAV (GPS) Y RWY 35R, ORIG-B...RNAV (GPS) Z RWY 17L, AMDT 1...CIRCLING MDA CATS A/B/C 1820/HAA 525. TEMPORARY CRANE 1455 MSL/160 AGL 2294 FEET ENE OF WILL ROGERS WORLD.

FDC 9/0545 OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. VOR RWY 17L, AMDT 2...LANBY FIX MINIMUMS: CIRCLING MDA CATS A/B/C 1820/HAA 525. TEMPORARY CRANE 1455 MSL/160 AGL 2294 FEET ENE OF WILL ROGERS WORLD.

FDC 9/0518 OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS OR LOC RWY 17R, AMDT 10A...CIRCLING CATS A/B/C MDA 1820/HAA 525, CAT E MDA 2240/HAA 945. TEMPORARY CRANE 1455 MSL/160 AGL 2294 FEET ENE OF WILL ROGERS WORLD.

FDC 9/0517 OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (GPS) RWY 13, AMDT 1...LNAV/VNAV DA 1785/HAT 506 ALL CATS. VIS 1 3/4 ALL CATS. CIRCLING MDA 1820/HAA 525 CATS A/B/C. TEMPORARY RIG, 3077 FEET WNW OF APPROACH END RWY 17L, 1393 MSL/96 AGL, TEMPORARY CRANE 1455 MSL/160 AGL 2294 FEET ENE OF WILL ROGERS WORLD.

FDC 9/0516 OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (GPS) RWY 17R, AMDT 2...LNAV/VNAV DA 1783/HAT 501 ALL CATS. VIS RVR 6000 ALL CATS. LNAV MDA 1740/HAT 458 ALL CATS. VIS CAT C RVR 4000. CIRCLING MDA CATS A/B/C 1820/HAA 525. FOR INOPERATIVE MALSR, INCREASE CAT C VIS TO RVR 6000. TEMPORARY RIG, 1.90 NM WNW OF WILL ROGERS WORLD, 1437 MSL/182 AGL, TEMPORARY CRANE 1455 MSL/160 AGL 2294 FEET ENE OF WILL ROGERS WORLD.

FDC 9/0514 OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. RADAR-1, AMDT 20A...ASR RWY 17R: MDA 1740/HAT 458 ALL CATS. FOR INOPERATIVE MALSR, INCREASE CAT D/E VIS TO 1 1/2. CIRCLING MDA 1820/HAA 525 CATS AB/C. TEMPORARY RIG, 1.90 NM WNW OF WILL ROGERS WORLD, 1437 MSL/182 AGL, TEMPORARY CRANE 1455 MSL/160 AGL 2294 FEET ENE OF WILL ROGERS WORLD.

FDC 9/0513 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. TEMPORARY CRANE 1455 MSL/160 AGL, 2294 FEET ENE OF WILL ROGERS WORLD.

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 8/1004 OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (GPS) RWY 35L, AMDT 2...LNAV MDA 1620/ HAT 343 ALL CATS. VDP AT 0.93 NM TO RW35L.

PAULS VALLEY

Pauls Valley Muni

FDC 9/4248 PVJ FI/T PAULS VALLEY MUNI, PAULS VALLEY, OK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 12, 300 - 1 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 271 FT PER NM TO 1300. NOTE: RWY 12, TANK 1.1 NM FROM DEPARTURE END OF RUNWAY, 2260 FT RIGHT OF CENTERLINE, 200 FT AGL/1130 FT MSL. NOTE: RWY 35, TREE 1275 FT FROM DEPARTURE END OF RUNWAY, 403 FT RIGHT OF CENTERLINE, 53 FT AGL/1040 FT MSL.

FDC 9/4084 PVJ FI/T PAULS VALLEY MUNI, PAULS VALLEY, OK. RNAV (GPS) RWY 35, ORIG-A...LNAV/VNAV DA 1449/HAT 496 ALL CATS. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ARDMORE DOWNTOWN EXECUTIVE ALTIMETER SETTING AND INCREASE ALL DA 96 FEET AND ALL MDA 100 FEET AND INCREASE LNAV/VNAV VISIBILITY 1/2 MILE, LNAV CAT C/D AND CIRCLING CAT D VISIBILITY 1/4 MILE, AND CIRCLING CAT C VISIBILITY 1/2 MILE.

PRAGUE

Prague Muni

FDC 8/9913 O47 FI/T PRAGUE MUNI, PRAGUE, OK. NDB RWY 17, AMDT 1A...GPS RWY 17, ORIG...PROCEDURE NA.

SAND SPRINGS

William R. Pogue Muni

FDC 9/2782 OWP FI/T WILLIAM R. POGUE MUNI, SAND SPRINGS, OK. NDB RWY 35, AMDT 2E...TERMINAL ROUTE HOMIN TO WILLIAM POGUE (OWP) NDB ALTITUDE 3300. TERMINAL ROUTE SAPP TO WILLIAM POGUE (OWP) NDB ALTITUDE 3300. TERMINAL ROUTE TULSA (TUL) VORTAC TO WILLIAM POGUE (OWP) NDB ALTITUDE 3300. PROCEDURE TURN ENTRY ALTITUDE 3300.

FDC 9/2781 OWP FI/T WILLIAM R. POGUE MUNI, SAND SPRINGS, OK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 17, CLIMB VIA HEADING 169 TO 2800 BEFORE TURNING LEFT. RWY 35, CLIMB VIA HEADING 349 TO 2800 BEFORE TURNING RIGHT. NOTE: RWY 17, MULTIPLE TREES BEGINNING 78 FEET FROM DEPARTURE END OF RUNWAY, 232 FEET LEFT OF CENTERLINE, UP TO 52 FEET AGL/969 FEET MSL. MULTIPLE TREES BEGINNING 232 FEET FROM DEPARTURE END OF RUNWAY, 349 FEET RIGHT OF CENTERLINE, UP TO 29 FEET AGL/939 FEET MSL.

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.

STILLWATER

Stillwater Rgnl

FDC 9/3972 SWO FI/T STILLWATER REGIONAL, STILLWATER, OK. ILS OR LOC RWY 17, AMDT 2...RNAV (GPS) RWY 17, ORIG...RNAV (GPS) RWY 35, ORIG...VOR RWY 17, AMDT 14...CIRCLING CAT B/C MDA 1560/HAA 560. TEMPORARY CRANE, 1199 MSL/300 AGL, 1.82 NM SE OF STILLWATER RGNL.

FDC 8/4824 SWO FI/T STILLWATER REGIONAL, STILLWATER, OK. VOR/DME RWY 35, AMDT 1...S-35 MDA 1500/HAT 536 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA CAT A 1500/HAA 500, CAT B/C MDA 1560/HAA 560. TEMPORARY CRANE, 1199 MSL/300 AGL, 1.82 NM SE OF STILLWATER RGNL.

TULSA

Richard Lloyd Jones Jr

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.

Tulsa Intl

FDC 9/6576 TUL FI/T TULSA INTL, TULSA, OK. RNAV (GPS) RWY 18R, ORIG...LNAV/VNAV DA 1054/HAT 387 ALL CATS. VIS 1 1/2 ALL CATS. CIRCLING CAT C MDA 1180/HAA 503. VDP 1.52 NM TO RW18R. TEMPORARY CRANE, 775 MSL/155 AGL 5535 FEET NE OF TULSA INTL.

FDC 9/6575 TUL FI/T TULSA INTL, TULSA, OK. ILS OR LOC RWY 18L, AMDT 15...ILS OR LOC RWY 18R, AMDT 7A...RNAV (GPS) RWY 18L, AMDT 1...RNAV (GPS) RWY 26, AMDT 1...RNAV (GPS) RWY 36R, ORIG...CIRCLING CAT C 1180/HAA 503. TEMPORARY CRANE, 775 MSL/155 AGL 5535 FEET NE OF TULSA INTL.

FDC 9/6574 TUL FI/T TULSA INTL, TULSA, OK.
RADAR-1, AMDT 17D...ASR 26 MDA 1120/HAT 469
ALL CATS. VIS CAT D 1 1/2, CAT E 1 3/4.
TEMPORARY CRANE, 775 MSL/155 AGL 5535 FEET
NE OF TULSA INTL.

FDC 9/2780 TUL FI/T TULSA INTL, TULSA, OK.
TAKE-OFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES...TAKEOFF MINIMUMS:
RWY 26, STANDARD WITH A MINIMUM CLIMB OF
232 FT PER NM TO 2900. NOTE: RWY 26, ANTENNA,
BUILDING, AND TREE BEGINNING 1031 FEET FROM
DEPARTURE END OF RUNWAY, 425 FEET LEFT OF
CENTERLINE, UP TO 51 FEET AGL/713 FEET MSL.
REST OF DATA REMAINS AS PUBLISHED.

FDC 9/2778 TUL FI/T TULSA INTL, TULSA, OK.
VOR/DME OR TACAN RWY 8, AMDT
3C...PROCEDURE NA.

FDC 9/2777 TUL FI/T TULSA INTL, TULSA, OK.
RNAV (GPS) RWY 8, ORIG-A...PROCEDURE NA.

FDC 8/9322 TUL FI/T TULSA INTL, TULSA, OK. VOR
OR TACAN RWY 26, AMDT 23...S-26 MDA 1400/ HAT
749 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2
1/2, CAT E 2 3/4. CIRCLING MDA 1400/ HAA 723 ALL
CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2, CAT
E 2 3/4. ALTERNATE MINIMUMS: CAT C 800-2 1/4,
CAT D 800-2 1/2, CAT E 800-2 3/4. HUKDO FIX
MINIMUMS NA.

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

BAKER CITY

Baker City Muni

FDC 8/1335 BKE FI/T BAKER CITY MUNI, BAKER
CITY, OR. VOR/DME RWY 13, AMDT 11A...S-13: MDA
4000/HAT 630 ALL CATS. VIS CAT C 1 3/4, CAT D 2.
CIRCLING: MDA 4000/HAA 627 CAT A/B/C. MDA
4020/HAA 647 CAT D. VIS CAT C 1 3/4.

KLAMATH FALLS

Klamath Falls

FDC 9/8001 LMT FI/T KLAMATH FALLS, KLAMATH
FALLS, OR. RNAV (GPS) RWY 14, ORIG...MISSED
APPROACH: CLIMB TO 9300 DIRECT LAGYI AND
VIA 166 DEGREE TRACK TO MUREX AND HOLD,
CONTINUE CLIMB-IN-HOLD TO 9300.

FDC 9/8000 LMT FI/T KLAMATH FALLS, KLAMATH
FALLS, OR. VOR/DME OR TACAN RWY 14, AMDT
4...MISSED APPROACH: CLIMB TO 4900 THEN
CLIMBING RIGHT TURN TO 9300 VIA LMT R-164 TO
MUREX/14 DME AND HOLD, CONTINUE
CLIMB-IN-HOLD TO 9300.

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.

LAKEVIEW

Lake County

FDC 9/0010 LKV FI/T LAKE COUNTY, LAKEVIEW,
OR. TAKE-OFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES...DEPARTURE
PROCEDURE: NA EXCEPT FOR AIRCRAFT
EQUIPPED WITH SUITABLE RNAV SYSTEM WITH
GPS, LKV VOR OTS.

MEDFORD

Rogue Valley Intl - Medford

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.

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 9/2433 PDT FI/T EASTERN OREGON RGNL AT PENDLETON, PENDLETON, OR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: CLIMB DIRECT PDT VORTAC. CONTINUE CLIMB IN PDT VORTAC HOLDING PATTERN (WEST, LEFT TURNS, 073 DEGREES INBOUND) TO CROSS PDT VORTAC AT OR ABOVE MEA BEFORE PROCEEDING ENROUTE.

PORTLAND

Portland Intl

FDC 8/7620 PDX FI/T PORTLAND INTL, PORTLAND, OR. ILS OR LOC RWY 10L, AMDT 2A...S-LOC MDA 500/HAT 470 ALL CATS. TEMPORARY CRANE 200 FEET MSL, 6415 FEET WEST OF RWY 10L.

SUNRIVER

Sunriver

FDC 9/2887 S21 FI/T SUNRIVER, SUNRIVER, OR. RNAV (GPS) RWY 18, ORIG...REDMOND ALTIMETER SETTING MINIMUMS: CIRCLING CAT D HAA 1416.

PACIFIC

ROTA ISLAND

Rota Intl

FDC 9/9006 GRO FI/T ROTA INTERNATIONAL, SAIPAN, CQ. GPS RWY 27, ORIG-C...PROCEDURE NA.

FDC 9/7313 GRO FI/T ROTA INTERNATIONAL, SAIPAN, CQ. GPS RWY 27, ORIG-B...PROCEDURE NA.

FDC 8/4194 GRO FI/P ROTA INTERNATIONAL, ROTA ISLAND, CQ. GPS RWY 27, ORIG-B...CHANGE ALL REFERENCE TO ROTA ISLAND, CQ TO SAIPAN, CQ. THIS IS GPS RWY 27, ORIG-C.

SAIPAN ISLAND

Francisco C. Ada/Saipan Intl

FDC 9/9015 GSN FI/T FRANCISCO C. ADA/SAIPAN INTL, SAIPAN, CQ. NDB RWY 7, AMDT 4A...S-7 MDA 900/HAT 685 ALL CATS. VISIBILITY CAT C 2, CAT D 2 1/4. CIRCLING MDA 900/HAA 685 ALL CATS. VISIBILITY CAT C 2, CAT D 2 1/4. ALTERNATE MINIMUMS CAT D 800-2 1/4.

FDC 9/9014 GSN FI/T FRANCISCO C. ADA/SAIPAN INTL, SAIPAN, CQ. NDB/DME RWY 25, AMDT 2A...PROCEDURE NA.

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 8/0698 XLL 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.

CLARION

Clarion County

FDC 8/1276 AXQ FI/T CLARION COUNTY, CLARION, PA. RNAV (GPS) RWY 24, AMDT 1...LNAV MDA 2100/HAT 642 ALL CATS, VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 2100/HAA 642 ALL CATS, VIS CAT C 1 3/4, CAT D 2.

CLEARFIELD

Clearfield-Lawrence

FDC 9/3611 FIG FI/T CLEARFIELD-LAWRENCE, CLEARFIELD, PA. VOR RWY 30, AMDT 6A...PROCEDURE NA.

COLLEGEVILLE

Perkiomen Valley

FDC 8/9125 N10 FI/T PERKIOMEN VALLEY, COLLEGEVILLE, PA. RNAV (GPS) RWY 9, AMDT 1...PROCEDURE NA AT NIGHT.

FDC 8/9118 N10 FI/T PERKIOMEN VALLEY, COLLEGEVILLE, PA. RNAV (GPS) RWY 27, ORIG...PROCEDURE NA AT NIGHT.

FDC 8/9117 N10 FI/T PERKIOMEN VALLEY, COLLEGEVILLE, PA. VOR RWY 9, AMDT 5...PROCEDURE NA AT NIGHT.

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 8/2307 ERI FI/T ERIE INTL, ERIE, PA. VOR/DME OR GPS RWY 24, AMDT 11B...PROCEDURE TURN COMPLETION MINIMUM ALTITUDE 3200. CAT D CIRCLING MDA 1380/HAA 647.

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 8/1613 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.

HAZLETON

Hazleton Muni

FDC 8/7634 HZL FI/T HAZLETON MUNI, HAZLETON, PA. VOR RWY 28, AMDT 8D...PROCEDURE NA AT NIGHT.

FDC 8/7633 HZL FI/T HAZLETON MUNI, HAZLETON, PA. VOR RWY 10, AMDT 10D...CIRCLING TO RWY 28 NA AT NIGHT.

FDC 8/7632 HZL FI/T HAZLETON MUNI, HAZLETON, PA. LOC RWY 28, AMDT 5D...PROCEDURE NA AT NIGHT.

HONESDALE

Cherry Ridge

FDC 8/8951 N30 FI/T CHERRY RIDGE, HONESDALE, PA. VOR A, AMDT 5...PROCEDURE NA AT NIGHT.

FDC 7/4732 N30 FI/T CHERRY RIDGE, HONESDALE, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS AND TAKEOFF OBSTACLE NOTES NA.

JOHNSTOWN

John Murtha Johnstown-Cambria Co

FDC 7/8873 JST FI/T JOHN MURTHA JOHNSTOWN-CAMBRIA COUNTY, JOHNSTOWN, PA. RNAV (GPS) RWY 23, ORIG...PROCEDURE NA.

PHILADELPHIA

Philadelphia Intl

FDC 9/5433 PHL FI/P PHILADELPHIA INTL, PHILADELPHIA, PA. ILS OR LOC RWY 17, AMDT 7...MISSED APPROACH: CLIMB TO 3000 VIA HEADING 155 AND ARD R-207 TO JEPUG INT AND HOLD. THIS IS ILS OR LOC RWY 17, AMDT 7A.

PHILIPSBURG

Mid-State

FDC 9/7205 PSB FI/T MID-STATE, PHILIPSBURG, PA. ILS OR LOC RWY 16, AMDT 6B...PROCEDURE NA.

PITTSBURGH

Pittsburgh Intl

FDC 9/9610 PIT FI/P PITTSBURGH INTL, PITTSBURGH, PA. ILS OR LOC RWY 28R, AMDT 9...ILS RWY 28R (CAT II), AMDT 9...CORRECT PLANVIEW: ADD NO PROCEDURE TURN DESIGNATION TO TERMINAL ROUTE FROM NASTY TO KERRS.

FDC 9/9605 PIT FI/P PITTSBURGH INTL, PITTSBURGH, PA. ILS OR LOC RWY 28L, AMDT 9...ILS RWY 28L (CAT II), AMDT 9...CORRECT PLANVIEW: ADD NO PROCEDURE TURN DESIGNATION TO TERMINAL ROUTE FROM PEETE TO COSLU.

FDC 8/2032 PIT FI/T PITTSBURGH INTL, PITTSBURGH, PA. ILS RWY 28L (CAT II), AMDT 9...PROCEDURE NA.

FDC 8/0994 PIT FI/T PITTSBURGH INTERNATIONAL, PITTSBURGH, PA. RNAV (RNP) Z RWY 10R, ORIG...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.

READING

Reading Rgnl/Carl A Spaatz Field

FDC 8/0767 RDG FI/T READING RGNL/CARL A SPAATZ FLD, READING, PA. ILS RWY 13, ORIG...S-ILS 13 DA 601/HAT 257 VIS 1 MISSED APPROACH: CLIMBING RIGHT TURN TO 3200 VIA HEADING 300 AND LRP R-020 TO OUTLT INT AND HOLD.

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.

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.

STATE COLLEGE

University Park

FDC 9/3612 UNV FI/T UNIVERSITY PARK, STATE COLLEGE, PA. VOR B, AMDT 10...PROCEDURE NA.

STERLING

Spring Hill

FDC 9/4052 70N FI/T SPRING HILL, STERLING, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 23 NA.

TOUGHKENAMON

New Garden

FDC 9/9416 N57 FI/T NEW GARDEN, TOUGHKENAMON, PA. VOR RWY 24, AMDT 7B...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

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 8/2893 AFJ FI/T WASHINGTON COUNTY, WASHINGTON, PA. RNAV (GPS) RWY 27, ORIG...CHANGE MISSED APPROACH TO READ: CLIMB TO 4000 DIRECT WAVVO AND VIA 323 DEGREE TRACK TO HLG VOR/DME AND HOLD.

FDC 5/1991 AFJ FI/T WASHINGTON COUNTY, WASHINGTON, PA. VOR-B AMDT 7...PROCEDURE NA.

WEST CHESTER

Brandywine

FDC 9/9413 OQN FI/T BRANDYWINE, WEST CHESTER, PA. VOR A, AMDT 3...PROCEDURE NA.

WILKES-BARRE/SCRANTON

Wilkes-Barre/Scranton Intl

FDC 8/4731 AVP FI/T WILKES-BARRE/SCRANTON INTL, WILKES-BARRE/SCRANTON, PA. ILS OR LOC/DME RWY 4, AMDT 35...ILS OR LOC/DME RWY 22, AMDT 5...NDB OR GPS A, AMDT 16...ALTERNATE MINIMUMS NA. 2008/08/25 13:56.

WILLIAMSPORT

Williamsport Rgnl

FDC 9/9830 IPT FI/T WILLIAMSPORT RGNL, WILLIAMSPORT, PA. ILS RWY 27, AMDT 16...ALTERNATE MINIMUMS NA.

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 9/8327 THV FI/T YORK, YORK, PA. GPS RWY 35, AMDT 2A...CIRCLING CAT A MDA 1220/HAA 740, CIRCLING CAT B MDA 1240/HAA 760, CIRCLING CATS C/D MDA 1260/HAA 780. CIRCLING VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2.

FDC 9/8326 THV FI/T YORK, YORK, PA. NDB RWY 17, AMDT 6A...S-17 MDA 1180/HAT 702 ALL CATS, VIS CAT C 2, CAT D 2 1/4. CIRCLING CAT A MDA 1220/HAA 740, CIRCLING CAT B MDA 1240/HAA 760, CIRCLING CATS C/D MDA 1260/HAA 780. CIRCLING VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2.

FDC 9/8325 THV FI/T YORK, YORK, PA. RNAV (GPS) RWY 17, ORIG...LNAV MDA 1180/HAT 702 ALL CATS, VIS CAT C 2, CAT D 2 1/4. CIRCLING CAT A MDA 1220/HAA 740, CIRCLING CAT B MDA 1240/HAA 760, CIRCLING CATS C/D MDA 1260/HAA 780. CIRCLING VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. MISSED APPROACH: CLIMB TO 1400, THEN CLIMBING RIGHT TURN TO 3100 DIRECT KOLBY WP AND HOLD.

PUERTO RICO

MAYAGUEZ

Eugenio Maria De Hostos

FDC 6/4548 MAZ FI/T MAYAGUEZ/EUGENIO 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.

PONCE

Mercedita

FDC 9/4996 PSE FI/P MERCEDITA, PONCE, PR. RNAV (GPS) RWY 12, ORIG...DELETE NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 12 AND CIRCLING RWY 30 NA AT NIGHT. CHART NOTE: PROCEDURE NA AT NIGHT. THIS IS RNAV (GPS) RWY 12, ORIG-A.

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. 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: VGSI AND ILS GLIDEPATH NOT COINCIDENT.

RHODE ISLAND

NORTH KINGSTOWN

Quonset State

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.

PROVIDENCE

Theodore Francis Green State

FDC 8/5423 PVD FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. VOR RWY 34, AMDT 4D...S-34 MDA 660/HAT 609 ALL CATS. CAT C VIS RVR 6000, CAT D VIS 1 1/2. CIRCLING MDA 660/HAA 605 ALL CATS. CAT C VIS 1 3/4.

FDC 8/5411 PVD FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. RNAV (GPS) RWY 5, ORIG-A...LNAV MDA 540/HAT 487 ALL CATS. CIRCLING CATS A/B MDA 620/HAA 565. FOR INOPERATIVE MALSR, INCREASE LNAV CAT D VISIBILITY TO 1 1/2. VDP NA. TEMPORARY CRANE 303 MSL 5100 FEET NW OF RWY 5.

FDC 8/5410 PVD FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. ILS OR LOC RWY 5, AMDT 19...CIRCLING CATS A/B MDA 620/HAA 565. TEMPORARY CRANE 303 MSL 5100 FEET NW OF RWY 5.

FDC 8/5409 PVD FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. RNAV (GPS) RWY 23, ORIG-C...CIRCLING CATS A/B MDA 620/HAA 565. TEMPORARY CRANE 303 MSL 1.2 NM NW OF RWY 34.

FDC 8/5408 PVD FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. RNAV (GPS) RWY 16, ORIG-A...CIRCLING CATS A/B MDA 620/HAA 565. TEMPORARY CRANE 303 MSL 3087 FEET SE OF RWY 16.

FDC 8/5407 PVD FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. ILS RWY 34, AMDT 10B...CIRCLING CATS A/B MDA 620/HAA 565. TEMPORARY CRANE 303 MSL 1.2 NM NW OF RWY 34.

FDC 8/5406 PVD FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. VOR/DME RWY 16, AMDT 4C...CIRCLING CATS A/B MDA 620/HAA 565. TEMPORARY CRANE 303 MSL 3087 FEET SE OF RWY 16.

FDC 8/5404 PVD FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. VOR RWY 5, AMDT 13E...DME MINIMUMS: S-5 MDA 560/HAT 507 ALL CATS. VIS CAT C RVR 5000. CIRCLING CATS A/B MDA 620/HAA 565. TEMPORARY CRANE 303 MSL 5100 FEET NW OF RWY 5.

FDC 8/5403 PVD FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. RNAV (GPS) RWY 34, ORIG-B...CIRCLING CATS A/B MDA 620/HAA 565. TEMPORARY CRANE 303 MSL 1.2 NM NW OF RWY 34.

FDC 8/5401 PVD FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. VOR/DME RWY 34, AMDT 5D...CIRCLING CATS A/B MDA 620/HAA 565. TEMPORARY CRANE 303 MSL 1.2 NM NW OF RWY 34.

FDC 8/5400 PVD FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. VOR/DME RWY 23, AMDT 6F...S-23 MDA 500/HAT 450 ALL CATS. FOR INOPERATIVE MALSR, INCREASE CAT C VIS TO RVR 6000, CAT D VIS TO 1 1/2. VDP NA. CIRCLING CATS A/B MDA 620/HAA 565. TEMPORARY CRANE 303 MSL 5763 FEET SW OF RWY 23.

FDC 8/5399 PVD FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. ILS OR LOC RWY 23, AMDT 5A...CIRCLING CATS A/B MDA 620/HAA 565. TEMPORARY CRANE 303 MSL 5763 FEET SW OF RWY 23.

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

ALLENDALE

Allendale County

FDC 8/6682 88J FI/T ALLENDALE COUNTY, ALLENDALE, SC. GPS RWY 17, ORIG...GPS RWY 35, AMDT 1...VOR OR GPS A, AMDT 5...CIRCLING CAT C MDA 720/HAA 559.

ANDREWS

Robert F Swinnie

FDC 7/3629 PHH FI/T ROBERT F SWINNIE, ANDREWS, SC. NDB RWY 36, ORIG...PROCEDURE NA.

BENNETTSVILLE

Marlboro County Jetport - H.E. Avent Field

FDC 8/6366 BBP FI/T MARLBORO COUNTY JETPORT-H E AVENT FIELD, BENNETTSVILLE, SC. RNAV (GPS) RWY 6, ORIG...VGSI AND DESCENT ANGLES NOT COINCIDENT VISIBILITY REDUCTION BY HELICOPTERS NA 34:1 IS NOT CLEAR.

FDC 8/6365 BBP FI/T MARLBORO COUNTY JETPORT-H E AVENT FIELD, BENNETTSVILLE, SC. RNAV (GPS) RWY 24, ORIG...VDP NA VISIBILITY REDUCTION BY HELICOPTERS NA 34:1 IS NOT CLEAR.

FDC 8/6364 BBP FI/T MARLBORO COUNTY JETPORT-H E AVENT FIELD, BENNETTSVILLE, SC. NDB RWY 6, AMDT 4...VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/6363 BBP FI/T MARLBORO COUNTY JETPORT-H E AVENT FIELD, BENNETTSVILLE, SC. VOR/DME A, AMDT 4...PROCEDURE NA FOR ARRIVAL ON FLO VORTAC AIRWAY RADIALS 312 CW 043, AND T200.

FDC 8/6362 BBP FI/T MARLBORO COUNTY JETPORT-H E AVENT FIELD, BENNETTSVILLE, SC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 6, POLE 99 FT FROM END OF RUNWAY, 380 FT RIGHT OF CENTERLINE 35 FT AGL/181 FT MSL. TREES BEGINNING 2498 FT FROM END OF RUNWAY, 256 FT RIGHT OF CENTERLINE UP TO 86 FT AGL/ 235 FT MSL. TREES BEGINNING 1417 FT FROM END OF RUNWAY, 411 FT LEFT OF CENTERLINE, UP TO 82 FT AGL/232 FT MSL. RWY 24, TREES BEGINNING 77 FT FROM END OF RUNWAY, 148 FT RIGHT OF CENTERLINE UP TO 100 FT AGL/227 FT MSL.

COLUMBIA

Columbia Metropolitan

FDC 8/2632 CAE FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. RNAV (GPS) RWY 29, ORIG...LNAV/VNAV DA 543/HAT 316 ALL CATS. VIS CAT A/B/C RVR 4000 CIRCLING MDA CAT A/B 780/HAA 544, CAT C 840/HAA 604, VIS CAT C 1 3/4. DISREGARD NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. BARO VNAV N/A ABOVE 48C (118F) FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV CAT D VISIBILITY TO RVR 6000.

FDC 8/2631 CAE FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. ILS OR LOC RWY 5, AMDT 1B...S-LOC 5 MDA 1040/HAT 812 ALL CATS. VIS CAT C 2, CAT D 2 1/4 CIRCLING MDA 1040/HAA 804 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4 MINIMUM ALTITUDE AT IKUPY 1040 LOC ONLY. IKUPY FIX MINIMUMS: S-LOC 5 MDA CATS A/B/C 700/HAT 472, CAT D NA CIRCLING MDA CAT A/B 780/HAA 544, CAT C 840/HAA 604, VIS CAT C 1 3/4. VGSI AND ILS GLIDE PATH NOT COINCIDENT. ALTERNATE MINIMUMS: ILS: CAT A,B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4 LOC: CAT A,B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4 NA WHEN LOCAL WEATHER NOT AVAILABLE.

FDC 8/2630 CAE FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. RNAV (GPS) RWY 23, AMDT 1...LPV DA 503/HAT 290 ALL CATS CIRCLING MDA CAT A/B 780/HAA 544 VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/2629 CAE FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. ILS OR LOC RWY 29, AMDT 3F...RWY 29 TDZE 227 S-ILS DA 427/HAT 200 ALL CATS. L-LOC HAT 473 ALL CATS CIRCLING MDA CAT A/B 780/HAA 544, CAT C 840/HAA 604, VIS CAT C 1 3/4. ALTERNATE MINIMUMS ILS, CAT C 700-2.

FDC 8/2628 CAE FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. VOR OR GPS A, AMDT 15A...CIRCLING MDA CAT C 840/HAA 604, VIS 1 3/4.

FDC 8/2627 CAE FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. RNAV (GPS) RWY 5, AMDT 1...LPV DA 519/HAT 291 ALL CATS. LNAV MDA 700/HAT 472 ALL CATS. CIRCLING MDA CAT A/B 780/HAA 544, VIS CAT A/B 1 VDP NA BARO VNAV N/A ABOVE 48C (118F).

FDC 8/2626 CAE FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. ILS OR LOC RWY 11, AMDT 14A...CIRCLING MDA CAT C 840/HAA 604, VIS 1 3/4. ALTERNATE MINIMUMS, ILS CAT C 700-2.

FDC 8/2625 CAE FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. RADAR-1, AMDT 11...S-5 MDA 720/HAT 492 ALL CATS CIRCLING MDA CAT C 840/HAA 604, VIS 1 3/4.

Columbia Owens Downtown

FDC 8/5518 CUB FI/T COLUMBIA OWENS DOWNTOWN, COLUMBIA, SC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF OBSTACLE NOTES: NOTE: RWY 31, BUILDING 2169 FEET FROM DER, 437 FEET LEFT OF CENTERLINE, 45 FEET AGL/252 FEET MSL.

CONWAY

Conway-Horry County

FDC 8/8757 HYW FI/T CONWAY-HORRY COUNTY, CONWAY, SC. RNAV (GPS) RWY 22, ORIG...MISSED APPROACH: CLIMBING LEFT TURN TO 2000 DIRECT MARFE AND HOLD VISIBILITY REDUCTION BY HELICOPTERS NA MYRTLE BEACH INTL AWOS-3 124.5.

FDC 8/8756 HYW FI/T CONWAY-HORRY COUNTY, CONWAY, SC. RNAV (GPS) RWY 4, ORIG...NDB RWY 4, ORIG...NDB RWY 22, ORIG...VISIBILITY REDUCTION BY HELICOPTERS NA MYRTLE BEACH INTL AWOS-3 124.5.

GEORGETOWN

Georgetown County

FDC 8/6680 GGE FI/T GEORGETOWN COUNTY, GEORGETOWN, SC. NDB OR GPS RWY 5, AMDT 5A...S-5 MDA 540/HAT 501 ALL CATS. VIS CAT C 1 1/2. 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

Donaldson Center

FDC 9/7264 GYH FI/T DONALDSON CENTER, GREENVILLE, SC. NDB RWY 5, AMDT 6...S-5: MDA 1520/HAT 565 ALL CATS. VIS CAT C 1, CAT D 1 1/2. CIRCLING: MDA 1520/HAA 565 ALL CATS. TEMPORARY CRANE 1170 MSL, 2991 FEET SOUTH OF RWY 5.

FDC 9/7262 GYH FI/T DONALDSON CENTER, GREENVILLE, SC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 23, 300-1. NOTE: RWY 23, TEMPORARY CRANE 2756 FROM DEPARTURE END OF RUNWAY, 1162 LEFT OF CENTERLINE, 230 AGL/1170 MSL.

FDC 9/7261 GYH FI/T DONALDSON CENTER, GREENVILLE, SC. RNAV (GPS) RWY 23, ORIG...CIRCLING: MDA 1520/HAA 565 ALL CATS. TEMPORARY CRANE 1170 MSL, 2991 SOUTH OF RWY 5.

FDC 9/7260 GYH FI/T DONALDSON CENTER, GREENVILLE, SC. ILS OR LOC RWY 5, AMDT 5...S-LOC 5 MDA 1480/HAT 525 ALL CATS, VIS CAT C 1, CAT D 1 1/4. CIRCLING MDA 1520/HAA 565 ALL CATS. TEMPORARY CRANE 1170 MSL, 2991 SOUTH OF RWY 5.

FDC 9/7259 GYH FI/T DONALDSON CENTER, GREENVILLE, SC. RNAV (GPS) RWY 5, ORIG...LPV DA 1383/ HAT 428, VIS 1 ALL CATS. LNAV MDA 1480/HAT 525 ALL CATS, VIS CAT C 1, CAT D 1 1/4. CIRCLING MDA 1520/HAA 565 ALL CATS. TEMPORARY CRANE 1170 MSL, 2991 FEET SOUTH OF RWY 5.

GREENWOOD

Greenwood County

FDC 8/4775 GRD FI/T GREENWOOD COUNTY, GREENWOOD, SC. NDB OR GPS RWY 27, AMDT 1A...NDB PORTION NA.

MANNING

Santee Cooper Rgnl

FDC 8/4993 MNI FI/T SANTEE COOPER REGIONAL, MANNING, SC. VOR/DME OR GPS A, AMDT 4...VOR/DME PORTION NA.

MOUNT PLEASANT

Mt Pleasant Rgnl-Faison Field

FDC 8/9313 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 720/HAA 708 ALL CATS, VIS CAT C 2. FESJY TO RWY 17: 3.67/TCH 40. VGS1 AND DESCENT ANGLE NOT COINCIDENT. VISIBILITY REDUCTION BY HELICOPTERS NA. DISREGARD NOTE: USE CHARLESTON ALTIMETER SETTING. TEMPORARY CRANE 324 MSL 1.1 NM SE OF RWY 35.

FDC 8/9312 LRO FI/T MT PLEASANT RGNL-FAISON FIELD, MOUNT PLEASANT, SC. VOR/DME OR GPS A, ORIG...CIRCLING MDA 720/HAA 708 ALL CATS, VIS CAT C 2. DISREGARD NOTE: USE CHARLESTON ALTIMETER SETTING. TEMPORARY CRANE 324 MSL 1.1 NM SE OF RWY 35.

MYRTLE BEACH

Myrtle Beach Intl

FDC 9/7983 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 RWY 18.

FDC 9/7982 MYR FI/T MYRTLE BEACH INTL, MYRTLE BEACH, SC. ILS OR LOC RWY 36, AMDT 1D...ILS OR LOC RWY 18, AMDT 1H...CIRCLING CAT C MDA 580/HAA 555.

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. VGS1 AND RNAV GLIDEPATH NOT COINCIDENT.

NEWBERRY

Newberry County

FDC 9/6480 EOE FI/P NEWBERRY COUNTY, NEWBERRY, SC. NDB RWY 22, AMDT 6...S-22 CAT C NA. CIRCLING CAT C NA. DELETE NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GREENWOOD COUNTY ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET AND CIRCLING CAT C VISIBILITY 1/4 MILE. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GREENWOOD COUNTY ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET. THIS IS NDB RWY 22, AMDT 6A.

FDC 9/6194 EOE FI/T NEWBERRY COUNTY, NEWBERRY, SC. GPS RWY 22, ORIG...PROCEDURE NA.

NORTH MYRTLE BEACH

Grand Strand

FDC 8/1118 CRE FI/T GRAND STRAND, NORTH MYRTLE BEACH, SC. VOR RWY 5, AMDT 21...GPS RWY 5, ORIG-A...ILS RWY 23, AMDT 10D...VOR RWY 23, AMDT 19C...GPS RWY 23, ORIG-A...ADD NOTE: VISIBILITY REDUCTION BY HELICOPTER NA.

ORANGEBURG

Orangeburg Muni

FDC 8/9561 OGB FI/T ORANGEBURG MUNI, ORANGEBURG, SC. NDB RWY 5, AMDT 1...VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/9560 OGB FI/T ORANGEBURG MUNI, ORANGEBURG, SC. RNAV (GPS) RWY 5, ORIG...34:1 IS NOT CLEAR. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/9559 OGB FI/T ORANGEBURG MUNI, ORANGEBURG, SC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 5: TREES BEGINNING 189 FT FROM END OF RUNWAY, 397 FT LEFT OF CENTERLINE UP TO 100 FT AGL/289 FT MSL. RAILROAD 769 FT FROM END OF RUNWAY 393 FT RIGHT OF CENTERLINE 23FT AGL/220 FT MSL. RWY 23: TREES BEGINNING 31 FT FROM END OF RUNWAY, 51 FT LEFT OF CENTERLINE UP TO 100 FT AGL/ 251 FT MSL. POWER POLE 1260 FT FROM END OF RUNWAY, 130 LEFT OF CENTERLINE 50 FT AGL/202 FT MSL. TREES BEGINNING 872 FT FROM END OF RUNWAY, 414 FT RIGHT OF CENTERLINE UP TO 100 FT AGL/259 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

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.

SUMMERVILLE

Summerville

FDC 8/1328 DYB FI/T SUMMERVILLE, SUMMERVILLE, SC. NDB OR GPS RWY 6, ORIG-C...ADD NOTE: VISIBILITY REDUCTION BY HELICOPTER NA. DISREGARD NOTE TO USE CHARLESTON ALTIMETER SETTING.

FDC 8/1109 DYB FI/T SUMMERVILLE, SUMMERVILLE, SC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 24, MULTIPLE TREES BEGINNING 58 FEET FROM DEPARTURE END OF RUNWAY, 390 FEET LEFT OF CENTERLINE, UP TO 56 FEET AGL/117 FEET MSL.

SOUTH DAKOTA

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.

HURON

Huron Rgnl

FDC 8/1281 HON FI/T HURON REGIONAL, HURON, SD. RNAV (GPS) RWY 30, AMDT 1...LPV DA 1559/HAT 273 ALL CATS. LNAV/VNAV DA 1721/HAT 435 ALL CATS.

RAPID CITY

Rapid City Rgnl

FDC 9/9410 RAP FI/T RAPID CITY RGNL, RAPID CITY, SD. VOR OR TACAN RWY 14, ORIG-E...TACAN PORTION NA.

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.

SPEARFISH

Black Hills-Clyde Ice Field

FDC 8/4710 SPF FI/T BLACK HILLS-CLYDE ICE FIELD, SPEARFISH, SD. GPS RWY 12, ORIG-D...PROCEDURE NA.

WATERTOWN

Watertown Rgnl

FDC 8/6663 ATY FI/T WATERTOWN REGIONAL, WATERTOWN, SD. RNAV (GPS) RWY 30, ORIG...PROCEDURE NA.

TENNESSEE

ATHENS

Mcminn County

FDC 9/9053 MMI FI/T MCMINN COUNTY, ATHENS, TN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 2, 500 2 3/4 WITH A MINIMUM CLIMB OF 220 FEET PER NM TO 1700. RWY 20, STANDARD WITH A MINIMUM CLIMB OF 290 FEET PER NM TO 4900. DEPARTURE PROCEDURE: RWY 2, CLIMB HEADING 022 TO 2500 BEFORE PROCEEDING ON COURSE. RWY 20, CLIMB HEADING 202 TO 1700 BEFORE PROCEEDING ON COURSE. NOTE: RWY 2, TREES BEGINNING 420 FEET FROM END OF RUNWAY, 34 FEET RIGHT OF CENTERLINE UP TO 100 FEET AGL/1042 FEET MSL. TREES BEGINNING 146 FEET FROM END OF RUNWAY, 42 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/1240 FEET MSL. BUILDINGS BEGINNING 337 FEET FROM END OF RUNWAY, 35 FEET RIGHT OF CENTERLINE UP TO 83 FEET AGL/ 1062 FEET MSL. BUILDINGS BEGINING 40 FEET FROM END OF RUNWAY, 262 FEET LEFT OF CENTERLINE UP TO 18 FEET AGL/1013 FEET MSL. RWY 20, TREES BEGINNING 2 FEET FROM END OF RUNWAY, 216 FEET RIGHT OF CENTERLINE UP TO 100 FEET AGL/868 FEET MSL. TREES BEGINNING 288 FEET FROM END OF RUNWAY, 407 FEET LEFT OF CENTERLINE UP TO 100 FEET AGL/864 FEET MSL.

FDC 9/9052 MMI FI/T MCMINN COUNTY, ATHENS, TN. NDB RWY 20, AMDT 6...IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE KNOXVILLE ALTIMETER SETTING AND INCREASE ALL MDA 160 FEET.

FDC 9/9043 MMI FI/T MCMINN COUNTY, ATHENS, TN. NDB OR GPS RWY 2, AMDT 5A...VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/1225 MMI FI/T MCMINN COUNTY, ATHENS, TN. RNAV (GPS) RWY 20, ORIG...PROCEDURE NA.

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.

CHATTANOOGA

Lovell Field

FDC 8/4169 CHA FI/T LOVELL FIELD, CHATTANOOGA, TN. RNAV (GPS) RWY 20, ORIG...CHANGE MISSED APPROACH TO READ: CLIMB TO 3800 DIRECT FIDGO AND HOLD.

FDC 8/4157 CHA FI/T LOVELL FIELD, CHATTANOOGA, TN. RNAV (GPS) RWY 2, ORIG...CHANGE MISSED APPROACH TO READ: CLIMB TO 3300 DIRECT COKIT AND VIA 018 DEGREE TRACK TO CQN (DAISY) NDB AND HOLD.

COVINGTON

Covington Muni

FDC 8/6430 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 VISIBILITY REDUCTION BY HELICOPTERS NA.

CROSSVILLE

Crossville Memorial-Whitson Field

FDC 9/9874 CSV FI/P CROSSVILLE MEMORIAL-WHITSON FLD, CROSSVILLE, TN. ILS OR LOC RWY 26, AMDT 13...S-ILS 26: DA 2090/HAT 219 ALL CATS. S-LOC 26: MISSED APPROACH POINT 4.6 MILES AFTER HYDER OM/INT. THIS IS ILS OR LOC RWY 26, AMDT 13A.

DYERSBURG

Dyersburg Rgnl

FDC 8/6837 DYR FI/T DYERSBURG REGIONAL, DYERSBURG, TN. RNAV (GPS) RWY 4, AMDT 1...PROCEDURE NA.

FDC 8/6470 DYR FI/T DYERSBURG REGIONAL, DYERSBURG, TN. RNAV (GPS) RWY 22, ORIG...MINIMUM ALTITUDE AT DAKNE 1100 DAKNE TO RW22: 3.26/40 VDP NA VISIBILITY REDUCTION BY HELICOPTERS NA 34:1 IS NOT CLEAR.

FDC 8/6469 DYR FI/T DYERSBURG REGIONAL, DYERSBURG, TN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 34, STANDARD WITH A MINIMUM CLIMB OF 207 FT PER NM TO 1100. NOTE: RWY 4, TREES BEGINNING 182 FT FROM END OF RUNWAY, 411 FT LEFT OF CENTERLINE UP TO 100 FT AGL/ 400 FT MSL. RWY 22, TREES BEGINNING 1484 FT FROM END OF RUNWAY, 954 FT LEFT OF CENTERLINE UP TO 100 FT AGL/381 FT MSL. TREES BEGINNING 1395 FT FROM END OF RUNWAY, 420 FT RIGHT OF CENTERLINE UP TO 100 FT AGL/384 FT MSL. RWY 34, TREES BEGINNING 486 FT FROM END OF RUNWAY, 507 FT RIGHT OF CENTERLINE UP TO 100 FT AGL/439 FT MSL. RWY 16, TREES BEGINNING 182 FT FROM END OF RUNWAY, 425 FT LEFT OF CENTERLINE UP TO 100 FT AGL/421 FT MSL.

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.

HUNTINGDON

Carroll County

FDC 8/3013 HZD FI/T CARROLL COUNTY, HUNTINGDON, TN. NDB OR GPS RWY 1, AMDT 1...S-1 MDA 1380/HAT 887 ALL CATS. VIS CAT A/B 1 1/4, CAT C 2 3/4, CAT D 3. CIRCLING MDA 1380/HAA884 ALL CATS. VIS CAT A/B 1 1/4, CAT C 2 3/4, CAT D 3. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/3010 HZD FI/T CARROLL COUNTY, HUNTINGDON, TN. GPS RWY 19, ORIG...HEIDI TO RWY19: 2.96/35 VISIBILITY REDUCTION BY HELICOPTERS NA MISSED APPROACH: CLIMB TO 2100 DIRECT JOEY AND HOLD.

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: VGS I AND DESCENT ANGLES NOT COINCIDENT.

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.

MADISONVILLE

Monroe County

FDC 8/0254 MNV FI/T MONROE COUNTY, MADISONVILLE, TN. RNAV (GPS) RWY 5, ORIG...PROCEDURE NA.

MEMPHIS

General Dewitt Spain

FDC 8/6854 M01 FI/T GENERAL DEWITT SPAIN, MEMPHIS, TN. GPS RWY 17, ORIG-A...S-17 MDA 1140/HAT 916 ALL CATS. VIS CAT A 1 1/4, CAT D 2 3/4. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/6853 M01 FI/T GENERAL DEWITT SPAIN, MEMPHIS, TN. VOR RWY 17, ORIG-A...VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/6844 M01 FI/T GENERAL DEWITT SPAIN, MEMPHIS, TN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 17, STANDARD WITH A MINIMUM CLIMB OF 254 FT PER NM TO 1100. OR 1200-2 1/2 FOR CLIMB IN VISUAL CONDITIONS. NOTE: RWY 35, TREES BEGINNING 15 FT FROM END OF RUNWAY, 389 FT RIGHT OF CENTERLINE UP TO 100 FT AGL/324 FT MSL. TREES BEGINNING 48 FT FROM END OF RUNWAY, 276 FT LEFT OF CENTERLINE UP TO 100 FT AGL/299 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

Memphis Intl

FDC 9/6664 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 18C, AMDT 1...S-ILS 18C NA.

FDC 8/3202 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. RNAV (GPS) RWY 27, AMDT 1...LPV: DA 729/HAT 437. VIS RVR 5000 ALL CATS. FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VIS 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 604FT MSL BEGINNING 2066FT SW OF RWY 27.

FDC 8/3201 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 18L, AMDT 2...CIRCLING: CAT A/B/C/D MDA 960/HAA 619. VIS CAT C 1 3/4. BRYSN FIX MINIMUMS: CIRCLING CAT A/B/C/D MDA 960/HAA 619. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CAT A/B/C/D 700-2. TEMPORARY CRANES UP TO 604FT MSL BEGINNING 2066FT SW OF RWY 27.

FDC 8/3199 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 18R, AMDT 13...CIRCLING: CAT A/B/C/D MDA 960/HAA 619. VIS CAT C 1 3/4. SAAMM FIX MINIMUMS: CIRCLING CAT A/B/C/D MDA 960/HAA 619. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CAT A/B/C/D 700-2. TEMPORARY CRANES UP TO 604 FEET MSL BEGINNING 2066 FEET SW OF RWY 27.

FDC 8/3198 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 27, AMDT 3...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. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CAT A/B/C/D 700-2. TEMPORARY CRANES UP TO 604 FEET MSL BEGINNING 2066 FEET SW OF RWY 27.

FDC 8/3196 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...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 MSL BEGINNING 2066 SW OF RWY 27.

FDC 8/3192 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. RNAV (GPS) RWY 18R, AMDT 1...LPV: DA 715/HAT 420 ALL CATS. VIS RVR 5000 ALL CATS. LNAV/VNAV: DA 841/HAT 546 ALL CATS. VIS 1 1/2 ALL CATS. LNAV: MDA 860/HAT 565 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. CIRCLING: MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. SAAMM 1.7 NM TO RW18R NA. FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VISIBILITY TO 1 1/2. TEMPORARY CRANES UP TO 574 MSL BEGINNING 1774 FEET E OF RWY 18R AND UP TO 604 FEET MSL BEGINNING 2066 FEET SW OF RWY 27.

FDC 8/3191 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 18C, AMDT 1...S-ILS 18C: DA 648/HAT 358 ALL CATS. VIS RVR 4000 ALL CATS. TRVOR FIX MINIMUMS NA. TRVOR 1.7 NM TO RW18C NA. FOR INOPERATIVE MALSR, INCREASE S-ILS 18C ALL CATS VISIBILITY TO 1 1/2. CIRCLING: CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CAT A/B/C/D 700-2. TEMPORARY CRANES UP TO 574 FT MSL BEGINNING 1774 FEET E OF RWY 18R AND UP TO 604 FEET MSL BEGINNING 2066 FEET SW OF RWY 27.

FDC 8/3190 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. RNAV (GPS) RWY 18C, AMDT 1...LPV: DA 672/HAT 382 ALL CATS. VIS RVR 5000 ALL CATS. LNAV/VNAV: DA 828/HAT 538 ALL CATS. 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. FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VISIBILITY TO 1/2. TEMPORARY CRANES UP TO 574 MSL MSL BEGINNING 1774 FEET E OF RWY 18R AND UP TO 604 FEET MSL BEGINNING 2066 FEET SW OF RWY 27.

FDC 8/3189 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. RNAV (GPS) RWY 9, AMDT 1...LNAV: MDA 860/HAT 601 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. VDP NA. CIRCLING: MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. TEMPORARY CRANES UP TO 574 MSL BEGINNING 1774 FEET E OF RWY 18R AND UP TO 604 FEET MSL BEGINNING 2066 FEET SW OF RWY 27.

FDC 8/3187 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. RNAV (GPS) RWY 18L, AMDT 1...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 8/3186 MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 9, AMDT 27...S-ILS 9: DA 514/HAT 255 ALL CATS. CIRCLING: CAT A/B/C/D MDA 960/HAA 619. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CAT 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

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.

PARIS

Henry County

FDC 8/1490 PHT FI/T HENRY COUNTY, PARIS, TN. ILS RWY 2, ORIG-A...VGSI AND ILS GLIDEPATH NOT COINCIDENT.

FDC 8/1489 PHT FI/T HENRY COUNTY, PARIS, TN. RNAV (GPS) RWY 20, ORIG-A...LNAV MDA 980/HAT 409 ALL CATS, CAT C VIS 1 1/4 VDP NA VISIBILITY REDUCTION BY HELICOPTERS NA 34:1 IS NOT CLEAR.

ROCKWOOD

Rockwood Muni

FDC 9/1502 RKW FI/T ROCKWOOD MUNI, ROCKWOOD, TN. VOR/DME OR GPS RWY 22, AMDT 5...PROCEDURE NA.

SMYRNA

Smyrna

FDC 8/9293 MQY FI/T SMYRNA, SMYRNA, TN. ILS RWY 32, AMDT 5B...ADD PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.

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 8/4605 THA FI/T TULLAHOMA REGIONAL/WM NORTHERN FLD, TULLAHOMA, TN. RNAV (GPS) RWY 6, ORIG-A...RNAV (GPS) RWY 24, ORIG-B...VOR RWY 6, ORIG-A...VOR RWY 24, ORIG-A...PROCEDURE NA.

UNION CITY

Everett-Stewart Rgnl

FDC 9/0175 UCY FI/T EVERETT-STEWART, UNION CITY, TN. VOR/DME A, AMDT 8...CIRCLING CAT A MDA 800/HAA 465.

FDC 9/0174 UCY FI/T EVERETT-STEWART, UNION CITY, TN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 1 NOTE: OBSTRUCTION LIGHT 9 FT FROM END OF RUNWAY, 124 FT RIGHT OF CENTERLINE 2 FT AGL/310 FT MSL. TREES 1200 FT FROM END OF RUNWAY, 734 FT LEFT OF CENTERLINE UP TO 70 FT AGL/379 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 9/0173 UCY FI/T EVERETT-STEWART, UNION CITY, TN. RNAV (GPS) RWY 1, ORIG...LPV DA VIS 1 ALL CATS LNAV MDA 760/HAT 425 ALL CATS. VIS CATS A/B/C 1 INOPERATIVE TABLE DOES NOT APPLY 34:1 IS NOT CLEAR VDP NA VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 9/0172 UCY FI/T EVERETT-STEWART, UNION CITY, TN. ILS OR LOC RWY 1, ORIG-A...S-ILS 1 VIS 1 ALL CATS S-LOC 1 VIS CAT A/B 1 INOPERATIVE TABLE DOES NOT APPLY TO S-LOC 1 CATS A/B/C VISIBILITY REDUCTION BY HELICOPTERS NA.

TEXAS

ALICE

Alice Intl

FDC 9/8528 ALI FI/T ALICE INTERNATIONAL, ALICE, TX. LOC/DME RWY 31, ORIG-A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CRP VORTAC OTS.

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.

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.

ANDREWS

Andrews County

FDC 8/3980 E11 FI/T ANDREWS COUNTY, ANDREWS, TX. NDB RWY 16, AMDT 2A...PROCEDURE NA.

ARLINGTON

Arlington Muni

FDC 9/2787 GKY FI/T ARLINGTON MUNI, ARLINGTON, TX. ILS OR LOC/DME RWY 34, ORIG-A...RNAV (GPS) RWY 34, AMDT 1...VOR/DME RWY 34, AMDT 1...CIRCLING MDA 1140/HAA 512 ALL CATS.

BEAUMONT/PORT ARTHUR

Southeast Texas Rgnl

FDC 9/6420 BPT FI/T SOUTHEAST TEXAS REGIONAL, BEAUMONT/PORT ARTHUR, TX. GPS RWY 16, ORIG-A...S-16 MDA 440/HAT 425 ALL CATS.

FDC 9/6419 BPT FI/T SOUTHEAST TEXAS REGIONAL, BEAUMONT/PORT ARTHUR, TX. VOR RWY 12, AMDT 9A...S-12 MDA 440/HAT 425 ALL CATS.

FDC 9/6418 BPT FI/T SOUTHEAST TEXAS REGIONAL, BEAUMONT/PORT ARTHUR, TX. RADAR-1, AMDT 8...ASR 12, MDA 440/HAT 425 ALL CATS.

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.

BEEVILLE

Beeville Muni

FDC 9/9338 BEA FI/T BEEVILLE MUNI, BEEVILLE, TX. VOR/DME RWY 12, AMDT 6...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

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 9/5645 BRO FI/T BROWNSVILLE/SOUTH PADRE ISLAND INTL, BROWNSVILLE, TX. VOR OR TACAN OR GPS A, AMDT 1A...ALTERNATE MINIMUMS NA.

FDC 9/5644 BRO FI/T BROWNSVILLE/SOUTH PADRE ISLAND INTL, BROWNSVILLE, TX. VOR/DME RNAV OR GPS RWY 35, AMDT 3...VOR/DME RNAV OR GPS RWY 17, AMDT 3A...ALTERNATE MINIMUMS NA.

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 8/1429 4F2 FI/T PANOLA COUNTY-SHARPE FIELD, CARTHAGE, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 17, 35, STANDARD.

CASTROVILLE

Castroville Muni

FDC 9/9832 CVB FI/P CASTROVILLE MUNI, CASTROVILLE, TX. RNAV (GPS) RWY 15, ORIG-A...DELETE NOTE: USE SAN ANTONIO INTL ALTIMETER SETTING. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SAN ANTONIO INTL ALTIMETER SETTING. THIS IS RNAV (GPS) RWY 15, ORIG-B.

FDC 9/9831 CVB FI/P CASTROVILLE MUNI, CASTROVILLE, TX. RNAV (GPS) RWY 33, ORIG...DELETE NOTE: USE HONDO MUNI ALTIMETER SETTING; IF NOT RECEIVED, PROCEDURE NA. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SAN ANTONIO INTL ALTIMETER SETTING. THIS IS RNAV (GPS) RWY 33, ORIG-A.

CLEBURNE

Cleburne Muni

FDC 9/3256 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. TEMPORARY DRILLING RIG 1680 FT NE OF CLEBURNE MUNI, 1024 MSL/174 AGL.

FDC 9/3255 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. TEMPORARY DRILLING RIG 1680 FEET NE OF CLEBURNE MUNI, 1024 MSL/174 AGL.

FDC 9/3253 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.

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 9/2744 CLL FI/T EASTERWOOD FIELD, COLLEGE STATION, TX. VOR OR TACAN RWY 10, AMDT 19...S-10 MDA 800/HAT 480 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2, CAT E 1 3/4. VDP 1.26 NM FROM CLL VORTAC, DISTANCE VDP TO THRESHOLD 1.35 NM. TEMPORARY CRANE, 1.17 NM ON FINALS EXTENDED CENTERLINE 481 MSL/175 AGL.

FDC 9/2743 CLL FI/T EASTERWOOD FIELD, COLLEGE STATION, TX. RNAV (GPS) RWY 10, ORIG...LNAV MDA 800/HAT 480 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2, CAT E 1 3/4. VDP 1.35 NM TO RWY10. TEMPORARY CRANE, 1.17 NM ON FINALS EXTENDED CENTERLINE 481 MSL/175 AGL.

FDC 8/8931 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 242 FT PER NM TO 700. ALL OTHER DATA REMAINS AS PUBLISHED.

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 9/8641 CRP FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. ILS OR LOC RWY 13, AMDT 26C...MISSED APPROACH: CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 2000 HEADING 130 FOR RADAR VECTORS.

FDC 9/8640 CRP FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. ILS RWY 35, AMDT 11A...MISSED APPROACH: CLIMB TO 700 THEN CLIMBING LEFT TURN TO 2000 HEADING 335 FOR RADAR VECTORS.

FDC 9/8639 CRP FI/T CORPUS CHRISTI INTL,
CORPUS CHRISTI, TX. LOC RWY 31, AMDT
7...PROCEDURE NA.

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 8/3496 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.

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 8/2716 RBD FI/P DALLAS EXECUTIVE, DALLAS,
TX. ILS OR LOC RWY 31, AMDT 8...S-LOC 31: VIS
CAT D 1 1/2. CHANGE ALTIMETER SETTING NOTE
TO READ: WHEN LOCAL ALTIMETER SETTING NOT
RECEIVED USE DALLAS LOVE FIELD ALTIMETER
SETTING AND INCREASE DA TO 906 FEET AND ALL
MDA 60 FEET, INCREASE S-LOC 31 CAT C
VISIBILITY 1/4 MILE. THIS IS ILS OR LOC RWY 31,
AMDT 8A.

Dallas Love Field

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 8/4698 DAL FI/T DALLAS LOVE FIELD,
DALLAS, TX. ILS RWY 13R, AMDT 4D...ILS RWY 13L,
AMDT 31B...CIRCLING CATS A/B/C MDA 1100/HAA
613, VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS
CAT A/B/C 700-2. TEMPORARY CRANES: 734 MSL 1.7
NM SW OF AIRPORT, 738 MSL 1.6 NW S OF AIRPORT.

FDC 8/4697 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...CIRCLING
CATS A/B/C MDA 1100/HAA 613, VIS CAT C 1 3/4.
TEMPORARY CRANES: 734 MSL 1.7 NM SW OF
AIRPORT, 738 MSL 1.6 NW S OF AIRPORT.

FDC 8/3749 DAL FI/T DALLAS LOVE FIELD,
DALLAS, TX. RNAV (GPS) Y RWY 13L, ORIG...LNAV:
MDA 940/HAT 462 ALL CATS. VDP 0.8 NM TO DESPE.
TEMPORARY CRANE 624 MSL 1.3 NM NW OF RWY
13L.

FDC 8/3748 DAL FI/T DALLAS LOVE FIELD,
DALLAS, TX. RNAV (GPS) RWY 13L, ORIG...LNAV:
MDA 940/HAT 455 ALL CATS. VDP 1.3 NM TO RW13L.
TEMPORARY CRANE 624 MSL 1.3 NM NW OF RWY
13L.

FDC 8/3747 DAL FI/T DALLAS LOVE FIELD,
DALLAS, TX. ILS RWY 13L, AMDT 31B...S-LOC 13L:
MDA 940/HAT 455 ALL CATS. VIS CAT C RVR 4000,
CAT D RVR 5000. TEMPORARY CRANE 624 MSL 1.3
NM NW OF RWY 13L.

FDC 8/3746 DAL FI/T DALLAS LOVE FIELD,
DALLAS, TX. (SPECIAL) ILS Z RWY 13L, AMDT
1...S-LOC 13L: CAT C/D MDA 940/HAT 455. VIS CAT C
RVR 4000, CAT D RVR 5000. TEMPORARY CRANE
624 MSL 1.3 NM NW OF RWY 13L.

FDC 8/3745 DAL FI/T DALLAS LOVE FIELD,
DALLAS, TX. RNAV (GPS) Z RWY 13L,
ORIG-A...LNAV: MDA 940/HAT 455 ALL CATS. VDP
1.3 NM TO RW13L. TEMPORARY CRANE 624 MSL 1.3
NM NW OF RWY 13L.

FDC 8/0751 DAL FI/T DALLAS LOVE FIELD,
DALLAS, TX. RNAV (GPS) RWY 31L, AMDT 1...LNAV
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 9/9983 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 35R, AMDT 2A...LNAV/VNAV DA 1083/ HAT 508 ALL CATS. VIS RVR 6000 ALL CATS. LNAV 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, 180 FT AGL/744 FT MSL.

FDC 9/9056 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 36L, AMDT 2...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 9/9055 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 36R, AMDT 2...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 9/8949 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (RNP) Z RWY 31R, AMDT 1...RNP 0.16 DA 888/HAT 365 ALL CATS. VIS RVR 4000 ALL CATS. FOR INOPERATIVE MALSR INCREASE RNP 0.16 VISIBILITY TO RVR 6000. TEMPORARY CRANES, 647 MSL/150 AGL, 2128 FEET NE OF APPROACH END RWY 31R.

FDC 9/8948 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) Y RWY 31R, AMDT 1A...LNAV MDA 960/HAT 437 ALL CATS. FOR INOPERATIVE MALSR INCREASE CAT D VISIBILITY TO 1 1/2. TEMPORARY CRANES, 647 MSL/150 AGL, 2128 FEET NE OF APPROACH END RWY 31R.

FDC 9/7513 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (RNP) Z RWY 13R, ORIG-A...RNP 0.14 DA 985/HAT 394. VIS RVR 4000 ALL CATS. TEMPORARY CRANE 4405 NNW OF APPROACH END RWY 13R, 675 MSL/45 AGL.

FDC 8/7594 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 35L, AMDT 1...LNAV/VNAV DA 1097/ HAT 533 ALL CATS. VIS 1 1/2 ALL CATS. LNAV MDA 1080/ HAT 516 ALL CATS. VIS CAT C RVR 5000, VIS CAT D RVR 6000. VDP 1.36 NM TO RWY 35L. TEMPORARY GAS WELL, 1.30 NM SOUTH OF THE APPROACH END OF R35L, 180 AGL/ 744 MSL.

FDC 8/7264 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. VOR RWY 31L, ORIG...PROCEDURE NA TEMPORARY GAS WELL, 1.30 NM SOUTH OF THE APPROACH END OF RWY 35L, 180 FT AGL/ 744 FT MSL.

FDC 8/7263 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. ILS OR LOC RWY 35C, AMDT 1...S-LOC RWY 35C: MDA 1060/ HAT 497 ALL CATS. VIS CAT C RVR 4000, VIS CAT D RVR 5000. SIDESTEP 35L: MDA 1060/ HAT 497 ALL CATS. VDP 1.32 NM TO RWY 35C. TEMPORARY GAS WELL, 1.30 NM SOUTH OF THE APPROACH END OF RWY 35L, 180 FT AGL/ 744 FT MSL.

FDC 8/7262 DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. ILS OR LOC RWY 35L, AMDT 4...S-LOC 35L: MDA 1060/ HAT 496 ALL CATS. VIS CAT C RVR 4000, VIS CAT D RVR 5000. SIDESTEP 35C: 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 RWY 35L, 180 FT AGL/ 744 FT MSL.

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 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 7/8186 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-FORT 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 7/1960 DFW FI/T DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (RNP) Z RWY 31L ORIG-A...PROCEDURE NA.

DENTON

Denton Muni

FDC 8/5807 DTO FI/T DENTON MUNI, DENTON, TX. NDB OR GPS RWY 17, AMDT 6C...S-17 MDA 1260/HAT 618 ALL CATS. VIS CAT C 1 1/4, VIS CAT D 1 3/4. CIRCLING MDA CATS A/B/C/ 1260/HAA 618. VIS CAT C 1 3/4.

FDC 8/0320 DTO FI/T DENTON MUNI, DENTON, TX. GPS RWY 35, AMDT 1A...S-35 MDA 1140/ HAT 501 ALL CATS. VIS CAT C 1 1/2, VIS CAT D 1 1/2. CIRCLING MDA CATS A/B/C 1180/ HAA 538. TEMPORARY DRILLING RIG, 822 FT MSL 1190 FT EAST OF APPROACH END RWY 35.

FDC 8/0315 DTO FI/T DENTON MUNI, DENTON, TX. ILS OR LOC RWY 17, AMDT 8...CIRCLING CATS A/B/C 1180/ HAA 538. TEMPORARY DRILLING RIG, 822 FT MSL 1190 FT EAST OF APPROACH END RWY 35.

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 9/9303 ELP FI/T EL PASO INTL, EL PASO, TX. RNAV (GPS) RWY 26L, ORIG...RNAV (GPS) RWY 26R, ORIG...LOC/DME RWY 4, AMDT 2B...GPS RWY 4, ORIG-B...CIRCLING: MDA 4540/ HAA 581 ALL CATS. TEMPORARY CRANE 200 FEET AGL/4181 FEET MSL, 4766 FEET FROM APPROACH END RWY 22.

FDC 9/9295 ELP FI/T EL PASO INTL, EL PASO, TX. RNAV (GPS) RWY 22, ORIG-B...LNAV/VNAV DA 4406/HAT457 ALL CATS. VIS RVR 5000 ALL CATS. LNAV MDA 4520/HAT 571 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. FOR INOPERATIVE MALSR, INCREASE ALL LNAV/VNAV VISIBILITY TO 1 1/2. INCREASE LNAV CAT D VISIBILITY TO 1 3/4. CIRCLING MDA 4540/HAA 581 ALL CATS. TEMPORARY CRANE 2.50 NM NE OF APPROACH END RWY 22, 4220 MSL/240 AGL, TEMPORARY CRANE 4766 FEET NW OF APPROACH END RWY 22, 4181 MSL/200 AGL, TEMPORARY CRANE 3244 FEET N OF APPROACH END RWY 22, 4106 MSL/160 AGL.

FDC 9/9291 ELP FI/T EL PASO INTL, EL PASO, TX. ILS OR LOC RWY 22, AMDT 32B...CIRCLING CATS A/B/C/D MDA 4540/HAA 581. TEMPORARY CRANE 200 FEET AGL/ 4181 FEET MSL, 4766 FEET FROM APPROACH END RWY 22.

FDC 9/9285 ELP FI/T EL PASO INTL, EL PASO, TX. RADAR-1, AMDT 13C...ASR 22 MDA 4520/HAT 571 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000, CAT E 1 1/2. ASR 22: ASR 4: ASR 26L: CIRCLING CATS A/B/C/D MDA 4540/HAA 581. TEMPORARY CRANE 2.50 NM NE OF APPROACH END RWY 22, 4220 MSL/240 AGL(2008-ASW-5607), TEMPORARY CRANE 4766 FEET NW OF APPROACH END RWY 22, 4181 MSL/200 AGL(2008-ASW-2967-OE).

FDC 9/9264 ELP FI/T EL PASO INTL, EL PASO, TX. GPS RWY 4, ORIG-B...MISSED APPROACH: CLIMB TO 4500 THEN CLIMBING RIGHT TURN TO 6800 DIRECT ELP VORTAC AND HOLD.

FDC 9/7514 ELP FI/T EL PASO INTL, EL PASO, TX. VOR RWY 26L, AMDT 30...CIRCLING CATS A/B/C/D MDA 4540/HAA 581. CINAG MINIMUMS: CIRCLING CATS A/B/C/D MDA 4540/HAA 581. TEMPORARY CRANE 200 FT AGL/ 4181 FT MSL, 4766 FT FROM APPROACH END RWY 22.

Horizon

FDC 6/6558 T27 FI/T HORIZON, EL PASO, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES. TAKEOFF MINIMUMS: RWY 26 NA.

ENNIS

Ennis Muni

FDC 8/8292 F41 FI/T ENNIS MUNI, ENNIS, TX. VOR/DME A, ORIG-A...CIRCLING MDA 1280/ HAA 780 ALL CATS. VIS CAT C 2 1/4.

FALFURRIAS

Brooks County

FDC 9/8531 BKS FI/T BROOKS COUNTY, FALFURRIAS, TX. NDB RWY 35, AMDT 1A...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CRP VORTAC OTS.

FDC 8/3335 BKS FI/T BROOKS COUNTY, FALFURRIAS, TX. GPS RWY 35, ORIG-A...PROCEDURE NA.

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 5/1248 50F FI/T BOURLAND FIELD, FORT WORTH, TX. GPS RWY 35 ORIG-A...S-35: STRAIGHT-IN MINIMUMS NA.

Fort Worth Alliance

FDC 9/9403 AFW FI/T FORT WORTH ALLIANCE, FORT WORTH, TX. RNAV (GPS) RWY 16L, AMDT 1...CIRCLING MDA CATS A/B 1280/HAA 558. TEMPORARY RIG, 911 MSL/175 AGL, 5798 FEET SW OF APPROACH END RWY 16L.

FDC 8/4990 AFW FI/T FORT WORTH ALLIANCE, FORT WORTH, TX. ILS OR LOC RWY 16L, AMDT 6...ILS OR LOC RWY 34R, AMDT 5...RNAV (GPS) RWY 34R, AMDT 1...CIRCLING MDA CATS A/B 1280/HAA 558. TEMPORARY RIGS, 911 MSL/175 AGL, 5798 SW OF APPROACH END RWY 16L.

Fort Worth Spinks

FDC 9/8950 FWS FI/T FORT WORTH SPINKS, FORT WORTH, TX. RNAV (GPS) RWY 17R, ORIG...LNAV MDA 1160/HAT 460 ALL CATS. VDP TO THLD DISTANCE: 1.32 NM. CIRCLING MDA 1340/HAA 640 ALL CATS. TEMPORARY CRANE 972 MSL, 1.1 NM SE OF RWY 35L, TEMPORARY RIG 852 MSL, 1.95NM NNE OF APPROACH END RWY 17R.

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.

GALVESTON

Scholes Intl At Galveston

FDC 9/9001 GLS FI/P SCHOLES INTL AT GALVESTON, GALVESTON, TX. RNAV (GPS) RWY 31, ORIG...LPV DA 298/HAT 293 ALL CATS. THIS IS RNAV (GPS) RWY 31, ORIG-A.

GEORGE WEST

Live Oak County

FDC 9/9337 8T6 FI/T LIVE OAK COUNTY, GEORGE WEST, TX. VOR/DME A, AMDT 2...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

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 9/8867 07F FI/T GLADEWATER MUNI, GLADEWATER, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 35, STANDARD WITH A MINIMUM CLIMB OF 263 FEET PER NM TO 1200.

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 9/4949 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.

GRANBURY

Granbury Rgnl

FDC 9/9688 GDJ FI/T GRANBURY RGNL, GRANBURY, TX. GPS RWY 14, ORIG-A...PROCEDURE NA FOR ARRIVAL ON MQP VORTAC AIRWAY RADIALS 161 CW 184.

GRAND PRAIRIE

Grand Prairie Muni

FDC 9/9827 GPM FI/T GRAND PRAIRIE MUNI, GRAND PRAIRIE, TX. RNAV (GPS) RWY 35, ORIG...LNAV: MDA 1080/HAT 492 ALL CATS. TEMPORARY RIG, 2499 FEET SW OF APPROACH END RWY 35, 761 MSL/175 AGL.

GREENVILLE

Majors

FDC 9/2409 GVT FI/T MAJORS, GREENVILLE, TX. ILS 2 RWY 17, AMDT 4B...MSA MAJOR (GV) LOM 25 NM 2400.

FDC 9/2408 GVT FI/T MAJORS, GREENVILLE, TX. TACAN RWY 17, AMDT 2B...TACAN RWY 35, AMDT 3...MSA ARVILLA (MJF) TACAN 25 NM 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 9/5646 HRL FI/T VALLEY INTL, HARLINGEN, TX. VOR/DME OR TACAN Y RWY 31, AMDT 1...ALTERNATE MINIMUMS NA.

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 9/9958 RFI FI/T RUSK COUNTY, HENDERSON, TX. NDB B, ORIG-B...PROCEDURE NA.

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 8/6173 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.

HEREFORD

Hereford Muni

FDC 9/0468 HRX FI/T HEREFORD MUNI, HEREFORD, TX. GPS RWY 21, ORIG-A...PROCEDURE NA.

HOUSTON

Dan Jones Intl

FDC 8/2425 T51 FI/T DAN JONES INTL, HOUSTON, TX. VOR/DME C, ORIG...CIRCLING MDA 1080/HAA 914 ALL CATS. VISIBILITY CAT-A 1 1/4.

David Wayne Hooks Memorial

FDC 9/4989 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.

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 8/3686 DWH FI/T DAVID WAYNE HOOKS MEMORIAL, HOUSTON, TX. LOC RWY 17R, AMDT 1...S-17R MDA 640/HAT 488 ALL CATS. FLIKA TO R17R: 3.08/45 GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS: S-17R MDA 680/HAT 528 ALL CATS. VIS CAT D 1 3/4.

Ellington Field

FDC 8/1176 EFD FI/T ELLINGTON FIELD, HOUSTON, TX. TACAN RWY 22, AMDT 1...SONAR FIX DME ONLY.

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 8/3155 IAH FI/T GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. RNAV (GPS) RWY 33R, AMDT 1...LNAV/VNAV DA 576/HAT 487 ALL CATS. CAT E VIS 1 1/4. FOR INOPERATIVE MALSR INCREASE LNAV/VNAV CAT E VIS TO 1 3/4. TEMPORARY CRANE, 150 AGL/ 231 MSL, 4447 FEET SSE OF APPROACH END RWY 33R.

FDC 8/3154 IAH FI/T GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 15L, 200-1 OR STANDARD WITH A MINIMUM CLIMB OF 370 FEET PER NM TO 400. NOTE: RWY 15L, CRANE 4447 FEET FROM DEPARTURE END OF RUNWAY, 837 FEET LEFT OF CENTERLINE 150 AGL/231 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/0929 IAH FI/T GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. RNAV (GPS) Z RWY 9, AMDT 2A...LNAV/VNAV DA 615/HAT 524 ALL CATS. VIS RVR 6000 ALL CATS. FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV CAT E VISIBILITY TO 1 3/4. TEMPORARY CRANE 264 MSL, 5144 FEET NNW OF APPROACH END RWY 9.

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 9/8834 CXO FI/T LONE STAR EXECUTIVE,
HOUSTON, TX. NDB RWY 14, AMDT
2A...PROCEDURE NA.

FDC 8/7862 CXO FI/T LONE STAR EXECUTIVE,
HOUSTON, TX. ILS OR LOC RWY 14, AMDT 2A...NDB
RWY 14, AMDT 2A...RNAV (GPS) RWY 32,
ORIG-B...DELETE NOTE: CIRCLING NA AT NIGHT.

Weiser Air Park

FDC 8/3771 EYQ FI/T WEISER AIR PARK, HOUSTON,
TX. RNAV (GPS) G, AMDT 1...CIRCLING MDA
820/HAA 683 ALL CATS. TEMPORARY CRANE, 420
MSL 4473 WSW OF HOUSTON/WEISER AIR PARK.

FDC 8/3770 EYQ FI/T WEISER AIR PARK, HOUSTON,
TX. NDB F, ORIG...CIRCLING MDA 880/HAA 743 ALL
CATS. VIS CAT B 1 1/4, CAT C 2 1/4. TEMPORARY
CRANE, 420 MSL 4473 WSW OF HOUSTON/WEISER
AIR PARK.

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 8/2649 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 9/7227 HOU FI/P 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. VDP I-HUB 2.6 DME, 1.2 MILES FROM THLD.
THIS IS ILS OR LOC RWY 4, AMDT 40A.

FDC 9/5146 HOU FI/T WILLIAM P HOBBY,
HOUSTON, TX. VOR/DME RWY 30L, AMDT
17A...S-30L MDA 520/ HAT 477 ALL CATS, CAT C VIS
RVR 6000, CAT D VIS 1 1/2, CAT E VIS 1 3/4.

FDC 9/4007 HOU FI/T WILLIAM P HOBBY,
HOUSTON, TX. ILS RWY 30L, AMDT 5B...S-LOC 30L
MDA 580/HAT 537 ALL CATS. VIS CAT C 1 1/2 CAT D
1 3/4. CIRCLING CATS A/B/C MDA 580/HAA 534.
TEMPORARY CRANE 3.36 NM SE OF APPROACH
END RWY 30L, 264 MSL/230 AGL.

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 8/7149 HOU FI/T WILLIAM P HOBBY,
HOUSTON, TX. RNAV (GPS) RWY 30L, AMDT
1...LNAV MDA 520/ HAT 477 ALL CATS. CIRCLING
CAT A/B/C MDA 520/ HAA 474, CAT D MDA 600/ HAA
554.

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.

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.

KENEDY

Karnes County

FDC 9/9339 2R9 FI/T KARNES COUNTY, KENEDY,
TX. VOR/DME OR GPS A, AMDT 6...VOR/DME
PORTION NA.

KERRVILLE

Kerrville Muni/Louis Schreiner Field

FDC 8/7767 ERV FI/T KERRVILLE MUNI/LOUIS
SCHREINER FLD, KERRVILLE, TX. RNAV (GPS) RWY
12, ORIG...PROCEDURE NA.

FDC 8/3837 ERV FI/T KERRVILLE MUNI/LOUIS
SCHREINER FLD, KERRVILLE, TX. LOC RWY 30,
AMDT 4...PROCEDURE NA.

KINGSVILLE

Kleberg County

FDC 9/8532 IKG FI/T KLEBERG COUNTY,
KINGSVILLE, TX. NDB RWY 13, AMDT 5A...RADAR
REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR
AIRCRAFT EQUIPPED WITH SUITABLE RNAV
SYSTEM WITH GPS, CRP VORTAC OTS.

FDC 8/1783 IKG FI/T KLEBERG COUNTY,
KINGSVILLE, TX. NDB RWY 13, AMDT
5A...PROCEDURE NA.

LA PORTE

La Porte Muni

FDC 9/1339 T41 FI/T LA PORTE MUNI, LA PORTE,
TX. TAKE-OFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES...NOTE: RWY 12,
MULTIPLE POWER LINES BEGINNING 648 FEET
FROM DEPARTURE END OF RUNWAY, 130 FEET
LEFT OF CENTERLINE, 56 FEET MSL/34 FEET AGL.
ALL OTHER DATA REMAINS AS PUBLISHED.

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.

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 8/1515 GGG FI/T EAST TEXAS REGIONAL,
LONGVIEW, TX. RNAV (GPS) RWY 36, AMDT 1...LNAV
MDA 840/HAT 475 ALL CATS. VIS CAT C 1
1/4, CAT D 1 1/2. CIRCLING CATS A/B/C MDA
900/HAA 535. TEMPORARY RIG 536 MSL, 5902 FEET
WEST OF EAST TEXAS RGNL AIRPORT.

FDC 8/1511 GGG FI/T EAST TEXAS REGIONAL,
LONGVIEW, TX. RNAV (GPS) RWY 31, AMDT 1...ILS
OR LOC RWY 13, AMDT 13...VOR/DME OR TACAN
RWY 13, AMDT 2...VOR/DME OR TACAN RWY 31,
AMDT 7...VOR A, ORIG...CIRCLING CATS A/B/C MDA
900/HAA 535. TEMPORARY RIG 536 MSL, 5902 FEET
WEST OF EAST TEXAS RGNL AIRPORT.

FDC 8/1509 GGG FI/T EAST TEXAS REGIONAL, LONGVIEW, TX. RNAV (GPS) RWY 13, AMDT 1...LNAV/VNAV DA 794/HAT 436 ALL CATS. VIS RVR 5000 ALL CATS. FOR INOPERATIVE MALSR INCREASE CAT E VIS TO 1 1/2. LNAV MDA 860/HAT 502 ALL CATS. VIS CAT C RVR 5000, CAT E RVR 6000. FOR INOPERATIVE MALSR INCREASE VIS CAT C/D TO 1 1/2, CAT TO 1 3/4. CIRCLING CATS A/B/C MDA 900/HAA 535. TEMPORARY RIG 536 MSL, 5902 FEET WEST OF EAST TEXAS RGNL AIRPORT.

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.

MARSHALL

Harrison County

FDC 8/0883 ASL FI/T HARRISON COUNTY, MARSHALL, TX. GPS RWY 33, ORIG-F...S-33 MDA 840/HAT 491 ALL CATS. TEMPORARY RIG, 533 MSL, 2508 FEET SW OF APPROACH END RWY 33.

FDC 8/0882 ASL FI/T HARRISON COUNTY, MARSHALL, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 19, 300-1 OR NA. TEMPORARY RIG, 533 MSL, 3135 FEET FROM DEPARTURE END RWY 19.

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 8/0675 HQZ FI/T MESQUITE METRO, MESQUITE, TX. ILS OR LOC RWY 17, AMDT 1B...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 9/9657 MAF FI/T MIDLAND INTERNATIONAL, MIDLAND, TX. RADAR-1, AMDT 5...ASR 10, MDA 3360/HAT 492 ALL CATS. VIS CAT C RVR 4000, CAT D 5000, CAT E 6000. FOR INOPERATIVE MALSR INCREASE CAT D TO 1 1/2 AND CAT E TO 1 3/4. TEMPORARY RIG 2.32 NM NW OF APPROACH END RWY 10, 3052 MSL/120 AGL.

FDC 9/5695 MAF FI/T MIDLAND INTERNATIONAL, MIDLAND, TX. RNAV (GPS) RWY 16R, ORIG...LNAV MDA 3360/HAT 489 ALL CATS. VIS CAT D 1 1/2. CIRCLING CATS B/C MDA 3400/HAA 529. VDP NA: 20:1 PENETRATION. TEMPORARY RIG 3044 MSL/160 AGL, 1.47NM NNE OF APPROACH END RWY 16R.

FDC 9/5693 MAF FI/T MIDLAND INTERNATIONAL, MIDLAND, TX. ILS OR LOC RWY 10, AMDT 14B...RNAV (GPS) RWY 4, ORIG...RNAV (GPS) RWY 10, AMDT 1...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...CIRCLING CAT B/C MDA 3400/HAA 529. TEMPORARY RIG 3044 MSL/160 AGL, 1.47NM NNE OF APPROACH END RWY 16R.

FDC 9/5692 MAF FI/T MIDLAND INTERNATIONAL, MIDLAND, TX. VOR OR TACAN RWY 16R, AMDT 22B...S-16R MDA 3360/HAT 489 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2, CAT E 1 3/4. CIRCLING CATS B/C MDA 3400/HAA 529. TEMPORARY RIG 3044 MSL/160 AGL, 1.47NM NNE OF APPROACH END RWY 16R.

FDC 9/5691 MAF FI/T MIDLAND INTERNATIONAL, MIDLAND, TX. RADAR-1, AMDT 5...ASR 16R, MDA 3360/HAT 489 ALL CATS. VIS CAT D 1 1/2, CAT E 1 3/4. TEMPORARY RIG 3044 MSL/160 AGL, 1.47NM NNE OF APPROACH END RWY 16R.

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.

MOUNT VERNON

Franklin County

FDC 8/2376 F53 FI/T FRANKLIN COUNTY, MOUNT VERNON, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 13, 400-2 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 243 FEET PER NM TO 900. NOTE: RWY 13, MULTIPLE TREES 1598 FEET FROM DER, 84 FEET LEFT OF CENTERLINE, 54 FEET AGL/471 FEET MSL.

NEW BRAUNFELS

New Braunfels Muni

FDC 8/4706 BAZ FI/T NEW BRAUNFELS MUNI, NEW BRAUNFELS, TX. 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.

PALESTINE

Palestine Muni

FDC 9/4163 PSN FI/T PALESTINE MUNI, PALESTINE, TX. RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 36, AMDT 1...VOR/DME RWY 18, AMDT 5...VGS1 AND DESCENT ANGLES NOT COINCIDENT.

PAMPA

Perry Lefors Field

FDC 8/4731 PPA FI/T PERRY LEFORS FIELD, PAMPA, TX. NDB RWY 17, AMDT 4A...MSA FROM PAMPA (PPA) NDB 25NM 5100.

FDC 8/4730 PPA FI/T PERRY LEFORS FIELD, PAMPA, TX. GPS RWY 17, ORIG-A...MSA FROM RW17 25NM 5100.

FDC 8/1179 PPA FI/T PERRY LEFORS FIELD, PAMPA, TX. VOR/DME A, AMDT 2A...CIRCLING CATS A/B/C MDA 3760/HAA 515. VIS CAT B 1 1/4. BORGER ALTIMETER SETTING MINIMUMS: CIRCLING MDA 3820/HAA 575 ALL CATS, VIS CAT B 1 1/4.

FDC 8/1178 PPA FI/T PERRY LEFORS FIELD, PAMPA, TX. GPS RWY 17, ORIG-A...CIRCLING: CAT A/B/C MDA 3760/HAA 515. BORGER ALTIMETER SETTING MINIMUMS: CIRCLING MDA 3820/HAA 575 ALL CATS.

FDC 8/1177 PPA FI/T PERRY LEFORS FIELD, PAMPA, TX. NDB RWY 17, AMDT 4A...S-17 MDA 3760/HAT 516 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING CATS A/B/C MDA 3760/HAA 515. BORGER ALTIMETER SETTING MINIMUMS: S-17 MDA 3820/HAT 576 ALL CATS. CIRCLING MDA 3820/HAA 575 ALL CATS.

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 8/2658 PEZ FI/T PLEASANTON MUNI, PLEASANTON, TX. NDB A, AMDT 5B...PROCEDURE NA.

FDC 8/2656 PEZ FI/T PLEASANTON MUNI, PLEASANTON, TX. 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.

ROCKPORT

Aransas Co

FDC 9/8529 RKP FI/T ARANSAS COUNTY, ROCKPORT, TX. NDB RWY 14, AMDT 1...PROCEDURE NA.

SAN ANTONIO

San Antonio Intl

FDC 9/6005 SAT FI/T SAN ANTONIO INTL, SAN ANTONIO, TX. ILS OR LOC RWY 12R, AMDT 14...ILS RWY 12R (CAT II), AMDT 14...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SAT VORTAC OTS MISSED APPROACH: CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 4000 VIA HEADING 210 AND CSI R-138 TO TRAGO INT AND HOLD NW, RT, 138.34 INBOUND.

FDC 9/6003 SAT FI/T SAN ANTONIO INTL, SAN ANTONIO, TX. ILS OR LOC RWY 30L, AMDT 10...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SAT VORTAC OTS.

FDC 8/1146 SAT FI/T SAN ANTONIO INTL, SAN ANTONIO, TX. ILS OR LOC RWY 3, AMDT 20...ILS GLIDESLOPE UNUSABLE FOR COUPLED APPROACHES BELOW 1300 FEET MSL.

FDC 8/0925 SAT FI/T SAN ANTONIO INTL, SAN ANTONIO, TX. ILS OR LOC RWY 12R, AMDT 14...JUPAG FIX MINIMUMS, DME REQUIRED.

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 9/6069 GYI FI/T GRAYSON COUNTY, SHERMAN/DENISON, TX. VOR/DME RNAV RWY 35R, ORIG-C...S-35R MDA 1460/HAT 711 ALL CATS. VIS CAT C 2, CAT D 2 1/4. CIRCLING MDA 1460/HAA 711 ALL CATS. VIS CAT C 2, CAT D 2 1/4. INOPERATIVE TABLE DOES NOT APPLY TO S-35R CAT C/D. DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS: S-35R MDA 1620/HAT 871 ALL CATS. CIRCLING MDA 1620/HAA 871 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY TO S-35R CAT B/C/D.

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.

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.

FDC 8/5151 TPL FI/T DRAUGHON-MILLER CENTRAL TEXAS REGIONAL, TEMPLE, TX. RNAV (GPS) RWY 2, ORIG...LNAV/VNAV DA 1231/HAT556 ALL CATS. VIS 2 ALL CATS.

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.

WACO

Mc Gregor Executive

FDC 8/9183 PWG FI/T MC GREGOR EXECUTIVE, WACO, TX. RNAV (GPS) RWY 35, ORIG...VGS1 AND DESCENT ANGLES NOT COINCIDENT.

FDC 8/5787 PWG FI/T MC GREGOR EXECUTIVE, WACO, TX. VOR RWY 17, AMDT 10C...RNAV (GPS) RWY 17, ORIG...RNAV (GPS) RWY 35, ORIG...CIRCLING CAT C MDA 1080/HAA 488.

Waco Rgnl

FDC 9/2188 ACT FI/T WACO REGIONAL, WACO, TX. ILS OR LOC RWY 19, AMDT 15C...GPS RWY 1, ORIG-B...GPS RWY 32, ORIG-A...VOR/DME RWY 32, AMDT 14A...CIRCLING MDA CATS A/B/C 1020/HAA 504. TEMPORARY CRANE 655 MSL/150 AGL, 4610 N OF WACO RGNL.

FDC 9/2187 ACT FI/T WACO REGIONAL, WACO, TX. GPS RWY 19, ORIG-B...S-19: MDA 960/HAT 455 ALL CATS. VIS CAT C RVR 4000. CIRCLING: CAT A/B/C MDA 1020/HAA 504. FOR INOPERATIVE MALSR INCREASE S-19 CAT D VISIBILITY TO 1 1/2. TEMPORARY CRANE 655 MSL/150 AGL, 4610 FEET N OF WACO RGNL.

FDC 9/2186 ACT FI/T WACO REGIONAL, WACO, TX. VOR RWY 14, AMDT 23...S-14 MDA 960/HAT 447 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA CATS A/B/C 1020/HAA 504. TEMPORARY CRANE 655 MSL/150 AGL, 4610 N OF WACO RGNL.

FDC 9/2185 ACT FI/T WACO REGIONAL, WACO, TX. RADAR-1, AMDT 3...CIRCLING MDA CATS A/B/C 1020/HAA 504. TEMPORARY CRANE 655 MSL/150 AGL, 4610 N OF WACO RGNL.

FDC 9/2184 ACT FI/T WACO REGIONAL, WACO, TX. RADAR-1, AMDT 3...RWY 19 MDA 960/HAT 455 ALL CATS. VIS CAT C RVR 4000. CIRCLING MDA CATS A/B/C 1020/HAA 504. FOR INOPERATIVE MALSR, INCREASE CAT D VIS TO 1 1/2. TEMPORARY CRANE 655 MSL/150 AGL, 4610 N OF 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.

WESLACO

Mid Valley

FDC 9/6607 T65 FI/T MID VALLEY, WESLACO, TX. GPS RWY 13, ORIG...S-13 MDA 500/ HAT 430 ALL CATS. VIS CAT C 1 1/4. MCALLEN MILLER INTL ALTIMETER SETTING MINIMUMS S-13 MDA 540/ HAT 470 ALL CATS.

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

BLANDING

Blanding Muni

FDC 8/4944 BDG FI/T BLANDING MUNI, BLANDING, UT. RNAV (GPS) RWY 35, ORIG...LNAV MDA NA.

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 9/6135 OGD FI/P OGDEN-HINCKLEY, OGDEN, UT. ILS OR LOC RWY 3, AMDT 4A...DELETE PLANVIEW NOTE: DME REQUIRED. CHART PLANVIEW NOTE: RADAR REQUIRED. THIS IS ILS OR LOC RWY 3, AMDT 4B.

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 8/4784 SLC FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS OR LOC RWY 16R, AMDT 2...S-LOC 16R: RADAR REQUIRED.

FDC 8/1365 SLC FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. VOR/DME RWY 34R, AMDT 9A...S-34R MDA 4800/HAT 578 ALL CATS. TEMPORARY CRANE 4500 FEET MSL. 6946 FEET EAST OF RWY 34L.

FDC 8/1364 SLC FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. RNAV (GPS) RWY 35, ORIG-A...LNAV/VNAV DA 4710/HAT 486 ALL CATS. VIS CAT C 1 1/2, CAT D 1 1/2, CAT E 1 3/4. LNAV MDA 4820/HAT 596 ALL CATS. VIS CATS A/B 5000, CAT C 1 1/2, CAT D 1 3/4, CAT E 2. INOPERATIVE TABLE DOES NOT APPLY. TEMPORARY CRANE 4500 FEET MSL, 3924 FEET EAST OF RWY 35.

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 MALS R INCREASE S-LOC 17 CAT E VISIBILITY TO 1 3/4.

TOOELE

Bolinder Field-Tooele Valley

FDC 8/7045 TVY FI/T BOLINDER FIELD-TOOELE VALLEY, TOOELE, UT. ILS OR LOC/DME RWY 17, ORIG...ALTERNATE MINIMUMS NA.

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 9/6641 BTV FI/T BURLINGTON INTL, BURLINGTON, VT. RNAV (GPS) RWY 1, ORIG...LNAV MDA 840/HAT 507 CATS A/B/C. VISIBILITY CAT C 1 1/2. CIRCLING CATS A/B/C MDA 920/ HAA 585. UNLESS OTHERWISE AUTHORIZED BY ATC. TEMPORARY CRANE 554 MSL 1033 FEET E OF RWY 01.

FDC 9/6640 BTV FI/T BURLINGTON INTL, BURLINGTON, VT. ILS OR LOC/DME RWY 15, AMDT 23B...RNAV (GPS) Y RWY 15, ORIG...CIRCLING CATS A/B/C MDA 920/HAA 585. UNLESS OTHERWISE AUTHORIZED BY ATC. TEMPORARY CRANE 554 MSL 1519 FEET W OF RWY 33.

FDC 9/6639 BTV FI/T BURLINGTON INTL, BURLINGTON, VT. ILS/DME RWY 33, ORIG-E...S-ILS 33 DA 695/HAT 360 ALL CATS. VISIBILITY ALL CATS RVR 6000. CIRCLING CATS A/B/C MDA 920/HAA 585. UNLESS OTHERWISE AUTHORIZED BY ATC. TEMPORARY CRANE 554 MSL 1519 FEET W OF RWY 33.

FDC 9/6638 BTV FI/T BURLINGTON INTL, BURLINGTON, VT. VOR RWY 1, AMDT 11D...S-1 MDA 840/HAT 507 CATS A/B/C. VISIBILITY CAT C 1 1/2. CIRCLING CATS A/B/C MDA 920/HAA 585. UNLESS OTHERWISE AUTHORIZED BY ATC. TEMPORARY CRANE 554 MSL 1033 FEET E OF RWY 01.

FDC 9/6637 BTV FI/T BURLINGTON INTL, BURLINGTON, VT. RNAV (GPS) RWY 33, ORIG...LNAV MDA 820/HAT 485 ALL CATS. VISIBILITY CAT C RVR 6000, CAT D 1 1/2, CAT E 1 3/4. CIRCLING CATS A/B/C MDA 920/HAA 585 . UNLESS OTHERWISE AUTHORIZED BY ATC. TEMPORARY CRANE 554 MSL 1519 FEET W OF RWY 33.

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 9/8960 RUT FI/T RUTLAND - SOUTHERN VERMONT RGNL, RUTLAND, VT. LOC Y RWY 19, AMDT 3...CHITT FIX MINIMUMS: S-19 VIS CAT A 1. TEMPORARY CRANE 864 MSL 439 FEET N OF RWY 19.

FDC 9/8959 RUT FI/T RUTLAND - SOUTHERN VERMONT RGNL, RUTLAND, VT. LOC Z RWY 19, AMDT 1...CHITT FIX MINIMUMS: S-19 VIS 1 ALL CATS. TEMPORARY CRANE 864 MSL 439 FEET N OF RWY 19.

FDC 9/2581 RUT FI/T RUTLAND - SOUTHERN VERMONT RGNL, RUTLAND, VT. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 1, TEMPORARY CRANE 439 FROM DER, ON CENTERLINE, 140 AGL/864 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

VIRGIN ISLANDS

CHRISTIANSTED

Henry E Rohlsen

FDC 8/4181 STX FI/T HENRY E ROHLSSEN, CHRISTIANSTED, ST CROIX, VI. ILS OR LOC RWY 10, AMDT 7...S-ILS 10 DA 375/HAT 301 VIS 1/2 ALL CATS S-LOC 10 MDA 480/HAT 406 ALL CATS, VIS CAT C 3/4 CIRCLING CAT A MDA 500/HAA 426. FOR INOPERATIVE MALSR, INCREASE S-ILS 10 ALL CATS VISIBILITY TO 1 MILE.

VIRGINIA

ABINGDON

Virginia Highlands

FDC 8/2856 VJI FI/T VIRGINIA HIGHLANDS, ABINGDON, VA. LOC RWY 24, AMDT 2A...MINIMUM HOLDING ALTITUDE AT WHINE/INT 4000 MINIMUM ALTITUDE AT WHINE (FAF) 3700 CIRCLING MDA 2860/HAA 773 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2 DME MINIMUMS S-LOC 24 MDA 2640/HAT 552 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4 CIRCLING MDA 2860/HAA 773 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2 MISSED APPROACH: CLIMBING RIGHT TURN TO 4000 DIRECT WHINE NDB/INT AND HOLD. WHINE TO RWY24: 3.18/55 VGSI AND DESCENT ANGLES NOT COINCIDENT. INOPERATIVE TABLE DOES NOT APPLY.

FDC 8/2855 VJI FI/T VIRGINIA HIGHLANDS, ABINGDON, VA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 6, CLIMB VIA HEADING 061 TO 4000 BEFORE TURNING ON COURSE. RWY 24, CLIMB VIA HEADING 241 TO 4000 BEFORE TURNING ON COURSE. ALL OTHER DATA REMAINS AS PUBLISHED.

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.

CHASE CITY

Chase City Muni

FDC 8/6720 CXE FI/T CHASE CITY MUNI, CHASE CITY, VA. RNAV (GPS) RWY 36, ORIG-A...PROCEDURE NA.

FDC 8/6719 CXE FI/T CHASE CITY MUNI, CHASE CITY, VA. RNAV (GPS) RWY 18, ORIG...PROCEDURE NA.

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 8/5994 DAN FI/T DANVILLE REGIONAL, DANVILLE, VA. VOR RWY 20, AMDT 1...EDWIN TO RWY20: 3.20/50.

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.

FREDERICKSBURG

Shannon

FDC 9/8461 EZF FI/P SHANNON, FREDERICKSBURG, VA. GPS RWY 24, ORIG-A...CHANGE ALL REFERENCE FROM KUTPY TO ZADMN. CHANGE ALL REFERENCE FROM MAWGO TO PERRN. THIS IS GPS RWY 24, ORIG-B.

FDC 8/0190 EZF FI/T SHANNON, FREDERICKSBURG, VA. NDB RWY 24, AMDT 2B...GPS RWY 24, ORIG-A...PROCEDURE NA.

HOT SPRINGS

Ingalls Field

FDC 8/7526 HSP FI/T INGALLS FIELD, HOT SPRINGS, VA. ILS RWY 25, AMDT 3...CIRCLING MDA 4840/HAA 1048 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C/D 3.

FDC 8/7525 HSP FI/T INGALLS FIELD, HOT SPRINGS, VA. GPS RWY 7, ORIG-A...S-7 NA.

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.

LOUISA

Louisa County/Freeman Field

FDC 9/1918 LKU FI/T LOUISA COUNTY/FREEMAN FIELD, LOUISA, VA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF OBSTACLE NOTES: NOTE: RWY 27, BUILDING 148 FROM DER, 440 LEFT OF CENTERLINE, 14 AGL/484 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 9/1917 LKU FI/T LOUISA COUNTY/FREEMAN FIELD, LOUISA, VA. LOC/DME RWY 27, AMDT 2...S-27 MDA 860/HAT 367 ALL CATS.

MARION/WYTHEVILLE

Mountain Empire

FDC 8/3467 MKJ FI/T MOUNTAIN EMPIRE, MARION/WYTHEVILLE, VA. RNAV (GPS) RWY 26, ORIG...CIRCLING: CAT A/B MDA 3560/HAA 1002, CAT C MDA 3660/HAA 1102, VIS CAT C 3. STRAIGHT-IN/CIRCLING MINIMUMS TO RWY 26 NA AT NIGHT. ALTERNATE MINIMUMS: CAT A/B 1100-2, CAT C 1200-3.

FDC 8/3466 MKJ FI/T MOUNTAIN EMPIRE, MARION/WYTHEVILLE, VA. LOC RWY 26, AMDT 1B...CIRCLING: CAT A/B MDA 3560/HAA 1002, CAT C MDA 3660/HAA 1102. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. STRAIGHT-IN/CIRCLING MINIMUMS TO RWY 26 NA AT NIGHT.

MARTINSVILLE

Blue Ridge

FDC 8/5697 MTV FI/T BLUE RIDGE, MARTINSVILLE, VA. RNAV (GPS) RWY 12, ORIG...LNAV: MDA 1500/HAT 559 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING: MDA 1560/HAA 619 ALL CATS, VIS CAT C 1 3/4. VDP NA. VISIBILITY REDUCTION BY HELICOPTERS NA. PROCEDURE NA FOR ARRIVALS AT FREON VIA V-45 SOUTHEAST BOUND. STRAIGHT IN PROCEDURE NA AT NIGHT. DISREGARD NOTE: GPS OR RNP -0.3 REQUIRED.

FDC 8/5694 MTV FI/T BLUE RIDGE, MARTINSVILLE, VA. LOC RWY 30, ORIG...MISSED APPROACH: CLIMBING RIGHT TURN TO 2800 TO BALES LOM AND HOLD. VISIBILITY REDUCTION BY HELICOPTERS NA.

MELFA

Accomack County

FDC 8/7024 MFV FI/T ACCOMACK COUNTY, MELFA, VA. LOC RWY 3, ORIG...PROCEDURE NA.

MONETA

Smith Mountain Lake

FDC 8/1788 W91 FI/T SMITH MOUNTAIN LAKE, MONETA, VA. VOR/DME OR GPS RWY 23, ORIG-A...PROCEDURE NA.

NEWPORT NEWS

Newport News/Williamsburg Intl

FDC 9/9734 PHF FI/T NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. ILS OR LOC RWY 7, AMDT 32...ALTERNATE MINIMUMS NA.

FDC 9/0627 PHF FI/T NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. ILS OR LOC RWY 7, AMDT 32...S-ILS 7 VIS RVR 4000 ALL CATS S-LOC 7 VIS CATS A/B/C RVR 4000 1800 RVR NA VISIBILITY REDUCTION BY HELICOPTERS NA INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 7 FOR INOPERATIVE MALSR INCREASE S-LOC 7 VIS CATS A/B/C TO RVR 5000.

FDC 9/0626 PHF FI/T NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. RNAV (GPS) RWY 20, AMDT 1...LOC/DME RWY 20, ORIG...VDP NA.

FDC 9/0625 PHF FI/T NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. RNAV (GPS) RWY 7, AMDT 2...LPV DA VIS RVR 4000 ALL CATS LNAV MDA VIS CATS A/B RVR 4000 34:1 IS NOT CLEAR VISIBILITY REDUCTION BY HELICOPTERS NA FOR INOPERATIVE MALSR, INCREASE LNAV CAT A/B VIS TO RVR 5000, CAT C VIS RVR 6000.

FDC 9/0624 PHF FI/T NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. NDB RWY 20, AMDT 4...VISIBILITY REDUCTION BY HELICOPTERS NA.

NORFOLK

Chesapeake Rgnl

FDC 8/5271 CPK FI/T CHESAPEAKE REGIONAL, NORFOLK, VA. ILS RWY 5, ORIG...S-ILS 5 VIS 1 ALL CATS S-LOC 5 VIS 1 ALL CATS INOPERATIVE TABLE DOES NOT APPLY VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 8/5270 CPK FI/T CHESAPEAKE REGIONAL, NORFOLK, VA. VOR/DME RWY 23, ORIG-A...RNAV (GPS) RWY 5, ORIG...VISIBILITY REDUCTION BY HELICOPTERS NA.

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 9/9733 ORF FI/T NORFOLK INTL, NORFOLK, VA. ILS OR LOC RWY 5, AMDT 24F...ALTERNATE MINIMA NA.

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 8/5268 OMH FI/T ORANGE COUNTY, ORANGE, VA. VOR/DME OR GPS A, AMDT 2A...CIRCLING TO RWY 26 NA AT NIGHT.

FDC 8/5267 OMH FI/T ORANGE COUNTY, ORANGE, VA. GPS RWY 8, ORIG-A...S-8 HAT 659 ALL CATS CIRCLING TO RWY 26 NA AT NIGHT RWY 8 TDZE 461 AVADY TO RWY 8 3.23/39 VGSI AND DESCENT ANGLES NOT COINCIDENT VISIBILITY REDUCTION BY HELICOPTERS NA.

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

Richmond Intl

FDC 9/0717 RIC FI/T RICHMOND INTL, RICHMOND, VA. RNAV (GPS) RWY 20, ORIG...VISIBILITY REDUCTION BY HELICOPTERS NA.

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 8/7252 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.

FDC 8/2921 RIC FI/T RICHMOND INTL, RICHMOND, VA. RNAV (GPS) RWY 25, ORIG...CHANGE MISSED APPROACH TO READ: CLIMB TO 3000 DIRECT FATIP AND HOLD.

FDC 8/0503 RIC FI/T RICHMOND INTL, RICHMOND, VA. VOR RWY 2, AMDT 5C...S-2 MDA 560/HAT399 ALL CATS.

RICHMOND/ASHLAND

Hanover County Muni

FDC 9/1767 OFP FI/T HANOVER COUNTY MUNI, RICHMOND/ASHLAND, VA. LOC RWY 16, AMDT 3...DME REQUIRED. MISSED APPROACH: CLIMB TO 700 THEN CLIMBING LEFT TURN TO 2000 VIA RIC VORTAC R-345 TO COATT/RIC 29.93 DME AND HOLD N, RT, 165.00 INBOUND. CIRCLING CAT A MDA 640/HAA 433.

FDC 8/0275 OFP FI/T HANOVER COUNTY MUNI, RICHMOND/ASHLAND, VA. VOR RWY 16, AMDT 2A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FAK VOR OTS.

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.

SOUTH BOSTON

William M Tuck

FDC 8/8225 W78 FI/T WILLIAM M TUCK, SOUTH BOSTON, VA. VOR OR GPS A, AMDT 7A...DME MINIMUMS: CIRCLING MDA 1100/HAA 680 ALL CATS. VISIBILITY CAT C 2.

FDC 8/8224 W78 FI/T WILLIAM M TUCK, SOUTH BOSTON, VA. GPS RWY 1, ORIG-A...CIRCLING MDA 980/HAA 560 ALL CATS DELET TO RW1: 3.14/52 VISIBILITY REDUCTION BY HELICOPTERS NA.

STAUNTON/WAYNESBORO/HARRISONBURG

Shenandoah Valley Rgnl

FDC 8/0527 SHD FI/T SHENANDOAH VALLEY REGIONAL, STAUNTON/WAYNESBORO/HARRISONBURG, VA. NDB OR GPS RWY 5, AMDT 9C...CIRCLING CAT D MDA 1840/HAA 639.

FDC 8/0525 SHD FI/T SHENANDOAH VALLEY REGIONAL, STAUNTON/WAYNESBORO/HARRISONBURG, VA. ILS OR LOC RWY 5, AMDT 8B...S-LOC 5 MDA 1680/HAT 496 ALL CATS. CIRCLING CAT A/B/C MDA 1680/HAA 479, CAT D 1840/HAA 639. VGS1 AND ILS GLIDEPATH NOT COINCIDENT.

TANGIER

Tangier Island

FDC 8/7397 TGI FI/T TANGIER ISLAND, TANGIER, VA. VOR/DME OR GPS RWY 2, ORIG-C...VOR PORTION NA.

WEST POINT

Middle Peninsula Rgnl

FDC 8/5658 FYJ FI/T MIDDLE PENINSULA RGNL, WEST POINT, VA. RNAV (GPS) RWY 10, ORIG...PROCEDURE NA FOR ARRIVALS AT HPW VORTAC VIA V-213 SOUTHWEST BOUND.

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

EVERETT

Snohomish County (Paine Fld)

FDC 8/2823 PAE FI/T SNOHOMISH COUNTY (PAINE FLD), EVERETT, WA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 16L, TEMPORARY CRANE 1821 FEET FROM DEPARTURE END OF RWY, 920 FEET RIGHT OF CENTERLINE, 141 AGL/713 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

MOSES LAKE

Grant Co Intl

FDC 8/9345 MWH FI/T GRANT COUNTY INTL, MOSES LAKE, WA. NDB RWY 32R, AMDT 17A...PROCEDURE NA.

PASCO

Tri-Cities

FDC 9/6075 PSC FI/T TRI-CITIES, PASCO, WA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 12, MINIMUM CLIMB OF 245 FT PER NM TO 1200 OR 600-3 FOR CLIMB IN VISUAL CONDITIONS. TEMPORARY CRANE 3.1 NM FROM DEPARTURE END OF THE RUNWAY, 3146 FEET RIGHT OF CENTERLINE, 560 FT AGL/920 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 9/5998 PSC FI/T TRI-CITIES, PASCO, WA. VOR/DME RWY 30, AMDT 3...S-30: MDA 1220/HAT 815 ALL CATS. VIS CAT A 1, CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. CIRCLING: MDA 1220/HAA 810 ALL CATS. VIS CAT A 1, CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. ALTERNATE MINS: CAT A/B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HERMISTON ALTIMETER SETTING AND INCREASE ALL MDA TO 1320, INCREASE VIS CAT A/B 1 1/4, CAT C 2 3/4, CAT D 3. TEMPORARY CRANE 920 MSL 3.1 NM SE OF RWY 30.

FDC 9/5997 PSC FI/T TRI-CITIES, PASCO, WA. RNAV (GPS) RWY 30, AMDT 1...LNAV MDA 1220/HAT 815 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. CIRCLING MDA 1220/HAA 810 ALL CATS. VIS CAT A 1, CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. ALTERNATE MINS: CATS A/B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HERMISTON ALTIMETER SETTING AND INCREASE MDA TO 1320 ALL CATS. VIS CAT A/B 1 1/4, CAT C 2 3/4, CAT D 3. TEMPORARY CRANE 920 MSL 3.1 NM SE OF RWY 30.

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.

SEATTLE

Boeing Field/King County Intl

FDC 8/7270 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,284.00 INBOUND, RT). CONTINUE CLIMB-IN-HOLD TO 6400.

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 8/3350 BFI FI/T BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. ILS RWY 13R, AMDT 28C...FRONT COURSE UNUSABLE BEYOND 20 DEGREES LEFT OF COURSE.

Seattle-Tacoma Intl

FDC 9/9033 SEA FI/P SEATTLE-TACOMA INTL, SEATTLE, WA. RNAV (GPS) RWY 34C, AMDT 1A...MISSED APPROACH: CLIMB DIRECT NESOE TO CROSS NESOE AT OR BELOW 2000, THEN CLIMB TO 5000 VIA TRACK 343.34 TO MGNM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000. THIS IS RNAV (GPS) RWY 34C, AMDT 1B.

FDC 9/9032 SEA FI/P SEATTLE-TACOMA INTL, SEATTLE, WA. RNAV (GPS) RWY 34R, AMDT 1A...MISSED APPROACH: CLIMB DIRECT DODVE TO CROSS DODVE AT OR BELOW 2000, THEN CLIMB TO 5000 VIA TRACK 342.47 TO MGNM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000. THIS IS RNAV (GPS) RWY 34R, AMDT 1B.

FDC 9/9031 SEA FI/P SEATTLE-TACOMA INTL, SEATTLE, WA. RNAV (GPS) RWY 16C, AMDT 1A...MISSED APPROACH: CLIMB DIRECT OTLIE TO CROSS OTLIE AT OR BELOW 2000, THEN CLIMB TO 5000 VIA TRACK 162.05 TO MILLT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000. THIS IS RNAV (GPS) RWY 16C, AMDT 1B.

FDC 9/9030 SEA FI/P SEATTLE-TACOMA INTL, SEATTLE, WA. VOR/DME RWY 34C, AMDT 1A...MISSED APPROACH: CLIMB VIA SEA R-341 TO CROSS COYLA/4.69 DME/RADAR AT OR BELOW 2000, THEN CLIMB TO 5000 VIA SEA R-341 TO MGNM/SEA 12.42 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000. THIS IS VOR/DME RWY 34C, AMDT 1B.

FDC 9/9029 SEA FI/P SEATTLE-TACOMA INTL, SEATTLE, WA. RNAV (GPS) RWY 16R, ORIG-A...MISSED APPROACH: CLIMB DIRECT WESET TO CROSS WESET AT OR BELOW 2000, THEN CLIMB TO 5000 VIA TRACK 160.37 TO MILLT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000. THIS IS RNAV (GPS) RWY 16R, ORIG-B.

FDC 9/9028 SEA FI/P SEATTLE-TACOMA INTL, SEATTLE, WA. RNAV (GPS) RWY 34L, ORIG-A...MISSED APPROACH: CLIMB DIRECT CUSBU TO CROSS CUSBU AT OR BELOW 2000, THEN CLIMB TO 5000 VIA TRACK 345.19 TO MGNM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000. THIS IS RNAV (GPS) RWY 34L, ORIG-B.

FDC 9/9027 SEA FI/P SEATTLE-TACOMA INTL, SEATTLE, WA. VOR/DME RWY 16L/C, AMDT 14A...MISSED APPROACH: CLIMB HEADING 163 AND SEA VORTAC R-161 TO CROSS TEBNE/2.40 DME/RADAR AT OR BELOW 2000, THEN CLIMB TO 5000 VIA SEA R-163 TO MILLT INT/SEA 11.00 DME/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000. THIS IS VOR/DME RWY 16L/C, AMDT 14B.

FDC 9/9026 SEA FI/P SEATTLE-TACOMA INTL, SEATTLE, WA. RNAV (GPS) RWY 16L, AMDT 2A...MISSED APPROACH: CLIMB DIRECT CAVOB TO CROSS CAVOB AT OR BELOW 2000, THEN CLIMB TO 5000 VIA TRACK 162.91 TO MILLT AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000. THIS IS RNAV (GPS) RWY 16L, AMDT 2B.

FDC 9/9021 SEA FI/P SEATTLE-TACOMA INTL, WA. ILS OR LOC RWY 34C AMDT 2A...ILS RWY 34C (CAT II) AMDT 2A...MISSED APPROACH: CLIMB HEADING 345 AND SEA VORTAC R-341 TO CROSS COYLA/SEA 4.69 DME/RADAR AT OR BELOW 2000, THEN CLIMB TO 5000 VIA SEA VORTAC R-341 TO MGNM/SEA 12.42 DME/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000; OR WHEN DIRECTED BY ATC, CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 5000 DIRECT PAE VOR/DME AND HOLD NW, RT, 149.04 INBOUND. THIS IS ILS OR LOC RWY 34C AMDT 2B...THIS IS ILS RWY 34C (CAT II) AMDT 2B.

FDC 9/9020 SEA FI/P SEATTLE-TACOMA INTL, WA ILS OR LOC RWY 34L ORIG...ILS RWY 34L (CAT II) ORIG...MISSED APPROACH: CLIMB HEADING 348 AND SEA VORTAC R-341 TO CROSS COYLA/SEA 4.69 DME/RADAR AT OR BELOW 2000, THEN CLIMB TO 5000 VIA SEA VORTAC R-341 TO MGNM/SEA 12.42 DME/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000; OR WHEN DIRECTED BY ATC, CLIMB TO 2000 VIA HEADING 343 THEN CLIMBING RIGHT TURN TO 5000 DIRECT PAE VOR/DME AND HOLD NW, RT, 149.04 INBOUND. THIS IS ILS OR LOC RWY 34L ORIG-A...THIS IS ILS RWY 34L (CAT II) ORIG-A.

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 8/5696 W35 FI/T POTOMAC AIRPARK,
BERKELEY SPRINGS, WV. VOR RWY 29, AMDT
6...PROCEDURE NA.

BLUEFIELD

Mercer County

FDC 9/1493 BLF FI/T MERCER COUNTY,
BLUEFIELD, WV. VOR RWY 23, AMDT 8B...S-23 MDA
3520/HAT 663 ALL CATS. CIRCLING CAT A AND B
MDA 3520/HAA 663, CAT C AND D MDA 3560/HAA
703. VIS CAT C 2, CAT D 2 1/4. BECKLEY ALTIMETER
SETTING MINIMUMS S-23 MDA 3960/HAT 1103 ALL
CATS. CIRCLING CAT A AND B MDA 3960/1103, CAT
C AND D MDA 4000/HAA 1143. MISSED APPROACH:
CLIMB TO 3800 THEN CLIMBING RIGHT TURN TO
5400 DIRECT BLF VORTAC AND HOLD. CONTINUE
CLIMB-IN-HOLD TO 5400. MAINTAIN 5400 OR
ABOVE UNTIL ESTABLISHED OUTBOUND FOR
PROCEDURE TURN. ALTERNATE MINIMUMS: CAT
A, B, C STANDARD , CAT D 800-2 1/4 . ALTERNATE
MINIMUMS NA WHEN LOCAL WEATHER NOT
RECEIVED.

FDC 9/1492 BLF FI/T MERCER COUNTY,
BLUEFIELD, WV. VOR/DME OR GPS RWY 23, AMDT
4B...CIRCLING CAT A AND B MDA 3420/HAA 563,
CAT C AND D MDA 3560/HAA 703. VIS CAT C 2, CAT
D 2 1/4. BECKLEY ALTIMETER SETTING MINIMUMS
S-23 MDA 3840/HAT 983 ALL CATS. VIS CAT B 1 1/2,
CAT C 3. CIRCLING CAT A AND B MDA 3860/HAA
1003, CAT C AND D MDA 4000/HAA 1143. VIS CAT B
1 1/2. VDP NA. VISIBILITY REDUCTION BY
HELICOPTERS NA. TERMINAL ROUTE (CFGIQ) TO
LUPUS MINIMUM ALTITUDE 3800. MINIMUM
ALTITUDE AT LUPUS 3800 MISSED APPROACH:
CLIMB TO 3800 THEN CLIMBING RIGHT TURN TO
5400 DIRECT BLF VORTAC AND HOLD. CONTINUE
CLIMB-IN-HOLD TO 5400. MAINTAIN 5400 OR
ABOVE UNTIL ESTABLISHED OUTBOUND FOR
PROCEDURE TURN. ALTERNATE MINIMUMS: CAT
A, B, C, STANDARD , CAT D 800- 2 1/4. ALTERNATE
MINIMUMS NA WHEN LOCAL WEATHER NOT
RECEIVED.

FDC 9/1208 BLF FI/T MERCER COUNTY,
BLUEFIELD, WV. ILS RWY 23, AMDT 14E...S-LOC 23
MDA 3380/HAT 523 ALL CATS. VIS CAT C 1 1/2, CAT
D 1 3/4. CIRCLING CAT A AND B MDA 3420/HAA 563,
CAT C AND D MDA 3560/HAA 703, VIS CAT C 2 AND
CAT D 2 1/4. BECKLEY ALTIMETER SETTING
MINIMUMS S-ILS 23 DA 3600/HAT 743 ALL CATS.
VIS 2 1/2 ALL CATS. S-LOC 23 MDA 3820/HAT 963
ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C AND
D 3. CIRCLING CAT A AND B MDA 3860/HAA 1003,
CAT C AND D MDA 4000/HAA 1143. VIS CAT A 1 1/4,
CAT B 1 1/2 VISIBILITY REDUCTION BY
HELICOPTERS NA MISSED APPROACH: CLIMB TO
3800 THEN CLIMBING RIGHT TURN TO 5400 DIRECT
BLF VORTAC AND HOLD. CONTINUE
CLIMB-IN-HOLD TO 5400.

CLARKSBURG

North Central West Virginia

FDC 9/5851 CKB FI/T HARRISON/MARION
REGIONAL, CLARKSBURG, WV. VOR OR GPS RWY
3, AMDT 15B...VOR PORTION NA, CKB VOR OTS.

FDC 9/5850 CKB FI/T HARRISON/MARION
REGIONAL, CLARKSBURG, WV. ILS OR LOC RWY
21, AMDT 1A...MISSED APPROACH: CLIMB TO
2000 THEN CLIMBING LEFT TURN TO 3100 VIA
HEADING 005 AND CKB LOC COURSE TO FONTZ
INT AND HOLD, CKB VOR OTS.

FDC 8/4257 CKB FI/T NORTH CENTRAL WEST
VIRGINIA, CLARKSBURG, WV. ILS OR LOC RWY 21,
AMDT 1A...TERMINAL ROUTE CKB VOR/DME TO
FONTZ INT NA EXCEPT FOR AIRCRAFT EQUIPPED
WITH SUITABLE RNAV SYSTEM WITH GPS. MISSED
APPROACH: CLIMB TO 2000 THEN CLIMBING LEFT
TURN TO 3200 VIA HEADING 005 AND CKB LOC
COURSE TO FONTZ INT AND HOLD. NOTE: CKB
DME UNUSABLE.

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.

ELKINS

Elkins-Randolph Co-Jennings Randolph Fld

FDC 9/2889 EKN FI/T ELKINS-RANDOLPH
CO-JENNINGS RA, ELKINS, WV. LDA C, AMDT
7...PROCEDURE NA.

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 2 1/4.
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 9/9954 MRB FI/T EASTERN WV REGIONAL/SHEPHERD, MARTINSBURG, WV. VOR A, AMDT 9...CIRCLING CAT D MDA 1400/HAA 843, VIS 2 3/4. ALTERNATE MINIMUMS: CAT D 900-2 3/4. TEMPORARY CRANE 1045 MSL 2.29 NM N OF RWY 8.

FDC 9/9953 MRB FI/T EASTERN WV REGIONAL/SHEPHERD, MARTINSBURG, WV. RNAV (GPS) RWY 8, ORIG...RNAV (GPS) RWY 26, ORIG...CIRCLING CAT D MDA 1400/HAA 843, VIS 2 3/4. ALTERNATE MINIMUMS: CAT D 900-2 3/4. TEMPORARY CRANE 1045 MSL 2.29 NM N OF RWY 8.

FDC 9/6378 MRB FI/T EASTERN WV REGIONAL/SHEPHERD, MARTINSBURG, WV. ILS OR LOC RWY 26, AMDT 6A...CHANGE TERMINAL ROUTE BURG INT (IAF) TO HEVEN INT/OM 258.65/5.26 TO READ BURG INT (IAF) TO HEVEN INT/OM 258.65/6.31 AT BURG INT CHANGE HGR R-169 TO READ HGR R-165 CHANGE TERMINAL ROUTE MARTINSBURG (MRB) VORTAC TO BURG INT 049.09/6.3 TO READ 053.08/7.24. MINIMUM ALTITUDE 3400. CHANGE TERMINAL ROUTE MAPEL INT (IAF) TO BURG INT (NOPT) 270.00/0.86 (HDG) AND 258.65/6.31 TO READ 258.65/6.85. MINIMUM ALTITUDE 3400. AT BURG INT CHANGE MRB R-049 TO READ MRB R-054 TERMINAL ROUTE: HOLDING IN LIEU MINIMUM ALTITUDE 3400 S-ILS 26 NA CIRCLING CAT D MDA 1400/HAA 843, VIS 2 3/4 ALTERNATE MINIMUMS: S-LOC 26 CAT D 900-2 3/4 TEMPORARY CRANE 1045 MSL 2.29 NM N OF RWY 8.

FDC 8/0313 MRB FI/T EASTERN WV REGIONAL/SHEPHERD, MARTINSBURG, WV. VOR A, AMDT 9...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 9/5853 MGW FI/T MORGANTOWN MUNI-WLB HART FIELD, MORGANTOWN, WV. ILS OR LOC RWY 18, AMDT 13...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CKB VOR OTS.

FDC 9/5852 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 OTS.

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 .

MOUNDSVILLE

Marshall County

FDC 9/8991 MPG FI/T MARSHALL COUNTY, MOUNDSVILLE, WV. RNAV (GPS) RWY 6, ORIG...PROCEDURE NA.

PARKERSBURG

Mid-Ohio Valley Rgnl

FDC 9/8973 PKB FI/T MID-OHIO VALLEY REGIONAL, PARKERSBURG, WV. ILS RWY 3, AMDT 12...CIRCLING MDA 1440/HAA 582 CATS A/B/C.

FDC 9/8935 PKB FI/T MID-OHIO VALLEY REGIONAL, PARKERSBURG, WV. RNAV (GPS) Y RWY 21, ORIG...PROCEDURE NA.

FDC 9/8934 PKB FI/T MID-OHIO VALLEY REGIONAL, PARKERSBURG, WV. RNAV (GPS) Z RWY 21, ORIG...PROCEDURE NA.

FDC 9/8933 PKB FI/T MID-OHIO VALLEY REGIONAL, PARKERSBURG, WV. RNAV (GPS) Y RWY 3, ORIG...PROCEDURE NA.

FDC 9/8932 PKB FI/T MID-OHIO VALLEY REGIONAL, PARKERSBURG, WV. RNAV (GPS) Z RWY 3, ORIG...PROCEDURE NA.

FDC 8/3346 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: CAT A/B/C MDA 1440/HAT 582. FM OR DME MINIMUMS NA. VDP 4.46 DME FROM JPU VORTAC. MISSED APPROACH: CLIMB TO 2600 VIA JPU R-207 TO VERSI LOM/JPU 12.32 DME AND HOLD.

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.

WISCONSIN

AMERY

Amery Muni

FDC 8/2256 AHH FI/T AMERY MUNI, AMERY, WI. NDB RWY 18, AMDT 6A...PROCEDURE NA.

APPLETON

Outagamie County Rgnl

FDC 8/7890 ATW FI/T OUTAGAMIE COUNTY REGIONAL, APPLETON, WI. RNAV (GPS) RWY 11, ORIG...RNAV (GPS) RWY 21, AMDT 1...ILS RWY 29, AMDT 2B...CIRCLING CAT A MDA 1340/ HAA 422.

FDC 8/7889 ATW FI/T OUTAGAMIE COUNTY REGIONAL, APPLETON, WI. RNAV (GPS) RWY 29, ORIG...LNAV/VNAV DA 1299/ HAT 424 ALL CATS. LNAV MDA 1280/ HAT 405 ALL CATS. VIS CAT C 3/4. CIRCLING CAT A MDA 1340/ HAA 422. INOPERATIVE MALSR NOTE DOES NOT APPLY TO LNAV/VNAV.

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.

CLINTONVILLE

Clintonville Muni

FDC 9/6988 CLI FI/T CLINTONVILLE MUNI, CLINTONVILLE, WI. RNAV (GPS) RWY 4, ORIG...RNAV (GPS) RWY 14, ORIG...RNAV (GPS) RWY 22, ORIG...RNAV (GPS) RWY 32, ORIG...CIRCLING MDA 1340/HAT 518, ALL CATS.

CUMBERLAND

Cumberland Muni

FDC 8/9034 UBE FI/T CUMBERLAND MUNI, CUMBERLAND, WI. NDB OR GPS RWY 9, AMDT 2...NDB PORTION NA.

DELAVAN

Lake Lawn

FDC 8/1384 C59 FI/T LAKE LAWN, DELAVAN, WI. RNAV (GPS) RWY 36, ORIG...LNAV MDA: NA ROCKFORD ALTIMETER SETTING MINIMUMS: LNAV MDA: 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.

EAU CLAIRE

Chippewa Valley Rgnl

FDC 9/1564 EAU FI/T CHIPPEWA VALLEY REGIONAL, EAU CLAIRE, WI. ILS OR LOC RWY 22, AMDT 8...TERMINAL ROUTE: FROM EAU VORTAC TO MAGGS LOM/I-EAU 7.27 DME 054.09/5.29 MINIMUM ALTITUDE 2900.

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 8/4131 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 8/2375 FLD FI/T FOND DU LAC COUNTY, FOND DU LAC, WI. VOR/DME 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).

HARTFORD

Hartford Muni

FDC 8/8565 HXF FI/T HARTFORD MUNI, HARTFORD, WI. NDB OR GPS RWY 11, AMDT 4...S-11 MDA 2020/HAT 969 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING MDA 2020/HAA 950 ALL CATS. CAT A VIS 1 1/4, CAT B 1 1/2, CAT C 3. MILWAUKEE (GENERAL MITCHELL) ALTIMETER SETTING MINIMUMS: S-11 MDA 2100/HAT 1049 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING MDA 2100/HAA 1030 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3.

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 9/8131 JVL FI/T SOUTHERN WISCONSIN REGIONAL, JANESVILLE, WI. RNAV (GPS) RWY 22, ORIG...LNAV/VNAV DA 1194/HAT 389 ALL CATS.

FDC 9/3699 JVL FI/T SOUTHERN WISCONSIN REGIONAL, JANESVILLE, WI. RNAV (GPS) RWY 32, ORIG...LNAV/VNAV DA 1220/HAT 414 ALL CATS. VIS ALL CATS 1. FOR INOPERATIVE MALSR INCREASE LNAV/VNAV VISIBILITY TO 1 1/2 ALL CATS.

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.

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 8/9176 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.

FDC 8/1806 MSN FI/T DANE COUNTY REGIONAL-TRUAX FIELD, MADISON, WI. ASR RWY 14, AMDT 17...RNAV (GPS) RWY 14, AMDT 1...VOR/DME OR TACAN RWY 14, ORIG-A...PROCEDURE NA.

MILWAUKEE

General Mitchell Intl

FDC 9/7690 MKE FI/T GENERAL MITCHELL INTERNATIONAL, MILWAUKEE, WI. ILS OR LOC RWY 19R, AMDT 10A...DISREGARD RADAR NOTE AT BAYZE INT. DISREGARD RADAR NOTE AT YANKS LOM/IAF. DISREGARD ADF OR RADAR REQUIRED NOTE.

FDC 9/7689 MKE FI/T GENERAL MITCHELL INTERNATIONAL, MILWAUKEE, WI. ILS OR LOC RWY 7R, AMDT 15A...DISREGARD RADAR NOTE AT FIDNO INT I-GMF 5.8 DME FIX. DISREGARD RADAR NOTE AT TEELS LOM I-GMF 5.7 DME FIX. DISREGARD RADAR NOTE AT HULOX INT I-GMF 1.5 DME FIX. DISREGARD ADF OR RADAR REQUIRED NOTE.

FDC 9/2194 MKE FI/T GENERAL MITCHELL INTERNATIONAL, MILWAUKEE, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 31, 200-1 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 257 FEET PER NM TO 1000. ALL OTHER DATA REMAINS AS PUBLISHED. NOTE: FENCE, 197 FEET FROM DEPARTURE END OF RWY, 244 FEET RIGHT OF CENTERLINE, 7 FEET AGL/681 FT MSL, SIGN, 219 FEET FROM DEPARTURE END OF RUNWAY, 449 FEET RIGHT OF CENTERLINE, 50 FEET AGL/630 FEET MSL, MULTIPLE LIGHT POLES, BEGINNING 265 FEET FROM DEPARTURE END OF RUNWAY, 269 FEET RIGHT OF CENTERLINE, UP TO 30 FEET AGL/706 FT MSL, MULTIPLE LIGHT POLES, BEGINNING 687 FEET FROM DEPARTURE OF END, 112 FEET LEFT OF CENTERLINE, UP TO 30 FEET AGL/703 FEET MSL, HANGAR, 438 FEET FROM DEPARTURE END OF RWY, 564 FEET LEFT OF CENTERLINE, 50 FEET AGL/722 FEET MSL, POLE, 1351 FEET FROM DEPARTURE END OF RWY, 340 FEET RIGHT OF CENTERLINE, 46 FEET AGL/735 FEET MSL, MULTIPLE TREES, BEGINNING 853 FEET FROM DEPARTURE END OF RWY, 775 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/775 FEET MSL, MULTIPLE TREES, BEGINNING 1122 FEET FROM DEPARTURE END OF RWY, 689 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/768 FEET MSL, TANK, 1.10 NM FROM DEPARTURE END OF RWY, 742 FEET RIGHT OF CENTERLINE, 165 FEET AGL/885 FEET MSL.

FDC 9/1123 MKE FI/T GENERAL MITCHELL INTERNATIONAL, MILWAUKEE, WI. RNAV (GPS) RWY 7R, ORIG...LNAV/VNAV DA 1244/HAT 521 ALL CATS. VIS RVR 6000 ALL CATS. TEMPORARY CRANE 894 MSL/140 AGL, 1.39 NM W OF APPROACH END RWY 07L.

FDC 9/1122 MKE FI/T GENERAL MITCHELL INTERNATIONAL, MILWAUKEE, WI. RNAV (GPS) RWY 7L, ORIG...LNAV MDA 1200/HAT 528 ALL CATS. CAT C VIS 1 1/2, CAT D VIS 1 3/4. TEMPORARY CRANE 894 MSL/140 AGL, 1.39 NM W OF APPROACH END RWY 07L.

FDC 9/1121 MKE FI/T GENERAL MITCHELL INTERNATIONAL, MILWAUKEE, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 25R, TEMPORARY CRANE 1.39 NM FROM DEPARTURE END OF RUWAY, 271 FEET LEFT OF CENTERLINE, 140 FEET AGL/894 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. TEMPORARY CRANE 894 MSL/140 AGL, 1.39 NM W OF APPROACH END RWY 07L.

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.

OSHKOSH

Wittman Rgnl

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.

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 9/8202 RHI FI/T RHINELANDER-ONEIDA COUNTY, RHINELANDER, WI. ILS OR LOC RWY 9, AMDT 6C...VOR RWY 9, AMDT 4D...CIRCLING CAT C MDA 2260/HAA 637. CAT C VIS 1 3/4. DME MINIMUMS CIRCLING CAT C MDA 2260/HAA 637. CAT C VIS 1 3/4.

FDC 9/8201 RHI FI/T RHINELANDER-ONEIDA COUNTY, RHINELANDER, WI. RNAV (GPS) RWY 9, ORIG...RNAV (GPS) RWY 15, ORIG...RNAV (GPS) Y RWY 27, ORIG-A...VOR/DME RWY 27, ORIG-E...CIRCLING CAT C MDA 2260/HAA 637. CAT C VIS 1 3/4.

FDC 8/2327 RHI FI/T RHINELANDER-ONEIDA COUNTY, RHINELANDER, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 15, TREES, FENCE, POLE BEGINNING 613 FEET FROM DER, 283 FEET RIGHT OF CENTERLINE, UP TO 70 FEET AGL/ 1684 FEET MSL. TREES AND FENCE BEGINNING 62 FEET FROM DER 226 FEET LEFT OF CENTERLINE 70 FEET AGL/ 1660 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 8/1941 RHI FI/T RHINELANDER-ONEIDA COUNTY, RHINELANDER, WI. RNAV (GPS) RWY 33, ORIG-A...PROCEDURE 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.

SHEBOYGAN

Sheboygan County Memorial

FDC 9/6209 SBM FI/T SHEBOYGAN COUNTY MEMORIAL, SHEBOYGAN, WI. VOR RWY 21, AMDT 7...S-21: MDA 1500/HAT 757 ALL CATS. VIS CAT A/B 1, CAT C 1 3/4, CAT D 2. CIRCLING: MDA 1500/HAA 746 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. ALTERNATE MINIMUMS: CAT C 800-2 1/4, CAT D 800-2 1/2.

FDC 9/5741 SBM FI/T SHEBOYGAN COUNTY MEMORIAL, SHEBOYGAN, WI. RNAV (GPS) RWY 13, ORIG...RNAV (GPS) RWY 21, AMDT 1...CIRCLING CAT A MDA 1220/HAA 466.

FDC 9/1142 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 8/1803 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.

SPARTA

Sparta/Fort Mc Coy

FDC 9/6421 CMY FI/T SPARTA/FORT MC COY, SPARTA, WI. RNAV (GPS) RWY 11, ORIG...RNAV (GPS) RWY 29, ORIG...NDB RWY 29, AMDT 3...CIRCLING NA TO RWY S 1/19.

FDC 9/6197 CMY FI/T SPARTA/FORT MC COY, SPARTA, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 1, NA. RWY 19, NA.

STEVENS POINT

Stevens Point Muni

FDC 9/6474 STE FI/T STEVENS POINT MUNI, STEVENS POINT, WI. ILS OR LOC RWY 21, ORIG...CHANGE ALTERNATE ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER NOT RECEIVED, USE MOSINEE ALTIMETER SETTING AND INCREASE ALL DA AND MDA 60 FEET, INCREASE S-ILS 21 VISIBILITY 1/4 MILE ALL CATS. UKENE FIX MINIMUMS: INCREASE S-LOC 21 CAT D AND CIRCLING CAT C/D VISIBILITY 1/4 MILE.

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 AUW FI/T WAUSAU DOWNTOWN, WAUSAU, WI. NDB OR GPS B, ORIG...CIRCLING MDA 1840/HAA 639 CATS A/B.

FDC 7/3114 AUW FI/T WAUSAU DOWNTOWN, WAUSAU, WI. VOR OR GPS A, AMDT 18...VOR PORTION NA.

FDC 7/3113 AUW FI/T WAUSAU DOWNTOWN, WAUSAU, WI. VOR/DME OR GPS RWY 12, AMDT 3...VOR/DME PORTION NA.

WYOMING

CHEYENNE

Cheyenne Rgnl/Jerry Olson Field

FDC 9/3668 CYS FI/T CHEYENNE RGNL/JERRY OLSON FIELD, CHEYENNE, WY. RNAV (GPS) RWY 9, AMDT 1...LNAV/VNAV DA 6859/HAT 716 ALL CATS. VIS CATS A/B/C 2, CAT D 2 1/4. LNAV MDA 6780/HAT 637 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 6820/HAA 661 ALL CATS. VIS CAT C 1 3/4. ALT MINS: CAT D 800 2 1/4. TEMP CRANE 6461 MSL, 8159 FEET NW OF RWY 9.

FDC 9/3667 CYS FI/T CHEYENNE RGNL/JERRY OLSON FIELD, CHEYENNE, WY. ILS OR LOC RWY 27, AMDT 34B...CIRCLING MDA 6820/HAA 661 ALL CATS. VIS CAT C 1 3/4. ALT MINS: 700-2 ALL CATS. AIRPORT ELEV 6159. TEMP CRANE 6461 MSL, 2.8 NM NW OF RWY 27.

FDC 9/3666 CYS FI/T CHEYENNE RGNL/JERRY OLSON FIELD, CHEYENNE, WY. RNAV (GPS) RWY 13, AMDT 1...LNAV/VNAV DA 6856/HAT 702 ALL CATS. VIS CATS A/B/C 2, CAT D 2 1/4. LNAV MDA 6780/HAT 626 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 6820/HAA 661 ALL CATS. VIS CAT C 1 3/4. ALT MINS: CAT D 800-2 1/4. TEMP CRANE 6461 MSL, 2.0 NM NW RWY 13.

FDC 9/3665 CYS FI/T CHEYENNE RGNL/JERRY OLSON FIELD, CHEYENNE, WY. RNAV (GPS) RWY 27, ORIG-B...NDB RWY 27, AMDT 14-A...RNAV (GPS) RWY 31, AMDT 1...VOR OR TACAN A, AMDT 10-A...CIRCLING MDA 6820/HAA 661 ALL CATS. VIS CAT C 1 3/4. AIRPORT ELEV 6159. TEMP CRANE 6461 MSL, 2.0 NM NW OF RWY 31.

FDC 9/3664 CYS FI/T CHEYENNE RGNL/JERRY OLSON FIELD, CHEYENNE, WY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 31, 400-1 1/4. NOTE: RWY 31, TEMP CRANE 5370 FEET FROM DER, 1782 FEET LEFT OF CENTERLINE, 250 AGL/6461 MSL.

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 9/0009 EVW FI/T EVANSTON-UINTA COUNTY BURNS FIELD, EVANSTON, WY. ILS OR LOC/DME RWY 23, AMDT 1...PROCEDURE NA.

KEMMERER

Kemmerer Muni

FDC 8/6994 EMM FI/T KEMMERER MUNI, KEMMERER, WY. RNAV (GPS) RWY 16, ORIG...PROCEDURE NA.

PINEDALE

Ralph Wenz Field

FDC 8/1280 PNA FI/T PINEDALE/RALPH WENZ FIELD, PINEDALE, WY. NDB RWY 29, AMDT 1A...PROCEDURE NA.

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 9/7015 WRL FI/T WORLAND MUNI, WORLAND, WY. VOR OR GPS RWY 16, AMDT 5B...CIRCLING NA. DME MINIMUMS: CIRCLING NA.

FDC 9/6945 WRL FI/T WORLAND MUNI, WORLAND, WY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA.

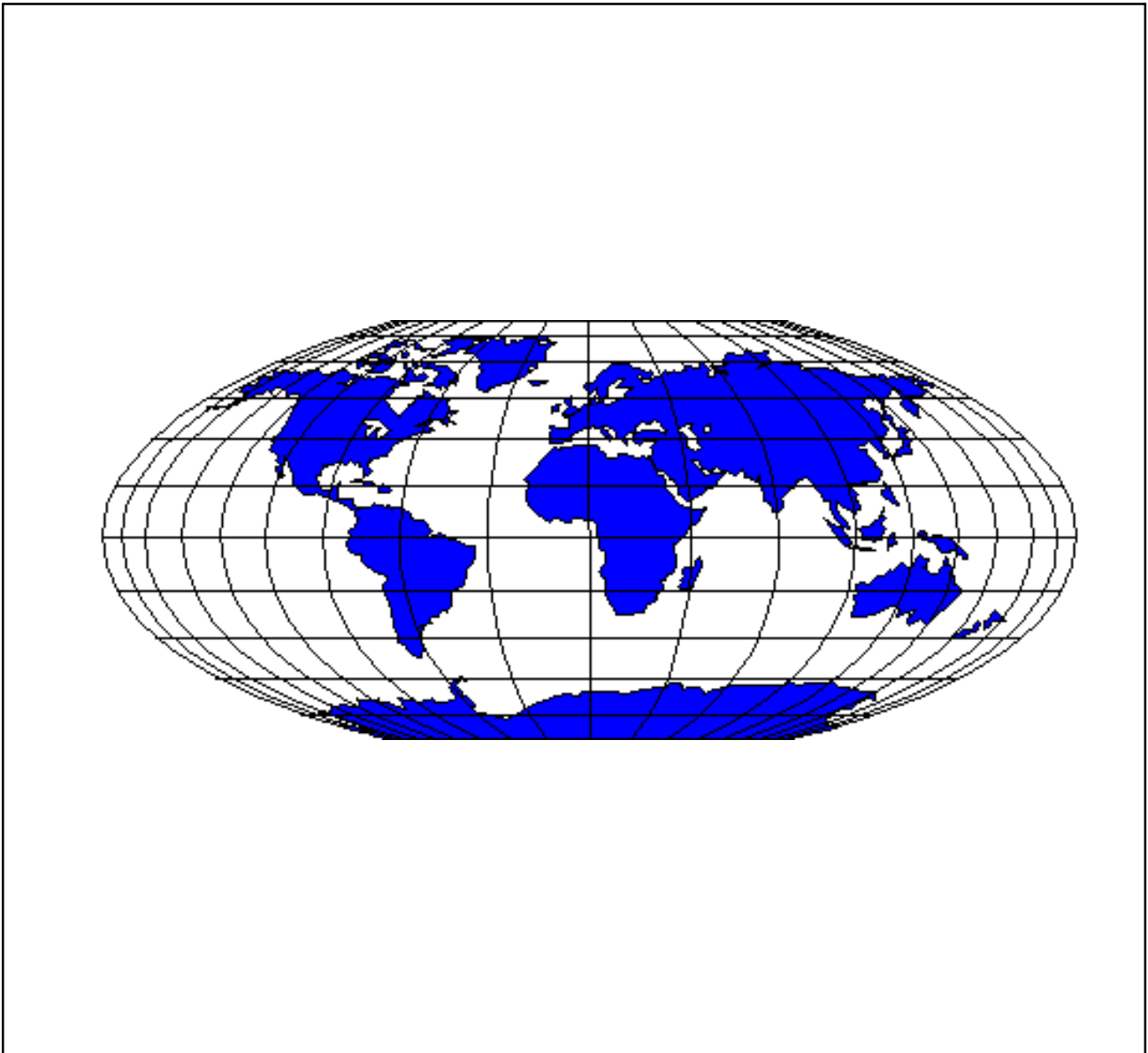
Part 1.

Section 3.

FDC

GENERAL NOTAMS

NEW OR REVISED NOTAMS ARE INDICATED IN SHADED TEXT.



FDC 9/6101 - FI/P CORRECT U.S. GOVT WASHINGTON VFR SECTIONAL AERONAUTICAL CHART, 85TH EDITION, EFF 12 FEB 2009. CORRECT CHART BY ADDING PUBLIC AIRPORT SYMBOL FOR GETTYSBURG RGNL (W05), GETTYSBURG, PA LCTD AT 39 50 29N, 077 16 29W. ADD PUBLIC AIRPORT SYMBOL FOR SHOESTRING (0P2), STEWARTSTOWN, PA LCTD AT 39 47 41N, 076 38 50W. WIE UNTIL UFN.

FDC 9/5537 - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE CHART L-27, PANEL E, EFFECTIVE 15 JAN 2009: CHANGE VICTOR AIRWAY DESIGNATOR V-227 TO V-277 FROM FORT WAYNE (FWA) VORTAC AND ROSEWOOD (ROD) VORTAC. WIE UNTIL UFN.

FDC 9/5151 - PART 1 OF 2 .. SPECIAL NOTICE .. SPORTING EVENTS. EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE. THIS NOTICE REPLACES FDC NOTAM 3/1862 DUE TO THE WAIVER WEBSITE CHANGE AND LANGUAGE CLARIFICATION. THIS NOTICE MODIFIES FLIGHT RESTRICTIONS PREVIOUSLY ISSUED IN FDC NOTAM 3/1862 TO COMPLY WITH STATUTORY MANDATES DETAILED IN SECTION 352 OF PUBLIC LAW 108-7 AND AS AMENDED BY SECTION 521 OF PUBLIC LAW 108-199. PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AS 'NATIONAL DEFENSE AIRSPACE'. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES CONCERNING OPERATIONS IN THIS AIRSPACE MAY BE 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 LAW ENFORCEMENT/SECURITY PERSONNEL. 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 WITHIN A 3 NMR UP TO AND INCLUDING 3000 FT AGL OF ANY STADIUM HAVING A SEATING CAPACITY OF 30,000 OR MORE PEOPLE WHERE EITHER A REGULAR OR POST SEASON MAJOR LEAGUE BASEBALL, NATIONAL FOOTBALL LEAGUE, OR NCAA DIVISION ONE FOOTBALL GAME IS OCCURRING. THIS NOTAM ALSO APPLIES TO NASCAR SPRINT CUP, INDY CAR, END PART 1 OF 2. WIE UNTIL UFN.

FDC 9/5151 - PART 2 OF 2 .. SPECIAL NOTICE .. SPORTING EVENTS.
EFFECTIVE AND CHAMP SERIES RACES EXCLUDING QUALIFYING AND PRE-RACE
EVENTS. FLIGHTS CONDUCTED FOR OPERATIONAL PURPOSES OF ANY EVENT,
STADIUM OR VENUE AND BROADCAST COVERAGE FOR THE BROADCAST RIGHTS
HOLDER ARE AUTHORIZED WITH AN APPROVED WAIVER. THE RESTRICTIONS DO
NOT APPLY TO THOSE AIRCRAFT AUTHORIZED BY AND IN CONTACT WITH ATC
FOR OPERATIONAL OR SAFETY OF FLIGHT PURPOSES, DEPARTMENT OF DEFENSE,
LAW ENFORCEMENT, AND AIR AMBULANCE FLIGHT OPERATIONS. ALL
PREVIOUSLY ISSUED WAIVERS TO FDC NOTAM 3/1862 REMAIN VALID UNTIL THE
SPECIFIED END DATE BUT NOT TO EXCEED 90 DAYS FOLLOWING THE EFFECTIVE
DATE OF THIS NOTAM. INFORMATION ABOUT WAIVER APPLICATIONS AND TSA
SECURITY AUTHORIZATIONS CAN BE FOUND AT
[HTTP://WWW.TSA.GOV/WHAT_WE_DO/TSNM/GENERAL_AVIATION/AIRSPACE_WAI
VERS.SHTM](http://www.tsa.gov/what_we_do/tsnm/general_aviation/airspace_waivers.shtm) (CASE SENSITIVE USE LOWER CASE ONLY) OR BY CALLING TSA AT
571-227-2071. INDIVIDUALS MAY SUBMIT A REQUEST FOR A FAA WAIVER AT
[HTTPS://WAIVER.C3.FAA.GOV](https://waiver.c3.faa.gov).
END PART 2 OF 2. WIE UNTIL UFN.

FDC 9/3974 - FI/P CORRECT US GOVT IFR AREA CHARTS - U.S. A-1,
ATLANTA, PANEL B, EFFECTIVE 15 JAN 2009: CHANGE CLAYTON CO-TARA
FLD IDENT TO 4A7 VICE A47. WIE UNTIL UFN.

FDC 9/3889 - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE CHART
L-30, PANEL J, EFFECTIVE 15 JAN 2009: REMOVE 3000 MOCA ON V-31 BETWEEN
GIBBE AND BEEPS. WIE UNTIL UFN.

FDC 9/3722 - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE CHART
L-31, PANEL E, EFF 15 JAN 2009.
CORRECT CHART NOTE V-510 BETWEEN BUFFALO (BUF) VOR-DME AND EHMAN
INTERSECTION: CHANGE CHART NOTE TO R-053 UNUSABLE BELOW 11000 VICE R-
053 UNUSABLE BEYOND 16 NM. WIE UNTIL UFN.

FDC 9/3559 - FI/P CORRECT U.S. GOVT DETROIT VFR SECTIONAL
AERONAUTICAL CHART, 77TH EDITION, EFF 25 SEP 2008. RPLC AP ELEV OF CURE
ARPT (C43), SUNFIELD, MI LCTD AT 424612N/0845754W TO 853 FT. WIE UNTIL UFN.

FDC 9/2988 - FI/P CORRECT U.S. GOVT IFR ENROUTE LOW ALTITUDE
CHART L-25, PANEL A, EFFECTIVE 15 JAN 2009: ADD NON-COMPULSORY
REPORTING POINT NOGIC, 35-18-56.94N, 085-54-22.65W. THE RADIAL/DME MAKEUP
ON VICTOR RTE V67 IS SHELBYVILLE (SYI) VOR/DME 120 DEGS 30 DME. WIE UNTIL
UFN.

FDC 9/1913 FDC FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE - ALASKA
CHART L-3, PANEL C, EFFECTIVE 15 JAN 2009: CHANGE NEATLINE EDGE TYPE
INDICATING THE NEXT FACILITY ALONG V-603 TO ELFEE 341 ELF VICE 341.

FDC 9/1496 FDC FI/P CORRECT U.S. GOVT CF-16 VFR WORLD AERONAUTICAL
CHART, 38TH EDITION, EFF 15 JAN 2009. CORRECT CHART BY CHANGING FREQ OF
ROME (REO) VORTAC TO 112.5 VICE 122.5 AT 42 35 26N, 117 52 05W.

FDC 8/7472 - .. SPECIAL NOTICE ..

EFFECTIVE 0811010001 UTC UNTIL FURTHER NOTICE. THIS IS A CLARIFICATION OF FDC NOTAM 8/3577 REFERENCE PART IC AND PART IE. CLARIFICATION OF PART IC: THIS REQUIREMENT IS APPLICABLE IF CONDUCTING OPERATIONS THAT EXIT AND REENTER OR CROSS IN AND OUT OF TERRITORIAL AIRSPACE OF THE UNITED STATES. CLARIFICATION OF PART IE: AIRCRAFT CONDUCTING TEST OPERATIONS THAT DEPART AND RETURN TO US AIRPORTS, WITHOUT ANY INTERMEDIATE STOPS, DO NOT HAVE TO COMPLY WITH 4 AND 5 OF THIS SECTION. WIE UNTIL UFN.

FDC 8/7471 - .. SPECIAL NOTICE ..

EFFECTIVE 0811010001 UTC UNTIL FURTHER NOTICE. THIS IS A CLARIFICATION OF FDC NOTAM 8/3576 REFERENCE PART IC. THIS REQUIREMENT IS APPLICABLE IF CONDUCTING OPERATIONS THAT EXIT AND REENTER OR CROSS IN AND OUT OF TERRITORIAL AIRSPACE OF THE UNITED STATES. WIE UNTIL UFN.

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 8/5299 - 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 8/3577 (A0037/08) - PART 1 OF 8 . SPECIAL NOTICE ..

AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT MORE THAN 100,309 POUNDS (45,500 KGS) THAT OPERATE TO OR FROM OR WITHIN OR TRANSIT TERRITORIAL AIRSPACE OF THE UNITED STATES (U.S.). EFFECTIVE 0811010001 UTC UNTIL FURTHER NOTICE. THIS NOTICE, AND ANOTHER SEPARATE SPECIAL NOTICE NOTAM FOR AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS (45,500 KGS) OR LESS, REPLACES PREVIOUSLY ISSUED FDC SPECIAL NOTICE NOTAM 6/7435 DUE TO NEW REQUIREMENTS. 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. AUTHORIZED OPERATIONS AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT MORE THAN 100,309 POUNDS (45,500 KGS), ARE NOT AUTHORIZED TO OPERATE TO OR FROM OR WITHIN OR TRANSIT TERRITORIAL AIRSPACE OF THE U.S. UNLESS THEY MEET THE CONDITIONS OF ONE OF THE FOLLOWING PARAGRAPHS:
A. ALL FOREIGN DIPLOMATIC FLIGHTS WITH A STATE DEPARTMENT APPROVED DIPLOMATIC CLEARANCE ARE AUTHORIZED EXCEPT, DIPLOMATIC FLIGHTS FROM STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRIES MUST ALSO HAVE END PART 1 OF 8. WIE UNTIL UFN.

FDC 8/3577 (A0037/08) - PART 2 OF 8 .. SPECIAL NOTICE ..

AN FAA ROUTING AUTHORIZATION. NOTE: WASHINGTON NATIONAL-RONALD REAGAN AIRPORT (DCA) IS NOT AUTHORIZED FOR ARRIVAL OR DEPARTURE OF FOREIGN DIPLOMATIC FLIGHTS.

B. AIRCRAFT REGISTERED IN UNITED STATES ARE AUTHORIZED TO OPERATE WITHIN THE TERRITORIAL AIRSPACE OF THE U.S. IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS.

C. U.S. MILITARY, AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, RESCUE RECOVERY, AND EMERGENCY EVACUATION AIRCRAFT ENGAGED IN OPERATIONS WITHIN 100 NM OF THE BORDER ARE AUTHORIZED ONLY WITH AN ATC-ASSIGNED DISCRETE BEACON CODE.

D. CANADIAN AND MEXICAN AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, RESCUE RECOVERY, AND EMERGENCY EVACUATION AIRCRAFT ENGAGED IN OPERATIONS WITHIN 100 NM OF THE BORDER, WITH OR WITHOUT AN ACTIVE FLIGHT PLAN, ARE AUTHORIZED WITH AN ATC-ASSIGNED DISCRETE BEACON CODE.

E. U.S REGISTERED AIRCRAFT ARE AUTHORIZED TO OPERATE TO OR FROM OR TRANSIT TERRITORIAL AIRSPACE OF THE U.S. IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 5:

1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN (DVFR INCLUDED);
 2. ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND
- END PART 2 OF 8. WIE UNTIL UFN.

FDC 8/3577 (A0037/08) - PART 3 OF 8 .. SPECIAL NOTICE ..
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 ARE OPERATING WITH AN FAA/TSA AIRSPACE AUTHORIZATION.
F. FOREIGN REGISTERED AIRCRAFT NOT SPECIFICALLY AUTHORIZED IN PARAGRAPHS A-E OF THIS PART, ARE AUTHORIZED IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 6:
1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN (DVFR INCLUDED);
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 AND BORDER PROTECTION REQUIREMENTS;
5. ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR ARE OPERATING WITH AN FAA/TSA AIRSPACE AUTHORIZATION;
6. ARE ALSO IN RECEIPT OF AN FAA ROUTING AUTHORIZATION IF THE AIRCRAFT IS REGISTERED IN RUSSIA OR THE PEOPLES REPUBLIC OF CHINA OR THE AIRCRAFT IS OPERATING WITH THE ICAO THREE LETTER DESIGNATOR OF A RUSSIAN OR PEOPLES REPUBLIC OF CHINA OPERATOR.
END PART 3 OF 8. WIE UNTIL UFN.

FDC 8/3577 (A0037/08) - PART 4 OF 8 .. SPECIAL NOTICE ..
PART II. FAA/TSA AIRSPACE AUTHORIZATIONS, TSA AVIATION SECURITY PROGRAMS, FAA ROUTING AUTHORIZATIONS, AND STATE DIPLOMATIC CLEARANCES
A. FAA/TSA AIRSPACE AUTHORIZATIONS
1. OPERATORS MAY SUBMIT REQUESTS FOR FAA/TSA AIRSPACE AUTHORIZATIONS AT [HTTPS://WAIVER.C3.FAA.GOV](https://waiver.c3.faa.gov).
2. INFORMATION AND FORMS CAN BE FOUND AT:
[HTTP://WWW.TSA.GOV/WHAT_WE_DO/TSNM/GENERAL_AVIATION/AIRSPACE_WAIVERS.SHTM](http://www.tsa.gov/what_we_do/tsnm/general_aviation/airspace_waivers.shtm) (CASE SENSITIVE-USE LOWER CASE ONLY) OR CAN BE OBTAINED BY CONTACTING TSA AT 571-227-2071.
3. FOR EMERGENCY OR SHORT NOTICE REQUESTS, CONTACT TSA AT 571-227-2071 OR AFTER HOURS AT 703-563-3400.
B. TSA AVIATION SECURITY PROGRAMS
1. INFORMATION REGARDING TSA AVIATION SECURITY PROGRAMS FOR GENERAL AVIATION CAN BE FOUND AT
[HTTP://WWW.TSA.GOV/WHAT_WE_DO/TSNM/GENERAL_AVIATION/RULES.SHTM](http://www.tsa.gov/what_we_do/tsnm/general_aviation/rules.shtm) (CASE SENSITIVE-USE LOWER CASE ONLY).
2. CONTACTS FOR INFORMATION REGARDING TSA AVIATION SECURITY PROGRAMS WILL BE PROVIDED BY THE DEPARTMENT OF TRANSPORTATION DURING THE
END PART 4 OF 8. WIE UNTIL UFN.

FDC 8/3577 (A0037/08) - PART 5 OF 8 .. SPECIAL NOTICE ..
COMMERCIAL CERTIFICATION PROCESS. U.S. COMMERCIAL AIRCRAFT OPERATORS CONTACT THEIR PRINCIPAL SECURITY INSPECTOR (PSI). FOREIGN AIR CARRIERS CONTACT THEIR INTERNATIONAL INDUSTRY REPRESENTATIVE (IIR).

C. FAA ROUTING AUTHORIZATION INFORMATION APPLICABLE TO STATE DEPARTMENT DESIGNATED SPECIAL INTEREST FLIGHT OPERATIONS IN U.S. TERRITORIAL AIRSPACE IS AVAILABLE BY COUNTRY AT:
[HTTP://WWW.FAA.GOV/AIRPORTS_AIRTRAFFIC/AIR_TRAFFIC/PUBLICATIONS/IFIM/US_RESTRICTIONS/\(CASE SENSITIVE-USE LOWER CASE ONLY\)](http://www.faa.gov/airports_airtraffic/air_traffic/publications/ifim/US_RESTRICTIONS/(CASE_SENSITIVE-USE_LOWER_CASE_ONLY)) OR BY CONTACTING THE FAA AT 202-267-8115.

D. STATE DEPARTMENT DIPLOMATIC CLEARANCE INFORMATION APPLICABLE TO ALL FOREIGN DIPLOMATIC FLIGHTS OPERATING IN U.S. TERRITORIAL AIRSPACE IS AVAILABLE AT: [HTTP://WWW.USEG.ORG/USEG.HTML](http://www.useg.org/useg.html) (CASE SENSITIVE-USE LOWER CASE ONLY) OR CONTACT THE STATE DEPARTMENT AT 202-736-7158 OR AFTER HOURS AT 202-647-9000.

PART III. SPECIAL NOTICE

A. PILOTS ARE REMINDED THAT THERE ARE INCREASED SECURITY MEASURES IN PLACE AT MANY AREAS. IN ACCORDANCE WITH 14 CFR SECTION 91.103, PRIOR
END PART 5 OF 8. WIE UNTIL UFN.

FDC 8/3577 (A0037/08) - PART 6 OF 8 .. SPECIAL NOTICE ..

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.

B. NONCOMPLIANCE WITH THE SECURITY REQUIREMENTS IN THIS SPECIAL NOTICE MAY RESULT IN THE FLIGHT BEING DENIED ENTRY INTO THE TERRITORIAL AIRSPACE OF THE U.S. OR GROUND STOPPED AT A U.S. AIRPORT DESIGNATED BY THE FAA AND/OR TSA.

C. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES CONCERNING OPERATIONS IN THIS SPECIAL NOTICE MAY BE 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 LAW ENFORCEMENT/USSS/SECURITY PERSONNEL.

PART IV. AUTHORIZATIONS/WAIVERS UNDER PREVIOUS NOTAMS 2/5319, 6/6101, AND 6/7435.

A. ALL EXISTING FAA/TSA AUTHORIZATIONS/WAIVERS UNDER FDC NOTAMS 2/5319 AND 6/6101 ARE RESCINDED IMMEDIATELY.

B. ALL EXISTING FAA/TSA AUTHORIZATIONS/WAIVERS UNDER FDC NOTAM 6/7435 REMAIN VALID FOR THE SPECIFIED END DATE IN WAIVER BUT NOT TO EXCEED 90 DAYS FOLLOWING THE EFFECTIVE DATE OF THIS NOTAM.

END PART 6 OF 8. WIE UNTIL UFN.

FDC 8/3577 (A0037/08) - PART 7 OF 8 .. SPECIAL NOTICE ..

C. AIRCRAFT OPERATORS AFFECTED BY THE FAA/TSA AUTHORIZATIONS/WAIVERS RESCISSION MAY REAPPLY FOR AN FAA/TSA AIRSPACE AUTHORIZATION.

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 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., OR ANY FLIGHT THAT EXITS U.S. TERRITORIAL AIRSPACE AND RETURNS INTO U.S. TERRITORIAL AIRSPACE TO LAND AT A DESTINATION IN THE U.S.

C. TRANSIT MEANS ANY FLIGHT DEPARTING FROM A LOCATION OUTSIDE OF THE U.S., ITS TERRITORIES OR POSSESSIONS, WHICH OPERATES IN THE TERRITORIAL AIRSPACE OF THE U.S. ENROUTE TO A LOCATION OUTSIDE THE U.S., ITS TERRITORIES OR POSSESSIONS.

D. WITHIN MEANS ANY FLIGHT DEPARTING FROM A LOCATION INSIDE OF THE U.S., ITS TERRITORIES OR POSSESSIONS, WHICH OPERATES IN THE
END PART 7 OF 8. WIE UNTIL UFN.

FDC 8/3577 (A0037/08) - PART 8 OF 8 .. SPECIAL NOTICE ..

TERRITORIAL AIRSPACE OF THE U.S. ENROUTE TO A LOCATION INSIDE THE U.S., ITS TERRITORIES OR POSSESSIONS.

E. FEDERAL AVIATION ADMINISTRATION (FAA)/TRANSPORTATION SECURITY ADMINISTRATION (TSA) AIRSPACE AUTHORIZATION: A GRANT OF RELIEF BY THE FAA/TSA FROM THE REQUIREMENTS OF SPECIFIC REGULATIONS TO THE DEGREE AND FOR THE TIME PERIOD SPECIFIED IN THE AUTHORIZATION.

F. STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRIES ARE CUBA, IRAN, NORTH KOREA, THE PEOPLES REPUBLIC OF CHINA, RUSSIA, SUDAN, AND SYRIA.

END PART 8 OF 8. WIE UNTIL UFN.

FDC 8/3576 (A0036/08) - PART 1 OF 9 .. SPECIAL NOTICE ..

AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS (45,500 KGS) OR LESS THAT OPERATE TO OR FROM OR WITHIN OR TRANSIT TERRITORIAL AIRSPACE OF THE UNITED STATES (U.S.). EFFECTIVE 0811010001 UTC UNTIL FURTHER NOTICE. THIS NOTICE, AND ANOTHER SEPARATE SPECIAL NOTICE FOR AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF MORE THAN 100,309 POUNDS (45,500 KGS), REPLACES PREVIOUSLY ISSUED FDC SPECIAL NOTICE NOTAM 6/7435 DUE TO NEW REQUIREMENTS. 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. AUTHORIZED OPERATIONS AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS (45,500 KGS) OR LESS, ARE NOT AUTHORIZED TO OPERATE TO OR FROM OR WITHIN OR TRANSIT TERRITORIAL AIRSPACE OF THE U.S. UNLESS THEY MEET THE CONDITIONS OF ONE OF THE FOLLOWING PARAGRAPHS:

A. ALL FOREIGN DIPLOMATIC FLIGHTS WITH A STATE DEPARTMENT APPROVED DIPLOMATIC CLEARANCE ARE AUTHORIZED EXCEPT, DIPLOMATIC FLIGHTS FROM STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRIES MUST ALSO HAVE AN FAA ROUTING AUTHORIZATION. NOTE: WASHINGTON NATIONAL- RONALD END PART 1 OF 9. WIE UNTIL UFN.

FDC 8/3576 (A0036/08) - PART 2 OF 9 .. SPECIAL NOTICE ..

REAGAN AIRPORT (DCA) IS NOT AUTHORIZED FOR ARRIVAL OR DEPARTURE OF FOREIGN DIPLOMATIC FLIGHTS.

B. AIRCRAFT REGISTERED IN UNITED STATES, MEXICO, CANADA, BAHAMAS, BERMUDA, CAYMAN ISLANDS, AND BRITISH VIRGIN ISLANDS ARE AUTHORIZED TO OPERATE WITHIN THE TERRITORIAL AIRSPACE OF THE U.S. IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS.

C. U.S. MILITARY, AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, RESCUE RECOVERY, AND EMERGENCY EVACUATION AIRCRAFT ENGAGED IN OPERATIONS WITHIN 100 NM OF THE BORDER ARE AUTHORIZED ONLY WITH AN ATC-ASSIGNED DISCRETE BEACON CODE.

D. CANADIAN AND MEXICAN AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, RESCUE RECOVERY, AND EMERGENCY EVACUATION AIRCRAFT ENGAGED IN OPERATIONS WITHIN 100 NM OF THE BORDER, WITH OR WITHOUT AN ACTIVE FLIGHT PLAN, ARE AUTHORIZED WITH AN ATC-ASSIGNED DISCRETE BEACON CODE.

E. FOREIGN REGISTERED AIRCRAFT ARE AUTHORIZED TO OPERATE WITHIN U.S. TERRITORIAL AIRSPACE WHEN CONDUCTING POST MAINTENANCE, MANUFACTURER PRODUCTION, AND ACCEPTANCE FLIGHT TEST OPERATIONS IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 6:

1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN;
END PART 2 OF 9. WIE UNTIL UFN.

FDC 8/3576 (A0036/08) - PART 3 OF 9 .. SPECIAL NOTICE ..

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. OPERATIONAL CONTROL IS BY A U.S. COMPANY;
5. A U.S. LICENSED PILOT IS PILOT IN COMMAND;
6. AIRCRAFT USES A FLIGHT TEST CALL SIGN.
F. AIRCRAFT REGISTERED IN THE UNITED STATES ARE AUTHORIZED TO OPERATE TO OR FROM OR TRANSIT THE TERRITORIAL AIRSPACE OF THE U.S., IF IN COMPLIANCE WITH:

1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN (DVFR INCULDED).
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 AND BORDER PROTECTION REQUIREMENTS.
G. AIRCRAFT REGISTERED IN MEXICO, CANADA, BAHAMAS, BERMUDA, CAYMAN ISLANDS, AND BRITISH VIRGIN ISLANDS ARE AUTHORIZED TO OPERATE TO OR FROM OR TRANSIT ANY OF THESE COUNTRIES AND THE TERRITORIAL AIRSPACE OF THE U.S., IF IN COMPLIANCE WITH:

1. FILE AND ARE ON AN ACTIVE DIRECT FLIGHT PLAN (DVFR INCLUDED) THAT ENTERS U.S. TERRITORIAL AIRSPACE DIRECTLY FROM ANY OF THE COUNTRIES
END PART 3 OF 9. WIE UNTIL UFN.

FDC 8/3576 (A0036/08) - PART 4 OF 9 .. SPECIAL NOTICE ..

LISTED IN THIS PARAGRAPH. FLIGHTS THAT INCLUDE ANY STOP IN A NON-LISTED COUNTRY MUST COMPLY WITH ALL REQUIREMENTS FOR OTHER FOREIGN REGISTERED AIRCRAFT IN ACCORDANCE WITH PARAGRAPH I OF THIS NOTICE.

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 AND BORDER PROTECTION REQUIREMENTS.
H. AIRCRAFT REGISTERED IN THE UNITED STATES, MEXICO, OR CANADA AND OPERATING WITHOUT AN OPERATIONAL MODE C OR S TRANSPONDER AND/OR WITHOUT THE ABILITY TO MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC ARE

AUTHORIZED TO OPERATE TO OR FROM OR TRANSIT U.S. TERRITORIAL AIRSPACE IN ALASKA, IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 5:

1. ENTER ALASKAN AIRSPACE BETWEEN CANADA AND ALASKA NORTH OF THE 54th PARALLEL;
2. FILE AND ARE ON AN ACTIVE FLIGHT PLAN;
3. SQUAWK 1200 IF VFR AND EQUIPPED WITH A TRANSPONDER;
4. HAVE ONLY THE FLIGHT CREW AND KNOWN PASSENGERS ON BOARD THE AIRCRAFT AS REFLECTED ON THE MANIFEST;
5. COMPLY WITH ALL U.S. CUSTOMS AND BORDER PROTECTION REQUIREMENTS.
END PART 4 OF 9. WIE UNTIL UFN.

FDC 8/3576 (A0036/08) - PART 5 OF 9 .. SPECIAL NOTICE ..

I. FOREIGN REGISTERED AIRCRAFT NOT SPECIFICALLY AUTHORIZED IN PARAGRAPHS A-H OF THIS PART, ARE AUTHORIZED IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 6:

1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN (DVFR INCLUDED);
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 AND BORDER PROTECTION REQUIREMENTS;
5. ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR ARE OPERATING WITH AN FAA/TSA AIRSPACE AUTHORIZATION;
6. ARE ALSO IN RECEIPT OF AN FAA ROUTING AUTHORIZATION IF THE AIRCRAFT IS REGISTERED IN RUSSIA OR THE PEOPLES REPUBLIC OF CHINA OR THE AIRCRAFT IS OPERATING WITH THE ICAO THREE LETTER DESIGNATOR OF A RUSSIAN OR PEOPLES REPUBLIC OF CHINA OPERATOR.

PART II. FAA/TSA AIRSPACE AUTHORIZATIONS, TSA AVIATION SECURITY PROGRAMS, FAA ROUTING AUTHORIZATIONS, AND STATE DIPLOMATIC CLEARANCES

A. FAA/TSA AIRSPACE AUTHORIZATIONS

1. OPERATORS MAY SUBMIT REQUESTS FOR FAA/TSA AIRSPACE AUTHORIZATIONS AT [HTTPS://WAIVER.C3.FAA.GOV](https://waiver.c3.faa.gov).
 2. INFORMATION AND FORMS CAN BE FOUND AT: [HTTP://WWW.TSA.GOV/](http://www.tsa.gov/)
- END PART 5 OF 9. WIE UNTIL UFN.

FDC 8/3576 (A0036/08) - PART 6 OF 9 .. SPECIAL NOTICE ..

WHAT_WE_DO/TSNM/GENERAL_AVIATION/AIRSPACE_WAIVERS.SHTM (CASE SENSITIVE-USE LOWER CASE ONLY) OR CAN BE OBTAINED BY CONTACTING TSA AT 571-227-2071.

3. FOR EMERGENCY OR SHORT NOTICE REQUESTS, CONTACT TSA AT 571-227-2071 OR AFTER HOURS AT 703-563-3400.

B. TSA AVIATION SECURITY PROGRAMS

1. INFORMATION REGARDING TSA AVIATION SECURITY PROGRAMS FOR GENERAL AVIATION OPERATIONS CAN BE FOUND AT [HTTP://WWW.TSA.GOV/WHAT_WE_DO/TSNM/GENERAL_AVIATION/RULES.SHTM](http://www.tsa.gov/what_we_do/tsnm/general_aviation/rules.shtm) (CASE SENSITIVE-USE LOWER CASE ONLY).
2. CONTACTS FOR INFORMATION REGARDING TSA AVIATION SECURITY PROGRAMS WILL BE PROVIDED BY THE DEPARTMENT OF TRANSPORTATION DURING THE COMMERCIAL CERTIFICATION PROCESS. U.S. COMMERCIAL AIRCRAFT OPERATORS CONTACT THEIR PRINCIPAL SECURITY INSPECTOR (PSI). FOREIGN AIR CARRIERS CONTACT THEIR INTERNATIONAL INDUSTRY REPRESENTATIVE (IIR).

C. FAA ROUTING AUTHORIZATION INFORMATION APPLICABLE TO STATE DEPARTMENT DESIGNATED SPECIAL INTEREST FLIGHT OPERATIONS IN U.S. TERRITORIAL AIRSPACE IS AVAILABLE BY CONTACTING THE FAA AT 202-267-8115.

D. STATE DEPARTMENT DIPLOMATIC CLEARANCE INFORMATION APPLICABLE TO
END PART 6 OF 9. WIE UNTIL UFN.

FDC 8/3576 (A0036/08) - PART 7 OF 9 .. SPECIAL NOTICE ..

ALL FOREIGN DIPLOMATIC FLIGHTS OPERATING IN U.S. TERRITORIAL AIRSPACE IS AVAILABLE AT: [HTTP://WWW.USEG.ORG/USEG.HTML](http://www.useg.org/useg.html) (CASE SENSITIVE-USE LOWER CASE ONLY) OR CONTACT THE STATE DEPARTMENT AT 202-736-7158 OR AFTER HOURS AT 202-647-9000.

PART III. SPECIAL NOTICE

A. PILOTS ARE REMINDED THAT THERE ARE INCREASED SECURITY MEASURES IN PLACE AT MANY AREAS. 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.

B. NONCOMPLIANCE WITH THE SECURITY REQUIREMENTS IN THIS SPECIAL NOTICE MAY RESULT IN THE FLIGHT BEING DENIED ENTRY INTO THE TERRITORIAL AIRSPACE OF THE U.S. OR GROUND STOPPED AT A U.S. AIRPORT DESIGNATED BY THE FAA AND/OR TSA.

C. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES CONCERNING OPERATIONS IN THIS SPECIAL NOTICE MAY BE 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 LAW ENFORCEMENT/USSS/SECURITY PERSONNEL.

PART IV. AUTHORIZATIONS/WAIVERS UNDER PREVIOUS NOTAMS 2/5319, 6/6101, END PART 7 OF 9. WIE UNTIL UFN.

FDC 8/3576 (A0036/08) - PART 8 OF 9 .. SPECIAL NOTICE ..

AND 6/7435

A. ALL EXISTING FAA/TSA AUTHORIZATIONS/WAIVERS UNDER FDC NOTAMS 2/5319 AND 6/6101 ARE RESCINDED IMMEDIATELY.

B. ALL EXISTING FAA/TSA AUTHORIZATIONS/WAIVERS UNDER FDC NOTAM 6/7435 REMAIN VALID FOR THE SPECIFIED END DATE IN WAIVER BUT NOT TO EXCEED 90 DAYS FOLLOWING THE EFFECTIVE DATE OF THIS NOTAM.

C. AIRCRAFT OPERATORS AFFECTED BY THE FAA/TSA AUTHORIZATIONS/WAIVERS

RESCISSION MAY REAPPLY FOR AN FAA/TSA AIRSPACE AUTHORIZATION.

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 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., OR ANY FLIGHT THAT EXITS U.S. TERRITORIAL AIRSPACE AND RETURNS INTO U.S. TERRITORIAL AIRSPACE TO LAND AT A DESTINATION IN THE U.S.

C. TRANSIT MEANS ANY FLIGHT DEPARTING FROM A LOCATION OUTSIDE OF THE END PART 8 OF 9. WIE UNTIL UFN.

FDC 8/3576 (A0036/08) - PART 9 OF 9 .. SPECIAL NOTICE ..

U.S., ITS TERRITORIES OR POSSESSIONS, WHICH OPERATES IN THE TERRITORIAL AIRSPACE OF THE U.S. ENROUTE TO A LOCATION OUTSIDE THE U.S., ITS TERRITORIES OR POSSESSIONS.

D. WITHIN MEANS ANY FLIGHT DEPARTING FROM A LOCATION INSIDE OF THE U.S., ITS TERRITORIES OR POSSESSIONS, WHICH OPERATES IN THE TERRITORIAL AIRSPACE OF THE U.S. ENROUTE TO A LOCATION INSIDE THE U.S., ITS TERRITORIES OR POSSESSIONS.

E. FEDERAL AVIATION ADMINISTRATION (FAA)/TRANSPORTATION SECURITY ADMINISTRATION (TSA) AIRSPACE AUTHORIZATION: A GRANT OF RELIEF BY THE FAA/TSA FROM THE REQUIREMENTS OF SPECIFIC REGULATIONS TO THE DEGREE AND FOR THE TIME PERIOD SPECIFIED IN THE AUTHORIZATION.

F. STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRIES ARE CUBA, IRAN, NORTH KOREA, THE PEOPLES REPUBLIC OF CHINA, RUSSIA, SUDAN, AND SYRIA. END PART 9 OF 9. 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 5/4122 - 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 - 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 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 CHANGEOVER POINT. 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 479
EFFECTIVE DATE March 12, 2009**

&95.4000 HIGH ALTITUDE RNAV ROUTES

&95.4254 RNAV ROUTE T254

FROM	TO	MEA	MAA
IS ADDED TO READ			
LAKE CHARLES, LA VORTAC	CREPO, TX FIX	2200	10000
CREPO, TX FIX	EAKES, TX FIX	3100	10000
EAKES, TX FIX	COLLEGE STATION, TX VORTAC	3000	10000
COLLEGE STATION, TX VORTAC	CENTEX, TX VORTAC	*3000	10000
*2100 - MOCA			

&95.6001 VICTOR ROUTES-U.S.

&95.6002 VOR FEDERAL AIRWAY V2

FROM	TO	MEA
IS AMENDED TO READ IN PART		
JAMESTOWN, ND VOR/DME	*CHAFE, ND FIX	3300
*6000 - MRA		

&95.6012 VOR FEDERAL AIRWAY V12

FROM	TO	MEA
IS AMENDED TO READ IN PART		
ALLEGHENY, PA VOR/DME	MILWO, PA FIX	4000

&95.6014 VOR FEDERAL AIRWAY V14

FROM	TO	MEA
IS AMENDED TO READ IN PART		
#BUFFALO, NY VOR/DME	GENESE0, NY VOR/DME	4000
#BUF R-106 UNUSABLE.		

&95.6018 VOR FEDERAL AIRWAY V18

FROM	TO	MEA
IS AMENDED TO READ IN PART		
LASHE, SC FIX	NORMS, SC FIX	*3000
*2100 - MOCA		

&95.6026 VOR FEDERAL AIRWAY V26

FROM	TO	MEA
IS AMENDED TO READ IN PART		
CHEROKEE, WY VOR/DME	*ALCOS, WY FIX	11600
*9900 - MRA		
*ALCOS, WY FIX	MUDDY MOUNTAIN, WY VORTAC	
	NE BND	**8400
	SW BND	**9700
*9900 - MRA		
**7900 - MOCA		

&95.6037 VOR FEDERAL AIRWAY V37

FROM	TO	MEA
IS AMENDED TO READ IN PART		
ALLEDALE, SC VOR	COLUMBIA, SC VORTAC	*3000
*2000 - GNSS MEA		

&95.6070 VOR FEDERAL AIRWAY V70

FROM	TO	MEA
IS AMENDED TO READ IN PART		
PALACIOS, TX VORTAC	SCHOLES, TX VORTAC	2600

&95.6084 VOR FEDERAL AIRWAY V84

FROM	TO	MEA
IS AMENDED TO READ IN PART		
#BUFFALO, NY VOR/DME	GENESE0, NY VOR/DME	4000
#BUF R-106 UNUSABLE.		

&95.6129 VOR FEDERAL AIRWAY V129

FROM	TO	MEA
IS AMENDED TO READ IN PART		
EAU CLAIRE, WI VORTAC	DULUTH, MN VORTAC	*4000
*3100 - MOCA		

&95.6139 VOR FEDERAL AIRWAY V139

FROM	TO	MEA
IS AMENDED TO READ IN PART		
PLUME, NJ FIX	*KOPPY, NY FIX	**4000
*5000 - MRA		
**3000 - MOCA		
**3000 - GNSS MEA		
*KOPPY, NY FIX	BEADS, NY FIX	**4000
*5000 - MRA		
**3000 - MOCA		
**3000 - GNSS MEA		

&95.6170 VOR FEDERAL AIRWAY V170

FROM	TO	MEA
IS AMENDED TO READ IN PART WORTHINGTON, MN VOR/DME	FAIRMONT, MN VOR/DME	3300

&95.6250 VOR FEDERAL AIRWAY V250

FROM	TO	MEA
IS AMENDED TO READ IN PART WORTHINGTON, MN VOR/DME	MANKATO, MN VOR/DME	3400

&95.6268 VOR FEDERAL AIRWAY V268

FROM	TO	MEA
IS AMENDED TO READ IN PART PLUME, NJ FIX *5000 - MRA **3000 - MOCA **3000 - GNSS MEA	*KOPPY, NY FIX	**4000
*KOPPY, NY FIX *5000 - MRA **3000 - MOCA **3000 - GNSS MEA	BEADS, NY FIX	**4000

&95.6286 VOR FEDERAL AIRWAY V286

FROM	TO	MEA
IS AMENDED TO READ IN PART BROOKE, VA VORTAC ZUNAR, VA FIX GWYNN, VA FIX *1500 - MOCA	ZUNAR, VA FIX GWYNN, VA FIX CAPE CHARLES, VA VORTAC	3000 2000 *2000

&95.6308 VOR FEDERAL AIRWAY V308

FROM	TO	MEA
IS AMENDED TO READ IN PART NOTTINGHAM, MD VORTAC *6000 - MCA BILIT, MD FIX, W BND **1600 - MOCA **2000 - GNSS MEA	*BILIT, MD FIX	**6000
BILIT, MD FIX *1500 - MOCA	WATERLOO, DE VOR/DME	*2000
PLUME, NJ FIX *5000 - MRA **3000 - MOCA **3000 - GNSS MEA	*KOPPY, NY FIX	**4000
*KOPPY, NY FIX *5000 - MRA **3000 - MOCA **3000 - GNSS MEA	BEADS, NY FIX	**4000

&95.6345 VOR FEDERAL AIRWAY V345

FROM	TO	MEA
IS AMENDED TO READ IN PART		
EAU CLAIRE, WI VORTAC *10000 - MRA **3100 - MOCA **4000 - GNSS MEA	*HOMLO, WI FIX	**5200
*HOMLO, WI FIX *10000 - MRA **3100 - MOCA **4000 - GNSS MEA	HAYWARD, WI VOR/DME	**10000
HAYWARD, WI VOR/DME *6000 - MRA **3000 - MOCA **4000 - GNSS MEA	*GRASS, WI FIX	***10000
#UNUSABLE BELOW 10000. *GRASS, WI FIX *6000 - MRA **2900 - MOCA **3000 - GNSS MEA	ASHLAND, WI VOR/DME	**4000

&95.6362 VOR FEDERAL AIRWAY V362

FROM	TO	MEA
IS AMENDED TO READ IN PART		
BRUNSWICK, GA VORTAC *10000 - MCA HABLE, GA FIX , NW BND **1700 - MOCA	*HABLE, GA FIX	**3000
HABLE, GA FIX *1700 - MOCA *3000 - GNSS MEA	ALMA, GA VORTAC	*10000

&95.6394 VOR FEDERAL AIRWAY V394

FROM	TO	MEA
IS AMENDED TO READ IN PART		
DAGGETT, CA VORTAC *9500 - MOCA *10000 - GNSS MEA	OASYS, NV FIX	*12000

&95.6500 VOR FEDERAL AIRWAY V500

FROM		TO	MEA
IS AMENDED TO READ IN PART			
NEWBERG, OR VOR/DME		GLARA, OR FIX	4000
GLARA, OR FIX		*HARZL, OR FIX	
	W BND		**7200
	E BND		**10000
*7200 - MRA			
**6600 - MOCA			
**7000 - GNSS MEA			
*HARZL, OR FIX		RATZZ, OR FIX	
	E BND		**10000
	W BND		**8000
*7200 - MRA			
**7400 - MOCA			
**8000 - GNSS MEA			
RATZZ, OR FIX		*GASHE, OR FIX	**10000
*10000 - MRA			
**8000 - MOCA			
**8000 - GNSS MEA			
*GASHE, OR FIX		KIMBERLY, OR VORTAC	**9200
*10000 - MRA			
**8200 - MOCA			

&95.6510 VOR FEDERAL AIRWAY V510

FROM		TO	MEA
IS AMENDED TO READ IN PART			
JAMESTOWN, ND VOR/DME		*CHAFE, ND FIX	3300
*6000 - MRA			

&95.6562 VOR FEDERAL AIRWAY V562

FROM		TO	MEA
IS AMENDED TO READ IN PART			
*FERER, AZ FIX		DRAKE, AZ VORTAC	**10000
*12000 - MRA			
**9200 - MOCA			

&95.6567 VOR FEDERAL AIRWAY V567

FROM		TO	MEA
IS AMENDED TO READ IN PART			
*FERER, AZ FIX		WINSLOW, AZ VORTAC	**14000
*12000 - MRA			
**10000 - GNSS MEA			

&95.6589 VOR FEDERAL AIRWAY V589

FROM	TO	MEA
IS AMENDED TO READ IN PART		
MEDICINE BOW, WY VOR/DME *9900 - MRA	*ALCOS, WY FIX	9900
*ALCOS, WY FIX	MUDDY MOUNTAIN, WY VORTAC	
	NE BND	**8400
	SW BND	**9700
*9900 - MRA **7900 - MOCA		

&95.6605 VOR FEDERAL AIRWAY V605

FROM	TO	MEA
IS AMENDED TO READ IN PART		
HOLSTON MOUNTAIN, TN VORTAC *15000 - MRA	*GENOD, NC FIX	8500
*GENOD, NC FIX *15000 - MRA **4200 - MOCA **5000 - GNSS MEA	SPARTANBURG, SC VORTAC	**15000

&95.6319 ALASKA VOR FEDERAL AIRWAY V319

FROM	TO	MEA
IS AMENDED TO READ IN PART		
EYAKS, AK FIX *4800 - MCA JOHNSTONE POINT, AK VOR/DME , E BND	*JOHNSTONE POINT, AK VOR/DME	5000
JOHNSTONE POINT, AK VOR/DME *8000 - MCA EDELE, AK FIX , W BND	*EDELE, AK FIX	4400
EDELE, AK FIX	WILER, AK FIX	
	W BND	*10000
	E BND	*8000
*5900 - MOCA *6000 - GNSS MEA		

&95.7001 JET ROUTES

&95.7042 JET ROUTE J42

FROM	TO	MEA	MAA
IS AMENDED TO READ IN PART FOUNT, KY FIX *18000 - GNSS MEA	TONIO, KY FIX	*20000	35000
TONIO, KY FIX *18000 - GNSS MEA	#BECKLEY, WV VORTAC	*18000	35000
#BKW R-257 UNSUSABLE			

&95.7083 JET ROUTE J83

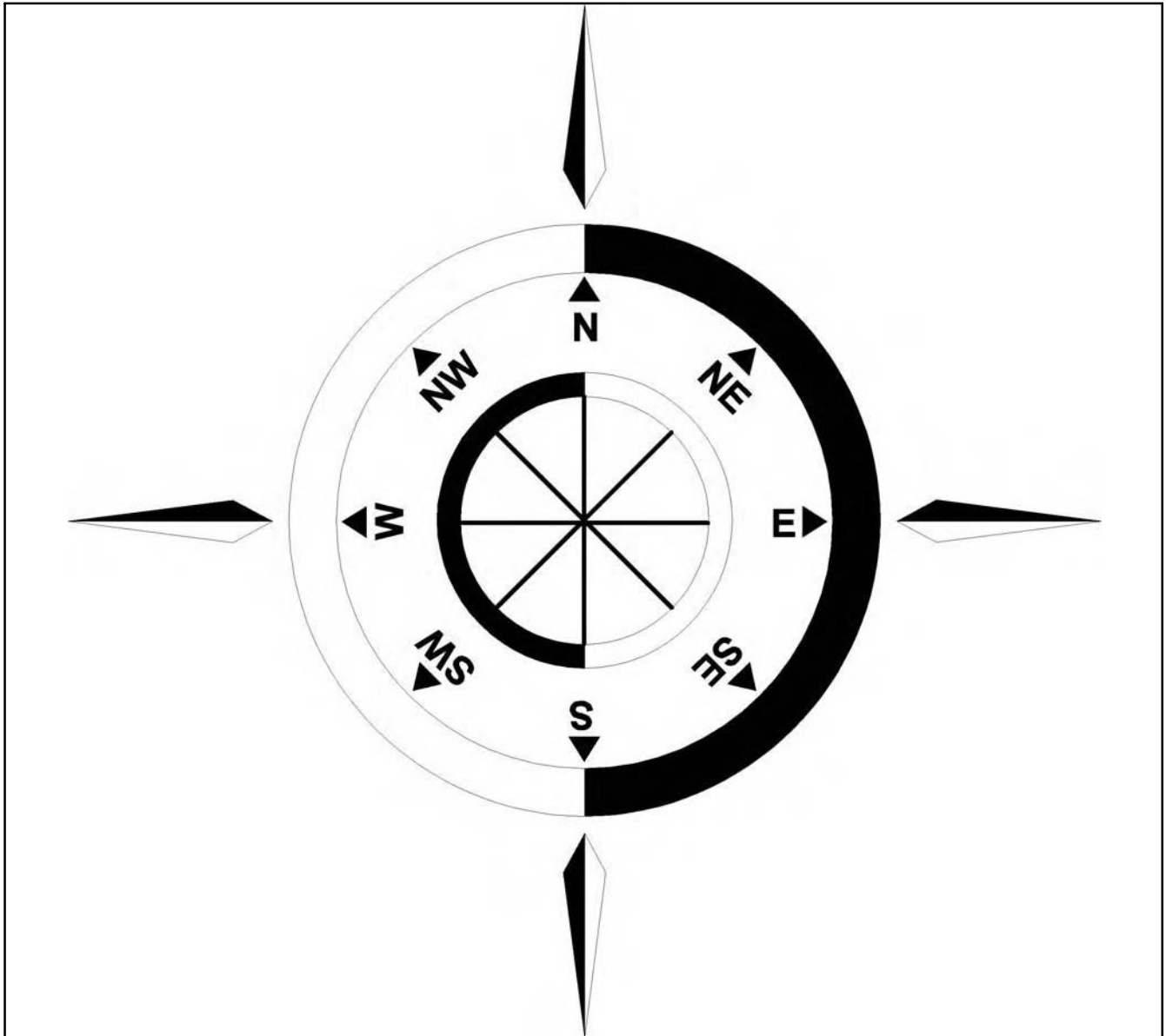
FROM	TO	MEA	MAA
IS AMENDED TO READ IN PART #APPLETON, OH VORTAC #APE R-021 UNUSABLE.	DRYER, OH VOR/DME	18000	45000

&95.8003 VOR FEDERAL AIRWAY CHANGEOVER POINTS

FROM	TO	CHANGEOVER POINTS	
AIRWAY SEGMENT		DISTANCE	FROM
	V2		
			IS AMENDED TO DELETE CHANGEOVER POINT
ROCHESTER, NY VOR/DME	ROCHESTER, NY VOR/DME	13	ROCHESTER
	V20		
			IS AMENDED TO ADD CHANGEOVER POINT
PALACIOS, TX VORTAC	HOBBY, TX VOR/DME	41	PALACIOS
	V166		
			IS AMENDED TO ADD CHANGEOVER POINT
WESTMINSTER, MD VORTAC	DUPONT, DE VORTAC	40	WESTMINSTER

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 Mandera Airstrip in Kenya may be fired upon by Ethiopian forces. Mandera 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 g 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.

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–RT–REQ@faa.gov over the internet or FAX 202–267–9208 (Attention ATOR SOSC): SIF routing approval questions can be addressed at 202–267–8115.

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/country aircraft registered.

Example: CCA005/B747/B12345/CHINA

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 in ICAO format 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.

(Operations and International Security 11/20/08)

CUBA

Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:

All Cuban flight operations in U.S. Territorial Airspace must be approved through the U.S. State Department. 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.

To obtain route approval, provide the following to 9–ATOR–HQ–RT–REQ@faa.gov over the internet or FAX 202–267–9208 (Attention ATOR SOSC): SIF routing approval questions can be addressed at 202–267–8115.

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/country aircraft registered.

2. General Route Itinerary: Date range. City (ICAO Location Identifier)– City (ICAO Location Identifier)– City (ICAO Location Identifier), etc.

3. Specific route information in ICAO format 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 diplomatic clearance number.

* Note: Cubana flights between Cuba and Montreal/Toronto Canada must file the preapproved routings as authorized by the United States Government. ATOR SOSC will provide authorization for use of these routes. Cubana must submit a flight schedule to ATOR SOSC.

(Operations and International Security 11/20/08)

IRAN

Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:

All Iranian flight operations in U.S. Territorial Airspace must be approved through the U.S. State Department. 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.

To obtain route approval, provide the following to 9-ATOR-HQ-RT-REQ@faa.gov over the internet or FAX 202-267-9208 (Attention ATOR SOSC): SIF routing approval questions can be addressed at 202-267-8115.

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/country aircraft registered.

2. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)- City (ICAO Location Identifier), etc.

3. Specific route information in ICAO format 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 diplomatic clearance number.

(Operations and International Security 11/20/08)

NORTH KOREA

Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:

All North Korean flight operations in U.S. Territorial Airspace must be approved through the U.S. State Department. 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.

To obtain route approval, provide the following to 9-ATOR-HQ-RT-REQ@faa.gov over the internet or FAX 202-267-9208 (Attention ATOR SOSC): SIF routing approval questions can be addressed at 202-267-8115.

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/country aircraft registered.

2. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)- City (ICAO Location Identifier), etc.

3. Specific route information in ICAO format 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 diplomatic clearance number.

(Operations and International Security 11/20/08)

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-RT-REQ@faa.gov over the internet or FAX 202-267-9208 (Attention ATOR SOSC): SIF routing approval questions can be addressed at 202-267-8115.

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/country aircraft registered. Example: VDA1234/A124/RA12345/RUSSIA

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 in ICAO format for each leg of the flight: callsign, 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 67,000KGS
GENERATOR/COMPRESSOR/ROTOR) KGSP-DTTA

5. Provide DOS, TSA, DOT approval numbers as appropriate.

(Operations and International Security 11/20/08)

SUDAN**Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:**

All Sudan flight operations in U.S. Territorial Airspace must be approved through the U.S. State Department. 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.

To obtain route approval, provide the following to 9-ATOR-HQ-RT-REQ@faa.gov over the internet or FAX 202-267-9208 (Attention ATOR SOSC): SIF routing approval questions can be addressed at 202-267-8115.

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/country aircraft registered.

3. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)- City (ICAO Location Identifier), etc.

4. Specific route information in ICAO format 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 diplomatic clearance number.

(Operations and International Security 11/20/08)

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.

To obtain route approval, provide the following to 9-ATOR-HQ-RT-REQ@faa.gov over the internet or FAX 202-267-9208 (Attention ATOR SOSOC): SIF routing approval questions can be addressed at 202-267-8115.

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/country aircraft registered.
2. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)- City (ICAO Location Identifier), etc.
3. Specific route information in ICAO format 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 diplomatic clearance number.

(Operations and International Security 11/20/08)

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), 53rd 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.

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.

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.

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/

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.

<u>Airspace To Be Entered:</u> New York Oceanic CTA/FIR and U.S. ARTCCs	<u>Required AFTN addresses</u>
New York (NY) Oceanic CTA/FIR	KZWYZOZX
Boston ARTCC & NY Oceanic	KZWYZOZX only. (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/

(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	“Affirm RNP 10 approved” or “Affirm RNP 4 approved”, as appropriate, or.. “Negative RNP 10” (See paragraph 4 for NonRNP10 aircraft procedures).

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	RGrimes@cssiinc.com
Karen Chiodini	FAA Oceanic and Offshore Operations (AJE-32)	+1 202-493-5248	Karen.L.Chiodini@faa.gov
Scott Luka	FAA Oceanic and Offshore Operations (AJE-32)	+1 202-493-5495	Scott.Luka@faa.gov
Steve Smoot	FAA Support. CSSI, Inc.	+1 202-863-0132	SSmoot@cssiinc.com

11. FAA Project Leads. The FAA project leads are:

David Maynard (Project Lead)	Manager, Oceanic and Offshore Operations (AJE-32)	+1 202-267-3448	David.Maynard@faa.gov
Madison Walton	Flight Standards Service, Flight Technologies & Procedures Division (AFS-400)	+1 202-385-4596	Madison.Walton@faa.gov
Dale Livingston	ATO Separation Standards Analysis Group (AJP-7141)	+1 609-485-4163	Dale.Livingston@faa.gov

(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/

Routing Questions. For questions on recommended WATRS Plus routing in individual centers, please contact one of the specialists below:

New York Oceanic:	Peter.C.Ehrlein@faa.gov ;	Ph. 631–468–1021
Miami Center:	Jim.McGrath@faa.gov ;	Ph. 305–716–1592
San Juan Center:	Jose.Arcadia@faa.gov ;	Ph. 787–253–8695
Jacksonville Center:	Stephen.Willett@faa.gov ;	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:

ATS ROUTE	WATRS ACCESS ROUTING (SOUTHBOUND ONLY)
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...

SIGNIFICANT POINT	COORDINATES	SIGNIFICANT POINT	COORDINATES
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:

ATS ROUTE	WATRS EXIT ROUTING (NORTH-BOUND ONLY)
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...

SIGNIFICANT POINT	COORDINATES	SIGNIFICANT POINT	COORDINATES
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.**

WATRS Plus Route	Standard WATRS Plus Routing	NonRNP 10 Aircraft Reroute	*Miles Diff.	Projected Monthly Reroute Use
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/

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:	Peter.C.Ehrlein@faa.gov ;	Ph. 631–468–1021
Miami Center:	Jim.McGrath@faa.gov ;	Ph. 305–716–1592
San Juan Center:	Jose.Arcadia@faa.gov ;	Ph. 787–253–8695
Jacksonville Center:	Stephen.Willett@faa.gov ;	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
- B. Madison Walton (Flight Standards Service, Flight Technologies and Procedures Division (AFS–400)). Phone: +1–202–385–4596; Email: Madison.Walton@faa.gov
- C. Roy Grimes (FAA Separation Standards Program Support, CSSI, Inc). Phone: +1–202–863–3692; Email: 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.

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.

(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/

(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

- RVSM Airspace: Date, Time and Airspace Where Implemented**
- Flight Level Allocation Scheme (FLAS)**
- Elimination of RVSM Transition Areas**
- Sources of RVSM Information: FAA RVSM Homepage and RVSM Documentation Webpage**
- Airworthiness and Operational Approval, Approvals Databases and Monitoring**
- TCAS II Version 7.0 (ACAS II)**
- Pilot-Controller Phraseology**
- Flight Planning Requirements**
- Basic In-flight Procedures in RVSM Airspace**
- Procedures for Operation of Non-RVSM Aircraft in Oceanic RVSM Airspace**
- Procedures for Suspension of RVSM in Oceanic Airspace**
- Height Deviation Reporting**

SECTION 2: PILOT PROCEDURES GENERALLY APPLICABLE TO OCEANIC OPERATIONS

- Special Procedures for In-flight Contingencies In Oceanic Airspace**
- Weather Deviation Procedures for Oceanic Operations**
- 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. 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.

I. 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). 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; Fax +44 1292 692 754

(c) Caribbean and South American Regions Monitoring Agency. Website address: 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
MMTC	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. 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/

(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

ARINC VHF Site in Guam

ARINC, Inc. has installed a VHF Aeronautical Ground station in Guam that will provide enhanced coverage within a 300 NM radius (at FL350) of the GUM airport. The site will be operational January 31, 2009, and will provide ARINC VHF coverage within the Guam CERAP airspace and also provide on ground coverage at the GUM airport. The site will be controlled and operated by the ARINC San Francisco Communications Center.

Guam VHF
131.95

Note 1: This is the first ARINC Voice Services Operational Notification for 2009; the last was ARINC Operational Notification 08-01.

Note 2: Questions regarding this Notification should be directed to the ARINC Service Desk (800) 633-6882 or (703) 637-6360. (ARINC 2/12/09)

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

(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.

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 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. 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.

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 saving 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 nav aids on direct routings between these airways.

Please file via the following routings:

FROM CZY

..EWC J53 PSK CAE
..PSB J61 EDDYS J174 DIW
..PSB J61 HUBBS J193 WEA VR 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 WEA VR 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 WEA VR 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.

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.

(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)

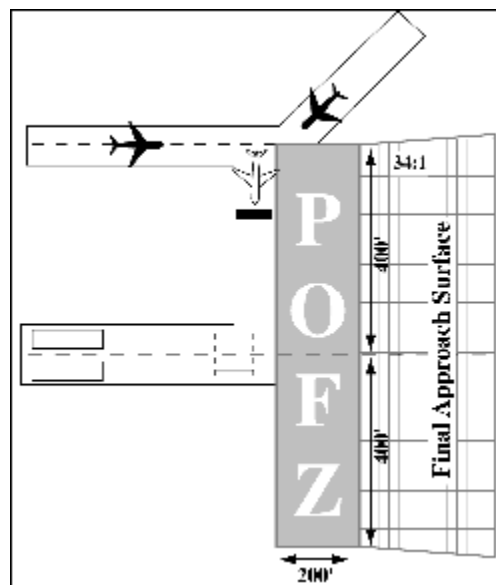
Precision Object Free Zone

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 Obstacle 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, Performance-based Operations Branch (AFS-470) website :

http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs470/media/AC90-100compliance.xls

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.

NOTE: For multi-sensor aircraft with operating GPS and DME/DME/IRU positioning, a RAIM check is not required as long as critical DME's are functioning normally.

Operators may satisfy the predictive RAIM requirement through any one of the following methods:

1. Operators may monitor the status of each satellite in its plane/slot position, by accounting for the latest GPS constellation status (e.g., NOTAMs or NANUs), and compute RAIM availability using model-specific RAIM prediction software; or,
2. Operators may use the FAA en route and terminal RAIM prediction website: **www.raimprediction.net**; or,
3. Operators may contact a Flight Service Station (not DUATS) to obtain non-precision approach RAIM; or,
4. Operators may use a third party interface, incorporating FAA/VOLPE RAIM prediction data without altering performance values, to predict RAIM outages for the aircraft's predicted flight path and times; or,
5. Operators may use the receiver's installed RAIM prediction capability (for TSO-C129a/Class A1/B1/C1 equipment) to provide non-precision approach RAIM, accounting for the latest GPS constellation status (e.g., NOTAMs or NANUs). Receiver non-precision approach RAIM should be checked at airports spaced at intervals not to exceed 60 NM along the RNAV 1 procedures flight track. Terminal or Approach RAIM must be available at the ETA over each airport checked; or,
6. Operators not using model-specific software or FAA/VOLPE RAIM data will need FAA operational approval.

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 June 30, 2009, 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. On July 1, 2009, operators filing RNAV 1 routes (Q and T), RNAV 1 STARS, and RNAV 1 DP's will need to perform a RAIM prediction as part of their preflight planning.

Performance Based Flight Systems Branch, 1/15/09

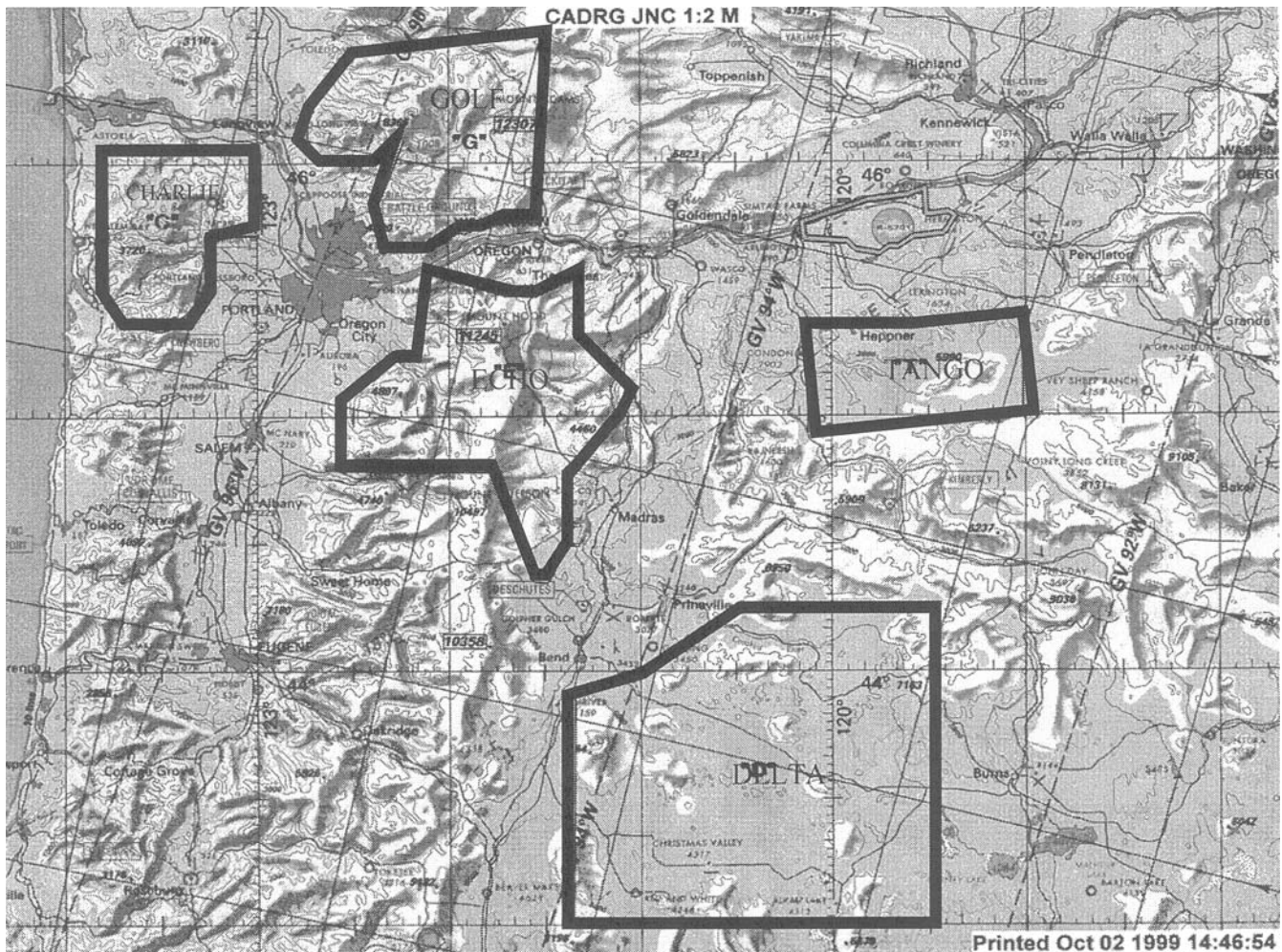
Section 2. Military

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.

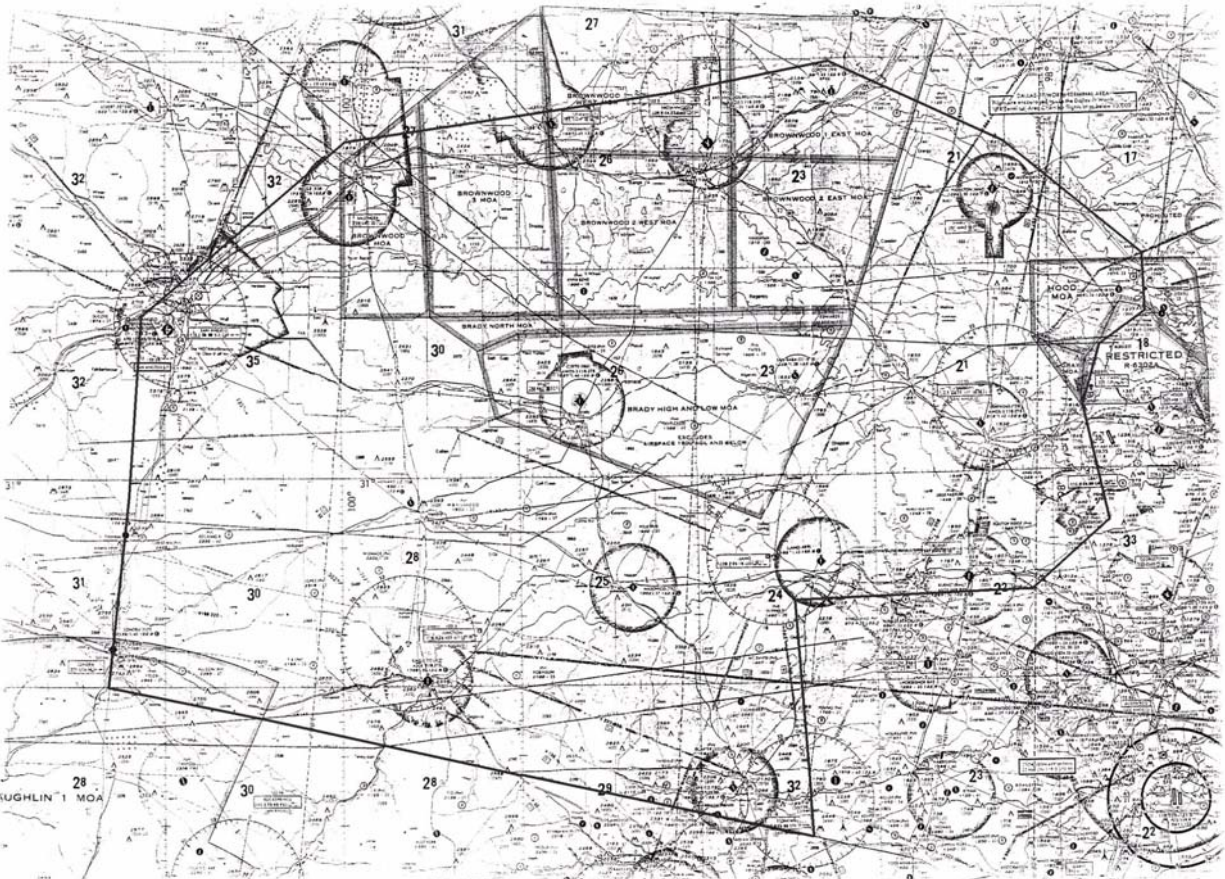


(ANM-520.6 3/2/2000)

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

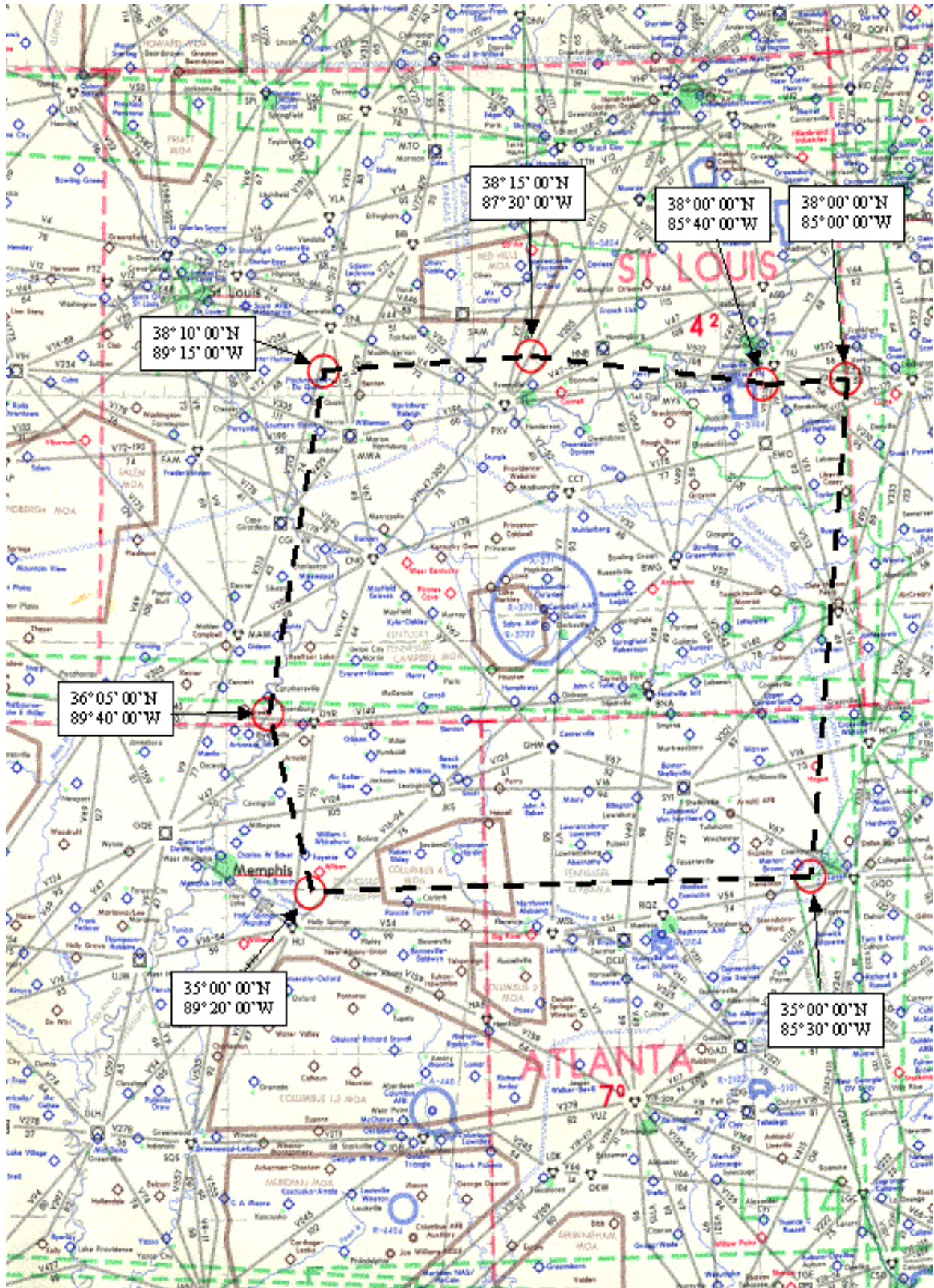
Notice to Pilots and Interested Persons in KY, TN, Southern IL, IN and Northern AL

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

Establishment of the Core Military Operations Area (MOA) Cherry Point, NC

Effective March 12, 2009

On March 12, 2009, the Core Military Operations Area (MOA), near Cherry Point, North Carolina, is established.

The new MOA is approximately 4 NM wide and fills in the gap between the southeastern boundary of Restricted Area R-5306A and the northwestern boundary of Warning Area W-122. The MOA altitudes extend from 3,000 feet MSL up to but not including FL 180. The MOA will be used intermittently between the hours of 0700 and 2300 local time, Monday through Friday. The MOA may be used other days and times by NOTAM. Military flight operations will be random in nature and of short duration. The MOA will not be in use continuously.

The purpose of the Core MOA is to provide connectivity between R-5306A and W-122 in order to permit military aircraft to safely conduct realistic training activities and maneuvers within special use airspace.

The MOA should have minimal impact on nonparticipating air traffic. Even when the MOA is active, nonparticipating IFR aircraft that are in contact with Cherry Point Approach Control would be permitted to fly through the MOA when Cherry Point can provide IFR separation from the MOA activity. VFR pilots are not restricted from flying in an active MOA. VFR pilots may contact Cherry Point Approach Control on VHF 119.75 for MOA status and flight following, if desired.

The description of the Core MOA and a chart of the area are as follows:

Core MOA, NC [New]

Boundaries. Beginning at lat. 35°04'31"N., long. 76°04'29"W.;
to lat. 35°00'31"N., long. 75°00'59"W.;
thence southwest 3 NM from and parallel
to the shoreline,
to lat. 34°40'41"N., long. 76°25'08"W.;
to lat. 34°46'01"N., long. 76°29'59"W.;
to lat. 34°46'46"W., long. 76°24'44"W.;
to the point of beginning.

Altitudes. 3,000 feet MSL up to but not including FL 180.

Time of use. Intermittent, 0700-2300 local, Monday-Friday; other times by NOTAM.

Controlling agency. USMC, Cherry Point Approach Control.

Using agency. Commanding Officer, MCAS Cherry Point, NC.



SPECIAL USE AIRSPACE (TEMPORARY MILITARY OPERATIONS AREAS)

Red Flag April 27 to May 8, 2009

Northern Edge June 12 to June 26, 2009

Red Flag July 27 to August 7, 2009

Red Flag October 5 to 16, 2009

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 (FSS) 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.

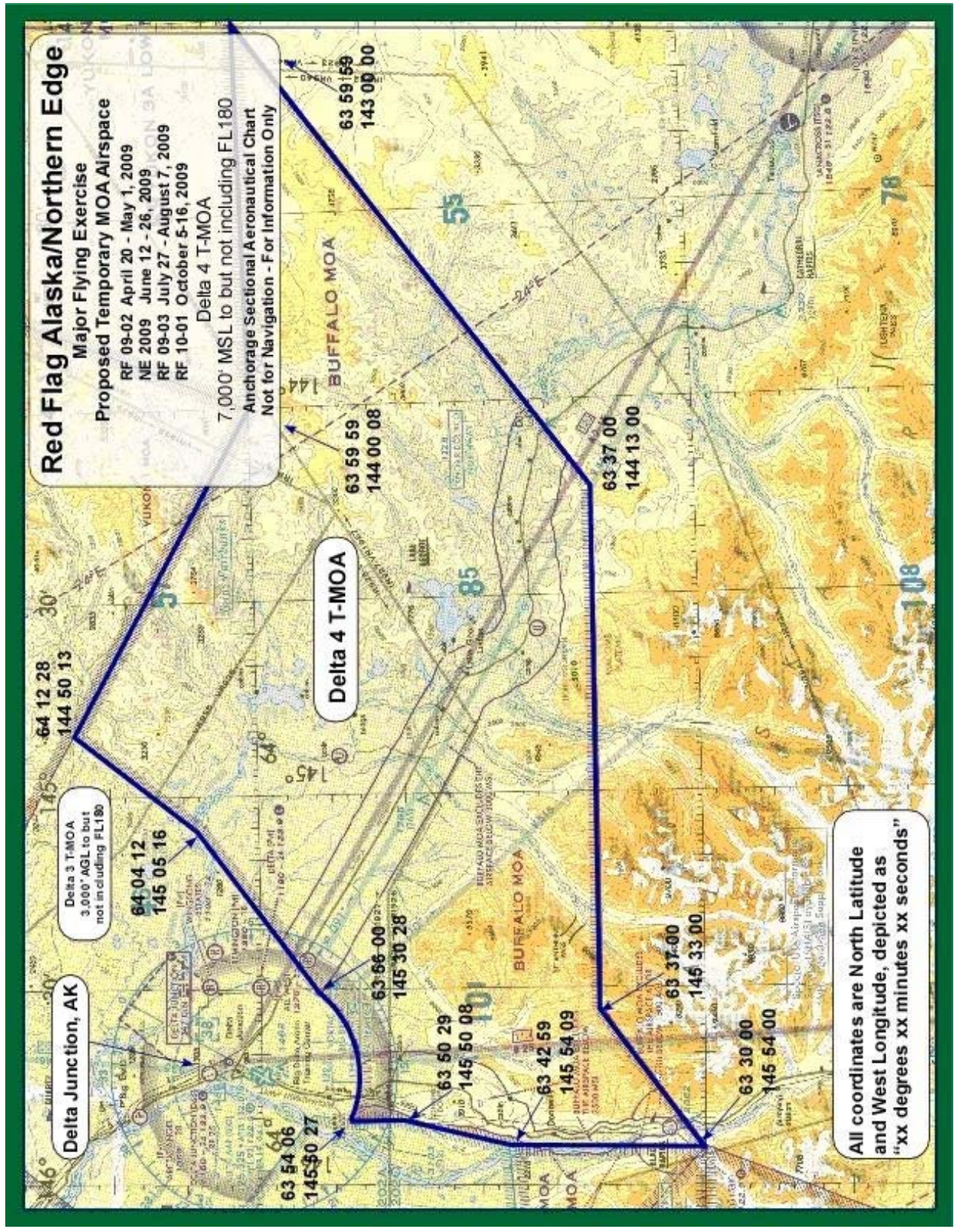
Altitudes: 7,000 feet MSL to but not including FL 180.

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 the nearest SUAIS, FSS, or ARTCC for actual activation times.



WHITE SANDS MISSILE RANGE

[EFF: 09041230-1530Z THRU 06051230-1530Z09]

[EFF: 07051230-1530Z THRU 03061230-1530Z09]

[EFF: 04061230-1530Z THRU 01071230-1530Z09]

[EFF: 02071230-1530Z THRU 29071230-1530Z09]

[EFF: 30071230-1530Z THRU 26081230-1530Z09]

[EFF: 27081230-1530Z THRU 26091230-1530Z09]

**WHITE SANDS MISSILE RANGE FAR 91.143
SPACE OPERATIONS AREA**

PURSUANT TO SECTION 91.143 OF THE FEDERAL AVIATION REGULATIONS (FAR 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 3NM 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

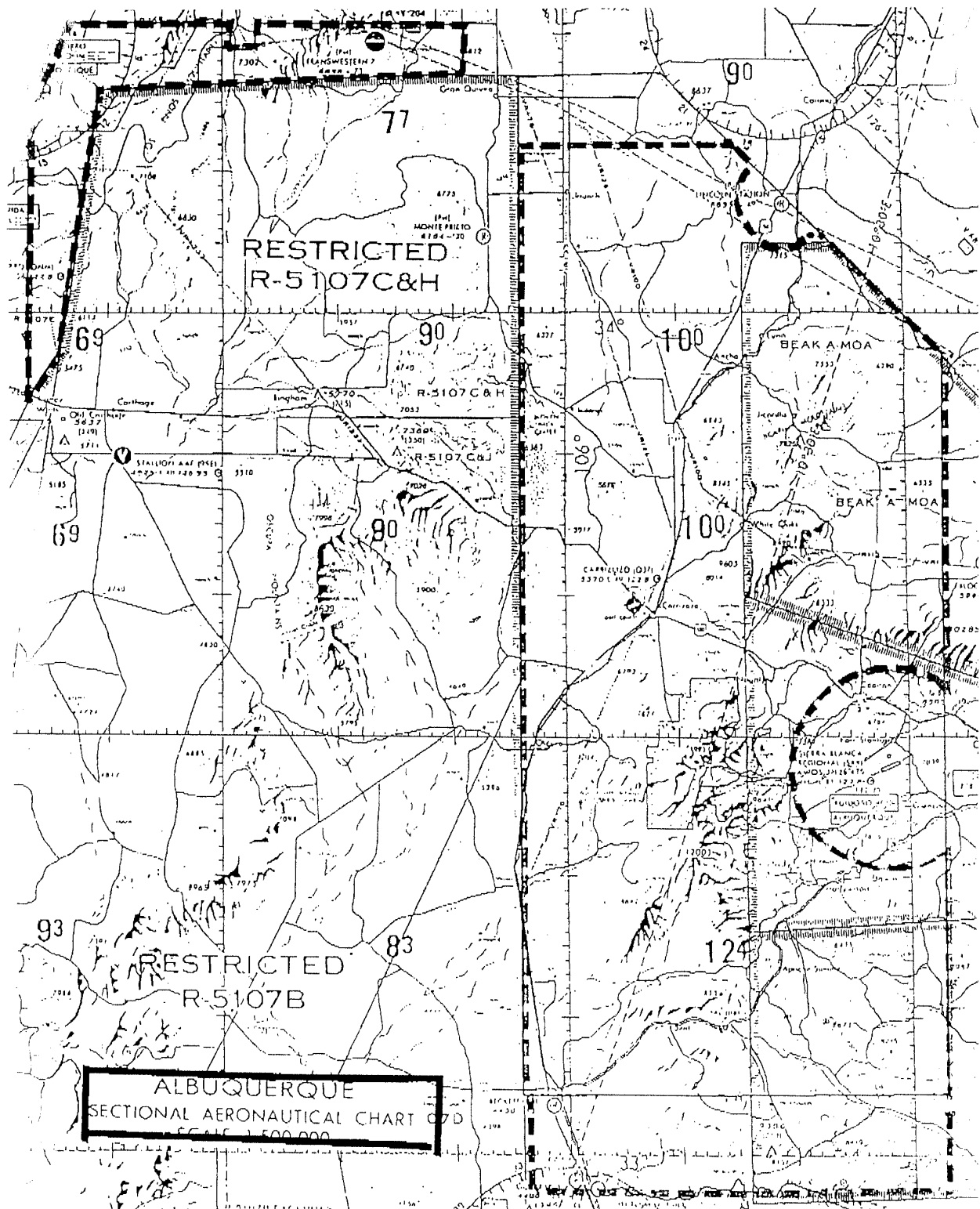
TO LAT. 33°57'00" N LONG. 106°44'00" W

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.

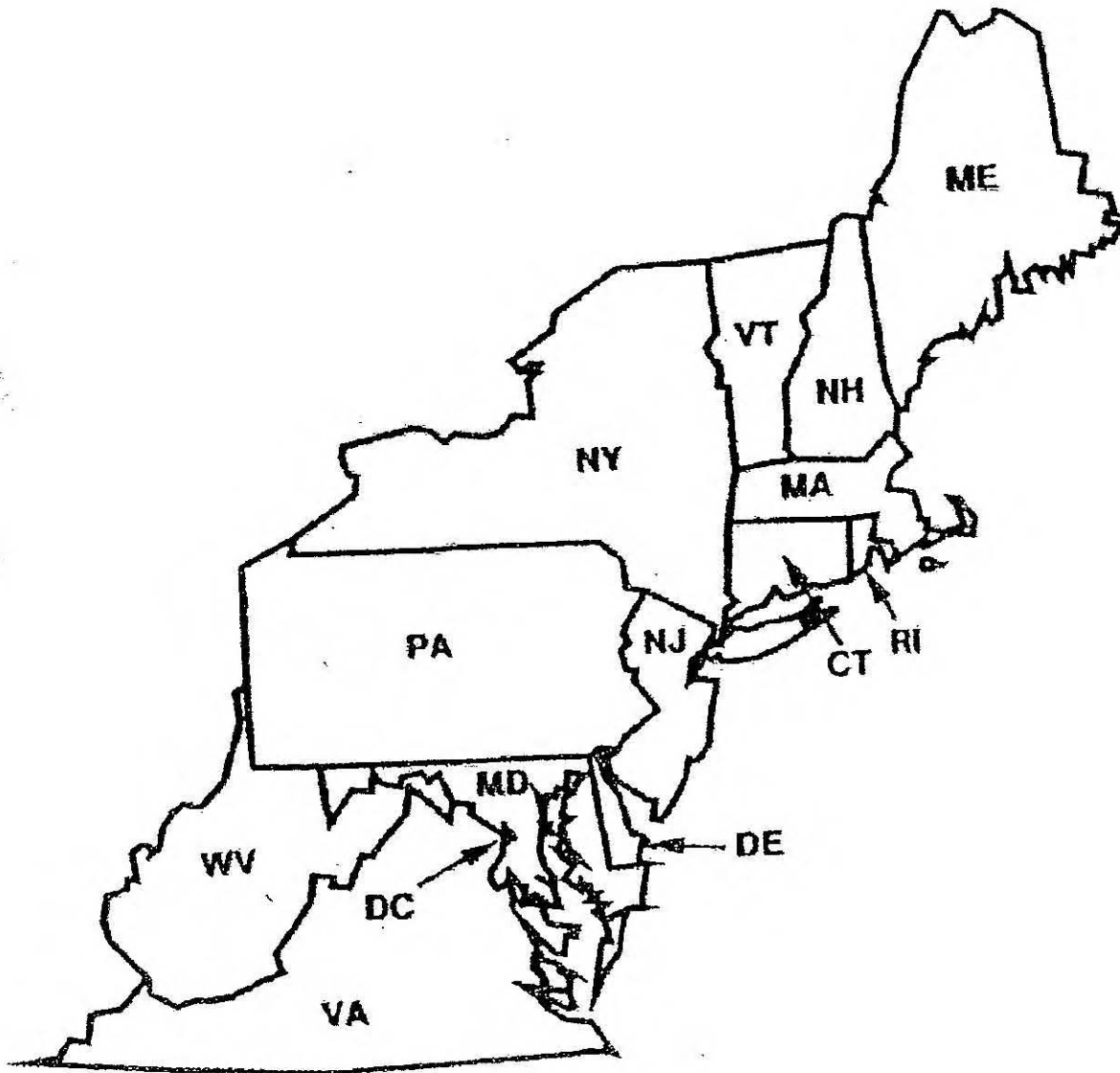
(Central Service Area 4/9/09)

WHITE SANDS MISSILE RANGE



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>	
START POINT	ROUTING
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>	
START POINT	ROUTING
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>	
START POINT	ROUTING
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)

**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.

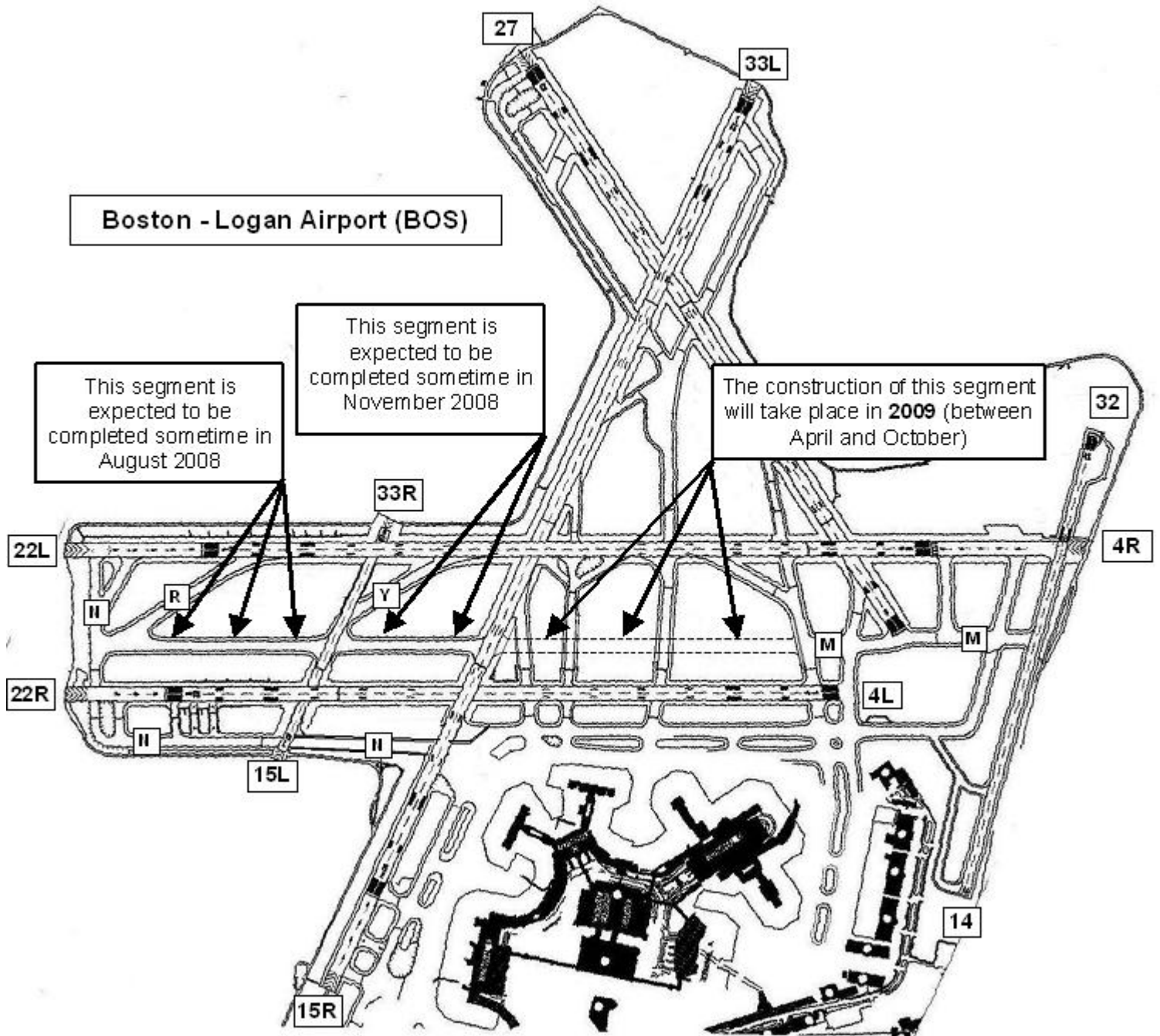
Boston–Logan International Airport (BOS)

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

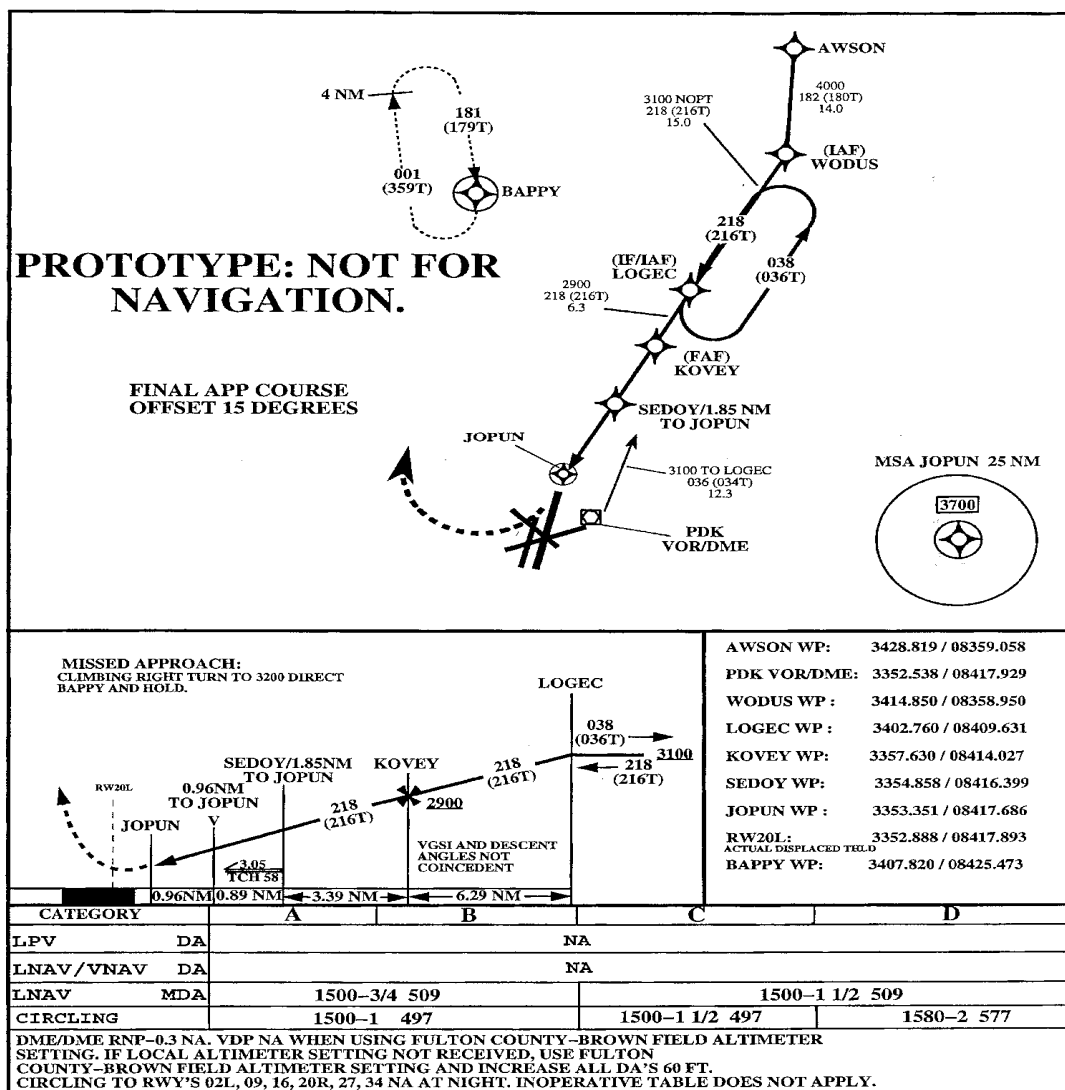
DEKALB-PEACHTREE AIRPORT (PDK)

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 Office 3/14/05)

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)**

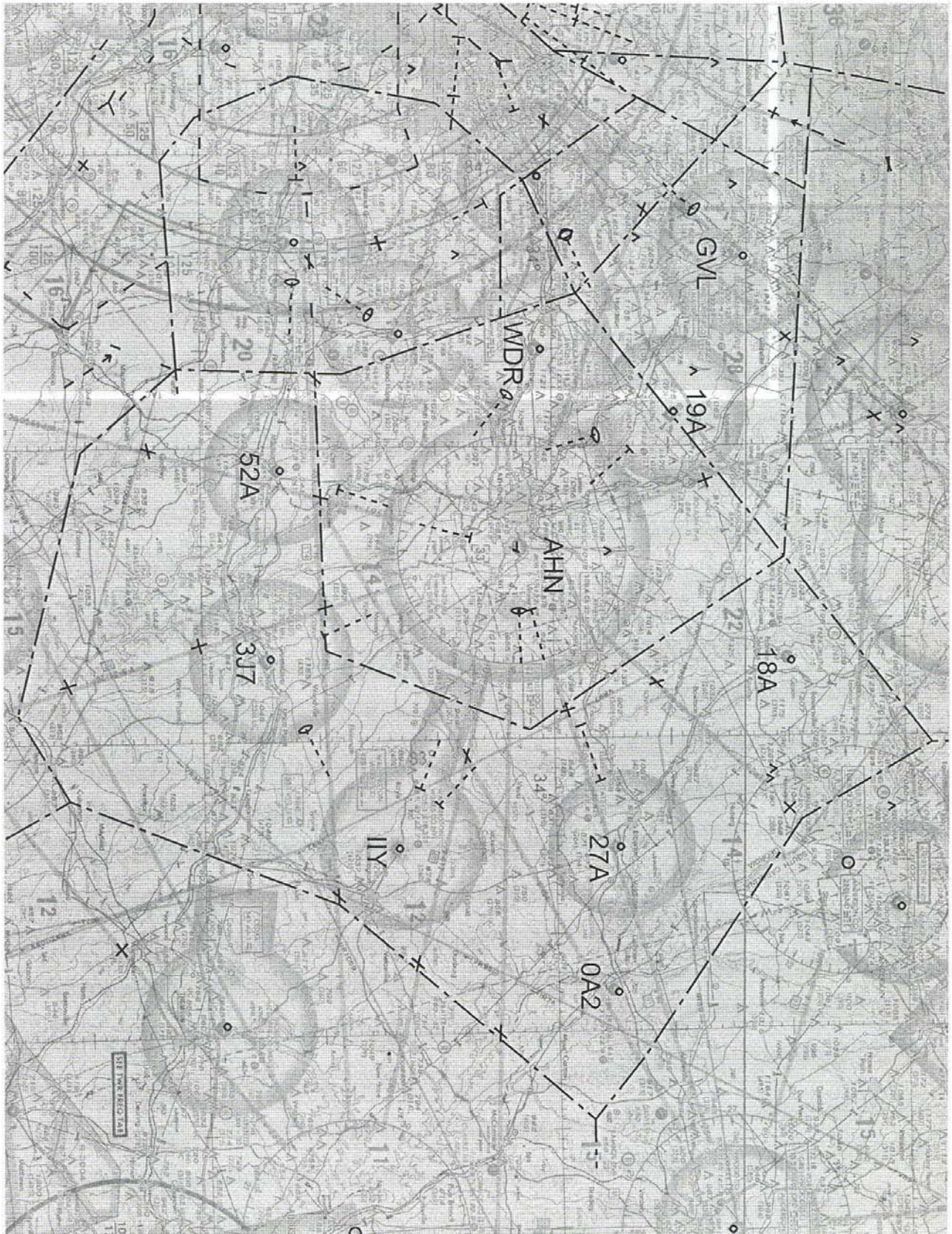
Effective November 1, 2005, all aircraft operating in the vicinity of Athens, Georgia, will now receive air traffic control services from Atlanta Approach Control. Atlanta Approach Control will assume the airspace from Atlanta ARTCC within a radius of approximately 50 nautical miles of Athens, Georgia, (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

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 a 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>; 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>.

(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 may be issued by the CLE ground controller instead of the normal traditional full taxiway routings. The routes and associated codes are published in text form below. Pilots who are unable to comply with standardized routes should advise ground control on initial contact.

READBACK ALL HOLD SHORT INSTRUCTIONS

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

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

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

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

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

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

(CLE ATCT 10/23/08)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

STANDARD (CODED) TAXI ROUTES

RUNWAY 22L

Route ID	Starting Point	Routing Via
Green 1	<u>South terminal</u> circles 3N or 4N. CONTACT GROUND ON 121.8	Uniform and Yankee.
Green 2	<u>South terminal</u> circle 2N. CONTACT GROUND ON 119.45	Foxtrot, Hotel and Yankee. Hold short of Kilo, contact ground on 121.8 at Hotel.
Green 3	<u>South terminal</u> 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	<u>DELETE</u>	<u>DELETE</u>
Green 5	<u>North terminal</u> circle 1. CONTACT GROUND ON 121.8	Hotel, K-11 and Yankee.

RUNWAY 21R

Route ID	Starting Point	Routing Via
Blue 8	<u>South terminal</u> circle 2S. CONTACT GROUND ON 119.25.	Juliet, Papa Papa, Foxtrot, Whiskey, P-4 and Papa.
Blue 1	<u>South terminal</u> circle 2N. CONTACT GROUND ON 119.45.	Foxtrot, RY 9L and Mike.
Blue 2	<u>South terminal</u> 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	<u>South terminal</u> Taxiway Kilo between K-4 and Taxiway Uniform. 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	<u>South terminal</u> 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.

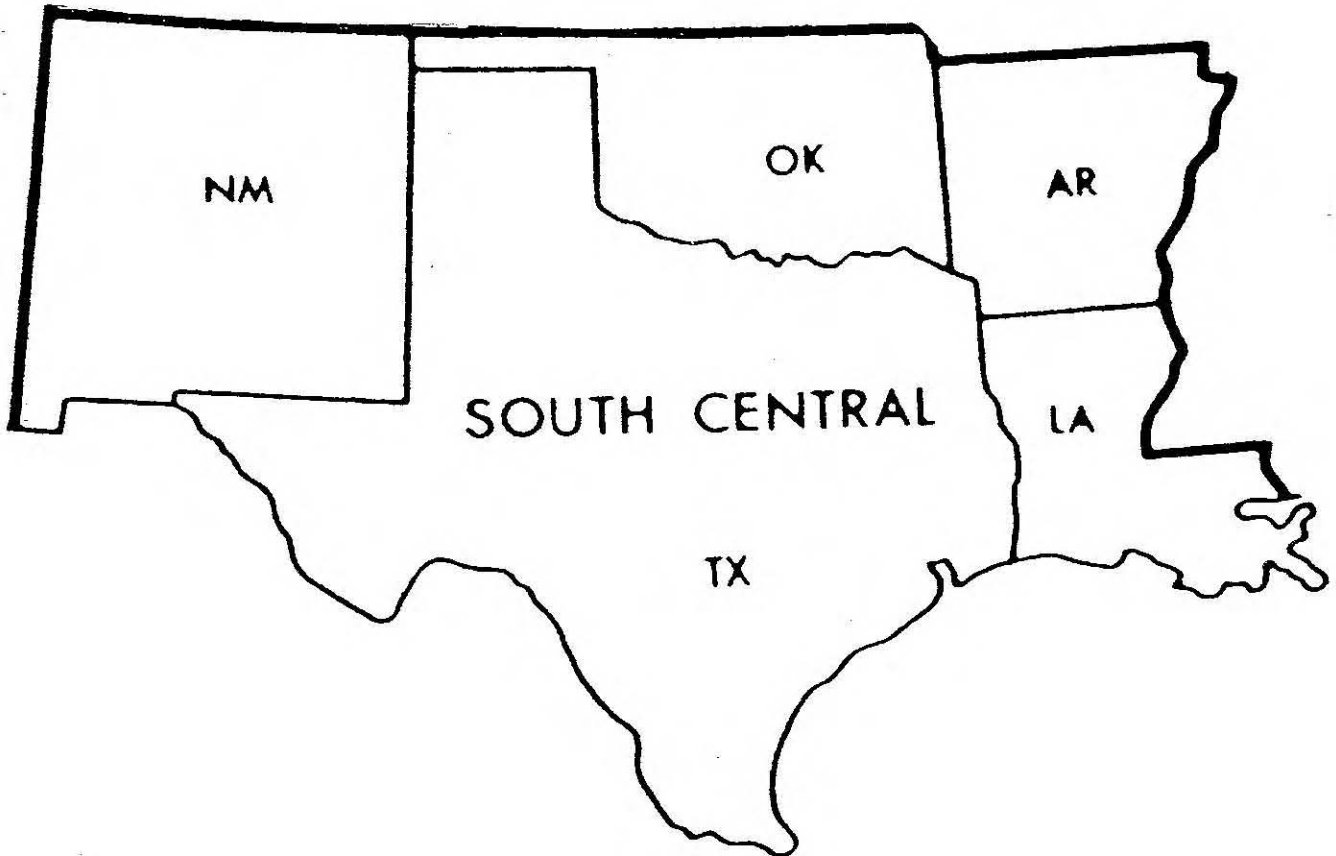
Route ID	Starting Point	Routing Via
Blue 5	North terminal circles 2 through 6 CONTACT GROUND ON 121.8	Kilo, Victor, Mike. Hold short of Foxtrot and contact ground on 119.45.
Blue 6	North terminal circle 1 CONTACT GROUND ON 121.8	Foxtrot, Victor, Mike. Hold short of Hotel and contact ground 119.45.

RUNWAY 3L

Route ID	Starting Point	Routing Via
Brown 1	South terminal 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	South terminal circle 2S. CONTACT GROUND ON 119.25.	Juliet, Papa Papa. Hold short of PP-1 and MONITOR tower on 118.4
Brown 3	North terminal circles 2 through 6 CONTACT GROUND ON 121.8	Kilo, Victor, Foxtrot, Mike. Hold short of Foxtrot and contact ground on 119.45.
Brown 4	North terminal circle 1 CONTACT GROUND ON 121.8	Foxtrot, Mike. Hold short of Hotel and contact ground 119.45.
Brown 7	South terminal circle 2S. CONTACT GROUND ON 119.25.	Juliet, Papa Papa, PP1.

(DTW ATCT 12/18/08)

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.

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

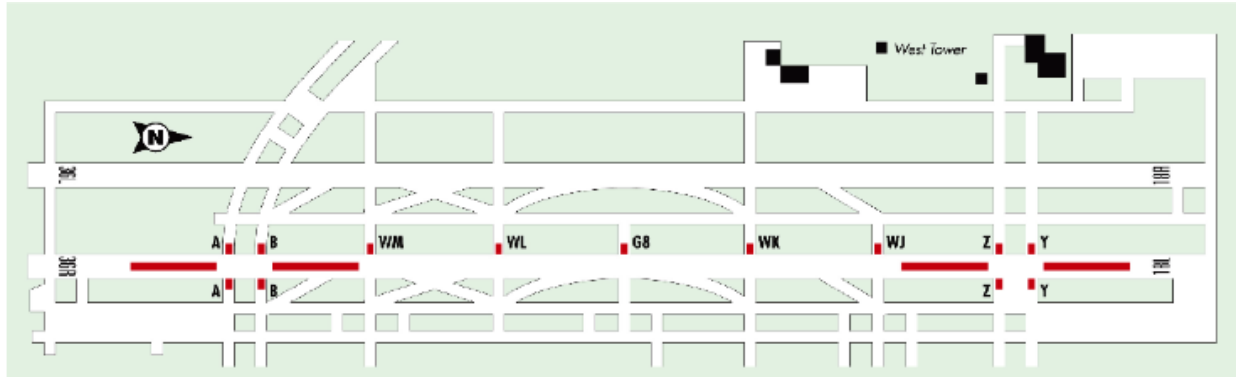
Voice: 202 493-4696

Fax : (202) 267-5111

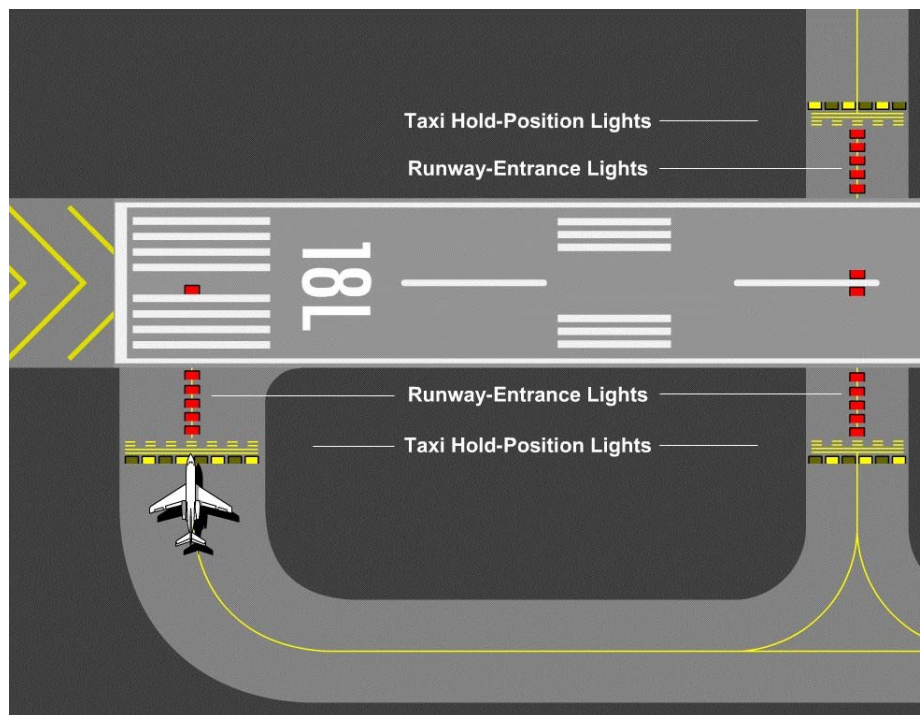
e-mail: peter.hwoschinsky@faa.gov

Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.

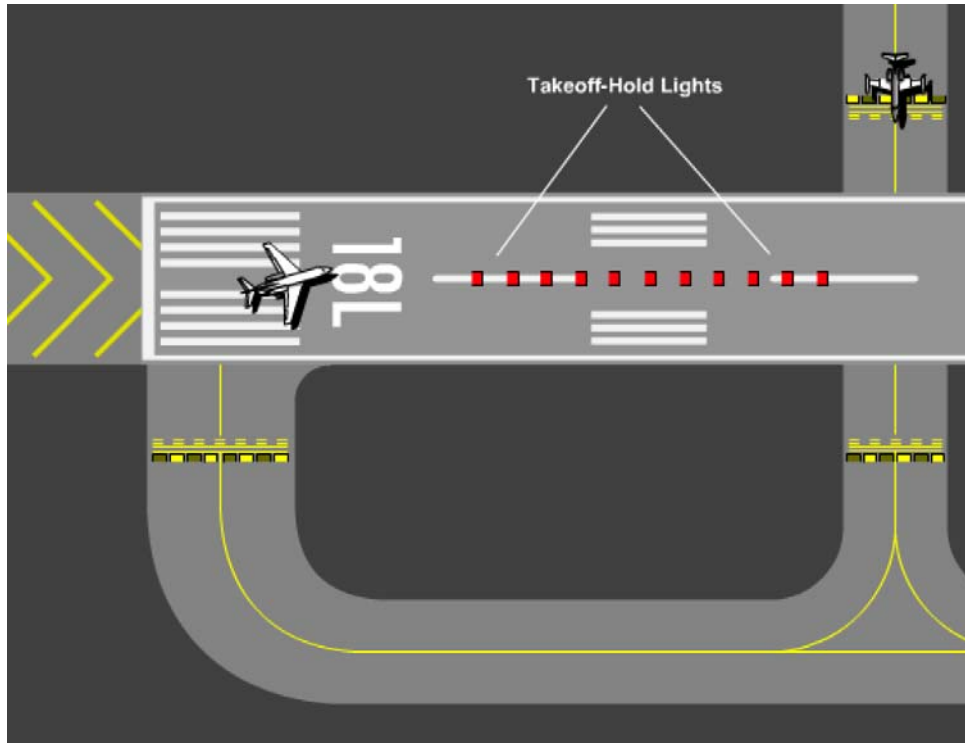
ATTACHMENT



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)



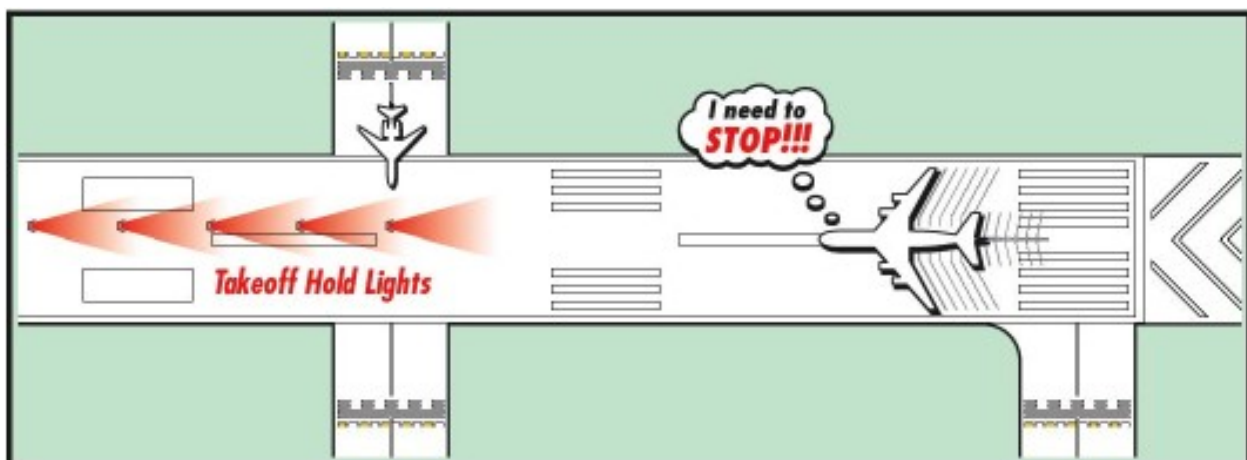
Drawing of Takeoff Hold Lights along a runway centerline

**Figure 3. Illustration of Takeoff Hold Lights (THLs) along a runway centerline.
(not to scale)**



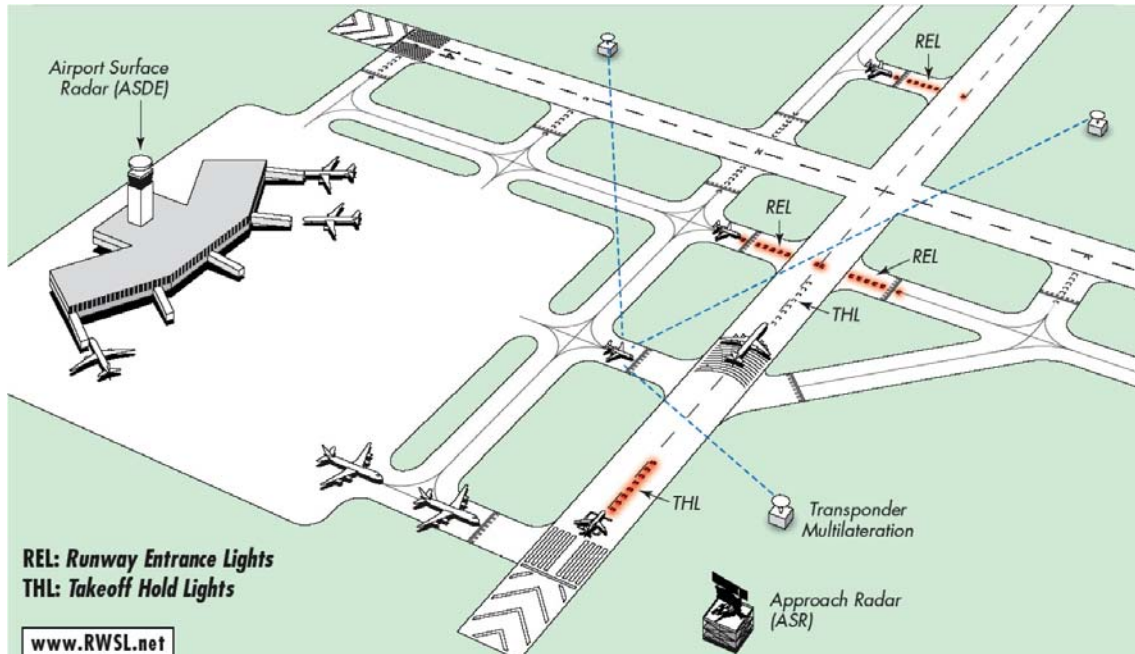
Photograph of L861-S fixture

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, 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

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

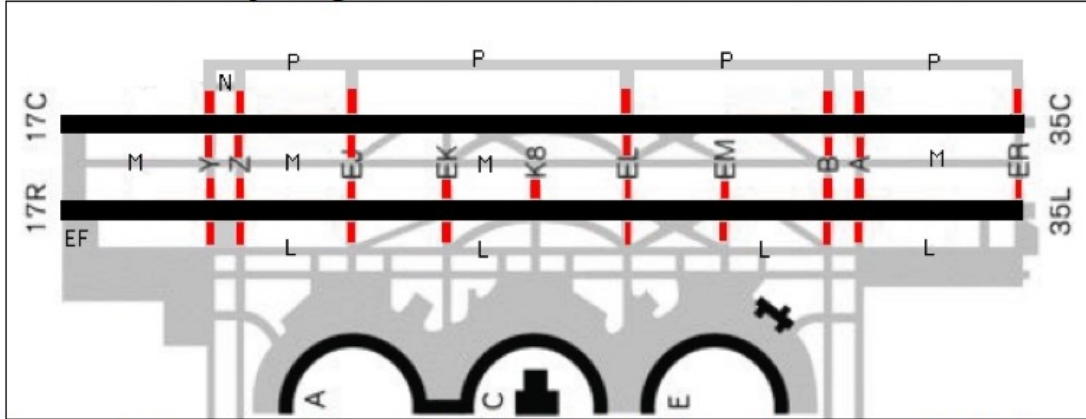


Figure 1. Runway Entrance Lights (RELs) Locations on 17R/35L and 17C/35C.

Runway Diagram of DFW East with THLs Locations

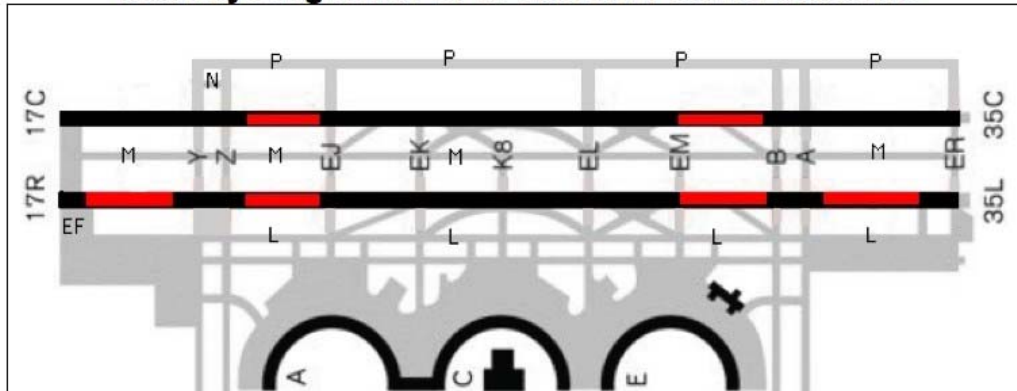
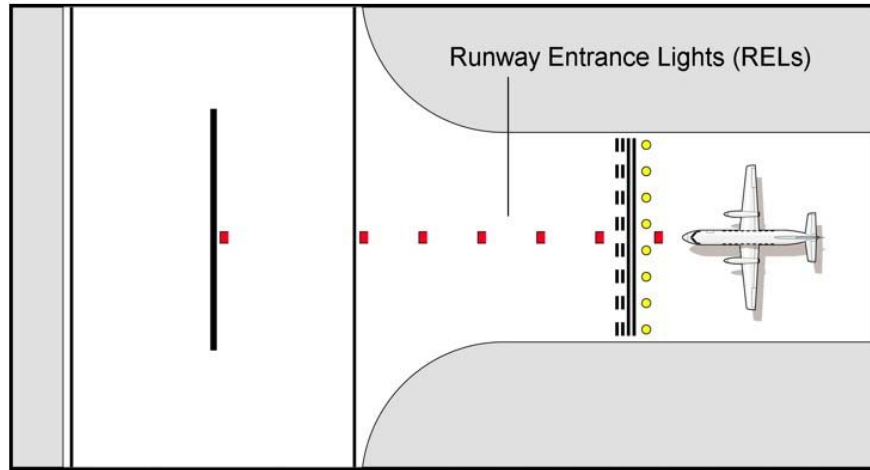


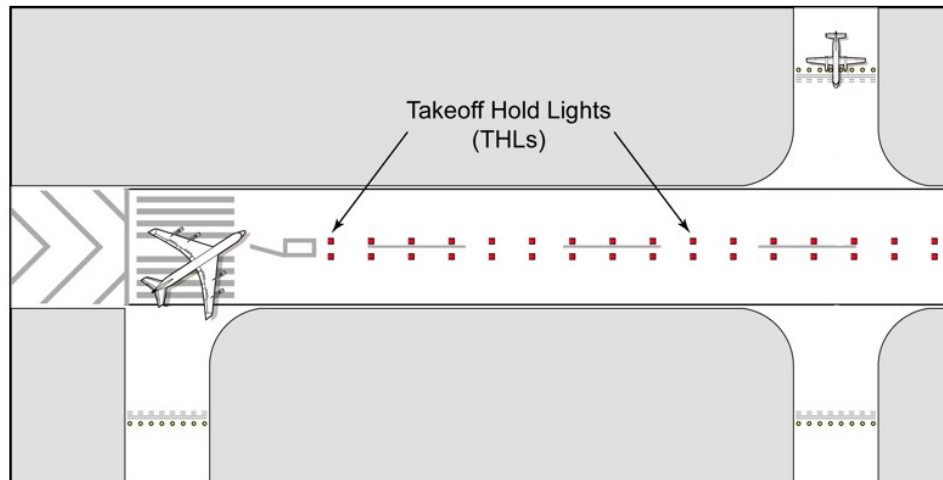
Figure 2. Takeoff Hold Lights (THLs) Locations on 17R/35L and 17C/35C.

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

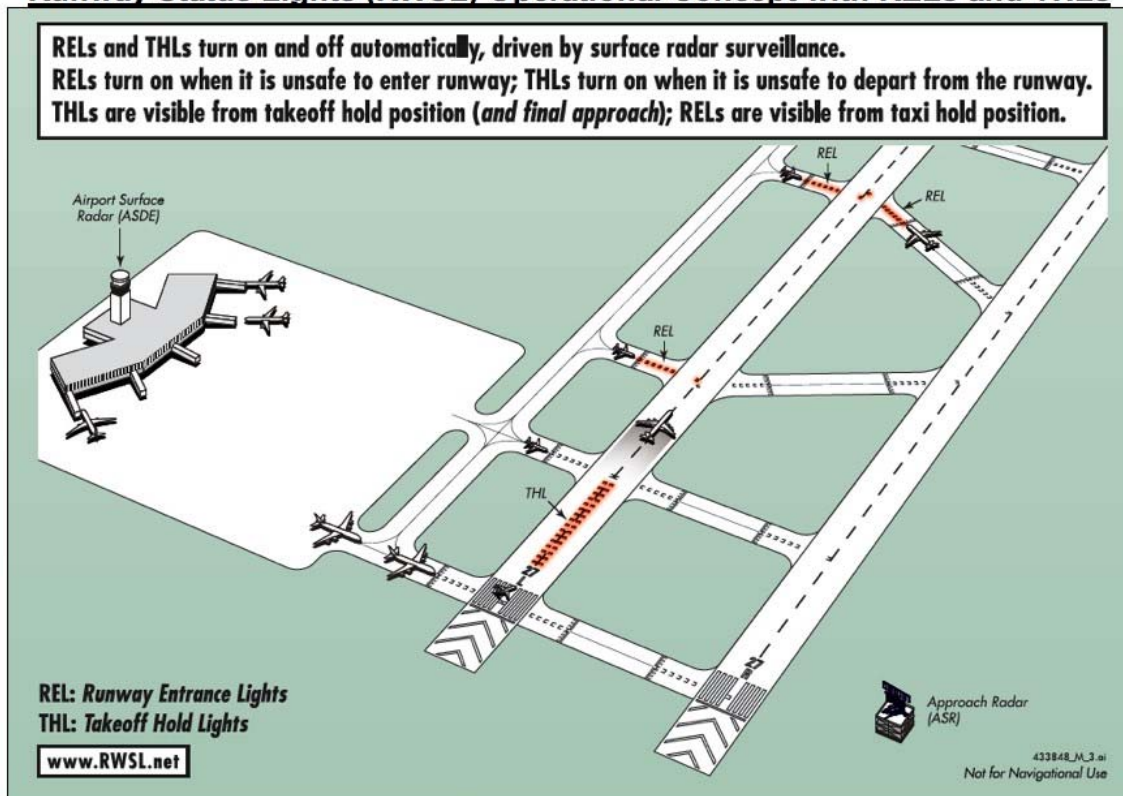


Figure 6. Conceptual diagram of the Runway Status Light System with surveillance sources driving RELs and THLs* shown illuminated in red

***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. 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

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

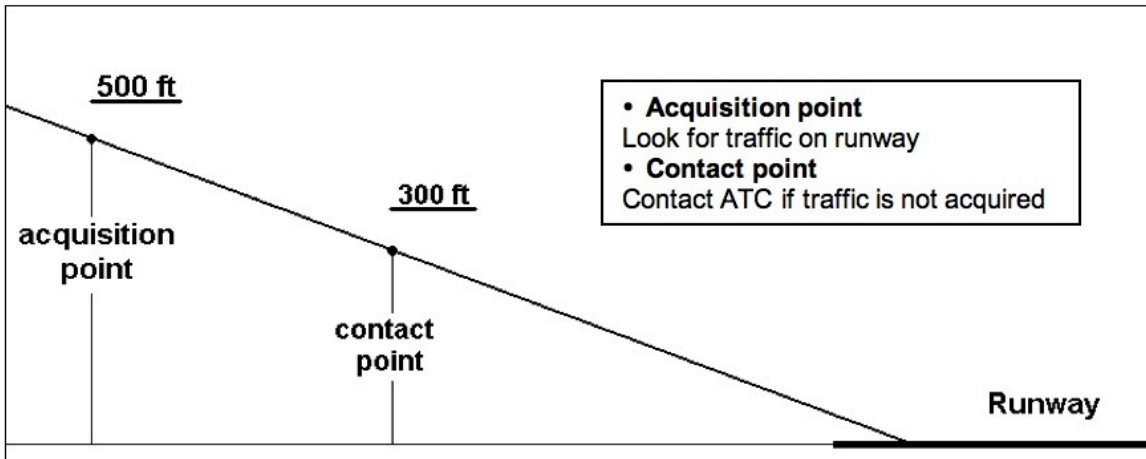


Figure 1. Pilot Action Points (not to scale)

Airport Diagram for DFW with FAROS Equipped Runways

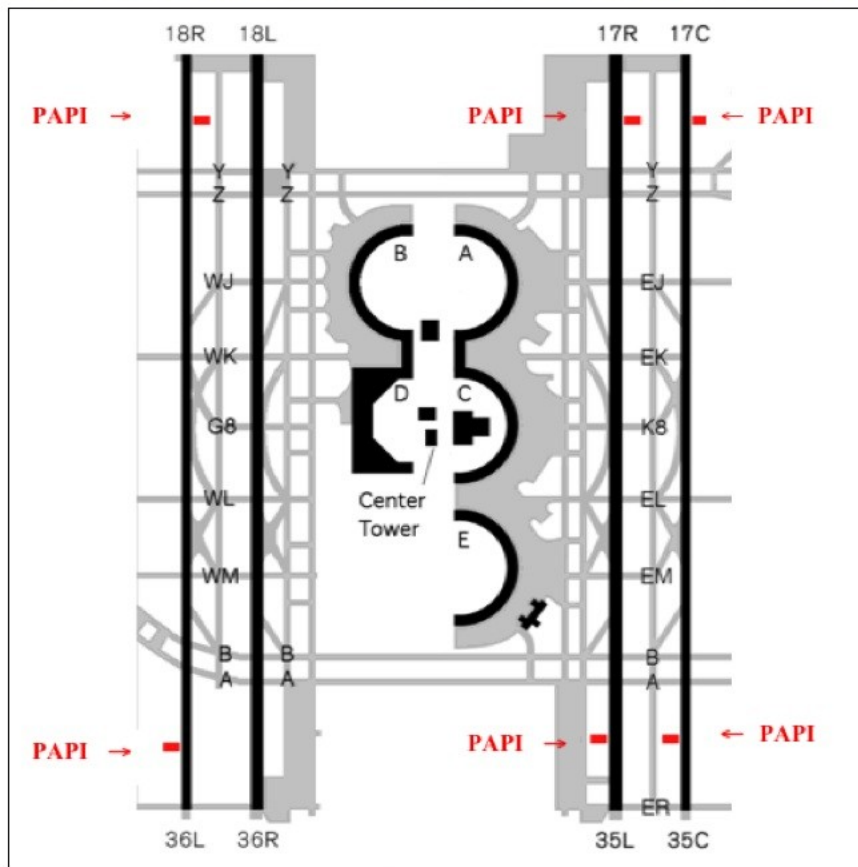


Figure 2. FAROS PAPI Locations (shown as red bars)

Precision Approach Path Indicator Light Fixture



Figure 3. PAPI Light Fixture showing glide path information

Operational Concept with FAROS, RELs, and THLs

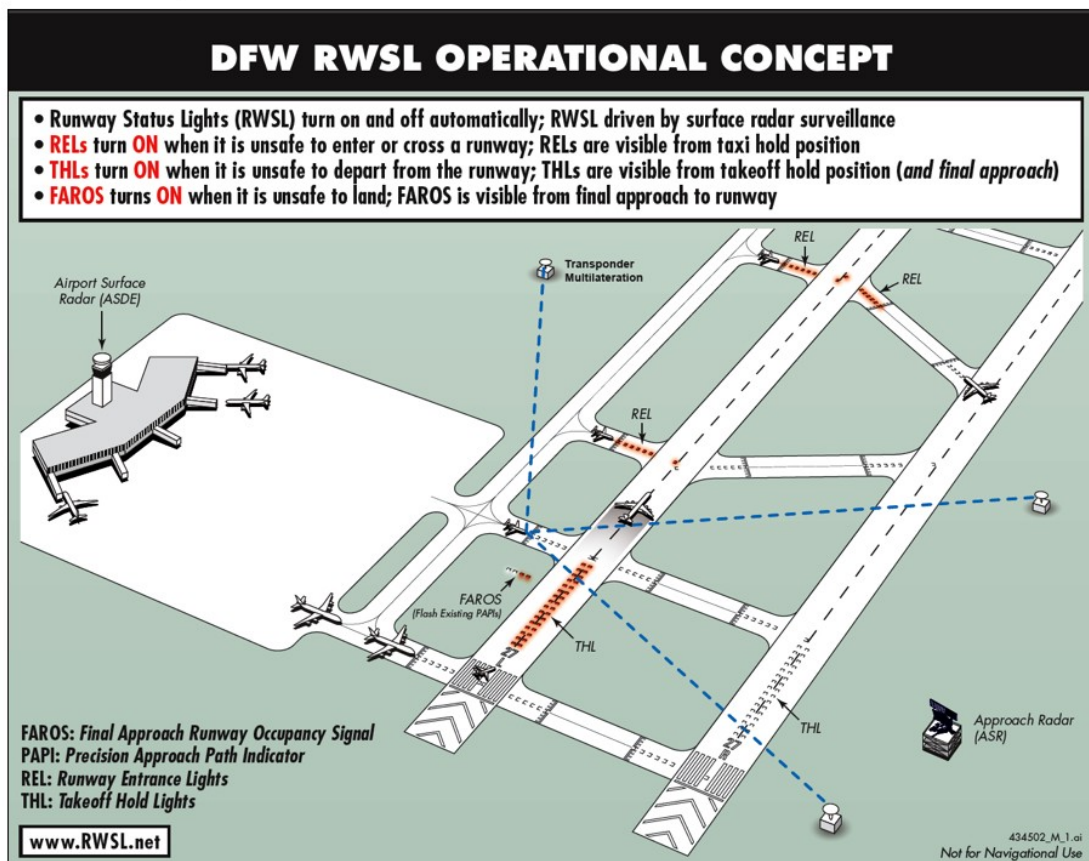


Figure 4. Conceptual diagram with surveillance sources driving FAROS, RELs and THLs shown illuminated in red

DALLAS/FORT WORTH ATCT/TRACON VISUAL SEPARATION PROCEDURES AT DALLAS/FORT WORTH AIRPORT (DFW)

BACKGROUND: The purpose of this NOTAM is to inform pilots operating from DFW Airport of visual separation procedures between the ATCT and TRACON.

Dallas/Fort Worth ATCT and Dallas/Fort Worth TRACON are authorized to apply visual separation between aircraft under the control of either facility in order to maintain efficiency at DFW Airport.

Both facilities shall ensure that visual separation is applied only when weather conditions do not obscure visibility affecting the application of visual separation.

If you have any questions or concerns, please contact the manager or designee of one of the facilities listed below during normal business hours:

DFW Approach Control (972) 615-2530

DFW ATCT (972) 615-2869

Central Service Area, 1/15/09

NON-MOVEMENT AREA AT BATON ROUGE METROPOLITAN (BTR) AIRPORT, BATON ROUGE, LOUISIANA

NATIONAL AIRSPACE CHANGE: A decision to establish a non-movement area is being implemented in accordance with Federal Aviation Administration Order JO 7210.3, Facility Operation and Administration, on Taxiway E (Echo) at BTR Airport. The decision to implement this non-movement area is due to the construction of a new hangar that blocks visibility from the Airport Traffic Control Tower (ATCT).

BACKGROUND: BTR ATCT has Line of Sight obstructions to Taxiway E. The non-visible area of Taxiway E is approximately 1,150 feet and extends from the southwest side of the River City Hangar Aviation Ramp to 150 feet southwest of the Runway 22L hold short line. A 650 foot portion of the non-visible area was pre-existing; however, an additional 500 feet was created when the River City Hangar was constructed in March 2006.

IMPACT: Due to obstructed vision, the BTR Tower is unable to provide air traffic control service in the non-movement area on Taxiway Echo from south of the entrance to the River City Hangar to the hold short lines at Runway 22L.

****MOVEMENT IN THIS AREA IS AT PILOTS OWN RISK.****

(Central Service Area, 4/9/09)

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

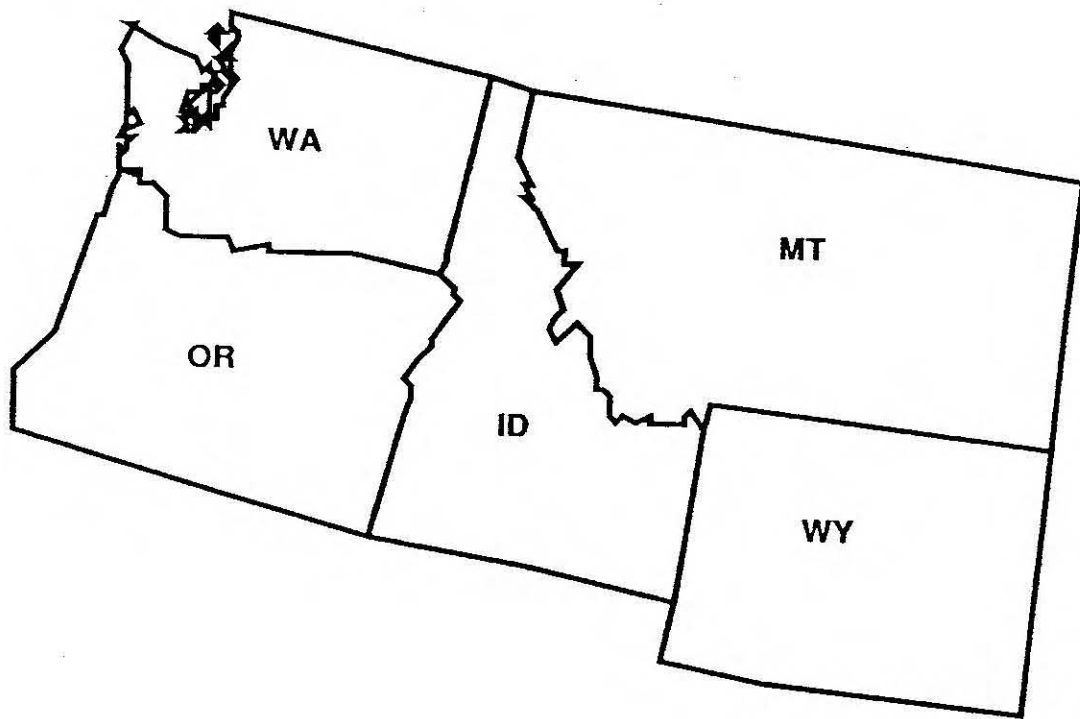
ILS PRM Approach Procedures for Pilots Filing Flight Plans to Lambert–St. Louis International Airport (STL)

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



NORTHWEST

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

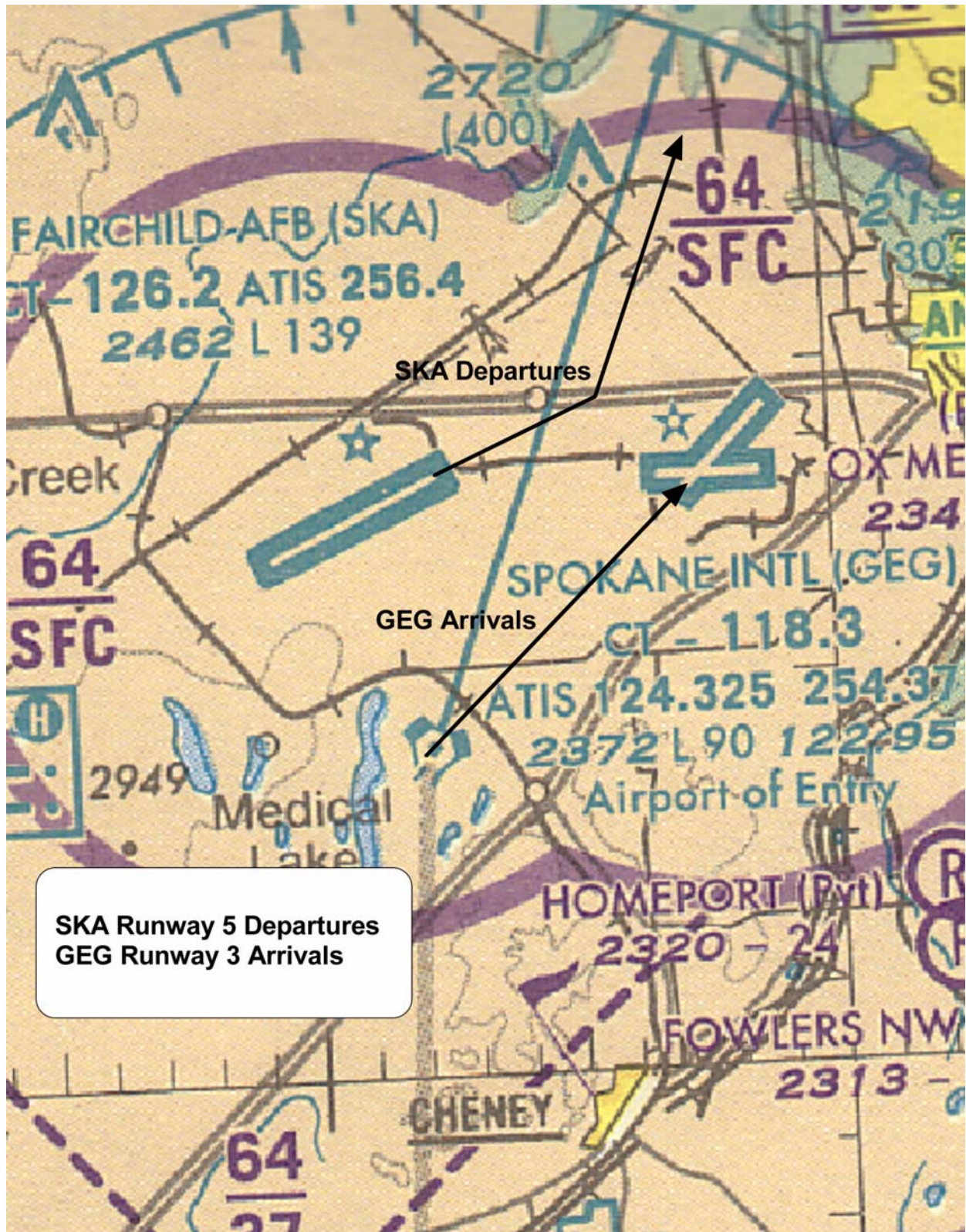
These procedures have proven to provide an equivalent level of safety compared to standard visual separation rules. This special use of visual separation procedures enables both airports to operate at or near capacity during periods of heavy demand.

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



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/C/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 21 feet MSL and SEA field elevation is 433 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/L and SEA Runways 16L/C/R**
- **IFR Departures from BFI Runway 31L/R and IFR departures from SEA Runways 34L/C/R**
- **IFR Arrivals to BFI Runway 31L/R and IFR departures from SEA Runways 34L/C/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.

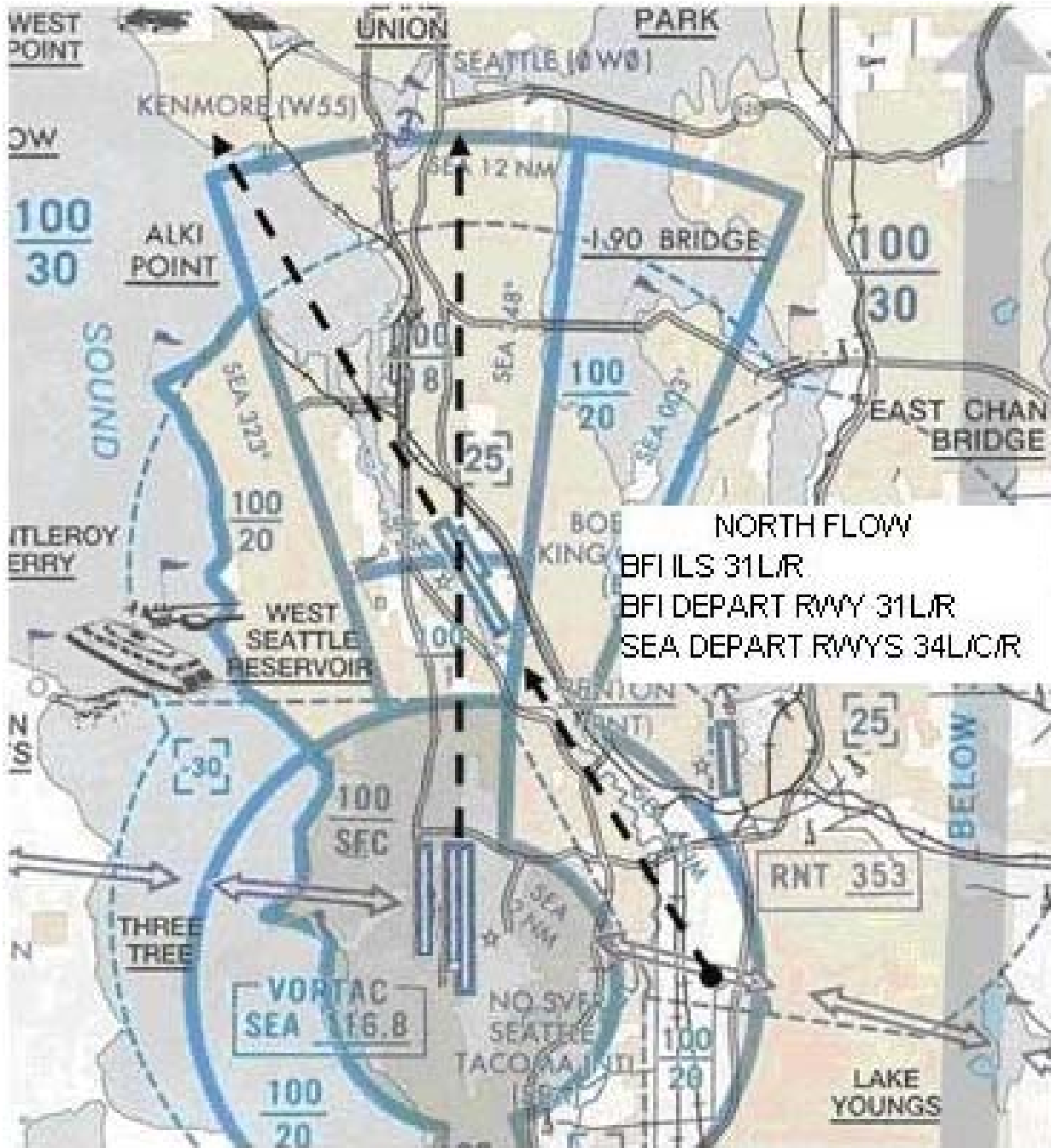
If you have any questions or concerns, please contact the manager or designee of one the facilities listed below during normal business hours.

Seattle Approach Control - (206) 214-4600

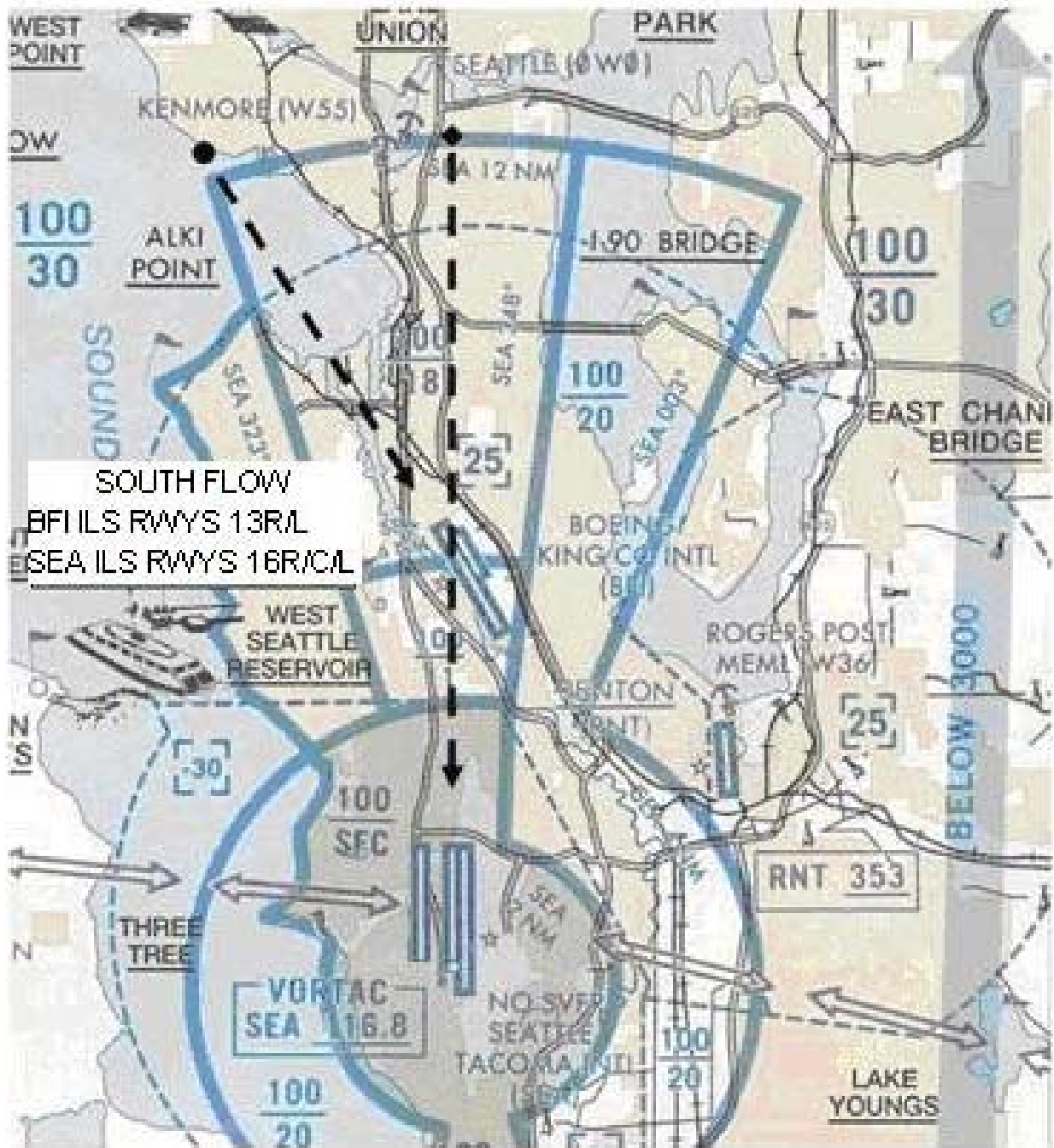
Seattle Air Traffic Control Tower - (206) 214-2500

Boeing Field Air Traffic Control Tower - (206) 658-6400

SEATAC (SEA) - BOEING FIELD (BFI) NORTH FLOW

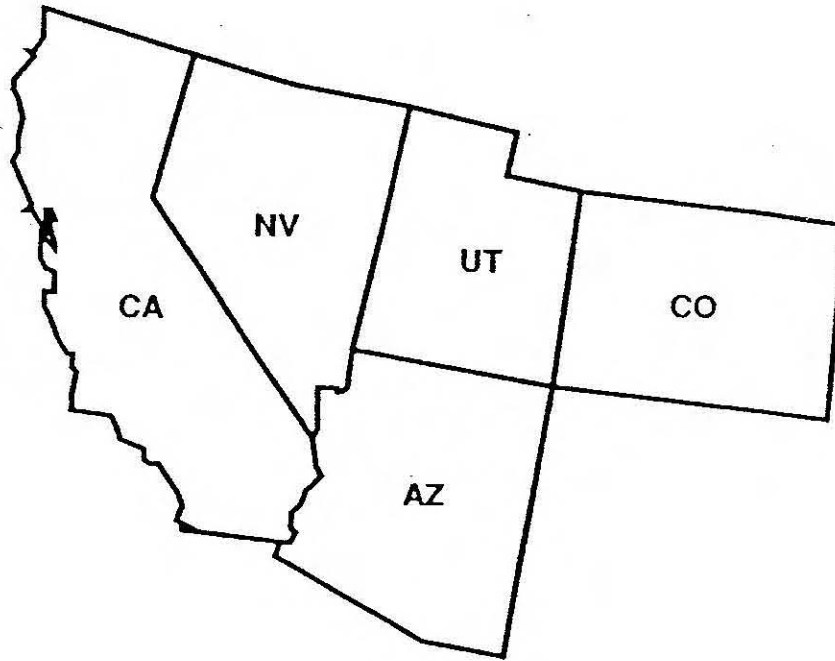


SEATAC (SEA) - BOEING FIELD (BFI) SOUTH FLOW



(Western Service Center Operations Support 12/18/08)

Southwest United States



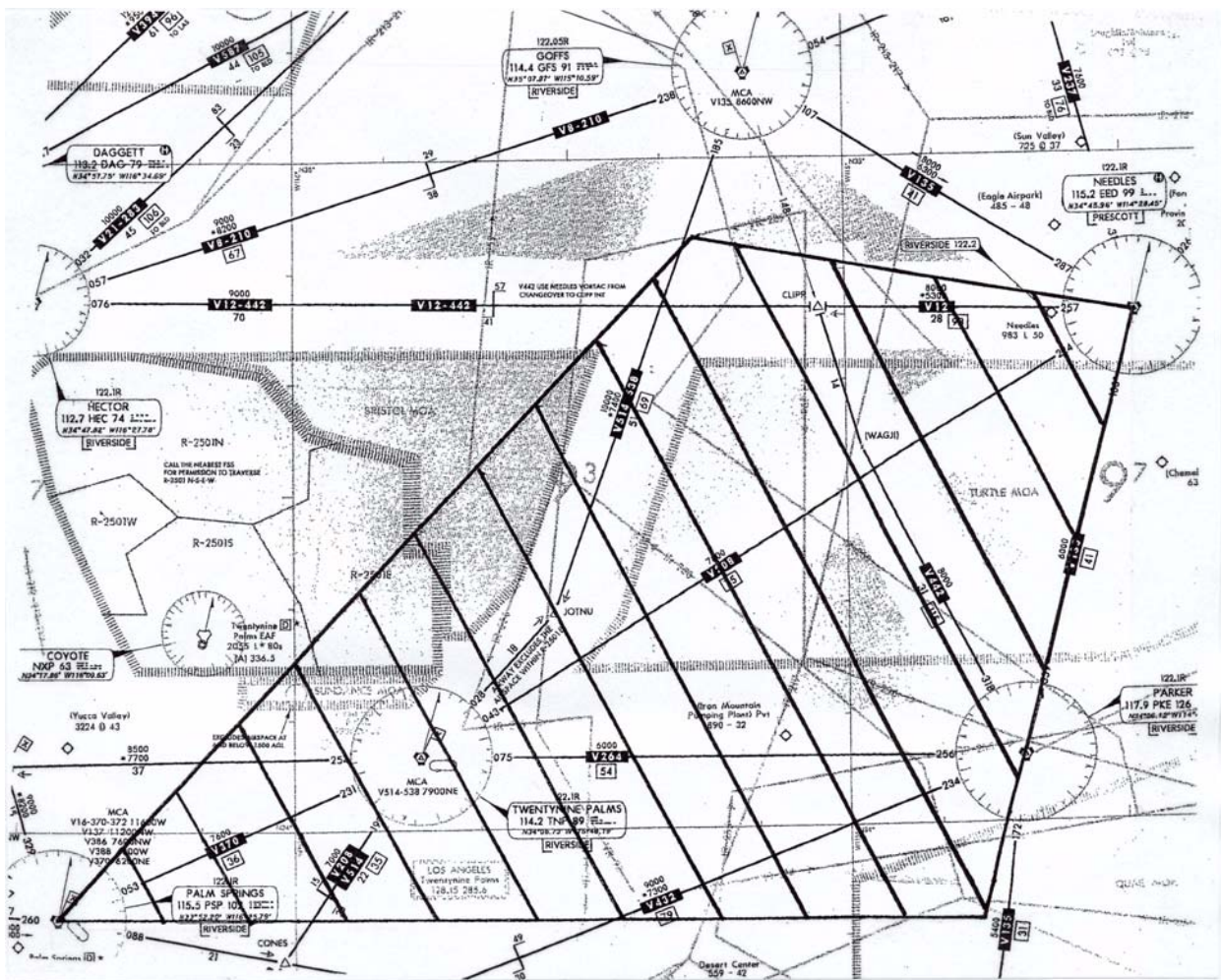
SOUTHWEST

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 approaches as weather and arrival traffic demand dictate. Aircraft arriving from the east (primarily over CEDES intersection) should expect Runway 28R; aircraft arriving from the south, west, and north should expect Runway 28L. If unable to participate in PRM approaches, aircraft 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 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) 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, 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:

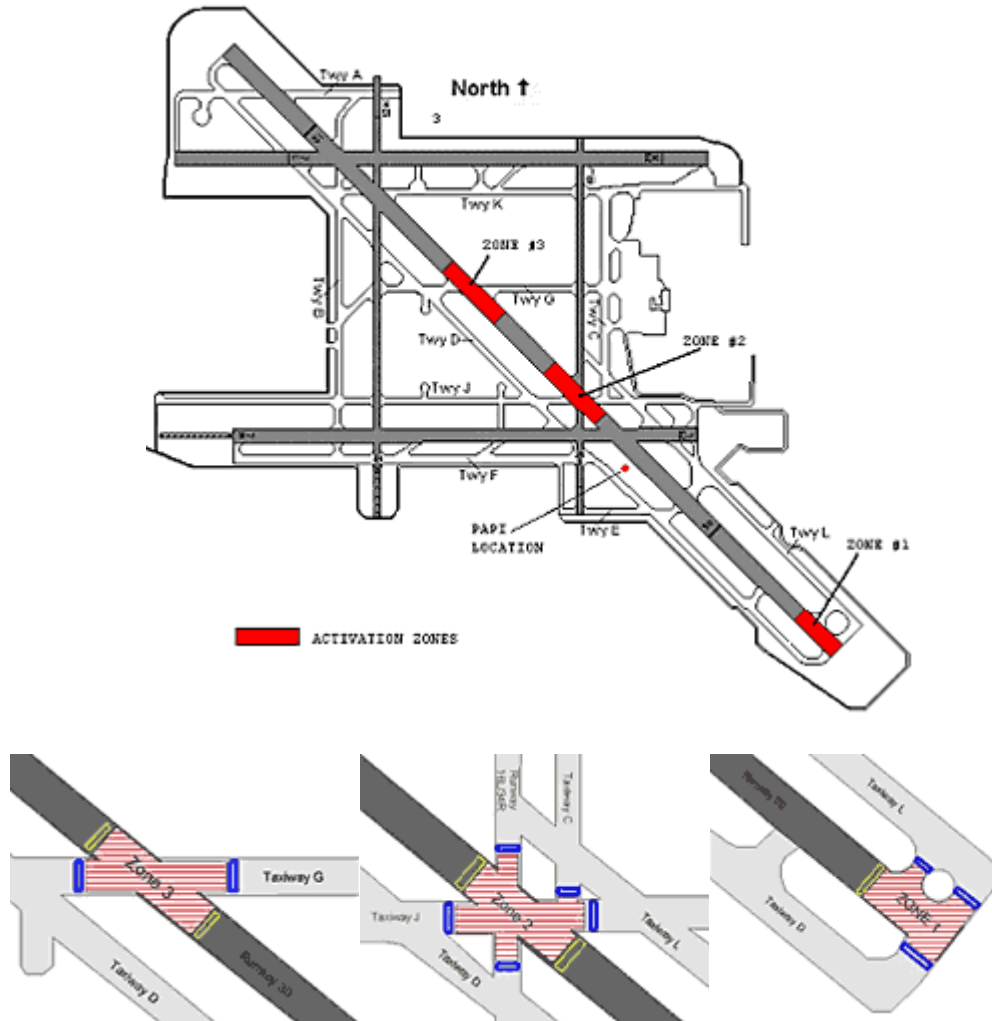
Richard J. Simon
e-mail: richard.simon@faa.gov
800 Independence Avenue SW, Rm 335
Washington, D.C. 20591
Voice: (202) 267-8722
Fax: (202) 267-5111

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.

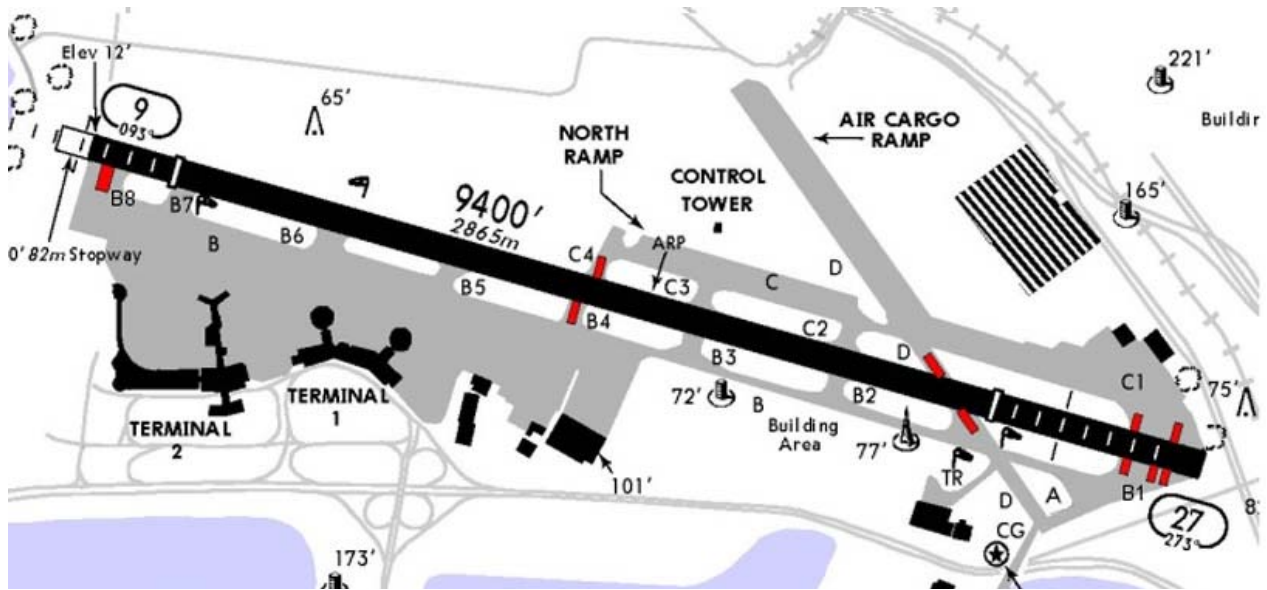


Figure 3. SAN diagram of runway 9/27 with RELs at selected taxiway intersections.

Drawing of RWSL at SAN with surveillance sources shown illuminated in red

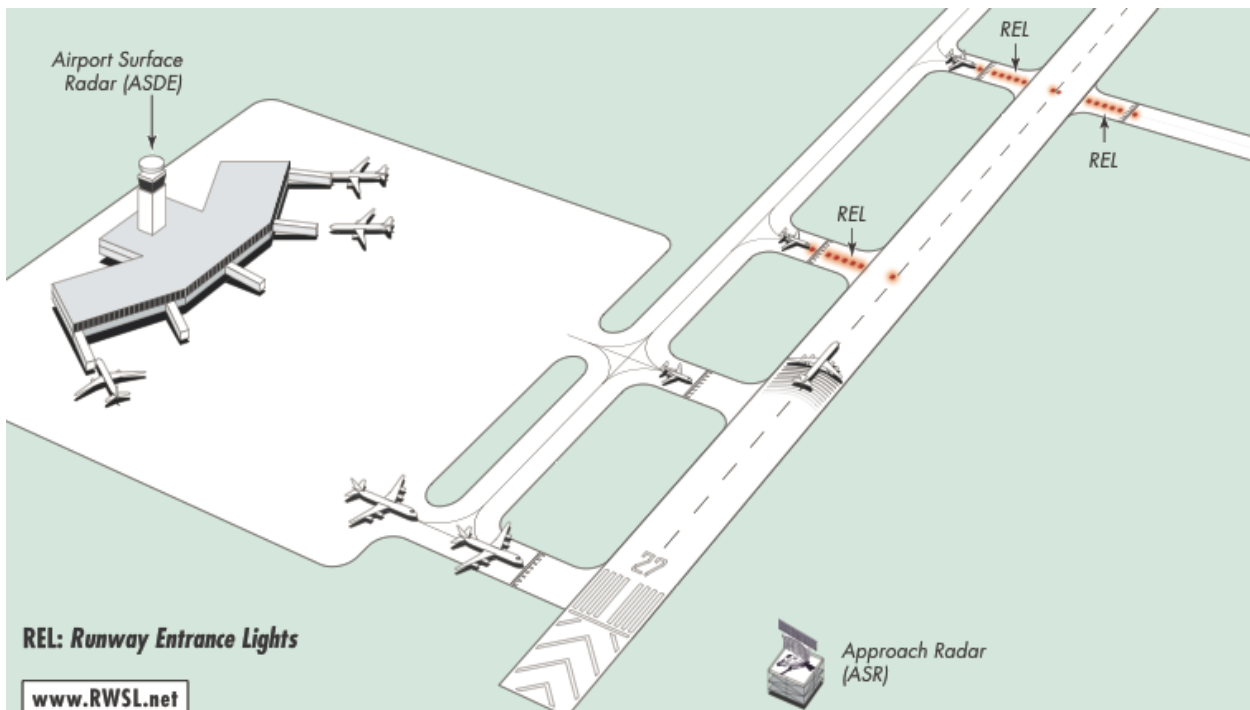


Figure 4. Conceptual diagram of RWSL for single runway airport with surveillance sources driving RELs shown illuminated in red (not to scale).

**NOTICES TO AIRMEN (NOTAM) FOR THE OPERATIONAL
EVALUATION OF RUNWAY STATUS LIGHTS (RWSL) AT THE
LOS ANGELES INTERNATIONAL AIRPORT,
LOS ANGELES, CALIFORNIA**

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 24L/6R, 25R/7L, and 25L/7R at the Los Angeles International Airport (LAX). An operational evaluation of THLs and RELS will commence on or about March 31, 2009, and continue for approximately three (3) months with an option to extend it if successful. RWSL uses both primary and secondary surveillance to dynamically turn on/off lights indicating runway occupancy status directly to pilots. RWSL improves 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. Similar RWSL systems installed at the Dallas/Fort Worth (DFW) and San Diego (SAN) airports are currently undergoing extended operational evaluations. The FAA is planning future deployments of RWSL at additional airports.

LIGHTING:

RWSL conveys the **runway status**, indicating when a runway is unsafe to enter (through the use of in-pavement RELS) and when it is unsafe to take off (through the use of in-pavement THLs). RELS have been installed at selected intersections on Runways 24L/6R, 25R/7L, and 25L/7R. THLs have been installed on Runway 24L only.

Runway Entrance Lights (RELS):

RELS are a series of **red**, in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. As part of this series, 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.

RELS are operational at the following intersections of **Runway 24L/6R**:

- **North Side: at high-speed Taxiways Y, Z, and AA**
- **South Side: at Taxiways V and E8**

RELS are operational at the following intersections of **Runway 25R/7L**:

- **North and South Side: at Taxiways F, G, and U**

RELS are operational at the following intersections of **Runway 25L/7R**:

- **North Side: at Taxiways F, G, and U**
- **South Side: at Taxiways F and G**

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. THLs are comprised of a series of 16 double-row, **red**, in-pavement lights at 100' spacing on either side of the runway centerline. There are two overlapping arrays of THLs on Runway 24L protecting both the full-length and intersection departure positions as follows:

- Runway 24L: from 350' beyond the runway threshold for a length of 1500'
- Runway 24L: from the E8 taxiway intersection departure position for a length of 1500'

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 secondary surveillance (transponder) 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 RELs along their taxi route are illuminated. Pilots should not take off when THLs on the runway ahead are 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 illuminated red RELs or THLs. 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 illuminated red RELs and remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that illuminated RELs indicate the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity. If the pilots notice illuminated red THLs and aborting takeoff from the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that 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 illuminated red THLs, 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 25 knots so as not to unnecessarily turn on the RELs.

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 runways 24L/6R, 25R/7L, and 25L/7R.

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, in flight operations offices, and domiciles at the LAX airport. Voluntary interviews with pilots will be conducted during the test period. Pilots are encouraged to respond with comments to:

Peter V. Hwoschinsky and Vincent Chu

FAA, ATO-P

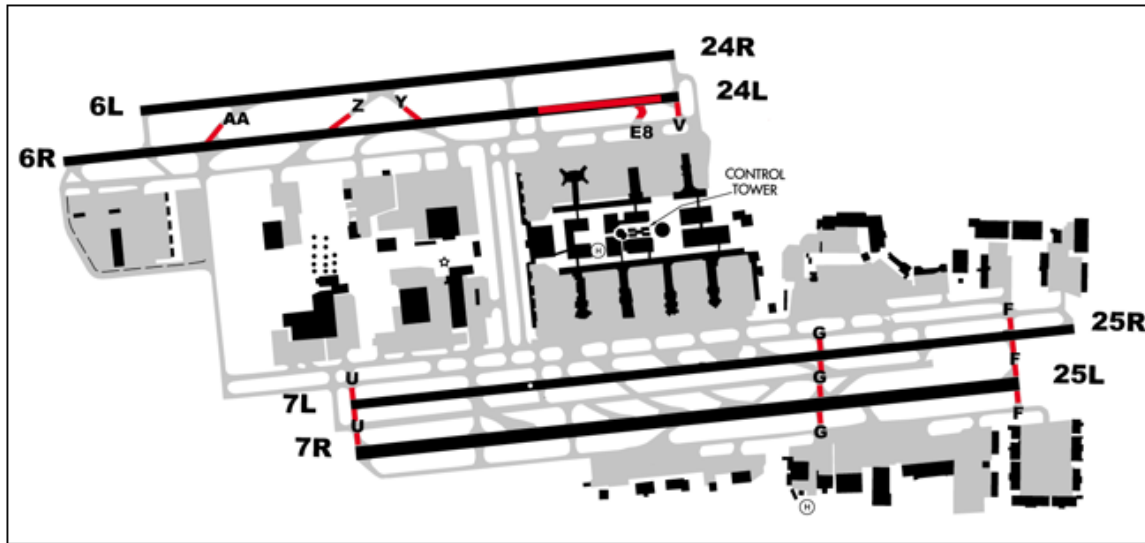
800 Independence Avenue, SW.

Washington, D.C. 20591

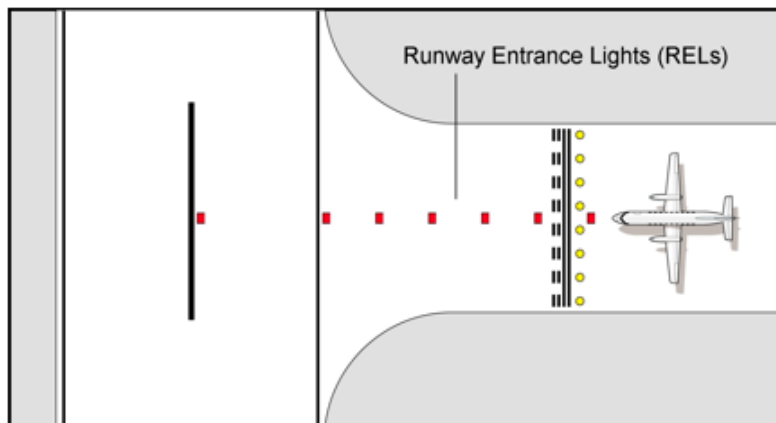
Voice: (202) 493-4696 Fax: (202) 267-5111

Email: peter.hwoschinsky@faa.gov, vincent.chu@faa.gov

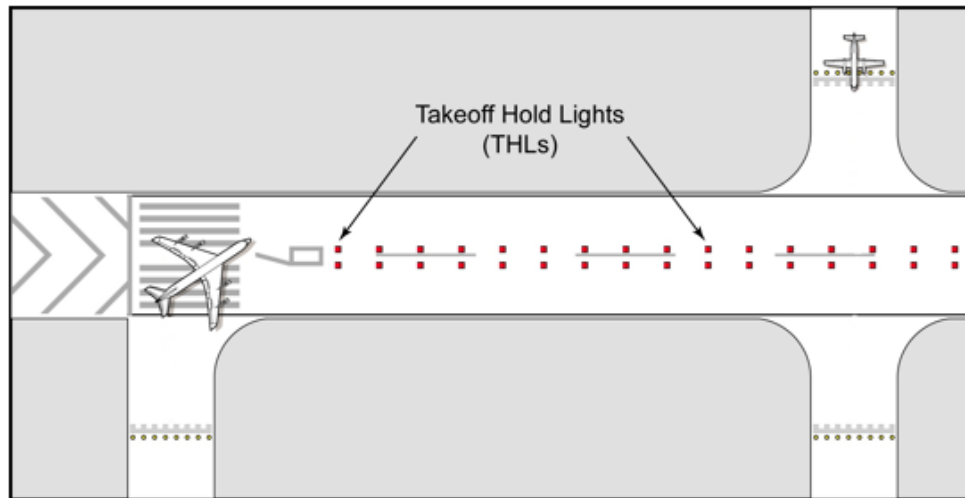
Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.



Runway diagram of LAX with RELs and THLs locations
Figure 1. Runway Entrance Lights (RELs) and Takeoff Hold Lights (THLs) Locations on 24L/6R, 25R/7L, and 25L/7R

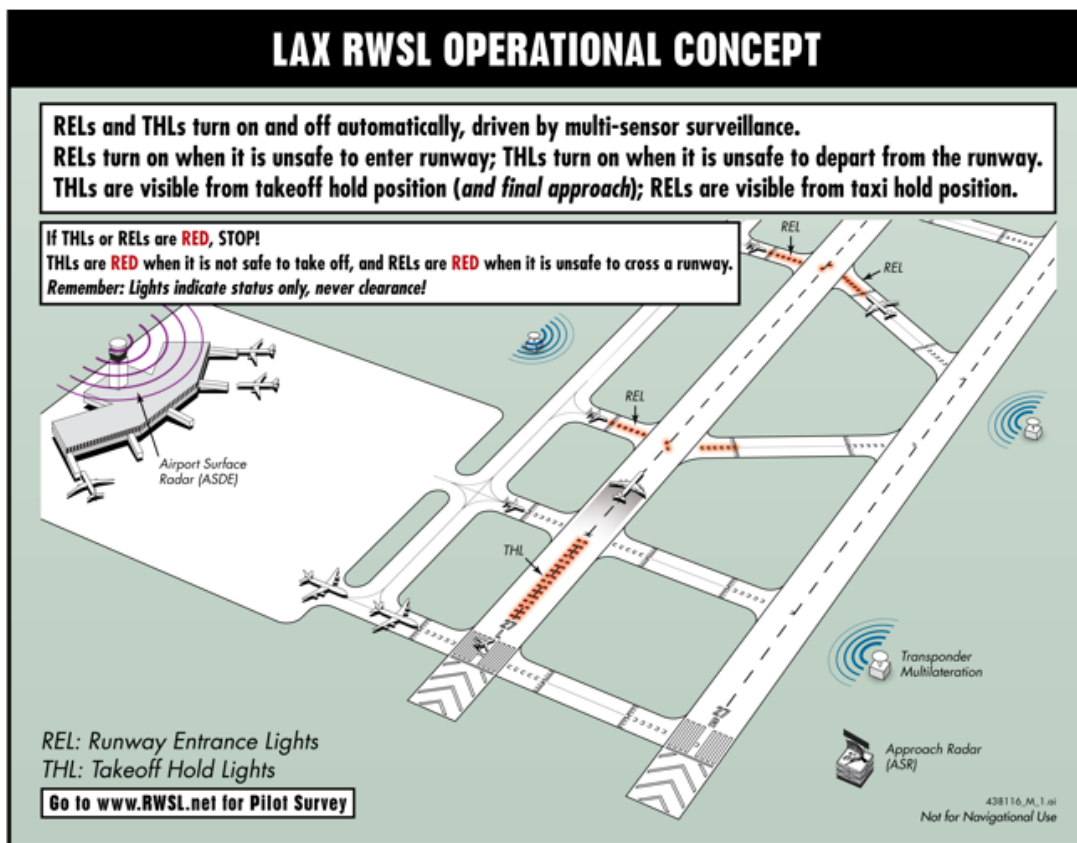


Runway Entrance Lights (RELs)
Figure 2. Illustration of Runway Entrance Lights (RELs) along a straight taxiway centerline (not to scale)



Takeoff Hold Lights (THLs)

Figure 3. Illustration of double-row THLs straddling the runway centerline lights (not to scale)



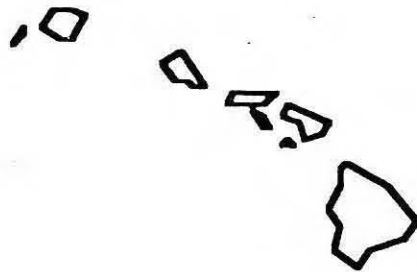
Runway Status Lights (RWSL) Operational Concept with RELs and THLs

Figure 4. Conceptual diagram of the Runway Status Light System with surveillance sources driving RELs and THLs shown illuminated in red

Alaska



Hawaii



MODE C INTRUDER ALERT SERVICES

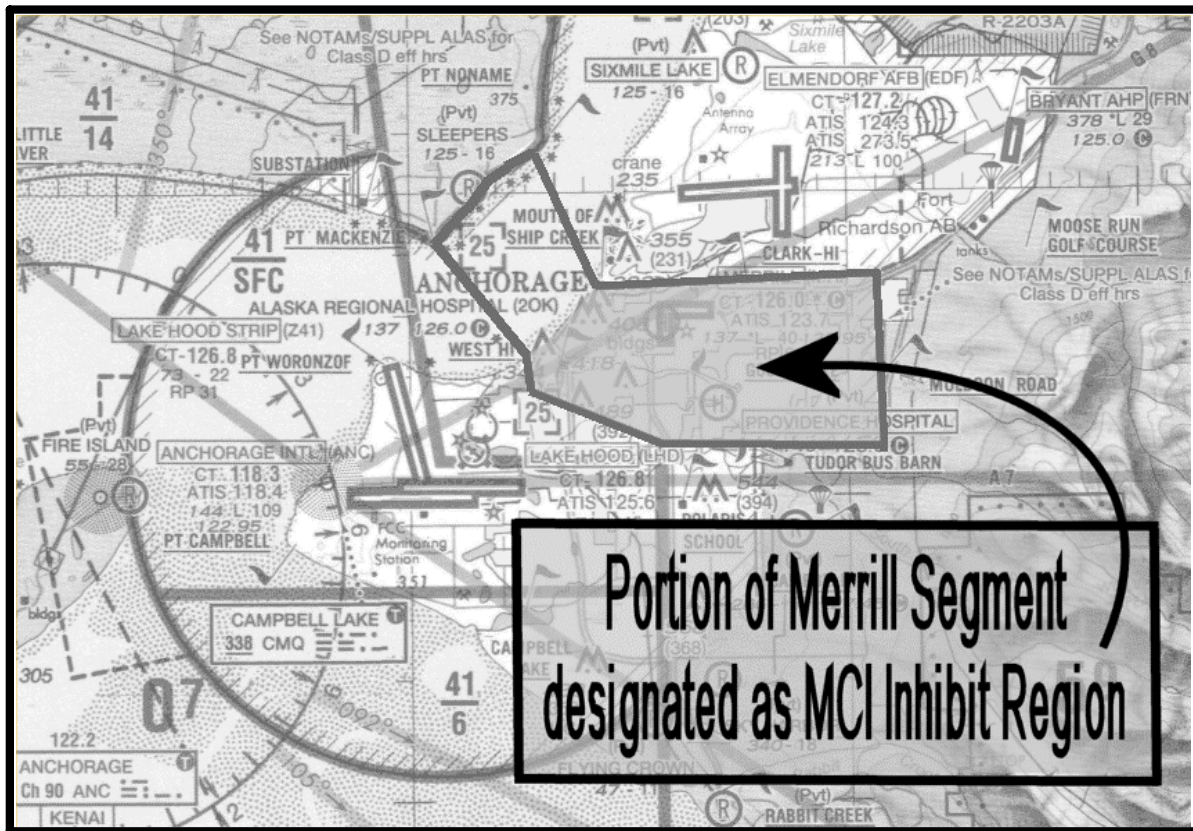
Merrill Field Airport

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

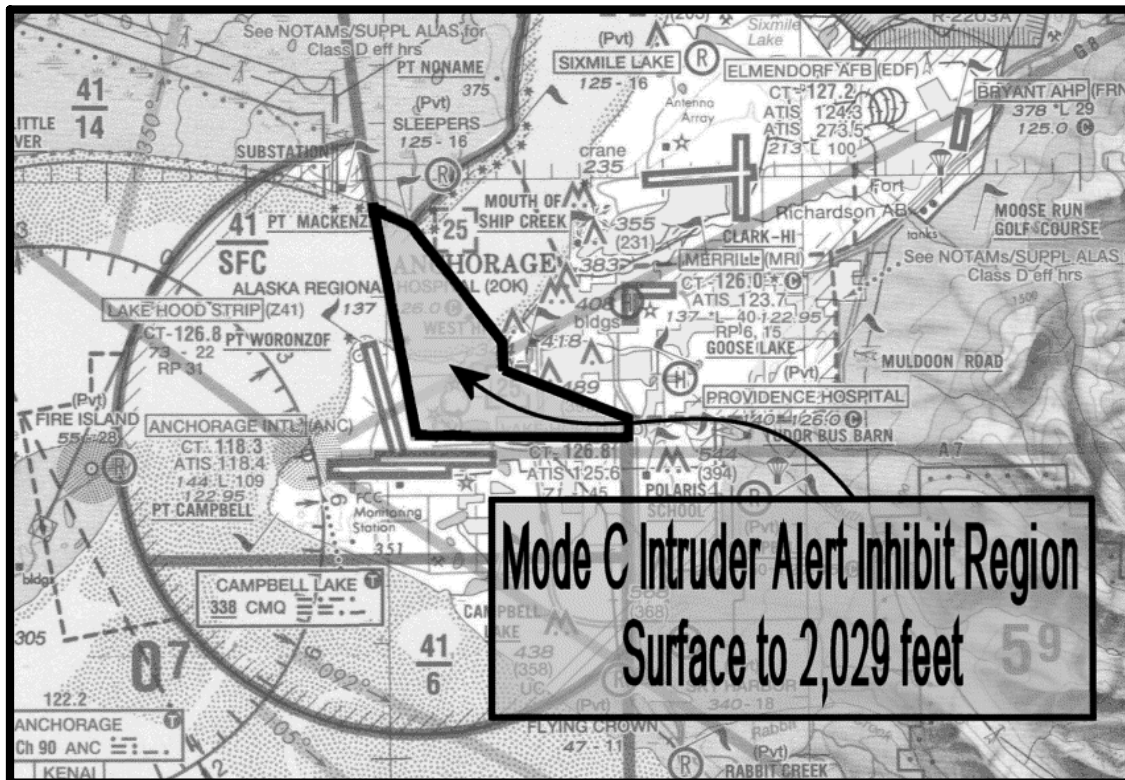
Lake Hood Seaplane Base

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.

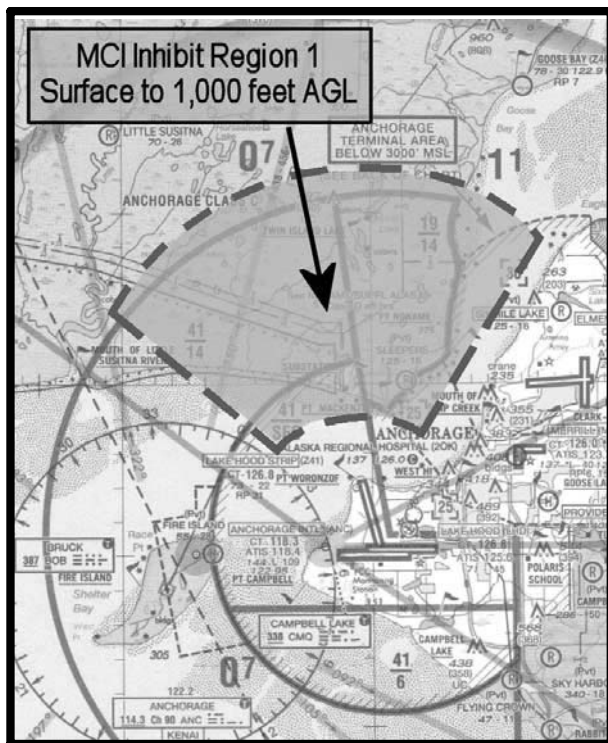
During periods of high air traffic activity in the vicinity of Point Mackenzie, Anchorage Approach Control may temporarily disable the Mode C Intruder Alert function within one or both of the following areas:

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).

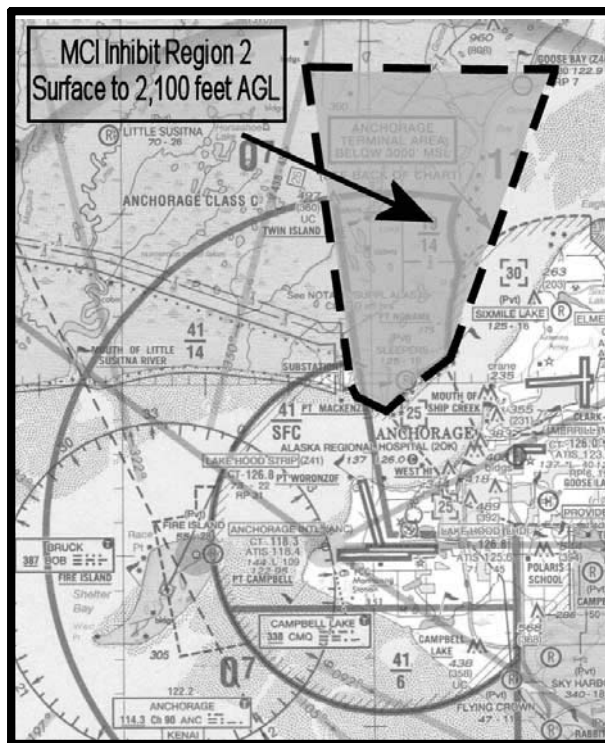
Region 2: From the surface up to and including 2,100 feet AGL within a polygon defined by the following latitude/longitude points:

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.

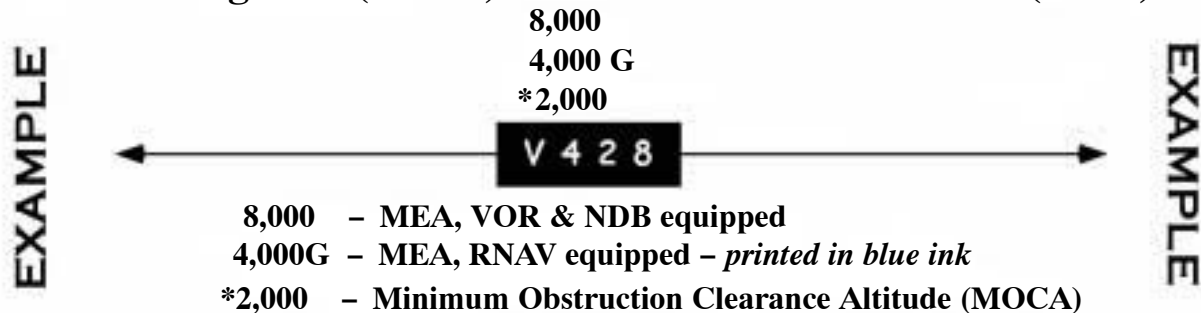


Mode C Alert Inhibit Region 1



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

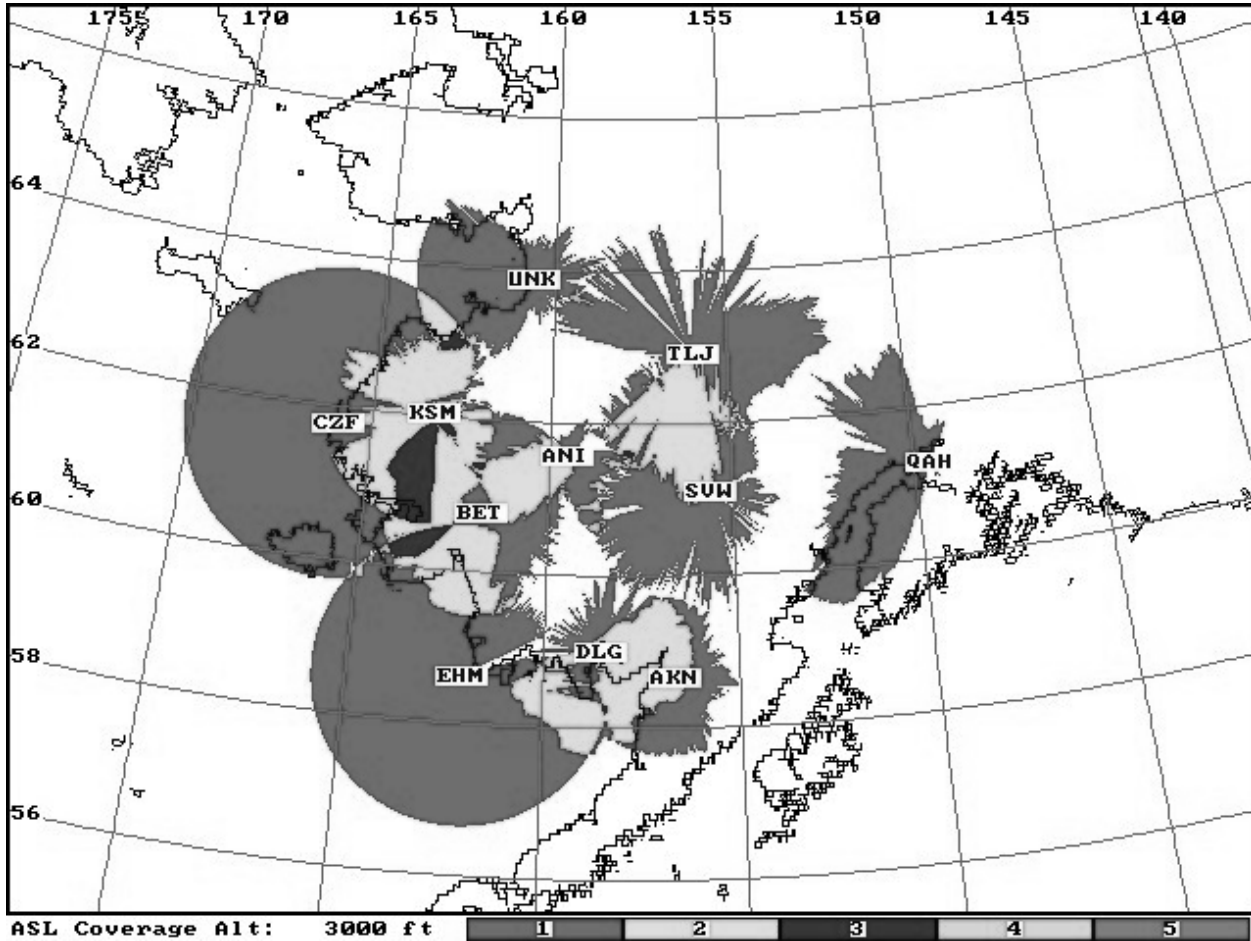
The Alaskan Region proposes to implement additional surveillance coverage to Automatic Dependent Surveillance-Broadcast (ADS-B) equipped aircraft in the Yukon Kuskokwim (Y-K) Region, Southwest Alaska.

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.

CURRENT OPERATIONAL SITES		
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
NEW SURVEILLANCE SITES		
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)

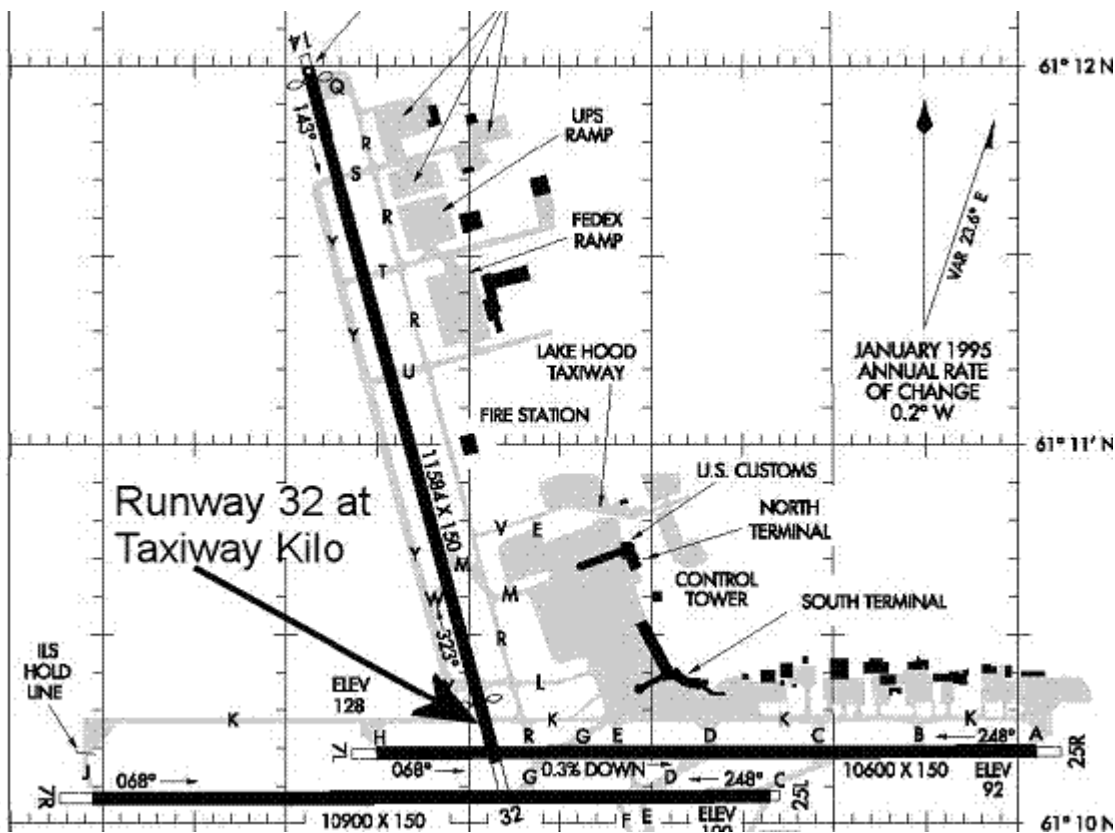
TAXI INTO POSITION AND HOLD OPERATIONS

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

KENTUCKY DERBY

SPECIAL AIR TRAFFIC PROCEDURES

LOUISVILLE, KY

April 30, 2009 through May 3, 2009

In anticipation of a large number of aircraft operating to and from the Louisville area, in conjunction with the Kentucky Derby, the following procedures will be used to enhance safety and minimize air traffic delays.

LOUISVILLE AREA TRAFFIC MANAGEMENT

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:

SDF – Louisville International Airport

LOU – Bowman Field Airport

JVY – Clark County Airport

Heavy demand and traffic management initiatives may be expected during the following dates/times:

DAY	DATE	TIMES
Thursday	April 30, 2009	0800-1959 EDT (1300-0059 UTC)
Friday	May 1, 2009	0800-1959 EDT (1300-0059 UTC)
Saturday	May 2, 2009	0600-1959 EDT (1100-0059 UTC)

FLIGHT PLANS

Due to anticipated frequency congestion, Indy Center and Louisville ATCT, **except for emergency situations**, will not accept air filed flight plans to or from the Louisville area from Thursday, April 30, 2009, through Sunday, May 3, 2009. Airborne filed flight plans filed with other facilities may experience lengthy delays.

ATIS

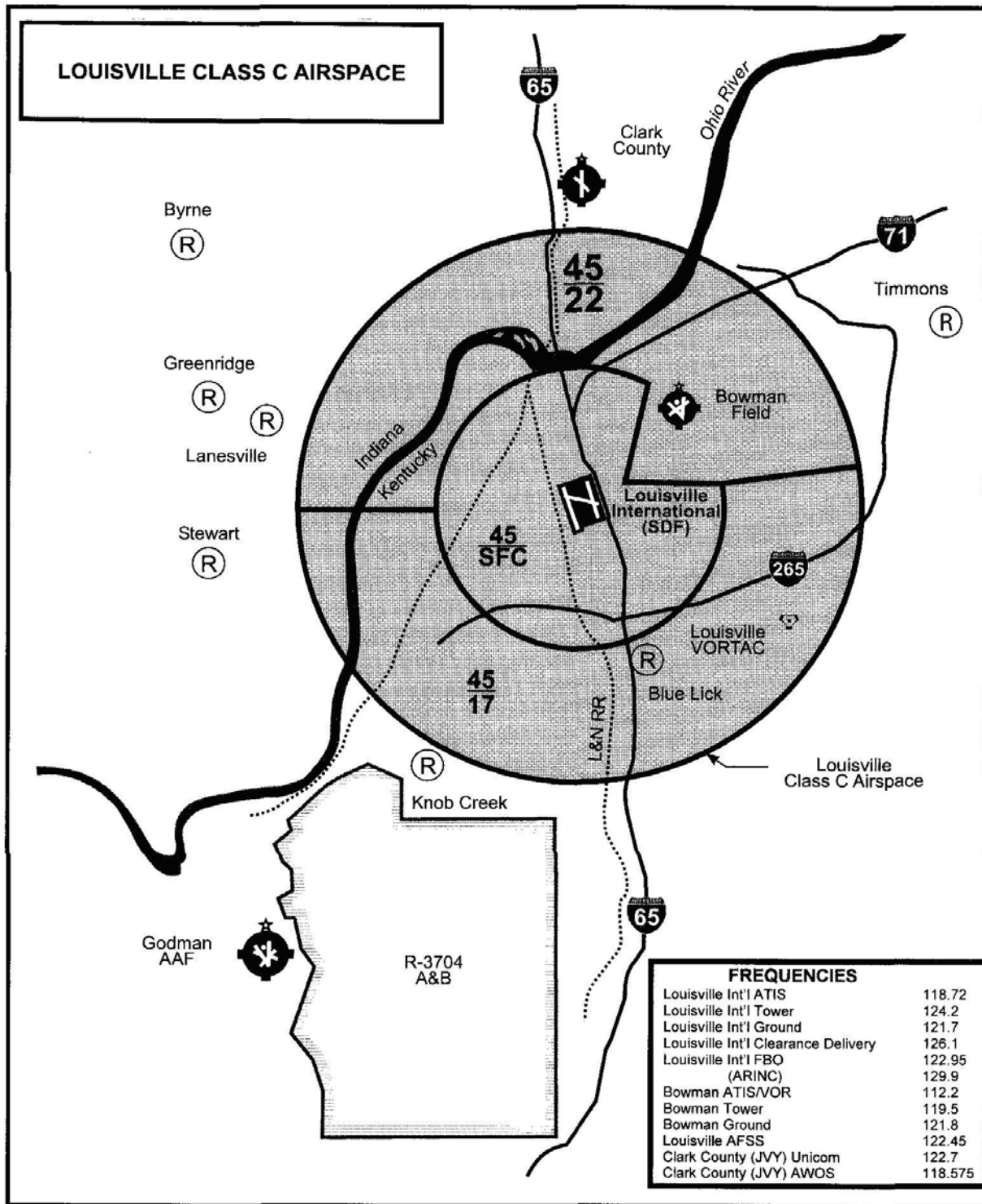
Pilots should monitor ATIS prior to initial contact with Louisville Approach Control.

SDF – 118.725 MHz

LOU – 112.2 MHz

VFR ARRIVALS
*****CLASS C SERVICE IS MANDATORY*****

LOUISVILLE APPROACH CLASS C AIRSPACE



Set transponder to 1200 and squawk altitude prior to reaching an outer VFR entry point and Louisville Approach Class C Airspace. Contact Louisville Approach Control and advise them of destination airport and ATIS code. (See graphic of Class C Airspace).

Aircraft are requested to hold at an outer VFR entry point until advised by Approach Control to proceed inbound. Aircraft will be advised to depart VFR entry points on a first come, first served basis. Aircraft arriving between 0600-2059 EDT (1000-0059 UTC) can expect holding of 30 minutes or longer.

Single and twin-engine propeller aircraft are encouraged to use Bowman Field Airport due to parking congestion at Louisville International Airport. Bowman Field is located 5 miles northeast of Louisville International Airport.

Other Airports within the Louisville ATCT Area: Radar service will be available to aircraft landing at airports outside of Louisville Class C Airspace on a workload permitting basis.

DEPARTURES

IFR DEPARTURE ROUTES

Pilots should file their flight plans via one of the preferred departure routes listed below:

<u>DEPARTURE GATE:</u>	<u>PREFERRED DEPARTURE ROUTE:</u>
NORTH	V53 STREP
EAST	V4 HYK
SOUTH	direct MYS
WEST	V4 APALO

Pilots should also file their flight plans with preferred arrival routes to their destination. Flight plans filed direct to destinations which have preferred arrival routes will not be allowed.

Pilots are requested to file Preferred IFR Routes as listed in the Airport/Facility Directory or as noted below:

- ABE HYK BKW LDN LDN031 V377 HAR V162 DUMMR
- ACY HYK BKW J42 OTT SIE
- ALB STREP ROD J29 JHW J82 ALB
- ATL MYS BWG ERLIN-STAR
- BDL STREP ROD J29 JHW J82 WILET RKA SWEDE-STAR
- BOS STREP ROD J29 JHW J82 ALB GDM-STAR
- BWI HYK BKW FAK OTT-STAR
- CAE HYK LOZ HMV SPA
- CLT HYK LOZ HMV SHINE-STAR
- DCA HYK HVQ ELDEE-STAR

DFW APALO PXV J131 LIT BYP-STAR
 DTW STREP DQN MIZAR-STAR
 EWR STREP ROD J29 DORET J584 SLT FQM-STAR
 HPN STREP ROD J29 JHW J82 WILET DNY VALRE-STAR
 IAD HYK HVQ ROYIL-STAR
 ISP STREP ROD J152 J78 PSB J49 HNK DNY LOVES-STAR
 LGA STREP ROD J29 DJB CXR J146 ETG MIP-STAR
 MDT STREP ROD J152 HAR
 MDW STREP OKK FISSK-STAR
 MEM MYS BWG WLDER-STAR
 MMU STREP ROD J29 JHW J70 LVZ-STAR
 ORD STREP MZZ ROYKO-STAR
 ORF HYK BKW J42 MOL TERKS-STAR
 PHL HYK BKW J42 GVE DPNT-STAR
 PHL ROD J152 JST BUNTS-STAR
 PHL STREP ROD J152 JST BUNTS-STAR
 RDU DQN FLM J24 HVQ BKW ROA SBV-STAR
 RDU HYK BKW ROA SBV-STAR
 RIC DQN FLM J24 HVQ J24 FAK
 RIC HYK HVQ J24 FAK
 SVH DAWNN3 GZG MULBE BZM
 SYR ROD J29 SYR
 SYR STREP ROD J29 SYR
 TEB ROD J29 JHW LVZ-STAR
 TEB STREP ROD J29 JHW J70 LVZ-STAR
 TOL STREP DQN V275 KLINE V96 VWV

Due to anticipated frequency congestion, Indy Center and Louisville ATCT, **except for emergency situations**, will not accept air filed flight plans from the Louisville area.

VFR DEPARTURES

Before starting engines, aircraft departing Louisville International VFR, should monitor ATIS on 118.725 MHz and contact Clearance Delivery on 126.1 MHz for the required Class C clearance and any information on departure delays. Departure delays may be anticipated from 1830-1959 EDT (2230-2359 UTC) on May 2, 2008, and all day on May 3 and May 4, 2009.

ADDITIONAL PILOT INFORMATION

Wake Turbulence: Pilots should be aware that a significant amount of wake turbulence may exist due to the large number of aircraft operating in the Louisville area. Exercise caution when flying within 30 miles of Louisville.

Overflight Traffic: Aircraft not landing in the Louisville area are requested to avoid overflight below 10,000 feet MSL within 20 miles of Louisville International Airport.

Restricted Area Advisory: Pilots should be aware of the existence of Restricted Area R3704 to the southwest of the Louisville (IIU) VORTAC and plan their flights accordingly. This area (R3704) is charted active 1100Z to 0500Z daily. Other activity periods outside of these times are reported by NOTAM. R3704B is activated only by NOTAM. Pilots are reminded that penetration of Restricted Areas without authorization from the using or controlling agency is extremely hazardous.

Construction Advisory: Numerous construction projects are scheduled during the springtime at Louisville International Airport. Construction information and taxiway closures will be broadcast on the Louisville ATIS (118.725). For additional information, contact Louisville ATCT at 1-502-375-7400.

Parking: All general aviation traffic planning on parking at the FBO, Atlantic Aviation, are encouraged to contact the FBO on 129.9 thirty minutes prior to arrival for parking instructions. Advanced reservations may be made with Atlantic Aviation at 502-368-1515 ext 0.

Transponders on: All aircraft are advised to conduct ground operations with their transponder in the “on” position.

PILOTS ARE URGED TO OBTAIN A COMPLETE WEATHER BRIEFING AND REVIEW ALL APPLICABLE NOTAMS PRIOR TO CONDUCTING FLIGHT.

*****CAUTION***
NUMEROUS AERIAL DEMONSTRATIONS**

Aerial demonstrations may include but are not limited to the following:

Multiple helicopter and aircraft operations in the vicinity of Churchill Downs Race Track, 1.5nm northwest of Louisville International Airport, Friday, May 1, 2009, and Saturday, May 2, 2009.

**CROWN ROYAL RICHMOND 400
NASCAR SPRINT CUP SERIES EVENT**

**RICHMOND INTERNATIONAL RACEWAY
RICHMOND, VIRGINIA**

April 30 - May 3, 2009

In anticipation of a large number of aircraft traveling to and from the Richmond, Virginia , area in conjunction with this event, the following procedures will be used to enhance safety and minimize air traffic delays. These procedures will be in effect from 0400z April 30, 2009, until 1000z May 3, 2009.

SPECIAL AIR TRAFFIC PROCEDURES

Special procedures will be in effect for the following airports:

AIRPORT	IDENTIFIER
Richmond International Airport	RIC
Chesterfield County Airport	FCI
Hanover County Airport	OFP

ATIS

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

IFR ARRIVAL ADVISORY

IFR arrival traffic routed over NUTTS intersection may expect reroute over the Lawrenceville (LVL) VORTAC.

VFR ARRIVALS

Richmond Class C Airspace

Pilot participation in the Class C Airspace is required and will be provided to aircraft landing at airports within the lateral limits of the Richmond Class C airspace. All aircraft are requested to contact Potomac Approach Control at least 20 miles from the Richmond International Airport. Pilots are requested to remain clear of Class C airspace until a clearance is received to proceed inbound.

VFR arriving aircraft are requested to cancel their flight plans with Flight Service prior to landing or as soon as possible thereafter.

FREQUENCIES	
122.2 MHz	Transmit/Receive
122.1 MHz	Transmit
RIC VOR 114.1 MHz	Receive

RICHMOND INTERNATIONAL RACEWAY ADVISORY

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

Racetrack Advisory Frequency 130.87

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

SPECIAL PROCEDURES FOR HELICOPTERS OPERATING BETWEEN RICHMOND INTERNATIONAL RACEWAY AND RICHMOND INTERNATIONAL AIRPORT

All helicopters flying between the raceway and the Richmond Airport shall have an approved waiver on file with Richmond Tower. Helicopter flights should request to use the RACEWAY Corridor (see attachment 1). Prior to requesting the use of the corridor, the pilot shall:

- Monitor the Richmond airport ATIS on frequency 119.15 MHz.
- Contact Richmond Tower on Frequency 121.1 MHz. Advise the tower of your aircraft identification number and location. Request entrance to the RACEWAY Corridor.
- RACEWAY Corridor is available for use only in VFR conditions.
- Use caution for numerous towers and antennas along the route at and below 450 feet MSL. There are five antennas, one NM north of Entry/Exit Point Yankee, at and below 450 feet MSL.

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

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

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

POST-RACE DEPARTURE INSTRUCTIONS

(Effective 0200z – 1000z daily May 2-3, 2009)

PREFERRED DEPARTURE ROUTES

To help minimize delays, it is important that pilots file IFR flight plans to their destination airports as follows:

To the northeast:

All aircraft - RIC V16 PXT preferred arrival route for destination

To the southwest (Georgia/ Alabama/ Florida/ Tennessee/ North Carolina/ South Carolina):

CLT, EQY:

Jets – RIC YEAST1 LYH MAJIC9 (destination)

Jets (RNAV) – RIC YEAST1 LYH SUDSY1 (destination)

Props – RIC V157 LVL V454 LIB (destination)

IQE, RUQ, VUJ:

Jets – RIC YEAST1 LYH NASCR1 (destination)

Props – RIC V157 LVL V454 LIB NASCR1 (destination)

GSO, INT:

Jets – RIC YEAST1 LYH HENBY2 (destination)

Props – RIC V157 LVL SBV (destination)

EXX, MTV:

Jets – RIC YEAST1 LYH V222 HENBY (destination)

Props – RIC V157 LVL SBV (destination)

HKY, SVH:

Jets – RIC YEAST1 LYH V222 HENBY (destination)

Props – RIC V157 LVL SBV V20 BZM (destination)

V.II:

Jets – RIC YEAST1 LYH V222 HENBY VJI

Props – RIC V157 LVL SBV V20 V310 HVM VJI

SOP:

Jets – RIC YEAST1 DRAIK SOP

Props – RIC V157 LVL V454 LIB SOP

TDF:

Jets – RIC YEAST1 DRAIK RDU TDF

Props – RIC V157 LVL RDU TDF

OTHER destinations:

Jets – RIC YEAST 1 preferred arrival route for destination

Turbo props – RIC V157 LVL direct destination

Non-turbo props – RIC V20 SBV LIB direct destination

To the northwest (West Virginia, Ohio, and Western Pennsylvania):

Jets - RIC YEAST1 preferred arrival route for destination

Props - RIC V38 GVE preferred arrival route for destination airport.

Due to frequency congestion, Washington Center, Potomac TRACON, and Richmond ATCT will not accept air filed flight plans to or from the Richmond area during this time period except for emergency situations.

NOTE: Flight plan drop times will be extended. DO NOT file duplicate flight plans.

IFR/VFR DEPARTURE PROCEDURES

- Monitor ATIS on frequency 119.15 MHz. for the current airport information and special instructions, prior to engine start-up.
- Contact Clearance Delivery on frequency 127.55 MHz for IFR flight plan or to advise that you are requesting VFR services in the Class C area. Give the following:
 - Aircraft identification number
 - Type aircraft
 - Destination
 - Requested altitude
- Taxi to nearest exit spot (see airport diagram) and monitor ground control on frequency 121.9 MHz. Remain clear of all active taxiways at all times.

NOTE: Taxiway Golf west of taxiway Alpha, taxiway Tango south of taxiway Golf, and the east/west section of taxiway Kilo will be designated as non-movement areas via NOTAM/FCR during this time to allow aircraft on the Million Air ramp access to exit spots 3 and 4. Use caution on these taxiways and do not block access to the cargo ramp. Do not block the North/South portion of Kilo.

NOTE: Exit spot three is for non-turbo propeller driven aircraft. Exit spot four is for turboprop and jet aircraft.

- When number 1 at the exit spot contact ground control, advise ground control of your position, aircraft call sign, and current ATIS code.
- Taxi as instructed. Expect to depart from the runway end unless otherwise advised.
- Monitor tower on frequency 121.1 MHz when instructed by ground control.
- Tower will consider aircraft ready for departure when number one (1) for assigned runway.

NOTE: Aircraft equipped with anti-collision lights should exercise courtesy while taxiing.

HELICOPTER DEPARTURE INSTRUCTIONS

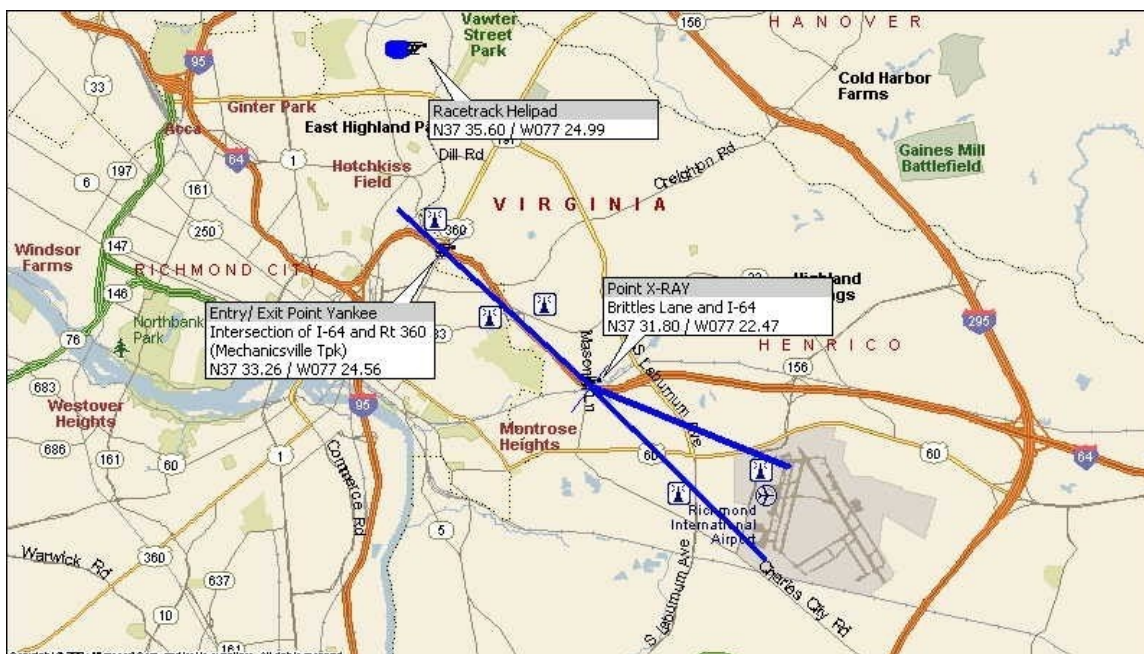
When not using the RACEWAY corridor:

- Contact clearance delivery on 127.55 MHz. Advise clearance delivery of your aircraft call sign, type aircraft, destination, if IFR or VFR and current ATIS code.
- Contact Tower on 121.1 MHz and advise of your location on the airport.

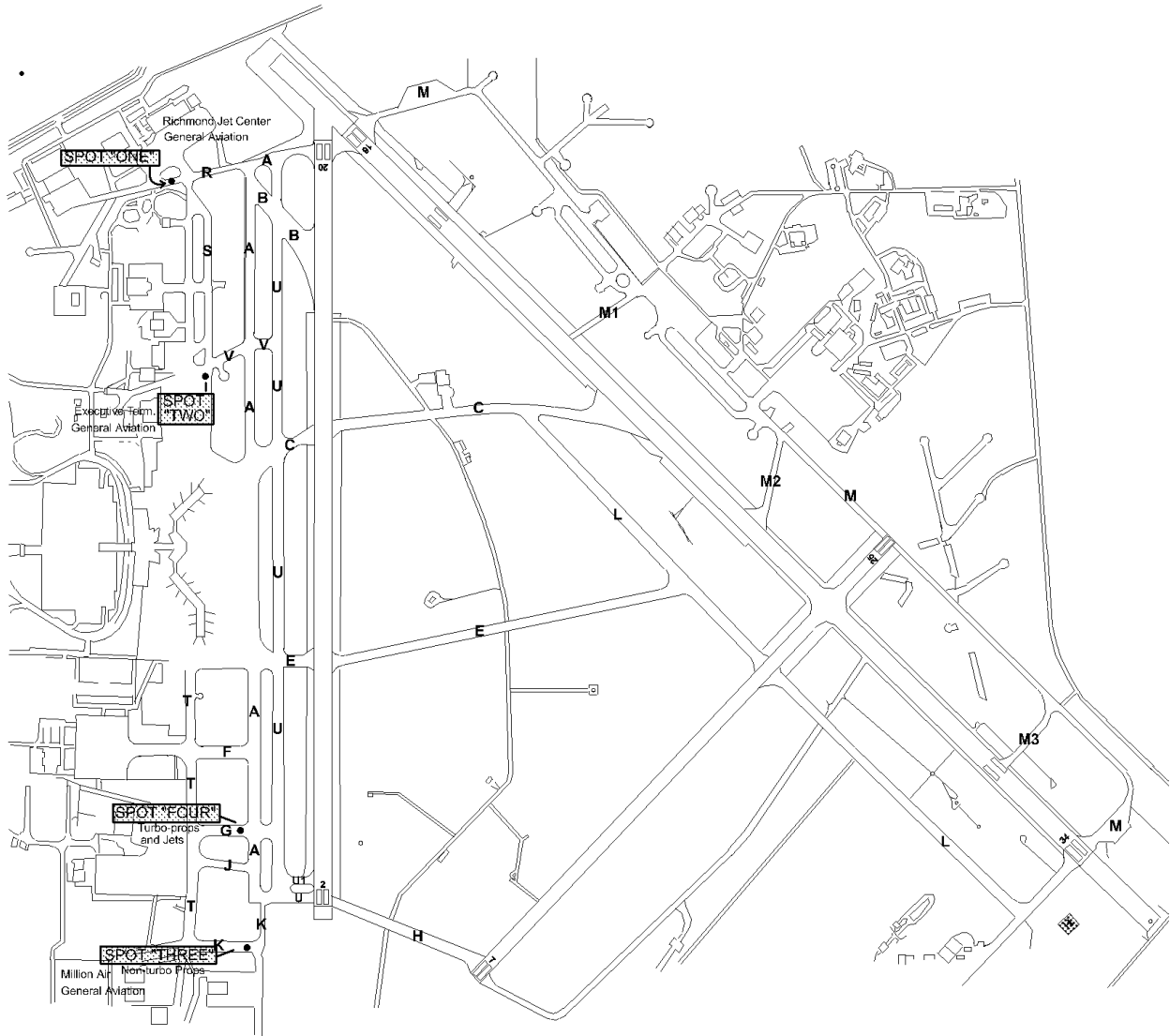
DEVIATION FROM THE ABOVE PROCEDURES MAY RESULT IN INCREASED DEPARTURE DELAYS.

FUEL ADVISORY

Due to special ATC departure procedures following this event, departures can expect to be held to altitudes lower than requested. Higher altitudes will be available as traffic permits.



Richmond International Airport Post-Race Departure Taxi Chart



Aaron's 499
SPRINT CUP NASCAR EVENT
SPECIAL AIR TRAFFIC PROCEDURES
TALLADEGA, ALABAMA

April 23 – 26, 2009

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 System 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:

AIRPORT	IDENTIFIER
Talladega Municipal	ASN
Anniston Metropolitan	ANB
St. Clair County Airport	PLR

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, April 26, 2009
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	April 25, 2009	1000 – 1800	1500 - 2300
Sunday	April 26, 2009	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	
ANB Clearance Delivery	120.35
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. Expeditious 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 April 26, 2009, 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, April 23, 2009 through Sunday, April 26, 2009)

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 April 26, 2009, 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, April 26, 2009, 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, April 26, 2009, 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, April 26, 2009)

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..

DESTINATION	ROUTE
Destinations north of a line from GAD to LVT (examples – 07C, 3I3, BMG, ENW, HNB, UMP, SDF, JYV, OEB, RID, PTK – this is not a complete listing 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 not a complete listing of airports that fit the criteria)	..GAD..RQZ..SYI

Note: Dependent upon traffic and weather conditions at JQF on April 26, 2009, users may receive a routing over ATL..IRQ..CAE..CTF.NASCRI.JQF

ANB IFR DEPARTURES

Aircraft departing ANB shall request a clearance through Birmingham ATCT on 120.35. 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 40 NM 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

BETWEEN	FACILITY	FREQUENCY
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

BETWEEN	FACILITY	FREQUENCY
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

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.

LOCKHEED MARTIN FLIGHT SERVICES

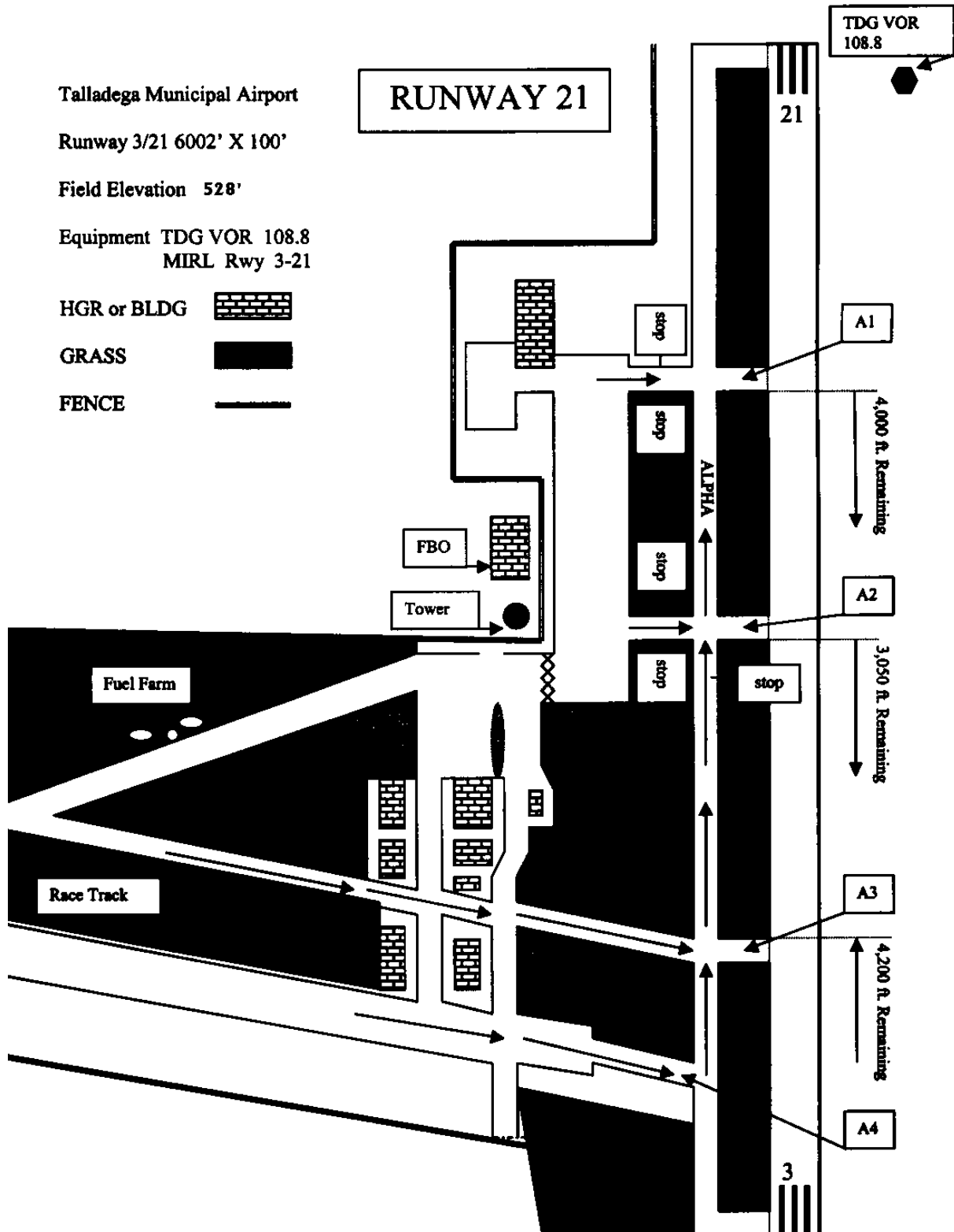
Pilot briefing and flight planning services are available by telephoning Lockheed Martin Flight Services. For a briefer, dial: 1-800-WX-BRIEF (1-800-992-7433). Press 1 or say "Briefer," then press 2-5-2 or say "Alabama."

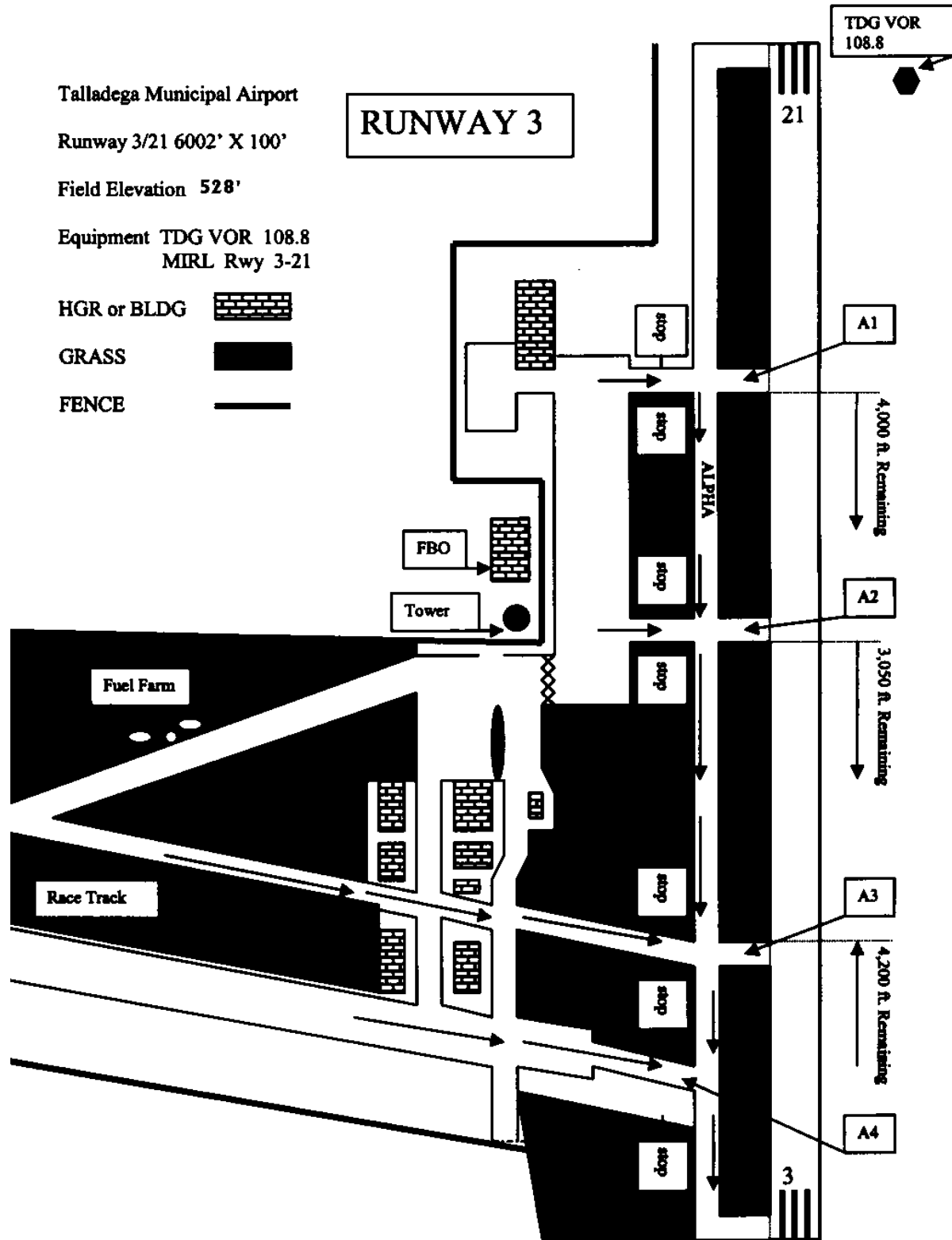
Contact Anniston Radio on 122.3 in the Talladega, Alabama area for VFR flight plan activation and closure.
Contact Flight Service on the following frequencies for in-flight briefing services:

Direction from Talladega, Alabama:

North	122.3 MHz
East	122.6 MHz
Southeast	122.65 MHz
South	122.55 MHz
Northwest	123.65 MHz

In-flight pilot reports are encouraged on these frequencies or 122.0





MASTERS GOLF TOURNAMENT

SPECIAL AIR TRAFFIC PROCEDURES

AUGUSTA, GEORGIA AREA

APRIL 5 - 13, 2009

SPECIFIC PROCEDURES CONTAINED WITHIN THIS NOTAM MAY BE REVISED OR UNAVAILABLE AT THE TIME OF THE EVENT. USERS ARE ENCOURAGED TO CHECK NOTAMS FREQUENTLY TO VERIFY THEY POSSESS THE MOST CURRENT REVISIONS. THIS NOTAM DOES NOT SUPERCEDE RESTRICTIONS PERTAINING TO THE USE OF AIRSPACE CONTAINED IN FDC NOTAMS.

CUSTOMER COMMENTS

Customer comments regarding the Masters Golf Tournament can be supplied via:

<http://www.agsatct.faa.gov>

In anticipation of a large number of aircraft operating in the Augusta, Georgia, area during the Masters Golf Tournament, the following special air traffic procedures will be used to minimize air traffic delays and enhance safety:

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	IDENTIFIER
Augusta Regional at Bush Field	AGS
Daniel Field	DNL
Aiken Municipal	AIK
Thomson-McDuffie County	HQU

Slot reservations will be required for **all domestic non-scheduled IFR ARRIVALS** during the following dates and times:

DATE	DAY	TIME (EDT)	TIME (UTC)
APRIL 6	MONDAY	0600 – 2300	1000 – 0300
APRIL 7	TUESDAY	0600 – 2300	1000 – 0300
APRIL 8	WEDNESDAY	0600 – 2300	1000 – 0300
APRIL 9	THURSDAY	0600 – 2300	1000 – 0300

DATE	DAY	TIME (EDT)	TIME (UTC)
APRIL 10	FRIDAY	0600 – 2300	1000 – 0300
APRIL 11	SATURDAY	0600 – 2300	1000 – 0300
APRIL 12	SUNDAY	0600 – 2300	1000 – 0300
APRIL 13	MONDAY	0600 – 2300	1000 – 0300

Arrival Slot reservations will be available beginning April 3, 2009 at 0600 EDT (1000 UTC) and **will NOT be assigned more than 72 hours in advance.**

Note: Scheduled IFR arrivals are air carrier/air taxi operations listed in the Official Airline Guide (OAG) and are exempt from this program. All other IFR arrivals at the above listed airports must obtain a slot reservation.

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/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.

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.

Confirmation of reservations is REQUIRED and MUST be completed between 24 and 12 hours prior to your reservation time. If the reservation is NOT confirmed at least 12 hours prior to the reservation time, it will be CANCELED and made available in the reservation system.

Upon completion of a slot reservation, you will receive a preliminary reservation number. Between 24 and 12 hours prior to your 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 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 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: The acquisition of an arrival slot does not guarantee that parking will be available at the destination airport. Users should plan alternates in the event parking becomes unavailable at your airport of intended landing. Current parking information may be obtained by contacting the appropriate local FBO.

PREFERRED IFR ARRIVAL ROUTINGS

(Effective April 5, 2009, through April 13, 2009)

Jet and turboprop aircraft filed into **AGS, DNL, HQU, or AIK** can expect one of the following preferred routes:

AGS

(AOA 150) ATL AHN V417 MSTRS direct **AGS**
ODF AHN V417 MSTRS direct **AGS**
VXV SOT SUG GRD IRQ direct **AGS**
CAE STWRT2 **AGS**
ALD STUGE3 **AGS**
PSK SPA GRD IRQ direct **AGS**
MCN060 MCN060045 direct **AGS (AOB 100)**
GRD V185 IRQ direct **AGS (AOB 100)**
CAE CAE235 CAE235040 direct **AGS (AOB 100)**

HQU

(AOA 150) ATL AHN V417 MSTRS direct **HQU**
ODF AHN V417 MSTRS direct **HQU**
V56 HARLE direct **HQU**
VXV SOT SUG GRD IRQ direct **HQU**
CAE V325 BLANE IRQ direct **HQU**
PSK SPA GRD IRQ direct **HQU**
GRD V185 IRQ direct **HQU (AOB 100)**

DNL

VXV SOT SUG GRD IRQ direct **DNL**
(AOA 150) ATL AHN V325 BLANE IRQ direct
ELW VESTO V325 BLANE direct
MCN V56 IRQ direct
CAE V325 BLANE IRQ direct **DNL**
PSK SPA GRD IRQ direct **DNL**
GRD V185 IRQ direct **DNL (AOB 100)**

PREFERRED IFR ARRIVAL ROUTINGS, cont'd

(Effective April 5, 2009, through April 13, 2009)

AIK(AOA 150) ATL AHN V325 BLANE IRQ direct **AIK**ELW VESTO V325 BLANE direct **AIK**MCN V56 IRQ direct **AIK**VXV SOT SUG SPA CAE direct **AIK**CAE direct **AIK****VFR ARRIVALS**

Due to the high volume of traffic in the Augusta area, VFR arrivals expect lengthy delays outside Augusta Class D airspace during peak traffic periods. VFR advisory service within the Augusta terminal area will be on a workload-permitting basis.

DEPARTURE PROCEDURES

In order to keep traffic and frequency congestion to a minimum:

DO NOT CALL GROUND CONTROL TO TAXI until you are the number one aircraft that can enter a taxiway from the ramp or parking area.

DO NOT TAXI until you have received taxi instructions and, if IFR, have received a clearance.

DO NOT CALL THE TOWER FOR DEPARTURE until you are in the number one position for the runway.

AUGUSTA REGIONAL AIRPORT (AGS) - All departing aircraft contact clearance delivery on 118.2. Advise if IFR or VFR.

DANIEL FIELD (DNL) - All departing aircraft contact ground control on 121.825. Advise if IFR or VFR.

PREFERRED IFR DEPARTURE ROUTINGS

Note: *Please ensure that the correct ICAO format is utilized when filing your flight plan. Flight plans without the correct ICAO RNAV designators will be assigned conventional procedures.*

Note: *Aircraft cleared via the SAMMI, DOVER, KAOLN, MISTY, NDINA, AZALA, or RDBUD SID's must remain on the published heading until advised by ATC. Aircraft cleared via the JUNPR or CHATT SID's may proceed on course after the last waypoint.*

AGS and AIK Departures:

Aircraft can expect one of the following routes:

RNAV Capable:

JUNPR2.MCN or JUNPR2.AMG

KAOLN3 - expect on course with Atlanta ARTCC (Turbojets only)

CHATT2.HOGAP or CHATT2.GSO (Turbojets only)

SAMMI2.SAMMI - expect on course with Jacksonville ARTCC via CAE, ISO, or RDU

DOVER2.DOVER - expect on course with Jacksonville ARTCC

(non-turbojets will only be assigned this route after 1630 local)

RDBUD2 RDBUD - expect on course with Greer TRACON (non-turbojets only)

Conventional NAV:

IRQ199R KNINE IRQ199050

IRQ222R HIT (Turbojets only)

IRQ032R CHATT (Turbojets only)

IRQ084R SAMMI

IRQ154R DOVER (non-turbojets will only be assigned this route after 1630 local)

DNL and HQU Departures:

Aircraft can expect one of the following routes:

RNAV Capable:

MISTY3.HADOC - expect on course with Atlanta ARTCC (Turbojets only)

CHATT2.HOGAP or CHATT2.GSO (Turbojets only)

SAMMI2.SAMMI - expect on course with Jacksonville ARTCC

AZALA2.AZALA - expect on course with Greer TRACON (AOB 100)

NDINA2.NDINA - expect on course with Atlanta TRACON (non-turbojets only)

Conventional NAV:

IRQ235R MISTY HADOC

IRQ032R CHATT (Turbojets only)

IRQ084R SAMMI

IRQ247R ANNAN (non-turbojets only)

Radar vectors toward GRD

VFR DEPARTURES / IFR PICKUP

Due to the high volume of traffic, VFR departures should not expect to obtain an IFR clearance within 100 miles of AGS.

IFR OVERFLIGHTS

IFR overflights below 16,000 feet MSL expect a routing to avoid the Augusta area.

VFR ARRIVALS AND DEPARTURES TO/FROM DNL:

Due to the heavy congestion at DNL and due to the close proximity of the Augusta Regional Airport, VFR arrivals and departures operating to/from DNL are advised to operate between the IRQ250R and the IRQ010R.

AIR TRAFFIC CONTROL TOWER INFORMATION

The FAA Air Traffic Control Tower at **Augusta Regional (AGS)** will be operational during the following time periods:

DATE	TIME (EDT)	TIME (UTC)
April 6 – 11	0600 - 2300	1000 – 0300 UTC
April 12	0600 - 0000	1000 – 0400 UTC
April 13 (Rain date)	0600 - 2300	1000 – 0300 UTC

The FAA will operate a temporary Air Traffic Control Tower at **Daniel Field (DNL)** during the following time periods:

DATE	TIME (EDT)	TIME (UTC)
April 8 – 12	0600 - 2100	1000 – 0100 UTC

FREQUENCIES	
DNL ATCT – (Radio Call “DANIEL TOWER”)	124.85 MHz
DNL Clearance Delivery	133.125 MHz
DNL Ground Control	121.175 MHz
Macon AFSS	122.3 MHz
DNL ASOS Weather	135.275 MHz

**AUGUSTA REGIONAL AIRPORT at BUSH FIELD (AGS)
FBO Information**

FBO Check-in.

All pilots are requested to check-in with the FBO customer service representatives (CSR) on arrival. CSRs need to know local contact information, service requirements, and estimated departure information to aid in managing the ramp space and to provide timely service.

Fuel Orders.

Fuel orders are taken only at the FBO customer service counter. Fuel servicing is provided on a first come, first served priority based on departure requirements. To meet your fueling requirements in a timely manner, we are bringing in additional personnel and fueling equipment.

Towing Aircraft.

To make most efficient use of our limited ramp space, our linemen frequently need to “tighten up” the aircraft parked on the ramp. Pilots are therefore requested to leave their aircraft configured to tow. Please let the FBO CSR know if the aircraft is not configured to tow, if you would like to be contacted before moving your aircraft, or if you have any special concerns about towing the aircraft. For your convenience, we have wheel chocks available.

Active Taxiways.

ATC approval is required to enter or cross an active taxiway. *Please do not allow your crew or passengers to cross an active taxiway on foot. Contact the FBO on 122.95 for transportation.*

Commercial Aircraft Terminal Gate Area.

The Commercial Aircraft Terminal Gate Area is defined as the commercial terminal, gates, and commercial aircraft parking areas, and is located just north of the FBO. This is a restricted area. Personnel entering the holding room must be screened by TSA. Personnel transiting the commercial aircraft parking area must be escorted by badged airport personnel. *Please do not allow crew or passengers to transit the Commercial Aircraft Terminal Gate Area without a badged airport escort.*

Ramp (Parking) Areas.

Ramp (parking) areas are congested with aircraft, vehicles, and pedestrians. The ramps are non-movement areas and are not controlled by Air Traffic Control (ATC). Pilots operating in these areas do so at their own risk. When taxiing in parking area, be alert for parked aircraft, taxiing aircraft, aircraft with engines running, and vehicle and pedestrian traffic. Taxiing during hours of darkness or limited visibility is more demanding and requires greater attention. Pilots are reminded to contact ground control prior to entering an active taxiway.

Overflow Parking Areas.

Due to the large amount of traffic associated with the Masters® Tournament, the Airport has designated Taxiway A, Taxiway D, and two steel planking areas as aircraft overflow parking areas. The steel planking areas are located midfield east of Taxiway C and east of the north ramp. The airport anticipates using the two steel planking overflow parking areas *only when absolutely required* due to traffic/parking saturation. When directed to one of these parking areas, please follow your signalman’s instructions.

Ground Transportation.

FBO provides ground transportation for passengers and crew.

When parked on the main ramp (west of Taxiway C and south of the Commercial Aircraft Terminal Gate Area), passengers and crew may walk between their aircraft and the FBO or use FBO transportation.

When parked on the north ramp, Taxiway A, Taxiway D, or steel planking areas the FBO will provide transportation. Pedestrian traffic is not allowed between the FBO and these parking areas. Please wait at your aircraft for transportation.

The active taxiways and Commercial Aircraft Terminal Gate Area, located between the parking areas and the FBO, must not be entered on foot and without an airport escort. Please instruct your passengers and crew personnel that *pedestrians are prohibited from entering or crossing active taxiways and the Commercial Aircraft Terminal Gate Area on foot. Contact the FBO on 122.95 for transportation.*

Engine Start-up and Taxi.

Pilots are requested to delay engine start-up until you have your clearance and just immediately before taxi. Excessive engine running is prohibited. Pilots are requested to monitor ATIS on 132.75 before engine start.

Customs.

US Customs service is not available at Augusta Regional Airport.

Vehicular Traffic.

No ground vehicles are allowed on ramps except those belonging to the Airport or to Airport tenants and operated by airport-trained personnel.

Departure Procedures.

Check FBO flight planning room for the latest information on arrival and departure procedures.

Landing Fees.

All commercial operators will be imposed a landing fee based on aircraft weight and size. Advise the FBO if you are not operating as a commercial operator.

Helicopter Traffic.

Helicopter traffic will not use the normal designated helicopter parking area east of the FBO. Helicopter pilots should follow the signalman's instructions and anticipate parking in the flagged grass areas either north or south of the main ramp.

Restricted Operations.

Formation flights, cargo flights, training flights, practice approaches and touch and go operations are prohibited April 6 - 12, 2009.

COLUMBIA METROPOLITAN AIRPORT (CAE)

Due to the volume associated with the event in the vicinity of AGS, arrivals to CAE transitioning from the west can expect a speed reduction 60 miles west of CAE and a routing of:

IRQ V155 WIDER CAE

LOCKHEED MARTIN FLIGHT SERVICES

Pilot briefing and flight planning services are available by telephoning Lockheed Martin Flight Services. For a briefer, dial: 1-800-WX-BRIEF (1-800-992-7433). Press 1 or say “Briefer,” then press 4-2-1 or say “Georgia.”

Contact Macon Radio on 122.3 in the Augusta, Georgia, area for VFR flight plan activation and closure. Contact Flight Service on the following frequencies for in-flight briefing services:

Direction from Augusta, Georgia:

North	122.625 MHz
East	122.45 MHz
South	122.6 MHz
West	122.4 MHz
Northwest	122.55 MHz

In-flight pilot reports are encouraged on these frequencies or 122.0

Remember to close your flight plan

SUBWAY FRESH FIT 500 NASCAR RACE

SPECIAL AIR TRAFFIC PROCEDURES

PHOENIX, ARIZONA

April 18, 2009

In anticipation of a large number of aircraft traveling to and from the Phoenix Area, in association with the Subway Fresh Fit 500 NASCAR Race, **Special Air Traffic Procedures for operations from Phoenix Goodyear (GYR) and Glendale Municipal (GEU)** will be implemented to enhance safety and minimize air traffic delays. The procedures listed below will be in effect from April 18, 2009, at 6:00 pm MST to April 19, 2009, 1:00 am MST (April 19, 2009, 0000 UTC to April 19, 2009, 0700 UTC).

SPECIAL AIR TRAFFIC PROCEDURES

These procedures are in effect for all domestic non-scheduled IFR departures from the following airports:

Phoenix Goodyear (GYR)

Glendale Municipal (GEU)

IFR DEPARTURES

ALL PILOTS AND AIRCRAFT OPERATORS SHALL MONITOR GOODYEAR (GYR) ATIS (118.35) PRIOR TO ENGINE START.

RACE DAY DEPARTURES SHOULD FILE FLIGHT PLANS AT LEAST TWO HOURS PRIOR TO DEPARTURE TO ALLOW FOR ATC COORDINATION AND PLANNING.

PILOTS DEPARTING FROM GYR/GEU SHOULD BE AWARE OF THE FOLLOWING RESTRICTIONS:

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). IFR CLEARANCES SHALL BE REQUESTED FROM CLEARANCE DELIVERY. AN ENGINE START TIME WILL BE ISSUED AT THAT TIME.

ALL DEPARTURES SHALL COMPLETE ENGINE RUN-UP PRIOR TO TAXI. TOWER WILL CONSIDER AIRCRAFT READY FOR DEPARTURE WHEN NUMBER ONE AT THE RUNWAY.

VFR DEPARTURES AND SUBSEQUENT AIRBORNE IFR CLEARANCE REQUESTS WILL NOT BE ACCOMMODATED WITHIN 100 MILES OF THE PHOENIX TERMINAL AREA.

IFR DEPARTURES

DUE TO THE INCREASED DEPARTURE VOLUME FROM GYR AND GEU, PILOTS SHALL FILE THE FOLLOWING ROUTES:

DESTINATION	ROUTE
SFO/BAY AREA	PXR..ZEPER..DOVEE..BTY
BUR, VNY, SMO, CMA	PXR..ZEPER..EED.J6.PMD
LA BASIN (SNA, LGB, ONT)	BXK.J212.PSP
LAX	BXK.J4.TNP
SAN AREA	GBN.J2.IPL
SOUTH EAST US (DFW, ATL, DAB, FLL)	TFD..PUSCH..CIE..ELP
DESTINATIONS NORTH OF ABQ NEW MEXICO	PXR..ZEPER..DRK..RSK
EAST CENTRAL and EAST COAST PNC, EWK, AMA NON STOP JQF, CLT, GSO OR WEATHER	PXR..BAYTA..DRYHT..ACH <i>or</i> PXR..TCS

VFR ARRIVALS/DEPARTURES

Due to increased traffic in the Phoenix Terminal Area, VFR flight following or IFR pick-up may not be provided within 100 miles of the Phoenix Area. En-route aircraft desiring to transverse the Phoenix Class B airspace area should plan routes outside the Phoenix Class B airspace. This is a very congested area. Establishment of radio contact and/or issuance of a transponder code for advisories is NOT a clearance to enter Class B airspace. VFR arriving aircraft are requested to cancel their flight plans with the appropriate Flight Service prior to landing or as soon as possible thereafter. Please refer any questions to Albuquerque Center Traffic Management at 505-856-4547/4540.

ATIS

PHOENIX GOODYEAR (GYR) 118.35

DOVER 400

NASCAR NEXTEL CUP

DOVER, DELAWARE
May 28 – June 1, 2009

In anticipation of a large number of aircraft operating to and from the Dover area in conjunction with the Nextel Cup NASCAR competition, the following procedures will be used to enhance safety and minimize air traffic delays.

These procedures are effective daily for aircraft operating to/from the following airports:

AIRPORT	LOCATION	IDENTIFIER
Dover AFB	Dover, Delaware	DOV
Sussex County Airport	Dover, Delaware	GED
New Castle Airport	Wilmington, Delaware	ILG
Delaware Airpark	Dover/Cheswold, Delaware	33N

PREFERRED ARRIVAL ROUTES

From CLT/JQF area:

Jets

RDU TYI ORF ENO3 DOV or

RDU J209 SBY V29 LAFLN

Props

RDU V155 LVL V157 RIC V16 RIDGY

From GSO area:

Jets/Props (FL180 and above)

GSO QUAK2 CREWE J14 RIC V16 RIDGY

Props (170 and below)

GSO V266 SBV V20 RIC V16 RIDGY

From WEST of GSO area:

Jets

GVE ENO3 DOV or
GVE GVE098 TAPPA V16 RIDGY

Props

GVE GVE098 V16 RIDGY

From or through ZJX:

Jets

ORF ENO3 DOV or
ORF J209 SBY V29 LAFLN

Props

TYI V213 RIDGY

PREFERRED DEPARTURE ROUTES

Abbreviated departure clearances will be utilized in accordance with FAAO 7110.65. Aircraft are encouraged to file the following routes:

DOV-ATL

Jets

DOVATLNJ
DOV ENO V379 DEALE OTT FLUKY DCA246 PAUKI MOL FLCON3 ATL

Props

DOVATLNP
DOV ENO V379 DEALE OTT FLUKY DCA246 PAUKI MOL FLCON3 ATL

GED-ATL

Jets

GEDATLNJ
GED ENO V379 DEALE OTT FLUKY DCA246 PAUKI MOL FLCON3 ATL

Props

GEDATLNP
GED ENO V379 DEALE OTT FLUKY DCA246 PAUKI MOL FLCON3 ATL

DOV-CLT

Jets

DOVCLTNJ

DOV ENO V379 DEALE OTT HAFNR GVE LYH SUDSY1 CLT

Props

DOVCLTNP

DOV SBY V1 CCV DRIVE FKN V66 ARGAL GSO V143 GIZMO CLT

GED-CLT

Jets

GEDCLTNJ

GED ENO V379 DEALE OTT HAFNR GVE LYH SUDSY1 CLT

Props

GEDCLTNP

GED SBY V1 CCV DRIVE FKN V66 ARGAL GSO V143 GIZMO CLT

DOV-EQY

Jets

DOVEQYNJ

DOV ENO V379 DEALE OTT HAFNR GVE LYH SUDSY1 EQY

Props

DOVEQYNP

DOV SBY V1 CCV DRIVE FKN V66 ARGAL GSO V143 GIZMO EQY

GED-EQY

Jets

GEDEQYNJ

GED ENO V379 DEALE OTT HAFNR GVE LYH SUDSY1 EQY

Props

GEDEQYNP

GED SBY V1 CCV DRIVE FKN V66 ARGAL GSO V143 GIZMO EQY

DOV-EXX

Jets

DOVEXXNJ

DOV ENO V379 DEALE OTT HAFNR GVE LYH V222 HENBY EXX

Props

DOVEXXNP

DOV ENO V213 CHOPS V16 LYH V222 HENBY EXX

GED-EXX

Jets

GEDEXXNJ

GED ENO V379 DEALE OTT HAFNR GVE LYH V222 HENBY EXX

Props

GEDEXXNP

GED ATR V308 CHOPS V213 PXT V16 LYH V222 HENBY EXX

DOV-GSO

Jets

DOVGSONJ

DOV ENO V379 DEALE OTT HAFNR GVE LYH HENBY2 GSO

Props

DOVGSONP

DOV ENO V213 CHOPS V16 LYH V222 HENBY GSO

GED-GSO

Jets

GEDGSONJ

GED ENO V379 DEALE OTT HAFNR GVE LYH HENBY2 GSO

Props

GEDGSONP

GED ATR V308 CHOPS V213 PXT V16 LYH V222 HENBY GSO

DOV-HKY

Jets

DOVHKYNJ

DOV ENO V379 DEALE OTT HAFNR GVE LYH V222 HENBY BZM HKY

Props

DOVHKYNP

DOV ENO V213 CHOPS V16 LYH V222 HENBY BZM HKY

GED-HKY

Jets

GEDHKYNJ

GED ENO V379 DEALE OTT HAFNR GVE LYH V222 HENBY BZM HKY

Props

GEDHKYNP

GED ATR V308 CHOPS V213 PXT V16 LYH V222 HENBY HKY

DOV-INT

Jets

DOVINTNJ

DOV ENO V379 DEALE OTT HAFNR GVE LYH HENBY2 INT

Props

DOVINTNP

DOV ENO V213 CHOPS V16 LYH V222 HENBY INT

GED-INT

Jets

GEDINTNJ

GED ENO V379 DEALE OTT HAFNR GVE LYH HENBY2 INT

Props

GEDINTNP

GED ATR V308 CHOPS V213 PXT V16 LYH V222 HENBY INT

DOV-JQF

Jets

DOVJQFNJ

DOV ENO V379 DEALE OTT HAFNR GVE LYH NASCR1 JQF

Props

DOVJQFNP

DOV SBY V1 ORF FKN NASCR1 JQF

GED-JQF

Jets

GEDJQFNJ

GED ENO V379 DEALE OTT HAFNR GVE LYH NASCR1 JQF

Props

GEDJQFNP

GED SBY V1 ORF FKN NASCR1 JQF

DOV-MTV

Jets

DOVMTVNJ

DOV ENO V379 DEALE OTT HAFNR GVE LYH V222 HENBY MTV

Props

DOVMTVNP

DOV ENO V213 CHOPS V16 LYH V222 HENBY MTV

GED-MTV

Jets

GEDMTVNJ

GED ENO V379 DEALE OTT HAFNR GVE LYH V222 HENBY MTV

Props

GEDMTVNP

GED ATR V308 CHOPS V213 PXT V16 LYH V222 HENBY MTV

DOV-PDK

Jets

DOVPDKNJ

DOV ENO V379 DEALE OTT FLUKY DCA246 PAUKI MOL ODF PDK

Props

DOVPDKNP

DOV ENO V379 DEALE OTT FLUKY DCA246 PAUKI MOL ODF PDK

GED-PDK

Jets

GEDPDKNJ

GED ENO V379 DEALE OTT FLUKY DCA246 PAUKI MOL ODF PDK

Props

GEDPDKNP

GED ENO V379 DEALE OTT FLUKY DCA246 PAUKI MOL ODF PDK

DOV-RUQ

Jets

DOVRUQNJ

DOV ENO V379 DEALE OTT HAFNR GVE LYH NASCR1 RUQ

Props

DOVRUQNP

DOV SBY V1 ORF FKN NASCR1 RUQ

GED-RUQ

Jets

GEDRUQNJ

GED ENO V379 DEALE OTT HAFNR GVE LYH NASCR1 RUQ

Props

GEDRUQNP

GED SBY V1 ORF FKN NASCR1 RUQ

DOV-SOP

Jets

DOVSOPNJ

DOV SBY J79 FKN TYI SOP

Props

DOVSOPNP

DOV SBY V1 CCV CCV236 FKN071 FKN V66 RDU SOP

GED-SOP

Jets

GEDSOPNJ

GED SBY J79 FKN TYI SOP

Props

GEDSOPNP

GED SBY V1 CCV CCV236 FKN071 FKN V66 RDU SOP

DOV-SVH

Jets

DOVSVHNJ

DOV ENO V379 DEALE OTT HAFNR GVE LYH HENBY BZM SVH

Props

DOVSVHNP

DOV ENO V213 CHOPS V16 LYH V222 HENBY BZM SVH

GED-SVH

Jets

GEDSVHNJ

GED ENO V379 DEALE OTT HAFNR GVE LYH HENBY BZM SVH

Props

GEDSVHNP

GED ATR V308 CHOPS V213 PXT V16 LYH V222 HENBY BZM SVH

DOV-TDF

Jets

DOVTDFNJ

DOV SBY J79 FKN RDU TDF

Props

DOVTDFNP

DOV SBY V1 CCV CCV236 FKN071 FKN V66 RDU TDF

GED-TDF

Jets

GEDTDFNJ

GED SBY J79 FKN RDU TDF

Props

GEDTDFNP

GED SBY V1 CCV CCV236 FKN071 FKN V66 RDU TDF

DOV-V,II

Jets

DOVVJINJ

DOV ENO V379 DEALE OTT FLUKY DCA246 PAUKI MOL PSK VJI

Props

DOVVJINP

DOV ENO V379 DEALE OTT FLUKY DCA246 PAUKI MOL PSK VJI

GED-V,II

Jets

GEDVJINJ

GED ENO V379 DEALE OTT FLUKY DCA246 PAUKI MOL PSK VJI

Props

GEDVJINP

GED ENO V379 DEALE OTT FLUKY DCA246 PAUKI MOL PSK VJI

DOV-VUJ

Jets

DOVVUJNJ

DOV ENO V379 DEALE OTT HAFNR GVE LYH NASCR1 VUJ

Props

DOVVUJNP

DOV SBY V1 ORF FKN NASCR1 VUJ

GED-VUJ

Jets

GEDVUJNJ

GED ENO V379 DEALE OTT HAFNR GVE LYH NASCR1 VUJ

Props

GEDVUJNP

GED SBY V1 ORF FKN NASCR1 VUJ

Airshows

2009 U.S. & CANADIAN MILITARY AERIAL AIRCRAFT/PARACHUTE DEMONSTRATIONS

During CY 2009, 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 2009 aerial demonstration locations, subject to change without notice, are:

DATE:	USAF Thunderbirds	USN Blue Angels	Canadian Snowbirds	USA Golden Knights
March 14		NAF El Centro, CA		
17	Creech AFB, NV			
21-22	Luke AFB, AZ	Punta Gorda, FL		
28-29	MacDill AFB, FL	Tyndall AFB, FL		Tyndall AFB, FL
28-29				Kill Devil Hills, NC
April 4-5	Keesler AFB, MS	Tuscaloosa, AL		Keesler AFB, MS
4-5				Tuscaloosa, AL
18-19	Ceiba, Puerto Rico	NAS Corpus Christi, TX		Ceiba, Puerto Rico
18-19				NAS Corpus Christi, TX
25-26	Langley AFB, VA	Seymour Johnson AFB, NC		Seymour Johnson AFB, NC
25-26				Lakeland, FL
May 2-3	Robins AFB, GA	NAS New Orleans, LA		Robins AFB, GA
2-3				NAS New Orleans, LA
9-10	Branson, MO	Barksdale AFB, LA <i>(pending)</i>	Barksdale AFB, LA	Branson, MO
13			Anderson, SC	Anderson, SC
16-17	Andrews AFB, MD	MCAS Beaufort, SC	MCAS Cherry Point, NC	Andrews AFB, MD
16-17				Augusta, GA

DATE:	USAF Thunderbirds	USN Blue Angels	Canadian Snowbirds	USA Golden Knights
May 20 & 22		USN Academy, Annapolis, MD		
23-24	Jones Beach, NY	NAS Patuxent River, MD	Jones Beach, NY	Jones Beach, NY
23-24				NAS Patuxent River, MD
27	USAF Academy, Colo. Springs, CO			
30-31	Ellsworth AFB, SD	Janesville, WI	Rochester, NY	Janesville, WI
30-31				Rochester, NY
June 6-7	Hill AFB, UT	Indianapolis, IN		Indianapolis, IN
6-7				Manitowoc, WI
13-14	Ocean City, MD	Denver, CO		Ocean City, MD
20-21	Dover AFB, DE	Pittsburgh, PA		Quad City, IA
27-28	Helena, MT	North Kingston, RI	North Kingston, RI	Helena, MT
27-28				Charleston, SC
July 3				Dubuque, IA
4-5	Battle Creek, MI	Binghamton, NY		Binghamton, NY
10-11	Peoria, IL			
11		Pensacola Beach, FL <i>(pending)</i>		
11-12				Gary, IN
11-12				Grand Forks, ND
18-19	Dayton, OH	Ypsilanti, MI <i>(pending)</i>		Dayton, OH
18-19				Minot, ND
22	Cheyenne, WY			
25-26	Milwaukee, WI	Sioux Falls, SD		Milwaukee, WI
25-26				Sioux Falls, SD
August 1-2		Seattle, WA		
8-9	Youngstown ARB, OH	Salinas, CA		Youngstown ARB, OH

DATE:	USAF Thunderbirds	USN Blue Angels	Canadian Snowbirds	USA Golden Knights
August 8-9				Salinas, CA
15-16	Chicago, IL			Chicago, IL
15-16				Rifle, CO
18-19				Atlantic City, NJ
19	Atlantic City, NJ			
22-23	Selfridge ANGB, MI	Fargo, ND		Kansas City, MO
22-23				Wichita, KS
29-30	Hillsboro, OR	Offutt AFB, NE		Hillsboro, OR
29-30				Offutt AFB, NE
September 5-7	Cleveland, OH			Cleveland, OH
11		NAS Fallon, NV		
12-13	Sacramento, CA			Sacramento, CA
12-13				Kirksville, MO
19-20	Hickam AFB, HI	Reno Air Races, NV	Scott AFB, IL	Hickam AFB, HI
19-20				Scott AFB, IL
26-27		Redding, CA	Colo. Springs, CO	Redding, CA
26-27				Greenville, SC
30			San Diego, CA	
October 2-4		MCAS Miramar, CA		
3-4			MCAS Miramar, CA	MCAS Miramar, CA
3-4				Cocoa Beach, FL
7			Tucumcari, NM	Tucumcari, NM
10-11		San Francisco, CA	Sheppard AFB, TX	Peachtree City, GA
10-11				McEntire JNGB, SC
17-18		NAS Oceana, VA	Cape Canaveral, FL	Cape Canaveral, FL
17-18				Edwards AFB, CA
24-25		Fort Worth, TX		Fort Worth, TX
24-25				Pinehurst, NC
31		Houston, TX		Haverville, MA

DATE:	USAF Thunderbirds	USN Blue Angels	Canadian Snowbirds	USA Golden Knights
November 1		Houston, TX		Haverville, MA
7-8	Homestead ARB, FL	Jacksonville Beach, FL		
13-14		NAS Pensacola, FL		
14-15	Nellis AFB, NV			

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

THUNDER OVER LOUISVILLE

AERIAL DEMONSTRATION

Louisville, Kentucky

April 18, 2009

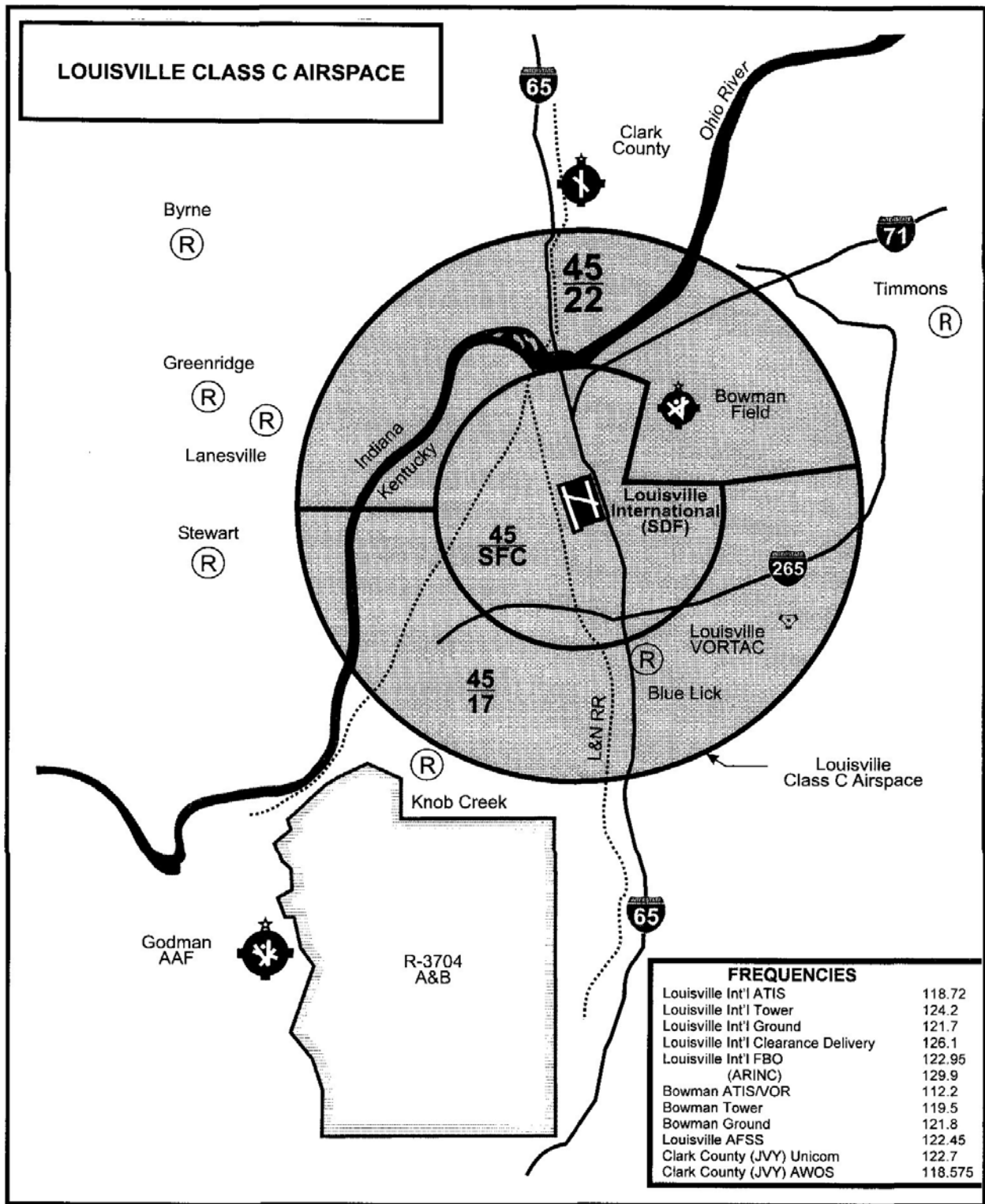
An aerial demonstration is being conducted on April 18, 2009, in association with the opening ceremonies for the Kentucky Derby over the Ohio River in the vicinity of the Louisville VORTAC (IIU) 315 radial, 13NM in Louisville, Kentucky. The demonstration will begin at 2:00 p.m. EDT (1800 UTC), April 18, 2009, and conclude at 10:00 p.m. EDT (0200 UTC) April 18, 2009.

The demonstration may include, but not limited to, the following events: Air-show, including multiple high performance military aircraft, acrobatic aircraft, skydivers, banner tows, rotorcraft operations, blimp operations, media coverage from numerous aircraft, and a fireworks display.

Due to potential airborne hazards, avoid over flight within 5 NM and below 17,000 MSL in the vicinity of the IIU315013. Demonstrations will be conducted in the northern portion of the Class C Airspace, and non-participating pilots are cautioned that ATC approval may be required to transition the area (see graphic).

Practice demonstrations will be conducted in the above location during various times on Thursday, April 16th and Friday, April 17th.

Pilots are urged to check NOTAM(s) if flight is to be conducted in this area on the effective dates shown above. Aircraft planning to transition within 50NM of this area may also obtain additional information by contacting Louisville Approach Control on 132.07 or by calling 1-502-375-7400.



GOLDEN WEST REGIONAL FLY-IN AND AIRSHOW

**Yuba County Airport, Marysville, CA (MYV)
June 12 – June 14, 2009**

THESE PROCEDURES ARE ONLY VALID DURING THE TIME THE TEMPORARY TOWER IS OPERATIONAL. THE HOURS WILL BE:

Friday, June 12:	0600 – 1800 Local
Saturday, June 13:	0600 – 1800 Local
Sunday, June 14:	0600 – 1800 Local

MYV Area Frequencies

Marysville Yuba County Airport AWOS	118.475 (530-742-0695)
NORCAL Approach-Southeast Arrivals	127.4
NORCAL Approach-Southwest Arrivals	134.8
NORCAL Approach-South of Sacramento	125.25
<i>(See San Francisco Sectional for other NORCAL Approach Frequencies.)</i>	
Marysville Tower	126.4
Marysville Ground Control	127.9
Golden West Parking Advisory	123.05
Helicopter Parking	134.7
UHF	291.1

Runway/Airport Closures

Check Local NOTAMs for airport closure times prior to departure. Marysville Airport will close intermittently during this event to accommodate special activities and aerial demonstrations. The planned closure periods are:

Friday June 12:	1500 – 1700 Local
Saturday, June 13:	1500 – 1730 Local
Sunday, June 14:	1300 – 1500 Local

Runway 5/23 will be closed from 6 am local on June 11, until 6 pm local June 15. The runway will be used for aircraft taxiing and parking.

Airport Delays

Due to aircraft demonstrations and fly-by activities associated with this event, other aircraft operations may be delayed. Pilots should plan accordingly.

Helpful Hints

Do Not make unnecessary radio transmissions.

Do Not Stop On Runways; expeditious clearing of the runway is essential.

Observe and Comply with all orange-vested ground marshal instructions.

Do Not Stand On, Near, or Walk Across Runways or Taxiways.

VFR Arrivals to Marysville Yuba County Airport

These procedures will only be used during daylight hours.

All aircraft are expected to use the Golden West Fly-In arrival procedures. Aircraft not complying with these procedures can expect increased delays.

***NOTE:** Sacramento International (SMF) and Beale AFB (BAB) Class C airspace is in effect. Remain clear of Class C airspace unless two-way radio communication has been established with NORCAL Approach Control.*

When you are 20 to 30 miles from Marysville Yuba County Airport, listen to the AWOS on 118.475. Contact NORCAL Approach on the appropriate frequency. NORCAL Approach will issue instructions and traffic advisories on a workload-permitting basis.

All aircraft should operate as close to 100 knots as possible while inbound on the 45 degree entry, and if possible, match the leading aircraft's speed while in the traffic pattern. Pattern altitude is 1,100 feet MSL. Pattern altitude for high performance aircraft is 1,600 feet MSL.

IMPORTANT: Remain in trail, nose to tail. No side by side operation and no passing. "S" turn if necessary. Leave lights on within 30 miles of Marysville. Monitor fuel status. If critical, advise ATC immediately.

Traffic Patterns

Runway 14: Expect Right Traffic. Report mid-field downwind unless otherwise instructed.

Runway 32: Expect Left Traffic. Report mid-field downwind unless otherwise instructed.

Tower may issue instructions and clearances using either your call sign or your aircraft type and color.

Unless otherwise instructed, plan landing so as to exit the runway as soon as possible on a hard surface. If traffic is close behind, you may be instructed to land long. All landing traffic must remain alert for possible radio or light signal go-around from the tower.

After Touchdown

All aircraft should continue moving until clear of the runway, as there will be aircraft landing behind you. **An aircraft exiting a runway is not clear of the runway until all parts of the aircraft have crossed the applicable holding position marking.** The required runway spacing may be reduced to 1,500 feet for your type of aircraft. It is important for safety that you do not stop on the runway. Orange vested marshals will direct you to parking locations.

No Radio (NORDO) Aircraft

It is imperative that pilots of NORDO aircraft check NOTAMs for airport closure times to prevent arrival during aerobatic demonstrations. To enhance safety, all pilots are encouraged to use radios, including hand-held aircraft radios.

Arriving NORDO aircraft, except ultralight aircraft, must call MYV tower at **530-415-1191** to receive approval for a NORDO arrival. When approaching Marysville Airport, be alert for traffic. Use a standard traffic pattern entry and position yourself to follow an aircraft inbound to the airport. When you reach mid-field downwind begin rocking your wings for approximately 10 seconds. Watch the control tower for a light signal. If no signal is observed, ensure adequate spacing with the preceding aircraft and land. If a red light is observed from the tower, depart the pattern by over flying the airport and re-enter the traffic pattern. Be extremely alert for numerous aircraft operating in the vicinity of Marysville Airport.

Departing NORDO aircraft, except ultralight aircraft, must call MYV tower at the phone number above to receive approval for a NORDO departure.

VFR Holding

During heavy traffic volume, it may become necessary to instruct aircraft to delay outside the traffic pattern. You will be given a direction from the airport to hold and an anticipated length of delay. Pilots are urged to maintain maximum vigilance as there will likely be other aircraft holding in your vicinity.

Departure Procedures

All aircraft should monitor the Marysville AWOS prior to engine start to obtain weather, runway, and possible departure delay information. All aircraft should monitor Golden West Aircraft Parking on 123.05 and follow the orange-vested marshal's directions until approaching a taxiway entry spot. When number one at the taxiway entry spot, call Marysville Ground on 127.9 with your aircraft identification, the location where you are holding, and advise that you have received the "Numbers." Marysville Ground will issue taxi instructions. **Listen closely for, and read back, all "hold short" instructions.** When you are approaching number one for departure, change to the Marysville Tower frequency, 126.4. Advise when you are number one and state the runway number where you are holding short. Intersection departures should advise tower of the intersection where they are holding (*EXAMPLE: N12345 ready runway one four, taxiway alpha*). Departures planning an on-course heading east of Marysville airport must remain west of Highway 65 and do not turn on course until leaving 2,500 feet **and in contact with NORCAL Approach** (Beale Class C Airspace). You may be assigned an initial departure heading. Pilots are expected to remain on the assigned heading until ATC instructions to resume own navigation have been received.

IFR Traffic

Due to the expected increase in the volume of traffic generated by the Fly-In, some delays may be encountered for IFR aircraft arriving and departing Marysville Yuba County Airport. Be familiar with the Golden West Fly-In VFR arrival and departure procedures.

IFR Arrival Procedures

Be prepared to discontinue your approach and enter a VFR traffic pattern for landing sequence. When the ceiling and visibility at Marysville Yuba County Airport is at or above 3,000 feet and 5 miles, expect to be vectored to the airport for a visual approach. Be extremely alert for a high volume of traffic with a wide variance of performance characteristics operating in the vicinity of Marysville.

IFR Departure Procedures

File your IFR Flight Plan at least one hour before departure. IFR flight plans which have not been activated within 90 minutes of the proposed departure time will be dropped from the system. Contact Marysville Ground on 127.9. **Do not taxi** until you have received your IFR clearance. When you have completed your run-up and are ready for departure, advise **Ground Control** that you are ready for IFR release. Once your IFR release has been obtained Ground control will advise you to contact Marysville Tower. Do not block access to the runway until Ground Control advises you to contact the tower.

Ultralight Operations

Pilots of Ultralight aircraft must obtain a briefing on arrival and departure procedures from the appropriate Golden West Fly-In personnel prior to operating at Marysville Airport during this event.

At no time should Ultralights cross the extended centerline of Runway 14/32. All Ultralight traffic pattern operations should be conducted at or below 600 feet MSL.

Flight Service Station Information

Complete pilot briefing and flight-planning services will be provided 24 hours daily through the Oakland Automated Flight Service Station (AFSS). These services are available by calling the AFSS at 1-800-992-7433 (1-800-WX-BRIEF).

A temporary non-automated Flight Service Station will be located at Marysville Yuba County Airport during the Fly-In. The FSS can be located by following the signs directing you to its location.

Due to the large volume of services provided during the Fly-In and limited staffing, it is imperative that you contact the Flight Service Station as far in advance as possible to obtain your briefing and file flight plans.

Inbound VFR Flight Plans to Marysville Yuba County Airport

Pilots are requested to add an additional 30 minutes to their ETA to allow for unexpected delays. Pilots are also encouraged to ensure the color of their aircraft is included in the remarks section of their VFR flight plans.

Due to the large number of aircraft at Marysville Yuba County Airport, it may be a good idea to close your VFR flight plan while approaching the airport as parking delays may be encountered.

To close flight plans, pilots can use FSS frequency 122.05 or 122.3. Advise Rancho Radio which frequency you are listening to and provide your complete call sign. Due to frequency congestion, air files and full-route weather briefings are discouraged between 6 am and 7 pm local on Rancho Murieta AFSS frequencies.

REMEMBER TO CLOSE YOUR FLIGHT PLAN.

CAPITAL CITY AIR-FEST 2009

Tallahassee, FL
May 16 - 17, 2009

In anticipation of a large number of aircraft operating to and from the Tallahassee Regional Airport (TLH) during the Capital City Air-Fest, the following procedures will be used to enhance safety and minimize air traffic delays.

TLH FREQUENCIES	
ATIS	119.45
Clearance Delivery (Often combined w/Ground Control)	126.65
Ground Control	121.9
Tower	118.7
Approach/Departure EAST (East and South of TLH)	135.8
Approach/Departure WEST (North and West of TLH)	128.7
Gainesville AFSS RCO	122.4/122.2
UNICOM	122.95
AIRFEST OPERATIONS	133.85
Telephone (TLH ATCT)	(850) 942-9642

ARRIVAL PROCEDURES

TLH ATCT operates 0600-2300 daily. Two-way radio communication with TLH ATCT is required for all arrivals.

NORMAL ARRIVAL PROCEDURE

All aircraft with operable transponders except 2J9 departures:

- Check current NOTAM information before departure for TLH.
- Get current ATIS prior to contacting TLH Approach. (TLH Approach East and TLH Approach West are frequently combined. Please use 135.8 from all directions if so noted on current ATIS broadcast.)
- Contact TLH Approach on appropriate frequency prior to entering TLH Class C airspace. On initial contact state call sign, type aircraft, ATIS code and "EAA Fly-In." (See Appendix 2: Important Notes for Pilots for tips on selecting the appropriate frequency.)
- Expect assignment to Runway 18 or Runway 36, whichever is active.
- Tower will sequence you into landing pattern. Be prepared to make downwind entry for spacing.

- After landing, listen carefully for runway exit instructions. When at taxi speed, exit first available taxiway unless otherwise instructed.
- **If exiting Runway 18/36:** after landing, contact AIRFEST OPS on 133.85 for advisories and parking instructions. AIRFEST OPS is an advisory frequency only. Use caution – all taxiways associated with Runway 18/36 (A, B, C, D) and the Runway 36 run-up pad are non-movement areas during the Air-Fest.
- **If exiting Runway 9/27:** after landing, contact TLH Ground on 121.9 and state “EAA FLY-IN”. ATC will issue taxi clearance into the Air Fest non-movement area. Expect a frequency change to AIRFEST OPS on 133.85 when clearing the airport movement area.
- EAA ground personnel will assist with parking on the North ramp.

POWER PLANT ARRIVAL PROCEDURE

All non-transponder aircraft and 2J9 departures

Effective:

Saturday, May 16, and Sunday, May 17, 2009 only

0800-1100 EDT (1200-1500 UTC)

WEATHER MINIMUMS: Ceiling of 3000’ and 5SM visibility

All non-transponder aircraft arriving TLH during the Air Fest must use this procedure. All Quincy (2J9) departures arriving TLH during the effective time may use this procedure. There is no alternate time window. This procedure is not authorized if a runway is closed by NOTAM during the event.

- Get current ATIS.
- Remain clear of TLH Class C airspace and approach Talquin Power Plant from the west side. Be alert for aircraft departing Quincy (2J9). (See Power Plant Arrival Procedure map.)
- Report to Tower crossing Talquin Power Plant for pattern entry. On initial contact state call sign, type aircraft, and ATIS code. If weather is below prescribed minimums, expect instructions to remain clear of Class C airspace and contact TLH Approach. Non-transponder operations will not be authorized if weather is below prescribed minimums.
- Do not exceed 100 Knots IAS after crossing the power plant. Aircraft unable to safely maintain 100 KTS or less remain at 1500 MSL until instructed by Tower to descend to pattern altitude.
- Enter downwind for assigned runway unless otherwise instructed. Runway 18 – right traffic; Runway 36 – left traffic. TLH pattern altitude 1100 MSL.
- If airport traffic density is too great, expect to hold in VFR conditions over the Quincy airport (2J9) until you can be accommodated. Holding will be clockwise – reciprocating aircraft at 2000 MSL at or below 100 KTS IAS, all other aircraft at 2500 MSL.

NON-TRANSPONDER ARRIVALS

- Non-transponder (or inoperative transponder) equipped aircraft may utilize the POWER PLANT ARRIVAL procedure during effective times.
- Other non-transponder arrivals are not authorized.
- Waivers for non-transponder/inoperative transponder aircraft to enter TLH Class C airspace outside of published procedures **will not be approved during the Air-Fest.**
- Waivers for non-transponder entry into TLH Class C airspace will not be issued to airborne aircraft.

LOCAL AIRCRAFT DEMONSTRATION PROCEDURES

Local closed traffic pattern flights will be approved on a workload-permitting basis. Aircraft demonstration flights that will exit the TLH pattern are strongly encouraged to use published standard demonstration areas to avoid conflict with TLH operations and other demonstration aircraft. Except for flights using the CAPITAL DEMO AREA procedure, demonstration or sightseeing flights that loiter within the TLH Class C inner area may be restricted due to traffic and/or workload. TLH Approach will provide Class C services for all departures. VFR flights within the Class C airspace will be approved on a case-by-case basis. Pilots may request routing into one of three local demonstration areas:

WEST PRACTICE AREA

Definition: Area south of Interstate Highway I-10, north of the depicted power lines, east of the PAM MOAs and west of the TLH Class C Inner Area (See West & St Marks Practice Area graphic)

Recommended for: Aircraft with IAS of less than 200 knots.

Normal ATC frequency: 128.7 (TLH Approach West)

ST MARKS PRACTICE AREA

Definition: Area south of the depicted power lines, east of the PAM MOAs, and west of the Aucilla River (See West & St Marks Practice Area graphic)

Recommended for: Aircraft with IAS in excess of 200 knots.

Normal ATC frequency: 135.8 (TLH Approach East)

CAPITAL DEMO AREA

Definition: Area south of Lake Jackson, west of Killearn Golf Course/Tallahassee Memorial Hospital, north of TLH airport and east of Capital Circle. Maintain VFR at or below 1500 MSL while operating within the Capital Demo Area. (See Capital Demo Area graphic)

Recommended for: Sightseeing over the city of Tallahassee.

Normal ATC frequency: 118.7 (TLH Tower)

DEPARTURE PROCEDURES

In general, TLH departures will follow normal Class C departure procedures.

- Monitor ATIS. TLH Clearance Delivery is often combined with TLH Ground. When ready to taxi, contact TLH Clearance or TLH Ground as instructed on ATIS message.
- On initial contact provide call sign, type aircraft, ATIS code, requested destination or route (i.e. "CAPITAL DEMO AREA", etc), and requested altitude. If planning to return to TLH state "round robin". VFR flight following by TLH Approach and hand-off to adjacent sectors will be provided as workload permits.

EXAMPLE A (flight to West Practice Area and return to TLH): "Tallahassee Clearance, November Six-Two-Zero-Six-Delta, Cessna One-Seven-Two, with ATIS Lima, round robin to West Practice Area, three thousand and below."

EXAMPLE B (flight departing TLH landing at another airport): "Tallahassee Clearance, November One-Zero-Six-Romeo-Victor, R-V-6, with ATIS Kilo, landing Cedar Key, five thousand, five hundred."

- Aircraft without operable transponder must state "NEGATIVE TRANSPONDER" in addition to information listed above when contacting TLH Clearance or Ground for departure instructions. Non-transponder aircraft are expected to exit TLH Class C airspace in an expeditious manner. VFR flight following is not available to non-transponder aircraft and radar services will be terminated upon exiting Class C airspace. Non-transponder departures will be handled as workload permits. Non-transponder round-robin flights from TLH are discouraged during the Air Fest.
- ATC will issue a squawk code. Expect to depart Runway 18 or 36 whichever is active. Monitor AIRFEST OPS on 133.85 for advisories while in the non-movement area. Taxi operations within the NOTAMed non-movement area do not require ATC clearance. Run-up pads are available at the approach ends of both Runway 18 and Runway 36. If Runway 9 or Runway 27 departure is required for operational necessity, contact TLH Ground for taxi clearance prior to entering the movement area to the appropriate runway.
- When run-up is complete contact TLH Tower. Tower will issue an initial departure heading with clearance for take-off. Aircraft using the CAPITAL DEMO AREA can expect to remain on Tower frequency for traffic advisories (see Appendix 1). All others expect Class C service with TLH Approach until clear of airspace.

APPENDIX 1

SPECIAL PROCEDURES FOR CAPITAL DEMO AREA

- TLH departures expect to enter on the western side on a northerly heading.
- TLH Tower will monitor area. Expect Class C service on Tower frequency 118.7. Tower may adjust demo area pattern to meet user requests and traffic needs.
- All aircraft orbit in a clockwise manner at or below 1500 MSL.
- Deviation from procedures approved by ATC based on workload.
- This area is designed to avoid itinerant traffic at TLH. Use caution in the western side of area for traffic landing Runway 18 or departing Runway 36. Use caution in the eastern side of area for traffic landing Runway 27 or departing Runway 9.

APPENDIX 2

IMPORTANT NOTES FOR PILOTS

- **LOOK, LISTEN, and PROMPTLY REPLY/COMPLY.** The high density of small aircraft in the TLH local area makes it paramount to keep your head up scanning for others. Be especially vigilant for aircraft not in contact with ATC and therefore unaware of fly-in activities. May is typically one of the busiest months for VFR aircraft flight in our area.
- **CHECK NOTAMS.** There will be construction in progress at the airport in addition to Air Fest activity. Last minute change to procedures or equipment outages will be included in NOTAM. Current NOTAM information is a critical part of participation in Air Fest 2006.
- **KEEP YOUR SPACING** when following other aircraft. Although this is a “fly-in,” ATC is not relieved of minimum separation standards for this event. ATC is required to maintain at least 3000 feet between successive single-engine light aircraft arrivals.
- **BE PREPARED** for spacing maneuvers when TLH Approach switches you to TLH Tower. Tower will provide your landing sequence.
- **EAST APPROACH FREQUENCY (135.8):** Arrivals from the east and south should use TLH Approach frequency 135.8. This includes arrivals on a clockwise arc from GEF VOR to about a 250-degree heading off TLH. Typical arrivals from over VLD, LCQ, TAY, 24J, GNV, CTY, 40J, 2J0, AAF, and X13 should use this frequency. When sectors are combined, 135.8 is used for all approach/departure control operations at TLH.
- **WEST APPROACH FREQUENCY (128.7):** Arrivals from the west and north should use TLH Approach frequency 128.7. This includes arrivals on a clockwise arc from Panama City (PFN) to GEF VOR. Typical arrivals from over PFN, CEW, MAI, DHN, ABY, TVI, MGR, 2J9, BGE, and 70J should use this frequency.
- **CHECK ATIS, MONITOR, AND THEN CHECK-IN.** Frequently, TLH Clearance and Ground are combined on 121.9 and TLH Approach East and Approach West are combined on 135.8. Carefully monitor the current ATIS to determine the correct frequency. Monitor all TLH frequencies a few seconds prior to checking in. Use caution for frequency congestion during the Air-Fest.
- **CLOSE YOUR VFR FLIGHT PLAN.** Pilots are expected to open and close their VFR flight plans with Gainesville AFSS. GNV AFSS has an RCO (122.4 or 122.2) at TLH that can be used on the ground. Open your flight plan while still on the ground immediately prior to departure. TLH ATC may not be able to approve a frequency change to do so after you are airborne.

POWER PLANT ARRIVAL

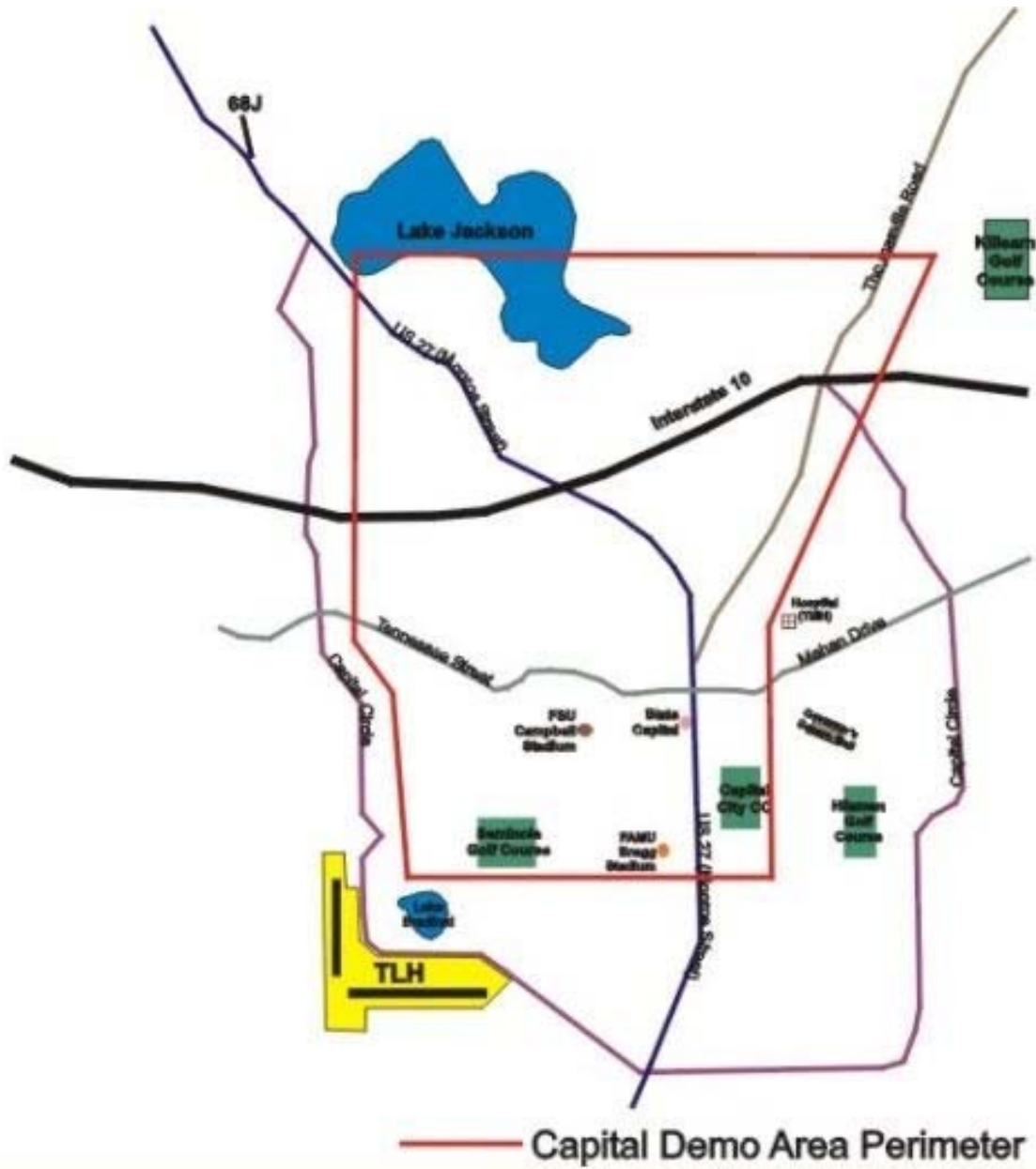


WEST & ST MARKS PRACTICE AREAS



MAP NOT FOR NAVIGATION PURPOSES.
REFER TO CURRENT JACKSONVILLE SECTIONAL FOR DETAILS.

CAPITAL DEMO AREA



Special Notices



LAKELAND, FLORIDA
APRIL
21-26
2009

SPRING BREAK FOR PILOTS!™

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 **SUN n FUN**
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2009 SUN 'N FUN FLY-IN
Lakeland, Florida
April 19-26, 2009

NO RADIO (NORDO) AIRCRAFT
NOT AUTHORIZED

(except Ultralights)

Cover art: Provided by Sun 'n Fun Fly-In, Inc

TABLE OF CONTENTS

➔ Safety Notices	3
➔ Airport Manager's Special Notice	4
➔ Runway Closure/Navaid Outages/Airport Closure	4
➔ Airshow Operations	5
➔ Lakeland Frequencies	5
➔ VFR Arrival Procedures (Lake Parker Arrival)	6
• VFR Holding at Lake Parker and Lake Hancock	12
• Traffic Pattern	13
• Displaced Threshold	16
• Landing	17
• After Touchdown	19
• Windshield Parking Signs	20
➔ VFR Departures	21
➔ Warbird South Arrivals	23
➔ Helicopter Arrivals/Departures	24
➔ Ultralight/Light Sport Aircraft (LSA) Arrivals/Departures	25
➔ Lake Agnes Splash-In At Fantasy Of Flight	26
➔ IFR Procedures	27
• IFR Traffic Management	27
• IFR Arrivals/Departures	28
• IFR Pick Up/VFR Flight Following	29
➔ Requests to Deviate From Mode C Transponder Requirements	31
➔ Flight Service Station Information	34
• Central Florida FSS Frequencies	35
➔ Plant City Municipal Airport (PCM)	36
➔ Skydiving Activity Advisory	37
➔ Do's and Don'ts	37
➔ Central Florida Approach Control/ARTCC Frequencies	38
➔ Sun 'n Fun Frequencies	39

SAFETY NOTICES

- ➔ No Radio (**NORDO**) aircraft are **NOT AUTHORIZED** (except Ultralights)
- ➔ This notice does not supersede restrictions pertaining to the use of airspace contained in FDC NOTAMs. Pilots are reminded to **CHECK NOTAMs** frequently to obtain the most current information.
- ➔ Pilots shall adhere to all published LAL arrival/departure procedures and to all ATC instructions. Failure to do so may jeopardize your safety and the safety of others.
- ➔ To insure clear and concise communications with ATC, pilots are requested to **CARRY A COPY OF THE 2009 SUN 'N FUN NOTAM** aboard their aircraft.
- ➔ **ALL** pilots operating in central Florida should be aware of and use caution for large number of aircraft operating to and from the Lakeland area during the Sun 'n Fun Fly-In.
- ➔ **ALL VFR** departures requesting **airborne activation of IFR flight plans or VFR flight following** in the central Florida area should use published procedures. (*See: IFR Pick Up/VFR Flight Following- page 29*)
- ➔ When weather at Lakeland or along your route of flight is **MARGINAL VFR**, it is **STRONGLY** suggested that you file IFR off your departure airport and **RECEIVE YOUR IFR CLEARANCE/DEPARTURE RELEASE ON THE GROUND**. Tampa, Orlando, and Jacksonville Approaches may not be able to issue IFR pick-up clearances due to traffic volume and complexity.
- ➔ Lakeland Linder Regional Airport (**LAL**) **Runway 5/23 CLOSED** from 0800 EDT (1200 UTC) April 16 through 1700 EDT (2100 UTC) April 28.

LAKELAND LINDER REGIONAL AIRPORT (LAL)

AIRPORT MANAGER'S SPECIAL NOTICE

The control tower will be open and the Class D airspace will be in effect from 0600-2200 EDT (1000-0200 UTC).

Special procedures will be in effect **ONLY** from 0700-2000 EDT (1100-0000 UTC) April 19 through April 26, 2009.

DO NOT operate in the Class D airspace **SOUTH** of the airport. This area is reserved for aircraft using other authorization and procedures.

Student training flights are highly discouraged during this event. This includes student solo cross country flights, touch-and-go landings, low approaches, and practice instrument approaches.

Tie downs are required.

SOUTH SIDE OF AIRPORT CLOSED DAILY from **1930 until 0700 EDT** (2330-1100 UTC) April 19-26, 2009.

RUNWAY CLOSURE/NAVAID OUTAGES

Runway 5/23 will be **CLOSED** from 0800 EDT (1200 UTC) April 16 through 1700 EDT (2100 UTC) April 28. Several taxiways will be closed as indicated by orange cones.

The ILS and NDB Runway 5 will be shut down and GPS Runway 5 Approach will not be authorized April 16 through April 28.

VOR/RNAV Runway 9 approaches are **NOT AUTHORIZED** April 19 through April 28.

AIRPORT CLOSURE

Lakeland Linder Regional Airport will be closed daily, April 21 through April 26 during Aerobatics Demonstrations. Arrivals and departures are not permitted during these periods **EXCEPT** when prior permission has been granted by the Airport Manager, Sun 'n Fun, and ATC.

Due to the large number of departures after the airport reopens each day, arrival traffic is not routinely accepted until 1830 EDT (2230 UTC).

AIRSHOW OPERATIONS

The Air Show Operations Area is from the surface to 15,000 feet MSL, within a five (5) statute mile radius of Lakeland Linder Regional Airport.

AIR SHOW SCHEDULE				
DAY	DATE	TIME (EDT)	TIME (UTC)	DURATION
Tuesday	April 21	1445–1800	1845-2200	3.25
Wednesday	April 22	1445–1800	1845-2200	3.25
Thursday	April 23	1445–1800	1845-2200	3.25
Friday	April 24	1345–1800	1745-2200	4.25
		1945-2200	2345-0200	2.25
Saturday	April 25	1345-1800	1745-1800	4.25
Sunday	April 26	1345-1800	1745-1800	4.25

NOTE-

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

TEMPORARY FLIGHT RESTRICTIONS

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

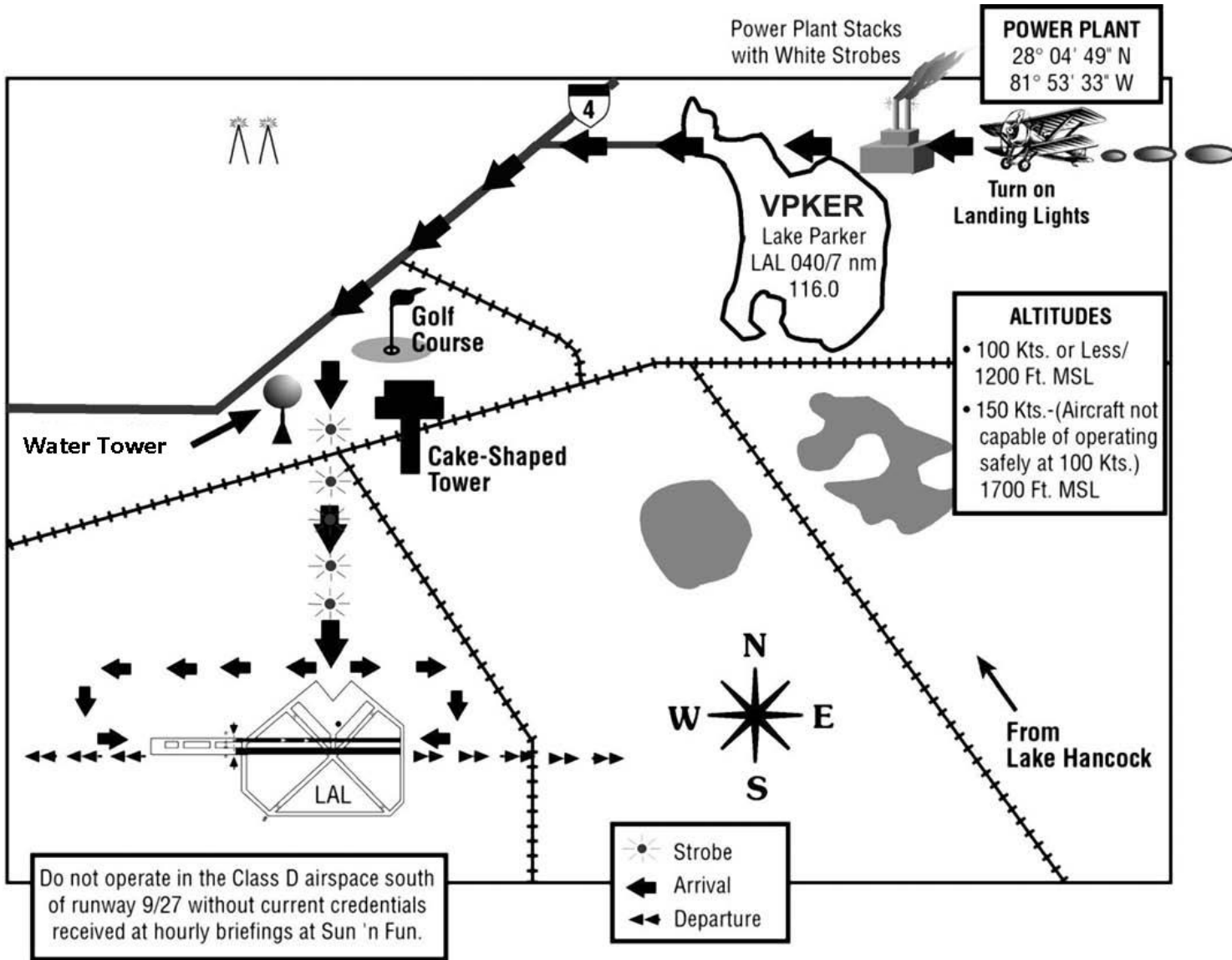
www.tfr.faa.gov

LAKELAND FREQUENCIES

USE	FREQUENCY (MHz)
Lakeland Arrival ATIS	128.525
Lakeland Departure ATIS	118.025
Lake Parker Arrival	124.5
Lakeland Ground Control	121.4
Lakeland IFR Ground Control	127.1
Sun 'n Fun Ground Advisory	126.075
Lakeland Helicopter	123.025
Lakeland VOR	116.0
Warbird Parking Advisory	125.025
Lakeland UHF	225.45
Lakeland Tower North	127.95
Lakeland Tower South	119.25
Lakeland FSS	122.05
Runway 9L/27R Departure Monitor	133.225
Runway 9R/27L Departure Monitor	135.35

LAKE PARKER VFR ARRIVAL PROCEDURES

**ALL AIRCRAFT ARE EXPECTED TO USE THE
SUN 'N FUN – LAKE PARKER ARRIVAL PROCEDURES.**



NOTE-

Remain clear of Tampa and Orlando Class B airspace unless authorized by ATC. See Mode C Veil Rule exemption Tampa and Orlando.

LAKE PARKER ARRIVAL PROCEDURES (Continued)

When you are twenty (20) miles from Lakeland, listen to the ATIS, 128.525 MHz, for landing and special information.

Turn landing lights on within thirty (30) miles of Lakeland.



LAKE PARKER ARRIVAL PROCEDURES (Continued)

As you approach Lake Parker (Lakeland VORTAC 040/7) VPKER proceed to a point approximately 3 miles east of the lake and find another aircraft to follow to the power plant. Turn your **TRANSPONDER OFF**.

MONITOR Lake Parker Arrival on 124.5.

Fly westerly over the power plant smokestack with white strobe lights located at the north end of Lake Parker. Expect heavy air traffic in this area.

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

Controllers located on the ground at Lake Parker will contact you, using your aircraft "color" and "type" to provide sequencing and other arrival and traffic pattern information. They will contact you in the vicinity of the north power plant and may ask you to "**ROCK YOUR WINGS**" as an acknowledgement for instructions.



LAKE PARKER ARRIVAL PROCEDURES ***(Continued)***

From the power plant, stay single file with safe spacing on the aircraft ahead. Depart the power plant flying westbound, crossing over the interstate highway (I-4). Turn southbound, keeping the golf course on your left and the water tower on your right.



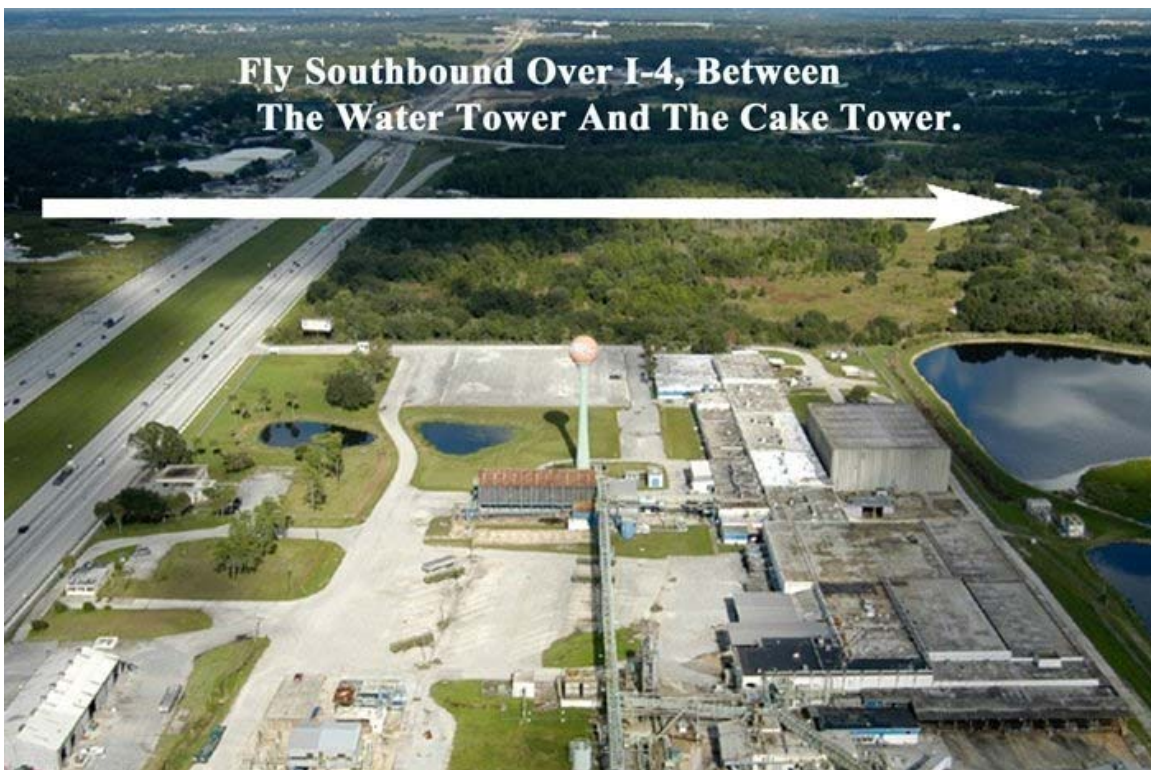
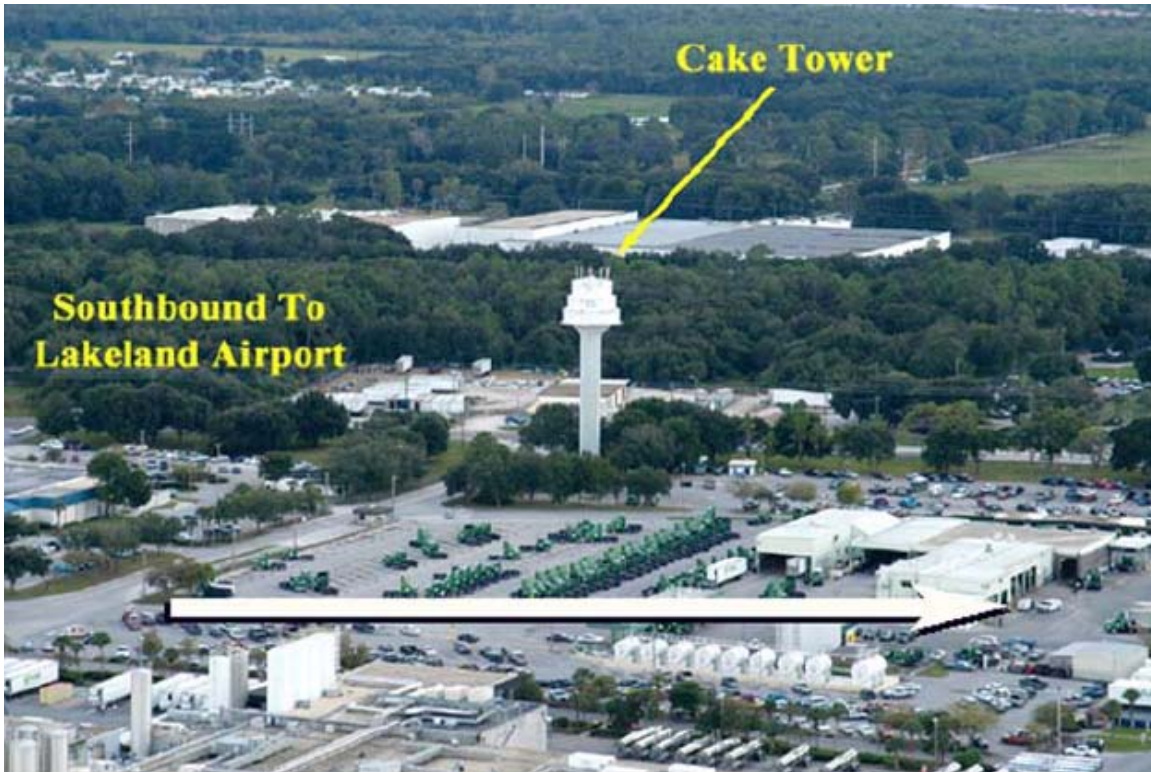
LAKE PARKER ARRIVAL PROCEDURES *(Continued)*

You will be approximately 3.5 miles north of Lakeland Airport. Immediately after passing the golf course, turn left due southbound. Fly direct to the Lakeland Airport. Keep the water tower well off your right and the cake-shaped water tower well off your left.



IMPORTANT: REMAIN IN TRAIL to the airport. NO side-by-side separation.

LAKE PARKER ARRIVAL PROCEDURES
(Continued)



LAKE PARKER AND LAKE HANCOCK VFR HOLDING PROCEDURES

VFR HOLDING AT LAKE PARKER

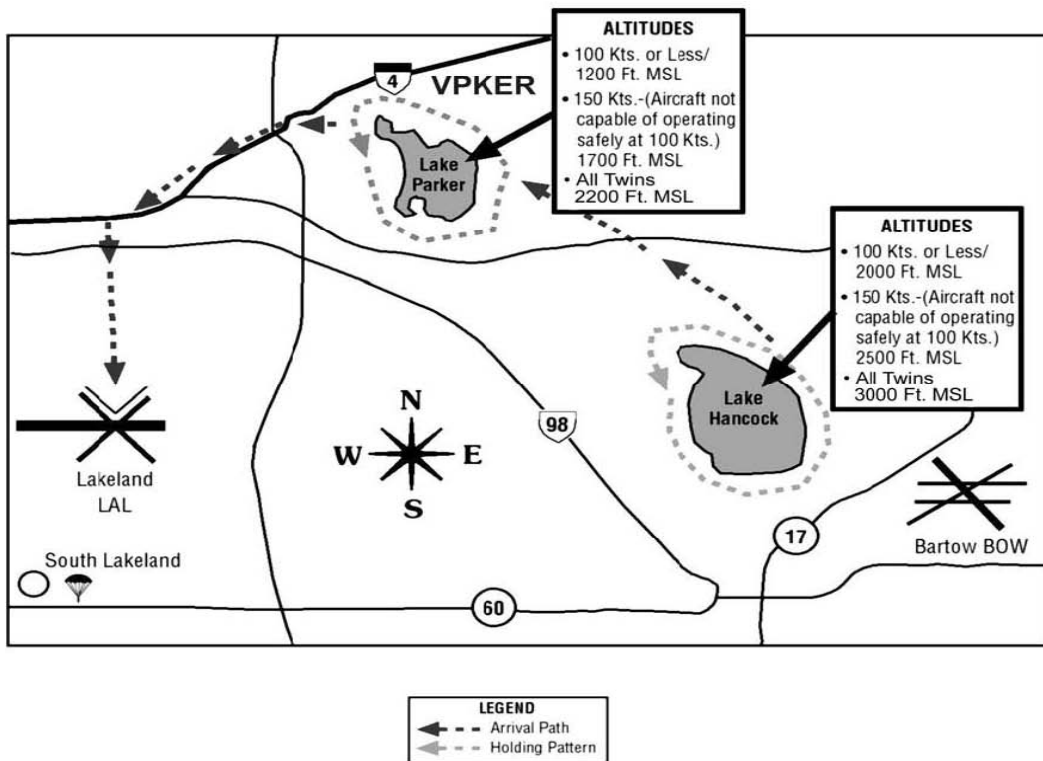
If VFR holding becomes necessary, the Lake Parker holding pattern will be used. A lead aircraft will be instructed to turn left and proceed southbound over the west shore of Lake Parker, continuing counter clockwise around the lake. All other aircraft will be instructed to follow the leader in single file. Controllers located on the west side of Lake Parker will monitor traffic in the Lake Parker holding pattern. **DO NOT PROCEED** past Lake Parker without a clearance to do so. Aircraft maintain 1,200 feet MSL/100 knots, 1,700 feet MSL/150 knots, or 2,200 feet MSL (twin engine aircraft) regardless of airspeed.

IMPORTANT: Be alert for SEAPLANE OPERATIONS in and out of Lake Parker.

VFR HOLDING AT LAKE HANCOCK

If VFR holding prior to Lake Parker becomes necessary, aircraft will be instructed to proceed to Lake Hancock. Remain well clear of Lake Parker and well east of the Lakeland Airport. Aircraft are to hold counter clockwise around the lakeshore.

Aircraft capable of operating safely at 100 knots or less are to hold at 2000 feet MSL. Aircraft not capable of operating safely at 100 knots are to hold at 2,500 feet MSL at 150 knots. All twin-engine aircraft are to maintain 3,000 feet MSL regardless of speed.

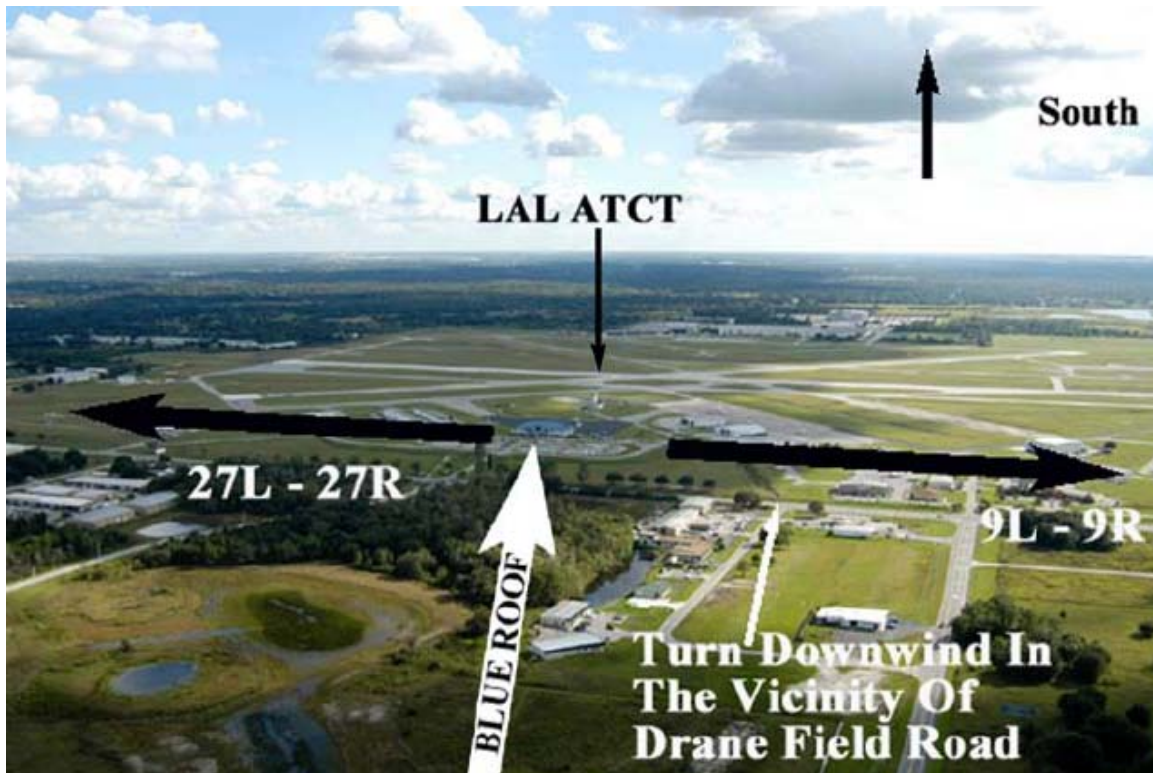


TRAFFIC PATTERN

Downwind:

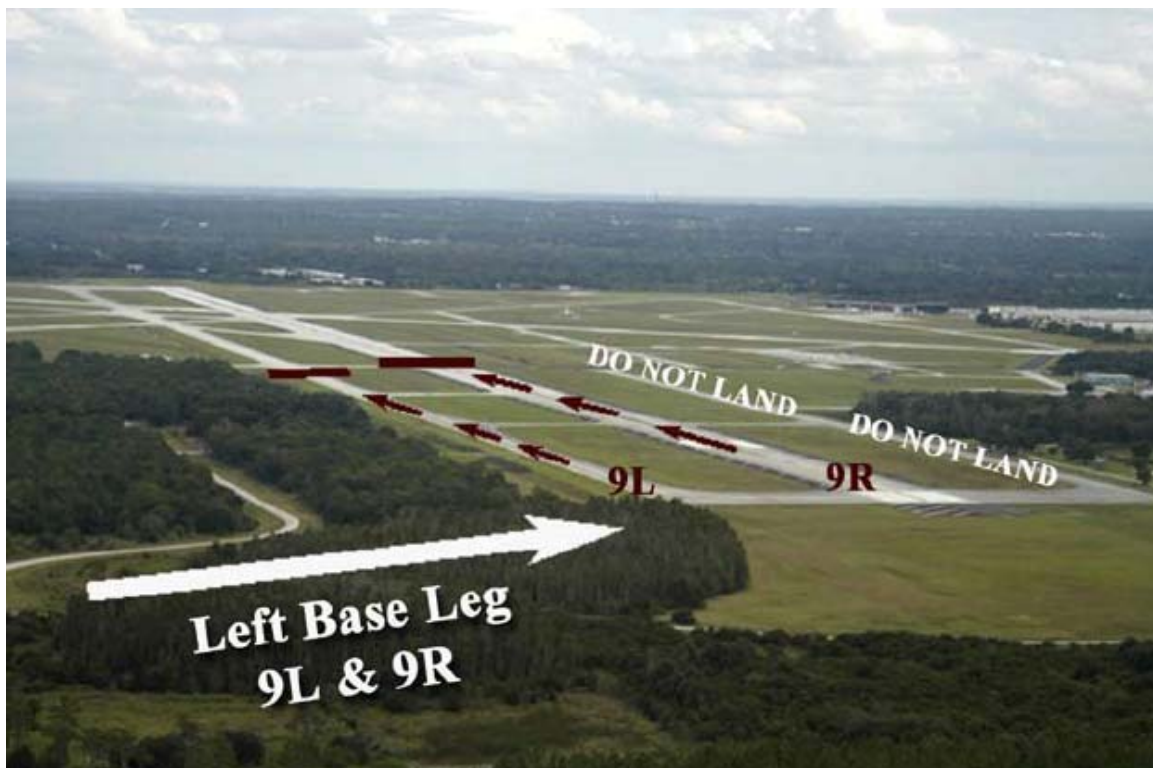
Fly directly toward the **BLUE-ROOFED** terminal building. Plan to turn downwind **prior** to the blue-roofed terminal building.

You will fly either left traffic for Runway 9L or right traffic for Runway 27R.



TRAFFIC PATTERN
(Continued)

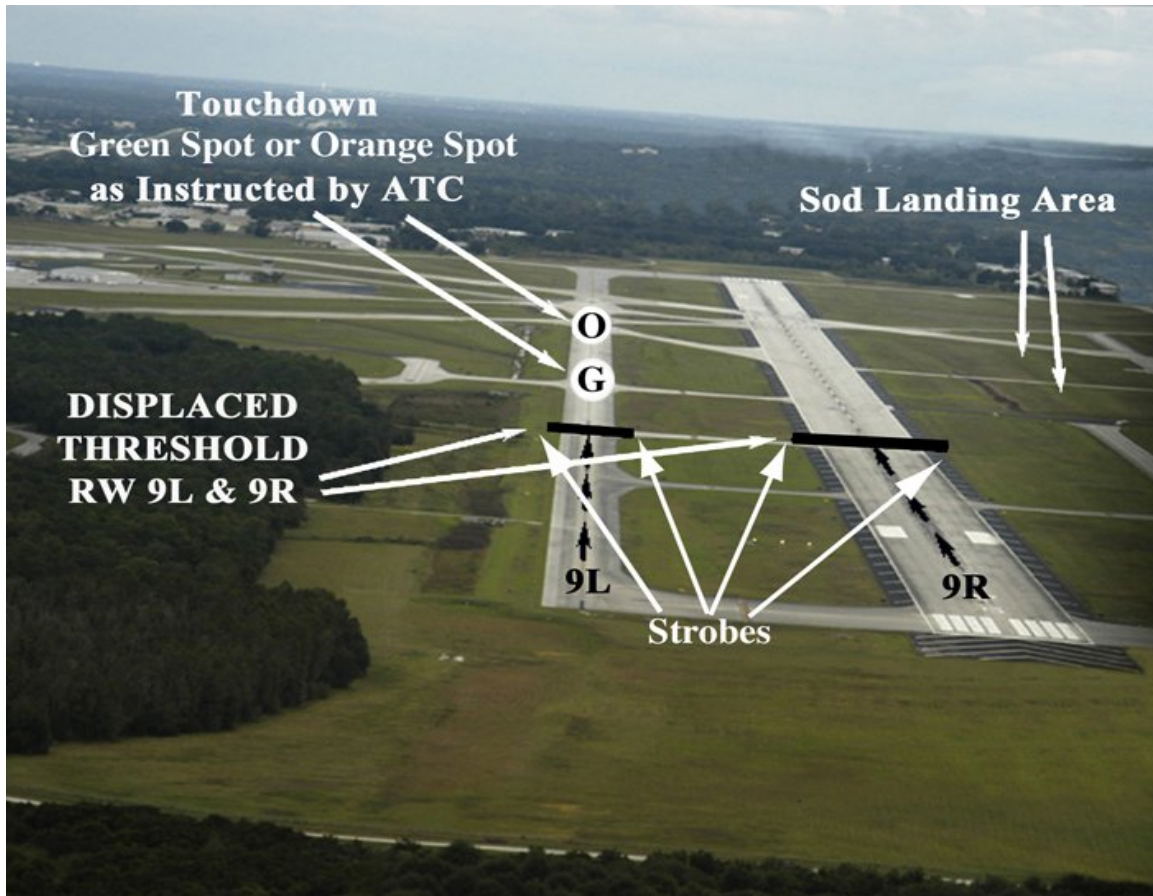
Base Leg Runways 9L or 9R:



TRAFFIC PATTERN (Continued)

Runways 9L or 9R:

If landing 9L, you may be instructed by the tower controller to land on either the GREEN or ORANGE spot.



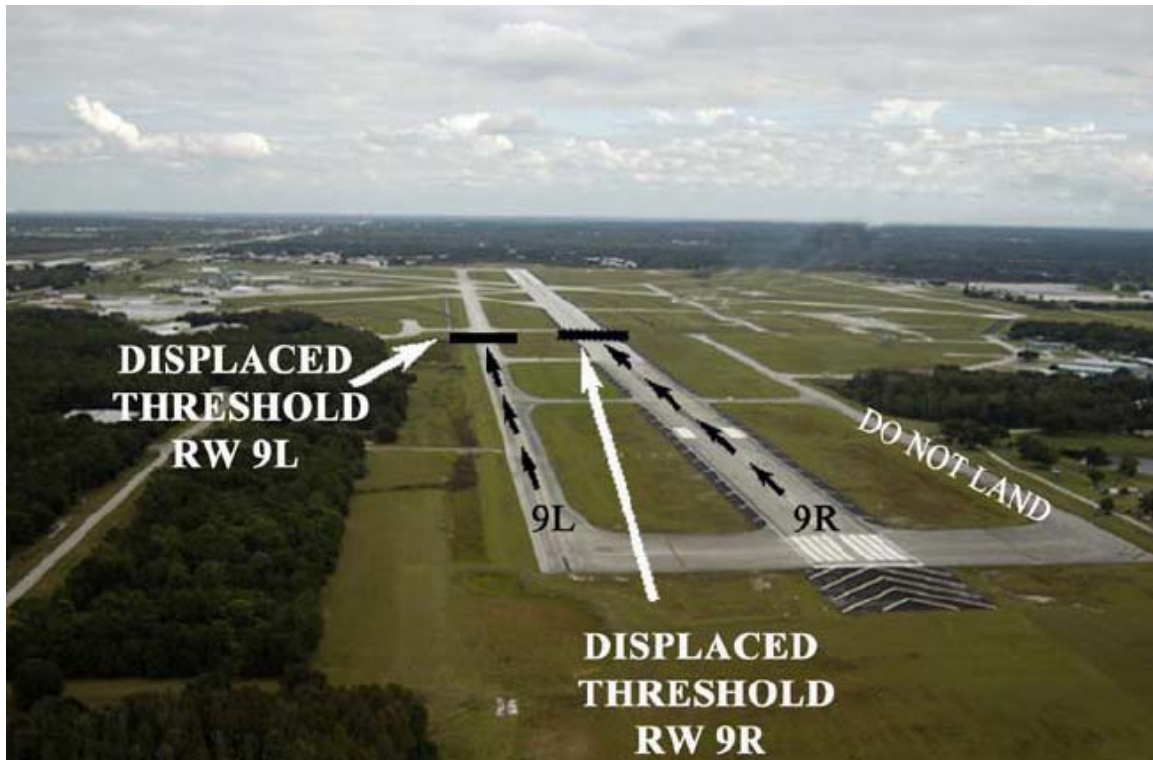
IMPORTANT -

Runway 9L/27R is a narrow strip 75 feet wide, which is usually a taxiway.

DISPLACED THRESHOLD

Runways 9L or 9R:

Pay close attention to the location of the **DISPLACED** thresholds on Runways 9L and 9R. They will be identified by flashing strobes located on each side of both runways.



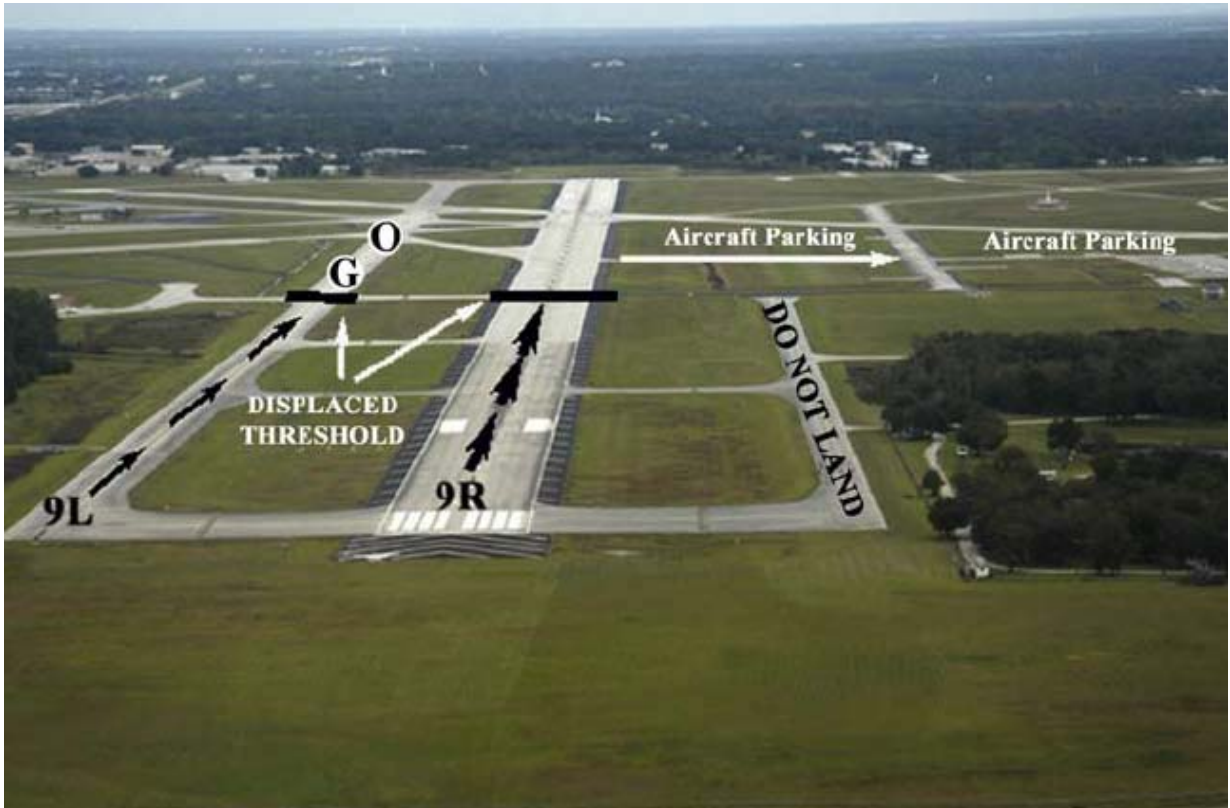
IMPORTANT –

Runway 9R has a displaced threshold. If you require the full length (8000ft) advise the tower. Use caution for numerous aircraft in the fly-by pattern, ultralights, and other operations at and below 2000 ft MSL south of Runway 9R/27L.

LANDING

Runways 9L or 9R:

DO NOT land on the main (wide) Runway 9R unless specifically instructed by the Control Tower.



Use caution for special event and fly-by aircraft using the main runway with opposite-direction base leg entries.

All landing traffic must remain alert for possible go around.

Plan to clear the runway as soon as possible on a hard surface.

Aircraft landing Runway 9L, turn off to the left.

LANDING *(Continued)*

Runways 27L or 27R:



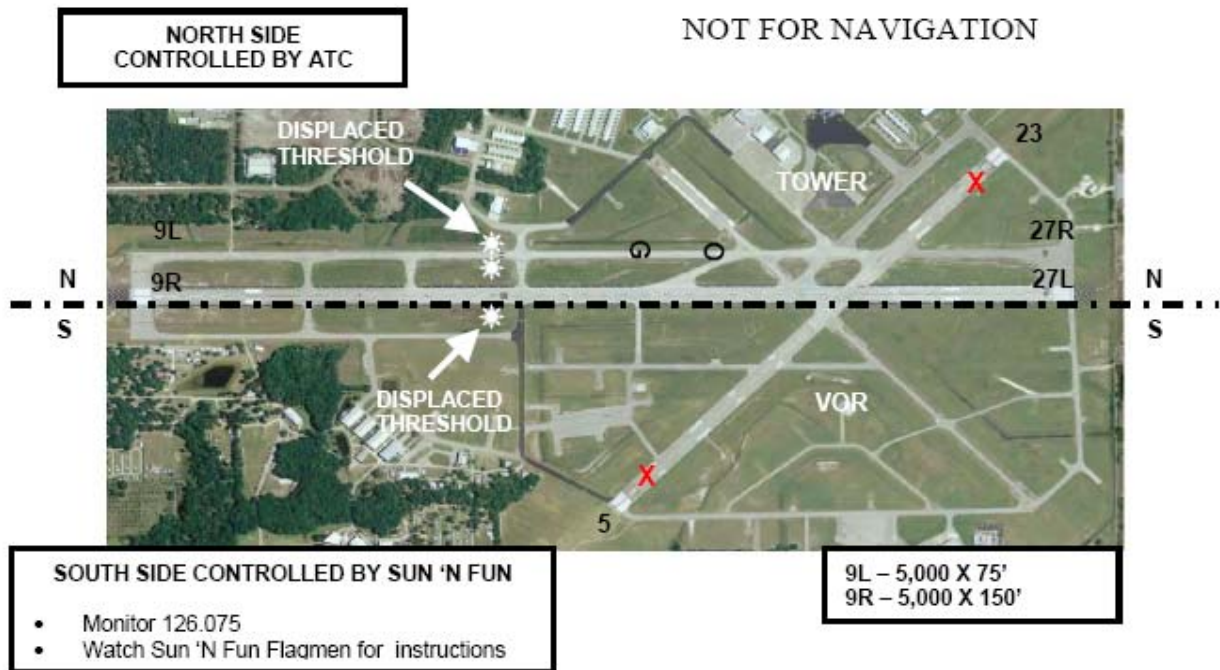
Aircraft landing 27R, roll to the end of the runway or follow air traffic control instructions.

AFTER TOUCHDOWN

Remain on hard surface at all times unless specifically directed by the tower or flagman.

Expeditious clearing of the runway is absolutely essential due to continuously arriving and departing aircraft behind you. **DO NOT STOP ON THE RUNWAY.**

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



On the south side of Runway 9R/27L Sun 'n Fun personnel will direct you to the parking area.

When south of Runway 9R/27L contact Sun 'n Fun Ground Advisory on 126.075 for additional parking information.

Park only where directed by Sun 'n Fun personnel. Due to congestion, you may be asked to temporarily stop your aircraft.

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

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

NOTE:

South side of airport closed from 1930 - 0700 LCL.

WINDSHIELD PARKING SIGNS

In order to assist the Sun 'n Fun parking crew in expeditiously directing you to parking, it will be very helpful for you to have a sign prepared before you arrive. The sign should be of a light color with LARGE dark lettering that can be read from at least 50 feet. Please display this sign in the left side of your windshield.

ABBREVIATIONS

Abbreviation	Meaning
GAC	General Aviation Camping Area
GAP	General Aviation Parking Area
HB	Homebuilt Parking Area
HC	Handicapped Parking
SP	Seaplane Parking Area
VAC	Vintage Aircraft Camping/Parking
ONC	Overnight Camping

Parking sign example:



LAKELAND VFR DEPARTURES



If Lakeland Linder Regional Airport is IFR, taxi for departure is prohibited for all except aircraft with IFR clearances.

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

Before taxiing, monitor Lakeland Departure ATIS on 118.025 MHz for taxi information. When ready to taxi, **DO NOT CONTACT GROUND CONTROL**. Follow the flagman’s directions and other traffic to the advertised active runway.

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

- ➔ Aircraft departing Runway 9L/27R monitor 133.225 MHz.
- ➔ Aircraft departing Runway 9R/27L monitor 135.35 MHz.

VFR DEPARTURES *(Continued)*

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



GATOR
Ground Air Traffic Operational Remote

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

Be alert for numerous aircraft departing particularly after 1800 LCL and for arrival traffic from the north.

Use caution for special flight activity south of the airport and parachute jumping at the Lakeland South Airport (Mulberry) and Zephyrhills Airport.

WARBIRD SOUTH ARRIVALS

Warbird aircraft using this procedure shall contact Lakeland Tower on frequency 119.25 MHz when ten (10) miles due south of the Lakeland Linder Regional Airport. Pilot should state “Warbird south arrival, color and type aircraft, position”.

Example: LAKELAND TOWER, WARBIRD SOUTH ARRIVAL, SILVER MUSTANG, 10 SOUTH

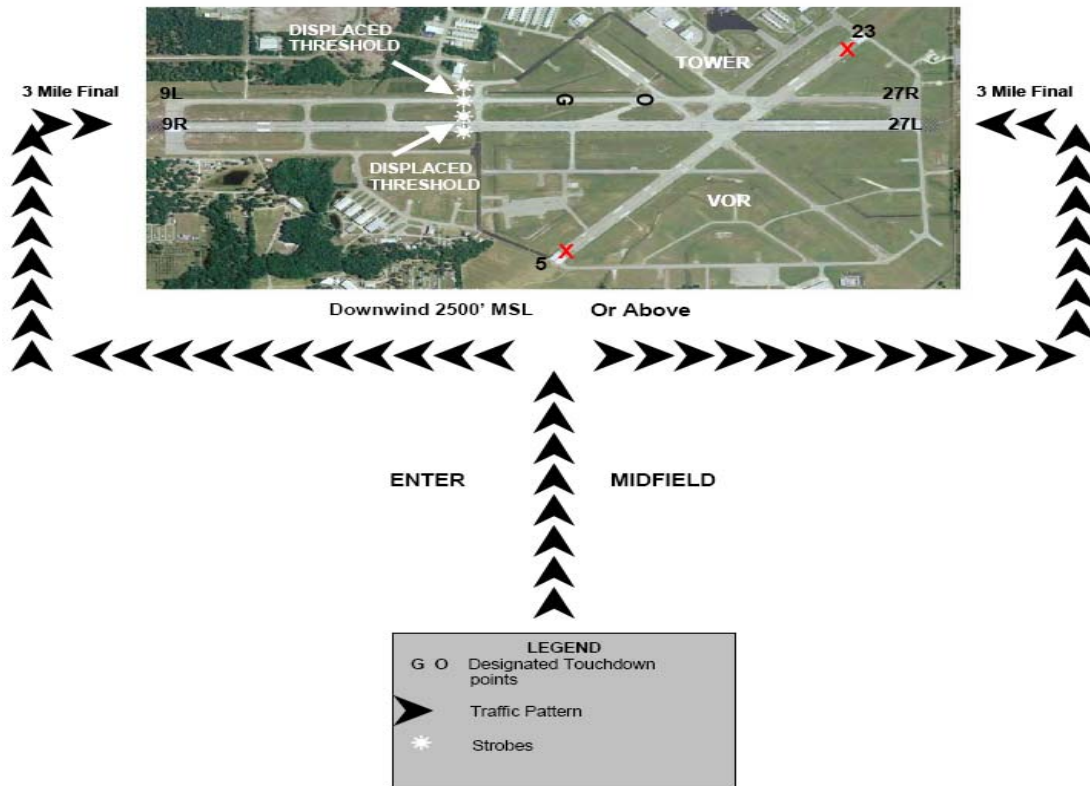
Aircraft are expected to approach the airport from the south for a mid-field downwind leg entry to either Runway 9R or 27L, as instructed. Remain at or above 2,500 feet MSL until turning a wide base leg to at least a three (3) mile final.

Expect a high volume of traffic entering the final approach for either 9L or 27R from opposite-direction base legs.

After exiting and south of Runway 9R or 27L, you may contact Sun 'n Fun EAA ground advisory on 126.075 for additional parking information.

IMPORTANT –

Runway 9R has a displaced threshold. If you require the full length (8000ft) advise the tower. Use caution for numerous aircraft in the fly-by pattern, ultralights, and other operations at and below 2000 ft MSL south of Runway 9R/27L.



LAKELAND HELICOPTER ARRIVALS AND DEPARTURES



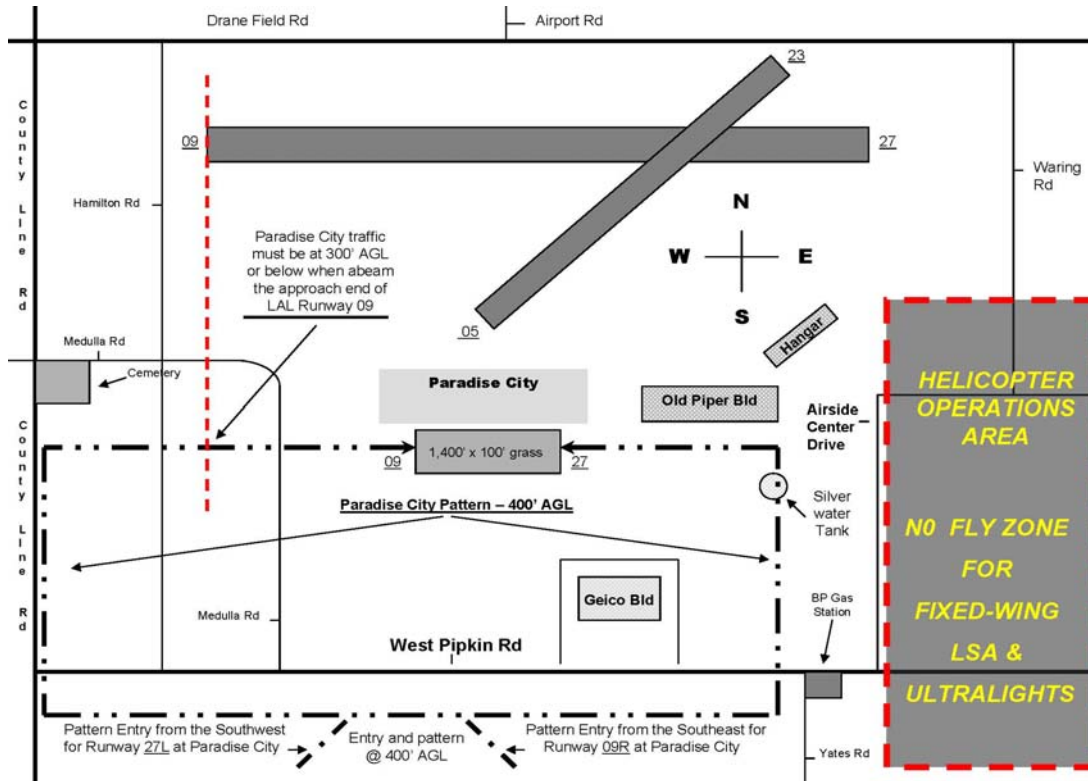
Arriving and departing helicopters shall enter and exit the area from the southeast, at or below 500 feet AGL, remaining east of the large airport buildings.

Be alert for ultralight activity in the area shown on the helicopter graphic, and for special fixed wing aircraft activity in closed traffic south of the airport at and above 700 feet AGL.

MONITOR Lakeland Tower on 119.25 until crossing the east/west road on the south airport boundary, then contact Sun 'n Fun Helicopter Advisory on 123.025 for parking instructions.

These procedures have been developed to minimize helicopter air taxi over parked aircraft and in close proximity to people and to minimize the mixing of fixed-wing and rotorcraft operations.

PARADISE CITY ULTRALIGHT/LIGHT SPORT AIRCRAFT (LSA) ARRIVALS AND DEPARTURES



This Procedure shall be used by ultralight and light sport aircraft at the Paradise City grass strip. The ultralight/LSA grass landing strip runway 08/26 is 1400 ft by 100 ft and is available from 0700-1830 EDT (1100-2230 UTC) April 19 through April 26. Any operations outside this time period must have prior approval from the Lakeland Air Traffic Manager at (863) 648-3305.

Only VFR Daytime Operations are authorized.

All Paradise City inbound traffic shall approach Lakeland Linder Regional Airport from the south at 400 feet AGL, entering the Paradise City pattern on the downwind leg at a forty-five (45) degree angle.

Do NOT fly north of the centerline of the Paradise City runway or east of Airside Center Drive under any circumstances. Be alert for heavy traffic in the airspace surrounding LAL.

Be alert for helicopters operations at the same altitudes just east of the area reserved for ultralight/LSA operations.

Radio equipped arriving aircraft monitor 119.25 until north of the east/west road on the south airport boundary.

LAKE AGNES SPLASH-IN AT FANTASY OF FLIGHT

Landings on Lake Agnes at Fantasy of Flight (281014N/08148880W) for the purpose of camping in conjunction with the Sun 'n Fun Fly-In will be available from April 20 through April 26, 2009.

April 23 is the official day of the Splash-In including a fly-by to Lakeland Linder Field and contests open to all seaplanes. A MANDATORY briefing for fly-by and contest participants will be held at Lake Agnes on April 23 (time to be announced).

With the exception of April 23, daily flying is allowed as follows:

- ➔ All aircraft must be radio equipped and the pilot must monitor and communicate on 122.9 MHz.
- ➔ Enter pattern at 1000 AGL. Use a left pattern when landing northward. Use a right pattern when landing southward.
- ➔ Avoid over flying the residential area on the west side of Lake Agnes.
- ➔ Absolutely no landing on the grass strip.

IFR PROCEDURES

In anticipation of a large number of aircraft traveling to and from the Lakeland area for the Sun 'n Fun Fly-In, special air traffic procedures will be used to enhance safety and minimize air traffic delays.

TRAFFIC MANAGEMENT

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's)** that may be issued for all **domestic IFR arrivals** to the following airports:

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

Heavy demand and traffic management initiatives may be expected during the following dates/times:

DAILY	Tuesday, April 21 - Sunday, April 26, 2009 0700 - 1959 EST (1100 - 2359 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 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.

IFR TRAFFIC

Due to increased over flight traffic along the southeastern coast and ARTCC radar limitations, effective April 19 – April 26, 2009, southbound traffic filed over CHS via V1 should request 8,000' or above. Traffic filed V1 at 6,000' and below will be rerouted via V437.

Air files and changes of destination from airborne flights to LAL, OCM, BOW, X07 and GIF will not be accepted except in emergency situations.

NOTE-

Please be familiar with the Sun 'n Fun – Lake Parker Arrival and Departure Procedures (2009).

IFR ARRIVALS

Be prepared to cancel IFR and to enter a VFR traffic pattern for landing sequence. When the ceiling and visibility at Lakeland are reported at or above 3,000 feet and five (5) miles, expect a vector to the vicinity of Lake Parker for a visual approach, following published Sun 'n Fun – Lake Parker Arrival Procedures.

Jet aircraft are not recommended over Lake Parker. Expect ATC vectors to final Runway 9R/27L. Be extremely alert for a high volume of traffic with a wide variance of performance characteristics operating in the vicinity of Lakeland.

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

IFR DEPARTURES

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

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

Monitor ATIS on 118.025 MHz. Lakeland IFR departures will be instructed via ATIS to contact Lakeland Ground Control on 127.1 MHz or 121.4 MHz.

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

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

IFR PICK UP/VFR FLIGHT FOLLOWING PROCEDURES

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

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

IMPORTANT-

*When weather at Lakeland or along your route of flight is **MARGINAL VFR**, it is **STRONGLY** suggested that you file IFR off your departure airport and **RECEIVE YOUR IFR CLEARANCE/DEPARTURE RELEASE ON THE GROUND**. Tampa, Orlando, and Jacksonville Approaches may not be able to issue IFR pick-up clearances due to traffic volume and complexity.*

Orlando Approach is unable to retrieve flight plan information or activate IFR clearances for aircraft requesting an IFR pick up that file off the Lakeland area airports. Aircraft departing VFR from the LAL area destined to the east coast or northeast must file a flight plan showing **CAMBE** intersection as their departure point in order to receive airborne IFR clearance. Enter **AIRFILE** or **IFR PICK UP** in the remarks section of the flight plan. **MONITOR** first then contact Orlando Approach at or below 4,500 feet on 119.4. Remain clear of Orlando Class B airspace.

Jacksonville Approach is unable to retrieve flight plan information or activate IFR clearances for aircraft requesting an IFR pick up that file off the Lakeland area airports. Aircraft departing VFR from the LAL area destined to the north or northwest must file a flight plan showing either **CGC (Crystal River)** or **X40 (Inverness)** as their departure point in order to receive airborne IFR clearance. Enter **AIRFILE** or **IFR PICK UP** in the remarks section of the flight plan. Approximately ten (10) miles south of CGC/X40, **MONITOR** first then contact Jacksonville Approach at or below 9,500 feet on 120.35.

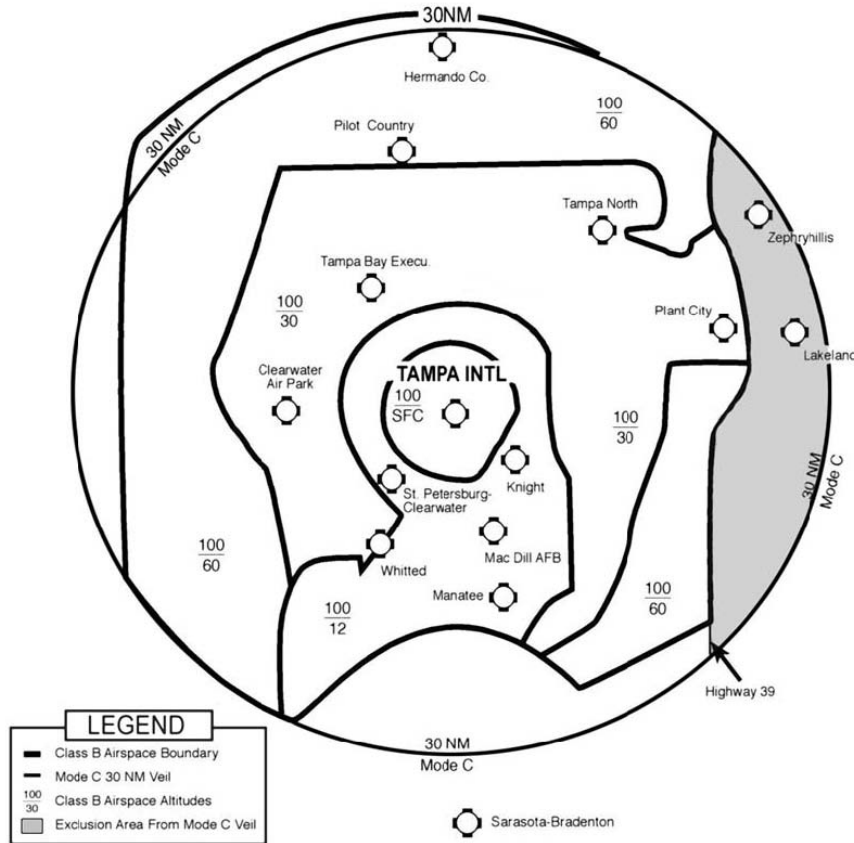
Tampa Approach may be unable to issue an IFR pick up clearance due to heavy traffic volume if you depart VFR from one of the Lakeland area airports.

Due to anticipated frequency congestion, aircraft not complying with these procedures should not expect to receive either an airborne IFR pickup clearance or VFR flight following until **north of the Florida/Georgia border**.

REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT

TAMPA AREA

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



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

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

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

Aircraft must follow the Lakeland Linder Regional Airport arrival and departure procedures.

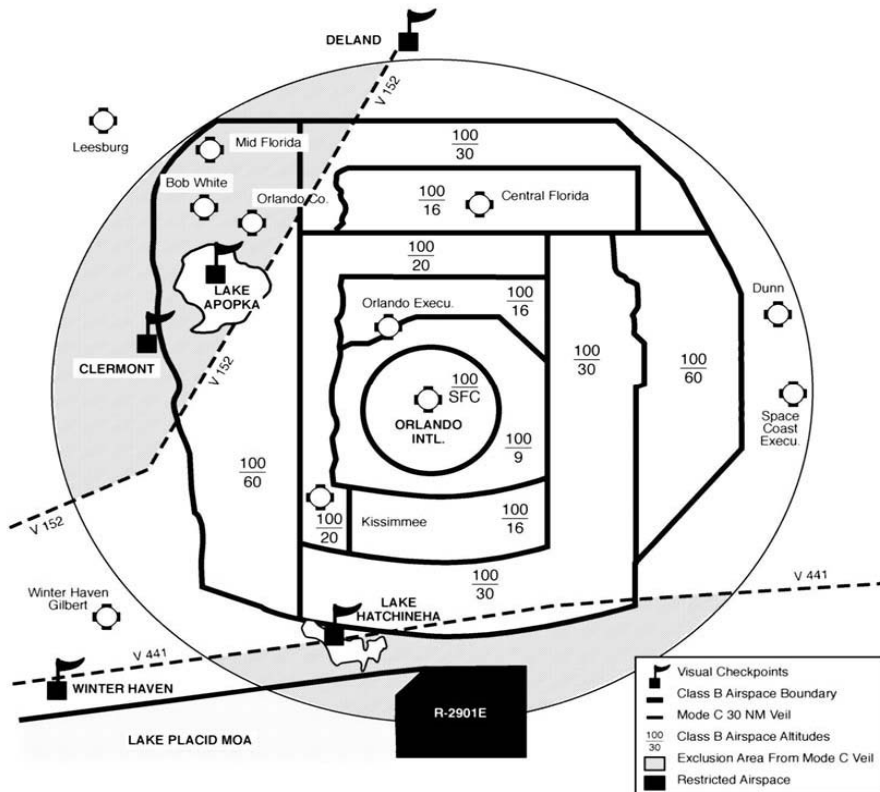
CAUTION:

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

REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT

ORLANDO AREA

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



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

Northwest route:

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

Southern route:

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

**TRANSPONDER REQUIREMENT
ORLANDO AREA
(Continued)**

EXCEPTIONS

Per Section 91.215 of the Federal Aviation Regulation, aircraft without electrical systems, balloons, and gliders are excluded from the Mode C transponder requirement when operating within the Orlando and Tampa Mode C veil. ATC authorizations are not required.

OTHER REQUESTS FOR AUTHORIZATIONS

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

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

FLIGHT SERVICE STATION INFORMATION

LAKELAND TEMPORARY FLIGHT SERVICE STATION

A temporary non-automated Flight Service Station will be located at the Lakeland Linder Airport in the FAA Safety Center building from April 21 through April 26. Pilot briefing and flight plan services will be available from 0600-1900 UDT (1000-2300 UTC) during the Fly-In.

Complete flight services may be obtained 24 hours a day from Lockheed Martin Flight Service by telephone at 1-800-992-7433 (1-800-WX-BRIEF) or by using the direct-dial phone on the west end of the FAA Safety Center building.

INBOUND VFR FLIGHT PLANS

Filing flight plans:

- ➔ Pilots should allow for unexpected delays and add an additional 30 minutes when filing their ETE.
- ➔ Pilots should ensure the color of their aircraft is included in the remarks section of their VFR flight plan.
- ➔ Pilots are requested to close their flight plans while airborne. Due to the large number of aircraft, pilots may encounter up to a 30-minute delay in parking their aircraft.

Contacting Flight Service by Radio:

- ➔ Pilots are asked to use the frequencies illustrated on the FSS Frequencies graphic.
- ➔ On initial call-up, advise flight service of your full aircraft identification and which frequency you are using.
- ➔ When transmitting on 122.1 and listening to the VOR, remember to check that volume is up.
- ➔ Due to frequency congestion, air files and in-flight full route weather briefings are discouraged from 0600-1900 LCL.

Contacting Lakeland Radio:

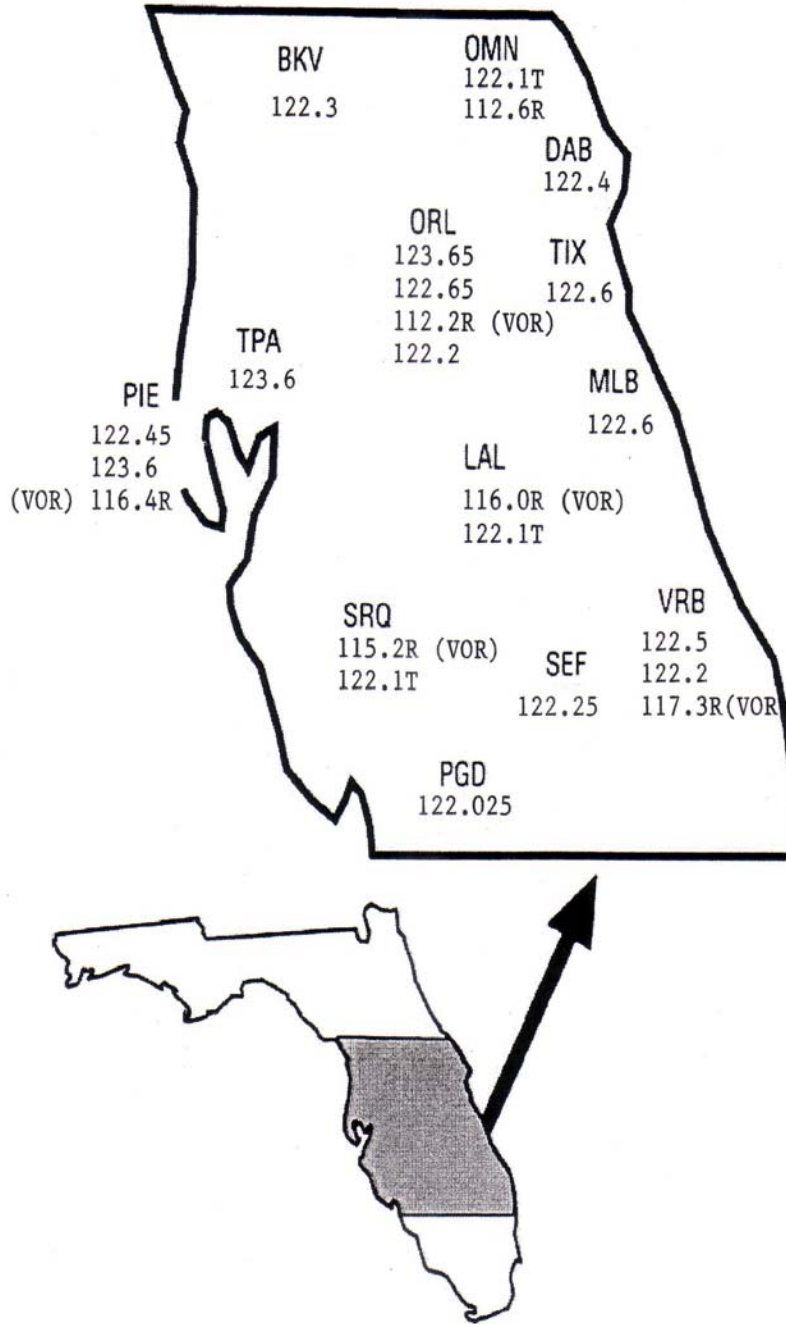
- ➔ During the Fly-In, from 0600-1900 LCL, contact Lakeland Radio on 122.05 to activate and close VFR flight plans.

REMEMBER TO CLOSE YOUR VFR FLIGHT PLANS

FLIGHT SERVICE STATION FREQUENCIES

CENTRAL FLORIDA FSS FREQUENCIES

LAL TFSS 122.05



PLANT CITY MUNICIPAL AIRPORT (PCM)

In response to increased air traffic at Plant City Municipal Airport (PCM) during the Lakeland Sun n' Fun Fly-In, the following procedures will be used to enhance safety and minimize air traffic delays.

The FAA will operate a Temporary Air Traffic Control Tower on the following dates/times:

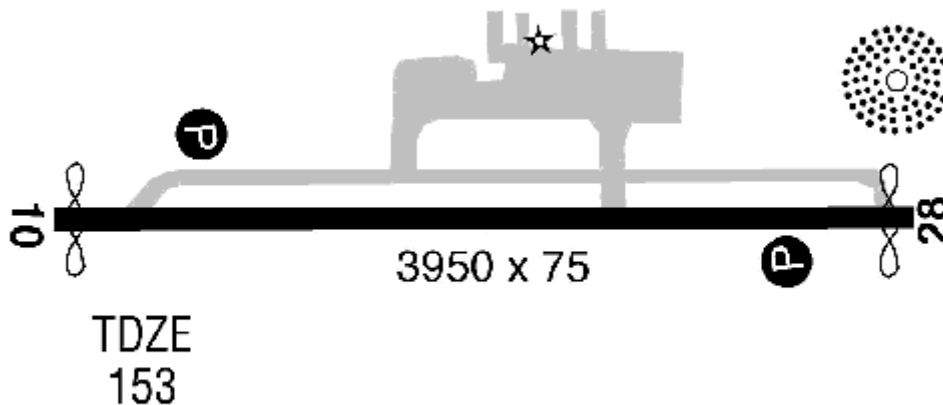
DATE	HOURS EDT	HOURS UTC
April 20	1200-1800	1600-2200
April 21-26	0800-1800	1200-2200

Plant City Tower airspace will be in effect from the surface to 1,600 feet MSL, within a three (3) nautical mile radius of the Plant City Municipal Airport.

PCM ATCT FREQUENCIES	
Tower	127.6
Unicom	123.0
CTAF (when Tower closed)	123.0

Traffic pattern will be left traffic for Runway 10 or Runway 28 unless otherwise advised by ATC. Plan to approach the airport from the north or south to avoid Tampa Class B airspace and Lakeland high-density traffic.

Unless otherwise advised by ATC, departures turn north or south one (1) mile after takeoff to avoid Tampa Class B airspace and Lakeland high-density traffic



SKYDIVING ACTIVITY ADVISORY

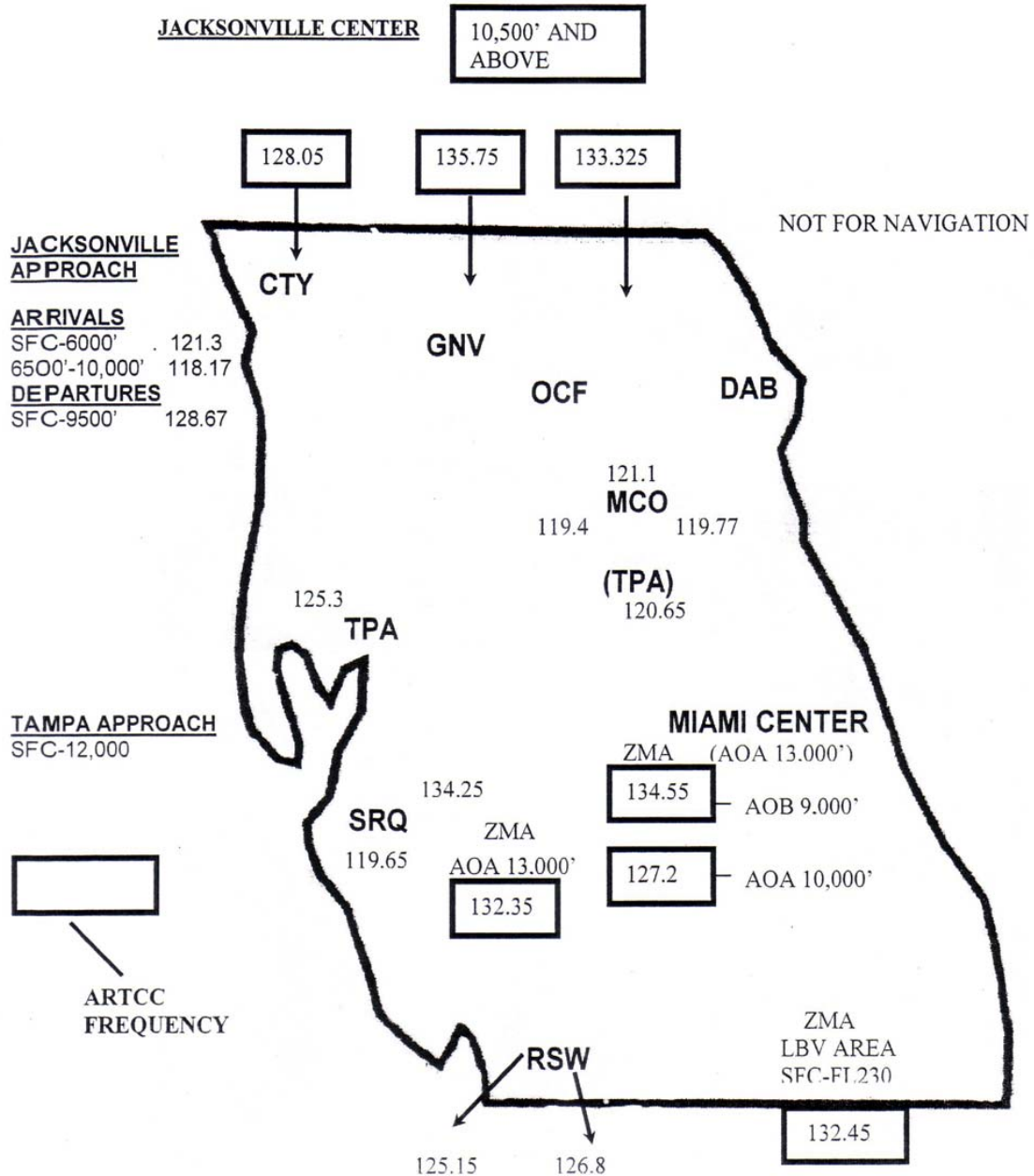
Remain vigilant for skydiving activity in the vicinity of Zephyrhills Airport (ZPH) located 16.4 nm NW of Lakeland on the LAL332 radial. Be alert for skydivers descending from 13,400 feet over ZPH sunrise to sunset.

Remain vigilant for skydiving activity in the vicinity of South Lakeland Airport (X49) located 4 miles S/SW of Lakeland. Be alert for skydivers descending from 10,500 feet.

DO'S AND DON'TS

- ➔ DO rock your wings with GUSTO for airborne acknowledgements.
- ➔ DO obtain ATC clearance prior to entering Class B airspace.
- ➔ DO clear the runway as soon as possible on a hard surface.
- ➔ DO NOT make unnecessary radio transmissions where procedures clearly state "monitor the frequency only".
- ➔ DO NOT stop on runways after landing. Expeditious clearing of the runway is essential.
- ➔ DO NOT stand on, near, or walk across runways.

CENTRAL FLORIDA APPROACH CONTROL/ARTCC FREQUENCIES



CAUTION:
Obtain ATC clearance prior to entering Class B airspace.

SUN 'N FUN FREQUENCIES


LAKELAND LINDER REGIONAL			
Lakeland Arrival ATIS	128.525	Lakeland Departure ATIS	118.025
Lake Parker Arrival	124.5	Sun 'n Fun Ground Advisory	126.075
Lakeland Ground Control	121.4	Lakeland IFR Ground Control	127.1
Lakeland Helicopter	123.025	Lakeland VOR	116.0
Warbird Parking Advisory	125.025	Lakeland UHF	225.45
Lakeland Tower North	127.95	Lakeland Tower South	119.25
RWY 9L/27R Departure Monitor	133.225	RWY 9R/27L Departure Monitor	135.35
Lakeland FSS	122.05		


TAMPA (TPA) APPROACH		DAYTONA APPROACH	
E of Tampa SFC – 4000'	119.9	N of Daytona SFC-3,500'	125.8
E of Tampa 5000'-12,000'	135.5	N of Daytona 4,000'-11,000'	118.85
W of Tampa SFC -4000'	125.3	S of Daytona SFC-3,500'	126.55
W of Tampa 5000'-12,000'	118.8	S of Daytona 4,000'-11,000'	127.07
SRQ Area SFC-4000'	119.65		
SRQ Area 5000'-12,000'	134.25		
Tampa Tower	119.5		

ORLANDO APPROACH		JACKSONVILLE APPROACH	
CAMBE Int. 4,500' & Below	119.4	Departures SFC-9,500'	128.67
N of Orlando	121.1	Arrivals SFC-6,000''	121.3
SE of Orlando	119.77	Arrivals 6,500'-10,000'	118.17

JACKSONVILLE (ZJX) ARTCC		MIAMI (ZMA) ARTCC	
TAY Area 10,500' & Above	135.75	S of LAL 9,000' & Below	134.55
CTY Area 10,500' & Above	128.05	S of LAL 10,000' & Above	127.2
OCF Area 10,500' & Above	133.325	LBV Area	132.45

JANUARY – 2010							FEBRUARY – 2010							MARCH – 2010						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
					1	2		1	2	3	4	5	6		1	2	3	4	5	6
3	4	5	6	7	8	9	7	8	9	10	11	12	13	7	8	9	10	11	12	13
10	11	12	13	14	15	16	14	15	16	17	18	19	20	14	15	16	17	18	19	20
17	18	19	20	21	22	23	21	22	23	24	25	26	27	21	22	23	24	25	26	27
24	25	26	27	28	29	30	28							28	29	30	31			
31																				
APRIL – 2010							MAY – 2010							JUNE – 2010						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3							1			1	2	3	4	5
4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12
11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19
18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26
25	26	27	28	29	30		23	24	25	26	27	28	29	27	28	29	30			
							30	31												
JULY – 2010							AUGUST – 2010							SEPTEMBER – 2010						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3	1	2	3	4	5	6	7				1	2	3	4
4	5	6	7	8	9	10	8	9	10	11	12	13	14	5	6	7	8	9	10	11
11	12	13	14	15	16	17	15	16	17	18	19	20	21	12	13	14	15	16	17	18
18	19	20	21	22	23	24	22	23	24	25	26	27	28	19	20	21	22	23	24	25
25	26	27	28	29	30	31	29	30	31					26	27	28	29	30		
OCTOBER – 2010							NOVEMBER – 2010							DECEMBER – 2010						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
					1	2		1	2	3	4	5	6				1	2	3	4
3	4	5	6	7	8	9	7	8	9	10	11	12	13	5	6	7	8	9	10	11
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17	18	19	20	21	22	23	21	22	23	24	25	26	27	19	20	21	22	23	24	25
24	25	26	27	28	29	30	28	29	30					26	27	28	29	30	31	
31																				

 = 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.)