



U.S. Department  
of Transportation

Federal Aviation  
Administration

# *NOTICES TO AIRMEN*

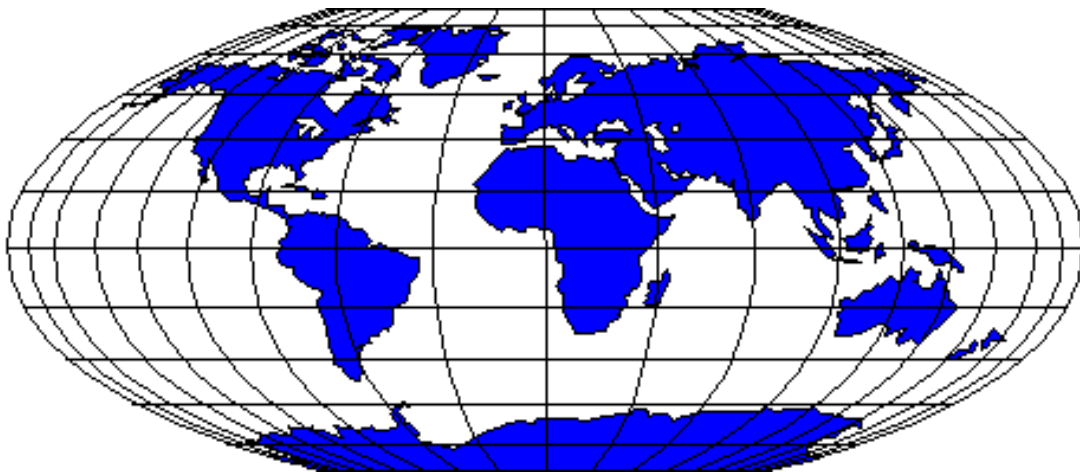
*Domestic/International*

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**May 7, 2009**

*Next Issue*


**June 4, 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](http://www.faa.gov/airports_airtraffic/air_traffic/publications/notices)*

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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
19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27
26	27	28	29	30			24	25	26	27	28	29	30	28	29	30				
							31													
JULY – 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
			1	2	3	4							1			1	2	3	4	5
5	6	7	8	9	10	11	2	3	4	5	6	7	8	6	7	8	9	10	11	12
12	13	14	15	16	17	18	9	10	11	12	13	14	15	13	14	15	16	17	18	19
19	20	21	22	23	24	25	16	17	18	19	20	21	22	20	21	22	23	24	25	26
26	27	28	29	30	31		23	24	25	26	27	28	29	27	28	29	30			
							30	31												
OCTOBER – 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

May 7, 2009

Flight Data Center (FDC) NOTAM information current as of April 15, 2009

FDC NOTAMs listed through 9/4262 dated April 15, 2009

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

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

# NOTICES TO AIRMEN

## Publication Schedule

### PARTS 1 AND 2

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

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

### PARTS 3 AND 4

Information for **Part 3** (International) and **Part 4** (Graphic Notices) shall be submitted electronically to **Air Traffic Publications, AJR-31**, through the appropriate regional office. Requirements for Graphic Notices are listed on page viii of the Foreword and shall be submitted well in advance of the event, but not later than 28 days prior to publication (**see table below**). Changes to submissions cannot be accepted after the cutoff dates. Graphic Notices for special events are published in two editions prior to the event.

Information for Parts 3 and 4, as well as inquiries, should be addressed to:

Address	E-Mail	Phone Number
Federal Aviation Administration Air Traffic Publications (AJR-31) Room 428 800 Independence Avenue, S.W. Washington, DC 20591	nancy.ctr.hoeser@faa.gov	1-202-267-3276

### Cutoff Dates for Submitting Information To Be Published

Effective Date of Publication	Information Submission Cutoff Dates for <b>Graphic Notices (Parts 3 &amp; 4)</b>	Information Submission Cutoff Dates for <b>NFDC NOTAMs (Parts 1 &amp; 2)</b>
January 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/***

<b>To Obtain Copies of this Publication</b>		
<i>General Public*</i>	<i>Department of Defense and U.S. Coast Guard Organizations</i>	<i>Federal Aviation Administration (FAA) Employees</i>
<p><b>Write:</b> Superintendent of Documents U.S. Government Printing Office P.O. Box 979050 St. Louis, MO 63197-9000</p> <p><b>Online:</b> <a href="http://bookstore.gpo.gov">http://bookstore.gpo.gov</a></p>	<p><b>Contact:</b> National Geospatial Intelligence Agency ATTN: Safety of Navigation 3838 Vogel Road Arnold, MO 63010</p>	<p><b>Contact:</b> Appropriate Distribution Office (listed below)</p>
<p>* Current pricing is available on the GPO website at <a href="http://bookstore.gpo.gov">http://bookstore.gpo.gov</a></p>		

### Contact Information for FAA Distribution Offices

<b>FAA Region/Center/Organization</b>	<b>3-Ltr ID</b>	<b>Phone Number</b>
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 (AFD). Most changes to the NAS meeting NOTAM criteria are known sufficiently in advance to be carried in these publications. When this cannot be done, changes are carried in the Notices to Airmen publication (NTAP) and/or the Service A telecommunications system as a NOTAM D item.

## NATIONAL FLIGHT DATA CENTER AIRWAY NOTAMS

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

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

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

## PART 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 published or is available in other permanent sources. New items will be indicated by a black bar running in the left or right margin.

The information in Part 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.

## 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 JO7210.3, Facility Operation and Administration.

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 to ensure adequate lead time for inclusion in the publication.

Notices submitted for inclusion in the NTAP will be published no earlier than two editions prior to the effective date of the Notice. Special notices will be carried in the NTAP 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 nancy.ctr.hoeser@faa.gov. Graphics should be submitted in one of the following

formats: GIF, JPEG, TIFF, BMP, or PDF. Please do not submit graphics with a “.doc” file extension. 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**

In Part 1, new NOTAMs are shown in shaded text. In all other sections of the book, vertical lines in the outside margin indicate new or revised information.

#### **INTERNET**

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

There are two copies of the NTAP 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.

#### **ERROR OR OBSOLETE DATA NOTIFICATION**

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, or via e-mail at [9-ATOR-HQ-PubGrp@faa.gov](mailto:9-ATOR-HQ-PubGrp@faa.gov).



### NOTAM CONTRACTIONS

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

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

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

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

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

<i>Contraction</i>	<i>Decode</i>
MALSF	Medium Intensity Approach Light System with Sequenced Flashers
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAPT	Missed Approach Point
MCA	Minimum Crossing Altitude
MDA	Minimum Descent Altitude
MEA	Minimum Enroute Altitude
MED	Medium
MIN	Minute
MIRL	Medium Intensity Runway Lights
MLS	Microwave Landing System
MM	Middle Marker
MNM	Minimum
MNT	Monitor/Monitoring/Monitored
MOC	Minimum Obstruction Clearance
MON	Monday
MRA	Minimum reception altitude
MSA	Minimum Safe Altitude/Minimum Sector Altitude
MSAW	Minimum Safe Altitude Warning
MSG	Message
MSL	Mean Sea Level
MU	MU meters
MUD	Mud
MUNI	Municipal
<b>N</b>	
N	North
NA	Not Authorized
NAV	Navigation
NB	Northbound
NDB	Nondirectional Radio Beacon
NE	Northeast
NGT	Night
NM	Nautical Mile(s)
NMR	Nautical Mile Radius
NONSTD	Nonstandard
NOPT	No Procedure Turn Required
NR	Number
NTAP	Notice To Airmen Publication
NW	Northwest
<b>O</b>	
OBSC	Obscured
OBST	Obstruction
OM	Outer Marker
OPR	Operate
OPS	Operation
ORIG	Original
OTS	Out of Service
OVR	Over

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

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

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



## WEATHER CONTRACTIONS

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

<i>Contraction</i>	<i>Decode</i>
BECMG	Becoming (expected between 2 digit beginning hour and 2 digit ending hour) (TAF)
BFDK	Before Dark
BINOVC	Breaks in Overcast
BKN	Broken
BL	Between Layers
BL	Blowing (METAR)
BLD	Build
BLDUP	Buildup
BLKHLS	Black Hills
BLKT	Blanket
BLZD	Blizzard
BMS	Basic Meteorological Services
BNDRY	Boundary
BOVC	Base of Overcast
BR	Mist (METAR)
BRF	Brief
BRKHIC	Breaks in Higher Overcast
BRKSHR	Berkshire
BRM	Barometer
BTWN	Between
<b>C</b>	
C	Central Standard Time (time groups only)
C	Continental (air mass)
CAN	Canada
CARIB	Caribbean
CASCDS	Cascades
CAVOK	Cloud and Visibility OK (METAR)
CAVU	Clear or Scattered Clouds and Visibility Greater Than Ten Miles
CAWS	Common Aviation Weather Sub-system
CB	Cumulonimbus
CBMAM	Cumulonimbus Mamma
CC	Cirrocumulus
CCLKWS	Counterclockwise
CCSL	Standing Lenticular Cirrocumulus
CDFNT	Cold Front
CFP	Cold Front Passage
CHARC	Characteristic
CHSPK	Chesapeake
CI	Cirrus
CIG	Ceiling
CLD	Cloud
CLR	Clear at or below 12,000 feet (AWOS/ASOS report) (METAR)
CLRS	Clear and Smooth
CNCL	Cancel
CNDN	Canadian
CNVTV	Convective
CONFDC	Confidence

<i>Contraction</i>	<i>Decode</i>
CONTDVD	Continental Divide
CONTRAILS	Condensation Trails
COR	Correction to the observation (METAR)
CS	Cirrostratus
CST	Coast
CTGY	Category
CTSKLS	Catskills
CU	Cumulus
CUFRA	Cumulus Fractus
CYC	Cyclonic
CYCLGN	Cyclogenesis
<b>D</b>	
DABRK	Daybreak
DCAVU	Clear or Scattered Clouds and Visibility Greater than Ten, Remainder of Report Missing (weather reports only)
DKTS	Dakotas
DMSH	Diminish
DNS	Dense
DNSLP	Downslope
DNSTRM	Downstream
DP	Deep
DPNG	Deepening
DPTH	Depth
DR	Low Drifting (METAR)
DRFT	Drift
DS	Dust Storm (METAR)
DSIPT	Dissipate
DTLN	International Dateline
DTRT	Deteriorate
DU	Widespread Dust (METAR)
DVV	Downward Vertical Velocity
DWNDFTS	Downdrafts
DWPNT	Dew Point
DZ	Drizzle (METAR)
<b>E</b>	
E	Eastern Standard Time (time groups only)
E	Ending of Precipitation (time in minutes) (weather reports only)
E	Equatorial (air mass)
E	Estimated (weather reports only)
ELNGT	Elongate
EMBDD	Embedded
EMSU	Environment Meteorological Support Unit
ENERN	East-northeastern (weather reports only)
ENEWD	East-northeastward (weather reports only)
EOF	Expected Operations Forecast
ESERN	East-southeastern (weather reports only)
ESEWD	East-southeastward (weather reports only)
EXTRAP	Extrapolate

<i>Contraction</i>	<i>Decode</i>
EXTRM	Extreme
<b>F</b>	
FA	Area Forecast
FAH	Fahrenheit
FEW	1 or 2 octas (eighths) cloud coverage (METAR)
FC	Funnel Cloud (METAR)
+FC	Tornado/ Water Spout (METAR)
FG	Fog (METAR)
FIBI	Filed but Impractical to Transmit
FILG	Filling
FINO	Weather Report Will Not Be Filed for Transmission
FL	Flash Advisory
FLDST	Flood Stage
FLG	Falling
FLRY	Flurry
FLWIS	Flood Warning Issued
FM	From (4 digit beginning time in hours and minutes) (TAF)
FNT	Front
FNTGNS	Frontogenesis
FNTLYS	Frontolysis
FORN	Forenoon
FRMG	Forming
FROPA	Frontal Passage
FROFC	Frontal Surface
FRST	Frost
FRWF	Forecast Wind Factor
FRZ	Freeze
FRZLVL	Freezing Level
FRZN	Frozen
FT	Terminal Forecast
FU	Smoke (METAR)
FULYR	Smoke Layer Aloft
FUOCTY	Smoke Over City
FWC	Fleet Weather Central
FZ	Supercooled/freezing (METAR)
<b>G</b>	
G	Gusts Reaching (knots) (weather reports only)
GLFALSK	Gulf of Alaska
GLFCAL	Gulf of California
GLFMEX	Gulf of Mexico
GLFSTLAWR	Gulf of St. Lawrence
GR	Hail (METAR)
GRAD	Gradient
GRBNKS	Grand Banks
GRDL	Gradual
GRTLKS	Great Lakes
GS	Small Hail/Snow Pellets (METAR)
GSTS	Gusts
GSTY	Gusty
<b>H</b>	
HCVIS	High Clouds Visible

<i>Contraction</i>	<i>Decode</i>
HDFRZ	Hard Freeze
HDSVLY	Hudson Valley
HI	Hi
HIEAT	Highest Temperature Equaled for All Time
HIEFM	Highest Temperature Equaled for The Month
HIESE	Highest Temperature Equaled So Early
HIESL	Highest Temperature Equaled So Late
HIFOR	High Level Forecast
HITMP	Highest Temperature
HIXAT	Highest Temperature Exceeded for All Time
HIXFM	Highest Temperature Exceeded for The Month
HIXSE	Highest Temperature Exceeded So Early
HIXSL	Highest Temperature Exceeded So Late
HLSTO	Hailstones
HLTP	Hilltop
HLYR	Haze Layer Aloft
HURCN	Hurricane
HUREP	Hurricane Report
HX	High Index
HZ	Haze (METAR)
<b>I</b>	
IC	Ice Crystals (METAR)
ICG	Icing
ICGIC	Icing in Clouds
ICGICIP	Icing in Clouds and Precipitation
ICGIP	Icing in Precipitation
IMDT	Immediate
INLD	Inland
INSTBY	Instability
INTR	Interior
INTRMTRGN	Inter-Mountain Region
INTS	Intense
INTSFY	Intensify
INVRN	Inversion
IOVC	In Overcast
IR	Ice on Runway
<b>J</b>	
JTSTR	Jet Stream
<b>K</b>	
K	Cold (air mass)
KFRST	Killing Frost
<b>L</b>	
LABRDR	Labrador
LCTMP	Little Change in Temperature
LDG	Landing
LFT	Lift
LGRNG	Long Range
LIFR	Low IFR (weather reports only)
LK	Lake

<i>Contraction</i>	<i>Decode</i>
LOEAT	Lowest Temperature Equaled for All Time
LOEFM	Lowest Temperature Equaled for The Month
LOESE	Lowest Temperature Equaled So Early
LOESL	Lowest Temperature Equaled So Late
LOTMP	Lowest Temperature
LOXAT	Lowest Temperature Exceeded for All Time
LOXFM	Lowest Temperature Exceeded for The Month
LOXSE	Lowest Temperature Exceeded So Early
LOXSL	Lowest Temperature Exceeded So Late
LSR	Loose Snow on Runway
LTGCC	Lightning Cloud-to-Cloud
LTGCCCG	Lightning Cloud-to-Cloud, Cloud-to-Ground
LTGCG	Lightning Cloud-to-Ground
LTGCW	Lightning Cloud-to-Water
LTGIC	Lightning in Clouds
LTLCG	Little Change
LTNG	Lightning
LX	Low Index
LYR	Layer or Layered or Layers
<b>M</b>	
M	Maritime (air mass)
M	In temperature field means "minus" or below zero (METAR)
M	In RVR Field, indicates visibility less than lowest reportable sensor value (e.g. M0600FT)
M	Missing (weather reports only)
M	Mountain Standard Time (time groups only)
MA	Map Analysis
MAN	Manitoba
MEGG	Merging
MEX	Mexico
MHKVLY	Mohawk Valley
MI	Shallow (METAR)
MIDN	Midnight
MIFG	Patches of Shallow Fog Not Deeper Than Two Meters (METAR)
MLTLVL	Melting Level
MMO	Main Meteorological Office
MNLD	Mainland
MOGR	Moderate or Greater
MONTR	Monitor
MOV	Move
MRGL	Marginal
MRNG	Morning
MRTM	Maritime
MS	Minus
MSTLY	Mostly
MSTR	Moisture
MTN	Mountain
MVFR	Marginal VFR
MXD	Mixed

<i>Contraction</i>	<i>Decode</i>
<b>N</b>	
NB	New Brunswick
NCWX	No Change in Weather
NELY	Northeasterly (weather reports only)
NERN	Northeastern
NEW ENG	New England
NFLD	Newfoundland
NGT	Night
NL	No Layers
NMBR	Number
NNERN	North–northeastern (weather reports only)
NNEWD	North–northeastward (weather reports only)
NNWRN	North–northwestern (weather reports only)
NNWWD	Northwestward (weather reports only)
NO	Not available (e.g. SLPNO, RVRNO)
NORPI	No Pilot Balloon Observation Will Be Filed Next Collection Unless Weather Changes Significantly
NPRS	Nonpersistent
NS	Nimbostratus
NS	Nova Scotia
NSCSWD	No Small Craft or Storm Warning are Being Displayed
NSW	No Significant Weather (METAR)
NVA	Negative Vorticity Advection
NWLY	Northwesterly (weather reports only)
NWRN	Northwestern (weather reports only)
<b>O</b>	
OBS	Observation
OBSC	Obscure
OCFNT	Occluded Front
OCLD	Occlude
OCLN	Occlusion
OFP	Occluded Frontal Passage
OFSHR	Offshore
OMTNS	Over Mountains
ONSHR	On Shore
ONT	Ontario
ORGPHC	Orographic
OSV	Ocean Station Vessel
OTAS	On Top and Smooth
OTLK	Outlook
OVC	Overcast
<b>P</b>	
P	Pacific Standard Time (time group only)
P	Polar (air mass)
P	In RVR field, indicates visibility greater than highest reportable sensor value (e.g. P6000FT)
P6SM	Visibility greater than 6 statute miles (TAF only)
PAC	Pacific
PBL	Probable
PCPN	Precipitation
PDMT	Predominant

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

<i>Contraction</i>	<i>Decode</i>
RAICG	Radiosonde Observation Icing at
RAOB	Radiosonde Observation
RAREP	Radar Weather Report
RAVU	Radiosonde Analysis and Verification Unit
RAWE	No RAWIN obs., Unfavorable Weather
RAWI	No RAWIN Obs., High and Gusty Winds
RAWIN	Upper Winds Obs. (by radio methods)
RCD	Radar Cloud Detection Report
RCDNA	Radar Cloud Detection Report Not Available
RCDNE	Radar Cloud Detection Report No Echoes Observed
RCDNO	Radar Cloud Detector Inoperative Due to Breakdown Until
RCDOM	Radar Cloud Detector Inoperative Due to Maintenance Until
RCKY	Rockies (mountains)
RDG	Ridge
RDWND	Radar Dome Wind
RESTR	Restrict
RGD	Ragged
RH	Relative Humidity
RHINO	Radar Echo Height Information Not Available
RHINO	Radar Range Height Indicator Not Operating on Scan
RIOGD	Rio Grande
RMK	Remark(s)
RNFL	Rainfall
ROBEPS	Radar Operating Below Prescribed Standard
RPD	Rapid
RSG	Rising
RUF	Rough
RY/RWY	Runway
<b>S</b>	
SA	Sand (METAR)
SASK	Saskatchewan
SBSD	Subside
SC	Stratocumulus
SCSL	Standing Lenticular Stratocumulus
SCT	Scattered
SELS	Severe Local Storms
SELY	Southeasterly (weather reports only)
SERN	Southeastern (weather reports only)
SFERICS	Atmospherics
SG	Snow Grains (METAR)
SGD	Solar-Geophysical Data
SH	Showers (METAR)
SHFT	Shift (weather reports only)
SHLW	Shallow
SHRTLY	Shortly
SHWR	Shower
SIERNEV	Sierra Nevada
SIR	Snow and Ice on Runway
SKC	Sky Clear (METAR)

<i>Contraction</i>	<i>Decode</i>
SLD	Solid
SLP	Sea Level pressure (e.g. 1013.2 reported as 132)
SLR	Slush on Runway
SLT	Sleet
SM	Statute mile(s)
SMK	Smoke
SMTH	Smooth
SN	Snow (METAR)
SNBNK	Snowbank
SNFLK	Snowflake
SNOINCR	Snow Depth Increase in Past Hour
SNW	Snow
SNWFL	Snowfall
SP	Station Pressure
SPECI	Special Report (METAR)
SPKL	Sprinkle
SPLNS	South Plains
SPRD	Spread
SQ	Squall (METAR)
SQAL	Squall
SQLN	Squall Line
SS	Sandstorm (METAR)
SSERN	South-southeastern (weather reports only)
SSEWD	South-southeastward (weather reports only)
SSWRN	South-southwestern (weather reports only)
SSWWD	South-southwestward (weather reports only)
ST	Stratus
STAGN	Stagnation
STFR	Stratus Fractus
STFRM	Stratiform
STG	Strong
STM	Storm
STNRY	Stationary
SWLG	Swelling
SWLY	Southwesterly (weather reports only)
SWRN	Southwestern (weather reports only)
SX	Stability Index
SXN	Section
SYNOP	Synoptic
SYNS	Synopsis
<b>T</b>	
T	Trace (weather reports only)
T	Tropical (air mass)
TCU	Towering Cumulus
TEMPO	Temporary changes expected (between 2 digit beginning hour and 2 digit ending hour) (TAF)
THD	Thunderhead (non METAR)
THDR	Thunder (non METAR)
THK	Thick
THN	Thin
TKOF	Takeoff
TOP	Cloud Top
TOVC	Top of Overcast

<i>Contraction</i>	<i>Decode</i>
TPG	Topping
TRIB	Tributary
TROF	Trough
TROP	Tropopause
TRPCD	Tropical Continental (air mass)
TRPCL	Tropical
TRPLYR	Trapping Layer
TS	Thunderstorm (METAR)
TSHWR	Thundershower (non METAR)
TSQLS	Thundersqualls (non METAR)
TSTM	Thunderstorm (non METAR)
TURBC	Turbulence
TURBT	Turbulent
TWRG	Towering
<b>U</b>	
UAG	Upper Atmosphere Geophysics
UDDF	Up and Down Drafts
UNSBL	Unseasonable
UNSTBL	Unstable
UNSTDY	Unsteady
UNSTL	Unsettle
UP	Unknown Precipitation (Automated Observations)
UPDFTS	Updrafts
UPR	Upper
UPSLP	Upslope
UPSTRM	Upstream
UVV	Upward Vertical Velocity
UWNDS	Upper Winds
<b>V</b>	
V	Varies (wind direction and RVR)
V	Variable (weather reports only)
VA	Volcanic Ash (METAR)
VC	Vicinity
VLCTY	Velocity
VLNT	Violent
VLY	Valley
VR	Veer
VRB	Variable wind direction when speed is less than or equal to 6 knots
VRISL	Vancouver Island, BC
VRT MOTN	Vertical Motion
VSBY	Visibility
VSBYDR	Visibility Decreasing Rapidly

<i>Contraction</i>	<i>Decode</i>
VSBYIR	Visibility Increasing Rapidly
VV	Vertical Visibility (Indefinite Ceiling) (METAR)
<b>W</b>	
W	Warm (air mass)
WA	AIRMET
WDC-1	World Data Centers in Western Europe
WDC-2	World Data Centers Throughout Rest of World
WDLY	Widely
WDSPRD	Widespread
WEA	Weather
WFP	Warm Front Passage
WINT	Winter
WND	Wind
WNWRN	West-northwestern (weather reports only)
WNWWD	West-northwestward (weather reports only)
WPLTO	Western Plateau
WR	Wet Runway
WRM	Warm
WRMFNT	Warm Front
WRNG	Warning
WS	Wind Shear (in TAFs, low level and not associated with convective activity)
WS	SIGMET
WSHFT	Wind Shift
WSOM	Weather Service Operations Manual
WSR	Wet Snow on Runway
WSWRN	West-southwestern (weather reports only)
WSWWD	West-southwestward (weather reports only)
WTR	Water
WTSPT	Waterspout
WV	Wave
WW	Severe Weather Forecast
WXCON	Weather Reconnaissance Flight Pilot Report
<b>X</b>	
XCP	Except
XPC	Expect
<b>Y</b>	
Y	Yukon Standard Time (time groups only)
YKN	Yukon
YLSTN	Yellowstone
<b>Z</b>	
ZI	Zonal Index
ZI	Zone of Interior

**Part 1.**

**Section 1.**

**FDC**

**AIRWAY NOTAMS**

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







# PART 1

## Section 1. AIRWAY NOTAMS

### 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 9/0961** ZTL FI/T AIRWAY ZTL. V323 EUFALA (EUF) VORTAC, AL TO BYROE INT, GA MOCA 2100.

**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 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.

### **BOSTON ARTCC**

**FDC 9/1354** ZBW NY.. FI/T AIRWAY ZBW. J97 PLATTSBURGH (PLB) VORTAC, NY TO BOSTON (BOS) VOR/DME, MA NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PLB VORTAC UNUSABLE R-302 CW R-160.

**FDC 9/1353** ZBW NY.. FI/T AIRWAY ZBW. J29- 595 PLATTSBURGH (PLB) VORTAC, NY TO BANGOR (BGR) VORTAC, ME NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PLB VORTAC UNUSABLE R-302 CW R-160.

**FDC 9/1352** ZBW NY.. FI/T AIRWAY ZBW. J560 PLATTSBURGH (PLB) VORTAC, NY TO U.S. CANADIAN BORDER NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PLB VORTAC UNUSABLE R-302 CW R-160.

**FDC 9/1351** ZBW NY.. FI/T AIRWAY ZBW. J567 PLATTSBURGH (PLB) VORTAC, NY TO U.S. CANADIAN BORDER NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PLB VORTAC UNUSABLE R-302 CW R-160.

**FDC 9/1350** ZBW NY.. FI/T AIRWAY ZBW. V104 PLATTSBURGH (PLB) VORTAC, NY TO BURLINGTON (BTV) VOR/DME, VT NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PLB VORTAC UNUSABLE R-302 CW R-160.

**FDC 9/1347** ZBW NY.. FI/T AIRWAY ZBW. V91 BURLINGTON (BTV) VOR/DME, VT TO U.S. CANADIAN BORDER NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PLB VORTAC UNUSABLE R-302 CW R-160.

**FDC 9/1346** ZBW NY.. FI/T AIRWAY ZBW. V487 BURLINGTON (BTV) VOR/DME, VT TO U.S. CANADIAN BORDER MEA 2800 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PLB VORTAC RESTRICTED, PLB VORTAC UNUSABLE R-302 CW R-160.

**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 8/4163** 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 9/1796** ZAU IL.. FI/T AIRWAY ZAU. V6 LEECS INT, IL TO START INT, IL MEA 4000.

**FDC 9/0411** ZAU MI.. FI/T AIRWAY ZAU ZMP. V216 SQUIB INT, MI TO MUSKEGON (MKG) VORTAC, MI MEA 4000.

**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 9/4089** ZOB OH.. FI/T AIRWAY ZOB. V5 APPELTON (APE) VORTAC, OH TO MANSFIELD (MFD) VOR/DME, OH NA.

**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 8/5402** 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 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 4/2974** ZOB NY.. FI/T AIRWAY ZOB. V36 BUFFALO (BUF) VOR/DME, NY TO BURST INT, 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 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 GEFFS 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 6/6514** 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 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 9/4222** ZKC KS.. FI/T AIRWAY ZKC. V190 BARTLESVILLE (BVO) VOR/DME, OK TO OSWEGO (OSW) VORTAC, KS MOCA 2400.

**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.

### **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 9/4009** ZMP WI.. FI/T AIRWAY ZMP. V129 SIREN  
(RZN) VOR/DME R-115 UNUSABLE AT QESCA INT, WI,  
DME REQUIRED.

**FDC 9/0258** ZMP NE.. FI/T AIRWAY ZMP. V138 GAMBL  
INT, NE TO YATDO INT, NE MOCA 4000.

**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 7/6803** 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 5/1307** 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 8/2384** 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 NANJI 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 4/9343** 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 9/1991** 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 OXFORD 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 9/1183** ZDC WV.. FI/T AIRWAY ZDC. V469 FROM MORGANTOWN (MGW) VORTAC, WV, TO ROTON INT, WV, DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

**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 8/1390** 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 4/2209** ZDC FI/T AIRWAY ZID ZDC J213 BECKLEY  
(BKW) VORTAC TO PUTTZ INT, VA R-072 UNUSABLE.

**Part 1.**

**Section 2.**

**FDC**

**AIRPORTS, FACILITIES, & PROCEDURAL NOTAMS**

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



## PART 1, SECTION 2

### CONTENT CRITERIA

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

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

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#### NAVAIDS, COMMUNICATIONS, OTHER SERVICES

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

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

### ALABAMA

#### ALABASTER

##### Shelby County

**FDC 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.

#### CENTRE

##### Centre Muni

**FDC 9/4170** C22 FI/T CENTRE MUNI, CENTRE, AL. VOR/DME OR GPS RWY 27, AMDT 1A...VOR/DME PORTION NA.

#### 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.

## GREENSBORO

### Greensboro Muni

**FDC 9/2274** 7A0 FI/T GREENSBORO MUNI, GREENSBORO, AL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA.

**FDC 9/2273** 7A0 FI/T GREENSBORO MUNI, GREENSBORO, 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 9/1727** HSV FI/T HUNTSVILLE INTL-CARL T JONES FIELD, HUNTSVILLE, AL. RNAV (GPS) RWY 18L, AMDT 1...LNAV MDA 1120/HAT 511, CAT C VIS RVR 5000, CAT E VIS RVR 6000. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DECATUR ALTIMETER SETTING AND INCREASE CATS D/E VISIBILITY 1/4 MILE. VDP NA. TEMPORARY CRANE 820 MSL 3564 FT SW 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.

## 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.

## **TUSCALOOSA**

### **Tuscaloosa Rgnl**

**FDC 8/4367** TCL FI/T TUSCALOOSA REGIONAL, TUSCALOOSA, AL. VOR OR TACAN RWY 22, AMDT 14C...LDK VORTAC TO RW22: 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 9/2918** GST FI/P GUSTAVUS, GUSTAVUS, AK. VOR/DME RWY 29, AMDT 1A...S-29 MDA 1100/HAT 1069 ALL CATS. CIRCLING MDA 1100/HAA 1065 ALL CATS. CHART TDZ ELEV 31. CHART APT ELEV 35. THIS IS VOR/DME RWY 29, AMDT 1B.

**FDC 9/2734** GST FI/T GUSTAVUS, GUSTAVUS, AK. (SPECIAL) RNAV (GPS) Z RWY 29, ORIG...LNAV MDA 500/HAT 470 ALL CATS.

**FDC 9/2341** GST FI/P GUSTAVUS, GUSTAVUS, AK. RNAV (GPS) Y RWY 29, ORIG...LNAV MDA 500/HAT 469 ALL CATS. CIRCLING MDA 560/HAA 525 CATS A/B/C, MDA 600/HAA 565 CAT D. ALTERNATE MINIMUMS: STANDARD, (ATTENTION SYMBOL) NA WHEN LOCAL WEATHER NOT AVAILABLE. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. CHART VDP AT 1.36NM TO RWY 29. CHART TDZ ELEV 31. CHART APT ELEV 35. THIS IS RNAV (GPS) Y RWY 29, ORIG-A.

## 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.

## KIANA

### Bob Baker Memorial

**FDC 9/3324** IAN FI/T BOB BAKER MEMORIAL, KIANA, AK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 24, NA- TERRAIN.

## KING COVE

### King Cove

**FDC 9/3327** KVC FI/T KING COVE, KING COVE, AK. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 25, NA- TERRAIN.

## KWETHLUK

### Kwethluk

**FDC 9/4239** KWT FI/P KWETHLUK, KWETHLUK, AK. RNAV (GPS) RWY 36, ORIG...RNAV (GPS) RWY 18, ORIG...CORRECT BRIEFING STRIP COMMUNICATION INFORMATION: ADD ANCHORAGE CENTER FREQUENCIES 125.2 372.0.

**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.

## SITKA

### Sitka Rocky Gutierrez

**FDC 9/2700** SIT FI/P SITKA ROCKY GUTIERREZ AIRPORT, SITKA, AK. SITKA SEVEN DEPARTURE (STKA7.SSR)...CORRECT CHART BY ADDING CHANGEOVER POINT ON COURSE BETWEEN BKA VORTAC AND SSR VORTAC. POINT IS 55 NM FROM BKA AND 25 NM FROM SSR.

## ST MARY'S

### St Mary's

**FDC 9/1186** KSM FI/P ST MARY S, ST MARY S, AK. NDB RWY 35, AMDT 1...CORRECT BRIEFING STRIP MISSED APPROACH INSTRUCTIONS BY ADDING TO THE END OF MISSED APPROACH INSTRUCTIONS, CONTINUE CLIB-IN-HOLD TO 3000.

**FDC 9/1182** KSM FI/P ST MARY S, ST MARY S, AK. LOC/DME RWY 17, AMDT 4...CORRECT BRIEFING STRIP MISSED APPROACH INSTRUCTIONS BY ADDING TO THE END OF MISSED APPROACH INSTRUCTIONS, CONTINUE CLIMB-IN-HOLD TO 2600.

## 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...RNAV 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 9/0366** FHU FI/T SIERRA VISTA MUNI-LIBBY AAF, FORT HUACHUCA/SIERRA VISTA, AZ. RNAV (GPS) RWY 8, ORIG...RNAV MDA 5920/HAT 1201 ALL CATS, VISIBILITY CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. NECCI 2.3 NM TO RW08 NA. CIRCLING MDA 5920/HAA 1201 ALL CATS, VISIBILITY CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. ALTERNATE MINIMUMS CAT A/B 1300 VISIBILITY 2, CAT C/D 1300 VISIBILITY 3.

**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...RNAV/VNAV: DA 1579/HAT 530 ALL CATS. VIS 2 ALL CATS. RNAV: 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.

## **GOODYEAR**

### **Phoenix Goodyear**

**FDC 9/0496** GYR FI/T PHOENIX GOODYEAR MUNI, GOODYEAR, AZ. RNAV (GPS) RWY 3, ORIG...CIRCLING MDA CATS A/B/C 1500/HAA 532. PHOENIX SKY HARBOR INTL ALTIMETER SETTING MINIMUMS CIRCLING MDA CATS A/B/C 1580/HAA 612, VISIBILITY CAT C 1 3/4. TEMP CRANE 1147 FEET MSL/200 FEET AGL, 781 FEET FROM RWY 3, 2146 FEET LEFT OF CENTERLINE.

## **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).

## **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 9/3540** LIT FI/T ADAMS FIELD, LITTLE ROCK, AR. RNAV (GPS) RWY 4L, AMDT 1...RNAV (GPS) RWY 4R, AMDT 1...RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 22L, AMDT 1...RNAV (GPS) RWY 22R, AMDT 1...RNAV (GPS) RWY 36, ORIG...VOR A, ORIG-B...RADAR-1, AMDT 17...CIRCLING CATS B/C MDA 920/HAA 658. TEMPORARY CRANE 567 MSL 2.3 NM WEST OF AIRPORT.

**FDC 9/3539** 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 9/3538** LIT FI/T ADAMS FIELD, LITTLE ROCK, AR. ILS OR LOC RWY 4L, AMDT 25C...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 9/3537** LIT FI/T ADAMS FIELD, LITTLE ROCK, AR. ILS OR LOC RWY 22R, AMDT 2...ILS OR LOC RWY 22L, ORIG...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 9/2350** LIT FI/T ADAMS FIELD, LITTLE ROCK, AR. ILS OR LOC RWY 4L, AMDT 25C...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 8/6150** 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 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.

## 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 9/3283** TXK FI/P TEXARKANA REGIONAL-WEBB FIELD, TEXARKANA, AR. VOR RWY 13, AMDT 16...CIRCLING CAT B MDA 860/HAA 470 DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE SHREVEPORT RGNL, LA ALTIMETER SETTING AND INCREASE ALL MDAS 160 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE J LYNN HELMS SEVIER COUNTY ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET, INCREASE S-13 AND CIRCLING CAT C AND D VISIBILITY 1/4 MILE. DELETE NOTE: VDP NA WHEN USING SHREVEPORT RGNL, LA ALTIMETER SETTING. CHART NOTE: VDP NA WHEN USING J LYNN HELMS SEVIER COUNTY ALTIMETER SETTING. THIS IS VOR RWY 13, AMDT 16A.

**FDC 9/3282** TXK FI/P TEXARKANA REGIONAL-WEBB FIELD, TEXARKANA, AR. RNAV (GPS) RWY 31, ORIG...DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE SHREVEPORT RGNL, LA ALTIMETER SETTING AND INCREASE ALL DAS/MDAS 160 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE J LYNN HELMS SEVIER COUNTY ALTIMETER SETTING AND INCREASE ALL DA/MDA 100 FEET, INCREASE LPV AND LNAV/VNAV ALL CATS, AND LNAV CAT C VISIBILITY 1/4 MILE, LNAV CAT D VISIBILITY 1/2 MILE AND CIRCLING CAT C AND D VISIBILITY 1/4 MILE. DELETE NOTE: BARO-VNAV AND VDP NA WHEN USING SHREVEPORT RGNL, LA ALTIMETER SETTING. CHART NOTE: BARO-VNAV AND VDP NA WHEN USING J LYNN HELMS SEVIER COUNTY ALTIMETER SETTING. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS RNAV (GPS) RWY 31, ORIG-A.

**FDC 9/3281** TXK FI/P TEXARKANA REGIONAL-WEBB FIELD, TEXARKANA, AR. RNAV (GPS) RWY 13, ORIG...CIRCLING CAT B MDA 860/HAA 470 DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE SHREVEPORT RGNL, LA ALTIMETER SETTING AND INCREASE ALL DAS/MDAS 160 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE J LYNN HELMS SEVIER COUNTY ALTIMETER SETTING AND INCREASE ALL DA/MDA 100 FEET, INCREASE LPV AND LNAV/VNAV ALL CATS VISIBILITY 1/4 MILE, LNAV AND CIRCLING CAT C AND D VISIBILITY 1/4 MILE. DELETE NOTE: BARO-VNAV AND VDP NA WHEN USING SHREVEPORT RGNL, LA ALTIMETER SETTING. CHART NOTE: BARO-VNAV AND VDP NA WHEN USING J LYNN HELMS SEVIER COUNTY ALTIMETER SETTING. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS RNAV (GPS) RWY 13, ORIG-A.

**FDC 9/3280** TXK FI/P TEXARKANA REGIONAL-WEBB FIELD, TEXARKANA, AR. RNAV (GPS) RWY 22, ORIG...CIRCLING CAT B MDA 860/HAA 470 DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE SHREVEPORT RGNL, LA ALTIMETER SETTING AND INCREASE ALL DAS/MDAS 160 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE J LYNN HELMS SEVIER COUNTY ALTIMETER SETTING AND INCREASE ALL DA/MDA 100 FEET, INCREASE LPV ALL CATS VISIBILITY 1/4 MILE, LNAV/VNAV ALL CATS VISIBILITY 1/2 MILE, LNAV AND CIRCLING CAT C AND D VISIBILITY 1/4 MILE. DELETE NOTE: BARO-VNAV AND VDP NA WHEN USING SHREVEPORT RGNL, LA ALTIMETER SETTING. CHART NOTE: BARO-VNAV AND VDP NA WHEN USING J LYNN HELMS SEVIER COUNTY ALTIMETER SETTING. DELETE NOTE: FOR INOPERATIVE MALSR INCREASE LPV ALL CATS VISIBILITY TO 3/4 AND LNAV/VNAV CAT D VISIBILITY TO 1. CHART NOTE: FOR INOPERATIVE MALSR WHEN USING J LYNN HELMS SEVIER COUNTY ALTIMETER SETTING INCREASE LPV ALL CATS VISIBILITY TO 1 1/4. THIS IS RNAV (GPS) RWY 22, ORIG-A.

**FDC 9/3279** TXK FI/P TEXARKANA REGIONAL-WEBB FIELD, TEXARKANA, AR. RNAV (GPS) RWY 4, ORIG...DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE SHREVEPORT RGNL, LA ALTIMETER SETTING AND INCREASE ALL DAS/MDAS 160 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE J LYNN HELMS SEVIER COUNTY ALTIMETER SETTING AND INCREASE ALL DA/MDA 100 FEET, INCREASE LPV AND LNAV/VNAV ALL CATS VISIBILITY 1/4 MILE, LNAV AND CIRCLING CAT C AND D VISIBILITY 1/4 MILE. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. DELETE NOTE: BARO-VNAV NA WHEN USING SHREVEPORT RGNL, LA ALTIMETER SETTING. CHART NOTE: BARO-VNAV NA WHEN USING J LYNN HELMS SEVIER COUNTY ALTIMETER SETTING. THIS IS RNAV (GPS) RWY 4, ORIG-A.

**FDC 9/2991** TXK FI/T TEXARKANA REGIONAL-WEBB FIELD, TEXARKANA, AR. LOC BC RWY 4, AMDT 12A...S-4 MDA 1000/HAT640 ALL CATS. CAT C VIS 1 3/4, CAT D VIS 2. CIRCLING MDA 1000/HAA 610 ALL CATS. CAT C VIS 1 3/4. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SHREVEPORT REGIONAL, LA ALTIMETER SETTING AND INCREASE ALL MDA 160 FEET, AND INCREASE S-4 VISIBILITY CAT B 1/4 MILE, CAT C 3/4 MILE, CAT D 1/2 MILE AND INCREASE CIRCLING VISIBILITY CAT B 1/4 MILE, CAT C 3/4 MILE, CAT D 1/2 MILE.

**FDC 9/2420** TXK FI/T TEXARKANA REGIONAL-WEBB FIELD, TEXARKANA, AR. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 22, 400-3 OR STANDARD WITH A MINIMUM CLIMB OF 247 FT PER NM TO 900. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 9/2419** TXK FI/T TEXARKANA REGIONAL-WEBB FIELD, TEXARKANA, AR. RNAV (GPS) RWY 4, ORIG...LNAV MDA 1000/HAT 640 ALL CATS, VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 1000/HAA 610 ALL CATS, VIS CAT A, B 1 3/4. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SHREVEPORT REGIONAL, LA ALTIMETER SETTING AND INCREASE ALL MDA 160 FEET, AND INCREASE LNAV VISIBILITY CAT B 1/4 MILE, CAT C, D 1/2 MILE AND INCREASE CIRCLING VISIBILITY CAT B 1/4 MILE, CAT C, D 1/2 MILE.

**FDC 9/1261** TXK FI/T TEXARKANA REGIONAL-WEBB FIELD, TEXARKANA, AR. RNAV (GPS) RWY 22, ORIG...LNAV/VNAV DA 856/HAT 472 ALL CATS. VIS 1 1/4 ALL CATS. CIRCLING CATS A/B MDA 880/HAA 490. FOR INOPERATIVE MALSR INCREASE LNAV/VNAV VISIBILITY ALL CATS TO 1 3/4. TEMPORARY CRANE 1.45 NM N OF TEXARKANA REGIONAL/WEBB FIELD, 525 MSL/207 AGL.

**FDC 9/1260** TXK FI/T TEXARKANA REGIONAL-WEBB FIELD, TEXARKANA, AR. RNAV (GPS) RWY 13, ORIG...LNAV/VNAV DA 848/HAT 461 ALL CATS. VIS 1 3/4 ALL CATS. LNAV MDA 820/HAT 433 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING CATS A/B MDA 880/HAA 490. VDP 1.27 NM TO RWY 13. TEMPORARY CRANE 1.45 NM N OF TEXARKANA REGIONAL/WEBB FIELD, 525 MSL/207 AGL.

**FDC 9/1259** TXK FI/T TEXARKANA REGIONAL-WEBB FIELD, TEXARKANA, AR. VOR RWY 13, AMDT 16...S-13 MDA 840/HAT 453 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING CATS A/B MDA 880/HAA 490. TEMPORARY CRANE 1.45 NM N OF TEXARKANA REGIONAL/WEBB FIELD, 525 MSL/207 AGL.

**FDC 9/1258** TXK FI/T TEXARKANA REGIONAL-WEBB FIELD, TEXARKANA, AR. ILS RWY 22, AMDT 15...LOC BC RWY 4, AMDT 12A...CIRCLING CATS A/B MDA 880/HAA 490. TEMPORARY CRANE 1.45 NM N OF TEXARKANA REGIONAL/WEBB FIELD, 525 MSL/207 AGL.

**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**

### **AVALON**

#### **Catalina**

**FDC 9/4221** AVX FI/T CATALINA, AVALON, CA. VOR/DME OR GPS B, AMDT 2A...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.

**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.

## **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.

## **CHINO**

### **Chino**

**FDC 9/1150** CNO FI/T CHINO, CHINO, CA. ILS OR LOC RWY 26R, AMDT 7...TERMINAL ROUTE FROM HOMELAND (HDF) VOR (IAF) TO CAZBY INT, NOPT.

**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.

## **DAVIS**

### **University**



**FDC 9/4056** EDU FI/T UNIVERSITY, DAVIS, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...CHANGE ALL REFERENCE TO RWY 16/34 TO 17/35.

**FDC 9/4055** EDU FI/T UNIVERSITY, DAVIS, CA. VOR OR GPS RWY 16, AMDT 1...CHANGE ALL REFERENCE TO RWY 16/34 TO 17/35.

## 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.

## FULLERTON

### Fullerton Muni

**FDC 9/1690** FUL FI/T FULLERTON MUNI, FULLERTON, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 24, TEMPORARY CRANE, 4504 FEET FROM DEPARTURE END OF RWY, 1636 FEET LEFT OF CENTERLINE, 150 FEET AGL/223 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

## 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 9/0495** LGB FI/T LONG BEACH/DAUGHERTY FIELD, LONG BEACH, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 7L: STANDARD WITH MINIMUM CLIMB OF 302 FEET PER NM TO 300 FEET. NOTE: RWY 7L, TEMPORARY CRANE 5222 FEET FROM DEPARTURE END OF RUNWAY 07L, 37 FEET LEFT OF CENTERLINE, 140 FEET AGL/174 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**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 ALAMITOS

### Los Alamitos AAF

**FDC 9/2807** SLI FI/T LOS ALAMITOS AAF, LOS ALAMITOS, CA. VOR OR TACAN RWY 22L, AMDT 7...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ELB VOR OTS.

## LOS ANGELES

### Los Angeles Intl

**FDC 9/3238** LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 25L, ORIG...RNP 0.17 DA 531/HAT 427 ALL CATS. VISIBILITY RVR 5000 ALL CATS. RNP 0.30 DA 574/HAT 470 ALL CATS. VISIBILITY RVR 6000 ALL CATS. FOR INOPERATIVE ALSF-2, INCREASE VISIBILITY RNP 0.17 TO 1 1/2 AND RNP 0.30 TO 1 3/4 ALL CATS.

**FDC 9/3236** LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 25R, ORIG...RNP 0.11 DA 525/HAT 423 ALL CATS. RNP 0.30 DA 575/HAT 473 ALL CATS. VISIBILITY RVR 6000 ALL CATS. FOR INOPERATIVE MALSR, INCREASE VISIBILITY RNP 0.11 TO 1 1/2 AND RNP 0.30 TO 1 3/4 ALL CATS.

**FDC 9/3235** LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (GPS) Y RWY 25L, AMDT 2...LNAV/VNAV: DA 633/HAT 529 ALL CATS.

**FDC 9/3232** LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (GPS) Y RWY 25R, AMDT 1...LNAV/VNAV: DA 633/HAT 531 ALL CATS.

**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.

## MARYSVILLE

### Yuba County

**FDC 9/0351** MYV FI/T YUBA COUNTY, MARYSVILLE, CA. ILS OR LOC RWY 14, AMDT 5A...S-ILS 14 DA 311/HAT 250 ALL CATS, VISIBILITY 3/4 ALL CATS. S-LOC 14 CATS A/B/C VISIBILITY 3/4. FOR INOPERATIVE MALSR, INCREASE S-LOC 14 CATS A/B/C VISIBILITY TO 1 MILE. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 14.

## MERCED

### Castle

**FDC 9/0310** MER FI/P CASTLE, MERCED, CA. RNAV (GPS) RWY 13, ORIG...CHART NOTE: CIRCLING NA SW OF RWY 13/31. THIS IS RNAV (GPS) RWY 13, ORIG-A.

**FDC 9/0309** MER FI/P CASTLE, MERCED, CA. ILS OR LOC/DME RWY 31, AMDT 2...CHART NOTE: CIRCLING NA SW OF RWY 13-31. DELETE NOTE: CIRCLING NA SOUTHWEST OF RWY 13/31. THIS IS ILS OR LOC/DME RWY 31, AMDT 2A.

**FDC 9/0308** MER FI/P CASTLE, MERCED, CA. RNAV (GPS) RWY 31, ORIG...CHART NOTE: CIRCLING NA SW OF RWY 13-31. DELETE NOTE: CIRCLING NA SOUTH OF RWYS 13 AND 31. THIS IS RNAV (GPS) RWY 31, ORIG-A.

### Merced Muni/Macready Field

**FDC 9/1791** MCE FI/P MERCED MUNI/MACREADY FIELD, MERCED, CA. RNAV (GPS) RWY 30, ORIG...CHANGE ALL REFERENCES TO MERCED MUNI-MACREADY FIELD, MERCED, CA TO MERCED REGIONAL/MACREADY FIELD, MERCED, CA. CHART NOTE: CIRCLING NA NE OF RWY 12-30. DELETE NOTE: CIRCLING NA NORTHEAST OF RWY 12-30. THIS IS RNAV (GPS) RWY 30, ORIG-A.

**FDC 9/1790** MCE FI/P MERCED MUNI/MACREADY FIELD, MERCED, CA. LOC BC RWY 12, AMDT 10C...CHANGE ALL REFERENCES TO MERCED MUNI-MACREADY FIELD, MERCED, CA TO MERCED REGIONAL/MACREADY FIELD, MERCED, CA. CHART NOTE: CIRCLING NA NE OF RWY 12-30. DELETE NOTE: CIRCLING NOT AUTHORIZED NORTHEAST OF RWY 12-30. THIS IS LOC BC RWY 12, AMDT 10D.

**FDC 9/1789** MCE FI/P MERCED MUNI/MACREADY FIELD, MERCED, CA. ILS RWY 30, AMDT 14B...CHANGE ALL REFERENCES TO MERCED MUNI-MACREADY FIELD, MERCED, CA TO MERCED REGIONAL/MACREADY FIELD, MERCED, CA. CHART NOTE: CIRCLING NA NE OF RWY 12-30. DELETE NOTE: CIRCLING NOT AUTHORIZED NORTHEAST OF RWY 12-30. THIS IS ILS OR LOC RWY 30, AMDT 14C.

**FDC 9/1788** MCE FI/P MERCED MUNI/MACREADY FIELD, MERCED, CA. GPS RWY 12, ORIG-B...CHANGE ALL REFERENCES TO MERCED MUNI-MACREADY FIELD, MERCED, CA TO MERCED REGIONAL/MACREADY FIELD, MERCED, CA. CHART NOTE: CIRCLING NA NE OF RWY 12-30. DELETE NOTE: CIRCLING NOT AUTHORIZED NORTHEAST OF RWY 12-30. THIS IS GPS RWY 12, ORIG-C.

**FDC 9/1787** MCE FI/P MERCED MUNI/MACREADY FIELD, MERCED, CA. VOR RWY 30, ORIG...CHANGE ALL REFERENCES TO MERCED MUNI-MACREADY FIELD, MERCED, CA TO MERCED REGIONAL/MACREADY FIELD, MERCED, CA. CHART NOTE: CIRCLING NA NE OF RWY 12-30. DELETE NOTE: CIRCLING NA NORTHEAST OF RWY 12 AND 30. THIS IS VOR RWY 30, ORIG-A.

**FDC 9/1784** MCE FI/P MERCED MUNI-MACREADY FIELD, CA TAKEOFF MINIMUMS AND (OBSTACLE)DEPARTURE PROCEDURE AMDT 5...CHANGE ALL REFERENCES TO MERCED MUNI-MACREADY FIELD, MERCED, CA TO MERCED REGIONAL/MACREADY FIELD, MERCED, CA. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE)DEPARTURE PROCEDURE AMDT 5A.

## 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 9/2909** NUQ FI/T MOFFETT FEDERAL AIRFIELD, MOUNTAIN VIEW, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA.

**FDC 9/1542** NUQ FI/T MOFFETT FEDERAL AIRFIELD, MOUNTAIN VIEW, CA. TACAN RWY 32R, ORIG...S-32R MDA 640/HAT 613 ALL CATS. VIS CAT C 6000, CAT D 1 1/2, CAT E 1 3/4. CIRCLING MDA 640/HAA 608 CATS A/B/C, CAT D MDA 680/HAA 648. VIS CAT C 1 3/4. FOR INOPERATIVE ALSF, INCREASE S-32R CATS A/B VISIBILITY TO RVR 5000 AND CAT E TO 2 1/4. TEMPORARY CRANE 325 MSL, 2.1 NM S OF RWY 32R.

**FDC 9/1541** NUQ FI/T MOFFETT FEDERAL AIRFIELD, MOUNTAIN VIEW, CA. ILS OR LOC/DME RWY 32R, ORIG...S-LOC 32R MDA 640/HAT 613 ALL CATS. VIS 5000 CATS A/B, CAT C 6000, CAT D 1 1/2, CAT E 1 3/4. CIRCLING MDA 640/HAA 608 CATS A/B/C, CAT D MDA 680/HAA 648. VIS CAT C 1 3/4. FOR INOPERATIVE ALSF, INCREASE S-LOC 32R CATS A/B VIS TO RVR 6000 AND CAT E 2 1/4. TEMPORARY CRANE 325 MSL, 2.1 NM S OF RWY 32R.

**FDC 9/1540** NUQ FI/T MOFFETT FEDERAL AIRFIELD, MOUNTAIN VIEW, CA. LOC/DME RWY 14L, ORIG...CIRCLING MDA 640/HAA 608 CATS A/B/C, CAT D MDA 680/HAA 648. VIS CAT C 1 3/4. TEMPORARY CRANE 325 MSL, 3.6 NM S OF RWY 14L.

**FDC 9/1539** NUQ FI/T MOFFETT FEDERAL AIRFIELD, MOUNTAIN VIEW, CA. TACAN RWY 32L, ORIG...S-32L MDA 640/HAT 609 ALL CATS. VIS CAT C 1 3/4, CAT D 2, CAT E 2 1/4. CIRCLING MDA 640/HAA 608 CATS A/B/C, CAT D MDA 680/HAA 648. VIS CAT C 1 3/4. TEMPORARY CRANE 325 MSL, 2 NM S OF RWY 32L.

## OAKLAND

### Metropolitan Oakland Intl

**FDC 9/2209** OAK FI/P METROPOLITAN OAKLAND, OAKLAND, CA. ILS RWY 29 AMDT 24...ILS RWY 29 (CAT II) AMDT 24...ILS RWY 29 (CAT III) AMDT 24...S-ILS 29 DA 209/HAT 200 ALL CATS. S-LOC 29 (ATTENTION SYMBOL) MDA 560/HAT 551 ALL CATS. CIRCLING MDA 560/HAA 551 ALL CATS. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. CHART APT ELEVATION: 9 CHART TDZ ELEVATION: 9 CATEGORY II ILS SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED. S-ILS 29: DH 109, 105 RA, RVR 1200 HAT 100; CAT A, B, C, D. THIS IS ILS OR LOC RWY 29 AMDT 24A...THIS IS ILS RWY 29 (CAT II) AMDT 24A...THIS IS ILS RWY 29 (CAT III) AMDT 24A.

**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 9/1058** ONT FI/P ONTARIO INTL, ONTARIO, CA. RNAV (GPS) Y RWY 26L, AMDT 1...CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16C (4F) OR ABOVE 47C (116F). DELETE NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -1C (28F) OR ABOVE 47C (116F). DELETE PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. THIS IS RNAV (GPS) Y RWY 26L, AMDT 1A.

**FDC 9/1057** ONT FI/P ONTARIO INTL, ONTARIO, CA. RNAV (GPS) Y RWY 26R, AMDT 1...CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16C (4F) OR ABOVE 47C (116F). DELETE NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -1C (28F) OR ABOVE 47C (116F). THIS IS RNAV (GPS) Y RWY 26R, AMDT 1A.

**FDC 9/1056** ONT FI/P ONTARIO INTL, ONTARIO, CA. RNAV (RNP) Z RWY 8L, ORIG...RNP 0.3 DA 1490/HAT 546 ALL CATS. CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -1C (31F) OR ABOVE 47C (116F). DELETE NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW (-1C) (28F) OR ABOVE 47C (116F). CHART FAS OBS: 1167 ANT 340355N-1173848W. THIS IS RNAV (RNP) Z RWY 8L, ORIG-A.

**FDC 9/1055** ONT FI/P ONTARIO INTL, ONTARIO, CA. RNAV (RNP) Z RWY 26L, ORIG...RNP 0.30 DA 1319/HAT 393 ALL CATS. CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW 2C (36F) OR ABOVE 47C (116F). DELETE NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW 1C (28F) OR ABOVE 47C (116F). DELETE PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. CHART FAS OBS: 1025 TL 340348N-1173401W. THIS IS RNAV (RNP) Z RWY 26L, ORIG-A.

**FDC 9/1052** ONT FI/P ONTARIO INTL, ONTARIO, CA. RNAV (RNP) Z RWY 26R, ORIG...RNP 0.30 DA 1324/HAT 392 ALL CATS. DIST TO THLD FROM 392 HAT: 1.04 NM. CHART FAS OBS: 1025 TL 340348N-1173401W. THIS IS RNAV (RNP) Z RWY 26R, ORIG-A.

**FDC 9/1051** ONT FI/P ONTARIO INTL, ONTARIO, CA. VOR/DME RWY 8R, ORIG...S-8R: MDA 1480/HAT 544 ALL CATS. VIS CAT A/B RVR 5000, CAT D 1 3/4. CIRCLING: CAT A/B/C MDA 1480/HAA 536. CHART FAS OBS: 1227 STEEPLE 340452N-1173906W. THIS IS VOR/DME RWY 8R, ORIG-A.

**FDC 9/1050** ONT FI/P ONTARIO INTL, ONTARIO, CA. RNAV (GPS) Y RWY 8L, AMDT 1A...LPV DA 1266/HAT 322 ALL CATS, VISIBILITY ALL CATS RVR 4000. LNAV/VNAV VISIBILITY 1 1/2 ALL CATS. LNAV VISIBILITY CATS A/B RVR 2400, CAT C RVR 5000, CAT D RVR 6000. DIST TO THLD FROM 322 HAT: 0.87NM. CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16C (4F) OR ABOVE 47C (116F). DELETE NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -1C (28F) OR ABOVE 47C (116F). DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY. CHART NOTE: FOR INOPERATIVE MALSR INCREASE LPV VISIBILITY ALL CATS TO RVR 6000. THIS IS RNAV (GPS) Y RWY 8L, AMDT 1B.

**FDC 9/1049** ONT FI/P ONTARIO INTL, ONTARIO, CA. ILS RWY 26R, AMDT 3...CIRCLING VISIBILITY CAT C 1 3/4. DME MINIMUMS S-LOC 26R CAT C VISIBILITY RVR 4000. THIS IS ILS OR LOC RWY 26R, AMDT 3A.

## OROVILLE

### Oroville Muni

**FDC 9/4030** OVE FI/T OROVILLE MUNI, OROVILLE, CA. VOR OR GPS A, AMDT 6...VOR PORTION: DME REQUIRED.

**FDC 9/4029** OVE FI/T OROVILLE MUNI, OROVILLE, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: NA, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MXW VORTAC OTS. ALL OTHER DATA REMAINS AS PUBLISHED.

## **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 9/9005** 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 9/6074** 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 RW12L. 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 RW12R. 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 ANA

### John Wayne Airport-Orange County

**FDC 9/3735** SNA FI/T JOHN WAYNE-ORANGE COUNTY, SANTA ANA, CA. ILS OR LOC RWY 19R, AMDT 11B...S-ILS 19R DA 281/HAT 226 ALL CATS. RVR 1800 NOT AUTHORIZED. TEMPORARY CRANE 146 MSL 1667 FEET SE OF RWY 19R.

## 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.

**FDC 9/4023** TCY FI/T TRACY MUNI, TRACY, CA. NDB RWY 12, ORIG...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ECA VORTAC RESTRICTED.

## VACAVILLE

### Nut Tree

**FDC 9/2451** 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.

## 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 9/4028** WLW FI/T WILLOWS-GLENN COUNTY, WILLOWS, CA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: NA, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. MXW VORTAC OTS. ALL OTHER DATA REMAINS AS PUBLISHED.

**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 9/1783** ALS FI/P SAN LUIS VALLEY REGIONAL/BERGMAN FIELD, ALAMOSA, CO. VOR OR GPS A, AMDT 6...MSA FROM ALS VORTAC: 070-160 13300, 160-250 12600, 250-340 13800, 340-070 15600. THIS IS VOR OR GPS A, AMDT 6A.

**FDC 9/1782** ALS FI/P SAN LUIS VALLEY REGIONAL/BERGMAN FIELD, ALAMOSA, CO. VOR/DME OR GPS B, AMDT 4...MSA FROM ALS VORTAC: 070-160 13300, 160-250 12600, 250-340 13800, 340-070 15600. THIS IS VOR/DME OR GPS B, AMDT 4A.

### COLORADO SPRINGS

#### City Of Colorado Springs Muni

**FDC 9/0307** COS FI/P CITY OF COLORADO SPRINGS MUNI, COLORADO SPRINGS, CO. RNAV (GPS) RWY 17R, AMDT 1A...LPV DA 6537/HAT 360 ALL CATS. ALTERNATE MINIMUMS: STANDARD EXCEPT CAT C 800-2 1/4, CAT D 800-2 1/2. NA WHEN LOCAL WEATHER NOT AVAILABLE. DISTANCE TO THLD FROM 360 HAT: 0.95 NM. THIS IS RNAV (GPS) RWY 17R, AMDT 1B.

### 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 9/4078** EGE FI/T EAGLE COUNTY REGIONAL, EAGLE, CO. LDA/DME RWY 25, ORIG-B...RNAV (GPS) D, ORIG...PROCEDURE NA.

**FDC 9/4076** EGE FI/T EAGLE COUNTY REGIONAL, EAGLE, CO. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWYS 7, 25, NA.

### 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.

## 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 9/1571** BDL FI/T BRADLEY INTL, WINDSOR LOCKS, CT. RNAV (GPS) RWY 33, AMDT 1...LNAV MDA 600/HAT 429, VIS CAT A, B RVR 4000, CAT C RVR 6000, CAT D 1 1/2. VDP NA. CHANGE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV AND LNAV/VNAV, TO READ: INOPERATIVE TABLE DOES NOT APPLY TO LPV, LNAV/VNAV, AND LNAV CATS C, D. TEMPORARY CRANE 323 MSL 2734 FT NW OF RWY 33.

**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 9/3424** DCA FI/T RONALD REAGAN WASHINGTON NATL, WASHINGTON, DC. ILS RWY 1, AMDT 40...COPTER ILS OR LOC RWY 1, ORIG-B...S-LOC 1: ADF OR DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OTT VOR OTS.

**FDC 9/3423** DCA FI/T RONALD REAGAN WASHINGTON NATL, WASHINGTON, DC. VOR RWY 1, AMDT 13...DME OR ADF REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OTT VORTAC OTS.

**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**

### **BOCA RATON**

#### **Boca Raton**

**FDC 9/3887** BCT FI/T BOCA RATON, BOCA RATON, FL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 23, 300-1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 448 FT PER NM TO 400. NOTE: RWY 23, TEMPORARY CRANE 4,727 FT FROM DEPARTURE END OF RWY, 262 FT RIGHT OF CENTERLINE, 185 FT AGL/198 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 9/3885** BCT FI/T BOCA RATON, BOCA RATON, FL. RNAV (GPS) RWY 5, ORIG-A...LPV: DA 532/HAT 520. VIS 1 3/4 ALL CATS. LNAV/VNAV: DA 552/HAT 540. VIS 2 ALL CATS. LNAV: MDA 500/HAT 488 ALL CATS. TEMPORARY CRANE 198 MSL 4734 FEET SW OF RWY 5.

### **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.

### **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 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 Rgnl

**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.

#### KEY WEST

##### Key West Intl

**FDC 9/0418** EYW FI/T KEY WEST INTL, KEY WEST, FL. NDB OR GPS A, AMDT 15B...NDB PORTION 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.

## 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 9/2020** PFN FI/T PANAMA CITY-BAY COUNTY INTL, PANAMA CITY, FL. RNAV (GPS) RWY 5, ORIG-A...LNAV/VNAV MINIMA NA.

**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.

#### **PERRY**

##### **Perry-Foley**

**FDC 9/3723** 40J FI/P PERRY-FOLEY, PERRY, FL. RNAV (GPS) RWY 36, ORIG-A...LNAV MDA 460/HAT 417 ALL CATS. VIS CAT C 1 1/4. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 36, ORIG-B.

#### **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 AUGUSTINE

### St Augustine

**FDC 9/0576** SGJ FI/P ST AUGUSTINE, ST AUGUSTINE, FL. VOR RWY 13, ORIG-A...CHANGE "WAKIM FIX MINIMUMS" TO READ "WIKAM FIX MINIMUMS". THIS IS VOR RWY 13, ORIG-B.

## 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 9/3531** TLH FI/T TALLAHASSEE REGIONAL, TALLAHASSEE, FL. VOR RWY 18, AMDT 11A...PROCEDURE NA.

**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 OLOGY INT ADD NOPT. TERMINAL ROUTE FROM GREENVILLE (GEF) VORTAC IAF TO OLOGY 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.

## 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 9/0365** TIX FI/P SPACE COAST REGIONAL, TITUSVILLE, FL. ILS RWY 36, AMDT 10A...CHANGE CHART NOTE TO READ: WHEN CONTROL TOWER CLOSED, USE MELBOURNE ALTIMETER SETTING. S-ILS 36: DA 234 ALL CATS S-LOC 36: HAT 366 ALL CATS CIRCLING HAA 606 ALL CATS MELBOURNE ALTIMETER SETTING MINIMUMS S-ILS 36: DA 294 ALL CATS S-LOC 36: HAT 426 ALL CATS CIRCLING HAA 666 ALL CATS CHART MSA FROM MLB VOR/DME 27 NM 3000. AIRPORT ELEVATION: 34 TDZE ELEVATION 34. THIS IS ILS OR LOC RWY 36, AMDT 10B.

**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.

#### 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 9/2965** PBI FI/T PALM BEACH INTL, WEST PALM BEACH, FL. RNAV (GPS) RWY 9L, AMDT 1...LNAV: MDA 600/HAT 581 ALL CATS. VIS CAT D RVR 60. CIRCLING: CAT A/B/C MDA 660/HAA 641. VDP NA. TEMPORARY CRANE 299 MSL 2678 FT EAST OF RWY 13.

**FDC 9/2963** PBI FI/T PALM BEACH INTL, WEST PALM BEACH, FL. ILS OR LOC RWY 9L, AMDT 24B...CIRCLING CATS A/B/C MDA 660/HAA 641. ALTERNATE MINS CATS A/B 700-2. TEMPORARY CRANE 299 MSL 2678 FT EAST OF RWY 13.

**FDC 9/2962** PBI FI/T PALM BEACH INTL, WEST PALM BEACH, FL. VOR RWY 9L, AMDT 2A...AMFAP DME FIX MINIMUMS S-9L MDA 600/HAT 581 ALL CATS. VIS CAT C RVR 50, CAT D RVR 60. CIRCLING CATS A/B MDA 660/ HAA 641. TEMPORARY CRANE 299 MSL 2678 FT EAST OF RWY 13.

**FDC 9/2961** PBI FI/T PALM BEACH INTL, WEST PALM BEACH, FL. ILS OR LOC RWY 27, AMDT 2...S-ILS 27R DA 276/HAT 258 ALL CATS. CIRCLING CATS A/B/C MDA 660/HAA 641. ALTERNATE MINS CATS A/B 700-2. TEMPORARY CRANE 299 MSL 2678 FT EAST OF RWY 13.

**FDC 9/2960** PBI FI/T PALM BEACH INTL, WEST PALM BEACH, FL. VOR RWY 31, AMDT 4A...AMREW DME FIX MINIMUMS: CIRCLING: CAT A/B/C MDA 660/HAA 641. TEMPORARY CRANE 299 MSL 2678 FT EAST OF RWY 13.

**FDC 9/2959** PBI FI/T PALM BEACH INTL, WEST PALM BEACH, FL. RNAV (GPS) RWY 31, AMDT 1...LNAV MDA 540/HAT 524 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING CATS A/B/C MDA 660/HAA 641. VDP NA. TEMPORARY CRANE 299 MSL 2678 FT EAST OF RWY 13.

**FDC 9/2954** PBI FI/T PALM BEACH INTL, WEST PALM BEACH, FL. RNAV (GPS) RWY 27R, AMDT 1...LNAV MDA 520/HAT 502 ALL CATS. VIS CAT C 1 1/2. CIRCLING CATS A/B/C MDA 660/HAA 641. VDP NA. TEMPORARY CRANE 299 MSL 2678 FT EAST OF RWY 13.

**FDC 9/2234** PBI FI/T PALM BEACH INTL, WEST PALM BEACH, FL. RNAV (GPS) RWY 13, AMDT 1A...LPV DA 357/HAT 340 ALL CATS. VIS ALL CATS RVR 60. LNAV/VNAV DA 463/HAT 446 ALL CATS. VIS ALL CATS 1 1/2. TEMPORARY CRANE 299 MSL 2678 FT EAST OF RWY 13.

**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 TAMP 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.

**FDC 9/4172** RYY FI/T COBB COUNTY-MCCOLLUM FIELD, ATLANTA, GA. ILS OR LOC RWY 27, AMDT 3...MISSED APPROACH: CLIMB TO 1600 THEN CLIMBING RIGHT TURN TO 4200 VIA HEADING 050 AND PDK R-321 TO FENTS INT/PDK 22.19 DME AND HOLD NW, RT, 140.77 INBOUND. DME REQUIRED.

### Dekalb-Peachtree

**FDC 9/4176** PDK FI/T DEKALB-PEACHTREE, ATLANTA, GA. ILS OR LOC RWY 20L, AMDT 7E...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, RMG VORTAC OTS.

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

### 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 9/4179** ATL FI/T HARTSFIELD-JACKSON  
ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY  
8R, AMDT 59A...ILS PRM RWY 8R (SIMULTANEOUS  
CLOSE PARALLEL), ORIG...MISSED APPROACH:  
CLIMB TO 1500 THEN CLIMBING LEFT TURN TO  
4000 VIA HEADING 055 AND PDK R-210 TO PDK  
VOR/DME AND HOLD N, LT, 180.00 INBOUND.

**FDC 9/4175** ATL FI/T HARTSFIELD - JACKSON  
ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY  
26L, AMDT 19A...ILS PRM RWY 26L  
(SIMULTANEOUS CLOSE PARALLEL),  
ORIG...MISSED APPROACH: CLIMB TO 1500 THEN  
CLIMBING RIGHT TURN TO 3500 DIRECT PDK  
VOR/DME AND HOLD N, LT, 180.00 INBOUND.

**FDC 9/4173** ATL FI/T HARTSFIELD-JACKSON  
ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY 8L,  
AMDT 3A...ILS RWY 8L (CAT II), AMDT 3A...ILS RWY  
8L (CAT III), AMDT 3A...ILS PRM RWY 8L  
(SIMULTANEOUS CLOSE PARALLEL), ORIG-A...ILS  
PRM RWY 8L (CAT II) (SIMULTANEOUS CLOSE  
PARALLEL), ORIG-A...ILS PRM RWY 8L (CAT III)  
(SIMULTANEOUS CLOSE PARALLEL),  
ORIG-A...MISSED APPROACH: CLIMB TO 1500 THEN  
CLIMBING LEFT TURN TO 4000 VIA HEADING 055  
AND PDK R-210 TO PDK VOR/DME AND HOLD N, LT,  
180.00 INBOUND.

**FDC 9/4171** ATL FI/T HARTSFIELD - JACKSON  
ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY  
27R, AMDT 4A...ILS PRM RWY 27R (SIMULTANEOUS  
CLOSE PARALLEL), ORIG...ILS OR LOC RWY 27L,  
AMDT 15B...ILS PRM RWY 27L (SIMULTANEOUS  
CLOSE PARALLEL), ORIG...MISSED APPROACH:  
CLIMB TO 1400 THEN CLIMBING LEFT TURN TO 4000  
VIA RADAR VECTORS TO TEMPO INT AND HOLD W,  
RT, 088.15 INBOUND.

**FDC 9/4169** ATL FI/T HARTSFIELD - JACKSON  
ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY  
26R, AMDT 4A...ILS PRM RWY 26R (SIMULTANEOUS  
CLOSE PARALLEL), ORIG...MISSED APPROACH:  
CLIMB TO 1400 THEN CLIMBING RIGHT TURN TO  
3500 DIRECT PDK VOR/DME AND HOLD N, LT,  
180.00 INBOUND.

**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 9/2443** AGS FI/T AUGUSTA REGIONAL AT  
BUSH FIELD, AUGUSTA, GA. RADAR-1, AMDT  
8...ASR 17: MDA 680/HAT 535 ALL CATS.

**FDC 9/1174** AGS FI/P AUGUSTA RGNL AT BUSH  
FIELD, AUGUSTA, GA. KAOLN THREE DEPARTURE  
(RNAV) (KAOLN3.KAOLN)...CORRECT CHART TO  
CHANGE FIX SYMBOL AT KAOLN TO FLYOVER WP  
SYMBOL AT KAOLN.

##### **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 9/3505** BGE FI/P DECATUR CO INDUSTRIAL AIR PARK, BAINBRIDGE, GA. RNAV (GPS) RWY 9, ORIG...CHART VDP AT 1.25 NM TO RW09. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) RWY 9, ORIG-A.

**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 9/4133** BQK FI/T BRUNSWICK GOLDEN ISLES, BRUNSWICK, GA. ILS OR LOC RWY 7, AMDT 9...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, AMG VORTAC OTS.

**FDC 9/3983** BQK FI/T BRUNSWICK GOLDEN ISLES, BRUNSWICK, GA. ILS OR LOC RWY 7, AMDT 9...S-LOC 7 MDA 400/HAT 374 ALL CATS.

**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.

## 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.

## CEDARTOWN

### Polk County Airport- Cornelius Moore Field

**FDC 9/4178** 4A4 FI/T POLK COUNTY AIRPORT-CORNELIUS MOORE FLD, CEDARTOWN, GA. VOR/DME RNAV OR GPS RWY 9, AMDT 2B... VOR/DME RNAV OR GPS RWY 27, AMDT 2A... VOR/DME RNAV PORTION NA.

**FDC 9/4177** 4A4 FI/T POLK COUNTY AIRPORT-CORNELIUS MOORE FLD, CEDARTOWN, GA. VOR OR GPS A, AMDT 12B...VOR PORTION NA.

## COCHRAN

### Cochran

**FDC 9/1568** 48A FI/T COCHRAN, COCHRAN, GA. VOR/DME OR GPS RWY 5, AMDT 5...S-5 NA. CIRCLING MDA 1060/HAA 724 ALL CATS, VIS CAT C 2.

## 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.

## DALLAS

### Paulding County Regional

**FDC 9/3786** PUJ FI/T PAULDING COUNTY REGIONAL, DALLAS, GA. ILS OR LOC/DME RWY 31, 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 9/4254** DBN FI/T W H BUD BARRON, DUBLIN, GA. VOR A, AMDT 4...PROCEDURE NA.

## 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.

## GREENSBORO

### Greene County Rgnl

**FDC 9/3436** 3J7 FI/T GREENE COUNTY REGIONAL, GREENSBORO, GA. LOC RWY 24, AMDT 2A...PROCEDURE NA.

## 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. VGSI 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. VGSI 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. VGSI 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.

## MILLEDGEVILLE

### Baldwin County

**FDC 9/2976** MLJ PART 1 OF 2 FI/T BALDWIN COUNTY, MILLEDGEVILLE, GA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 10, STANDARD. RWY 28, 200-1 OR STANDARD WITH A MINIMUM CLIMB OF 330 FEET PER NM TO 700. NOTES: RWY 10, MULTIPLE TREES BEGINNING 670 FEET FROM DEPARTURE END OF RUNWAY, 218 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/438 FEET MSL. MULTIPLE UTILITY POLES BEGINNING 196 FEET FROM DEPARTURE END OF RUNWAY, 268 FEET RIGHT OF CENTERLINE, UP TO 30 FEET AGL/372 FEET MSL. MULTIPLE TREES BEGINNING 62 FEET FROM DEPARTURE END OF RUNWAY, 297 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/444 FEET MSL. MULTIPLE UTILITY POLES BEGINNING 135 FEET FROM DEPARTURE END OF RUNWAY, 381 FEET LEFT OF CENTERLINE, UP TO 30 FEET AGL/376 FEET MSL. RWY 28, MULTIPLE TREES BEGINNING 12 FEET FROM DEPARTURE END OF RUNWAY, 64 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/426 FEET MSL. MULTIPLE TREES BEGINNING 515 FEET FROM DEPARTURE END OF RUNWAY, 59 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/449 FEET END PART 1 OF 2.

## MONROE

### Monroe-Walton County

**FDC 9/2204** D73 FI/T MONROE-WALTON COUNTY, MONROE, GA. RNAV (GPS) RWY 3, 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 9/8938** 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 9/4174** RMG FI/T RICHARD B. RUSSELL, ROME, GA. ILS/DME RWY 1, ORIG-A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, RMG VORTAC OTS.

**FDC 9/0828** RMG FI/P RICHARD B RUSSELL, ROME, GA. RNAV (GPS) RWY 7, ORIG...CHART NOTE: PROCEDURE NA AT NIGHT. THIS IS RNAV (GPS) RWY 7, ORIG-A.

**FDC 9/0827** RMG FI/P RICHARD B RUSSELL, ROME, GA. RNAV (GPS) RWY 25, ORIG...CHART NOTE: PROCEDURE NA AT NIGHT. THIS IS RNAV (GPS) RWY 25, ORIG-A.

**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 9/1994** SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. RNAV (GPS) RWY 36, AMDT 1...LPV DA VIS RVR 5000 ALL CATS. LNAV/VNAV DA VIS RVR 6000 ALL CATS. LNAV MDA VIS CAT A/B RVR 5000, CAT C/D RVR 6000.

**FDC 9/1993** SAV FI/T SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. ILS RWY 36, AMDT 7...S-ILS 36 VIS RVR 4000 ALL CATS. S-LOC 36 VIS CAT A/B/C RVR 5000, CAT D RVR 6000.

## ST MARYS

### St Marys

**FDC 7/1343** 4J6 FI/T ST MARYS, ST MARYS, GA. RADAR-1, AMDT 2...S-4 MINIMUMS NA.

**FDC 7/1115** 4J6 FI/T ST MARYS, ST MARYS, GA. RNAV (GPS) RWY 13, ORIG...RNAV (GPS) RWY 31, ORIG-A...PROCEDURE NA.

## SWAINSBORO

### Emanuel County

**FDC 9/4257** SBO FI/T EMANUEL COUNTY, SWAINSBORO, GA. VOR/DME A, AMDT 3...PROCEDURE NA.

**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.

## THOMASTON

### Thomaston-Upson County

**FDC 9/2044** OPN FI/T THOMASTON-UPSON COUNTY, THOMASTON, GA. ILS RWY 30, AMDT 1...ADD PLANVIEW NOTE: ADF REQUIRED FOR PROCEDURE ENTRY.

## 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.

### 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 9/3903** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. LOC BC RWY 28L, AMDT 1...CIRCLING CATS A/B/C/D MDA 3520/HAA 649, VISIBILITY CAT C 1 3/4. TEMPORARY CRANE 3136 MSL 2838 FEET SW OF RWY 28L.

**FDC 9/3902** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. RNAV (GPS) RWY 28L, AMDT 3...LPV DA 3249/HAT 391 ALL CATS. VISIBILITY RVR 4000 ALL CATS. LNAV/VNAV DA 3329/HAT 471 ALL CATS. VISIBILITY RVR 6000 ALL CATS. CIRCLING CATS A/B/C/D MDA 3520/HAA 649. FOR INOPERATIVE MALS, INCREASE LPV VISIBILITY TO RVR 6000 ALL CATS, AND LNAV CAT E TO 2 1/4. TEMPORARY CRANE 3136 MSL 2838 FEET SW OF RWY 28L.

**FDC 9/3900** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. VOR/DME RWY 10R, ORIG-A...S-10R MDA 3280/HAT 447 ALL CATS. VISIBILITY CAT C RVR 4000. CIRCLING MDA 3520/HAA 652 ALL CATS, VISIBILITY CAT C 1 3/4. FOR INOPERATIVE SSALR INCREASE CAT C VISIBILITY TO RVR TO 6000. TEMPORARY CRANE 3136 MSL 1.3 NM SE OF RWY 10R.

**FDC 9/3899** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. RNAV (GPS) RWY 28R, AMDT 2...LPV DA 3223/HAT 352 ALL CATS. VIS RVR 6000 ALL CATS. LNAV/VNAV DA 3303/HAT 432 ALL CATS. CIRCLING CATS A/B/C/D MDA 3520/HAA 649. VDP NA. TEMPORARY CRANE 3136 MSL 4483 FEET SW OF RWY 28R.

**FDC 9/3898** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. VOR/DME OR TACAN RWY 10L, AMDT 1B...S-10L MDA 3320/HAT 476 ALL CATS, VISIBILITY CAT C 1 1/4, CAT D 1 1/2, CAT E 1 3/4. CIRCLING CATS A/B/C/D MDA 3520/HAA 649. VISIBILITY CAT C 1 3/4. TEMPORARY CRANE 3136 MSL 1.2 NM SE OF RWY 10L.

**FDC 9/3897** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. VOR/DME OR TACAN RWY 28L, AMDT 1C...ILS OR LOC/DME RWY 28R, ORIG...CIRCLING CATS A/B/C/D MDA 3520/HAA 649, VISIBILITY CAT C 1 3/4. TEMPORARY CRANE 3136 MSL 2838 FEET SW OF RWY 28L.

**FDC 9/3895** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. ILS OR LOC RWY 10R, AMDT 10...S-ILS 10R DA 3077/HAT 241 ALL CATS. S-LOC 10R MDA 3260/HAT 424 ALL CATS. VISIBILITY CAT C RVR 4000. SIDESTEP RWY 10L MDA 3260/HAT 416 ALL CATS. CIRCLING CATS A/B/C/D MDA 3520/HAA 649, VISIBILITY CAT C 1 3/4. VDP NA. FOR INOPERATIVE SSALR INCREASE S-LOC CAT C VISIBILITY TO RVR TO 6000. TEMPORARY CRANE 3136 MSL 1.3 NM SE OF RWY 10R.

**FDC 9/3894** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. RNAV (GPS) RWY 10L, AMDT 2...LPV DA 3156/HAT 312 ALL CATS. LNAV/VNAV DA 3237/HAT 393 ALL CATS. VISIBILITY 1 1/2 ALL CATS. LNAV MDA 3360/HAT 516 ALL CATS. VISIBILITY CAT C 1 1/2, CAT D 1 3/4. CIRCLING CATS A/B/C/D MDA 3520/HAA 649. VISIBILITY CAT C 1 3/4. VDP NA. TEMPORARY CRANE 3136 MSL 1.2 NM SE OF RWY 10L.

**FDC 9/3892** BOI FI/T BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. RNAV (GPS) RWY 10R, AMDT 1...LPV DA 3132/HAT 296, VIS RVR 5000 ALL CATS. LNAV/VNAV DA 3212/HAT 376 ALL CATS. VISIBILITY RVR 5000 ALL CATS. LNAV MDA 3320/HAT 484 ALL CATS. VISIBILITY RVR 5000 ALL CATS CIRCLING CATS A/B/C/D MDA 3520/HAA 649. VISIBILITY CAT C 1 3/4. VDP NA. FOR INOPERATIVE SSALR , INCREASE LNAV/VNAV VISIBILITY TO RVR 6000 ALL CATS, AND LNAV VISIBILITY CAT C RVR TO 6000. TEMPORARY CRANE 3136 MSL 1.3 NM SE OF RWY 10R.

## 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.

## JEROME

### Jerome County

**FDC 9/2916** JER FI/T JEROME COUNTY, JEROME, ID. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE 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 HOLIT/ 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 II 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.

## **CARBONDALE/MURPHYSBORO**

### **Southern Illinois**

**FDC 9/3426** MDH FI/T SOUTHERN ILLINOIS, CARBONDALE/MURPHYSBORO, IL. NDB OR GPS RWY 18L, AMDT 12C...MISSED APPROACH: CLIMB TO 2100 THEN CLIMBING RIGHT TURN TO 2400 DIRECT CABB I LOM AND HOLD. CIRCLING MDA 900/HAA 489 CATS A/B/C.

**FDC 9/3425** MDH FI/T SOUTHERN ILLINOIS, CARBONDALE/MURPHYSBORO, IL. ILS RWY 18L, AMDT 12C...VOR OR GPS A, AMDT 5C...CIRCLING MDA 900/HAA 489 CATS A/B/C.

## **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...VGS AND DESCENT ANGLES NOT COINCIDENT.

**FDC 8/8633** MDW FI/T CHICAGO MIDWAY INTL, CHICAGO, IL. RNAV (GPS) RWY 22R, ORIG...LNAV MDA 1280/ HAT 666 ALL CATS. CAT C VIS 1 3/4, CAT D VIS 2. CIRCLING MDA 1280/ HAA 660 ALL CATS. CAT C VIS 1 3/4. MINIMUM ALTITUDE: CIDIG/2.4NM TO RW22R 1400. DELETE PROFILE NOTE: VGS 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 9/2825** ORD FI/T CHICAGO-O HARE INTL, CHICAGO, IL. LOC RWY 4L, AMDT 20B...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 9/0534** RFD FI/P CHICAGO/ROCKFORD INTL, CHICAGO/ROCKFORD, IL ILS OR LOC RWY 7 AMDT 1A...ILS RWY 7 (CAT II) AMDT 1A...ILS RWY 7 (CAT III) AMDT 1A...S-LOC 7 CAT C VIS RVR 4000. CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMB TO 1700 THEN CLIMBING LEFT TURN TO 2600 DIRECT RFD VOR/DME AND HOLD. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. THIS IS ILS OR LOC RWY 7 AMDT 1B, ILS RWY 7 (CAT II) AMDT 1B, ILS RWY 7 (CAT III) AMDT 1B.

**FDC 9/0457** RFD FI/T CHICAGO/ROCKFORD INTL, CHICAGO/ROCKFORD, IL. RNAV (GPS) Z RWY 19, ORIG-A...LNAV/VNAV: DA 1208/HAT 472 ALL CATS. VIS 1 3/4 ALL CATS. LNAV: MDA 1340/HAT 604 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING: MDA 1340/HAA 598 ALL CATS. CAT C VIS 1 3/4. TEMPORARY CRANE 1.10 NM NE OF APPROACH END RWY 19, 876 MSL/120 AGL.

## **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 267 FEET PER NM TO 1300. DEPARTURE PROCEDURES: RWY 22, CLIMB TO 1100 FEET BEFORE TURNING LEFT. NOTE: RWY 4: POLE 560 FEET FROM DEPARTURE END 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 Arprt-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 9/0317** FWA FI/P 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. REST OF DATA REMAINS AS PUBLISHED. THIS IS TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE, AMDT 2A.

**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.

**FDC 9/3401** GYY FI/T GARY/CHICAGO INTERNATIONAL, GARY, IN. ILS OR LOC RWY 30, AMDT 5...COPTER ILS RWY 30, ORIG...S-ILS 30 NA. TEMPORARY CRANE, 691 FT MSL 85 FT AGL 1789 FT SE OF APPROACH END RWY 30.

**FDC 9/3400** GYY FI/T GARY/CHICAGO INTERNATIONAL, GARY, IN. RNAV (RNP) RWY 30, ORIG-A...PROCEDURE NA. TEMPORARY CRANE, 691 MSL 85 AGL 1789 SE OF APPROACH END RWY 30.

**FDC 9/3065** GYY FI/T GARY/CHICAGO INTERNATIONAL, GARY, IN TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 6...NOTE: RWY 12, TEMPORARY CRANE 1787 FEET FROM DEPARTURE END OF RUNWAY, ON CENTERLINE, 85 FEET AGL/691 FEET MSL.

## 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.

## **SHELBYVILLE**

### **Shelbyville Muni**

**FDC 9/1368** GEZ FI/T SHELBYVILLE MUNI,  
SHELBYVILLE, IN. TAKE-OFF MINIMUMS AND  
(OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF  
MINIMUMS: RWY 9/27 NA. ALLOTHER DATA  
REMAINS AS PUBLISHED.

## **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.

## **IOWA**

## **ANKENY**

### **Ankeny Rgnl**

**FDC 9/6100** IKV FI/P ANKENY REGIONAL, ANKENY,  
IA. RNAV (GPS) RWY 18, ORIG...LNAV/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 LNAV/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,  
LNAV/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 LNAV 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 9/2852** AIO FI/P ATLANTIC MUNI, ATLANTIC, IA TAKE-OFF MINIMUMS AND(OBSTACLE)DEPARTURE PROCEDURE(ODP)AMDT 6...TAKE-OFF MINIMUMS: RWY 20, 30, STANDARD RWY 2, 300 - 1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 208 FT PER NM TO 1400 FT. RWY 12, 400 - 2 1/2 OR STANDARD WITH MINIMUM CLIMB OF 321 FT PER NM TO 1700. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKE-OFF MINIMUMS AND(OBSTACLE)DEPARTURE PROCEDURE(ODP), AMDT 6A NEW DATA FROM 09/09/08 3RD PARTY SURVEY.

**FDC 9/2850** AIO FI/P 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. CHART FIELD ELEVATION: 1165 CHART TDZ ELEV 1151. THIS IS RNAV (GPS) RWY 20, ORIG-A.

**FDC 9/2849** AIO FI/P 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. CHART FIELD ELEVATION: 1165. THIS IS RNAV (GPS) RWY 2, ORIG-A.

## BURLINGTON

### Southeast Iowa Rgnl

**FDC 9/4103** BRL FI/T SOUTHEAST IOWA REGIONAL, BURLINGTON, IA. VOR/DME OR GPS RWY 12, AMDT 5...GPS PORTION NA.

**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.

## CLINTON

### Clinton Muni

**FDC 9/4108** CWI FI/T CLINTON MUNI, CLINTON, IA. ILS RWY 3, AMDT 4A...RADAR OR DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, HILLZ (FN) LOM OTS.

## 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.

## DECORAH

### Decorah Muni

**FDC 9/3142** DEH FI/P DECORAH MUNI, DECORAH, IA. VOR RWY 29, AMDT 3A...S-29 CAT A/B HAT 622. CIRCLING CAT A/B HAA 622. DME MINIMUMS: S-29 CAT A/B HAT 422. CIRCLING CAT A/B HAA 462. ARPT ELEVATION: 1158 TDZ ELEVATION: 1158 THIS IS VOR RWY 29, AMDT 3B.

**FDC 9/0911** DEH FI/P DECORAH MUNI, DECORAH, IA. RNAV (GPS) RWY 29, ORIG...LNAV CAT A/B HAT 422. CIRCLING CAT A/B HAA 462. TDZ ELEVATION: 1158 ARPT ELEVATION: 1158 THIS IS RNAV (GPS) RWY 29, ORIG-A.

**FDC 9/0909** DEH FI/P DECORAH MUNI, DECORAH, IA. NDB RWY 29, AMDT 1...S-29: CAT A/B HAT 802. CIRCLING: CAT A/B HAA 802. SUSTE FIX MINIMUMS: S-29: CAT A/B HAT 622. CIRCLING: CAT A/B HAA 622. ARPT ELEVATION: 1158 TDZ ELEVATION: 1158. THIS IS NDB RWY 29, AMDT 1A.

## 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: VGSI 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.

## 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 9/0069** LRJ FI/P LE MARS MUNI, LE MARS, IA. GPS RWY 18, ORIG...CIRCLING CAT B MDA 1840/HAA 644. THIS IS GPS RWY 18, ORIG-A.

## MILFORD

### Fuller

**FDC 9/2045** 4D8 FI/T FULLER, MILFORD, IA. VOR/DME OR GPS A, ORIG-A...CIRCLING CATS A/B MDA 2100/HAA 661.

## 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 9/0306** OOA FI/P OSKALOOSA MUNI, OSKALOOSA, IA. NDB RWY 22, AMDT 3...S-22 CATS A/B/C MDA 1540/HAT 700. CAT C VIS 2. CIRCLING CATS A/B/C MDA 1540/HAA 700. CAT C VIS 2. THIS IS NDB RWY 22, AMDT 3A.

## 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 9/0867** POH FI/P 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. THIS IS VOR/DME OR GPS RWY 29, AMDT 3A.

**FDC 9/0865** POH FI/P POCAHONTAS MUNI, POCAHONTAS, IA TAKE OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2...TAKE-OFF MINIMUMS: RWY 18, 36 NA - TURF ALL OTHER DATA REMAINS AS PUBLISHED THIS IS TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2A.

## 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 ARPK, 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.

## **BELLEVILLE**

### **Belleville Muni**

**FDC 9/3069** RPB FI/P BELLEVILLE MUNI, BELLEVILLE, KS. NDB OR GPS RWY 36, AMDT 4...S-36 MDA 2280/HAT 743 CATS A/B/C. CAT B VIS 1 1/4, CAT C 2 1/4. CIRCLING MDA 2280/HAA 743 CATS A/B/C. . CAT B VIS 1 1/4, CAT C 2 1/4. THIS IS NDB OR GPS RWY 36, AMDT 4A.

## **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.

**FDC 9/3581** CFV FI/T COFFEYVILLE MUNI, COFFEYVILLE, KS. VOR/DME RNAV RWY 35, AMDT 3B...TERMINAL ROUTE FROM OSWEGO (OSW) VORTAC TO NEIGH MEA 2500. CIRCLING CAT D MDA 1320/HAA 566. MSA 2800.

**FDC 9/3580** CFV FI/T COFFEYVILLE MUNI, COFFEYVILLE, KS. NDB OR GPS RWY 35, ORIG-B...MSA 2800.

## **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**

# **KANSAS**

**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 9/2217** 3JC FI/P FREEMAN FIELD, JUNCTION  
CITY, KS. NDB OR GPS B, AMDT 4A...CAT C  
MINIMUMS NA. THIS IS NDB OR GPS B, AMDT 4B.

**FDC 9/2216** 3JC FI/P FREEMAN FIELD, JUNCTION  
CITY, KS. RNAV (GPS) RWY 36, ORIG-B...CAT C  
MINIMUMS NA. THIS IS RNAV (GPS) RWY 36,  
ORIG-C.

## 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 9/0873** LWC FI/P LAWRENCE MUNI,  
LAWRENCE, KS. RNAV (GPS) RWY 15,  
ORIG-A...CHART NOTE: WHEN LOCAL ALTIMETER  
SETTING NOT RECEIVED, USE PHILIP BILLARD  
MUNI ALTIMETER SETTING AND INCREASE ALL  
MDA 60 FEET. CHART NOTE: VISIBILITY  
REDUCTION BY HELICOPTER NA. DELETE NOTE:  
CIRCLING NA AT NIGHT TO RWYS 1 AND 19.  
DELETE NOTE: GPS OR RNP-0.3 REQUIRED. CHART  
APT ELEV 833. ALTERNATE MINIMUMS:  
STANDARD, EXCEPT NA WHEN LOCAL WEATHER  
NOT AVAILABLE. DELETE VDP. CIRCLING: CAT A/B  
HAA 587, CAT C HAA 607. THIS IS RNAV (GPS) RWY  
15, ORIG-B.

**FDC 9/0870** LWC FI/P LAWRENCE MUNI,  
LAWRENCE, KS. ILS OR LOC RWY 33, AMDT  
1A...CHART NOTE: WHEN LOCAL ALTIMETER  
SETTING NOT RECEIVED, USE PHILIP BILLARD  
MUNI ALTIMETER SETTING AND INCREASE ALL DA  
52 FEET AND ALL MDA 60 FEET. CHART APT ELEV  
833. ALTERNATE MINIMUMS: ILS, CAT A/B,  
STANDARD; CAT C, 700-2; CAT A/B/C, NA WHEN  
LOCAL WEATHER NOT AVAILABLE. LOC,  
STANDARD, EXCEPT NA WHEN LOCAL WEATHER  
NOT AVAILABLE. CHART PROFILE NOTE: VGSI AND  
ILS GLIDEPATH NOT COINCIDENT. CIRCLING: CAT  
A/B HAA 587, CAT C HAA 607. THIS IS ILS OR LOC  
RWY 33, AMDT 1B.

**FDC 9/0869** LWC FI/P LAWRENCE MUNI,  
LAWRENCE, KS. VOR/DME A, AMDT 10...CHART  
NOTE: WHEN LOCAL ALTIMETER SETTING NOT  
RECEIVED, USE PHILIP BILLARD MUNI ALTIMETER  
SETTING AND INCREASE ALL MDA 60 FEET AND  
CAT C VISIBILITY 1/4 MILE. CHART APT ELEV 833.  
ALTERNATE MINIMUMS: STANDARD, EXCEPT NA  
WHEN LOCAL WEATHER NOT AVAILABLE.  
CIRCLING HAA 647 ALL CATS. THIS IS VOR/DME A,  
AMDT 10A.

**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.

## MANHATTAN

### Manhattan Rgnl

**FDC 9/1321** MHK PART 1 OF 2 FI/T MANHATTAN REGIONAL, MANHATTAN, KS. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 3, 400-2 1/2 OR STANDARD WITH MINIMUM CLIMB OF 265 FT PER NM TO 1600. RWY 13, 200-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 219 FT PER NM TO 1300. RWY 31, 400-2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 247 FT PER NM TO 1500. DEPARTURE PROCEDURES: RWY 3, CLIMB HEADING 033.90 TO 1700 BEFORE TURNING RIGHT. NOTE: RWY 3, NUMEROUS TREES BEGINNING 1475 FT FROM DEPARTURE END OF RUNWAY, RIGHT AND LEFT OF CENTER LINE, UP TO 100 FT AGL/1095 FT MSL. NOTE: RWY 13, NUMEROUS TREES BEGINNING 1303 FT FROM DEPARTURE END OF RUNWAY, RIGHT AND LEFT OF CENTERLINE, UP TO 100 FT AGL/1229 FT MSL. LIGHT POLE, FLOOD LIGHT, BUILDING, AND ELEVATOR BEGINNING 32 FT FROM DEPARTURE END OF RUNWAY, 440 FT LEFT OF CENTERLINE, UP TO 50 FT AGL/1086 FT MSL. RAILROAD 904 FT FROM DEPARTURE END OF RUNWAY, 613 FT RIGHT OF CENTERLINE. 37 FT AGL/1068 FT MSL. END PART 1 OF 2.

**FDC 9/1305** MHK FI/T MANHATTAN REGIONAL, MANHATTAN, KS. VOR H, AMDT 14B...CIRCLING CAT B AND C MDA 1700/HAA 644.

**FDC 9/1304** MHK FI/T MANHATTAN REGIONAL, MANHATTAN, KS. VOR RWY 3, AMDT 17C...S-3 MDA 1900/ HAT 846 ALL CATS. CAT C VIS 2, CAT D VIS 2 1/4. CIRCLING MDA 1900/ 844 ALL CATS. CAT C VIS 2 1/2, CAT D VIS 2 3/4. CAVSE/MHK 3.00 DME MINIMUM ALTITUDE 1900.

**FDC 9/1303** MHK FI/T MANHATTAN REGIONAL, MANHATTAN, KS. RNAV (GPS) RWY 3, ORIG...LNAV/VNAV DA 1649/HAT 595 ALL CATS. VIS 1 1/2 ALL CATS. LNAV CAT A AND B VIS 3/4.

**FDC 9/1302** MHK FI/T MANHATTAN REGIONAL, MANHATTAN, KS. ILS RWY 3, AMDT 6C...S-LOC 3 MDA 1600/HAT 546 ALL CATS. CATS A AND B VIS 3/4, CAT C VIS 1, CAT D 1 1/4. CIRCLING CAT A MDA 1620/HAA 564.

**FDC 9/1301** MHK FI/T MANHATTAN REGIONAL, MANHATTAN, KS. VOR/DME OR GPS F, ORIG-B...CIRCLING CATS A/B/C MDA 1760/HAA 704. VIS CAT C 2.

## 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.

### New Century Aircenter

**FDC 9/3828** IXD FI/P NEW CENTURY AIRCENTER, OLATHE, KS. ILS OR LOC RWY 36, AMDT 6A...RNAV (GPS) RWY 18, AMDT 2...RNAV (GPS) RWY 36, AMDT 2...VOR-A, AMDT 6A...CORRECT AIRPORT SKETCH: CHANGE VASI SYMBOL AT RWY 18 TO NON PILOT-CONTROLLED VICE PILOT-CONTROLLED.

## OLYMPIA

### Olympia Rgnl

**FDC 9/0254** OLM FI/P OLYMPIA, OLYMPIA, WA. RNAV (GPS) RWY 17, ORIG...CHANGE ALL REFERENCE TO OLYMPIA, OLYMPIA, WA TO OLYMPIA REGIONAL, OLYMPIA, WA. CIRCLING VISIBILITY CATS A/B 1 MILE. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SANDERSON FIELD ALTIMETER SETTING AND INCREASE ALL DA 53 FT AND ALL MDA 60 FT; INCREASE LPV AND LNAV/VNAV VISIBILITY ALL CATS, LNAV CATS C/D AND CIRCLING VISIBILITY CATS C/ D 1/4 MILE. DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE SANDERSON FIELD ALTIMETER SETTING AND INCREASE ALL DAS/MDAS 60 FT. THIS IS RNAV (GPS) RWY 17, ORIG-A.

## SCOTT CITY

### Scott City Muni

**FDC 9/2215** TQK FI/P SCOTT CITY MUNI, SCOTT CITY, KS. NDB RWY 35, AMDT 1...DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED USE GARDEN CITY RGNL ALTIMETER SETTING. CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE GARDEN CITY ALTIMETER SETTING. S-35 HAT 517 ALL CATS. CIRCLING CAT A HAA 517, CAT B AND C HAA 557, CAT D HAA 657. GARDEN CITY REGIONAL ALTIMETER SETTING MINIMUMS S-35 HAT 617 ALL CATS. CIRCLING CAT A HAA 617, CAT B AND C HAA 637, CAT D HAA 757. CHART: FIELD ELEVATION 2963. CHART: TDZE 2963. THIS IS NDB RWY 35, AMDT 1A.

## 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 9/2929** AAO FI/P COLONEL JAMES JABARA, WICHITA, KS. ILS OR LOC/DME RWY 18, ORIG...CIRCLING CAT A MDA 1880/HAA 459. THIS IS ILS OR LOC/DME RWY 18, ORIG-A.

**FDC 9/2928** AAO FI/P COLONEL JAMES JABARA, WICHITA, KS. RNAV (GPS) RWY 18, ORIG-A...CIRCLING CAT A MDA 1880/HAA 459. THIS IS RNAV (GPS) RWY 18, ORIG-B.

**FDC 9/2924** AAO FI/P COLONEL JAMES JABARA, WICHITA, KS. VOR A, AMDT 4...CIRCLING CAT A MDA 1880/HAA 459. THIS IS VOR A, AMDT 4A.

**FDC 9/2923** AAO FI/P COLONEL JAMES JABARA, WICHITA, KS. RNAV (GPS) E, ORIG...CIRCLING CAT A MDA 1880/HAA 459. THIS IS RNAV (GPS) E, ORIG-A.

### Wichita Mid-Continent

**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 9/3449** ICT FI/P 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. CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17C (2F) OR ABOVE 46C (114F). DELETE NOTE: BARO-VNAV N/A BELOW -17C (2F). DELETE NOTE: GPS OR RNP -0.3 REQUIRED. THIS IS RNAV (GPS) Z RWY 1L, ORIG-A.

**FDC 9/3447** ICT FI/P WICHITA MID-CONTINENT, WICHITA, KS. RNAV (GPS) RWY 19R, ORIG...LNAV/VNAV DA 1741/HAT 411 ALL CATS. VIS RVR 5000 ALL CATS. CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS , LNAV/VNAV NA BELOW -17C (2F) OR ABOVE 46C (114F). DELETE NOTE: GPS OR RNP-0.3 REQUIRED. DELETE NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV CAT D VISIBILITY TO RVR 5000. DELETE NOTE: BARO-VNAV NA BELOW -17C (2F). THIS IS RNAV (GPS) RWY 19R, ORIG-A.

**FDC 9/3446** ICT FI/P WICHITA MID-CONTINENT, WICHITA, KS. RNAV (GPS) RWY 1R, ORIG...LNAV MDA 1740/HAT 419 ALL CATS. VIS CAT C RVR 4000. CHART VDP AT 1.15 MILES TO RW01R (ASTERISK). (ASTERISK) LNAV ONLY. CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17C (2F) OR ABOVE 46C (114F). DELETE NOTE: GPS OR RNP-0.3 REQUIRED. DELETE NOTE: BARO-VNAV NA BELOW -17C (2F). THIS IS RNAV (GPS) RWY 1R, ORIG-A.

**FDC 9/3445** ICT FI/P 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. CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS , LNAV/VNAV NA BELOW -17C (2F) OR ABOVE 46C (114F). CHART VDP AT 1.59 MILES TO RW19L (ASTERISK). (ASTERISK) LNAV ONLY. DELETE NOTE: BARO-VNAV NA BELOW -17C (2F). DELETE NOTE: GPS OR RNP-0.3 REQUIRED. THIS IS RNAV (GPS) Z RWY 19L, ORIG-B.

**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

### ASHLAND

#### Ashland Rgnl

**FDC 9/4184** DWU FI/T ASHLAND REGIONAL, ASHLAND, KY. VOR RWY 10, AMDT 11...ALTERNATE MINIMUMS NA.

### BOWLING GREEN

#### Bowling Green-Warren County Rgnl

**FDC 7/4180** BWG FI/T BOWLING GREEN-WARREN CTY RGNL, BOWLING GREEN, KY. ILS RWY 3 ORIG-A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. BW (NOORA) LOM OTS.

### CAMPBELLSVILLE

#### Taylor County

**FDC 7/9590** AAS FI/T TAYLOR COUNTY, CAMPBELLSVILLE, KY. SDF RWY 23, AMDT 2A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TYC NDB OTS.

**FDC 7/9589** AAS FI/T TAYLOR COUNTY, CAMPBELLSVILLE, KY. NDB OR GPS RWY 23, AMDT 3A...NDB PORTION NA.

### 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.

## LOUISVILLE

### Louisville Intl-Standiford Field

**FDC 9/0300** SDF FI/T LOUISVILLE INTL-STANDIFORD FLD, LOUISVILLE, KY. ILS OR LOC RWY 17R, AMDT 1...EXCEPT WHEN ADVISED BY SDF ATCT THAT THIS CRANE IS DOWN; 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. THIS REPLACES FDC 9/9824.

**FDC 9/0299** SDF FI/T LOUISVILLE INTL-STANDIFORD FLD, LOUISVILLE, KY. RNAV (GPS) RWY 17R, ORIG...EXCEPT WHEN ADVISED BY SDF ATCT THAT THIS CRANE IS DOWN; LNAV/VNAV DA 1044/HAT 554, VIS 1 1/2 ALL CATS. TEMPORARY CRANES 687 MSL 1.2 NM N OF RWY 17R. THIS REPLACES FDC 9/9825.

**FDC 9/0199** SDF FI/T LOUISVILLE INTL-STANDIFORD FLD, LOUISVILLE, KY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...EXCEPT WHEN ADVISED BY SDF ATCT THAT THIS CRANE IS DOWN; TAKE-OFF MINIMUMS RWY 35L, 300-2 OR STANDARD WITH MINIMUM CLIMB OF 288 FEET PER MILE TO 1300. ADD NOTE: RWY 35L TEMPORARY CRANES 1.17 NM FROM DER, 647 FEET LEFT OF CENTERLINE, 225 FEET AGL/687 FEET MSL. ALL OTHER DATA REMAINS UNCHANGED. THIS REPLACES FDC 9/9823.

**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

### 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.

## VIVIAN

### Vivian

**FDC 9/0394** 3F4 FI/P VIVIAN, VIVIAN, LA. NDB RWY 9, AMDT 2...DELETE NOTE: WHEN SHREVEPORT RGNL ALTIMETER SETTING NOT RECEIVED, USE SHREVEPORT DOWNTOWN ALTIMETER SETTING. CHART NOTE: USE SHREVEPORT RGNL ALTIMETER SETTING; WHEN NOT RECEIVED, USE SHREVEPORT DOWNTOWN ALTIMETER SETTING. THIS IS NDB RWY 9, AMDT 2A.

**FDC 9/0393** 3F4 FI/P VIVIAN, VIVIAN, LA. VOR/DME A, AMDT 3...DELETE NOTE: WHEN SHREVEPORT RGNL ALTIMETER SETTING NOT RECEIVED, USE SHREVEPORT DOWNTOWN ALTIMETER SETTING. CHART NOTE: USE SHREVEPORT RGNL ALTIMETER SETTING; WHEN NOT RECEIVED, USE SHREVEPORT DOWNTOWN ALTIMETER SETTING. THIS IS VOR/DME A, AMDT 3A.

**FDC 9/0392** 3F4 FI/P VIVIAN, VIVIAN, LA. RNAV (GPS) RWY 9, ORIG...DELETE NOTE: WHEN SHREVEPORT RGNL ALTIMETER SETTING NOT RECEIVED, USE SHREVEPORT DOWNTOWN ALTIMETER SETTING. CHART NOTE: USE SHREVEPORT RGNL ALTIMETER SETTING; WHEN NOT RECEIVED, USE SHREVEPORT DOWNTOWN ALTIMETER SETTING. THIS IS RNAV (GPS) RWY 9, ORIG-A.

**FDC 9/0391** 3F4 FI/P VIVIAN, VIVIAN, LA. RNAV (GPS) RWY 27, ORIG...DELETE NOTE: WHEN SHREVEPORT RGNL ALTIMETER SETTING NOT RECEIVED, USE SHREVEPORT DOWNTOWN ALTIMETER SETTING. CHART NOTE: USE SHREVEPORT RGNL ALTIMETER SETTING; WHEN NOT RECEIVED, USE SHREVEPORT DOWNTOWN ALTIMETER SETTING. THIS IS RNAV (GPS) RWY 27, ORIG-A.

## 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.

## 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 9/3032** BWI FI/T BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS OR LOC RWY 33R, AMDT 1...S-ILS 33R: DA 494/HAT 370 ALL CATS. VIS RVR 4000 ALL CATS. ADD NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS 33R VISIBILITY TO RVR 6000 ALL CATS.

**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.

### FORT MEADE(ODENTON)

#### Tipton

**FDC 9/3697** FME FI/T COL WILLIAM F.(SHORTY) TIPTON, FORT MEADE (ODENTON), MD. RNAV (GPS) RWY 10, AMDT 1...RNAV (GPS) RWY 28, ORIG-A...CIRCLING CAT B MDA 920/HAA 770, VIS 1 1/4. TEMPORARY CRANE 545 MSL 1.42 NM N OF RWY 28.

### 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 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 9/2374** ACK FI/T NANTUCKET MEMORIAL,  
NANTUCKET, MA. NDB RWY 24, AMDT 11 B...S-24:  
MDA 580/HAT 532 ALL CATS. VIS CAT C 1, CAT D 1  
1/2. CIRCLING: CAT A/B/C MDA 580/HAA 532.  
TEMPORARY CRANE 228 MSL 1.09 NM NW OF RWY  
24.

**FDC 9/2373** ACK FI/T NANTUCKET MEMORIAL,  
NANTUCKET, MA. TAKE-OFF MINIMUMS AND  
(OBSTACLE) DEPARTURE PROCEDURES...RWY 33,  
300-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF  
314 FT PER NM TO 400. NOTE: RWY 33, TEMP  
CRANE 6003 FEET FROM DEPARTURE END OF  
RUNWAY, 1929 FEET RIGHT OF CENTERLINE, 167  
FEET AGL/228 FEET MSL. ALL OTHER DATA  
REMAINS AS PUBLISHED.

**FDC 9/2372** ACK FI/T NANTUCKET MEMORIAL,  
NANTUCKET, MA. VOR OR GPS RWY 24, AMDT  
13B...S-24: MDA 540/HAT 492 ALL CATS. VIS CAT C  
3/4. CIRCLING: CAT A/B/C MDA 580/HAA 532.  
TEMPORARY CRANE 228 MSL 1.09 NM NW OF RWY  
24.

**FDC 9/2371** ACK FI/T NANTUCKET MEMORIAL,  
NANTUCKET, MA. ILS RWY 24, AMDT 15C...GPS  
RWY 33, ORIG-C...ILS OR LOC RWY 6,  
ORIG-A...CIRCLING: CAT A/B/C MDA 580/HAA 532.  
TEMPORARY CRANE 228 MSL 1.09 NM NW OF RWY  
24.

## 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 9/1810** 35D FI/T PADGHAM FIELD, ALLEGAN,  
MI. VOR OR GPS RWY 28, AMDT 13A...VOR PORTION  
NA.

**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, STANDARD 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.

## **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 9/1992** 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 Airpark**

**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 9/4168** GRR FI/T GERALD R. FORD INTL, GRAND RAPIDS, MI. ILS OR LOC RWY 8R, AMDT 5F..RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PMM VOR OTS.

**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.

**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.

**NILES**

**Jerry Tyler Memorial**

**FDC 9/3578** 3TR FI/T JERRY TYLER MEML, NILES, MI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES: CHANGE ALL REFERENCE TO RWY 3/21 TO RWY 4/22, AND RWY 14/32 TO RWY 15/33.

**FDC 9/3577** 3TR FI/T JERRY TYLER MEML, NILES, MI. VOR OR GPS RWY 3, AMDT 7A...VOR OR GPS RWY 21, AMDT 3A...CHANGE ALL REFERENCE TO RWY 3/21 TO RWY 4/22.

**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.

## **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 9/2673** BRD FI/T BRAINERD LAKES RGNL, BRAINERD, MN. ILS OR LOC RWY 23, AMDT 7...S-LOC 23 NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, BR LOM OTS. MISSED APPROACH: CLIMB TO 2100 THEN CLIMBING LEFT TURN TO 3100 DIRECT BRD VORTAC AND HOLD NW, RT, 118.00 INBOUND.

**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 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 MSL 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 MSL 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, BII 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 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 9/2668** 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 Arpt(Janes Field)

**FDC 9/3688** ANE FI/T ANOKA COUNTY-BLAINE ARPT (JANES FIELD), MINNEAPOLIS, MN. VOR/DME RWY 27, AMDT 4A...VOR/DME RNAV OR GPS RWY 18, AMDT 3A...VOR OR GPS RWY 9, AMDT 11A...CIRCLING CATS A/B/C MDA 1480/HAA 568. TEMPORARY CRANE 1112 MSL 4411 FEET EAST OF RWY 27.

**FDC 9/3687** ANE FI/T ANOKA COUNTY-BLAINE ARPT (JANES FIELD), MINNEAPOLIS, MN. RNAV (GPS) RWY 27, ORIG-A...LPV DA 1453/HAT 543 ALL CATS. VISIBILITY 1 1/2 ALL CATS. LNAV/VNAV DA 1470/HAT 560 ALL CATS. VISIBILITY 1 1/2 ALL CATS. LNAV MDA 1420/HAT 510 ALL CATS. VISIBILITY CATS A/B 3/4, CAT C 1. CIRCLING CATS A/B/C MDA 1480/HAA 568. VDP 1.4 MILES TO RWY 27. TEMPORARY CRANE 1112 MSL 4411 FEET EAST OF RWY 27.

**FDC 9/3686** ANE FI/T ANOKA COUNTY-BLAINE ARPT (JANES FIELD), MINNEAPOLIS, MN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 9, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 491 FEET PER NM TO 1300. TEMPORARY CRANE 4107 FEET FROM DER, 687 FEET LEFT OF CENTERLINE, UP TO 962 FEET AGL/1162 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 9/3685** ANE FI/T ANOKA COUNTY-BLAINE ARPT (JANES FIELD), MINNEAPOLIS, MN. ILS OR LOC/DME RWY 27, ORIG-A...S-ILS 27 DA 1412/HAT 502 ALL CATS. VISIBILITY 1 1/4 ALL CATS. S-LOC 27 MDA 1420/HAT 510 ALL CATS. VISIBILITY CATS A/B 3/4, CAT C 1. CIRCLING CATS A/B/C MDA 1480/HAA 568. VDP 2.4 DME; DISTANCE VDP TO THLD 1.4 MILES. TEMPORARY CRANE 1112 MSL 4411 FEET EAST OF RWY 27.

**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.

## MOORHEAD

### Moorhead Muni

**FDC 9/2208** JKJ FI/T MOORHEAD MUNI, MOORHEAD, MN. RNAV (GPS) RWY 30, ORIG...LNAV MDA 1300/ HAT 383 ALL CATS.

## 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.

## STAPLES

### Staples Muni

**FDC 9/0585** SAZ FI/T STAPLES MUNI, STAPLES, MN. NDB OR GPS RWY 14, AMDT 2A...S-14 MDA 2220/HAT 933 ALL CATS. VIS CATS A/B 1 1/4, CAT C 2 3/4. CIRCLING MDA 2220/HAA 933 ALL CATS. VIS CATS A/B 1 1/4, CAT C 2 3/4.

## 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.

## **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 9/3046** MAW FI/T MALDEN MUNI, MALDEN, MO. RNAV (GPS) RWY 18, ORIG-A...RNAV (GPS) RWY 36, ORIG-A...LNAV CAT D MINIMUMS NA. CIRCLING CAT D MINIMUMS NA.

**FDC 9/3045** MAW FI/T MALDEN MUNI, MALDEN, MO. VOR/DME RWY 13, ORIG-A...S-13 CAT D MINIMUMS NA. CIRCLING CAT D MINIMUMS NA.

**FDC 9/3044** MAW FI/T MALDEN MUNI, MALDEN, MO. VOR RWY 31, AMDT 8A...S-31 CAT D MINIMUMS NA. CIRCLING CAT D MINIMUMS NA. VGSI AND DESCENT ANGLES NOT COINCIDENT.

**FDC 9/3043** MAW FI/T MALDEN MUNI, MALDEN, MO. RNAV (GPS) RWY 31, ORIG-A...LNAV CAT D MINIMUMS NA. CIRCLING CAT D MINIMUMS NA. VGSI 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 9/0916** STL FI/P LAMBERT-ST LOUIS INTL, ST LOUIS, MO ILS OR LOC RWY 30R AMDT 9B...ILS RWY 30R (CAT II) AMDT 9B...ILS RWY 30R (CAT III) AMDT 9B...CHART NOTE: DISREGARD OM INDICATION. THIS IS ILS OR LOC RWY 30R AMDT 9C, ILS RWY 30R (CAT II) AMDT 9C, ILS RWY 30R (CAT III) AMDT 9C.

**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 8/3413** 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.

## BROKEN BOW

### Broken Bow Muni

**FDC 9/0343** BBW FI/P BROKEN BOW MUNI, BROKEN BOW, NE. RNAV (GPS) RWY 32, AMDT 1...DELETE NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NORTH PLATTE ALTIMETER SETTING AND INCREASE ALL DA/MDA 160 FEET AND INCREASE LPV ALL CATS VISIBILITY 3/4 MILE, INCREASE LNAV/VNAV ALL CATS VISIBILITY 1 1/4 MILE, INCREASE LNAV AND CIRCLING CAT B VISIBILITY 1/4 MILE. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NORTH PLATTE RGNL ALTIMETER SETTING AND INCREASE ALL DA/MDA 160 FEET AND INCREASE LPV ALL CATS VISIBILITY 3/4 MILE, INCREASE LNAV/VNAV ALL CATS VISIBILITY 1 1/4 MILE, INCREASE LNAV AND CIRCLING CAT B VISIBILITY 1/4 MILE. DELETE NOTE: VDP AND BARO/VNAV NA WHEN USING NORTH PLATTE ALTIMETER SETTING. CHART NOTE: VDP AND BARO/VNAV NA WHEN USING NORTH PLATTE RGNL ALTIMETER SETTING. THIS IS RNAV (GPS) RWY 32, AMDT 1A.

**FDC 9/0342** BBW FI/P BROKEN BOW MUNI, BROKEN BOW, NE. VOR RWY 14, AMDT 4...CHANGE NORTH PLATTE ALTIMETER SETTING MINIMUMS TO READ NORTH PLATTE RGNL ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; IF NOT RECEIVED, USE NORTH PLATTE ALTIMETER SETTING. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED; USE NORTH PLATTE RGNL ALTIMETER SETTING. S-14: CAT A/B HAT 693 CIRCLING: CAT A/B HAA 733 NORTH PLATTE RGNL ALTIMETER SETTING MINIMUMS. S-14: CAT A/B HAT 833 CIRCLING: CAT A/B HAA 893 CHART: FIELD ELEVATION 2547 CHART: TDZE 2547. THIS IS VOR RWY 14, AMDT 4A.

**FDC 9/0341** BBW FI/P BROKEN BOW MUNI, BROKEN BOW, NE. VOR/DME RWY 32, ORIG...DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED; USE NORTH PLATTE RGNL ALTIMETER SETTING AND INCREASE ALL MDAS 160 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED; USE NORTH PLATTE RGNL ALTIMETER SETTING AND INCREASE ALL MDAS 160 FEET, INCREASE CAT B VISIBILITY TO 1 1/4 MILES, AND CIRCLING CAT B VISIBILITY TO 1 1/4 MILES. THIS IS VOR/DME RWY 32, ORIG-A.

**FDC 9/0340** BBW FI/P BROKEN BOW MUNI, BROKEN BOW, NE. RNAV (GPS) RWY 14, ORIG...DELETE NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NORTH PLATTE ALTIMETER SETTING AND INCREASE ALL DA/MDA 160 FEET AND INCREASE LPV ALL CATS VISIBILITY 1/2 MILE, LNAV/VNAV ALL CATS VISIBILITY 3/4 MILE, LNAV AND CIRCLING CAT B VISIBILITY 1/4 MILE. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NORTH PLATTE RGNL ALTIMETER SETTING AND INCREASE ALL DA/MDA 160 FEET AND INCREASE LPV ALL CATS VISIBILITY 1/2 MILE, LNAV/VNAV ALL CATS VISIBILITY 3/4 MILE, LNAV AND CIRCLING CAT B VISIBILITY 1/4 MILE. DELETE NOTE: VDP AND BARO/VNAV NA WHEN USING NORTH PLATTE ALTIMETER SETTING. CHART NOTE: VDP AND BARO/VNAV NA WHEN USING NORTH PLATTE RGNL ALTIMETER SETTING. THIS IS RNAV (GPS) RWY 14, ORIG-A.

## 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 VGS1 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.

## DAVID CITY

### David City Muni

**FDC 9/3495** 93Y FI/T DAVID CITY MUNI, DAVID CITY, NE. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA.

**FDC 9/3494** 93Y FI/T DAVID CITY MUNI, DAVID CITY, NE. RNAV (GPS) RWY 14, ORIG...RNAV (GPS) RWY 32, ORIG...VOR/DME RWY 32, ORIG...PROCEDURE NA.

## FAIRMONT

### Fairmont State Airfield

**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.

## IMPERIAL

### Imperial Muni

**FDC 9/3068** IML FI/P IMPERIAL MUNI, IMPERIAL, NE. NDB RWY 31, AMDT 3A...DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED USE OGALLALA ALTIMETER SETTING. CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE OGALLALA ALTIMETER SETTING. THIS IS NDB RWY 31, AMDT 3B.

## 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.

## 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.

**FDC 9/0866** JYR FI/P YORK MUNI, YORK, NE. NDB RWY 35, AMDT 4...CHART TDZE 1670 FEET. DELETE CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE AURORA MUNICIPAL AL POTTER FIELD ALTIMETER SETTING AND INCREASE ALL MDAS 60 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE AURORA ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET. S-35 HAT 750 ALL CATS. THIS IS NDB RWY 35, AMDT 4A.

## 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.

## **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 8/2671** 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 9/0133** MHT FI/P MANCHESTER, MANCHESTER, NH. VOR RWY 35, AMDT 15D...CORRECT BRIEFING STRIP NOTE: CHG FOR INOPERATIVE ALSF-2, INCREASE S-35 CATS A/B VISIBILITY TO RVR 5000 FT VICE INCREASE S-35 CATS A/B VISIBILITY TO RVR 500 FT .

**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 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.

## 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...RNAV 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.

## WRIGHTSTOWN

### Mc Guire AFB

**FDC 9/0230** WRI FI/T MCGUIRE AFB, WRIGHTSTOWN, NJ. ILS RWY 6 (CAT II), AMDT 1...PROCEDURE NA.

## 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.

## HOBBS

### Lea County Rgnl

**FDC 9/4011** HOB FI/T LEA COUNTY REGIONAL, HOBBS, NM. VOR OR TACAN RWY 3, AMDT 21...VOR PORTION DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, INK VOR OTS.

**FDC 9/4010** HOB FI/T LEA COUNTY REGIONAL, HOBBS, NM. ILS OR LOC RWY 3, AMDT 7...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, INK VOR OTS.

## TAOS

### Taos Rgnl

**FDC 8/1852** SKX FI/T TAOS REGIONAL, TAOS, NM. NDB RWY 4, AMDT 1A...PROCEDURE NA.

## NEW YORK

## AKRON

### Akron

**FDC 9/3361** 9G3 FI/T AKRON, AKRON, NY. RNAV (GPS) RWY 7, ORIG...LNAV MDA 1300/HAT 461 ALL CATS. RIZXU TO RW7 3.05/54.

## ALBANY

### Albany Intl

**FDC 9/1807** ALB FI/T ALBANY INTL, ALBANY, NY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 10, 300-1. REST OF DATA REMAINS AS PUBLISHED. TEMPORARY CRANE; 484 MSL, 4064 FEET FROM DER, 1212 FEET LEFT OF CENTERLINE.

**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 OXFORD 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 9/4122** FZY FI/T OSWEGO COUNTY, FULTON, NY. ILS RWY 33, ORIG...VOR RWY 33, AMDT 5...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, UCA VORTAC OTS.

**FDC 6/8585** FZY FI/T OSWEGO COUNTY, FULTON, NY. ILS RWY 33, ORIG...CIRCLING CAT A/B/C MDA 1000/HAA 525. VISUAL GLIDE SLOPE INDICATOR (VGS) AND ILS GLIDEPATH NOT COINCIDENT.

**FDC 6/8584** FZY FI/T OSWEGO COUNTY, FULTON, NY. VOR RWY 33, AMDT 5...CIRCLING CAT A/B/C MDA 1000/HAA 525. DISREGARD PROFILE NOTE: VGS AND DESCENT ANGLES NOT COINCIDENT.

**FDC 6/8583** FZY FI/T OSWEGO COUNTY, FULTON, NY. RNAV (GPS) RWY 24, ORIG...LNAV MDA 960/HAT 491 ALL CATS. VIS CAT D 1 1/2. CIRCLING CAT A/B/C MDA 1000/HAA 525. VDP AT 1.40 NM TO RWY 24.

## HAMILTON

### Hamilton Muni

**FDC 9/2240** VGC FI/T HAMILTON MUNICIPAL, HAMILTON, NY. VOR OR GPS A, AMDT 3...VOR ONLY CIRCLING MDA 2700/HAA 1566 ALL CATS. MISSED APPROACH: CLIMBING RIGHT TURN TO 3500 VIA GGT R-085 TO HUTCH INT AND HOLD. GPS PORTION UNCHANGED.

## 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 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.

## 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 AND ILS GLIDEPATH NOT COINCIDENT.

## 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 9/3689** LGA FI/T LA GUARDIA, NEW YORK, NY. RNAV (RNP) Z RWY 22, ORIG...RNP 0.30\* DA: NA RNP 0.30 DA 461/HAT 449 ALL CATS. VIS RVR 5000 ALL CATS. CHANGE INOPERATIVE NOTE TO READ: FOR INOPERATIVE ALSF, INCREASE RNP 0.30 VISIBILITY TO 1 1/2 MILE. TEMPORARY CRANE 215 MSL 2994 FT NW RWY 22.

**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 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 6/1435** 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 9/0611** SWF FI/T STEWART INTERNATIONAL,  
NEWBURGH, NY. VOR RWY 27, AMDT 4B...VGS  
AND DESCENT ANGLES NOT COINCIDENT.

**FDC 8/4184** SWF FI/T STEWART INTERNATIONAL,  
NEWBURGH, NY. RNAV (GPS) RWY 9, ORIG-A...VGS  
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...VGS  
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 EHMANN 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 EHMANN  
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.

## PLATTSBURGH

### Plattsburgh Intl

**FDC 9/3675** PBG FI/T PLATTSBURGH INTL,  
PLATTSBURGH, NY. ILS OR LOC/DME RWY 35,  
ORIG-A...MISSED APPROACH: CLIMB TO 700 THEN  
CLIMBING RIGHT TURN TO 3000 DIRECT HERRO  
LOM AND HOLD NW, LT, 145.81 INBOUND,  
CONTINUE CLIMB-IN-HOLD TO 3000, ADF  
REQUIRED.

**FDC 9/1349** PBG FI/T PLATTSBURGH INTL,  
PLATTSBURGH, NY. ILS OR LOC/DME RWY 35,  
ORIG-A...MISSED APPROACH: CLIMB TO 700 THEN  
CLIMBING RIGHT TURN TO 3000 DIRECT HERRO  
LOM AND HOLD. ADF REQUIRED.

**FDC 9/1348** PBG FI/T PLATTSBURGH INTL,  
PLATTSBURGH, NY. VOR/DME RWY 35,  
ORIG-B...PROCEDURE NA.

## 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 9/9348** 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 9/4800** 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: VGS 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 9/3299** ROC FI/P GREATER ROCHESTER INTL, ROCHESTER, NY. ILS OR LOC RWY 22, AMDT 6B...DELETE NOTE: DME AND ADF REQUIRED. CHART NOTE: ADF REQUIRED. THIS IS ILS OR LOC RWY 22, AMDT 6C.

**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 9/0178** 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.

**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 9/4121** RME FI/T GRIFFISS AIRFIELD, ROME, NY. ILS RWY 15, ORIG-A...ILS RWY 33, ORIG...PROCEDURE NA.

**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.

**FDC 9/0592** 5B2 FI/P SARATOGA COUNTY, SARATOGA SPRINGS, NY. TAKE OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURE, AMDT 3 DELETE NOTE: RWY 5, TREES BEGINING 799 FEET FROM DEPARTURE END OF RUNWAY, 50 FEET LEFT OF CENTERLINE UP TO 84 FEET AGL / 503 FEET MSL. TREES BEGINNING 849 FEET FROM DEPARTURE END OF RUNWAY, 133 FEET RIGHT OF CENTERLINE UP TO 738 FEET AGL / 507 FEET MSL. ADD: NOTE: RWY 5, TREES BEGINING 799 FEET FROM DEPARTURE END OF RUNWAY, 50 FEET LEFT OF CENTERLINE UP TO 84 FEET AGL / 503 FEET MSL. TREES BEGINNING 849 FEET FROM DEPARTURE END OF RUNWAY, 33 FEET RIGHT OF CENTERLINE UP TO 87 FEET AGL / 507 FEET MSL. REST OF DATA REMAINS AS PUBLISHED. THIS IS TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3A.

## 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.

## 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**

## **ANDREWS**

### **Andrews-Murphy**

**FDC 9/4139** RHP FI/T ANDREWS-MURPHY, ANDREWS, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWYS 8, 26, NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, HRS VORTAC OTS.

## **ASHEVILLE**

### **Asheville Rgnl**

**FDC 8/4215** AVL FI/T ASHEVILLE REGIONAL, ASHEVILLE, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 16: STANDARD WITH A MIN CLIMB OF 360 FT PER NM TO 6100, OR 3000-3 FOR CLIMB IN VISUAL CONDITIONS. RWY 34: STANDARD WITH A MIN CLIMB OF 380 FT PER NM TO 5700, OR 4000-3 FOR CLIMB IN VISUAL CONDITIONS. DEPARTURE PROCEDURE: RWY 16: CLIMB DIRECT BRA NDB TO 6100 BEFORE PROCEEDING ON COURSE. RWY 34: CLIMB DIRECT KEANS (IM) LOM, CLIMB IN HOLDING PATTERN; HOLD N, LT 164 INBOUND TO CROSS KEANS LOM AT OR ABOVE 7000 BEFORE PROCEEDING ON COURSE. RWY 16: FOR CLIMB IN VISUAL CONDITIONS, CROSS ASHEVILLE REGIONAL AIRPORT SOUTHBOUND AT OR ABOVE 5000 DIRECT BRA NDB BEFORE PROCEEDING ON COURSE. RWY 34: FOR CLIMB IN VISUAL CONDITIONS, CROSS ASHEVILLE REGIONAL AIRPORT NORTHBOUND AT OR ABOVE 6000 DIRECT KEANS LOM BEFORE PROCEEDING ON COURSE. NOTE: CLIMB IN VISUAL CONDITIONS NA AT NIGHT.

## **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 Rgnl

**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.

## ERWIN

### Harnett Rgnl Jetport

**FDC 9/2800** HRJ FI/P HARNETT RGNL JETPORT, ERWIN, NC. RNAV (GPS) RWY 5, AMDT 2...LPV DA CAT D NA. LNAV MDA CAT D NA. CIRCLING CAT D NA. DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE SMITHFIELD ALTIMETER SETTING AND INCREASE ALL DA/MDA 60 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SMITHFIELD ALTIMETER SETTING AND INCREASE ALL DA/MDA 60 FEET, INCREASE LPV VISIBILITIES 1/4 MILE, AND LNAV CAT C VISIBILITY 1/4 MILE. THIS IS RNAV (GPS) RWY 5, AMDT 2A.

**FDC 9/2799** HRJ FI/P HARNETT RGNL JETPORT, ERWIN, NC. RNAV (GPS) RWY 23, AMDT 2...LPV DA CAT D NA. LNAV MDA CAT D NA. CIRCLING CAT D NA. DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE SMITHFIELD ALTIMETER SETTING AND INCREASE ALL DAS/MDAS 60 FEET. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SMITHFIELD ALTIMETER SETTING AND INCREASE ALL DA/MDA 60 FEET, INCREASE LPV VISIBILITIES 1/4 MILE, AND LNAV CAT C VISIBILITY 1/4 MILE. THIS IS RNAV (GPS) RWY 23, AMDT 2A.

## 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 RWY 24: 3.14/31 DISREGARD NOTE: USE GREENSBORO ALTIMETER SETTING VISIBILITY REDUCTION BY HELICOPTERS NA.

## **LINCOLNTON**

### **Lincolnton-Lincoln County Rgnl**

**FDC 6/7958** IPJ FI/T LINCOLNTON-LINCOLN COUNTY REGIONAL, LINCOLNTON, NC. GPS RWY 5, ORIG...CIRCLING CAT D MDA 1540/HAA 665.

## **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: VGS1 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.

**FDC 9/3493** RDU FI/T RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. ILS OR LOC RWY 23L, AMDT 7B...S-ILS RWY 23L DECISION ALT 1127/HAT 692, VIS 2 ALL CATS. S-LOC 23L VIS 2 ALL CATS. CIRCLING VIS 2 1/2 ALL CATS. LEPEC FIX MINIMUMS NA. FOR INOPERATIVE MALSR, INCREASE S-ILS 23L AND S-LOC 23L ALL CATS VISIBILITY TO 2 1/2. DISTANCE FAF TO MAP 2.07 NM. TIMING TABLE (SPEED/TIME): 60/2:04; 90/1:34; 120/1:02; 150/0:50; 180/0:41. ALTERNATE MINIMUMS: S-ILS 23L 700-2 1/2 ALL CATS; S-LOC 23L 800-2 1/2 ALL CATS.

## 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.

## 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 9/7021** 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 9/0833** RUQ FI/T ROWAN COUNTY, SALISBURY, NC. RNAV (GPS) RWY 2, ORIG...34:1 IS NOT CLEAR. VDP NA. VISIBILITY REDUCTION BY HELICOPTERS NA. WHEN VGSI INOP, PROCEDURE NA AT NIGHT.

**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) WYLS 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.

**FDC 9/0987** W03 FI/P WILSON INDUSTRIAL AIR CENTER, WILSON, NC. RNAV (GPS) RWY 9, ADMT 1A...RNAV (GPS) RWY 21, ORIG-B...RNAV (GPS) RWY 15, ADMT 1A...RNAV (GPS) RWY 3, ADMT 1A...CORRECT MINIMUMS: CHG CIRCLING CAT A,B TO 660-1 499 (500-1) VICE 660-1 449 (500-1).

## **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.

## **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 MALS, 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 9/4223** 0G6 FI/T WILLIAMS COUNTY, BRYAN, OH. GPS RWY 7, ORIG...S-7 MDA 1260/HAT 530 ALL CATS. VIS CAT C 1 1/2, VIS CAT D 1 3/4.

**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 9/0656** BKL FI/T BURKE LAKEFRONT, CLEVELAND, OH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF OBSTACLE NOTES: RWY 6L, OBSTRUCTION LIGHT ON HANGAR 1127 FT FROM DEPARTURE END OF RUNWAY, 780 FT RIGHT OF CENTERLINE, 47 FT AGL/622 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**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 9/2715** CLE FI/T CLEVELAND-HOPKINS INTL, CLEVELAND, OH. RNAV (GPS) RWY 10, AMDT 1...LPV DA NA. LNAV/VNAV DA NA.

**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** 616 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...VGSi 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. VGSi 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 9/3566** CMH FI/T PORT COLUMBUS INTL, COLUMBUS, OH. ILS OR LOC RWY 28R, AMDT 3...S-ILS 28R GS UNUSABLE FOR COUPLED APPROACHES BELOW 2023 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** 140 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.

## **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 9/0886** MFD FI/P MANSFIELD LAHM REGIONAL, MANSFIELD, OH. RNAV (GPS) RWY 14, ORIG...LNAV: VISIBILITY CAT A/B/C 1, CAT D 1 1/4. DELETE NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV CAT D VISIBILITY 1/4 MILE. CIRCLING: CAT D MDA 1880/HAA 583. THIS IS RNAV (GPS) RWY 14, ORIG-A.

**FDC 9/0885** MFD FI/P MANSFIELD LAHM REGIONAL, MANSFIELD, OH. VOR RWY 14, AMDT 14...CIRCLING CAT D MDA 1880/HAA 583. THIS IS VOR RWY 14, AMDT 14A.

**FDC 9/0884** MFD FI/P MANSFIELD LAHM REGIONAL, MANSFIELD, OH. RADAR-1, AMDT 4...CIRCLING CAT D MDA 1880/HAA 583. THIS IS RADAR-1, AMDT 4A.

**FDC 9/0883** MFD FI/P MANSFIELD LAHM REGIONAL, MANSFIELD, OH. RNAV (GPS) RWY 32, ORIG...CIRCLING CAT D MDA 1880/HAA 583. THIS IS RNAV (GPS) RWY 32, ORIG-A.

**FDC 9/0882** MFD FI/P MANSFIELD LAHM REGIONAL, MANSFIELD, OH. VOR RWY 32, AMDT 7...CIRCLING CAT D MDA 1880/HAA 583. THIS IS VOR RWY 32, AMDT 7A.

**FDC 9/0878** MFD FI/P MANSFIELD LAHM REGIONAL, MANSFIELD, OH. ILS OR LOC RWY 32, AMDT 16...CIRCLING CAT D MDA 1880/HAA 583. THIS IS ILS OR LOC RWY 32, AMDT 16A.

## 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.

## 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

### Metcalf Field

**FDC 7/8560** TDZ FI/P METCALF FIELD, TOLEDO, OH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2...TAKE-OFF MINIMUMS: NOTE: RWY 14, TREE 789 FEET FROM DEPARTURE END OF RUNWAY, 249 FEET LEFT OF CENTERLINE, 61 FEET AGL/685 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2A.

### Toledo Express

**FDC 8/8805** TOL FI/T TOLEDO EXPRESS, TOLEDO, OH. RNAV (GPS) RWY 7, AMDT 1...LNAV/VNAV DA 1129/HAT 446 ALL CATS. LNAV MDA 1140/HAT 457 ALL CATS. VIS CAT C 4000.

**FDC 8/2128** 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 9/4088** VES FI/T DARKE COUNTY, VERSAILLES, OH. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 9, TOWER 320 FEET FROM DEPARTURE END OF RWY, 326 FEET LEFT OF CENTERLINE, 30 FEET AGL/1033 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**WAPAKONETA**

**Neil Armstrong**

**FDC 7/3587** AXV FI/T NEIL ARMSTRONG, WAPAKONETA, OH. LOC RWY 26, AMDT 3D...PROCEDURE NA.

**WILLOUGHBY**

**Willoughby Lost Nation Muni**

**FDC 9/0877** LNN FI/P WILLOUGHBY LOST NATION MUNI, WILLOUGHBY, OH. RNAV (GPS) RWY 10, ORIG...MISSED APPROACH: CLIMB TO 2900 DIRECT PADIY AND VIA TRACK 150.87 TO CXR VOR/DME AND HOLD. THIS IS RNAV (GPS) RWY 10, ORIG-A.

**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.

## DUNCAN

### Halliburton Field

**FDC 8/4912** DUC FI/T HALLIBURTON FIELD, DUNCAN, OK. RNAV (GPS) RWY 17, ORIG...RNAV (GPS) RWY 35, ORIG...VOR RWY 35, AMDT 11...DISREGARD NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

## ELK CITY

### Elk City Rgnl Business

**FDC 8/8597** 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.

## MC ALESTER

### Mc Alester Rgnl

**FDC 9/4003** MLC FI/P MCALESTER REGIONAL, MCALESTER OK TAKE-OFF MINIMUMS AND (OBSTACLE ) DEPARTURE PROCEDURES ORIG...CHANGE ALL REFERENCE RUNWAY 01/19 TO 02/20. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG-A.

**FDC 9/3930** MLC FI/P MC ALESTER REGIONAL, MC ALESTER, OK. VOR A, AMDT 13...CHANGE ALL REFERENCE RWY 1/19 TO 2/20. THIS IS VOR-A, AMDT 13A.

**FDC 9/3929** MLC FI/P MC ALESTER REGIONAL, MC ALESTER, OK. VOR/DME RWY 19, AMDT 2B...CHANGE ALL REFERENCE RWY 1/19 TO 2/20. THIS IS VOR/DME RWY 19, AMDT 2C.

**FDC 9/3928** MLC FI/P MC ALESTER REGIONAL, MC ALESTER, OK. LOC RWY 1, AMDT 4...CHANGE ALL REFERENCE RWY 1/19 TO 2/20. THIS IS LOC RWY 1, AMDT 4A.

**FDC 9/2674** MLC FI/T MC ALESTER REGIONAL, MC ALESTER, OK. RNAV (GPS) RWY 1, ORIG...RNAV (GPS) RWY 19, ORIG...PROCEDURE NA.

## 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 9/4058** 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, CAT D MDA 1920/HAA 625. TEMPORARY RIG, 1.90 NM WNW OF WILL ROGERS WORLD, 1437 MSL/182 AGL, TEMPORARY CRANE, 2294 FEET ENE OF WILL ROGERS WORLD, 1455 MSL/160 AGL, TEMPORARY CRANE 2 NM NW OF APPROACH END RWY 13 1562 MSL/260 AGL.

**FDC 9/4054** OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (GPS) RWY 31, ORIG...RNAV (GPS) Y RWY 35R, ORIG-B...RNAV (GPS) Z RWY 17L, AMDT 1...CIRCLING MDA CATS A/B/C 1820/HAA 525, CAT D MDA 1920/HAA 625. TEMPORARY RIG, 3077 FEET WNW OF APPROACH END RWY 17L, 1393 MSL/96 AGL, TEMPORARY CRANE 2294 FEET ENE OF WILL ROGERS WORLD, 1455 MSL/160 AGL, TEMPORARY CRANE 2 NM NW OF APPROACH END RWY 13, 1562 MSL/260 AGL.

**FDC 9/4051** OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS OR LOC RWY 17L, AMDT 1...S-LOC 17L MDA 1680/HAT 394 ALL CATS. CIRCLING MDA CATS A/B/C 1820/HAA 525, CAT D MDA 1920/HAA 625. ALTERNATE MINIMUMS: ILS CATS A/B/C/D 700-2. TEMPORARY RIG, 3077 FEET WNW OF APPROACH END RWY 17L, 1393 MSL/96 AGL, TEMPORARY CRANE 2294 FEET ENE OF WILL ROGERS WORLD, 1455 MSL/160 AGL, TEMPORARY CRANE 2 NM NW OF APPROACH END RWY 13, 1562 MSL/260 AGL.

**FDC 9/4050** 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 D MDA 1920/HAA 625, CAT E MDA 2240/HAA 945. ALTERNATE MINIMUMS: ILS CATS A/B/C/D 700-2. TEMPORARY RIG, 3077 FEET WNW OF APPROACH END RWY 17L, 1393 MSL/96 AGL, TEMPORARY CRANE 2294 FEET ENE OF WILL ROGERS WORLD, 1455 MSL/160 AGL, TEMPORARY CRANE 2 NM NW OF APPROACH END RWY 13, 1562 MSL/260 AGL.

**FDC 9/4049** OKC FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS OR LOC/DME RWY 35L, ORIG-A...ILS RWY 35R, AMDT 8E...CIRCLING MDA CATS A/B/C 1820/HAA 525, CAT D MDA 1920/HAA 625. ALTERNATE MINIMUMS: ILS CATS A/B/C/D 700-2. TEMPORARY RIG, 3077 FEET WNW OF APPROACH END RWY 17L, 1393 MSL/96 AGL, TEMPORARY CRANE 2294 FEET ENE OF WILL ROGERS WORLD, 1455 MSL/160 AGL, TEMPORARY CRANE 2 NM NW OF APPROACH END RWY 13, 1562 MSL/260 AGL.



**FDC 9/3867** 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 A/B/C, CAT D MDA 1920/HAA 625. TEMPORARY RIG, 3077 FEET WNW OF APPROACH END RWY 17L, 1393 MSL/96 AGL, TEMPORARY CRANE 2294 FEET ENE OF WILL ROGERS WORLD, 1455 MSL/160 AGL, TEMPORARY CRANE 2 NM NW OF APPROACH END RWY 13, 1562 MSL/260 AGL.

**FDC 9/3865** 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. CIRCLING MDA CATS A/B/C 1820/HAA 525, CAT D MDA 1920/HAA 625. TEMPORARY RIG, 3077 FEET WNW OF APPROACH END RWY 17L, 1393 MSL/96 AGL, TEMPORARY CRANE 2294 FEET ENE OF WILL ROGERS WORLD, 1455 MSL/160 AGL, TEMPORARY CRANE 2 NM NW OF APPROACH END RWY 13, 1562 MSL/260 AGL.

**FDC 9/3862** 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. FOR INOPERATIVE MALSR, INCREASE CAT C VIS TO RVR 6000. CIRCLING: MDA CAT A/B/C 1820/HAA 525. MDA 1920/HAA 625 CAT D. TEMPORARY RIG, 3077 FEET WNW OF APPROACH END RWY 17L, 1393 MSL/96 AGL. TEMPORARY CRANE 2294 FEET ENE OF WILL ROGERS WORLD, 1455 MSL/160 AGL. TEMPORARY CRANE 2 NM NW OF APPROACH END RWY 13, 1562 MSL/260 AGL.

**FDC 9/3859** 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. LNAV MDA 1880/HAT 601 ALL CATS, VIS CAT C 1 3/4. CIRCLING MDA 1880/HAA 585 CATS A/B/C, CAT D MDA 1920/HAA 625, VIS CAT C 1 3/4. VDP NA. TEMPORARY RIG, 3077 FEET WNW OF APPROACH END RWY 17L, 1393 MSL/96 AGL, TEMPORARY CRANE 2294 FEET ENE OF WILL ROGERS WORLD, 1455 MSL/160 AGL, TEMPORARY CRANE 2 NM NW OF APPROACH END RWY 13, 1562 MSL/260 AGL.

**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.

## 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 A 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.

## **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**

### **AURORA**

#### **Aurora State**

**FDC 9/3564** UAO FI/P AURORA STATE, AURORA, OR. RNAV (GPS) RWY 17, ORIG...LNAV MDA 1060/HAT 860 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. CIRCLING MDA 1060/HAA 860 ALL CATS, VIS CAT A 1, CAT C 2 1/2, CAT D 2 3/4. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MCMINNVILLE MUNI ALTIMETER SETTING AND INCREASE ALL DA 42 FEET AND ALL MDA 60 FEET; INCREASE LPV, LNAV/VNAV VISIBILITIES ALL CATS 1/4 MILE, INCREASE LNAV VISIBILITY CATS A/C/D 1/4 MILE, INCREASE CIRCLING VISIBILITIES CAT A/C/D 1/4 MILE. DELETE NOTE: BARO VNAV NA BELOW -15C (5F). CHART NOTE: FOR UNCOMPENSATED BARO VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 49C (120F). ALTERNATE MINIMUMS: CATS A/B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4, NA WHEN LOCAL WEATHER NOT AVAILABLE. FAS OBST: 749 AAO 452049N/1224554W. THIS IS RNAV (GPS) RWY 17, ORIG-A.

**FDC 9/3562** UAO FI/P AURORA STATE, AURORA, OR. RNAV (GPS) RWY 35, ORIG-A...LNAV/VNAV DA 604/HAT 405 ALL CATS, VIS 1 1/2 ALL CATS. CIRCLING VIS CATS A/B 1 MILE. CHART FAS OBST: 325 TOWER 431310N/1224548W ALTERNATE MINIMUMS STANDARD EXCEPT NA WHEN LOCAL WEATHER NOT AVAILABLE. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS RNAV (GPS) RWY 35, ORIG-B.

## 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.

## 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-Hillsboro

**FDC 9/2206** HIO FI/P PORTLAND-HILLSBORO, PORTLAND, OR. ILS OR LOC RWY 12, AMDT 8B...CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. CHART NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE PORTLAND INTL ALTIMETER SETTING AND INCREASE ALL DAS/MDAS 60 FEET. THIS IS ILS OR LOC RWY 12, AMDT 8C.

## 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

### AGANA

Guam Intl

**FDC 9/2751** GUM FI/P GUAM INTL, GUAM, GQ. RNAV (GPS) Y RWY 24L, AMDT 1A...CORRECT MINIMA: CHANGE LNAV MDA CATS A/B MILITARY CEILING TO 900 VICE 400. CHANGE CIRCLING CATS A/B MILITARY CEILING TO 900 VICE 400.

### ROTA ISLAND

Rota Intl

**FDC 9/9006** GRO FI/T ROTA INTERNATIONAL, SAIPAN, CQ. GPS RWY 27, ORIG-C...PROCEDURE NA.

### 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.

### BUTLER

Butler County/K W Scholter Field

**FDC 9/3570** BTP FI/T BUTLER COUNTY/K W SCHOLTER FLD, BUTLER, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 08, 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 446 FEET PER NM TO 1600. RWY 26, STANDARD. NOTES: RWY 08, MULTIPLE TREES BEGINNING 20 FEET FROM DEPARTURE END OF RUNWAY, 10 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/1390 FEET MSL. MULTIPLE TREES BEGINNING 17 FEET FROM DEPARTURE END OF RUNWAY, 4 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/1346 FEET MSL. RWY 26, MULTIPLE TREES BEGINNING 1368 FEET FROM DEPARTURE END OF RUNWAY, 34 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/1314 FEET MSL. MULTIPLE TREES BEGINNING 1118 FEET FROM DEPARTURE END OF RUNWAY, 281 FEET LEFT OF CENTERLINE, UP TO 1000 FEET AGL/1287 FEET MSL. MULTIPLE RODS ON POLES BEGINNING 1019 FEET FROM DEPARTURE END OF RUNWAY, 532 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/1314 FEET MSL.

## 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.

## DUBOIS

### Dubois Rgnl

**FDC 9/1603** DUJ FI/T DUBOIS RGNL, DUBOIS, PA. VOR/DME RWY 7, AMDT 3A...S-7 MDA 2560/HAT 743 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING MDA 2560/HAA 743 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. VISIBILITY REDUCTION BY HELICOPTERS NA.

## ERIE

### Erie Intl/Tom Ridge Field

**FDC 9/1614** ERI FI/T ERIE INTL / TOM RIDGE FIELD, ERIE, PA. NDB RWY 6, ORIG-A...MISSED APPROACH: CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 DIRECT ESMER (ER) LOM AND HOLD SW, LT, 062 INBOUND. S-6 MDA 1300/HAT 567 ALL CATS. CAT D CIRCLING MDA 1380/HAA 647.

**FDC 9/1526** ERI FI/T ERIE INTL / TOM RIDGE FIELD, ERIE, PA. ILS OR LOC RWY 6, AMDT 15C...MISSED APPROACH: CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 DIRECT ESMER (ER) LOM AND HOLD SW, LT, 062 INBOUND (ADF REQUIRED). CAT D CIRCLING MDA 1380/HAA 647.

**FDC 9/1297** ERI FI/T ERIE INTL/TOM RIDGE FIELD, ERIE, PA. ILS OR LOC RWY 24, AMDT 7C...MISSED APPROACH: CLIMBING RIGHT TURN TO 2800 DIRECT CQD NDB AND HOLD, NE, RT 242 INBOUND (ADF REQUIRED). PROCEDURE TURN COMPLETION MINIMUM 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. CAT D CIRCLING MDA 1380/HAA 647.

**FDC 9/1296** ERI FI/T ERIE INTL/TOM RIDGE FIELD, ERIE, PA. NDB RWY 24, AMDT 17B...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ERI VOR UNUSABLE BELOW 8000. PROCEDURE TURN MINIMUM ALTITUDE 3200. CAT D CIRCLING MDA 1360/HAA 647.

**FDC 9/1268** ERI FI/T ERIE INTL / TOM RIDGE FIELD, ERIE, PA. VOR/DME OR GPS RWY 24, AMDT 11B...VOR/DME PORTION NA. PROCEDURE TURN COMPLETION MINIMUM ALTITUDE 3200. CAT D CIRCLING MDA 1380/HAA 647.

**FDC 9/1263** ERI FI/T ERIE INTL / TOM RIDGE FIELD, ERIE, PA. VOR OR GPS RWY 6, AMDT 15C...VOR PORTION NA. S-6 MDA 1260/HAT 527 ALL CATS. VIS CAT D RVR 6000. CAT D CIRCLING MDA 1380/HAA 647.

## HAZLETON

### Hazleton Muni

**FDC 9/0541** HZL FI/T HAZLETON MUNI, HAZLETON, PA. LOC RWY 28, AMDT 5D...WHEN VGSI INOP, PROCEDURE NA AT NIGHT. VGSI AND DESCENT ANGLES NOT COINCIDENT.

**FDC 9/0540** HZL FI/T HAZLETON MUNI, HAZLETON, PA. VOR RWY 28, AMDT 8D...WHEN VGSI INOP, PROCEDURE NA AT NIGHT. VGSI AND DESCENT ANGLES NOT COINCIDENT.

**FDC 9/0539** HZL FI/T HAZLETON MUNI, HAZLETON, PA. VOR RWY 10, AMDT 10D...WHEN VGSI INOP, CIRCLING RWY 28 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.

## MEADVILLE

### Port Meadville

**FDC 9/3573** GKJ FI/T PORT MEADVILLE, MEADVILLE, PA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: DEPARTURE PROCEDURE: RWY 07, CLIMB HEADING 061.22 TO 2000 BEFORE PROCEEDING ON COURSE. NOTES: RWY 07, MULTIPLE TREES BEGINNING 30 FEET FROM DEPARTURE END OF RUNWAY, 128 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/1465 FEET MSL. MULTIPLE TREES BEGINNING 58 FEET FROM DEPARTURE END OF RUNWAY, 174 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/1455 FEET MSL. RWY 25, MULTIPLE TREES BEGINNING 129 FEET FROM DEPARTURE END OF RUNWAY, 17 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/1455 FEET MSL. MULTIPLE TREES BEGINNING 33 FEET FROM DEPARTURE END OF RUNWAY, 41 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/1449 FEET MSL.

## 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 9/3696** PIT FI/P PITTSBURGH INTERNATIONAL, PITTSBURGH, PA. ILS RWY 10R (CAT II), AMDT 10B...DELETE ALL REFERENCE TO MM. THIS IS ILS RWY 10R (CAT II), AMDT 10C.

**FDC 9/3695** PIT FI/P PITTSBURGH INTERNATIONAL, PITTSBURGH, PA. ILS RWY 10R (CAT III), AMDT 10B...DELETE ALL REFERENCE TO MM. DELETE FROM PROFILE 1331 CHECK ALTITUDE. THIS IS ILS RWY 10R (CAT III), AMDT 10C.

**FDC 9/3694** PIT FI/P PITTSBURGH INTERNATIONAL, PITTSBURGH, PA. ILS RWY 10R, AMDT 10B...DELETE ALL REFERENCE TO MM. THIS IS ILS OR LOC RWY 10R, AMDT 10C.

**FDC 8/2032** PIT FI/T PITTSBURGH INTL,  
PITTSBURGH, PA. ILS RWY 28L (CAT II), AMDT  
9...PROCEDURE NA.

## POTTSVILLE

Schuylkill County /Joe Zerbey/

**FDC 9/3533** ZER FI/T SCHUYLKILL COUNTY/JOE  
ZERBEY, POTTSVILLE, PA. RNAV (GPS) RWY 29,  
ORIG...LNAV MDA 2400/HAT 676 ALL CATS. VIS CAT  
C 2, VIS CAT D 2 1/4. CIRCLING MDA 2480/HAA 746  
ALL CATS. VIS CAT B 1 1/4, VIS CAT C 2 1/4, VIS CAT  
D 2 1/2. VDP 2.05 NM TO RW29. IDWUN TO RW29  
3.04/40.

**FDC 9/3532** ZER FI/T SCHUYLKILL COUNTY/JOE  
ZERBEY, POTTSVILLE, PA. VOR OR GPS RWY 4,  
AMDT 5A...GPS PORTION NA. S-4 MDA 2420/HAT 704  
ALL CATS, VIS CAT C 2, VIS CAT D 2 1/4. CIRCLING  
MDA 2480/HAA 746 ALL CATS, VIS CAT B 1 1/4, VIS  
CAT C 2 1/4, VIS CAT D 2 1/2.

**FDC 8/8547** ZER FI/T SCHUYLKILL COUNTY/JOE  
ZERBEY, POTTSVILLE, PA. RNAV (GPS) RWY 11,  
ORIG...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 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...RNAV 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 MAYAGUEZEUGENIO MARIA DE HOSTOS, MAYAGUEZ, RQ. VOR OR GPS RWY 9, AMDT 9...MISSED APPROACH: CLIMB TO 2000 VIA MAZ R-081 THEN CLIMBING LEFT TURN TO 5000 DIRECT MAZ VOR/DME AND HOLD.

## 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 1. NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 360 FEET MSL. NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS-8 ALL CATS, AND S-LOC-8 CATS A AND B. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. PROFILE NOTE: VGS1 AND ILS GLIDEPATH NOT COINCIDENT.

## **RHODE ISLAND**

### **NORTH KINGSTOWN**

#### **Quonset State**

**FDC 8/6587** 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...RNAV MDA 540/HAT 487 ALL CATS. CIRCLING CATS A/B MDA 620/HAA 565. FOR INOPERATIVE MALSR, INCREASE RNAV 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

## AIKEN

### Aiken Muni

**FDC 9/1177** AIK FI/P AIKEN MUNI, AIKEN, SC. KAOLN THREE DEPARTURE (RNAV) (KAOLN3.KAOLN)...CORRECT CHART TO CHANGE FIX SYMBOL AT KAOLN TO FLYOVER WP SYMBOL AT KAOLN.

## 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 GLIDEPATH 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.

## HILTON HEAD ISLAND

### Hilton Head

**FDC 9/4188** HXD FI/T HILTON HEAD, HILTON HEAD ISLAND, SC. LOC/DME RWY 21, AMDT 4...PROCEDURE NA, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SAV DME OTS.

## 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. VGSI 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. VGSI 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.

## 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

## BRITTON

### Britton Muni

**FDC 9/1695** BTN FI/T BRITTON MUNI, BRITTON, SD. RNAV (GPS) RWY 13, ORIG...RNAV (GPS) RWY 31, ORIG...VDP NA. VISIBILITY REDUCTION BY HELICOPTERS NA.

## 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.

## 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.

## YANKTON

## Chan Gurney Muni

**FDC 9/4241** YKN FI/T CHAN GURNEY MUNI, YANKTON, SD. NDB OR GPS RWY 31, AMDT 2B...NDB PORTION RADAR REQUIRED FOR PROCEDURE ENTRY.

**FDC 9/4240** YKN FI/T CHAN GURNEY MUNI, YANKTON, SD. ILS RWY 31, AMDT 3A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, YKN VOR OTS.

## 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 9/1166** FYM FI/T FAYETTEVILLE MUNI, FAYETTEVILLE, TN. SDF RWY 20, AMDT 4...VOR/DME RWY 2, ORIG-D...CIRCLING CAT A MDA 1440/HAA 456.

**FDC 9/1165** FYM FI/T FAYETTEVILLE MUNI, FAYETTEVILLE, TN. RNAV (GPS) RWY 20, ORIG...LNAV MDA CAT C VISIBILITY 1 1/4. CIRCLING CAT A MDA 1440/HAA 456 INOPERATIVE TABLE DOES NOT APPLY TO CAT C AND D.

**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 RW19: 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.

## 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.

## 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 9/0163** 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. VGSI AND RNAV GLIDEPATH NOT COINCIDENT. 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 9/0139** MEM FI/T MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 18L, AMDT 2...CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. BRYSN FIX MINIMUMS: CIRCLING CAT A/B/C/D MDA 960/HAA 619 ALL CATS. VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS CATS A/B/C/D 700-2 VGSI AND ILS GLIDEPATH NOT COINCIDENT. TEMPORARY CRANES UP TO 604 MSL BEGINNING 2066 SW OF RWY 27.

**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 8/3199** 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 RWY 18R 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 RWY 18C 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 RWY 18C NA. FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VISIBILITY TO 1 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 8/3186** 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.

## MURFREESBORO

### Murfreesboro Muni

**FDC 9/1285** MBT FI/T MURFREESBORO MUNI, MURFREESBORO, TN. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 18, CLIMB VIA HEADING 184 TO 1400 BEFORE TURNING ON COURSE. NOTE: RWY 18, TREES BEGINNING 1431 FEET FROM END OF RUNWAY, 133 FEET RIGHT OF CENTERLINE UP TO 100 FEET AGL/706 FEET MSL. TREES BEGINNING 194 FEET FROM END OF RUNWAY, 110 FEET LEFT OF CENTERLINE UP TO 100 FEET AGL/703 FEET MSL. BUILDING 655 FEET FROM END OF RUNWAY, 305 FEET LEFT OF CENTERLINE 30 FEET AGL/637 FEET MSL. RWY 36, TREES BEGINNING 140 FEET FROM END OF RUNWAY, 105 FEET RIGHT OF CENTERLINE UP TO 60 FEET AGL/661 FEET MSL. TREES BEGINNING 2385 FEET FROM END OF RUNWAY, 97 FEET LEFT OF CENTERLINE UP TO 60 FEET AGL/ 663 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 9/1284** MBT FI/T MURFREESBORO MUNI, MURFREESBORO, TN. NDB RWY 18, ORIG-D...VISIBILITY REDUCTION BY HELICOPTERS NA.

## 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 9/1531** MQY FI/P SMYRNA, SMYRNA, TN. ILS RWY 32, AMDT 5B...RNAV (GPS) RWY 14, ORIG...RNAV (GPS) RWY 32, ORIG...VOR/DME RWY 14, AMDT 7...VOR/DME RWY 32, AMDT 13...CORRECT BRIEFING STRIP: CHANGE NASHVILLE APP CON FREQUENCIES TO 118.4/360.7 VICE 128.45/360.7.

**FDC 9/1154** MQY FI/T SMYRNA, SMYRNA, TN. VOR/DME RWY 32, AMDT 13...S-32: MDA 1080/HAT 563 ALL CATS. VISIBILITY CAT C 1, CAT D 1 1/4. VDP NA.

**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 Arprt/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 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 8/1326** 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.

## **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...RNAV: 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...RNAV: 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.

## COLLEGE STATION

### Easterwood Field

**FDC 9/3584** 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 331 FT PER NM TO 700. TEMPORARY CRANE 523 MSL 1.5 NM NE OF AIRPORT. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 9/3042** CLL FI/T EASTERWOOD FIELD, COLLEGE STATION, TX. ILS OR LOC RWY 34, AMDT 13...RNAV (GPS) RWY 10, ORIG...RNAV (GPS) RWY 16, ORIG...RNAV (GPS) RWY 28, ORIG...RNAV (GPS) RWY 34, ORIG...VOR/DME RWY 28, AMDT 13...VOR OR TACAN RWY 10, AMDT 19...CIRCLING CAT A MDA 880/HAA 559. TEMPORARY CRANE 523 MSL 1.5 NM NE OF AIRPORT.

**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...RNAV 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 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 26...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 9/1222** CRP FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. LOC RWY 31, AMDT 7...MISSED APPROACH: CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 2000 VIA HEADING 335 FOR RADAR VECTORS (RADAR REQUIRED).

**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 9/3693** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (RNP) Z RWY 13R, ORIG-A...RNP 0.30# DA 1236/HAT 645 ALL CATS. VIS 1 3/4 ALL CATS. RNP 0.30 DA 1236/HAT 645 ALL CATS. VIS 1 3/4 ALL CATS. NOTE: TEMPORARY CRANE 1.55 NM NW OF RUNWAY 13R, 3595 FEET LEFT OF CENTERLINE, 175 FEET AGL/847 FEET MSL.

**FDC 9/3692** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) Y RWY 13R, AMDT 1A...LNAV MDA 1160/HAT 569 ALL CATS, VIS CAT C RVR 5000, VIS CAT D RVR 6000. NOTE: TEMPORARY CRANE 1.55 NM NW OF RUNWAY 13R, 3595 FEET LEFT OF CENTERLINE., 175 FEET AGL/847 FEET MSL.

**FDC 9/0812** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. ILS OR LOC RWY 17C, AMDT 9...S-LOC 17C: MDA 1020/HAT 458 ALL CATS. VDP 1.21NM TO RWY 17C. TEMPORARY RIG 2.5 NM N OF APPROACH END RWY 17C 714 MSL/175 AGL.

**FDC 9/0575** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 18L, ORIG...LNAV/VNAV DA 994/HAT 392 ALL CATS. TEMPORARY DRILLING RIG, 717 MSL/103 AGL 4952 FEET NORTH OF APPROACH END RWY 18R.

**FDC 9/0574** DFW FI/T DALLAS-FT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 18R, ORIG...LNAV/VNAV DA 1105/HAT 498 ALL CATS. VIS RVR 6000 ALL CATS. TEMPORARY DRILLING RIG, 717 MSL/103 AGL 4952 FEET NORTH OF APPROACH END RWY 18R.

**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-FORT 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-FORT 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-FORT 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-FORT 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-FORT 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 9/9295** 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 9/9264** 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 9/0111** ELP FI/T EL PASO INTL, EL PASO, TX. RNAV (GPS) RWY 26R, ORIG...LNAV: MDA 4560/HAT 609 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING: MDA 4560/HAA 601 ALL CATS. VIS CAT C 1 3/4. VDP NA. TEMPORARY CRANE 4256 MSL/240 AGL 3.99 NM EAST OF APPROACH END RWY 26L.

**FDC 9/0032** ELP FI/T EL PASO INTL, EL PASO, TX. VOR RWY 26L, AMDT 30...S-26L: MDA 4560/HAT 601 ALL CATS. VIS CAT C 1 3/4, CAT D 2, CAT E 2 1/4. CIRCLING: CAT A/B/C/D MDA 4560/HAA 581. VIS CAT C 1 3/4. CINAG MINIMUMS: ALTITUDE AT CINAG INT/ELP VORTAC 2.8 DME FIX 4560. CIRCLING: CAT A/B/C/D MDA 4540/HAA 581. TEMPORARY CRANE 200 FEET AGL/4181 FEET MSL, 4766 FEET FROM APPROACH END RWY 22. TEMPORARY CRANE 4256 FEET MSL/240 FEET AGL 3.99 NM EAST OF APPROACH END RWY 26L.

**FDC 9/0030** ELP FI/T EL PASO INTL, EL PASO, TX. RNAV (GPS) RWY 26L, ORIG...LNAV: MDA 4560/HAT 601 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING: MDA 4560/HAA 601 ALL CATS. VIS CAT C 1 3/4. INOPERATIVE TABLE DOES NOT APPLY TO LNAV CAT C/D. VDP TO THLD DISTANCE: 1.65 NM TEMPORARY CRANE 4256 MSL/240 AGL 3.99 NM EAST OF APPROACH END RWY 26L.

**FDC 9/0029** ELP FI/T EL PASO INTL, EL PASO, TX. 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.

#### 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

##### 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 Meacham Intl

**FDC 9/1389** FTW FI/T FORT WORTH MEACHAM INTL, FORT WORTH, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...IFR DEPARTURES NA ON (TEMPORARY) RWY 15/33.

**FDC 9/1374** FTW FI/T FORT WORTH MEACHAM INTL, FORT WORTH, TX. RNAV (GPS) RWY 16, ORIG-A...DISREGARD CHART NOTE CIRCLING NA AT NIGHT TO RWY 17.

##### 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 9/2392** HRL FI/T VALLEY INTL, HARLINGEN,  
TX. ILS OR LOC RWY 17R, ORIG-A...ADD NOTE:  
S-ILS 17R VIS CAT A/B/C/D RVR 1800 AUTHORIZED  
WITH THE USE OF FD OR AP OR HUD TO DA.

## HEBBRONVILLE

### Jim Hogg County

**FDC 8/5110** HBV FI/T JIM HOGG COUNTY,  
HEBBRONVILLE, TX. NDB RWY 13, AMDT 3...S-13  
MDA 1420/HAT 759 CATS A/B/C. CIRCLING CATS  
A/B/C MDA 1420/HAA 757.

## HENDERSON

### Rusk County

**FDC 8/8636** F12 FI/T RUSK COUNTY, HENDERSON,  
TX. TAKE-OFF MINIMUMS AND (OBSTACLE)  
DEPARTURE PROCEDURES...TAKE OFF MINIMUMS:  
RWY 30, 200-2 OR STANDARD WITH A MINIMUM  
CLIMB OF 322 FT PER NM TO 800. TEMPORARY  
DRILLING RIG 154 FT AGL/ 638 FT MSL, 1.09 NM  
NNW OF THE APPROACH END RWY 12 REST OF  
PROCEDURE REMAINS AS PUBLISHED.

**FDC 8/6173** 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.

## HONDO

### Hondo Muni

**FDC 9/1180** HDO FI/P HONDO MUNI, HONDO, TX.  
RNAV (GPS) RWY 17L, ORIG...DELETE NOTES: ARM  
APPROACH MODE PRIOR TO IAF, AND GPS OR  
RNP-0.3 REQUIRED. DELETE NOPT FROM  
TERMINAL ROUTE JENDE TO ORUNY. THIS IS RNAV  
(GPS) RWY 17L, ORIG-A.

## 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 9/2389** EFD FI/T ELLINGTON FIELD, HOUSTON, TX. RNAV (GPS) RWY 22, AMDT 1...LNAV/VNAV DA 460/HAT 429 ALL CATS, VIS RVR 5000 ALL CATS. TEMPORARY CRANE 184 MSL 5424 FEET N OF RWY 22.

**FDC 8/1176** EFD FI/T ELLINGTON FIELD, HOUSTON, TX. TACAN RWY 22, AMDT 1...SONAR FIX DME ONLY.

#### 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) TO A SINGLE ADJACENT RUNWAY SIMULTANEOUSLY. QUESTIONS SHOULD BE DIRECTED TO HOUSTON APPROACH CONTROL, PLANS AND PROCEDURES DEPARTMENT, PHONE 281-230-8400.

#### Houston Executive

**FDC 8/5099** TME FI/T HOUSTON EXECUTIVE, HOUSTON, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 18 NA.

#### Lone Star Executive

**FDC 8/7862** 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 9/1298** EYQ FI/T WEISER AIR PARK, HOUSTON, TX. NDB F, ORIG...CIRCLING MDA 800/HAA 663 ALL CATS. TEMPORARY CRANE 349 MSL/241 AGL, 9.38 NM SW 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. VGSI 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 9/0191** UTS FI/T HUNTSVILLE MUNI, HUNTSVILLE, TX. RNAV (GPS) RWY 18, ORIG...PROCEDURE NA.

## **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 9/4022** 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 E 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.

**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.

## LUBBOCK

### Lubbock Preston Smith Intl

**FDC 9/4219** LBB FI/T LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. VOR A, AMDT 6A...MISSED APPROACH: CLIMB TO 5200 VIA LUBBOCK (LBB) VORTAC R-114 TO HYDRO INT AND HOLD.

**FDC 9/4217** LBB FI/T LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. ILS OR LOC RWY 17R, AMDT 16B...MISSED APPROACH: CLIMB TO 3700, THEN CLIMBING LEFT TURN TO 5200 VIA LUBBOCK (LBB) VORTAC R-114 TO HYDRO INT AND HOLD.

**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.

## 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.

## 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 9/2397** MAF FI/T MIDLAND INTERNATIONAL, MIDLAND, TX. ILS OR LOC RWY 10, AMDT 14B...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.

## NACOGDOCHES

### A L Mangham Jr. Rgnl

**FDC 9/4045** OCH FI/T A L MANGHAM JR REGIONAL, NACOGDOCHES, TX. ILS OR LOC RWY 36, AMDT 3...GPS RWY 36, ORIG-A...CIRCLING MDA 980/HAA 625 CATS A/B/C. VIS CAT CAT C 1 3/4.

**FDC 9/4044** OCH FI/T A L MANGHAM JR REGIONAL, NACOGDOCHES, TX. NDB RWY 18, AMDT 1A...S-18 MDA 980/HAT 637 CATS A/B/C. VIS CAT C 1 3/4. CIRCLING MDA 980/HAA 625 CATS A/B/C. VIS CAT C 1 3/4.

**FDC 9/4043** OCH FI/T A L MANGHAM JR REGIONAL, NACOGDOCHES, TX. RNAV (GPS) RWY 18, ORIG...LNAV MDA 800/HAT 457 CATS A/B/C. VIS CAT C 1 1/4. CIRCLING MDA 980/HAA 625 CATS A/B/C. VIS CAT CAT C 1 3/4.

## 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...VGS 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 RWY 17 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 9/1191** GYI FI/P GRAYSON COUNTY, SHERMAN/DENISON, TX. VOR/DME A, ORIG-B...CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DALLAS-LOVE FIELD ALTIMETER SETTING. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF: WHEN NOT RECEIVED, USE DALLAS-LOVE FIELD ALTIMETER SETTING. CHANGE ALL REFERENCE TO GRAYSON COUNTY TO NORTH TEXAS RGNL. THIS IS VOR/DME A, ORIG-C.

**FDC 9/1190** GYI FI/P 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. 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. CHART NOTES: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DALLAS-LOVE FIELD ALTIMETER SETTING. VISIBILITY REDUCTION BY HELICOPTERS NA. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF: WHEN NOT RECEIVED, USE DALLAS-LOVE FIELD ALTIMETER SETTING. CHANGE ALL REFERENCE TO GRAYSON COUNTY TO NORTH TEXAS RGNL. THIS IS VOR/DME RNAV RWY 35R, ORIG-D.

**FDC 9/1189** GYI FI/P GRAYSON COUNTY, SHERMAN/DENISON, TX. ILS RWY 17L, ORIG-A...CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DALLAS-LOVE FIELD ALTIMETER SETTING. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF: WHEN NOT RECEIVED, USE DALLAS-LOVE FIELD ALTIMETER SETTING. CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. CHANGE ALL REFERENCE TO GRAYSON COUNTY TO NORTH TEXAS RGNL. THIS IS ILS OR LOC RWY 17L AMDT, ORIG-B.

**FDC 9/1187** GYI FI/P GRAYSON COUNTY, SHERMAN/DENISON, TX. NDB OR GPS RWY 17L, AMDT 9B...S-17L HAT 559 ALL CATS. DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS: S-17L HAT 719 ALL CATS. CHART TDZE 741. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DALLAS-LOVE FIELD ALTIMETER SETTING. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF: WHEN NOT RECEIVED, USE DALLAS-LOVE FIELD ALTIMETER SETTING. CHANGE ALL REFERENCE TO GRAYSON COUNTY TO NORTH TEXAS RGNL. THIS IS NDB OR GPS RWY 17L, AMDT 9C.

**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.

## SINTON

### Alfred C 'Bubba' Thomas

**FDC 9/2313** T69 FI/T SINTON/ALFRED C BUBBA THOMAS, SINTON, TX. VOR RWY 32, AMDT 8B...S-32 MDA 980/HAT 932 ALL CATS, CAT A VISIBILITY 1 1/4. CIRCLING MDA 980/HAA 932 ALL CATS, CAT A VISIBILITY 1 1/4. CRP 7 DME/860 MSL NA. VISUAL DESCENT ANGLE NA. DME MINIMUMS NA.

## TEMPLE

### Draughon-Miller Central Texas Rgnl

**FDC 9/4085** TPL FI/T DRAUGHON-MILLER CENTRAL TEXAS REGIONAL, TEMPLE, TX. ILS RWY 15, AMDT 11...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TPL VOR OTS.

**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.

## WACO

### Mc Gregor Executive

**FDC 9/3574** PWG FI/T MC GREGOR EXECUTIVE, WACO, TX. VOR RWY 17, AMDT 10C...RNAV (GPS) RWY 17, ORIG...RNAV (GPS) RWY 35, ORIG...RADAR, AMDT 4...CIRCLING CAT C MDA 1080/HAA 488.

**FDC 8/9183** PWG FI/T MC GREGOR EXECUTIVE, WACO, TX. RNAV (GPS) RWY 35, ORIG...VGS1 AND DESCENT ANGLES NOT COINCIDENT.

### Waco Rgnl

**FDC 9/4087** ACT FI/T WACO REGIONAL, WACO, TX. ILS OR LOC RWY 19, AMDT 15C...MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 2100 DIRECT COFFI LOM/I-ACT 5.67 DME AND HOLD N, RT, 187.23 INBOUND. ADF REQUIRED.

**FDC 9/4086** ACT FI/T WACO REGIONAL, WACO, TX. VOR RWY 14, AMDT 23...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TPL VOR OTS.

**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.

## WHEELER

### Wheeler Muni

**FDC 9/1181** T59 FI/P WHEELER MUNI, WHEELER, TX. VOR/DME OR GPS A, AMDT 1...ADD NOPT TO TERMINAL ROUTE SAYRE (SYO) VORTAC (IAF) TO (CFHXD) SYO R-273/13DME. THIS IS VOR/DME OR GPS A, AMDT 1A.

## WICHITA FALLS

### Kickapoo Downtown

**FDC 9/1552** CWC FI/T KICKAPOO DOWNTOWN, WICHITA FALLS, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 17, CLIMB HEADING 172 TO 1700 BEFORE TURNING NORTHWEST. RWY 35, CLIMB HEADING 352 TO 2200 BEFORE TURNING LEFT. ALL OTHER DATA REMAINS AS PUBLISHED.

### Wichita Valley

**FDC 9/1362** F14 FI/T WICHITA VALLEY, WICHITA FALLS, TX. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 13, STANDARD WITH MINIMUM CLIMB OF 340 FT PER NM TO 2500. RWY 16, STANDARD WITH MINIMUM CLIMB OF 322 FT PER NM TO 2400. DEPARTURE PROCEDURE: RWY 04, CLIMB HEADING 039 TO 1600 BEFORE TURNING RIGHT. NOTE: RWY 34, TOWER 1800 FROM DER, 12 LEFT OF CENTERLINE, 51 AGL/1066 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

## WINK

### Winkler County

**FDC 9/4012** INK FI/T WINKLER COUNTY, WINK, TX.  
VOR OR GPS RWY 13, AMDT 9...VOR PORTION NA.

**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.

## PRICE

### Carbon County Rgnl/Buck Davis Field

**FDC 9/0207** PUC FI/T CARBON COUNTY  
RGNL/BUCK DAVIS FIELD, PRICE, UT. ILS OR  
LOC/DME RWY 36, ORIG...PROCEDURE NA.

## 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 9/3579** SLC FI/T SALT LAKE CITY INTL, SALT  
LAKE CITY, UT. ILS RWY 34R (CAT III), AMDT  
2A...CAT IIIB NA.

**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 MALSR INCREASE S-LOC 17 CAT E VISIBILITY TO 1 3/4.

#### Salt Lake City Muni 2

**FDC 9/2339** U42 FI/P SALT LAKE CITY MUNI 2, SALT LAKE CITY, UT. TAKE OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 4...CHANGE ALL REFERENCE TO SALT LAKE CITY MUNI 2. TO SOUTH VALLEY REGIONAL AIRPORT. THIS IS TAKE OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 4A.

**FDC 9/2337** U42 FI/P SALT LAKE CITY MUNI 2, SALT LAKE CITY, UT. RNAV (GPS) Y RWY 34, ORIG...CHANGE ALL REFERENCE TO SALT LAKE CITY MUNI 2, SALT LAKE CITY, UT. TO SOUTH VALLEY REGIONAL AIRPORT, SALT LAKE CITY, UT. THIS IS RNAV (GPS) Y RWY 34, ORIG-A.

**FDC 9/2333** U42 FI/P SALT LAKE CITY MUNI 2, SALT LAKE CITY, UT. RNAV (GPS) Z RWY 34, ORIG...CHANGE ALL REFERENCE TO SALT LAKE CITY MUNI 2, SALT LAKE CITY, UT. TO SOUTH VALLEY REGIONAL AIRPORT, SALT LAKE CITY, UT. THIS IS RNAV (GPS) Z RWY 34, ORIG-A.

#### 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.

**FDC 9/3674** BTV FI/T BURLINGTON INTL, BURLINGTON, VT. VOR RWY 1, AMDT 11D...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PLB VORTAC OTS.

**FDC 9/1295** BTV FI/T BURLINGTON INTL, BURLINGTON, VT. VOR RWY 1, AMDT 11D...MISSED APPROACH: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEMS WITH GPS, PLB VORTAC OTS.

#### 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 RW24: 3.18/55 VGSI AND DESCENT ANGLES NOT COINCIDENT. INOPERTIVE 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 RW20: 3.20/50.

## FARMVILLE

### Farmville Rgnl

**FDC 9/2008** FVX FI/T FARMVILLE REGIONAL, FARMVILLE, VA. NDB OR GPS RWY 3, AMDT 5...VISIBILITY REDUCTION BY HELICOPTERS NA.

**FDC 9/2007** FVX FI/T FARMVILLE REGIONAL, FARMVILLE, VA. GPS RWY 21, ORIG...DEPOY TO RW21: 3.08/52 VISIBILITY REDUCTION BY HELICOPTERS NA.

## 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 9/0627** 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 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 VGS1 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.

## RICHLANDS

### Tazewell County

**FDC 9/3224** JFZ FI/T TAZEWELL COUNTY, RICHLANDS, VA. RNAV (GPS) RWY 25, ORIG...LNAV MDA NA.

**FDC 9/2154** JFZ FI/T TAZEWELL COUNTY, RICHLANDS, VA. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 7, 300-1 1/2 WITH A MINIMUM CLIMB OF 430 FEET PER NM TO 3000. RWY 25, 300-1 WITH A MINIMUM CLIMB OF 280 FEET PER NM TO 5000. DEPARTURE PROCEDURE: RWY 25, CLIMB VIA HEADING 252 TO 5000 BEFORE PROCEEDING SOUTHBOUND. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 9/2039** JFZ FI/T TAZEWELL COUNTY, RICHLANDS, VA. LOC/DME RWY 25, ORIG...VISIBILITY REDUCTION BY HELICOPTERS 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.

## SALUDA

### Hummel Field

**FDC 9/0973** W75 FI/T HUMMEL FIELD, SALUDA, VA. GPS RWY 1, ORIG-A...PROCEDURE NA.

## 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. VGSI AND ILS GLIDEPATH NOT COINCIDENT.

## 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.

## WILLIAMSBURG

### Williamsburg-Jamestown

**FDC 9/2908** JGG FI/T WILLIAMSBURG-JAMESTOWN, WILLIAMSBURG, VA. VOR OR GPS B, AMDT 2...PROCEDURE NA.

## WINCHESTER

### Winchester Rgnl

**FDC 9/0604** 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 R-240 3500.

## WASHINGTON

## MOSES LAKE

### Grant Co Intl

**FDC 8/9345** MWH FI/T GRANT COUNTY INTL, MOSES LAKE, WA. NDB RWY 32R, AMDT 17A...PROCEDURE NA.

## OLYMPIA

### Olympia Rgnl



**FDC 9/0257** OLM FI/P OLYMPIA, OLYMPIA, WA. VOR A, AMDT 1...CHANGE ALL REFERENCE TO OLYMPIA, OLYMPIA, WA TO OLYMPIA REGIONAL, OLYMPIA, WA. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SANDERSON FIELD ALTIMETER SETTING AND INCREASE ALL MDA 60 FT. DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE SANDERSON FIELD ALTIMETER SETTING AND INCREASE ALL MDAS 60 FT. THIS IS VOR A, AMDT 1A.

**FDC 9/0256** OLM FI/P OLYMPIA, OLYMPIA, WA. VOR/DME RWY 35, AMDT 12...CHANGE ALL REFERENCE TO OLYMPIA, OLYMPIA, WA TO OLYMPIA REGIONAL, OLYMPIA, WA. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SANDERSON FIELD ALTIMETER SETTING AND INCREASE ALL MDA 60 FT; INCREASE VIS S-35 CATS C/D 1/4 MILE AND CIRCLING CAT D 1/4 MILE. DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE SANDERSON FIELD ALTIMETER SETTING AND INCREASE ALL MDAS 60 FT. THIS IS VOR/DME RWY 35, AMDT 12A.

**FDC 9/0255** OLM FI/P OLYMPIA, OLYMPIA, WA. RNAV (GPS) RWY 35, ORIG...CHANGE ALL REFERENCE TO OLYMPIA, OLYMPIA, WA TO OLYMPIA REGIONAL, OLYMPIA, WA. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SANDERSON FIELD ALTIMETER SETTING AND INCREASE ALL MDA 60 FT; INCREASE VIS RNAV CATS C/D 1/4 MILE AND CIRCLING CAT D 1/4 MILE. DELETE NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE SANDERSON FIELD ALTIMETER SETTING AND INCREASE ALL MDAS 60 FT. THIS IS RNAV (GPS) RWY 35, ORIG-A.

**FDC 9/0253** OLM FI/P OLYMPIA, OLYMPIA, WA. ILS OR LOC RWY 17, AMDT 10A...CHANGE ALL REFERENCE TO OLYMPIA, OLYMPIA, WA TO OLYMPIA REGIONAL, OLYMPIA, WA. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SANDERSON FIELD ALTIMETER SETTING AND INCREASE ALL DA 53 FT AND ALL MDA 60 FT; INCREASE CIRCLING VISIBILITY CAT D 1/4 MILE. ALTERNATE MINS ILS: STANDARD EXCEPT CAT C/D 700-2, NA WHEN LOCAL WEATHER NOT AVAILABLE. LOC: STANDARD EXCEPT, NA WHEN LOCAL WEATHER NOT AVAILABLE. FOR INOPERATIVE MALSR, WHEN USING SANDERSON FIELD ALTIMETER SETTING, INCREASE S-ILS 17 VISIBILITY TO 1 MILE.. THIS IS ILS OR LOC RWY 17, AMDT 10B.

**FDC 9/0252** OLM FI/P OLYMPIA, OLYMPIA, WA. TAKE OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 5 CHANGE ALL REFERENCE TO OLYMPIA, OLYMPIA, WA TO OLYMPIA REGIONAL, OLYMPIA, WA. THIS IS TAKE OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 5A.

## 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 MGNUM 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 MGNUM 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 9/1543** SEA FI/T SEATTLE-TACOMA INTL, SEATTLE, WA. ILS RWY 16C (CAT III), AMDT 13...S-ILS 16C CAT IIIB RVR 06.

**FDC 9/0321** SEA FI/P SEATTLE-TACOMA INTL, SEATTLE, 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 9/0320** SEA FI/P SEATTLE-TACOMA INTL, SEATTLE, WA. ILS OR LOC RWY 34R AMDT 1A...ILS RWY 34R (CAT II) AMDT 1A...MISSED APPROACH: CLIMB HEADING 341 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 34R AMDT 1B...THIS IS ILS RWY 34R (CAT II) AMDT 1B.

**FDC 9/0319** SEA FI/P SEATTLE-TACOMA INTL, SEATTLE, 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.

**FDC 9/0318** SEA FI/P SEATTLE-TACOMA INTL, SEATTLE, WA. ILS OR LOC RWY 16L AMDT 4...ILS RWY 16L (CAT II)AMDT 4...ILS RWY 16L (CAT III)AMDT 4...MISSED APPROACH: CLIMB HEADING 165 AND SEA VORTAC R-161 TO CROSS TEBNE/SEA 2.40 DME/RADAR AT OR BELOW 2000, THEN CLIMB TO 5000 VIA SEA VORTAC R-161 TO MILLT INT/SEA 11.00 DME/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000; OR WHEN DIRECTED BY ATC, CLIMB TO 2000 VIA HEADING 163 THEN CLIMBING RIGHT TURN TO 5000 DIRECT TCM VORTAC AND HOLD,CONTINUE CLIMB-IN-HOLD TO 5000, HOLD E, RT, 254.00 INBOUND. THIS IS ILS OR LOC RWY 16L AMDT 4A...THIS IS ILS RWY 16L (CAT II) AMDT 4A...THIS IS ILS RWY 16L (CAT III) AMDT 4A.

**FDC 9/0316** SEA FI/P SEATTLE-TACOMA INTL, SEATTLE, WA. ILS OR LOC RWY 16C AMDT 13...ILS RWY 16C (CAT II)AMDT 13...ILS RWY 16C (CAT III)AMDT 13...MISSED APPROACH: CLIMB HEADING 160 AND SEA VORTAC R-161 TO CROSS TEBNE/SEA 2.40 DME/RADAR AT OR BELOW 2000, THEN CLIMB TO 5000 VIA SEA VORTAC R-161 TO MILLT INT/SEA 11.00 DME/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000; OR WHEN DIRECTED BY ATC, CLIMB TO 2000 VIA HEADING 163 THEN CLIMBING RIGHT TURN TO 5000 DIRECT TCM VORTAC AND HOLD,CONTINUE CLIMB-IN-HOLD TO 5000, HOLD E, RT, 254.00 INBOUND. THIS IS ILS OR LOC RWY 16C AMDT 13A...THIS IS ILS RWY 16C (CAT II) AMDT 13A...THIS IS ILS RWY 16C (CAT III) AMDT 13A.

**FDC 9/0313** SEA FI/P SEATTLE-TACOMA INTL, SEATTLE, WA. ILS OR LOC RWY 16R ORIG-A...ILS RWY 16R (CAT II)ORIG-A...ILS RWY 16R (CAT III)ORIG-A...MISSED APPROACH: CLIMB HEADING 158 AND SEA VORTAC R-161 TO CROSS TEBNE/SEA 2.40 DME/RADAR AT OR BELOW 2000, THEN CLIMB TO 5000 VIA SEA VORTAC R-161 TO MILLT INT/SEA 11.00 DME/RADAR AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000; OR WHEN DIRECTED BY ATC, CLIMB TO 2000 VIA HEADING 163 THEN CLIMBING RIGHT TURN TO 5000 DIRECT TCM VORTAC AND HOLD,CONTINUE CLIMB-IN-HOLD TO 5000, HOLD E, RT, 254.00 INBOUND. THIS IS ILS OR LOC RWY 16R ORIG-B...THIS IS ILS RWY 16R (CAT II) ORIG-B...THIS IS ILS RWY 16R (CAT III) ORIG-B.

## **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**

### **BECKLEY**

#### **Raleigh County Memorial**

**FDC 9/1291** BKW FI/T RALEIGH COUNTY MEMORIAL, BECKLEY, WV. ILS OR LOC RWY 19, AMDT 5...MISSED APPROACH: CLIMB TO 4000 THEN CLIMBING RIGHT TURN TO 5500 VIA HEADING 330 AND HVQ R-150 TO HVQ VORTAC AND HOLD W, RT, 081.00 INBOUND.

**FDC 9/0606** BKW FI/T RALEIGH COUNTY MEMORIAL, BECKLEY, WV. VOR OR GPS RWY 10, AMDT 12B...VOR OR GPS RWY 19, AMDT 3B...VOR PORTION NA.

**FDC 9/0551** BKW FI/T RALEIGH COUNTY MEMORIAL, BECKLEY, WV. VOR OR GPS RWY 19, AMDT 3B...VOR PORTION NA.

### **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.

## CHARLESTON

### Yeager

**FDC 9/3399** CRW FI/T YEAGER, CHARLESTON, WV. VOR/DME RNAV OR GPS RWY 15, AMDT 2A...S-15 MDA 1560/HAT 596 ALL CATS.

## CLARKSBURG

### North Central West Virginia

**FDC 9/1175** CKB FI/T HARRISON/MARION REGIONAL, CLARKSBURG, WV. VOR OR GPS RWY 3, AMDT 15B...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.

## FAIRMONT

### Fairmont Muni-Frankman Field

**FDC 9/0200** 4G7 FI/T FAIRMONT MUNI-FRANKMAN FIELD, FAIRMONT, WV. RNAV (GPS) RWY 22, ORIG...LNAV MDA NA.

## HUNTINGTON

### Tri-State/Milton J. Ferguson Field

**FDC 9/4183** HTS FI/T TRI-STATE/MILTON J. FERGUSON, HUNTINGTON, WV. ILS OR LOC RWY 12, AMDT 12A...ILS OR LOC RWY 30, AMDT 5...RNAV (GPS) RWY 12, AMDT 1...ALTERNATE MINIMUMS 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 Rgn/Shepherd Fld

**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 9/0602** MRB FI/T EASTERN WV REGIONAL/SHEPHERD, MARTINSBURG, WV. ILS OR LOC RWY 26, AMDT 6A...CHANGE TERMINAL ROUTE BURG Y INT (IAF) TO HEVEN INT/OM 258.65/5.26 TO READ BURG Y INT (IAF) TO HEVEN INT/OM 258.65/6.31 AT BURG Y INT CHANGE HGR R-169 TO READ HGR R-165 CHANGE TERMINAL ROUTE MARTINSBURG (MRB) VORTAC TO BURG Y INT 049.09/6.3 TO READ 053.08/7.24. MINIMUM ALTITUDE 3400. CHANGE TERMINAL ROUTE MAPEL INT (IAF) TO BURG Y INT (NOPT) 270.00/0.86 (HDG) AND 258.65/6.31 TO READ 258.65/6.85. MINIMUM ALTITUDE 3400. AT BURG Y 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 MSA MARTINSBURG (MRB) VORTAC 25NM R-240 CW R-330 4000 AND R-330 CW R-240 3500 TEMPORARY CRANE 1045 MSL 2.29 NM N OF RWY 8.

**FDC 9/0601** 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. MSA MARTINSBURG (MRB) VORTAC 25NM R-240 CW R-330 4000 AND R-330 CW R-240 3500 TEMPORARY CRANE 1045 MSL 2.29 NM N OF RWY 8.

## MORGANTOWN

**Morgantown Muni-Walter L. Bill Hart Fld**

**FDC 8/9080** MGW FI/T MORGANTOWN MUNI-WLB HART FIELD, MORGANTOWN, WV. VOR A, AMDT 13...ILS OR LOC RWY 18, AMDT 13...DME REQUIRED, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CKB VOR R-355 CW R120 UNUSEABLE BELOW 9000 .

## 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.

### 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.

**FDC 9/0864** EAU FI/P CHIPPEWA VALLEY RGNL, EAU CLAIRE, WI. ILS OR LOC RWY 22, AMDT 8...ALTERNATE MINIMUMS: ILS: STANDARD-ASTERISK/AT SYMBOL. LOC: STANDARD-ASTERISK/AT SYMBOL. ASTERISK: S-ILS 22 CAT D 800-2 1/2 ASTERISK: S-LOC 22 CAT D 800-2 1/2 AT SYMBOL: NA WHEN LOCAL WEATHER NOT AVAILABLE. THIS IS ILS OR LOC RWY 22, AMDT 8A.

## 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.

## 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.

## MENOMONIE

### Menomonie Muni-Score Field

**FDC 9/2996** LUM FI/T MENOMONIE MUNI-SCORE FIELD MENOMONIE, WI. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, ORIG. TAKEOFF MINIMUMS: RWY 36 CLIMB HEADING 356.22 TO 1400 BEFORE TURNING LEFT.

## MILWAUKEE

### General Mitchell Intl

**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.

**FDC 9/0350** MKE FI/P GENERAL MITCHELL INTERNATIONAL, MILWAUKEE, WI. ILS OR LOC RWY 7R, AMDT 15A...CHANGE TEELS LOM/I-GMF 5.7 DME/RADAR TO TEELS LOM/I-GMF 5.7 DME. DELETE NOTE: ADF OR RADAR REQUIRED. CHART PLANVIEW NOTE: ADF REQUIRED. THIS IS ILS OR LOC RWY 7R, AMDT 15B.

**FDC 9/0349** MKE FI/P GENERAL MITCHELL INTERNATIONAL, MILWAUKEE, WI. ILS OR LOC RWY 19R, AMDT 10A...CHANGE YANKS LOM/RADAR TO YANKS LOM. DELETE ADF OR RADAR REQUIRED. THIS IS ILS OR LOC RWY 19R, AMDT 10B.

**FDC 9/0336** MKE FI/T GENERAL MITCHELL INTERNATIONAL, MILWAUKEE, WI. ILS OR LOC RWY 19R, AMDT 10A...DISREGARD RADAR NOTE AT YANKS LOM/IAF. DISREGARD ADF OR RADAR REQUIRED NOTE.

**FDC 9/0335** MKE FI/T GENERAL MITCHELL INTERNATIONAL, MILWAUKEE, WI. ILS OR LOC RWY 7R, AMDT 15A...DISREGARD RADAR NOTE AT TEELS LOM I-GMF 5.7 DME FIX. DISREGARD ADF OR RADAR REQUIRED NOTE.

## 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 9/3589** CWA FI/T CENTRAL WISCONSIN, MOSINEE, WI. RNAV (GPS) RWY 26, ORIG...LNAV/VNAV DA 1732/HAT 472. VIS 1 3/4.

**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**

### **Rhineland-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 9/2382** AUW FI/T WAUSAU DOWNTOWN, WAUSAU, WI. VOR OR GPS A, AMDT 18A...VOR PORTION NA.

**FDC 7/4454** AUW FI/T WAUSAU DOWNTOWN, WAUSAU, WI. NDB OR GPS B, ORIG...CIRCLING MDA 1840/HAA 639 CATS A/B.

## WYOMING

## CASPER

### Casper/Natrona County Intl

**FDC 9/3167** CPR FI/P NATRONA COUNTY INTL, CASPER, WY. TAKE OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 3...CHANGE ALL REFERENCE TO NATRONA COUNTY INTL, CASPER, WY. TO CASPER/NATRONA COUNTY INTL, CASPER, WY. THIS IS TAKE OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 3A.

**FDC 9/3166** CPR FI/P NATRONA COUNTY INTL, CASPER, WY. VOR/DME RWY 3, AMDT 4A...CHANGE ALL REFERENCE TO NATRONA COUNTY INTL, CASPER, WY. TO CASPER/NATRONA COUNTY INTL, CASPER, WY. S-3 MDA 5820/HAT 492 ALL CATS. CIRCLING MDA 5820/HAA 470 CATS A/B/C, MDA 5900/HAA 550 CAT D. CHART APT ELEVATION 5350 CHART TDZ ELEVATION 5328. THIS IS VOR/DME RWY 3, AMDT 4B.

**FDC 9/3165** CPR FI/P NATRONA COUNTY INTL, CASPER, WY. VOR/DME OR TACAN RWY 21, AMDT 8A...CHANGE ALL REFERENCE TO NATRONA COUNTY INTL, CASPER, WY. TO CASPER/NATRONA COUNTY INTL, CASPER, WY. S-21 MDA 5680/HAT 350 ALL CATS. CIRCLING MDA 5780/HAA 430 CAT A, MDA 5800/HAA 450 CATS B/C, MDA 5900/HAA 550 CAT D. CHART APT ELEVATION 5350 CHART TDZ ELEVATION 5330. THIS IS VOR/DME OR TACAN RWY 21, AMDT 8B.

## 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.

## **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 9/2147** PNA FI/T PINEDALE/RALPH WENZ FIELD, PINEDALE, WY. RNAV (GPS) RWY 11, ORIG-A...PROCEDURE NA.

**FDC 9/2146** PNA FI/T PINEDALE/RALPH WENZ FIELD, PINEDALE, WY. RNAV (GPS) RWY 29, ORIG-A...CIRCLING MDA 7940/HAA 854 CAT D.

**FDC 9/2145** PNA FI/T PINEDALE/RALPH WENZ FIELD, PINEDALE, WY. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE OFF MINIMUMS: RWY 29, PROCEDURE NA.

**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.



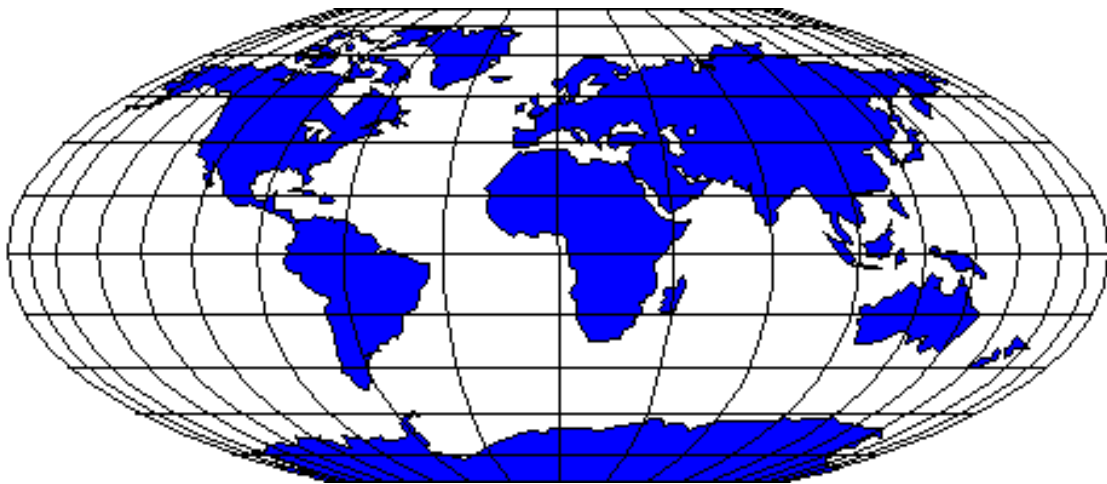
**Part 1.**

**Section 3.**

**FDC**

**GENERAL NOTAMS**

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





**FDC 9/4035** - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE CHART L-24, PANEL H, EFFECTIVE 12 MAR 2009 CHANGE OUTBOUND MAGNETIC BEARING FOR V51 FROM ALMA (AMG) VORTAC FROM 350 TO 345. WIE UNTIL UFN.

**FDC 9/2836** - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE CHART L-19, PANEL E, EFFECTIVE 12 MAR 2009: ON RIGHT HAND CHART MARGIN, REVISE NEXT-FIX NAME ON ROUTE A766 TO READ LAURL VICE BIGIO. WIE UNTIL UFN.

**FDC 9/2661** - FI/P CORRECT US GOVT IFR ENROUTE AREA CHARTS - U.S. A-1, PANEL F, EFFECTIVE 12 MAR 2009: CHANGE LOC ID OF PENNRIDGE APT, PERKASIE, PA LOCATED AT 40 23 21N, 75 17 26W FROM N70 TO CKZ. WIE UNTIL UFN.

**FDC 9/2092** - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE-ALASKA CHART L-3, PANELS B,C, EFFECTIVE 12 MAR 2009: REVISE CONTROL 1234L CHART NOTES BY ADDING AGL (ABOVE GROUND LEVEL) TO ALL ALTITUDE REFERENCES. WIE UNTIL UFN.

**FDC 9/1778** - FI/P CORRECT US GOVT IFR ENROUTE LOW ALTITUDE-ALASKA CHART L-2, EAST, CENTRAL, AND WEST, EFFECTIVE 12 MAR 2009: REVISE CONTROL 1234L CHART NOTES BY ADDING AGL (ABOVE GROUND LEVEL) TO ALL ALTITUDE REFERENCES. REVISE CONTROL 1234L CHART NOTE AT KING COVE APT (KVC), LCTD N55 07, W162 16, TO READ: CONTROL 1234L 700 FT AGL AND ABOVE. WIE UNTIL UFN.

**FDC 9/0711** - FI/P CORRECT US GOVT MONTREAL SECTIONAL AERONAUTICAL CHART, 80TH EDITION, EFF 12 MAR 2009. ADD MOA BOUNDARY BETWEEN ADIRONDACK A MOA AND ADIRONDACK B MOA BY ADDING A LINE THAT EXTENDS FROM 44 30 00N, 75 20 00W TO 44 30 00N, 75 03 00W. WIE UNTIL UFN.

**FDC 9/9484** - FLIGHT DATA CENTER /FDC/ NOTAMS ISSUED BY THE U.S. NOTAM OFFICE ARE EXPECTED TO REACH THEIR NUMBERING LIMIT OF 9/9999 IN MID MARCH. WHEN THIS OCCURS, THE AUTOMATIC NUMBERING SYSTEM WILL START AT 9/0001 AND ASSIGN NOTAM NUMBERS SEQUENTIALLY, SKIPPING NUMBERS THAT ARE STILL IN USE. WIE UNTIL UFN. CREATED:

**FDC 9/9241** - FI/P CORRECT US GOVT IFR ENROUTE HIGH ALTITUDE CHART H-7, PANEL B, EFFECTIVE 12 MAR 2009: CHANGE SPELLING OF COMPULSORY REPORTING POINT URVET TO URVUT, LOCATED ALONG BOTTOM MARGIN LEAD TYPE FOR JET ROUTES UJ53 AND UJ35. 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\\_WAIVERS.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 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 8/3577 (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](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 54<sup>TH</sup> 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. CREATED: 10 OCT 21:40 2008

**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 8/9188 - FLIGHT DATA CENTER /FDC/ NOTAMS ISSUED BY THE U.S. NOTAM OFFICE ARE EXPECTED TO REACH THEIR NUMBERING LIMIT OF 8/9999 BY SEPTEMBER 28. WHEN THIS OCCURS, THE AUTOMATIC NUMBERING SYSTEM WILL START AT 8/0001 AND ASSIGN NOTAM NUMBERS SEQUENTIALLY, SKIPPING NUMBERS THAT ARE STILL IN USE. WIE UNTIL UFN.**

**FDC 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 8/2435 - ... 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 (A0029/05) - PART 1 OF 2 .. SPECIAL ADVISORY NOTICE ..**

A NEW WARNING SIGNAL FOR COMMUNICATING WITH AIRCRAFT HAS BEEN DEPLOYED AND IS OPERATING WITHIN THE WASHINGTON DC METROPOLITAN AREA AIR DEFENSE IDENTIFICATION ZONE (DC ADIZ), INCLUDING THE FLIGHT RESTRICTED ZONE (FRZ). THE SIGNAL CONSISTS OF HIGHLY FOCUSED RED AND GREEN COLORED LIGHTS IN AN ALTERNATING RED/ RED/ GREEN/ SIGNAL PATTERN. THIS SIGNAL MAY BE DIRECTED AT SPECIFIC AIRCRAFT SUSPECTED OF MAKING UNAUTHORIZED ENTRY INTO THE ADIZ/FRZ AND ARE ON A HEADING OR FLIGHT PATH THAT MAY BE INTERPRETED AS A THREAT OR THAT OPERATE CONTRARY TO THE OPERATING RULES FOR THE ADIZ/FRZ. THE BEAM IS NOT INJURIOUS TO THE EYES OF PILOTS/AIRCROWS OR PASSENGERS, REGARDLESS OF ALTITUDE OR DISTANCE FROM THE SOURCE. IF YOU ARE IN COMMUNICATION WITH AIR TRAFFIC CONTROL AND THIS SIGNAL IS DIRECTED AT YOUR AIRCRAFT, WE ADVISE YOU TO IMMEDIATELY COMMUNICATE WITH ATC THAT YOU ARE BEING ILLUMINATED BY A VISUAL WARNING SIGNAL. IF THIS SIGNAL IS DIRECTED AT YOU AND YOU ARE NOT COMMUNICATING WITH ATC, WE ADVISE YOU TO TURN TO A HEADING AWAY FROM THE CENTER OF THE FRZ/ADIZ AS

SOON AS POSSIBLE AND IMMEDIATELY CONTACT ATC ON AN APPROPRIATE FREQUENCY, OR IF UNSURE OF THE FREQUENCY, CONTACT ATC ON VHF GUARD 121.5 OR UHF GUARD 243.0. END PART 1 OF 2. WIE UNTIL UFN.

**FDC 5/4122** (A0029/05) - PART 2 OF 2 .. SPECIAL ADVISORY NOTICE ..  
BE ADVISED THAT FAILURE TO FOLLOW THE RECOMMENDED PROCEDURES OUTLINED ABOVE MAY RESULT IN INTERCEPTION BY MILITARY AIRCRAFT AND/OR THE USE OF FORCE. THIS NOTICE APPLIES TO ALL AIRCRAFT OPERATING WITHIN THE ADIZ, INCLUDING DOD, LAW ENFORCEMENT, AND AEROMEDICAL OPERATIONS. THIS NOTICE DOES NOT CHANGE PROCEDURES ESTABLISHED FOR REPORTING UNAUTHORIZED LASER ILLUMINATION AS PUBLISHED IN ADVISORY CIRCULAR 70-2. END PART 2 OF 2. WIE UNTIL UFN.

**FDC 4/0811** - ...SPECIAL NOTICE...

THIS IS A RESTATEMENT OF A PREVIOUSLY ISSUED ADVISORY NOTICE. IN THE INTEREST OF NATIONAL SECURITY AND TO THE EXTENT PRACTICABLE, PILOTS ARE STRONGLY ADVISED TO AVOID THE AIRSPACE ABOVE, OR IN PROXIMITY TO SUCH SITES AS POWER PLANTS (NUCLEAR, HYDRO-ELECTRIC, OR COAL), DAMS, REFINERIES, INDUSTRIAL COMPLEXES, MILITARY FACILITIES AND OTHER SIMILAR FACILITIES. PILOTS SHOULD NOT CIRCLE AS TO LOITER IN THE VICINITY OVER THESE TYPES OF FACILITIES. WIE UNTIL UFN.

**FDC 4/4386** - SPECIAL NOTICE...

NATIONAL AIRSPACE SYSTEM INTERCEPT PROCEDURES. AVIATORS SHALL REVIEW THE FEDERAL AVIATION ADMINISTRATION AERONAUTICAL INFORMATION MANUAL (AIM) FOR INTERCEPTION PROCEDURES, CHAPTER 5, SECTION 6, PARAGRAPH 5-6-2. ALL AIRCRAFT OPERATING IN UNITED STATES NATIONAL AIRSPACE, IF CAPABLE, SHALL MAINTAIN A LISTENING WATCH ON VHF GUARD 121.5 OR UHF 243.0. IF AN AIRCRAFT IS INTERCEPTED BY U.S. MILITARY AIRCRAFT AND FLARES ARE DISPENSED, THE FOLLOWING PROCEDURES ARE TO BE FOLLOWED: FOLLOW THE INTERCEPT'S VISUAL SIGNALS, CONTACT AIR TRAFFIC CONTROL IMMEDIATELY ON THE LOCAL FREQUENCY OR ON VHF GUARD 121.5 OR UHF GUARD 243.0, AND COMPLY WITH THE INSTRUCTIONS GIVEN BY THE INTERCEPTING AIRCRAFT INCLUDING VISUAL SIGNALS IF UNABLE RADIO CONTACT. BE ADVISED THAT NONCOMPLIANCE MAY RESULT IN THE USE OF FORCE. WIE UNTIL UFN.

**FDC 1/9456** - FI/P GRAND CANYON VFR AERONAUTICAL CHART 3RD EDITION EFFECTIVE APRIL 19, 2001. BLUE DIRECT NORTH (BDN) WESTBOUND CLARIFICATION OF ALT: ADD 10500 WITH A WESTBOUND ARROW ABOVE THE 8500 FIGURE JUST WEST OF SUPAI/DIAMOND CREEK SECTOR BOUNDARY. WESTBOUND, DECIDE 8500 OR 10500, CLIMB TO EITHER ALT, AND STAY THERE UNTIL OFF OF BDN. THE LAS VEGAS AIR TOUR PROCEDURES MANUAL PROVIDES SPECIFIC GUIDANCE AND AUTHORITY FOR FLYING THIS ROUTE. BLUE DIRECT NORTH (BDN) EASTBOUND DESCENTS, THERE ARE NO CHANGES; AIRCRAFT MUST BE 7500 EAST OF CHANGEPOINT. THE LAS VEGAS AIR TOUR PROCEDURES MANUAL PROVIDES SPECIFIC GUIDANCE AND AUTHORITY FOR FLYING THIS ROUTE. WIE UNTIL UFN.

# Part 2.

## REVISIONS TO MINIMUM ENROUTE

## IFR ALTITUDES & CHANGEOVER POINTS



Effective February 2, 1995, the PART 95 – *Revisions to Minimum En Route IFR Altitudes and Changeover Points* – were included in the *Notices to Airmen Publication (NTAP)* as Part 2.



**REVISIONS TO IFR ALTITUDES & CHANGEOVER POINTS  
AMENDMENT 480  
EFFECTIVE DATE May 07, 2009**

**COLOR ROUTES**

**&95.60 BLUE FEDERAL AIRWAY B7**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS ADDED TO READ</b> CAPE NEWENHAM, AK NDB/DME	OSCARVILLE, AK NDB	4600

**&95.1001 DIRECT ROUTES–U.S.**

**ATLANTIC ROUTES – A555**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b> GRADI, IB FIX *1300 – MOCA	COCBU, IB FIX	*2000

**&95.6001 VICTOR ROUTES–U.S.**

**&95.6020 VOR FEDERAL AIRWAY V20**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>  PALACIOS, TX VORTAC *3000 – MRA	*MAGUS, TX FIX	1800
*MAGUS, TX FIX *3000 – MRA	KEEDS, TX FIX	1700

**&95.6036 VOR FEDERAL AIRWAY V36**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>  U.S. CANADIAN BORDER *2700 – MOCA *3000 – GNSS MEA #R–314 UNUSABLE BELOW 6000	#BUFFALO, NY VOR/DME	*6000

**&95.6084 VOR FEDERAL AIRWAY V84**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
U.S. CANADIAN BORDER	#BUFFALO, NY VOR/DME	*6000
*2400 – MOCA		
*3000 – GNSS MEA		
#R-282 UNUSABLE BELOW 6000		

**&95.6109 VOR FEDERAL AIRWAY V109**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
VOLTA, CA FIX	#MANTECA, CA VORTAC	*3000
*3000 – GNSS MEA		
#R-147 UNUSABLE		

**&95.6113 VOR FEDERAL AIRWAY V113**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
VOLTA, CA FIX	#MANTECA, CA VORTAC	**3000
*3000 – GNSS MEA		
#R-147 UNUSABLE		

**&95.6132 VOR FEDERAL AIRWAY V132**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
*RANSO, KS FIX	DISKS, KS FIX	**10000
*10000 – MRA		
**4400 – MOCA		

**&95.6164 VOR FEDERAL AIRWAY V164**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
U.S. CANADIAN BORDER	*BULGE, NY FIX	3100
*6000 – MCA BULGE, NY FIX , S BND		
BULGE, NY FIX	BUFFALO, NY VOR/DME	*6000
*2100 – MOCA		
*3000 – GNSS MEA		

**&95.6257 VOR FEDERAL AIRWAY V257**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
*BANYO, AZ FIX *6000 – MRA **8100 – MOCA	COYOT, AZ FIX	**9000
COYOT, AZ FIX *9000 – GNSS MEA	MAIER, AZ FIX	*10000
MAIER, AZ FIX	DRAKE, AZ VORTAC	10000
DRAKE, AZ VORTAC *11000 – MRA **8400 – MOCA **9000 – GNSS MEA	*BISOP, AZ FIX	**10000

**&95.6298 VOR FEDERAL AIRWAY V298**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
DUBOIS, ID VORTAC  *10000 – MRA *11100 – MCA SABAT, ID FIX , E BND **8100 – MOCA	*SABAT, ID FIX  W BND E BND	**9000 **13000
*SABAT, ID FIX  *10000 – MRA **8100 – MOCA	LAMON, ID FIX  W BND E BND	**10000 **13000

**&95.6542 VOR FEDERAL AIRWAY V542**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
CAMBRIDGE, NY VOR/DME *5000 – MCA JAMMA, VT FIX , W BND	*JAMMA, VT FIX	6200

**&95.6585 VOR FEDERAL AIRWAY V585**

<b>FROM</b>	<b>TO</b>	<b>MEA</b>
<b>IS AMENDED TO READ IN PART</b>		
VOLTA, CA FIX *3000 – GNSS MEA #R-147 UNUSABLE	#MANTECA, CA VORTAC	#*3000

**&95.7001 JET ROUTES**

**&95.7041 JET ROUTE J41**

FROM	TO	MEA	MAA
<b>IS AMENDED TO READ IN PART</b> ST PETERSBURG, FL VORTAC *18000 – GNSS MEA #MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE.	SEMINOLE, FL VORTAC	#*25000	45000

**&95.7043 JET ROUTE J43**

FROM	TO	MEA	MAA
<b>IS AMENDED TO READ IN PART</b> ST PETERSBURG, FL VORTAC *18000 – GNSS MEA #MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE.	SEMINOLE, FL VORTAC	#*25000	45000

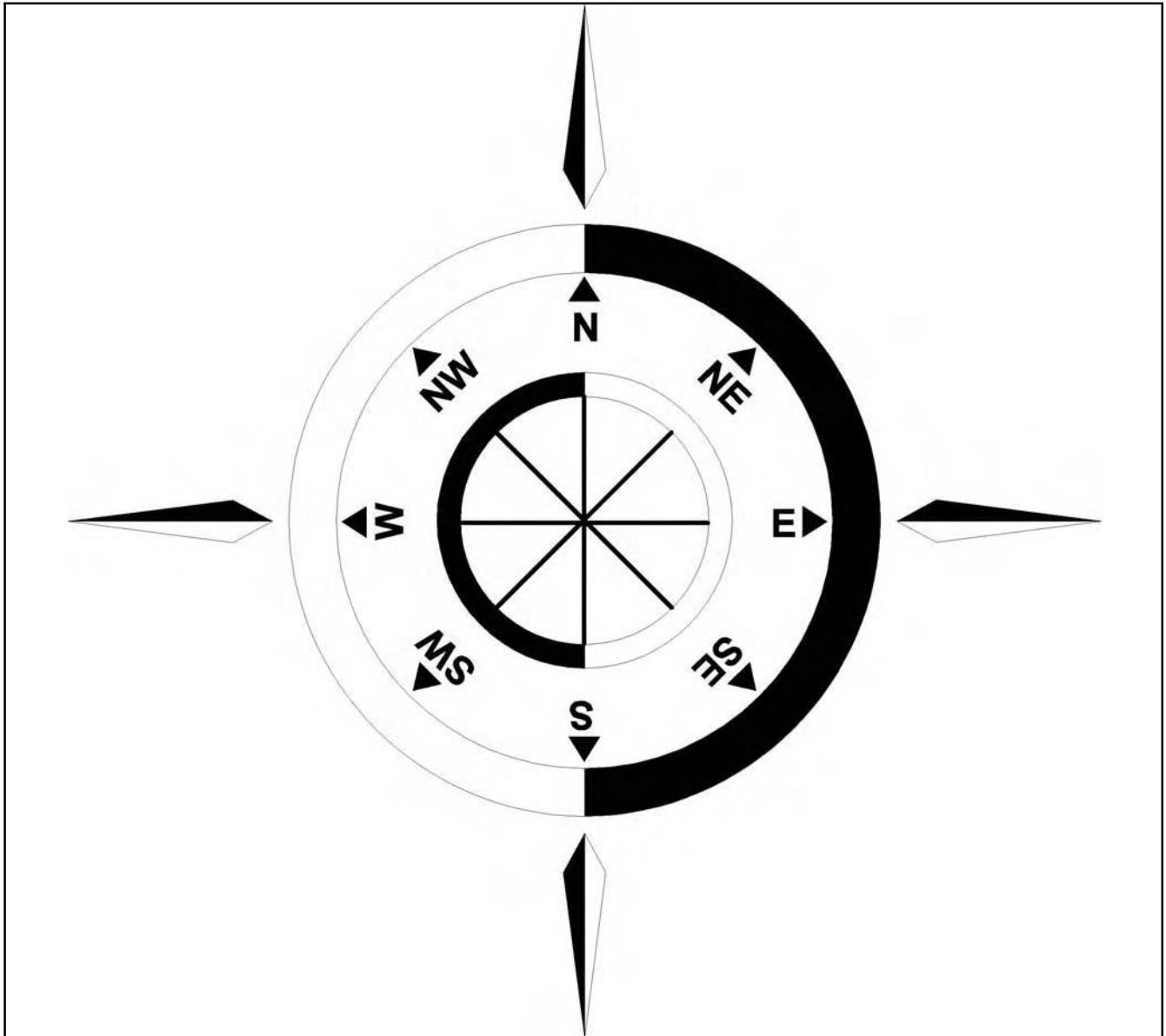
**&95.8003 VOR FEDERAL AIRWAY CHANGEOVER POINTS**

AIRWAY SEGMENT		CHANGEOVER POINTS	
FROM	TO	DISTANCE	FROM
<b>V286</b>			
<b>IS AMENDED TO ADD CHANGEOVER POINT</b> BROOKE, VA VORTAC	CAPE CHARLES, VA VORTAC	22	BROOKE



# 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](http://www.eurocontrol.be).

In addition, aircrews are responsible for ensuring that the ICAO flight filed is in accordance with the current Strategic Routing Scheme (SRS) as published in each national Aeronautical Information Publication. The ICAO Flight Plan may be filed at any time but must be filed at least 3 hours prior to flight. In those cases where a diplomatic clearance route is specified and it differs from the SRS route, the SRS route will be processed. However, this does not relieve the flight crew of diplomatic clearance requirements. Filing the flight plan well in advance allows time to resolve discrepancies between the two requirements.

**NOTE–**

*IFPS Zone Countries – Albania, Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Luxembourg, Former Yugoslav Republic of Macedonia, Malta, Monaco, Netherlands, Norway, Poland, Portugal, Romania, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Turkey, United Kingdom, Federal Republic of Yugoslavia*

(AEU-500 4/12/99)

**FLORIDA STRAITS AND NEARBY INTERNATIONAL WATERS****FDC 6/1335**

Attention U.S. Airmen and Operators: Due to recent incidents involving civil aircraft of U.S. registry, the FAA recommends that any operators conducting flight in the Florida Straits and nearby international waters remain vigilant for other air traffic in the area and strictly abide by the international and FAA Federal Aviation Regulations. The Administrator has issued a cease and desist order and notice of enforcement policy effective February 29, 1996. Any person holding a U.S. Airman Certificate and/or operating U.S. registered civil aircraft shall comply with Federal Aviation Regulations prohibiting unauthorized operation within Cuban territorial airspace. Unauthorized entry into this airspace will subject the individual to enforcement action to the maximum extent permitted by law, including: revocation of pilot certificate, maximum civil penalties, seizure of aircraft, and judicial remedies. Further, any person attempting to operate an aircraft after revocation or without a valid certificate is subject to criminal penalties of up to 3 years in prison and/or fines.

(FAA 5/14/02)

**IRAN**  
**FDC 6/2762**

Iranian civil aviation authorities have issued NOTAMs describing required procedures for entry into the Tehran FIR. Prior to flight, all U.S. operators must be familiar with applicable procedures for interception of civil aircraft and should check current Iranian NOTAMs for procedures for contacting appropriate defense radar stations. If unable to contact the defense radar stations as required under Iranian procedures, operators should notify Tehran ACC and request Tehran ACC to attempt contact on the operator's behalf. The operator should also continue to attempt contact with the defense radar station directly. Any U.S. operator planning a flight through Iranian airspace should file a flight plan well in advance and carefully adhere to that flight plan and/or all air traffic clearances while in Iranian airspace.

The U.S. Department of State has issued a travel warning for Iran advising, in part, that the U.S. government does not currently maintain diplomatic or consular relations with the Islamic Republic of Iran, and that the Swiss government, acting through its Embassy in Tehran, serves as the protecting power for U.S. interests in Iran. Any U.S. operator making an unanticipated landing in Iran should contact the Swiss Embassy in Tehran for any needed assistance at telephone 98-21-871-52-23 or 98-21-871-52-24.

The United States NOTAM Office disclaims foreign NOTAM accuracy or completeness.

(FAA/AIA-100 5/14/02)

**IRAQ**

**Special Federal Aviation Regulation No. 77 – Prohibition Against Certain Flights Within the Territory and Airspace of Iraq.**

**1. Applicability.** This rule applies to the following persons:

- (a) All U.S. air carriers or commercial operators;
- (b) All persons exercising the privileges of an airman certificate issued by the FAA except such persons operating U.S.-registered aircraft for a foreign air carrier; or
- (c) All operators of aircraft registered in the United States except where the operator of such aircraft is a foreign air carrier.

**2. Flight prohibition.** No person may conduct flight operations over or within the territory of Iraq except as provided in paragraphs 3 and 4 of this SFAR or except as follows:

- (a) Overflights of Iraq may be conducted above flight level (FL) 200 subject to the approval of, and in accordance with the conditions established by, the appropriate authorities of Iraq.
- (b) Flights departing from countries adjacent to Iraq whose climb performance will not permit operation above FL 200 prior to entering Iraqi airspace may operate at altitudes below FL 200 within Iraq to the extent necessary to permit a climb above FL 200, subject to the approval of, and in accordance with the conditions established by, the appropriate authorities of Iraq.

(c) [Reserved]

**3. Permitted operations.** This SFAR does not prohibit persons described in paragraph 1 from conducting flight operations within the territory and airspace of Iraq where such operations are authorized either by another agency of the United States Government with the approval of the FAA or by an exemption issued by the Administrator.

**4. Emergency situations.** In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers or commercial operators that are subject to the requirements of 14 CFR parts 119, 121, or 135, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards



District Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reasons therefore.

**5. Expiration.** This Special Federal Aviation Regulation will remain in effect until further notice.  
(FAA/AIA-100 11/19/03)

**MIDDLE EAST AND EASTERN MEDITERRANEAN  
KFDC A0029/03**

**SPECIAL NOTICE.**

**a.** U.S. and allied military units (Coalition military forces) may operate throughout the Middle East and the airspace above the Eastern Mediterranean sea, Red Sea, Gulf of Aden, Arabian Sea, Gulf of Oman, and the Arabian Gulf. The timely and accurate identification of civil aircraft in these areas is critical to avoid the inadvertent use of force against civil aircraft. Coalition military forces are prepared to exercise self-defense measures, as may be necessary, to ensure their safety in the event they are approached by unidentified aircraft (fixed-wing, or helicopter).

**b.** In addition, the territorial airspace of Iraq is closed to all non-coalition aircraft, except Central Command authorized medical, firefighting, rescue/recovery and humanitarian flights, until further notice. Aircraft entering this airspace do so at their own risk. Coalition forces are prepared to respond decisively to any hostile acts or indications of hostile intent. This notice is also provided to ensure the safety of coalition forces and their facilities. All aircraft or flight activities that are determined to be threats to coalition forces may be subject to interception, quarantine, disabling or destruction. This includes aircraft within Iraqi territorial airspace and ground-based assets and activities throughout Iraq without regard to registry.

**c.** The timely and accurate identification of civil aircraft operating within these affected areas is essential to preclude the inadvertent use of military force against civil aircraft.

**1.** To better enable U.S. military forces to identify civil aircraft, all civil aircraft flying within or entering the affected area shall continuously monitor one or both international emergency frequencies (VHF 121.5 Mhz and/or UHF 243.0 Mhz UHF).

**2.** When an aircraft carries a serviceable transponder, the pilot shall operate the transponder at all times during the flight, regardless of whether the aircraft is within or outside airspace where SSR is used for ATS purposes. All crews are reminded to continuously operate the SSR transponder in accordance with the ICAO provisions (PANS-ATM-Chapter 8, PANS-OPS, Vol 1, Part VII and ICAO Doc 7030 Chapter 8).

**3.** When an aircraft carries serviceable weather radar, the pilot shall operate it at all times during the flight within the affected area, regardless of weather conditions.

**4.** The pilot should ensure continuous display of aircraft exterior and cabin lighting and illumination of logo light, if possible.

**d.** Unidentified aircraft and/or those whose intentions are unclear to U.S. and Coalition military forces will be contacted using the English language on VHF 121.5 Mhz and/or UHF 243.0 Mhz and requested to identify themselves and to state their intentions. Such contacts may originate from military surface and/or airborne units. U.S. radio communications will use standard phrasology and will specify the aircraft's flight information, as available, to include: heading, Flight Level or altitude, SSR code squawk, geographical coordinates, and ground speed, civil aircraft receiving advisory calls shall acknowledge the message on the frequency on which the message was received and provide the information requested.

**e.** In the event an aircraft remains unidentified and/or is deemed to pose a threat to U.S. military forces, an emergency situation exists. In this circumstance, the pilots must be prepared to exercise their emergency authority to deviate from the ATC clearance as required: comply with recommended heading and/or altitude changes provided by U.S. military forces; and notify the appropriate ATC facility of the deviation and the need for an amended clearance.

f. Civil aircraft transiting the affected area outside published ATS routes are more susceptible to the procedures published herein. All aircraft are requested to avoid, as much as practical, abrupt and unusual changes of heading and/or altitude which may be construed as inconsistent with normal civil aircraft flight patterns.

**NOTE-**

*This information is provided to warn all operators that U.S. and allied military forces are exercising self-defense measures. The measures will be implemented in a manner that does not unduly interfere with the right of overflight in international airspace.*

(AIA-100 11/24/03)

**NORTH KOREA  
FDC 8/1167**

**Special Federal Aviation Regulation (SFAR) No. 79 – Prohibition Against Certain Flights Within the Flight Information Region of the Democratic People’s Republic of Korea.**

**a. Applicability.** This rule applies to the following persons:

1. All U.S. air carriers or commercial operators.
2. All persons exercising the privileges of an airman certificate issued by the FAA, except such persons operating U.S.–registered aircraft for a foreign air carrier.
3. All operators of aircraft registered in the United States except where the operator of such aircraft is a foreign air carrier.

**b. Flight prohibition.** Except as provided in paragraphs c and d of this SFAR, no person described in paragraph a may conduct flight through the Pyongyang FIR west of 132 degrees east longitude.

**c. Permitted operations.** This SFAR does not prohibit persons described in paragraph a from conducting flight operations within the Pyongyang FIR west of 132 degrees east longitude where such operations are authorized either by exemption issued by the Administrator or by another agency of the United States Government with FAA approval.

**d. Emergency situations.** In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers and commercial operators that are subject to the requirements of 14 CFR parts 121, 125, or 135, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reasons therefore.

**e. Expiration.** This Special Federal Aviation Regulation No. 79 will remain in effect until further notice.  
(FAA/AIA-100 5/14/02)

**CHINA**

**Federal Aviation Administration US Territorial Airspace Route Authorization Requirements:**

All Peoples Republic of China (PRC) diplomatic flights require FAA routing approval regardless of aircraft country of registration. All aircraft with PRC registration, (this excludes Hong Kong, Macau, and Taiwan registered aircraft), require FAA routing approval. Anyone operating an aircraft using the ICAO designator of a PRC company requires FAA routing approval. FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance, US Transportation Security Administration (TSA) waiver, or US Department of Transportation (DOT) grant of economic authority.

To obtain route approval, provide the following to 9–ATOR–HQ–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 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)

## SECTION 2

# INTERNATIONAL OCEANIC AIRSPACE NOTICES

### INTRODUCTION

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

### GENERAL

#### **Revised In-flight Contingency Procedures To Be Used In Oceanic Operations Effective February 16, 2006**

**FAA Domestic/International NOTAM Book.** This notice will be posted in the January 19, 2006, edition of the FAA Domestic/International NOTAM book. It will be located in: Part 3 (International), Section 2 (International Oceanic Airspace Notices), Pacific notices and Atlantic notices. (<http://www.faa.gov/NTAP/index.htm>). It will also be posted on the Oceanic Operations Standards Group Webpage (<http://www.faa.gov/ats.ato/130.htm>)

**Effective Date/Time and Airspace.** Effective on February 16, 2006, at 0901 UTC, the guidance for in-flight contingencies in oceanic airspace will be ICAO Doc 4444 (*Procedures for Air Navigation Services – Air Traffic Management*), section 15.2 (SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE). The effective date for the guidance has been coordinated with the Air Traffic Services providers in the Atlantic and Pacific. The guidance will, therefore, be applicable in all Pacific and Atlantic oceanic FIRs including Oakland, Anchorage, New York and San Juan Oceanic.

**Discussion.** The only **significant** procedural change from in-flight contingency procedures previously published in ICAO Regional Supplementary Procedures (Doc 7030) is to the track offset. The track offset has been changed to **15nm** for contingencies requiring the aircraft to depart cleared altitude and/or track prior to obtaining a revised clearance. **In the “General Procedures” section below, see paragraphs 3b and 4.**

**NOTE:** *Prior to this harmonization, the track offset for in-flight contingencies was 30nm in the North Atlantic (NAT) and 25nm in Pacific airspace.*

### ICAO DOC 4444, SECTION 15.2

#### SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE

### INTRODUCTION

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

- a. Inability to maintain assigned flight level due to meteorological conditions, aircraft performance or pressurization failure;
- b. En route diversion across the prevailing traffic flow; and
- c. Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations.

2. These procedures are applicable primarily when rapid descent and/or turn-back or diversion is required. The pilot's judgement shall determine the sequence of actions to be taken, having regard to the prevailing circumstances. Air traffic control shall render all possible assistance.

## GENERAL PROCEDURES

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, and/or an aircraft is unable to maintain the navigation performance accuracy specified for the airspace, a revised clearance shall be obtained, whenever possible, prior to initiating any action.
2. The radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times shall be used as appropriate. Subsequent ATC action with respect to that aircraft shall be based on the intentions of the pilot and the overall air traffic situation.
3. If prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time and, until a revised clearance is received, the pilot shall:

a. Leave the assigned route or track by initially turning 90 degrees to the right or to the left. When possible, the direction of the turn should be determined by the position of the aircraft relative to any organized route or track system. Other factors which may affect the direction of the turn are:

- (1) The direction to an alternate airport, terrain clearance;
- (2) Any lateral offset being flown, and the flight levels allocated on adjacent routes or tracks.

**FAA NOTE: a turn of less than or greater than 90 degrees may be required depending on the type of contingency and whether the pilot intends to continue in the same direction or reverse course.**

b. Following the turn, the pilot should:

(1) If unable to maintain the assigned flight level, initially minimize the rate of descent to the extent that is operationally feasible;

(2) Take account of other aircraft being laterally offset from its track;

(3) Acquire and maintain in either direction a track laterally separated by 28 km (15 NM) from the assigned route; and

(4) Once established on the offset track, climb or descend to select a flight level which differs from those normally used by 150 m (500 ft);

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

d. Maintain a watch for conflicting traffic both visually and by reference to ACAS (TCAS) (if equipped);

e. Turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

f. Keep the SSR transponder on at all times; and

g. Take action as necessary to ensure the safety of the aircraft.

4. When leaving the assigned track to acquire and maintain the track laterally separated by 28 km (15 NM), the flight crew, should, *where practicable*, avoid overshooting the track to be acquired, particularly in airspace where a 55.5 km (30 NM) lateral separation minimum is applied.

## EXTENDED RANGE OPERATIONS BY AIRCRAFT WITH TWO-TURBINE POWER-UNITS (ETOPS)

1. If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

(Flight Technologies and Procedures Division, AFS-430 12/20/05)



## HOUSTON/MIAMI/NEW YORK OCEANIC CTA/FIR National Winter Storm Operations

During the winter season, the U.S. Air Force Reserves (AFRES), 53<sup>rd</sup> Weather Squadron has responsibility for flying winter storm reconnaissance missions. Mission aircraft will fly at altitudes between FL290 and FL350. At designated points, the aircraft will release dropsondes, 16-inch cardboard weather cylinders weighing one pound, each with an attached parachute. When in areas with no direct pilot-controller VHF/UHF communications, at five minutes prior to dropsonde release, the mission aircraft commander will broadcast on 121.5 and 243 the time and position of the intended drop. The dropsonde falls at a rate of approximately 2500 feet per minute. Aircraft commanders are directly responsible for the release of any objects from the aircraft. ATC shall provide traffic advisories, when feasible, to the aircraft. **ATC will provide separation between the mission aircraft and any nonparticipating aircraft. ATC cannot provide separation between aircraft and the dropsonde.** NOTAMs will be issued as early as possible prior to each mission. Airspace operators should consider any national winter storm operations during flight planning in the affected area(s) and non-participating aircrews should be especially alert to pertinent broadcasts on 121.5 or 243.0 during national winter storm operations. (ATO Oceanic Ops, 4/12/07)

## OAKLAND OCEANIC CTA/FIR National Winter Storm Operations

On behalf of the National Weather Service (NWS), aircraft fly winter storm reconnaissance missions during the winter season. Mission aircraft will fly at altitudes between FL180 – FL450. At designated points, the aircraft will release dropsondes, 16-inch cardboard weather cylinders weighing one pound, each with an attached parachute. Five minutes prior to release, the mission aircraft commander will broadcast on 121.5 and 123.45, when in areas with no direct pilot-controller communications, the time, and position of the intended drop. The dropsonde falls at a rate of approximately 2,500 feet per minute. Aircraft commanders are directly responsible for the release of any objects from the aircraft. ATC shall provide traffic advisories, when feasible, to the aircraft. **ATC will provide separation between the mission aircraft and any nonparticipating aircraft. ATC cannot provide separation between aircraft and the dropsonde.** NOTAMs will be issued as early as possible prior to each mission. Airspace operators should take into consideration any national winter storm operations during flight planning in the affected area(s). Non-participating pilots should be especially alert to broadcasts on 121.5 or 243.45 during national winter storm operations. (ATO Oceanic Ops, 4/12/07)

## SPECIAL NOTICE -- CUSTOMS

All IFR or VFR aircraft landing at Luis Munoz Martin International, Isla Grande, Cyril E. King, or Henry E. Rohlsen Airports that require customs, contact San Juan IFSS one hour prior to landing and request customs be advised (ADCUS). Also include ADCUS in remarks section of the flight plan. ADCUS service is not available at other airports in the San Juan FIR. Pilots are responsible for advising customs of their intended arrival in accordance with procedures contained in the International Flight Information Manual. (San Juan IFSS 10/12/00)

## SPECIAL NOTICE -- IFR/VFR OPERATIONS

Flights in oceanic airspace must be conducted under Instrument Flight Rules (IFR) procedures when operating:

- a. Between sunset and sunrise.
- b. At or above Flight Level (FL) 60 when operating within the New York, Oakland, and Anchorage Flight Information Regions (FIRs).
- c. Above FL180 when operating within the Miami and Houston FIRs, and in the San Juan Control Area. Flights between the east coast of the U.S. and Bermuda or Caribbean terminals and traversing the New York FIR at or above 5,500 feet MSL should be especially aware of this requirement. (FAA)

### SPECIAL NOTICE -- LOST COMMUNICATIONS

If the pilot of an aircraft operating in international airspace under U.S. jurisdiction and equipped with a coded radar beacon transponder experiences a loss of two-way radio capability, the pilot should:

- a. Adjust the transponder to reply on Mode 3/A, Code 7700 for a period of 1 (one) minute.
- b. Then change to code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight, whichever occurs first.
- c. Repeat steps a and b as practicable.

The pilot should understand that s/he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

### SPECIAL NOTICE --INSPECTION OF MEANS OF CONVEYANCE FOR AIRCRAFT DEPARTING CONTINENTAL UNITED STATES

*Inspection of aircraft prior to departure.* No person shall move any aircraft from Hawaii to the continental United States, Puerto Rico, or the Virgin Islands of the United States, unless the person moving the aircraft has contacted an inspector and offered the inspector the opportunity to inspect the aircraft prior to departure and the inspector has informed the person proposing to move the aircraft that the aircraft may depart.

*Inspection of aircraft moving to Guam.* Any person who has moved an aircraft from Hawaii to Guam shall contact an inspector and offer the inspector the opportunity to inspect the aircraft upon the aircraft's arrival in Guam, unless the aircraft has been inspected and cleared in Hawaii prior to departure in accordance with arrangements made between the operator of the aircraft, the Animal and Plant Inspection Service, and the government of Guam. (USDA Regulation 318.13-9)

## ARINC

### SATCOM VOICE BACKUP SERVICES

ARINC has been authorized to use SATCOM Voice in oceanic areas in the event HF communications fail or are otherwise unavailable. HF remains the primary communication means for all air-ground-air communications between ARINC Communications Centers and en route oceanic aircraft. Aircraft desiring to contact ARINC, utilizing SATCOM Voice, should dial the following ICAO Short Codes (Used with INMARSAT compatible systems only) or direct dial phone numbers:

Center	Oceanic Area	ICAO Short Code	Direct Dial
NYC	Atlantic, Caribbean, Central and South America	436623	631-244-2492
SFO	Pacific and Arctic Areas	436625	925-371-3920

**NOTE:** These ICAO codes and phone numbers are published on Government and Jeppesen en route charts.

ARINC will utilize SATCOM Voice as an operational backup to HF to initiate communications from the ground to the aircraft on rare occasions when HF communications cannot be established in a timely manner and the aircraft is so equipped. SATCOM Voice may be used for either ATC or AOC (Company) communications. This capability will be on a "search, find and contact" basis, which may require some delay in contacting flights. Direct any questions to the ARINC Service Desk (800) 633-6882 or (703) 637-6360 (ARINC 06/21/07)

### ATLANTIC AND PACIFIC AREA LORAN-C INFORMATION

The current operational status of all U.S. and Canadian Coast Guard LORAN stations is available from the various assigned Coordinator of Chain Operations (COCOs). Individual COCOs monitor the day-to-day

operations of the LORAN–C chain under their control. General information is also available. Contact either the applicable COCO or the LORAN management staff at the phone numbers below.

**a.** COCO Great Lakes (8970) and Northeast (9960) chains is located at LORAN Station Seneca, NY. COCO: (607) 869–1334.

**b.** COCO Canadian East Coast (5930) and Newfoundland East Coast (7270) chains is located at LORAN Monitor Station, St. Anthony, NFLD, Canada. Recorder announcement: (709) 454–3261. COCO: (709) 454–2392.

**c.** COCO Southeast U.S. (7980) and South Central U.S. (9610) chains are located at LORAN Station Malone, FL. COCO: (334) 899–5225.

**d.** COCO North Central U.S. (8290) and U.S. West Coast (9940) chains is located at the Coast Guard Navigation Center Detachment, Petaluma, CA. COCO: (707) 765–7590.

**e.** COCO Canadian West Coast Chain (5990) is located at LORAN Station William Lake, B.C., Canada. COCO: (604) 659–5680.

**f.** COCO Gulf of Alaska (7960) and North Pacific (9990) chains are located at LORAN Station Kodiak, AK. COCO: (907) 487–5583.

**g.** Atlantic Area Regional Manager, Coast Guard Navigation Center, Alexandria, VA. Telephone: (703) 313–5875.

**h.** Pacific Area Regional Manager, Coast Guard Navigation Center Detachment, Petaluma, CA. Telephone: (707) 765–7582.

**i.** U.S. Coast Guard’s Navigation Information Service (NIS), operated by the Coast Guard Navigation Center and staffed 24 hours a day. Telephone: (703) 313–5900. Internet Address: [www.navcen.uscg.mil](http://www.navcen.uscg.mil).

**j.** Scheduled LORAN–C off–air times are also available from one or more of the following sources:

**1.** The U.S. Coast Guard Navigation Center Computer BBS. Telephone: (703) 313–5910.

**2.** Published U.S. Coast Guard Local Notice to Mariners.

**3.** Canadian Coast Guard Notices to Shipping (NOTSHIPS).

**4.** U.S. FAA Notices to Airmen (NOTAMs).

**5.** U.S. Coast Guard marine radio voice broadcasts.

**6.** Navtex Broadcasts.

**7.** U.S. Coast Guard Navigation Center, Internet Address: [www.navcen.uscg.mil](http://www.navcen.uscg.mil).

**k.** For better service on any request for operations data (e.g., to check on a suspected LORAN–C system abnormality), please supply the rate and date/time of the event you wish to report. This will enable the Coordinator of Chain Operations to quickly check the record for the period in question.

**l.** Information concerning Overseas LORAN–C is available via internet address: [www.navcen.uscg.mil](http://www.navcen.uscg.mil).

**REGION SPECIFIC****ATLANTIC HIGH OFFSHORE AIRSPACE  
OFFSHORE ROUTES SUPPORTING FLORIDA AIRSPACE OPTIMIZATION**

Effective 27 October 2005, nine new directional offshore area navigation (RNAV) Atlantic Routes (ARs) will be established between Florida and northeastern US airport pairs. These routes support the Florida Airspace Optimization project and are designed to relieve traffic congestion and reduce in-trail delays. The nine new offshore RNAV routes, designated AR15, AR16, AR17, AR18, AR19, AR21, AR22, AR23 and AR24, will be established between FL240 and FL600 inclusive. Additionally, ATS Route A761 will be realigned. Associated with these new/revised routes, 20 new waypoints will be established. None of the waypoints will be compulsory reporting points since the new and revised routes are entirely within radar coverage. Southbound routes include AR15, AR17, AR19, AR21 and AR22, while northbound routes include AR16 and AR18. AR23, AR24 and ATS Route A761 will be bi-directional.

Air traffic control services for these routes in offshore airspace will be provided by Washington, Jacksonville and Miami Air Route Traffic Control Centers (ARTCCs).

**Guidance For Filing Routes**

Flights departing from and landing at airports within the domestic U.S. should file to conform with the appropriate Preferred IFR Routes listed in the Airport Facility Directories. International traffic southbound from the Wilmington VORTAC/Dixon NDB (ILM/DIW) area filing over Marathon NDB (MTH), TADPO, or CANOA should file AR17. International traffic southbound from the ILM/DIW area filing over Freeport VOR (ZFP) or URSUS should file AR23 or AR24. Traffic originating south of Miami, Florida, filing over the ILM/DIW area should file AR16, AR18, AR23 or AR24.

**Operator Determination of RNAV Equipment Eligibility**

In accordance with 14 CFR Parts 91.511, 121.351, 125.203, and 135.165 (as applicable), an approved Long-Range Navigation System is required for operation on these RNAV routes. Operators shall not flight plan or operate on these routes unless their aircraft are equipped with RNAV systems approved for IFR navigation and the pilots are qualified to operate them. Approved GPS IFR units and inertial navigation systems meeting the guidance below provide acceptable performance.

Aircraft are eligible to operate on these routes provided that the Airplane Flight Manual or FAA approved documentation indicates that the navigation system installation has received airworthiness approval in accordance with one or more of the following:

- a. AC 20-130, as amended (Multi-Sensor Navigation System Approval).
- b. AC 20-138, as amended (GPS approval)
- c. AC 90-100, Appendix 2, as amended (U.S. Terminal and En Route RNAV Operations)
- d. Title 14 CFR part 121 Appendix G (INS)

**Operational Requirements and Procedures**

- a. Operators filing or accepting clearance for these RNAV routes are certifying that the crews and equipment are qualified to conduct RNAV operations.
- b. Operators shall be responsible for navigating along route centerline, as defined by aircraft navigation systems. Strategic Lateral Offset Procedures used in oceanic airspace are not applicable on these routes.
- c. The pilot shall notify ATC of any loss of navigation capability that affects the aircraft ability to navigate the routes.
- d. ATC will provide radar separation for these routes. In the event of loss of radar, ATC will advise the aircraft and apply appropriate separation.

e. INS or IRS Limitation. While operating on these AR routes, aircraft equipped with Inertial Navigation Systems (INS) or Inertial Reference Systems (IRS) that cannot receive automatic position (e.g., DME/DME) updates for the entire length of the route, are limited to 1.0 consecutive hour of un-updated operation. This one hour time period starts when the INS or IRS is placed in the navigation mode, and applies en route between automatic position updates. Systems performing updating after the pilot has manually selected the navigation aid are considered to have “automatic update” capability. If an aircraft is unable to conduct an update in accordance with the above guidance, the pilot must notify ATC and ATC will then provide radar vectors and/or other ATC services.

(ATO-R 9/1/05)

## **WATRS PLUS ROUTE STRUCTURE REDESIGN & SEPARATION REDUCTION** **OPERATIONAL POLICY AND PROCEDURES (2 July 2008 Update)**

**Introduction.** On 5 June 2008, the FAA implemented a redesigned route structure, a reduced lateral separation standard and associated operational policies on oceanic routes or areas in the WATRS Plus Control Areas (CTA).

**Background.** In 1998, lateral separation was reduced to 50 NM in conjunction with the introduction of Required Navigation Performance 10 (RNP 10) for aircraft operating in the North Pacific Route System. Since that time, application of 50 NM lateral separation and RNP 10 has been expanded throughout the Pacific Flight Information Regions (FIR) and other global oceanic airspace. The WATRS Plus initiative applied the experience gained in those operations.

### **CTAs Affected.**

- Route structure redesign and 50 NM lateral separation was implemented in the following CTAs:
  - the Atlantic portion of the Miami Oceanic CTA
  - the San Juan CTA/FIR and
  - the West Atlantic Route System (WATRS).
- New York Oceanic airspace outside of WATRS is transition airspace. 50 NM lateral separation may be applied in this airspace between aircraft authorized RNP 10 or RNP 4.

**Note:** The WATRS Plus route structure redesign chart is posted on the WATRS Plus Webpage.

**Project Objectives.** The WATRS Plus project:

- Reduced lateral separation on oceanic routes or areas from 90 NM to 50 NM between aircraft authorized RNP 10 or RNP 4.
- Has over 95% of WATRS Plus flights conducted by operators/aircraft that have been authorized RNP 10 or RNP 4 by the appropriate State (country) authority.
- Accommodates operation of the small percentage of flights not meeting the RNP 10 minimum requirement. See paragraph below and paragraph 4 for further explanation.
- Redesigned the WATRS Plus route structure to make approximately 40% more routes available to enhance operator access to time/fuel efficient routes and altitudes and to enhance en-route capacity.
- Harmonized the WATRS Plus route structure with that in the Caribbean and North Atlantic regions.

**Proposal to Require, On Date To Be Determined, RNP 10 or RNP 4 Authorization Between Flight Level 290-410 (inclusive).** The FAA is planning to propose a change that would be effective on a date to be determined, but **after** the June 2008 project implementation date. The proposal will likely be to require RNP 10 or RNP 4 authorization for cruise operations on oceanic routes or areas in the WATRS Plus CTAs between FL 290-410 (inclusive). RNP 10 and RNP 4 authorization requires equipage with at least two Long Range Navigation Systems (LRNS). The content of and effective date for the change is planned to be coordinated with the U.S. and international aviation community and will probably require a revision to FAA regulations.

**Table of Contents.** The following is a list of the major paragraphs that follow:

1. WATRS Plus Webpage: Policy, Procedures and Guidance For Operators and Regulators
2. Lateral Separation Standards To Be Applied
3. Operation On Routes Within the WATRS CTAs Not Requiring RNP 10 or RNP 4 Authorization
4. Provisions For Accommodation of NonRNP10 Aircraft (Aircraft Not Authorized RNP 10 or RNP 4)
5. Operator Action
6. RNP 10 or RNP 4 Authorization: Policy and Procedures for Aircraft and Operators
7. Flight Planning Requirements
8. Pilot and Dispatcher Procedures: Basic and In-flight Contingency Procedures
9. Flight Of Aircraft Previously Authorized RNP 10 Or RNP 4 With One Long-Range Navigation System Operational
10. Contacts For Questions
11. FAA Project Leads

## **OPERATIONAL POLICY AND PROCEDURES**

### **1. WATRS Plus Webpage: Policy, Procedures and Guidance For Operators and Regulators.**

Information on WATRS Plus plans, policies and procedures is posted on the “WATRS Plus Webpage”. The WATRS Plus Webpage is linked to the “Oceanic and Offshore Operations” Homepage at:

[www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/enroute/oceanic/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/)

The Webpage contains detailed guidance on operator and aircraft authorization for RNP 10 or RNP 4 including Job Aids with references to FAA and ICAO documents.

## **2. Lateral Separation Standards To Be Applied**

- a. 50 NM lateral separation is applied in the WATRS Plus CTAs between aircraft authorized RNP 10 or RNP 4 operating at any altitude above the floor of controlled airspace.
- b. 50 NM lateral separation is applied in the New York Oceanic CTA/FIR outside of WATRS between aircraft authorized RNP 10 or RNP 4 operating at any altitude above the floor of controlled airspace.
- c. Within the WATRS Plus CTAs, the lateral separation standard applicable to NonRNP10 aircraft is 90 NM.
- d. Policies for application of other lateral separation standards in airspace outside the WATRS Plus CTAs are not affected.

## **3. Operation On Routes Within the WATRS Plus CTAs Not Requiring RNP 10 or RNP 4 Authorization.** Operation on certain routes that fall within the boundaries of WATRS Plus CTAs is not affected by the introduction of RNP 10 and 50 NM lateral separation. Operation on the following routes is **not** affected:

- a. Routes that are flown by reference to ICAO standard ground-based navigation aids (VOR, VOR/DME, NDB), such as the routes in the airspace between Florida and Puerto Rico.
- b. Routes that are located within radar and VHF coverage. New WATRS Plus route segments M201 between BAHAA and PAEPR and L453 between PAEPR and AZEZU have replaced A761 between HANRI and ETOCA and R511 between ELTEE and AZEZU. **At and above FL 310**, the new route segments are within radar and VHF coverage. Operations at and above FL 310 on these route segments does **not** require RNP 10 or RNP 4 authorization and remains the same as those conducted on the old A761 and R511 route segments. Pilots shall not apply Strategic Lateral Offset Procedures (SLOP) on these route segments.
- c. Special Area Navigation (RNAV) routes located in the airspace between Florida and Puerto Rico. The old “T-routes” were re-designated as “Y-routes” on 5 June 2008. **These special RNAV routes are not part of the WATRS Plus route structure.** A Notice entitled “Special RNAV Routes Between Florida and Puerto Rico: Change From T-routes to Y-routes On 5 June 2008” is posted on the WATRS Plus Webpage. It is published in the FAA Domestic/International NOTAM Book. The Notice provides updated policy and procedures for Y-route operations.

## **4. Provisions for Accommodation of NonRNP10 Aircraft (Aircraft Not Authorized RNP 10 or RNP 4).** Operators of NonRNP10 aircraft shall follow the practices detailed in 4a and 4b below.

- a. Operators of NonRNP10 aircraft shall annotate ICAO flight plan Item 18 as follows:

**“STS/NONRNP10” (no space between letters and numbers).**

- b. Pilots of NonRNP10 aircraft that are flight planned to operate or are operating **on WATRS Plus “L” and “M” routes** shall report the lack of authorization by stating **“Negative RNP 10”** in the:
  - Atlantic portion of the Miami Oceanic CTA
  - New York Oceanic CTA/FIR
  - New York Atlantic High Offshore Airspace

- San Juan CTA/FIR
  - on initial call to ATC and...
  - in read back of clearance to descend from FL 410 and above. (See paragraph 4e below).
  - if approval status is requested by the controller. (See paragraph 8h below).

c. Operators of NonRNP10 aircraft shall **not** annotate ICAO flight plan Item 18 (Other Information) with “NAV/RNP10” or “NAV/RNP4”, as shown in paragraph 7, if they have **not** obtained RNP 10 or RNP 4 authorization.

d. NonRNP10 operators/aircraft are able to file most WATRS Plus routes at any altitude. Some routes, however, may require special routing for NonRNP 10 aircraft. Check the WATRS Plus Webpage for related FAA Notices. NonRNP 10 operators are cleared to operate on preferred routes and altitudes as traffic permits. Aircraft that are authorized RNP 10 or RNP 4, however, will have a better opportunity of obtaining their preferred altitude and route because the 50 NM lateral separation standard is applied to those aircraft. 50 NM lateral separation is not applied to NonRNP10 aircraft.

e. NonRNP10 aircraft retain the option of climbing to operate at altitudes above those where traffic is most dense (i.e., at/above FL 410). To minimize the chance of conflict with aircraft on adjacent routes, NonRNP10 aircraft should plan on completing their climb to or descent from higher FLs within radar coverage.

f. All aircraft can enhance their opportunity to be cleared on their preferred route and altitude if they operate at non-peak hours, approximately 0100 to 1100 UTC.

**5. Operator Action.** Operators capable of meeting RNP 10 or RNP 4 that operate on oceanic routes or areas in WATRS Plus CTAs between flight level (FL) 290-410, where competition for routes and altitudes is greatest, should obtain authorization for RNP 10 or RNP 4 and annotate the ICAO flight plan in accordance with paragraph 7. The FAA also strongly recommends that operators flying on oceanic routes or areas above or below those FLs obtain RNP 10 or RNP 4 authority to enhance their operational flexibility.

## **6. RNP 10 or RNP 4 Authorization: Policy and Procedures For Aircraft and Operators**

a. In accordance with ICAO guidance, RNP 10 and RNP 4 are the only navigation specifications (nav specs) applicable to oceanic and remote area operations. (See note below). Other RNAV and RNP nav specs are applicable to continental en route, terminal area and approach operations.

Note: “RNP navigation specification” (e.g., RNP 10) is the term adopted in the new ICAO Performance Based Navigation (PBN) Manual (Doc 9613). It replaces the term “RNP type”.

b. **Responsible State Authority (ICAO Guidance).** The following is ICAO guidance on the State authority responsible for authorizations such as RNP 10, RNP 4 and RVSM.

- International Commercial Operators. The State of Registry makes the determination that the aircraft meets the applicable RNP requirements. The State of Operator issues operating authority (e.g., Operations Specifications (OpSpecs)).
- International General Aviation (IGA) Operators. The State of Registry makes the determination that aircraft meets the applicable RNP requirements and issues operating authority (e.g., Letter of Authorization (LOA)).



c. **FAA Documents.** The guidance and direction of FAA Order 8400.12 (as amended) (RNP 10 Operational Approval) will be used to grant RNP 10 authorization to operators and aircraft for which the FAA is responsible. FAA Order 8400.33 (as amended) (Procedures For Obtaining Authorization For RNP 4 Oceanic/Remote Area Operations) will be used to authorize RNP 4. The FAA RNP 10 and RNP 4 orders are consistent with the ICAO PBN Manual guidance discussed below. FAA and ICAO documents are posted on the WATRS Plus Webpage.

d. **ICAO Performance Based Navigation (PBN) Manual (new Doc 9613).** In a letter to States dated 27 April 2007, ICAO urged States to use the *ICAO Performance Based Navigation (PBN) Manual* to establish approval policies and processes for RNP and RNAV operations. RNP 10 guidance is provided in Volume II, Part B; Chapter 1. RNP 4 guidance is in Volume II, Part C; Chapter 1. The ICAO State letter with Volume II attached is posted on the WATRS Plus Webpage.

e. **RNP 10 and RNP 4 Job Aids.** Operators and authorities should use the RNP 10 or RNP 4 Job Aids posted on the WATRS Plus Webpage. These Job Aids address the operational and airworthiness elements of aircraft and operator authorization and provide references to appropriate documents. One set of RNP 10 and RNP 4 Job Aids provides references to FAA documents and another set provides references to ICAO documents. The Job Aids provide a method for operators to develop and authorities to track the operator/aircraft program elements required for RNP 10 or RNP 4 authorization.

f. **Requirement For Equipage With At Least Two Long-Range Navigation Systems (LRNS) Meeting RNP 10 or RNP 4 Standards.** See “Acceptable Navigation System Configurations” in Section 2 of the WATRS Plus Webpage (Operator/Aircraft RNP 10 Authorization Policy/Procedures). RNP 10 and RNP 4 authorization require aircraft equipage with at least two LRNS with functionality and display adequate for the operation. The guidance referenced above provides a detailed discussion of acceptable aircraft LRNS configurations for operation in WATRS Plus oceanic airspace on/after 5 June 2008.

Note: see paragraph 8c for policy on LRNS failure or malfunction enroute.

g. **RNP 10 Time Limit For INS or IRU Only Equipped Aircraft.** Operators should review their Airplane Flight Manual (AFM), AFM Supplement or other appropriate documents and/or contact the airplane or avionics manufacturer to determine the RNP 10 time limit applicable to their aircraft. They will then need to determine its effect, if any, on their operation. Unless otherwise approved, the basic RNP 10 time limit is 6.2 hours between position updates for aircraft on which Inertial Navigation Systems (INS) or Inertial Reference Units (IRU) provide the only source of long range navigation. **Extended RNP 10 time limits of 10 hours and greater are already approved for many IRU systems.**

7. **Flight Planning Requirements.** Operators shall make ICAO flight plan annotations in accordance with this paragraph **and**, if applicable, paragraph 4.

a. **ICAO Flight Plan Requirement.** ICAO flight plans shall be filed for operation on oceanic routes and areas in the WATRS Plus CTAs.

b. **ICAO Flight Plan AFTN Addressing For Operations in the New York Oceanic CTA/FIR** (including WATRS). **All** flights entering the New York Oceanic CTA/FIR shall address flight plans to **KZWYZOZX**. **All** flights entering the New York Oceanic CTA/FIR and a U.S. ARTCC (except Boston) and/or Bermuda airspace shall address flight plans to both KZWYZOZX and the appropriate U.S. ARTCC. (See table below). If operators do not address flight plans to **KZWYZOZX**, 50 NM lateral separation cannot be applied to them.

<b><u>Airspace To Be Entered:</u> New York Oceanic CTA/FIR and U.S. ARTCCs</b>	<b><u>Required AFTN addresses</u></b>
New York (NY) Oceanic CTA/FIR	KZWYZOZX
Boston ARTCC & NY Oceanic	KZWYZOZX <b>only.</b> (This change confirmed on 19 June 08).
NY domestic and/or Bermuda & NY Oceanic	KZNYZQZX & KZWYZOZX
Washington (KZDC) & NY Oceanic	KZDCZQZX & KZWYZOZX
Jacksonville (KZJX) & NY Oceanic	KZJXZQZX & KZWYZOZX
Miami (KZMA) & NY Oceanic	KZMAZQZX & KZWYZOZX
San Juan & NY Oceanic	TZSUZRZX & KZWYZOZX

c. **To inform ATC and to key Ocean21 automation that they have obtained RNP 10 or RNP 4 authorization and are eligible for 50 NM lateral separation, operators shall:**

- (1) annotate ICAO Flight Plan Item 10 (Equipment) with the letters “R” and “Z” and. . .
- (2) annotate Item 18 (Other Information) with, as appropriate, “NAV/RNP10” or “NAV/RNP4” (**no space between letters and numbers**).

**Note:** see paragraphs 7f and 7g below! They provide recommended filing practices for domestic U.S. RNAV operations and filing with Eurocontrol.

d. 50 NM lateral separation will only be applied to operators/aircraft that annotate the ICAO flight plan in accordance with this policy.

e. **Operators that have not obtained RNP 10 or RNP 4 authorization shall not annotate ICAO flight plan Item 18 (Other information) with “NAV/RNP10” or “NAV/RNP4”, but shall follow the practices detailed in paragraph 4 of this notice.**

**Note:** on the ICAO Flight Plan, letter “R” indicates that the aircraft will maintain the appropriate RNP navigation specification for the entire flight through airspace where RNP is prescribed. Letter “Z” indicates that information explaining aircraft navigation and/or communication capability is found in Item 18.

f. **Recommendation For Filing To Show Domestic U.S. RNAV and Oceanic RNP Capabilities.**

(1) **Explanation.** The initiative discussed in this paragraph was implemented on 29 June 08. See the project website for details (address below). On 29 June 2008, the FAA implemented a program to enhance operators’ capability to communicate their domestic US RNAV capabilities to ATC by requiring an entry following the NAV/ indicator in item 18 of the ICAO flight plan. The initiative has provisions for showing RNAV capabilities for departure (“D”), enroute (“E”) and arrival (“A”) with RNAV accuracy values. An example item 18 entry is: NAV/RNVD1E2A1. The numerals in the example indicate RNAV 1 and RNAV 2 accuracy. The website for this initiative is at:

[http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/enroute/flight\\_plan\\_filing/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/flight_plan_filing/)

(2) **Recommendation.** It is recommended that operators show their RNAV capability for domestic U.S. and capabilities for oceanic operations (RNP 10 or RNP 4) by filing: “NAV/”, then the domestic US alphanumeric sequence, **then a mandatory space** and then “RNP10” or “RNP4”, as appropriate. The following is an example: “NAV/RNVD1E2A1 RNP10”

**g. Caution For Westbound Flights From Europe.**

(1) **Alphanumeric Character Limitation.** As of 27 May 2008, operators may enter up to 50 characters after the “NAV/” indicator in flight plan item 18 for flight plans filed with Eurocontrol.

(2) **Multiple NAV/ Entries.** Operators should be aware that if they make multiple “NAV/” entries in a flight plan filed with Eurocontrol, only the last “NAV/” entry will be forwarded. For example, if “NAV/D1E2A1” and “NAV/RNP10” are entered, only “NAV/RNP10” will be forwarded.

(3) **Recommendation.** Item 18 entries made in accordance with paragraph 7f (2) above will limit the number of characters needed to show domestic U.S. RNAV and oceanic RNP capabilities and mitigate the chance that one or the other will not be forwarded for use by FAA domestic and oceanic automation systems.

**8. Pilot and Dispatcher Procedures: Basic and In-flight Contingency Procedures**

a. **General.** Operator applications/programs for RNP 10 or RNP 4 authorization must address operational and airworthiness policy and procedures related to WATRS Plus route structure redesign and 50 NM lateral separation implementation. The RNP 10 and RNP 4 Job Aids posted on the WATRS Webpage contain sections on pilot and, if applicable, dispatcher training/knowledge and on operations manuals or comparable operations documents. The Job Aids also provide references to source documents.

b. **Basic Pilot Procedures.** The RNP 10 and RNP 4 Job Aids contain references to pilot and, if applicable, dispatcher procedures contained in:

- FAA Order 8400.12A (RNP 10), Appendix 4 (Training Programs and Operating Practices and Procedures)
- FAA Order 8400.33 (RNP 4): paragraph 9 (Operational Requirements) and paragraph 10 (Training Programs, Operating Practices and Procedures)
- ICAO PBN Manual, Volume II, Part B, Chapter 1 (RNP 10): paragraphs 1.3.4, 1.3.5 and 1.3.6
- ICAO PBN Manual, Volume II, Part C, Chapter 1 (RNP 4): paragraphs 1.3.4, 1.3.5 and 1.3.6

c. **LRNS Failure or Malfunction After Entry Onto WATRS Plus Oceanic Routes or Areas.** The following is WATRS Plus CTA policy for LRNS failure or malfunction enroute:

(1) To conduct operations as an RNP 10 or RNP 4 operator/aircraft, at least two RNP 10 or RNP 4 authorized LRNSs shall be operational at entry on to oceanic route segments or areas in the WATRS Plus CTAs. **(See paragraph 9 for pilot actions in situations where only one LRNS is determined to be operational prior to entry on to oceanic route segments or areas in the WATRS Plus CTAs).**

(2) After entry on to an oceanic route segment or area within the WATRS Plus CTAs, if an LRNS fails or malfunctions and only one LRNS remains operational, the pilot shall inform ATC. ATC will acknowledge and monitor the situation. The aircraft may continue on the cleared route provided that, in the pilot’s judgment, the remaining LRNS will enable the aircraft to be navigated within approximately 10 NM of the cleared route centerline. If that is not the case, then paragraph (3) below applies.

(3) If, in the pilot’s judgment, the aircraft cannot be navigated within approximately 10 NM of the cleared route centerline:

- i. the pilot shall advise ATC of the situation and coordinate a course of action
- ii. the pilot shall: consider the best option to maintain the safety of the operation (e.g., continuing on route or turning back); whenever possible obtain an ATC clearance before deviating from cleared route or flight level and keep ATC advised.

iii. ATC will establish an alternative separation standard as soon as practicable, coordinate the safest course of action with the pilot and monitor the situation.

iv. if coordination with ATC cannot be accomplished within a reasonable period of time, the pilot should consider climbing or descending 500 feet, broadcasting action on 121.5 and advising ATC as soon as possible.

d. **In-flight Contingency Procedures (e.g., Rapid Descent, Turn-back, Diversion).** In-flight contingency procedures for oceanic airspace now published in FAA Notices, posted on the WATRS Plus Website and published in ICAO Document 4444 must be emphasized in pilot training/knowledge programs. The published procedures are applicable to the WATRS Plus CTA reduction of lateral separation from 90 NM to 50 NM. The full text of the in-flight contingency procedures is published on the WATRS Plus Webpage under “Operating Policy” in Section 2.

e. **Special Emphasis: Maneuvering to Avoid Convective Weather in a 50 nm Separation Environment.** Pilots are required to maneuver (deviate) around convective weather on a regular basis in the course of WATRS Plus operations. Weather deviation procedures, therefore, must be emphasized in accordance with the following:

- Pilot training/knowledge programs and operations manuals or comparable operations documents must emphasize weather deviation procedures as published in FAA Notices and ICAO Document 4444 and posted under “**Operating Policy**” in Section 2 of the WATRS Plus Website. Weather deviation procedures are addressed in the RNP 10 and RNP 4 Job Aids. In addition, a pilot bulletin/aid for understanding and executing weather deviation procedures is posted under “Operating Policy” in Section 2 of the WATRS Plus Webpage.
- It is imperative that pilots keep ATC advised of their intentions during the initial weather avoidance maneuver and any subsequent maneuvers to avoid convective weather.
- For distress or urgent situations, direct Air/Ground and Ground/Air satellite telephone service (SATVOICE) is available for communication with New York Oceanic, San Juan Center and ARINC. (See the WATRS Plus Webpage for details).
- Pilots must be aware of the provision to climb or descend 300 feet (depending on the direction of flight and direction of deviation from track) to mitigate the chance of conflict with other aircraft **when forced to deviate without a clearance.**
- It is recommended that, if equipped, the Airborne Collision Avoidance System (ACAS (TCAS)) be operational. ACAS provides a valuable tool to alert the pilot to the presence and proximity of nearby aircraft in weather deviation situations.

f. **Strategic Lateral Offset Procedures (SLOP).** Pilots should use SLOP procedures in the course of regular oceanic operations. SLOP procedures are published in FAA Notices, posted under “Operating Policy” in Section 2 of the WATRS Plus Webpage and published on ICAO Document 4444. SLOP is addressed in the RNP 10 and RNP 4 Job Aids.

g. **Pilot Report of NonRNP10 Status.** The pilot shall report the lack of RNP 10 or RNP 4 status in accordance with the following:

- when the operator/aircraft is not authorized RNP 10 or RNP 4. **See paragraph 4.**
- if approval status is requested by the controller in accordance with paragraph 8h below.

- when an operator/aircraft previously granted RNP 10 or RNP 4 authorization is operating with only one operational LRNS. **See paragraph 9.**

**h. Pilot Statement of RNP 10 or RNP 4 Approval Status, If Requested.** If requested by the controller, the pilot shall communicate approval status using the following phraseology:

Controller Request	Pilot Response
(call sign) confirm RNP 10 or 4 approved	<p>“Affirm RNP 10 approved” or “Affirm RNP 4 approved”, as appropriate, or..</p> <p>“Negative RNP 10” (See paragraph 4 for NonRNP10 aircraft procedures).</p>

**9. Flight Of Aircraft Previously Authorized RNP 10 Or RNP 4 With One Long-Range Navigation System Operational**

a. To the maximum extent possible, operators that are authorized RNP 10 or RNP 4 should operate on WATRS Plus oceanic routes in compliance with those standards. If the situation warrants, however, operators may fly an aircraft on WATRS Plus oceanic routes with one LRNS operational. The intent of this policy is to allow an aircraft to complete the flight to its destination and/or be flown to a location for repair. For U.S. operators conducting operations under Part 121, 125 or 135 of the Code of Federal Regulations, Operations Specifications paragraph B054 (Class II (Oceanic) Navigation Using Single Long-Range Navigation System) applies.

b. **One LRNS Operational Prior to Takeoff For Flight Into WATRS Plus Oceanic Routes or Areas.** In the situation where only one LRNS is determined to be operational prior to takeoff, operators shall follow the practices detailed in paragraph 4 (Provisions For Accommodation of NonRNP10 Aircraft) (i.e., ICAO flight plan item 18 annotation and pilot report to ATC of aircraft NonRNP10 status). The aircraft will be treated as NonRNP10 aircraft and appropriate lateral separation will be applied.

c. **Failure or Malfunction of LRNS Enroute, One LRNS Operational Prior to Entering a WATRS Plus CTA.** In the situation where at least two LRNS are operational at takeoff, but LRNS failure or malfunction occurs en route and only one LRNS remains operational, the pilot shall take action to inform ATC. Approximately 175-125 NM prior to entering a WATRS Plus CTA, the pilot shall report to ATC that only one LRNS is operational and request that ATC amend the flight plan item 18 entry to delete “NAV/RNP10” or “NAV/RNP4” and enter “STS/NONRNP10” in accordance with paragraph 4a. In addition, after entering on to a WATRS Plus oceanic route or area, the pilot shall report the “NonRNP10” status of the aircraft in accordance with paragraph 4b..

**10. Contacts For Questions.** If there are questions or requests, one of the following may be contacted and a response will be coordinated with the appropriate FAA subject matter expert, if necessary:

Roy Grimes	FAA Support. Flight Standards Specialist, CSSI, Inc.	+1 202-863-3692	<a href="mailto:RGrimes@cssiinc.com">RGrimes@cssiinc.com</a>
Karen Chiodini	FAA Oceanic and Offshore Operations (AJE-32)	+1 202-493-5248	<a href="mailto:Karen.L.Chiodini@faa.gov">Karen.L.Chiodini@faa.gov</a>
Scott Luka	FAA Oceanic and Offshore Operations (AJE-32)	+1 202-493-5495	<a href="mailto:Scott.Luka@faa.gov">Scott.Luka@faa.gov</a>
Steve Smoot	FAA Support. CSSI, Inc.	+1 202-863-0132	<a href="mailto:SSmoot@cssiinc.com">SSmoot@cssiinc.com</a>

**11. FAA Project Leads.** The FAA project leads are:

David Maynard (Project Lead)	Manager, Oceanic and Offshore Operations (AJE-32)	+1 202-267-3448	<a href="mailto:David.Maynard@faa.gov">David.Maynard@faa.gov</a>
Madison Walton	Flight Standards Service, Flight Technologies & Procedures Division (AFS-400)	+1 202-385-4596	<a href="mailto:Madison.Walton@faa.gov">Madison.Walton@faa.gov</a>
Dale Livingston	ATO Separation Standards Analysis Group (AJP-7141)	+1 609-485-4163	<a href="mailto:Dale.Livingston@faa.gov">Dale.Livingston@faa.gov</a>

(AJE-32, 7/31/08)

**WATRS PLUS/NEW YORK OCEANIC ROUTING PROCEDURES****EFFECTIVE 5 JUNE 2008, 1000Z****NEW YORK CENTER NOTAM A0285/08 (6 May 2008)**

**Explanation of this version of NOTAM A0285/08.** New York Center NOTAM A0285/08 replaces A0169/08. See explanation in NOTE 1 below. A0285/08 is provided below in a readable, user friendly format.

This version of the NOTAM is posted under “WATRS Plus Route–Fix Data and Routing Information” in Section 2 of the FAA WATRS Plus Webpage. The URL is:

**[http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/enroute/oceanic/WATRS\\_Plus/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/WATRS_Plus/)**

**Routing Questions.** For questions on recommended WATRS Plus routing in individual centers, please contact one of the specialists below:

New York Oceanic:	<a href="mailto:Peter.C.Ehrlein@faa.gov">Peter.C.Ehrlein@faa.gov</a> ;	Ph. 631–468–1021
Miami Center:	<a href="mailto:Jim.McGrath@faa.gov">Jim.McGrath@faa.gov</a> ;	Ph. 305–716–1592
San Juan Center:	<a href="mailto:Jose.Arcadia@faa.gov">Jose.Arcadia@faa.gov</a> ;	Ph. 787–253–8695
Jacksonville Center:	<a href="mailto:Stephen.Willett@faa.gov">Stephen.Willett@faa.gov</a> ;	Ph 904–549–1573

**NEW YORK CENTER NOTAM A0285/08****WATRS PLUS/NEW YORK OCEANIC ROUTING PROCEDURES**

**Effective Date/Time:** effective 5 June 2008 at **1000Z** until further notice

**NOTE 1:** this NOTAM cancels and replaces NOTAM A0169/08 (4 April 2008) entitled: WATRS PLUS/NEW YORK OCEANIC ROUTING PROCEDURES. **The only change is to the effective start time. It has been changed to 1000Z.**

**NOTE 2:** to request a formatted electronic copy of this NOTAM please forward an email request to: PETER.C.EHRLEIN@FAA.GOV

The following route scheme is being published to provide direction for entering and exiting WATRS airspace in conjunction with the WATRS PLUS separation reduction and airspace redesign implementation on 5 June 2008. The below procedures will replace and supersede existing entry and exit routing procedures.

Effective 5 June 2008, 1000Z: MNPS certification is NOT required for aircraft operating in a small portion of MNPS airspace in the New York CTA/FIR west of 06700W and north of 3830N.

**SOUTHBOUND**  
**SOUTHBOUND WATRS PLUS ROUTE STRUCTURE ACCESS FROM NEW YORK**  
**METROPOLITAN AREA**

Effective 5 June 2008, 1000Z: All airspace users entering New York Center's West Atlantic Route System (WATRS) southbound on ATS routes: L453, L454, L455, L456, L457, L459, L461 AND L462 shall flight plan and file the following routes:

<b>ATS ROUTE</b>	<b>WATRS ACCESS ROUTING (SOUTHBOUND ONLY)</b>
For L453;	...LINND-AZEZU-L453...
For L453 VIA B24;	...B24-AZEZU-L453...
For L454;	...LINND-ROLLE-ATUGI-L454...
For L454 VIA B24;	...B24-WEBBB-ROLLE-ATUGI-L454...
For L455;	...LINND-RESQU-UMEDA-L455...
For L455 VIA B24;	...B24-WEBBB-RESQU-UMEDA-L455...
For L456;	...LINND-SQUAD-DARUX-L456...
For L456 VIA B24;	...B24-WEBBB-RESQU-DARUX-L456...
For L457;	...LINND-RESQU-UMEDA-L457...
For L457 VIA B24;	...B24-WEBBB-RESQU-UMEDA-L457...
For L459;	...LINND-SQUAD-DARUX-L459...
For L459 VIA B24;	...B24-WEBBB-RESQU-DARUX-L459...
For L461;	...LINND-KINGG-KINER-L461...
For L462;	...LINND-KAYYT-L462...
For L462 VIA ACK;	...ACK-J97-LACKS-KAYYT-L462...

<b>SIGNIFICANT POINT</b>	<b>COORDINATES</b>	<b>SIGNIFICANT POINT</b>	<b>COORDINATES</b>
LINND	39 24 35.130N / 071 42 37.750W	AZEZU	37 52 28.100N / 072 22 43.200W
ROLLE	37 23 35.259N / 071 42 21.109W	ATUGI	35 38 18.475N / 071 31 36.304W
RESQU	37 28 45.872N / 071 26 49.799W	UMEDA	35 45 32.979N / 070 26 55.630W
SQUAD	38 06 48.392N / 070 27 44.915W	DARUX	36 09 35.558N / 069 27 18.311W
KINGG	38 13 15.726N / 070 15 40.015W	KINER	36 34 27.229N / 068 17 14.807W
KAYYT	38 52 37.839N / 067 34 22.287W	WEBBB	37 40 17.560N / 071 58 55.326W
ACK	41 16.91N / 070 01.60W	LACKS	40 00.01N / 068 11.96W



**EASTBOUND  
TRANSITION TO NEW YORK OCEANIC CTA/FIR**

**VIA: ORF AR9 ZIBUT**

Effective 5 June 2008, 1000Z: All airspace operators transitioning the New York Center West Atlantic Route System (WATRS) via ZIBUT intersection, en route to the New York Center North Atlantic RNP/MNPS/RVSM airspace, are encouraged to flight plan via:

**ZIBUT [DCT] LARGE [DCT]: SLATN [or] JOBOC [or] DOVEY**

Operators opting to flight plan via any other fix or Latitude/Longitude coordinates east of ZIBUT intersection shall expect no higher than FL290 and may be rerouted to accommodate WATRS non-radar traffic.

**NOTE- This route may be filed bi-directionally**

SIGNIFICANT POINT	COORDINATES
ZIBUT	36 56.30N / 72 40.00W
LARGE	39 17.12N / 69 18.07W
SLATN	39 07.00N / 67 00.00W
JOBOC	40 07.00N / 67 00.00W
DOVEY	41 07.00N / 67 00.00W

**VIA: KAYYT [DCT] 0600W Longitude**

Effective 5 June 2008, 1000Z: Operators departing the metropolitan New York Area destined to the African Continent may file via:

LINND-KAYYT-[ TO 3800N/0600W or South, e.g. 3800N/0600W or 3700N/0600W or 3600N/0600W] – flight planned route.

**NOTE- This route may be filed bi-directionally**

SIGNIFICANT POINT	COORDINATES
LINND	39 24 35.130N / 071 42 37.750W
KAYYT	38 52 37.839N / 067 34 22.287W

**NORTHBOUND**  
**NORTHBOUND WATRS PLUS ROUTE STRUCTURE ACCESS TO NEW YORK**  
**METROPOLITAN AREA**

Effective 5 June 2008, 1000Z: All northbound airspace users exiting New York Center's West Atlantic Route System (WATRS) destined to New York Area airports on ATS routes: L453, L454, L455, L456, L457, L459, L461 AND L462 shall flight plan and file the following transition routes to join standard airport arrival routing:

<b>ATS ROUTE</b>	<b>WATRS EXIT ROUTING (NORTH-BOUND ONLY)</b>
From L453;	...AZEZU-BERGH...
From L454;	...OKONU-L454-BERGH..
From L454 TO B24;	...OKONU-L454-WEBBB-B24..
From L455;	...SAVIK-L455-BERGH..
From L455 TO B24;	...SAVIK-AZEZU-B24...
From L456;	...MARIG-BERGH...
From L457;	...OKONU-L457-BERGH..
From L457 TO B24;	...OKONU-L457-WEBBB-B24..
From L459;	...SAVIK-L459-BERGH..
From L459 TO B24;	...SAVIK-AZEZU-B24...
From L461;	...MARIG-BERGH...
From L462;	...KAYYT-BERGH...

<b>SIGNIFICANT POINT</b>	<b>COORDINATES</b>	<b>SIGNIFICANT POINT</b>	<b>COORDINATES</b>
AZEZU	37 52 28.100N / 072 22 43.200W	BERGH	39 07 56.840N / 072 03 05.680W
OKONU	37 17 21.273N / 071 57 54.219W	WEBBB	37 40 17.560N / 071 58 55.326W
SAVIK	37 42 41.536N / 070 59 01.760W	MARIG	38 19 42.402N / 070 03 34.262W
KAYYT	38 52 37.839N / 067 34 22.287W		

(AJE-32, 5/8/08)

**SPECIAL ROUTING FOR NON-RNP 10 AIRCRAFT IN  
WATRS PLUS CONTROL AREAS (CTA)**

1. On 5 June 2008, the FAA will implement a redesigned route structure and reduced lateral separation in the West Atlantic Route System (WATRS Plus) CTAs. 50 NM lateral separation will be applied between aircraft authorized Required Navigation Performance (RNP) 10 or RNP 4 in WATRS Plus CTAs. The WATRS Plus Control Areas are: the entire New York Oceanic CTA, the Atlantic portion of the Miami Oceanic CTA and the San Juan CTA/FIR.
2. Based on operator surveys and analysis of aircraft types that operate in the airspace, the FAA projects that, on the 5 June 2008 implementation date, approximately 5% of flights will be conducted by operators/aircraft that are NOT authorized RNP 10 or RNP 4.
3. The FAA objective remains to accommodate aircraft that are not RNP 10 or RNP 4 authorized (NonRNP 10 aircraft) in WATRS Plus CTAs, as has been stated in the FAA WATRS Plus Operational Policy & Procedures Notice. The FAA has, however, determined that on a limited number of WATRS Plus routes, NonRNP10 aircraft will need to file and fly special routing. For 10 routes, on average the special routing will be approximately 20 NM longer. For 3 routes, the routing will be on average 13 NM shorter. One routing from WATRS Plus route M329 will be 64 NM longer, however, NonRNP 10 aircraft types are projected to operate on that routing only about two times per month based on our analysis. (These aircraft may opt to fly on M328 or M330 to avoid the longer routing).
4. The need for NonRNP10 routing was generated by an unforeseen ground automation issue related to the necessity to apply a 90 NM lateral separation standard to NonRNP 10 aircraft. The FAA is working, as a high priority, on procedural and automation solutions to mitigate the need for NonRNP 10 aircraft routing and will keep the operators informed on its progress. The FAA has determined that there will be overall benefits to all users due to the more efficient altitudes available on the new WATRS Plus route structure.
5. **NonRNP 10 operators will file and fly NonRNP 10 routings, as shown in the table below, for operations in WATRS Plus CTAs, until further notice.**

<b>WATRS Plus Route</b>	<b>Standard WATRS Plus Routing</b>	<b>NonRNP 10 Aircraft Reroute</b>	<b>*Miles Diff.</b>	<b>Projected Monthly Reroute Use</b>
L451	ILIDO-L451-LETON-L450-GTK	ILIDO-LNHOM-L452-GTK	Net diff. of +7	10
L451	ILIDO-L451-SKYLE	ILIDO-LNHOM-L452-SKYLE		
L454	GRAMN-L454-ELMUC	GRAMN-LAMER-CERDA-ELMUC	+26	1
L455	RESCU-UMEDA-L455-LENNT DDP	SQUAD-DARUX-L456-THANK-DDP	+33	15
M201	PAEPR-M201-CA-RAC-LOMPI	PAEPR-MUNEY-M202-LOMPI	+12	0
M202	CARPX-UKOKA M202-ONGOT	CARPX-JAINS-ONGOT	+2	2
M203	NUCAR SNAGY M203 LEXIM	NUCAR - 29 09N / 076 42W LEXIM	-4	0
M204	NUCAR SUMRS M204 ELEBA	NUCAR - 29 09N / 076 42W ELEBA	+3	0

<b>WATRS Plus Route</b>	<b>Standard WATRS Plus Routing</b>	<b>NonRNP 10 Aircraft Reroute</b>	<b>*Miles Diff.</b>	<b>Projected Monthly Reroute Use</b>
M327	NUCAR SUMRS M327 KANUX	NUCAR – 29 09N / 076 42W KANUX	+8	10
M329	EXTER M329 BOREX	EXTER CNNOR BOREX	+20	2
M330	MLSAP MILLE M330 RUDLI	MLSAP 25 47N / 073 38W RUDLI	+1	1
M331	AVNEY CANEE M331 OLEDU	AVNEY 25 47N / 073 38W OLEDU	+37	0
M593	EXTER M329 GRATX M593 RUDLI	EXTER CNNOR RUDLI	+13	0
M595	MUSSH MILLE M330 RABAL	MUSSH 25 47N / 073 38W RABAL	-7	0

\*NOTE – Plus (+) indicates longer route. Minus (-) indicates shorter route.

6. This Notice is posted under “WATRS Plus Route–Fix Data and Routing Information” in Section 2 of the FAA WATRS Plus Webpage. The URL is:

**[http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/enroute/oceanic/WATRS\\_Plus/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/WATRS_Plus/)**

7. **Routing Questions.** For questions on WATRS Plus routing for NonRNP 10 aircraft in individual centers, please contact one of the specialists below:

New York Oceanic:	<a href="mailto:Peter.C.Ehrlein@faa.gov">Peter.C.Ehrlein@faa.gov</a> ;	Ph. 631–468–1021
Miami Center:	<a href="mailto:Jim.McGrath@faa.gov">Jim.McGrath@faa.gov</a> ;	Ph. 305–716–1592
San Juan Center:	<a href="mailto:Jose.Arcadia@faa.gov">Jose.Arcadia@faa.gov</a> ;	Ph. 787–253–8695
Jacksonville Center:	<a href="mailto:Stephen.Willett@faa.gov">Stephen.Willett@faa.gov</a> ;	Ph 904–549–1573

(AJE–32, 5/8/08)

## Special Area Navigation (RNAV) Routes Between Florida and Puerto Rico: Change From “T-routes” to “Y-routes” On 5 June 2008

**Introduction.** Effective 05 June 2008 at 0900Z, the Special Area Navigation (RNAV) routes in the airspace between Florida and Puerto Rico, previously identified as “T-routes”, will be designated as “Y-routes”. The letter “Y” will be followed by the numerical route number.

### **Background:**

The airspace between the State of Florida and the Commonwealth of Puerto Rico is designated Class A airspace in Title 14 of the Code of Federal Regulations (14 CFR). The applicable sections are Part 71, Section 71.1, which incorporates FAA Order 7400.9 by reference, and Section 71.33. Historically, air traffic capacity within this area is constrained by a route structure based on traditional ground-based navigation aids (NAVAIDs) and non-mosaic radar facilities.

In 1999, the FAA’s Southern Region developed a Special RNAV route structure to better serve the user community that flies between Florida and Puerto Rico. Those routes are currently designated “T-routes.” They are being re-designated as “Y-routes” because the “T” designation is now being used to identify terminal RNAV routes in the National Airspace System (NAS).

The objective of the Y-routes does not change from that of the original Special RNAV T-routes. The objective is to capture the benefits that Global Navigation Satellite Systems (GNSS) and other approved RNAV systems provide by enabling aircraft to navigate on direct point-to-point routes. These special routes augment the existing conventional airway system and stand as the foundation toward increased efficiency in air traffic management and decreased operating costs for users.

The FAA has noted that many aircraft, both new and in-service, are being equipped with GNSS navigation systems. Based on this improved navigation capability, the FAA is considering future plans to publish and chart public routes in this area that conform to AC 90-100, as amended (U.S. Terminal and En Route Area Navigation (RNAV) Operations) with the intent of further enhancing the safety and efficiency of the Atlantic High Offshore airspace.

### **Operational Policy and Procedures:**

**1. Route and fix publication.** On 10 April 2008, the waypoints that define the Y-routes will be published in the National Flight Data Digest (NFDD). Y-routes will remain “special” routes and will not be charted on U.S. government aeronautical charts. The Y-routes will generally follow the location and orientation of the T-routes, however, some waypoints will change slightly to accommodate crossing points with West Atlantic Route System (WATRS) Plus “Lima” and “Mike” routes.

**2. Date/time for transition to Y-routes.** Y-routes will replace T-routes at 0900Z on

5 June 2008. At/after 0900Z on 5 June 2008, aircraft planning to operate on special RNAV routes between Florida and Puerto Rico will file and fly Y-routes.

**3. Operation when ATC radar temporarily OTS.** Normally these routes operate under radar surveillance. However, under the conditions detailed below, the routes may continue to operate using non-radar procedures during periods of temporary air traffic control (ATC) radar outage. The decision to continue RNAV route operation in non-radar situation is based on an evaluation of the following communications, navigation and surveillance (CNS) factors:

- A. Communications: Direct controller-pilot communications via VHF radiois available on the routes.
- B. Navigation: Aircraft RNAV systems are approved for Instrument Flight Rules (IFR) operation in accordance with existing FAA regulations and Advisory Circulars (ACs)
- C. Safety Net: In a non-radar environment, an operational Traffic Alert and Collision Avoidance System (TCAS) is required in accordance with paragraph 6 below.

- D. Operational environment: Pilot requests for track deviations to avoid convective weather and for aircraft contingencies or emergencies will be managed in accordance with existing ATC procedures.

#### **4. Operational approval**

- A. **Class I Navigation:** operations on the Y-routes will continue to be categorized as Class I navigation, as defined in FAA Order 8900.1, Vol. 4, Chapter 1, Section 3, Class I Navigation. **Note:** FAA Order 8900.1, Vol. 4, Chap. 1, Sect. 3, Paragraph 4–56 states that area navigation is an approved type of IFR Class I navigation.
- B. **Operations Specifications:** operators are considered eligible to conduct operations on the Y-routes provided that aircraft are equipped with the appropriate equipment in accordance with paragraph 5 and 6 below and operations are conducted in accordance with paragraph 7 below. Title 14 CFR Parts 121, 125, 135 operators are authorized to operate on the Y-routes when they are issued Operations Specifications (OpSpecs) paragraph B034 (Class I Navigation Using Area Navigation Systems). In addition, OpSpecs B034 must be annotated in OpSpecs paragraph B050 (Enroute Authorizations, Limitations and Procedures), for the Caribbean Sea area of operations.
- C. **Title 14 CFR Part 91 Operators:** Title 14 CFR Part 91 operators are considered eligible to conduct operation on the Y-routes provided aircraft are equipped with approved equipment in accordance with paragraphs 5 and 6 and operations are conducted in accordance with paragraph 7. Title 14 CFR Part 91 operators must review their Airplane Flight Manual (AFM) and verify that the aircraft RNAV system has been approved and installed in accordance with one of the FAA Advisory Circulars listed in paragraph 5. If the operator is unable to verify that the AFM shows that the aircraft RNAV system is appropriately approved, then it should contact the local Flight Standards District Office (FSDO) for help in determining eligibility. The FSDO may contact the Flight Technologies and Procedures Division (AFS-400) if further assistance is required. (See paragraph 8 for contacts). **A specific Letter of Authorization is not required.**

**5. Operator determination of RNAV equipment eligibility.** Operators will not flight plan nor operate on Y-routes unless their aircraft is equipped with RNAV systems that are approved for IFR navigation. Aircraft may be considered eligible to operate on

Y-routes if the AFM shows that the navigation system installation has received airworthiness approval in accordance with one of the following ACs:

- A. AC 90-45A (Approval of Area Navigation Systems for use in the U.S National Airspace System)
- B. AC 20-121A (Airworthiness Approval of LORAN-C Navigation Systems for use in U.S. National & Airspace System (NAS) and Alaska)
- C. AC 20-130, as amended (Airworthiness Approval of Navigation or Flight Management Systems Integrating Multiple Navigation Sensors)
- D. AC 20-138, as amended (Airworthiness Approval of Global NavigationSatellite System (GNSS) Equipment); or
- E. AC 25-15 (Approval of Flight Management Systems in Transport Category Aircraft)

Note: for Inertial Navigation System (INS) limitation, see paragraph 7D.

**6. TCAS equipage when ATC radar temporarily out of service.** An operational TCAS is required for commercial operators to dispatch for flight on Y-routes when the Y-routes are not operating under radar surveillance. For general aviation operators, this requirement will be applied when the flight plan is filed. Air Traffic Control will notify operators that applicable ATC radar is inoperative as soon as possible.

**7. Operational requirements and procedures.**

- A. Pilots in command (PIC) filing a Y–route are certifying that the crew is qualified and the aircraft equipment meets the requirements to conduct RNAV operations.
- B. Pilots in command are responsible for navigating along the centerline (as defined by the aircraft navigation systems) in accordance with the requirements of 14 CFR Part 91.181 (course to be flown) and ICAO Annex 2, Paragraph 3.6.2.1.1. (Annex 2, paragraph 3.6.2.1.1 states that flights shall “in so far as practicable, when on an established ATS route, operate along the defined centerline of that route.”)
- C. The PIC shall notify the Miami Air Route Traffic Control Center (ARTCC) or San Juan Combined Center Radar Approach Control (CERAP) of any loss of navigation capability that affects the aircraft’s ability to navigate within the lateral limits of the route.
- D. For the purpose of Y–route operation, on routes where Inertial Navigation Systems (INS) or Inertial Reference Systems (IRS) cannot receive automatic position updates (e.g., DME/DME update) for the entire length of the route, aircraft are limited to 1.5 consecutive hours of un–updated operation. In preparation for take–off, this time starts when the INS or IRS is placed in the navigation mode. En route, the maximum time allowed between automatic position updates is 1.5 hours. Systems that perform position updating after the pilot has manually selected the navigation aid are considered to have “automatic update” capability.
- E. Radar monitoring will normally be provided. In the event of a loss of radar, the flight crew will be advised. Air traffic control (ATC) will ensure that the appropriate non–radar separation is applied during these time periods.
- F. Pilots must have and use an en route chart that identifies the Y–routes and their waypoints.
- G. Waypoints shall be identified as compulsory or non–compulsory reporting points. When the ARTCC/CERAP is providing radar service, the operator shall report compulsory points only when requested. In accordance with ICAO documents, routes are identified as Y–routes and all waypoints/fixes are pronounceable five letter names.

**8. Contacts for questions.** If there are questions or a request, you may contact one of the following:

- A. Jim McGrath (Miami Air Route Traffic Control Center). Phone: +1 305–716–1592; Email: [Jim.McGrath@faa.gov](mailto:Jim.McGrath@faa.gov)
- B. Madison Walton (Flight Standards Service, Flight Technologies and Procedures Division (AFS–400)). Phone: +1–202–385–4596; Email: [Madison.Walton@faa.gov](mailto:Madison.Walton@faa.gov)
- C. Roy Grimes (FAA Separation Standards Program Support, CSSI, Inc). Phone: +1–202–863–3692; Email: [RGrimes@cssiinc.com](mailto:RGrimes@cssiinc.com)

(AJE–32, 6/5/08)

**NORTH ATLANTIC (NAT) SAFETY ALERT**

**Introduction.** At its Forty–Third Meeting (Paris, 12 to 15 June 2007), the North Atlantic Systems Planning Group (NAT SPG) examined a number of safety concerns raised by its contributory bodies. The Group developed safety related material to urgently highlight to NAT aircraft operators ways in which they could contribute to reducing or mitigating these safety concerns. This material has been published as *NAT Safety Alert* in the NAT SPG & Subgroups section of the European and North Atlantic Office’s website: <http://www.paris.icao.int>.

The FAA urges operators to review the NAT Safety Alert material published below, amend pilot training programs and operations manuals, if necessary, and take action to distribute the information to pilots.

### **NAT SAFETY ALERT (10 August 2007)**

The ICAO North Atlantic Systems Planning Group (NAT SPG) has identified a number of safety-related issues affecting operations in the NAT Region. The Member States want to alert airspace users to the following issues:

**Strategic Lateral Offset Procedures (SLOP).** SLOP was created to reduce the risk of collision. SLOP involves the selection of offsets to the right of the cleared track and it is to be used as a **Standard Operating Procedure (SOP)** in the NAT Region. Random distribution of aircraft on and to the right of the centre line is key to compensating for the extremely accurate navigation capabilities of modern aircraft. This accuracy creates a situation where aircraft can be at immediate risk of collision if there is an unintended loss of vertical separation between flights following the same or reciprocal tracks.

By allowing pilots to randomly select to fly either 1 or 2 nautical miles (nm) right of the centre line, SLOP also incorporates wake turbulence avoidance procedures.

Although some NAT aircraft operators have successfully implemented this procedure as a SOP, there is still relatively little uptake on the part of the majority of NAT aircraft operators. Since the aircraft without automatic offset capability must fly the centre line, those that are capable are strongly encouraged to fly an offset of one or two nm right of the centre line. In practical terms:

1. if your aircraft can be programmed to fly an offset, fly a one nm or a two nm offset to the right of the centre line
2. being random is key to the procedure – follow your company's SLOP SOPs or find ways to choose different offsets for each flight
3. always fly your offset to the right of the centre line
4. you should fly an offset from the oceanic entry point to the oceanic exit point
5. you don't need an ATC clearance for an offset
6. you don't need to report that you are flying an offset if you are in the NAT Region
7. if your offset causes wake turbulence problems for a following aircraft, choose a different SLOP option (0, 1 or 2 nm to the right of the centre line) from the one you are currently applying.

Further information regarding the use of SLOP in the NAT Region is available on the NAT Programme Coordination Office (NAT PCO) Website at: [www.nat-pco.org](http://www.nat-pco.org).

**Report Leaving, Report Reaching.** The early discovery of altitude deviations is extremely important to the overall safety of NAT operations. Recently, it has been discovered that pilots frequently defer the required reports of leaving and reaching flight levels until the next routine communication. This has led to instances where aircraft have flown at the incorrect flight level for long durations. This is not acceptable from a system safety standpoint. While the actual number of vertical errors in the NAT Region is relatively small, the fact that some of these errors continue undetected (and therefore uncorrected) for long durations, has resulted in an unacceptable situation. In practical terms:

1. report leaving a flight level as soon as you begin your climb or descent
2. similarly, report reaching a flight level as soon as you are level
3. in RVSM airspace, provide the reports even if ATC has not specifically requested them

#### **Adherence to Oceanic Clearance**

As a key part of ensuring the overall safety in the NAT Region, pilots are reminded of the importance of strict adherence to the oceanic clearance. The NAT oceanic clearance provides separation from all known aircraft from the oceanic entry point to the oceanic exit point. This separation can only be assured if all aircraft enter oceanic airspace in accordance with their oceanic clearance.



Although it may be desirable to defer climb or descent to the cleared oceanic flight level, delaying the request to domestic ATC for a clearance may result in entering oceanic airspace at an incorrect flight level. This has an extremely negative impact on the overall safety situation. In practical terms:

1. flights must enter oceanic airspace level at the cleared oceanic flight level
2. flights must enter oceanic airspace at the cleared oceanic entry point
3. flights must maintain the assigned true Mach number
4. if a pilot cannot comply with any part of the oceanic clearance, ATC must be informed immediately
5. pilots must ensure that their aircraft performance enables them to maintain the cleared oceanic flight level for the entire oceanic crossing
6. if a pilot discovers that the aircraft is not able to reach or remain at a cleared flight level, ATC must be informed immediately

Further information regarding recommended practices in the NAT Region can be found in the NAT MNPS Airspace Operations Manual and the “On the Right Track” presentations, available on the ICAO NAT PCO Website at: [www.nat-pco.org](http://www.nat-pco.org).

(AJE-32/AFS-400, 9/27/07)

## NEW YORK FIR

### ICAO Flight Plan Addressing in the New York Oceanic FIR:

All flights entering the New York Oceanic CTA/FIR should address flight plans to KZWYZOZX. Flights entering the New York Oceanic CTA/FIR from domestic United States airspace or Bermuda should address flight plans to both KZWYZOZX and KZNYZQZX. (ATO-E, 21 Dec 06)

## BEACON CODE PROCEDURES IN THE WESTERN ATLANTIC ROUTE SYSTEM (WATRS) AREA

Effective immediately, all aircraft transitioning into the West Atlantic Route System (WATRS) via fixed ATS routes shall remain on the last ATC-assigned beacon code.

## NEW YORK OCEANIC FIR DATA LINK PROCEDURES

New York ARTCC provides full Controller Pilot Data Link Communications (CPDLC) and Automatic Dependant Surveillance-Contract (ADS-C) services throughout its Oceanic Airspace to FANS-1/A capable flights. The New York Oceanic FIR FANS LOGON address is “KZWY”. CADS LOGON is **not** supported. Flights should use ADS for position reporting and CPDLC for all other ATC communications while in the New York Oceanic Area. See section 4 of this NOTAM for more information.

### 1. LOGON/Entry Procedures For Aircraft Entering the KZWY Data Link Service Area From Non-Data Link Airspace:

1) LOGON to KZWY at least 15 minutes but not more than 45 minutes prior to entering the New York Oceanic CTA/FIR.

2) **PRIOR** to entering the New York Oceanic FIR contact ARINC on HF or VHF providing the information as outlined in section 7 below.

### 2. Aircraft entering the New York Oceanic FIR from adjacent CPDLC airspace:

CPDLC and ADS services will be forwarded automatically between New York, Santa Maria, and Gander OCA's. CPDLC connections will be transferred approximately 5 minutes prior to the boundary crossing point. Pilots should determine the status of the FANS connection when crossing the New York Oceanic FIR boundary.

(1) If "KZWY" is the active connection, when crossing the New York Oceanic FIR boundary the pilot shall;

[a] Contact ARINC on HF providing the information as outlined in section 7 below.

(2) If "KZWY" is not the active center, when crossing the New York Oceanic FIR boundary the pilot shall;

[a] Terminate the CPDLC connection, then log-on to "KZWY".

[b] Contact ARINC on HF providing the information as outlined in section 7 below.

### **3. Flights Over Flying New York Bermuda RADAR Airspace**

Prior to entering New York Bermuda RADAR airspace, aircraft will receive an END SERVICE message that will result in termination of CPDLC. Aircraft shall re-log-on to "KZWY" prior to re-entering the New York Oceanic CTA/FIR when they are advised by ATC to contact ARINC on HF.

### **4. Position Reports**

Position reports should be made via ADS. The two types of ADS contracts that will be established with each aircraft are a twenty (20) minute Periodic Report Rate and a five (5) mile Lateral Deviation Event. This is in addition to normal waypoint reports. Operators should **not** use CPDLC for position reports but it should be used for all other ATC communications. Position reports should be made via HF if ADS is not available. KZWY cannot accept CPDLC position reports containing latitude and longitude in the ARINC 424 format (e.g. 4050N)

### **5. Controller Pilot Data Link Communications (CPDLC) Failure**

In the event of Data Link failure or outages, flight crews shall contact New York Radio via HF voice for routine communications. SATVOICE contact should be limited to distress and urgency situations.

### **6. Exit Procedures for Aircraft Exiting the KZWY Data Link Service Area to Adjacent Non-CPDLC Airspace**

Aircraft approaching New York Center Domestic, New York Center Bermuda RADAR, San Juan, Piarco, Jacksonville, Miami, Moncton, and Gander Domestic can expect a CPDLC uplink message containing the VHF frequency assignment for the next facility. CPDLC End Service will be sent approximately 5 minutes prior to the boundary crossing point.

### **7. High Frequency (HF) and Very High Frequency (VHF) Communications Requirements Prior to Entering the KZWY Oceanic Area**

- 1) Contact New York Radio (ARINC) on HF or VHF and identify the frequency which calls are being made on.
- 2) Identify the flight as ADS and/or CPDLC connected.
- 3) State the name of the next CTA/FIR to be entered along with the latitude and longitude or waypoint exit point leaving the ZNY FIR.
- 4) Request a SELCAL check.
- 5) Expect to receive primary and secondary HF frequency assignments from New York Radio for the route of flight within the Data Link Service Area.

### **If the Flight Will Exit ZNY Oceanic Airspace Into Domestic Airspace (Including Overhead New York Bermuda RADAR)**

- 1) Identify the flight as ADS and/or CPDLC connected.
- 2) State the track letter if operating on the Organized Track System (OTS).
- 3) State the name of the next CTA/FIR to be entered along with the latitude and longitude or waypoint exit point leaving the ZNY FIR.

- 4) Request a SELCAL check.

**NOTE 1: ARINC May require flights to contact them at 60 West for HF frequency updates.**

**NOTE 2: HF frequency updates are required due to frequency propagation.**

**NOTE 3: Pilots must maintain SELCAL watch at all times within the New York Oceanic FIR.**

### Example Transmissions

#### Random Route:

”New York Radio, (N12345), on (11396). ADS and CPDLC connected, exit point (SUMRS), (Miami) next, SELCAL (AB-CD).”

#### Organized Track:

”New York Radio, (N12345), NAT Track (Whiskey), exit point (44N50W), (Gander) next, SELCAL (AB-CD)”

### 8. Questions

Direct questions to the New York Center Airspace and Procedures Office, telephone: 001-631-468-1018, fax 001-631-468-4229 during normal business hours, Monday – Friday. During all other times, contact the New York Center North Atlantic Supervisor: +1-631-468-1496, or Aeronautical Radio Supervisor: +1-631-244-2483. Additional information concerning CPDLC can be found at:

[http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/enroute/oceanic/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/)

(AJE-32, 6/5/08)

### SATVOICE CAPABILITY – NEW YORK FIR

New York Center oceanic control now has capability for direct Air/Ground and Ground/Air satellite telephone service (SATVOICE). SATVOICE contact between the pilot and New York Center shall be limited to distress and urgency situations.

New York Center oceanic control may initiate SATVOICE calls to aircraft when other means are not available and communication is essential.

#### **NOTE-**

*Aircraft should be logged onto the Atlantic Ocean Region West (AOR-W) satellite while operating in the New York Fir in order for New York Center to be able to initiate calls to the aircraft.*

The INMARSAT Codes for New York Oceanic FIR are 436695 (MNPSA and AIRSPACE East of 60W and South of 27N) and 436696 (WATRS Area).

### **Operational Policy and Procedures For the West Atlantic Route System (WATRS), the New York Oceanic FIR, the San Juan FIR and Atlantic High Offshore Airspace**

**OBJECTIVES.** The objectives of this Notice are to:

- Document RVSM policies and procedures applicable in the San Juan FIR and Atlantic High Offshore airspace.
- Document RVSM policies and procedures applicable in the New York Oceanic FIR portion of WATRS and south of 27 degrees north latitude.
- Document procedures applicable to general oceanic operations (i.e., above, below and within RVSM airspace).

- Clarify policies applicable in oceanic airspace versus those to be applied in areas where VHF or UHF voice communications are established between the pilot and controller.

**SIGNIFICANT CHANGES (2/16/06 version).** See Section 2, paragraph b (Special Procedures for In-flight Contingencies In Oceanic Airspace).

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### INTRODUCTION

1. Section 1 details policies and procedures that are applicable in FAA controlled oceanic airspace where RVSM is implemented in:

- The San Juan FIR portion of WATRS
- The New York Oceanic FIR portion of WATRS
- The New York Oceanic FIR south of 27 degrees north latitude

2. Section 2 details policies and procedures that are intended to apply to all oceanic operations (i.e., operations above, below and within RVSM airspace). These procedures would generally be applied in airspace **where direct controller-pilot VHF or UHF voice communication is not available** in:

- the San Juan FIR portion of WATRS
- the New York Oceanic portion of WATRS and south of 27 degrees north latitude

**3.** The policies and procedures published in the FAA Notice, “Operational Policy/Procedures For RVSM In The Domestic U.S., Alaska, Offshore Airspace and the San Juan FIR”, are intended to apply in FAA controlled RVSM airspace **where direct controller–pilot VHF or UHF voice communication is available in:**

- The San Juan FIR
- Atlantic and Gulf of Mexico High Offshore Airspace
- The lower 48 states of the U.S. and Alaska

The Notice is posted on the FAA RVSM Documentation Webpage in the “Domestic U.S. RVSM” section of “Area of Operations Specific Information”.

Note: Pilots must be aware of the air traffic services available to them and follow procedures and guidance appropriate to the services available. In contingency situations, it is recognized that ultimately pilot judgment will determine the actions to be taken in specific circumstances and areas.

## SECTION 1

### RVSM POLICY AND PROCEDURES

#### **a. RVSM AIRSPACE: DATE, TIME AND AIRSPACE WHERE IMPLEMENTED**

**1.** The following FAA controlled airspace will be designated as RVSM airspace between FL 290–410 (inclusive) on January 20, 2005 at 0901 UTC:

- The entire San Juan FIR
- The New York Oceanic FIR south of 27 degrees north latitude
- All Atlantic High Offshore and Gulf of Mexico High Offshore Airspace
- The lower 48 states of the U.S. and Alaska

**2.** On the same date and time, RVSM will also be implemented in the following airspace where other authorities provide Air Traffic Services:

- Canadian Southern Domestic airspace
- Mexican Airspace
- The airspace of the Caribbean and South American regions

**3.** RVSM was implemented between FL 290–410 (inclusive) in the New York FIR portion of WATRS airspace in November 2001.

**NOTE:** RVSM airspace is “exclusionary” airspace. Prior to operating in designated RVSM airspace, with only limited exceptions, operators and aircraft must have received authorization from the responsible civil aviation authority. See paragraph j for policies on Non–RVSM aircraft.

#### **b. FLIGHT LEVEL ALLOCATION SCHEME (FLAS).**

Altitude assignments for direction of flight will follow a scheme of odd altitude assignment for magnetic courses 000–179 degrees and even altitudes for magnetic courses 180–359 degrees for flights up to and including FL410.

#### **c. ELIMINATION OF RVSM TRANSITION AREAS**

Effective January 20, 2005 at 0901 UTC, airspace previously designated as “RVSM transition areas” will be designated as RVSM airspace. This includes the airspace within the San Juan CERAP and the Offshore airspace of the Miami, Jacksonville, Washington, and Boston ARTCCs directly adjacent to the New York Oceanic FIR.

**d. SOURCES OF RVSM INFORMATION: FAA RVSM HOMEPAGE AND RVSM DOCUMENTATION WEB PAGE**

1. The FAA maintains a Website containing documents and policy related to RVSM operations in various regions of the world. The FAA RVSM Homepage address is: [www.faa.gov/ats/ato/rvsm1.htm](http://www.faa.gov/ats/ato/rvsm1.htm). The “RVSM Documentation” Webpage is linked to the RVSM Homepage. The RVSM Documentation Webpage contains sections on RVSM Approval, Monitoring Requirements and Procedures, Registration on RVSM Approvals Databases and Area of Operations Specific Operational Policy and Procedures.

2. The FAA Webpage has links to Websites in other regions such as Europe, Caribbean and South America and Asia/Pacific.

**e. AIRWORTHINESS AND OPERATIONAL APPROVAL, APPROVALS DATABASES, AND MONITORING**

**1. Approval Process.** Operators must obtain operational approval from the State of Registry or State of the Operator, as appropriate, to conduct RVSM operations. The documents listed below are found on the RVSM Documentation Webpage.

(a) “RVSM Approval Checklist – US Operators” or “RVSM Approval Checklist – Non-US Operators” (as applicable). These are job aids or check lists found in the “Getting Started” section that show aircraft and operator approval process events with references to related information in RVSM documents published on the Webpage.

(b) “RVSM Area New to the Operator.” This document provides a guide for operators that are conducting RVSM operations in one or more areas of operation, but are planning to conduct RVSM operations in an area where they have not previously conducted RVSM operations.

**2. Registration On Approvals Databases.** In accordance with regional agreements, State civil aviation authorities must maintain a State database of RVSM approved operators and airframes for which they are responsible. In addition, they are responsible for providing database information to the appropriate regional central monitoring agency.

(a) **Registration of U.S. Operators.** The Separation Standards Group at the FAA Technical Center maintains the U.S. database of RVSM approved airframes and operators. The Separation Standards Group obtains the required information on U.S. operators and airframes directly from the FAA Flight Standards (AFS) Program Tracking and Reporting Subsystem (PTRS). The “Registration on RVSM Approvals Databases” section of the RVSM Documentation Webpage explains this process for U.S. operators. Once a U.S. operator has completed the approval process with the appropriate AFS field office, no further action is required on the part of the operator.

(b) **Registration of Non-U.S. Operators.** The “Registration on RVSM Approvals Databases” section of the RVSM Documentation Webpage provides contacts and information on various regional databases such as the Caribbean and South American Monitoring Agency (CARSAMMA) and the North Atlantic Central Monitoring Agency (NAT CMA).

**3. Aircraft Monitoring.** Operators are required to participate in the RVSM aircraft monitoring program. This is an essential element of the RVSM implementation program in that it confirms that the aircraft altitude-keeping performance standard is being met. For information on RVSM monitoring, see the “Monitoring Requirements and Procedures” section of the RVSM Documentation Webpage.

**f. TCAS II VERSION 7.0 (ACAS II)****1. U.S. Operators.**

(a) TCAS requirements for U.S. operators flying in airspace where RVSM is applied are established in 14 CFR Part 91 Appendix G. Appendix G (Operations in RVSM Airspace) states that, unless otherwise authorized by the FAA, aircraft equipped with TCAS II and used in RVSM operations must incorporate Version 7.0 or a later version.

(b) For operations within other countries, U.S. operators are reminded that Part 91 Section 91.703 requires them to "...comply with the regulations relating to flight and maneuver of aircraft there in force".

**2. Non-U.S. Operators:** ICAO Annex 6, Part I (International Commercial Air Transport Airplanes). Operators should confirm ACAS II equipage 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.

#### **1. HEIGHT DEVIATION REPORTING**

1. The successful implementation of RVSM in any airspace is dependent on regular monitoring of airspace system safety. An important part of that monitoring program is the reporting of height deviations 300 feet or more from the assigned flight level. Any deviation which is 300 feet or more from the assigned level in RVSM or RVSM Transition airspace, whether intentional or not, should be reported to the appropriate Regional Monitoring Agency.

2. Historically, these events have been spawned by several causes:

(a) Misunderstandings between aircrew and ATC facility regarding the assigned flight level.

(b) Maneuvering an aircraft away from the assigned flight level.

(c) Responding to contingency events, prior to offsetting laterally from the adjacent track.

(d) Negotiating meteorological effects (turbulence).

(e) Equipment failure.

(f) Responding to TCAS RA and TA.

3. The "Altitude Deviation Report Form" for reporting these events is an attachment to the North Atlantic (NAT) MNPS Airspace Operations Manual. This manual is posted in the "MNPSA" section of the NAT Program Coordination Office Website ([www.nat-pco.org](http://www.nat-pco.org)). The form may be filed at the completion of the flight or it may be filed by the controlling ATC facility, as appropriate. It should be sent to:

(a) Separation Standards Group at the FAA William J. Hughes Technical Center. Fax +01 609 485-5117.

(b) North Atlantic Central Monitoring Agency. Email: [natcma@nats.co.uk](mailto:natcma@nats.co.uk); Fax +44 1292 692 754

(c) Caribbean and South American Regions Monitoring Agency. Website address: [www.cgna.gov.br/carsam/Ingles/index.htm](http://www.cgna.gov.br/carsam/Ingles/index.htm). Fax: 55 (12) 39 41 70 55

4. The data compiled from reports is reviewed regularly and summarized to prepare an estimate of safety for the WATRS airspace. From this information, improved procedures and practices are recommended.

## SECTION 2

### **PILOT PROCEDURES GENERALLY APPLICABLE TO OCEANIC OPERATIONS (i.e., ABOVE, BELOW AND WITHIN RVSM AIRSPACE)**

**a. Update: Special Procedures for In-flight Contingencies In Oceanic Airspace.** This paragraph contains procedures for in-flight contingencies in oceanic airspace that are now published in Section 15.2.2 of ICAO Document 4444 (*Procedures for Air Navigation Services – Air Traffic Management*). Effective February 16, 2006, operators are expected to follow the procedures printed below. The effective date for the guidance has been coordinated with the Air Traffic Services providers in the Atlantic and Pacific. The guidance will, therefore, be applicable in all Pacific and Atlantic oceanic FIRs including Oakland, Anchorage, New York and San Juan Oceanic.

**NOTE 1:** The only **significant** procedural change from in-flight contingency procedures previously published in ICAO Regional Supplementary Procedures (Doc 7030) is to the track offset. The track offset has been changed to **15nm** for contingencies requiring the aircraft to depart cleared altitude and/or track prior to obtaining a revised clearance. In the “General Procedures” section below, see paragraphs 3b and 4.

**NOTE 2:** Prior to this harmonization, the track offset for in-flight contingencies was 30nm in the North Atlantic (NAT) and 25nm in Pacific airspace.

### **SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE: INTRODUCTION**

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

(a) Inability to maintain assigned flight level due to meteorological conditions, aircraft performance or pressurization failure;

(b) En route diversion across the prevailing traffic flow; and

(c) Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations.

2. These procedures are applicable primarily when rapid descent and/or turn-back or diversion is required. The pilot’s judgement shall determine the sequence of actions to be taken, having regard to the prevailing circumstances. Air traffic control shall render all possible assistance.

### **SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE: GENERAL PROCEDURES**

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, and/or an aircraft is unable to maintain the navigation performance accuracy specified for the airspace, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. The radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times shall be used as appropriate. Subsequent ATC action with respect to that aircraft shall be based on the intentions of the pilot and the overall air traffic situation.

3. **If prior clearance cannot be obtained**, an ATC clearance shall be obtained at the earliest possible time and, until a revised clearance is received, the pilot shall:

(a) Leave the assigned route or track by initially turning \*90 degrees to the right or to the left. When possible, the direction of the turn should be determined by the position of the aircraft relative to any organized route or track system. Other factors which may affect the direction of the turn are:

- (1) The direction to an alternate airport, terrain clearance;
- (2) Any lateral offset being flown, and the flight levels allocated on adjacent routes or tracks.

**\*FAA EXPLANATORY NOTE:** a turn of less than or greater than 90 degrees may be required, depending on the type of contingency and whether the pilot intends to continue in the same direction or reverse course.

(b) Following the turn, the pilot should:

(1) If unable to maintain the assigned flight level, initially minimize the rate of descent to the extent that is operationally feasible;

(2) Take account of other aircraft being laterally offset from its track;

(3) Acquire and maintain in either direction a track laterally separated by 28 km (15 NM) from the assigned route; and

(4) Once established on the offset track, climb or descend to select a flight level which differs from those normally used by 150 m (500 ft);

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

(d) Maintain a watch for conflicting traffic both visually and by reference to ACAS (TCAS) (if equipped);

(e) Turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

(f) Keep the SSR transponder on at all times; and

(g) Take action as necessary to ensure the safety of the aircraft.

4. When leaving the assigned track to acquire and maintain the track laterally separated by 28 km (15 NM), the flight crew, should, *where practicable*, avoid overshooting the track to be acquired, particularly in airspace where a 55.5 km (30 NM) lateral separation minimum is applied.

**SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE: ETOPS AIRCRAFT  
(Extended Range Operations By Aircraft With Two-Turbine Power-Units)**

If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

**b. WEATHER DEVIATION PROCEDURES FOR OCEANIC OPERATIONS**

**General Procedures**

1. The following procedures are intended to provide guidance for deviations around thunderstorms. All possible circumstances cannot be covered. The pilot's judgment shall ultimately determine the sequence of actions taken and ATC shall render all possible assistance.

Route center line track	Deviations >10 NM	Level change
EAST (000-179 magnetic)	LEFT RIGHT	DESCEND 300 ft CLIMB 300 ft
WEST (180-359 magnetic)	LEFT RIGHT	CLIMB 300 ft DESCEND 300 ft

**NOTE—**

*Subpara 6 below calls for the pilot to: broadcast aircraft position and pilot's intentions, identify conflicting traffic and communicate air-to-air with near-by aircraft. **If the pilot determines that there is another aircraft at or near the same FL with which his aircraft might conflict, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.***

2. If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an air traffic control clearance shall be obtained at the earliest possible time. In the meantime, the aircraft shall follow the procedures detailed in subpara 6 below.

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

4. Obtaining priority from ATC when weather deviation is required.

(a) When the pilot initiates communications with ATC, rapid response may be obtained by stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response.

(b) The pilot still retains the option of initiating the communications using the urgency call "PAN PAN PAN" to alert all listening parties to a special handling condition which will receive ATC priority for issuance of a clearance or assistance.

5. Actions to be taken when controller-pilot communications are established.

(a) The pilot notifies ATC and requests clearance to deviate from track, advising, when possible, the extent of the deviation expected.

(b) ATC takes one of the following actions:

(1) If there is no conflicting traffic in the horizontal dimension, ATC will issue clearance to deviate from track.

(2) If there is conflicting traffic in the horizontal dimension, ATC separates aircraft by establishing vertical separation.

(3) If there is conflicting traffic in the horizontal dimension and ATC is unable to establish vertical separation, ATC shall:

[i] Advise the pilot unable to issue clearance for requested deviation.

[ii] Advise pilot of essential traffic.

[iii] Request pilot's intentions.

**PHRASEOLOGY—**

*"Unable (requested deviation), traffic is (call sign, position, altitude, direction), advise intentions."*

(c) The pilot will take the following actions:

(1) Advise ATC of intentions; and

(2) Comply with air traffic control clearance issued; or

(3) Execute the procedures detailed in subpara 6 below. (ATC will issue essential traffic information to all affected aircraft.)

(4) If necessary, establish voice communications with ATC to expedite dialogue on the situation.

6. Actions to be taken if a revised air traffic control clearance cannot be obtained.

(a) The pilot shall take the actions listed below under the provision that the pilot may deviate from rules of the air, when it is absolutely necessary in the interests of safety to do so.

(b) If a revised air traffic control clearance cannot be obtained and deviation from track is required to avoid weather, the pilot should take the following actions:

(1) If possible, deviate away from an organized track or route system.

(2) Establish communication with and alert nearby aircraft by broadcasting, at suitable intervals: flight identification, flight level, aircraft position (including the ATS route designator or the track code) and intentions (including the magnitude of the deviation expected) on the frequency in use, as well as on frequency 121.5 MHz (or, as a back-up, the VHF inter-pilot air-to-air frequency 123.45).

(3) Watch for conflicting traffic both visually and by reference to ACAS (if equipped).

(4) Turn on all aircraft exterior lights (commensurate with appropriate operating limitations).

(5) For deviations of less than 10 NM, aircraft should remain at the level assigned by ATC.

(6) For deviations of greater than 10 NM, when the aircraft is approximately 10 NM from track, initiate a level change based on the criteria in the table in paragraph c.1 above.

(7) If contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

(8) When returning to track, be at its assigned flight level, when the aircraft is within approximately 10 NM of center line.

### **c. STRATEGIC LATERAL OFFSETS IN OCEANIC AIRSPACE TO MITIGATE COLLISION RISK AND TO MITIGATE WAKE TURBULENCE**

1. Pilots should use the Strategic Lateral Offset Procedure as standard operating practice in the course of normal operations to mitigate collision risk and wake turbulence. The Strategic Lateral Offset Procedure will be in force throughout the New York Oceanic FIR and **in oceanic airspace in the San Juan FIR**. This procedure is to be used for **both** wake vortex encounters, and to mitigate the heightened risk of collision when non-normal events such as operational altitude deviation errors and turbulence induced altitude deviations occur due to highly accurate navigational systems.

2. Strategic Lateral Offset Procedures will be applied using the following guidelines:

(a) Strategic lateral offsets and those executed to mitigate the effects of wake turbulence are to be made to the right of a route or track;

(b) In relation to a route or track, there are three positions that an aircraft may fly: centerline, one or 2 NM right; and,

(c) Offsets are not to exceed 2 NM right of centerline.

3. The intent of this procedure is to reduce risk (increase the safety margin) by distributing aircraft laterally and equally across the three available positions. In this connection, pilots must take account of the following:

(a) Aircraft without automatic offset programming capability must fly the centerline;

(b) Aircraft capable of being programmed with automatic offsets may fly the centerline or offset one or 2 NM right of centerline to obtain lateral spacing from nearby aircraft;

(c) Pilots should use whatever means are available (e.g. TCAS, communications, visual acquisition, GPWS) to determine the best flight path to fly;

(d) Any aircraft overtaking another aircraft is to offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken;

(e) For wake turbulence purposes, pilots are also to fly one of the three positions at 2b above and never offset to the left of centerline nor offset more than 2 NM right of centerline;

**NOTE.** It is recognized that the pilot will use his/her judgment to determine the action most appropriate to any given situation and has the final authority and responsibility for the safe operation of the aeroplane. The use of air-to-air channel, 123.45, may be used to co-ordinate the best wake turbulence offset option.

(f) Pilots may apply an offset outbound at the oceanic entry point but must return to centerline at the oceanic exit point. This provision applies to aircraft entering airspace in the San Juan FIR where direct controller-pilot VHF or UHF voice communication is available.

(g) Bermuda. Aircraft transiting radar-controlled airspace in the vicinity of Bermuda may remain on their established offset positions;

(h) There is no ATC clearance required for this procedure and it is not necessary that ATC be advised; and,

(i) Voice position reports are to be based on the current ATC clearance and not the exact co-ordinates of the offset position.

## ATTACHMENT

### Standard Phraseology for RVSM Operations

Message	Phraseology
For a controller to ascertain the RVSM approval status of an aircraft:	(call sign) confirm RVSM approved
Pilot indication that flight is RVSM approved	Affirm RVSM
Pilot will report lack of RVSM approval (Non-RVSM status): a. On the initial call on any frequency in the RVSM airspace and... b. In all requests for flight level changes pertaining to flight levels within the RVSM airspace and... c. In all read-backs to flight level clearances pertaining to flight levels within the RVSM airspace and... d. In read back of flight level clearances involving climb and descent through RVSM airspace (FL290-410)	Negative RVSM, (supplementary information, e.g., "Certification flight").
Pilot report of one of the following after entry into RVSM airspace: all primary altimeters, automatic altitude control systems or altitude alerters have failed.  <i>(This phrase is to be used to convey both the initial indication of RVSM aircraft system failure and on initial contact on all frequencies in RVSM airspace until the problem ceases to exist or the aircraft has exited RVSM airspace).</i>	Unable RVSM Due Equipment
ATC denial of clearance into RVSM airspace	Unable issue clearance into RVSM airspace, maintain FL ____ .
Pilot reporting inability to maintain cleared flight level due to weather encounter	Unable RVSM due (state reason) (e.g., turbulence, mountain wave)

Message	Phraseology
ATC requesting pilot to confirm that an aircraft has regained RVSM–approved status or a pilot is ready to resume RVSM	Confirm able to resume RVSM
Pilot ready to resume RVSM after aircraft system or weather contingency	Ready to resume RVSM

(Oceanic Operations Standards Group, AJE–32 2/16/06)

**SPECIAL NOTICE --  
TURBULENCE IMPACT ASSESSMENT**

To help in assessing whether moderate or severe turbulence might have an impact on operations in the North Atlantic (NAT) Region, including the Western Atlantic Route System (WATRS), when reduced vertical separation minimum of 1,000 feet is applied between FL290 and FL410 inclusive, the frequency and magnitude of altitude deviations from assigned FL caused by moderate to severe turbulence needs to be quantified. To this end, air crews operating in the NAT Region, including all of the WATRS areas, are required to **include the magnitude of the deviation, in feet, from assigned FL in all required reports of moderate to severe turbulence.**

**SPECIAL NOTICE -- NAT ATS MESSAGE FORMAT**

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

**a. General**

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

- (a) Position Report.
- (b) Request Clearance.
- (c) Revised Estimate.
- (d) Miscellaneous Message.

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

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

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

1. **POSITION.** To be used for routine position reports.

**CONTENT AND DATA SEQUENCE**

- (a) “POSITION.”
- (b) Flight identification.
- (c) Present position.

- (d) Time over present position (hours and minutes).
- (e) Present flight level.
- (f) Next position on assigned route.
- (g) Estimated time for next position (hours and minutes).
- (h) Next subsequent position.
- (i) Any further information; e.g., MET data or Company message.

**EXAMPLE-**

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

**2. REQUEST CLEARANCE.**

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

**CONTENT AND DATA SEQUENCE**

- (1) “REQUEST CLEARANCE.”
- (2) Flight identification.
- (3) Present or last reported position.
- (4) Time over present or last reported position (hours and minutes).
- (5) Present flight level.
- (6) Next position on assigned route or oceanic entry point.
- (7) Estimate for next position or oceanic entry point.
- (8) Next subsequent position.
- (9) Requested Mach number, flight level or route.
- (10) Further information or clarifying remarks.

**EXAMPLE-**

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

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

**CONTENT AND DATA SEQUENCE**

- (1) “REQUEST CLEARANCE.”
- (2) Flight identification.
- (3) Requested Mach number, flight level or route.
- (4) Further information or clarifying remarks.

**EXAMPLE-**

*“Request clearance, BAW 212, requesting flight level 370”*

**3. REVISED ESTIMATE.** To be used to update estimate for next position.



### CONTENT AND DATA SEQUENCE

- (a) "Revised Estimate."
- (b) Flight identification.
- (c) Next position on route.
- (d) Revised estimate for next position (hours and minutes).
- (e) Further information.

#### **EXAMPLE-**

*"Revised estimate, WDA 523, 57N 040W 0325"*

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

### CONTENT AND DATA SEQUENCE

- (a) Flight identification.
- (b) General information or request in plain language and format free.

### OCEANIC FLIGHTS ORIGINATING FROM THE CAR OR SAM REGIONS AND ENTERING NAT MNPSA VIA THE NEW YORK OCA

When a pilot has received from ATC a complete route, altitude, and Mach Number, regardless whether or not the elements are issued concurrently or from the same ATC center, the pilot has an oceanic clearance and no specific request for one is necessary.

For example: Santo Domingo ACC issues a clearance with a complete route and altitude to a flight from Santo Domingo to Europe. Later, the San Juan CERAP issues the aircraft a clearance to maintain Mach .84. At this point, all three required elements (Route, Mach Number and Flight Level) have been received and the flight has an oceanic clearance. A subsequent change to any single element of the oceanic clearance does not alter the others.

If the pilot does not have all the elements of the oceanic clearance, obtain them prior to entering MNPS airspace. If any difficulty is encountered obtaining the elements of the oceanic clearance, the pilot **SHOULD NOT** enter holding while awaiting a clearance unless so directed by ATC. Proceed on the cleared route, or flight plan route into MNPS airspace and continue to request the clearance elements needed. (ATO-150 9/14/99)

### SPECIAL NOTICE -- GENERAL AVIATION OPERATORS

Unless the pilot and the aircraft are certified for operation in Minimum Navigation Performance Specification Airspace (MNPSA), the aircraft will be denied entry into MNPSA by the first oceanic facility handling the flight.

Information concerning operation in MNPSA may be obtained from the North Atlantic MNPS Airspace Operations Manual and the North Atlantic International General Aviation Operations Manual.

### SPECIAL NOTICE-- COMMON PROCEDURES FOR RADIO COMMUNICATIONS FAILURE

The following procedures are intended to provide general guidance for North Atlantic (NAT) aircraft experiencing a communications failure. **These procedures are intended to complement and not supersede state procedures/regulations.** It is not possible to provide guidance for all situations associated with a communications failure.

**a. General**

1. If so equipped the pilot of an aircraft experiencing a two-way-radio communications failure shall operate the secondary radar transponder on identity Mode A) Code 7600 and Mode C.

2. The pilot shall also attempt to contact any ATC facility or another aircraft and inform them of the difficulty and request they relay information to the ATC facility with whom communications are intended.

**b. Communications Failure Prior To Entering NAT Oceanic Airspace**

1. If operating with a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the cleared oceanic entry point, level and speed and proceed in accordance with the received and acknowledged oceanic clearance. Any level or speed changes required to comply with the oceanic clearance shall be completed within the vicinity of the oceanic entry point.

2. If operating without a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the first oceanic entry point, level, and speed, as contained in the filed flight plan and proceed via the filed flight plan route to landfall. That first oceanic level and speed shall be maintained to landfall.

**c. Communications Failure Prior To Exiting NAT Oceanic Airspace**

1. **Cleared on flight plan route.** The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to landfall. After passing the last specified oceanic route point, conform with the relevant State procedures/regulations.

2. **Cleared on other than flight plan route.** The pilot shall proceed in accordance with the last received and acknowledged oceanic clearance to the last specified oceanic route point, normally landfall. After passing this point, rejoin the filed flight plan route by proceeding directly to the next significant point ahead of the track of the aircraft as contained in the filed flight plan. Where possible use published ATS route structures, then continue on the flight plan route. Maintain the last assigned oceanic level and speed to the last specified oceanic route point. After passing this point conform with the relevant State procedures/regulations.

**“WHEN ABLE HIGHER” (WAH) REPORTS**

To ensure maximum use of available altitudes, aircraft entering RVSM and/or MNPS airspace in the New York FIR should be prepared to advise ATC of the time or position the aircraft can accept the next higher altitude. WAH reports are also used to plan the altitude for aircraft as they transition from RVSM to CVSM altitudes. Therefore it is important that the altitude capability of the aircraft is known by controllers. If the aircraft is capable of a higher altitude that, for whatever reason, is not preferred by the pilot, give the altitude in the WAH report and advise that you prefer not to be assigned that altitude.

The procedures will differ for eastbound and westbound aircraft since many of the eastbound aircraft will enter New York MNPS/RVSM airspace from ATC sectors that have direct controller-pilot communications. ATC acknowledgment of a WAH report is NOT a clearance to change altitude.

**Eastbound aircraft entering RVSM or MNPS airspace in the New York FIR:**

Pilots may be requested by ATC to provide an estimate for when the flight can accept the next higher altitude(s). If requested, pilots should provide this information as soon as possible.

**Westbound aircraft entering RVSM or MNPS airspace in the New York FIR:**

Pilots should include in the initial position report the time or location that the next higher altitude can be accepted.

***EXAMPLE-***

*“Global Air 543, 40 north 40 west at 1010, flight level 350, estimating 40 north 50 west at 1110, 40 north 60 west. Next able flight level 360 at 1035.”*

***NOTE-***

*Pilots may include more than one altitude if that information is available.*

**EXAMPLE-**

(after stating initial report) “Able flight level 360 at 1035, able flight level 370 at 1145, able flight level 390 at 1300.”

**MANDATORY PILOT REPORTS**

In addition to reading back altitude assignments, pilots shall report reaching any altitude assigned within RVSM airspace. This serves as a double check between pilots and controllers and reduces the possibility of operational errors. This requirement for altitude readback and reports of reaching assigned altitudes applies to both RVSM and CVSM altitudes (i.e., flight levels 330, 340, 350, 360, and 370).

**EXAMPLE-**

(initial altitude readback): “Global Air 543 climbing to flight level 360.”

(upon reaching assigned altitude): “Global Air 543 level at flight level 360.”

**CARIBBEAN, SOUTH AMERICA, AND GULF OF MEXICO**

**FDC 2/8646 ZFW TX..** Due to the lack of terrain and obstacle clearance data, accurate automation data bases are not available for providing minimum safe altitude warning information to aircraft overflying Mexico. Air traffic facilities along the United States/Mexico border have inhibited minimum safe altitude warning computer programs for aircraft operating in Mexican airspace until accurate terrain data can be obtained. (ATP-130 7/29/02)

**FDC 2/8645 ZHU TX..** Due to the lack of terrain and obstacle clearance data, accurate automation data bases are not available for providing minimum safe altitude warning information to aircraft overflying Mexico. Air traffic facilities along the United States/Mexico border have inhibited minimum safe altitude warning computer programs for aircraft operating in Mexican airspace until accurate terrain data can be obtained. (ATP-130 7/29/02)

**FDC 2/8644 ZAB NM..** Due to the lack of terrain and obstacle clearance data, accurate automation data bases are not available for providing minimum safe altitude warning information to aircraft overflying Mexico. Air traffic facilities along the united states/Mexico border have inhibited minimum safe altitude warning computer programs for aircraft operating in Mexican airspace until accurate terrain data can be obtained. (ATP-130 7/29/02)

**ENHANCEMENT OF THE MEXICO VHF NETWORK**

On May 1, 2003 ARINC declared its Mexico VHF Voice Network (MEXNET) operational. This network is operated as part of the existing ARINC Domestic VHF Network Service, controlled from the ARINC New York Communications Center on network frequency 130.700 MHz. In 2006, ARINC installed additional VHF voice ground stations at Villahermosa, (MX/VSA) and Veracruz (MX/VER) to provide improved enroute and on-ground coverage at these airports. Effective May 1, 2007, the ARINC San Francisco Communications Center assumed control of this network.

The expansion of ARINC coverage in Mexico was implemented to enable airline compliance with 14 CFR Part 121.99. This network can be used for Phone Patches and Radio Operator message delivery. It will also provide on-the-ground coverage at the sites listed below:

MMAA	ACA	Acapulco
MMLO	BJX	Leon/Guanajuato
MMGL	GDL	Guadalajara
MMCU	CUU	Chihuahua
MMHO	HMO	Hermosillo

MMLM	LMM	Los Mochis
MMMZ	MZT	Mazatlan
MMPR	PVR	Puerto Vallarta
MMVR	VER*	Vera Cruz
MMSD	SJD	San Jose Del Cabo
MMVA	VSA*	Villahermosa
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](http://www.faa.gov/ats/ato/rvsm1.htm). The “RVSM Documentation” Webpage is linked to the RVSM Homepage. The RVSM Documentation Webpage contains sections on RVSM Approval, Monitoring Requirements and Procedures, Registration on RVSM Approvals Databases and Area of Operations Specific Operational Policy and Procedures.

2. The FAA Webpage has links to Websites in other regions such as Europe, Caribbean and South America and Asia/Pacific.

**SECTION 2: POLICIES FOR APPLICATION OF THE STRATEGIC LATERAL OFFSET PROCEDURE IN GULF OF MEXICO OCEANIC AIRSPACE**

1. The policies below will apply for use of the Strategic Lateral Offset Procedure **in Gulf of Mexico oceanic airspace**. The offset procedure can be used as standard operating practice in the course of normal operations. It is intended to mitigate **both** wake vortex encounters and to mitigate the heightened risk of collision when non-normal events occur (e.g., operational altitude deviation errors and turbulence induced altitude deviations).

2. The Strategic Lateral Offset Procedure will be applied using the following guidelines:

a. Pilots should apply an offset outbound once ATC terminates radar service or reports that radar contact is lost. Pilots must return to centerline or request ATC clearance to remain offset once radar contact is re-established.

b. Strategic lateral offsets and those executed to mitigate the effects of wake turbulence are to be made to the **right** of a route or track;

c. In relation to a route or track, there are three positions that an aircraft may fly: centerline, one or 2 NM right; and,

d. Offsets are not to exceed 2 NM right of centerline.

3. The intent of this procedure is to reduce risk (increase the safety margin) by distributing aircraft laterally and equally across the three available positions. In this connection, pilots must take account of the following:

a. Aircraft without automatic offset programming capability must fly the centerline;

b. Aircraft capable of being programmed with automatic offsets may fly the centerline or offset one or 2 NM right of centerline to obtain lateral spacing from nearby aircraft;

c. Pilots should use whatever means are available (e.g. TCAS, communications, visual acquisition, GPWS) to determine the best flight path to fly;

**d.** Any aircraft overtaking another aircraft is to offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken;

**e.** For wake turbulence purposes, pilots are also to fly one of the three positions at 2c above and never offset to the left of centerline nor offset more than 2 NM right of centerline;

**NOTE.** *It is recognized that the pilot will use his/her judgment to determine the action most appropriate to any given situation and has the final authority and responsibility for the safe operation of the aeroplane. The use of air-to-air channel, 123.45, may be used to co-ordinate the best wake turbulence offset option.*

**f.** There is no ATC clearance required for this procedure and it is not necessary that ATC be advised; and,

**g.** Voice position reports are to be based on the current ATC clearance and not the exact co-ordinates of the offset position. (ATO-E Oceanic Standards Branch 10/27/04)

### **SPECIAL NOTICE -- SONOBOUY DROPS**

Sonobouy drop activity 5 NM radius of St. Croix (COY) 300 degree radial 11 DME (300/11) surface to 1200 feet MSL, sunrise to sunset, 7 days a week. (SJU IFSS 7/87)

### **SPECIAL NOTICE -- ROOSEVELT ROADS, PUERTO RICO**

The U.S. Navy conducts intermittent year-round drone launch and recovery operations between sunrise and sunset in the RPV ALTRV defined below:

#### **NORTHEAST CORRIDOR:**

5 NM on each side of a line from Cabras Island

to lat. 18° 15 ' 00 " N., long. 65° 30 ' 00 " W.;

to lat. 18° 14 ' 30 " N., long. 65° 24 ' 00 " W.;

to lat. 18° 14 ' 00 " N., long. 65° 10 ' 00 " W.;

to lat. 18° 30 ' 00 " N., long. 65° 08 ' 00 " W.;

to lat. 18° 45 ' 00 " N., long. 65° 06 ' 00 " W.

#### **SOUTHEAST CORRIDOR:**

5 NM on each side of a line from Cabras Island

to lat. 18° 15 ' 00 " N., long. 65° 30 ' 00 " W.;

to lat. 18° 14 ' 00 " N., long. 65° 24 ' 00 " W.;

to lat. 18° 14 ' 00 " N., long. 65° 10 ' 00 " W.;

to lat. 17° 35 ' 00 " N., long. 65° 16 ' 00 " W.

#### **SOUTHWEST CORRIDOR:**

5 NM on each side of a line from Cabras Island

to lat. 18° 13 ' 00 " N., long. 65° 36 ' 00 " W.;

to lat. 17° 50 ' 00 " N., long. 65° 38 ' 00 " W.

#### **NORTHWEST CORRIDOR:**

5 NM on each side of a line

from lat. 18° 45 ' 00 " N., long. 65° 36 ' 00 " W.;

to lat. 18° 18 ' 00 " N., long. 65° 33 ' 00 " W.;

to lat. 18° 07 ' 00 " N., long. 65° 36 ' 00 " W.

**ALTITUDES:**

Operating altitudes vary from the surface up to and including FL450. The drone operations are conducted with due regard to aircraft operations. Nonparticipating aircraft, therefore, are not prohibited from flying within the areas; however, extreme vigilance should be exercised when conducting through or near the areas when in use. Pilots should contact the San Juan International Flight Service Station on 123.65 or 255.4 to obtain real-time use information. (FAA ZSU-3.4 – CERAP HUB Revised 8/91)

**SPECIAL NOTICE -- GULF OF MEXICO  
COMMUNICATIONS REQUIREMENTS AND POSITION REPORTING  
WITHIN HOUSTON OCEANIC CONTROL AREA**

Position reports and the ability to communicate at any point of the route of flight is vital to the air traffic safety and control process. When flight planning, users are responsible to ensure that they will be capable of compliance. Inability to comply is in violation of ICAO requirements. The communication requirements for IFR flights within the Houston Oceanic Control Area are:

- a. Functioning two-way radio communications equipment capable of communicating with at least one ground station from any point on the route.
- b. Maintaining a continuous listening watch on the appropriate radio frequency.
- c. Reporting of mandatory points.

The following describes an area in the Houston CTA/FIR where reliable VHF air-to-ground communications below FL180, are not available:

26 30 00N 86 00 00W TO 26 30 00N 92 00 00W  
TO 24 30 00N 93 00 00W TO 24 30 00N 88 00 00W  
TO 24 00 00N 86 00 00W TO BEGINNING POINT.

Communications within this area are available for all oceanic flights via HF.

The attention of pilots planning flights within the Houston CTA/FIR is directed to the communications and position reports requirements specified in the following ICAO Documents:

*ANNEX 2, PARAGRAPHS 3.6.3 AND 3.6.5*  
*ANNEX 11, PARAGRAPH 6.1.2*  
*PANS-RAC 4444, PART 2, PARAGRAPH 14*  
*DOC 7030, CAR, PARAGRAPH 3. (FAA)*

**NOTAM: FOR RNAV ROUTES Q100, Q102, AND Q105**

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

**Operator Determination of RNAV Equipment Eligibility**

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

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

**a.** The Airplane Flight Manual shows that the navigation system installation has received airworthiness approval in accordance with one of the following FAA ACs:

1. AC 90-45A (RNAV system approval).
2. AC 20-121A (LORAN C approval).
3. AC 20-130, as amended (Multi-Sensor Navigation system approval).
4. AC 20-138 (GPS approval).
5. AC 25-15 (Flight Management System [FMS] approval).

**NOTE-**

*INS LIMITATIONS. See paragraph f, below.*

**b.** The aircraft qualify for the /E, /G, /R, /J, /L, or /Q equipment suffix, as defined in the Aeronautical Information Manual (AIM).

**Operational Requirements and Procedures**

**a.** Class I Navigation: operations on Q-routes 100, 102, 105 will continue to be categorized as Class I navigation, as defined in FAA Order 8900.1, Vol. 4, Chapter 1, Section 3, Class I Navigation.

**b.** Operations Specifications: operators are considered eligible to conduct operations on the Q-routes provided that aircraft are equipped with the appropriate equipment in accordance with the "Operator Determination of RNAV Equipment Eligibility" paragraph above and operations are conducted in accordance with paragraph (c), (d), (e) and (f) below. Title 14 CFR Parts 121, 125, 135 operators are authorized to operate on the Q-routes when they are issued Operations Specifications (OpSpecs) paragraph B034 (Class I Navigation Using Area Navigation Systems). In addition, OpSpecs B034 must be annotated in OpSpecs paragraph B050 (Enroute Authorizations, Limitations and Procedures), for the Gulf of Mexico High Offshore Airspace.

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



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

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

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

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

**FAA Websites and Contacts:** Information and contacts on oceanic and offshore operations can be found on the FAA Oceanic and Offshore Operations Web Site. To access the FAA web site, type:

[http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/enroute/oceanic/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/)

(Central En Route & Oceanic Operations, AJE-C14, 8/28/08)

### **HOUSTON, SAN JUAN, AND MIAMI FIRS AIR-TO-AIR FREQUENCY**

Effective 0001 UTC, May 18, frequency 123.45 MHz will be the approved air-to-air VHF channel within the above FIRs. This frequency will be used for flights operating over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems. Frequency 123.45 MHz replaces the previously published frequencies used within the Houston, San Juan, and Miami FIRs. This change is necessary to comply with Amendment 74 to ICAO Annex 10, Volume II that took effect on November 4, 1999, which designated 123.45 as the global standard VHF air-to-air frequency.

Effective 0001 UTC, May 18, 2000, frequency 123.45 MHz will be the approved air-to-air VHF.  
(ATP-130.6 4/10/2000)

### **SPECIAL NOTICE -- SAN JUAN CTA/FIR FLIGHT PLAN VERIFICATION**

Effective immediately, all aircraft transitioning through San Juan FIR/CTA from a foreign facility that will operate in MNPS airspace shall forward the full route of flight for flight plan verification. This shall be accomplished prior to exiting the San Juan FIR/CTA, by one of the following means:

- a.** Via Direct pilot-controller communication.
- b.** Via Aeronautical Radio, Inc. (ARINC), when requested by ATC.

This requirement does not apply to aircraft operating in non-MNPS airspace. (San Juan CERAP 2/10/99)

### **SAN JUAN CTA/FIR**

### **SPECIAL NOTICE -- VFR TRAFFIC**

All VFR aircraft entering and departing the San Juan FIR/CTA will provide San Juan Radio with an ICAO flight plan. All aircraft must establish 2 way communications with San Juan on 126.7, 122.2, 123.65, or

255.4. Communication can also be established by using the VOR frequency for receiving and transmitting on 122.1 for Borinquen (BQN), Mayaguez (MAZ), Ponce (PSE), St Croix (COY). The St Thomas (STT) transmitting frequency is 123.6. If unable to contact San Juan Radio, the pilot is responsible for notifying adjacent ATS units and request that a position report be relayed to San Juan Radio for search and rescue purposes and flight following. This is in accordance with ICAO Doc 4444, Part II, paras. 14.1.1, 14.1.4; Part VI, paras 1.2.1, 2.2.2; Annex 11, chapter 6, paras. 6.1.2.1, 5.1.1, 5.2.1, 5.2.2, 5.2.2.3, 5.3.2.4, 5.4.1 (San Juan IFSS 9/86)

### MIAMI CTA/FIR HAVANA CTA/FIR -- MIAMI CTA/FIR

Aircraft on IFR flight plans entering the Miami CTA/FIR at FL240 and above from the Havana CTA/FIR are requested to establish communication with Miami Oceanic CTA/FIR boundary (Long. 2400N) on the frequencies listed below for airways/direct routes:

between 8100W–8300W 132.2 VHF/323.1 UHF

between 8000W–8100W 124.7 VHF/323.0 UHF

between 7810W–8000W 135.22 VHF/381.45 UHF

between 7810W–Southeast to 2200N/7500 W 127.22 VHF/239.02 UHF

Aircraft on IFR flight plans entering the Miami CTA/FIR below FL240 from the Havana CTA/FIR are requested to establish communication with Miami ARTCC 10 minutes prior to the Miami Oceanic CTA/FIR boundary (Long. 2400N) on the frequencies listed below:

B646 & G765 – 132.2 VHF/323.1 UHF

B503 – 127.22 VHF/239.02 UHF

G437 – 125.7 VHF/307.9 UHF

A301 & R628 – 135.6 VHF/269.05 UHF.

#### **NOTE-**

*This information should appear on all applicable Domestic and Latin American High/Low En Route Charts.*

### RADAR SEPARATION

Miami ARTCC is utilizing limited radar procedures with Havana Center. Aircraft should not anticipate these services unless they are specifically provided. Aircraft must contact Miami ARTCC 10 minutes prior to reaching the Miami CTA/FIR boundary, regardless of radar services being provided.

Miami ARTCC is utilizing a secondary radar system from an antenna located on the island of Grand Turk, British West Indies. IFR aircraft within 200 NM of the antenna above FL240 can expect radar separation from other IFR aircraft. Radar air traffic service will be provided below FL240 by Miami Center to those participating aircraft within the antenna coverage.

Miami ARTCC is also utilizing a secondary radar system from an antenna located on the New Providence Island, Nassau, Bahamas. IFR aircraft within 200 NM of the antenna above FL240 can expect radar separation from other IFR aircraft. Radar air traffic service will be provided below FL240 to those participating aircraft within the antenna coverage.

Above FL240, some overlap occurs in radar coverage between the Nassau and Grand Turk systems and between the Grand Turk and Pico Del Este, Puerto Rico, systems.

There is no primary radar data or weather information available from the Grand Turk and Nassau radar systems. Since radar separation is dependent upon the receipt of transponder returns, all aircraft within antenna coverage of either system are required to squawk transponder codes as assigned by ATC, or, if none assigned, squawk the appropriate stratum code.

Aircraft departing and overflying the Santo Domingo and Port Au Prince FIRs can expect ATC assigned codes from those agencies. If a code is not assigned by either Santo Domingo or Port Au Prince, pilots should

request a code. The assigned codes should be squawked prior to crossing the Miami CTA/FIR boundary north or west bound. Initial call up to Miami Center prior to crossing the CTA/FIR boundary will permit early radar identification. Radar flight following of VFR aircraft is available on a workload permitting basis. The primary ATC frequency is 132.3 and 307.2. Secondary frequency is 135.2 and 327.0. (ZMA 7/17/03)

Aircraft on IFR flight plan entering Miami CTA/FIR from Port Au Prince or Santo Domingo CTA/FIR contact Miami ARTCC at least 10 minutes prior to reaching Miami CTA/FIR boundary for ATC clearance. (FAA)

### **FLIGHT PLANNING INTO OR THROUGH THE MIAMI CTA/FIR AND SAN JUAN CTA/FIRs**

In an effort to eliminate erroneous or duplicate flight plans that may be received from diverse locations, and to increase the safety of flight within the Miami and San Juan CTA/FIRs, operators shall adhere to the following procedures when filing flight plans for departing flights from foreign aerodromes entering the United States National Airspace System:

**a.** All changes to an IFR flight must be submitted as soon as possible to the Air Traffic Service unit having authority for the departure aerodrome. Change/Modification (CHG) or Cancel (CNL) messages must be sent PRIOR to submitting a current or new flight plan.

**b.** Operators participating in the Repetitive Flight Plan/Bulk Storage Program (RPL) with Miami Center/San Juan CERAP are reminded of their responsibility to maintain accurate flight plan information on file. Failure to comply with this agreement may result in cancellation of the RPL agreement.

These references are contained in ICAO DOC 4444 and FAAO 7210.3, *Facility Operation and Administration*. Operators should be aware that failure to adhere to these procedures could result in an operational delay or pilot deviation.

If you have any questions, please do not hesitate to call the Miami Center Operations Office at 305-716-1530. (ZMA 9/15/99)

### **PANAMA: SPECIAL NOTICE**

En route IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR aircraft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: primary 6649 kHz, alternate 2944 kHz when operating south of 09-00N/TBG. Primary 6577 kHz, alternate 8918 kHz when operating north of 09-00N/TBG. Additional frequencies available are 5520 kHz, and 11396 kHz. U.S. military flights and civil aircraft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 5710 kHz (0200-1200 UTC), 6683 kHz (0000-1400 UTC), 8993/11176 kHz (24 hrs daily), 15015 kHz (1200-0200 UTC), 18019 kHz (1400-2400 UTC). When operating within the effective range of published Panama Center VHF/UHF frequencies, en route IFR aircraft are required to maintain direct pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below flight level 200 Mode A/3 code 1100. At and above flight level 200 Mode A/3 code 2100. VFR aircraft Mode A/3 code 1200. Other transponder replies will be assigned by Panama ACC as necessary. (FAA)

## PACIFIC

### 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.

<b>Guam VHF</b>
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](mailto:RGrimes@cssiinc.com)

(Oceanic and Offshore Operations, AJE-32, 6/6/07)

## Oceanic In-Flight Contingency Procedures Changes for the North Atlantic (NAT) and Pacific (PAC) ICAO Regions

Amendment 4 to ICAO PANS ATM, Document 4444, which will become effective on 24 November 2005, changes, inter alia, portions of current oceanic in-flight contingency procedures. States from the NAT and PAC ICAO Regions have agreed to delay, until 16 February 2006, implementation of those new procedures. **Until 16 February 2006, oceanic airspace operators should follow current contingency procedures as detailed in the NAT and PAC SUPPS/Doc 7030 and other flight publications. On/after 16 February 2006, some NAT and PAC SUPPS oceanic contingency procedures will be replaced by the global PANS ATM procedures which will include a contingency track offset of 15 nm.**

Oceanic in-flight contingency procedures applicable in the NAT and PAC ICAO Regions are published in ICAO Regional Supplement (SUPPS)/Doc 7030, ICAO NAT Doc 001, the North Atlantic MNPS Airspace Operations Manual, the Pacific and Alaska Chart Supplements, and the FAA Class II NOTAM Publication. Questions or comments should be referred to Robert Tegeder, FAA Flight Standards, at 202.385.4581.

(AJE-32, 24 Nov 05)

## SPECIAL NOTICE --INSPECTION OF MEANS OF CONVEYANCE FOR AIRCRAFT MOVING TO GUAM

Inspection of aircraft moving to Guam. Any person who has moved an aircraft from Puerto Rico or the Virgin Islands of the United States to Guam shall contact an inspector and offer the inspector the opportunity to inspect the aircraft upon the aircraft's arrival in Guam, unless the aircraft has been inspected and cleared in Puerto Rico or the Virgin Islands prior to departure in accordance with arrangements between the operator of the aircraft, the Animal and Plant Health Inspection Service, and the government of Guam. (USDA Regulation 318.58-9)

## GUAM CTA

### Anatahan Volcano

The United States Geological Survey (USGS) regularly monitors seismic activity on Anatahan volcano located approximately 75 nautical miles north of the island of Saipan, MP (1621.51N/14538.01E). Recent



reports over the past several months indicate an increase in seismic activity which may lead to a volcanic eruption. Aircraft should remain alert for volcanic eruptions, steam, or ash clouds and report any sightings to ATC immediately. Detailed updates on volcanic activity may be obtained by visiting the USGS website at <http://hvo.wr.usgs.gov/cnmi/update.html>. (AWP-530 6/24/04)

### **BEACON CODE REQUIREMENTS**

Upon entering the Oakland Oceanic CTA and after radar service is terminated, all aircraft should adjust their transponder to display code 2000 on their display. Aircraft should maintain code 2000 thereafter until otherwise directed by Air Traffic Control. (ATP-130 2/20/03)

### **CONTROLLER PILOT DATA LINK COMMUNICATIONS (CPDLC)**

Oakland ARTCC has full CPDLC capability and normal service in the entire Oakland Oceanic FIR for FANS-1/A capable aircraft. The Oakland Oceanic FIR log-on address is “KZAK”; the facility is “OAKODYA.”

#### **1. HF Communications Requirement**

Prior to entering the Oakland Oceanic FIR, contact ARINC on HF and identify the flight as CPDLC equipped. Provide SELCAL, departure, destination and aircraft registration number. Expect to receive primary and secondary HF frequency assignments from ARINC for the entire route of flight within the Oakland Oceanic FIR. Pilots must maintain HF communications capability with ARINC at all times within the Oakland Oceanic FIR.

#### **2. Log-On**

A. Aircraft entering the Oakland Oceanic FIR CPDLC service area from non-CPDLC airspace: Log on to CPDLC at least 15 but not more than 45 minutes prior to entering the Oakland Oceanic FIR CPDLC service area. Contact ARINC on HF for a SELCAL check and inform them you are a CPDLC flight. Send a position report when CPDLC is established.

B. Aircraft entering the Oakland Oceanic FIR CPDLC service area from adjacent CPDLC airspace: Pilots should determine the status of the CPDLC connection. If KZAK is the active center, the pilot shall contact ARINC on HF for a SELCAL check, identify the flight as a CPDLC flight, and send a position report via CPDLC. If KZAK is not the active center, the pilot shall, within 5 minutes after the boundary is crossed, terminate the CPDLC connection, then log on to KZAK, contact ARINC on HF for a SELCAL check, and advise ARINC that they are a CPDLC flight. Send a position report when CPDLC ATC COM is established.

#### **3. Flights Overflying Honolulu CERAP Airspace**

Prior to entering Honolulu CERAP airspace aircraft will receive an END SERVICE message that will result in termination of CPDLC. Aircraft shall re-log on to CPDLC prior to reentering Oakland Oceanic FIR airspace when Honolulu CERAP advises to contact en route communications or ARINC.

#### **4. Flights Entering Guam CERAP Airspace**

Contact Guam CERAP 250 miles out on 118.7, squawk 2100.

#### **5. Flights Overflying Guam CERAP Airspace**

Maintain the CPDLC connection with Oakland ARTCC; however, do not use CPDLC for ATC COM until Guam CERAP advises you to again contact en route communications or ARINC. (ATP-130 3/19/03)

## **SPECIAL NOTICE – REDUCED VERTICAL SEPARATION MINIMUM IN THE PACIFIC REGION**

With the implementation of reduced vertical separation minimum (RVSM) in the Pacific region, a regional monitoring agency has been established. This agency, the Pacific Approvals Registry and Monitoring Organization (PARMO), was established at the FAA William J. Hughes Technical Center. One of the responsibilities of the PARMO is to establish and maintain a data base containing the results of height keeping performance monitoring.

In order to accomplish this, the PARMO is requesting that all altitude deviations of 300 feet or more within Pacific oceanic airspace be reported. Reports are to include those deviations due to Traffic Alert and Collision Avoidance System (TCAS) alerts, turbulence, and contingency events.

Reports should provide the information detailed below, and be submitted to the following address:

Federal Aviation Administration  
William J. Hughes Technical Center  
Pacific Approvals Registry and Monitoring Organization  
Aviation System Analysis and Modeling Branch, ACT-520  
Atlantic City International Airport, NJ, USA 08405

1. Report of an altitude deviation of 300 feet or more.
2. Reporting agency.
3. Date and time.
4. Location of deviation.
5. NOPAC/CENPAC/CEP/SOPAC/  
Japan-Hawaii/OTHER (*Note 1*).
6. Flight identification and type.
7. Flight level assigned.
8. Observed/reported (*Note 1*) final flight level (*Note 2*) MODE C/Pilot Report (*Note 1*).
9. Duration at flight level.
10. Cause of deviation.
11. Other traffic.
12. Crew comments, if any, when notified.
13. Remarks (*Note 3*).

**NOTE-**

[1] State one of the two choices.

[2] In the case of turbulence, state extent of deviation from cleared flight level.

[3] In the event of contingency action, indicate whether prior clearance was given and if contingency procedures were followed.

The information may alternatively be sent by fax to +1 609 485 5117. (ATP-130 1/23/03)

### **EET REQUIREMENTS**

In accordance with ICAO 4444, flight plans with routes entering the Oakland Oceanic Flight Information Region (KZAK) must contain among the elapsed time (EET) in Field 18, an entry point for KZAK and an estimated time. It is not mandatory to file the boundary crossing point in Field 15 of the route of flight, but it is permitted. The omission of a KZAK EET in flight plans causes the KZAK computer to reject such flight plans. (ATP-130 12/4/00)

## **POSITION REPORTS FOR AIRCRAFT UTILIZING PACIFIC ORGANIZED TRACK SYSTEM (PACOTS) ROUTES**

Aircraft filed on PACOTS routes with Oakland Oceanic CTA/FIR airspace shall make position reports using latitude/longitude coordinates or named fixes as specified in the track definition messages (TDM). Position reports shall comprise information on present position, estimated next position, and ensuing position. Reporting points of reference not specified in the TDM and/or rounding off geographical coordinates is prohibited. (ATP-130 12/4/00)

### **SPECIAL NOTICE – REQUIRED NAVIGATION PERFORMANCE 10 (RNP-10) IN THE OAKLAND CENTER FIR**

A minimum of 50 NM lateral separation standard will be applied to all aircraft that are RNP-10 approved. RNP-10 is required for all aircraft operating in the Central East Pacific (CEP) and PACOTS.

RNP-10 approved: all RNP-10 approved aircraft entering the Oakland FIR shall file an “/R” equipment suffix in their ICAO flight plan in accordance with ICAO Doc. 4444, Appendix 2, provided they will maintain RNP-10 eligibility for the entire route segment within the Oakland FIR.

Non RNP-10 approved: may file via random track, at any altitude, at least 100 NM from any PACOTS track, or the NOPAC. Aircraft entering the NOPAC should flight plan in accordance with Notices contained in the Alaska Chart Supplement. Oakland Center may apply 50 NM lateral separation between RNP-10 approved aircraft, as defined by ICAO regional supplementary procedures Doc 7030/4 PAC/RAC, Part 1, Chapter 6. Operators are required to obtain an approval by State of registry or State of operator, as appropriate, to be qualified as RNP-10 capable. RNP-10 approval criteria can be found in FAA Order 8400.12, as amended, which can be obtained on the Internet at: [www.faa.gov/ats/ato/rnp/htm](http://www.faa.gov/ats/ato/rnp/htm).

Approval information should be submitted to the following:

Federal Aviation Administration  
William J. Hughes Technical Center, ACT-520  
Atlantic City Airport, NJ 08405, USA  
ATTN: RNP-10 approval

This information can also be transmitted via the Internet to [Bennett\\_D\\_Flax@admin.tc.faa.gov](mailto:Bennett_D_Flax@admin.tc.faa.gov) or by facsimile (609) 485-5117. Questions regarding the information requested can be directed to Bennett Flax or James Devine at (609) 485-6263. (ATP-130 1/23/03)

### **Operational Policies and Procedures For Pacific Oceanic and Offshore Airspace**

**OBJECTIVE.** The objective of this Notice is to document operational policies and procedures applicable in Pacific Oceanic and Offshore airspace.

**PARAGRAPH CHANGES (2/16/06 version).** See paragraph e (Special Procedures for In-flight Contingencies In Oceanic Airspace).

**CONTENT.** The following are the major paragraphs of this document:

- a. Areas Where RVSM Is Applied
- b. Boundaries of RVSM In the Oakland and Anchorage FIRs
- c. RVSM Airworthiness and Operational Approval and Monitoring
- d. In-flight Procedures in RVSM Airspace
- e. Update: Special Procedures for In-flight Contingencies In Oceanic Airspace

- f. Weather Deviation Procedures for Oceanic Controlled Airspace
- g. Strategic Lateral Offsets In Oceanic Airspace to Mitigate Wake Turbulence and to Mitigate Collision Risk
- h. Flight Planning in RVSM Airspace
- i. State Aircraft That Are Not RVSM Compliant
- j. Operation of Non-RVSM Aircraft Within RVSM Airspace
- k. Procedures For Suspension of RVSM With Oakland or Anchorage Airspace

#### **OPERATIONAL POLICIES AND PROCEDURES:**

**a. Areas Where RVSM Is Applied.** Australia, Fiji, New Zealand, Tahiti, the United States, Japan, Philippines, Indonesia, and Papua New Guinea have implemented RVSM within specified areas of their Flight Information Regions (FIR) at specified levels.

**b. Boundaries of RVSM In the Oakland and Anchorage FIRs.** RVSM airspace is prescribed within the Oakland Oceanic FIR and Anchorage Oceanic FIR within controlled airspace between FL290 and FL410 inclusive. The flight level orientation scheme (FLOS) is single alternate, per ICAO Annex 2, Appendix 3a.

#### **c. RVSM Airworthiness and Operational Approval and Monitoring**

**1.** Operators must obtain operational approval from the State of Registry or State of the Operator, as appropriate, to conduct RVSM operations. On behalf of the Pacific Air Traffic Service Providers, the FAA is maintaining a website containing documents and policy for RVSM approval.

The address is: [www.faa.gov/ats/ato/rvsm1.htm](http://www.faa.gov/ats/ato/rvsm1.htm). In the Pacific RVSM Documentation section, "Documents and Process for Pacific RVSM Aircraft and Operator Approval" provides an outline of approval process events with references to related documents.

**2. Airborne Collision Avoidance System II (ACAS II).** (TCAS II, Version 7.0 meets the ICAO ACAS II standard).

**(a)** U.S. operators flying in airspace where RVSM is applied must comply with Part 91 Appendix G (Operations in RVSM Airspace). Appendix G states that unless otherwise authorized by the FAA, aircraft equipped with TCAS II and used in RVSM operations must incorporate Version 7.0 or a later version. For operations within other countries, Part 91 Section 91.703 requires U.S. operators to "...comply with the regulations relating to flight and maneuver of aircraft there in force".

**(b)** Non-U.S. Operators should confirm ACAS II equipage requirements applicable to them with the responsible State authority. Many countries have adopted the ICAO Annex 6, Part I (International Commercial Air Transport Airplanes) standard: from 1 January 2005, turbine-engined airplanes with a maximum certificated take-off mass in excess of 5,700 kg or authorized to carry more than 19 passengers shall be equipped with ACAS II.

**3.** An essential part of the implementation of RVSM is the ability to monitor aircraft height to ensure that the aircraft height-keeping performance standard is being met. The Asia Pacific Approvals Registry and Monitoring Organization (APARMO) will process the results of monitoring. For further information on RVSM monitoring, the APARMO web site is: [www.tc.faa.gov/act500/rvsm/aparmo\\_intro.html](http://www.tc.faa.gov/act500/rvsm/aparmo_intro.html).

#### **d. In-flight Procedures Within RVSM Airspace**

**1.** Before entering RVSM airspace, the pilot should review the status of required equipment. (See Appendix 4 of FAA Guidance 91-RVSM for pilot RVSM procedures). The following equipment should be operating normally:

- (a)** Two primary altimetry systems.
- (b)** One automatic altitude-keeping device.

- (c) One altitude–alerting device.
- 2. The pilot must notify ATC whenever the aircraft:
  - (a) Is no longer RVSM compliant due to equipment failure.
  - (b) Experiences loss of redundancy of altimetry systems.
  - (c) Encounters turbulence that affects the capability to maintain flight level.

(See Appendix 5 of FAA Guidance 91–RVSM for pilot and controller actions in such contingencies).

3. During cleared transition between levels, the aircraft should not overshoot or undershoot the assigned FL by more than 150 ft. (45 m).

4. Pilot Level Call. Except in an ADS or radar environment, pilots shall report reaching any altitude assigned within RVSM airspace.

**e. Update: Special Procedures for In–flight Contingencies In Oceanic Airspace.** This paragraph contains procedures for in–flight contingencies in oceanic airspace that are now published in Section 15.2.2 of ICAO Document 4444 (*Procedures for Air Navigation Services – Air Traffic Management*). Effective February 16, 2006, operators are expected to follow the procedures printed below. The effective date for the guidance has been coordinated with the Air Traffic Services providers in the Atlantic and Pacific. The guidance will, therefore, be applicable in all Pacific and Atlantic oceanic FIRs including Oakland, Anchorage, New York and San Juan Oceanic.

**NOTE 1:** The only significant procedural change from in–flight contingency procedures previously published in ICAO Regional Supplementary Procedures (Doc 7030) is to the track offset. The track offset has been changed to 15nm for contingencies requiring the aircraft to depart cleared altitude and/or track prior to obtaining a revised clearance. In the “General Procedures” section below, see paragraphs 3b and 4.

**NOTE 2:** Prior to this harmonization, the track offset for in–flight contingencies was 30nm in the North Atlantic (NAT) and 25nm in Pacific airspace.

### **SPECIAL PROCEDURES FOR IN–FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE: INTRODUCTION**

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

- (a) Inability to maintain assigned flight level due to meteorological conditions, aircraft performance or pressurization failure;
- (b) En route diversion across the prevailing traffic flow; and
- (c) Loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations.

2. These procedures are applicable primarily when rapid descent and/or turn–back or diversion is required. The pilot’s judgement shall determine the sequence of actions to be taken, having regard to the prevailing circumstances. Air traffic control shall render all possible assistance.

### **SPECIAL PROCEDURES FOR IN–FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE: GENERAL PROCEDURES**

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, and/or an aircraft is unable to maintain the navigation performance accuracy specified for the airspace, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. The radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times shall be used as appropriate. Subsequent ATC action with respect to that aircraft shall be based on the intentions of the pilot and the overall air traffic situation.

3. **If prior clearance cannot be obtained**, an ATC clearance shall be obtained at the earliest possible time and, until a revised clearance is received, the pilot shall:

(a) Leave the assigned route or track by initially turning \*90 degrees to the right or to the left. When possible, the direction of the turn should be determined by the position of the aircraft relative to any organized route or track system. Other factors which may affect the direction of the turn are:

- (1) The direction to an alternate airport, terrain clearance;
- (2) Any lateral offset being flown, and the flight levels allocated on adjacent routes or tracks.

**\*FAA EXPLANATORY NOTE:** a turn of less than or greater than 90 degrees may be required, depending on the type of contingency and whether the pilot intends to continue in the same direction or reverse course.

(b) Following the turn, the pilot should:

(1) If unable to maintain the assigned flight level, initially minimize the rate of descent to the extent that is operationally feasible;

(2) Take account of other aircraft being laterally offset from its track;

(3) Acquire and maintain in either direction a track laterally separated by 28 km (15 NM) from the assigned route; and

(4) Once established on the offset track, climb or descend to select a flight level which differs from those normally used by 150 m (500 ft);

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

(d) Maintain a watch for conflicting traffic both visually and by reference to ACAS (TCAS) (if equipped);

(e) Turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

(f) Keep the SSR transponder on at all times; and

(g) Take action as necessary to ensure the safety of the aircraft.

4. When leaving the assigned track to acquire and maintain the track laterally separated by 28 km (15 NM), the flight crew, should, *where practicable*, avoid overshooting the track to be acquired, particularly in airspace where a 55.5 km (30 NM) lateral separation minimum is applied.

### **SPECIAL PROCEDURES FOR IN-FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE: ETOPS AIRCRAFT (ETOPS: EXTENDED RANGE OPERATIONS BY AIRCRAFT WITH TWO-TURBINE POWER-UNITS)**

1. If the contingency procedures are employed by a twin-engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

#### **f. Weather Deviation Procedures for Oceanic-Controlled Airspace**

##### **General**

1. The following procedures are intended to provide guidance. All possible circumstances cannot be covered. The pilot's judgment shall ultimately determine the sequence of actions taken and ATC shall render all possible assistance.

2. If the aircraft is required to deviate from track to avoid weather and prior clearance cannot be obtained, an air traffic control clearance shall be obtained at the earliest possible time. In the meantime, the aircraft shall follow the procedures detailed in paragraph g.8 below.

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

#### **Obtaining Priority from ATC when Weather Deviation Is Required**

4. When the pilot initiates communications with ATC, rapid response may be obtained by stating "WEATHER DEVIATION REQUIRED" to indicate that priority is desired on the frequency and for ATC response.

5. The pilot still retains the option of initiating the communications using the urgency call "PAN PAN PAN" (*preferably spoken three times*) to alert all listening parties to a special handling condition which will receive ATC priority for issuance of a clearance or assistance.

#### **Actions To Be Taken when Controller–Pilot Communications Are Established**

6. The pilot notifies ATC and requests clearance to deviate from track, advising, when possible, the extent of the deviation expected. ATC will take one of the following actions:

(a) If there is no conflicting traffic in the horizontal dimension, ATC will issue clearance to deviate from track, or

(b) If there is conflicting traffic in the horizontal dimension, ATC will separate aircraft by establishing vertical separation, or

(c) If there is conflicting traffic in the horizontal dimension and ATC is unable to establish vertical separation, ATC shall:

(1) Advise the pilot unable to issue clearance for requested deviation.

(2) Advise pilot of conflicting traffic.

(3) Request pilot's intentions.

#### **PHRASEOLOGY–**

*"Unable (requested deviation), traffic is (call sign, position, altitude, direction), advise intentions."*

7. The pilot will take the following actions:

(a) Advise ATC of intentions by the most expeditious means available.

(b) Comply with air traffic control clearance issued, or

(c) Execute the procedures detailed in para 8(a) below. (ATC will issue essential traffic information to all affected aircraft.)

(d) If necessary, establish voice communications with ATC to expedite dialogue on the situation.

#### **Actions To Be Taken if a Revised Air Traffic Control Clearance Cannot Be Obtained:**

8. The pilot shall take the actions listed below under the provision that the pilot may deviate from rules of the air (e.g., the requirement to operate on route or track centerline unless otherwise directed by ATC), when it is absolutely necessary in the interests of safety to do so.

(a) If a revised air traffic control clearance cannot be obtained and deviation from track is required to avoid weather, the pilot shall take the following actions:

(1) If possible, deviate away from an organized track or route system.

Route center line track	Deviations >10 NM	Level change
EAST (000–179 magnetic)	LEFT RIGHT	DESCEND 300 ft CLIMB 300 ft
WEST (180–359 magnetic)	LEFT RIGHT	CLIMB 300 ft DESCEND 300 ft

**NOTE–**

*Subparagraphs 8(a)(2) and 8(a)(3) below call for the pilot to: broadcast aircraft position and pilot's intentions, identify conflicting traffic and communicate air-to-air with near-by aircraft. If the pilot determines that there is another aircraft at or near the same FL with which his aircraft might conflict, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.*

(2) Establish communication with and alert nearby aircraft by broadcasting, at suitable intervals: flight identification, flight level, aircraft position (including the ATS route designator or the track code), and intentions (including the magnitude of the deviation expected) on the frequency in use, as well as on frequency 121.5 MHz (or, as a back-up, the VHF inter-pilot air-to-air frequency 123.45).

(3) Watch for conflicting traffic both visually and by reference to ACAS (if equipped).

(4) Turn on all aircraft exterior lights (commensurate with appropriate operating limitations).

(5) For deviations of less than 10 NM, aircraft should remain at the level assigned by ATC.

(6) For deviations of greater than 10 NM, when the aircraft is approximately 10 NM from track, initiate a level change based on the criteria in the table below.

(7) If contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

(8) When returning to track, be at its assigned flight level, when the aircraft is within approximately 10 NM of centerline.

### **g. Strategic Lateral Offsets In Oceanic Airspace To Mitigate Collision Risk And To Mitigate Wake Turbulence**

1. Pilots should use the Strategic Lateral Offset Procedure as standard operating practice in the course of normal oceanic operations to mitigate collision risk and wake turbulence. The Strategic Lateral Offset Procedure will be applied throughout the Oakland and Anchorage oceanic FIRs. This procedure is to be used for **both** wake vortex encounters, and to mitigate the heightened risk of collision when non-normal events such as operational altitude deviation errors and turbulence induced altitude deviations occur.

2. Strategic Lateral Offset Procedures will be applied using the following guidelines:

(a) Strategic lateral offsets executed to mitigate collision risk and those executed to mitigate the effects of wake turbulence are to be made to the right of a route or track;

(b) In relation to a route or track, there are three positions that an aircraft may fly: centerline, 1 NM or 2 NM right; and,

(c) Offsets are not to exceed 2 NM right of centerline.

3. The intent of this procedure is to reduce risk (increase the safety margin) by distributing aircraft laterally and equally across the three available positions. In this connection, pilots must take account of the following:

(a) Aircraft without automatic offset programming capability must fly the centerline;

(b) Aircraft capable of being programmed with automatic offsets may fly the centerline or offset 1 NM or 2 NM right of centerline to obtain lateral spacing from nearby aircraft;



(c) Pilots should use whatever means are available (e.g. communications, visual acquisition, GPWS or TCAS/ACAS) to determine the best flight path to fly;

(d) Any aircraft overtaking another aircraft is to offset within the confines of this procedure, if capable, so as to create the least amount of wake turbulence for the aircraft being overtaken;

(e) For wake turbulence purposes, pilots are also to fly one of the three positions at 2b above and never offset to the left of centerline nor offset more than 2 NM right of centerline;

*NOTE. It is recognized that the pilot will use his/her judgment to determine the action most appropriate to any given situation and has the final authority and responsibility for the safe operation of the aeroplane. The use of air-to-air channel, 123.45, may be used to co-ordinate the best wake turbulence offset option.*

(f) Pilots may apply an offset outbound at the oceanic entry point but must return to centerline at the oceanic exit point.

(g) Aircraft transiting radar-controlled airspace (e.g. Guam or Vancouver Center) may remain on their established offset positions but must advise the radar controller on initial contact of their offset status;

(h) There is no ATC clearance required for this procedure and, except as stated in paragraph (g), above it is not necessary that ATC be advised; and,

(i) Voice position reports are to be based on the current ATC route/course clearance and not the exact co-ordinates of the offset position.

#### **h. Flight Planning in RVSM Airspace**

1. RVSM approval is required for aircraft to operate within RVSM airspace. The operator must determine that the appropriate State authority has approved the aircraft and will meet the RVSM requirements for the filed route of flight and any planned alternate routes. The letter "W" shall be inserted in item 10 (Equipment) of the ICAO standard flight plan to indicate RVSM approved aircraft.

2. Non-RVSM Aircraft. Non-RVSM civil aircraft unable to fly to an appropriate destination at or below FL280 and unable to fly at or above FL430 may flight plan at RVSM flight levels provided one of the following conditions exists:

(1) The aircraft is being initially delivered to the State of Registry or Operator.

(2) The aircraft was formerly RVSM approved but has experienced an equipment failure and is being flown to a maintenance facility for repair in order to meet RVSM requirements and/or obtain approval.

(3) The aircraft is being utilized for mercy or humanitarian purposes.

(4) The aircraft is transporting a spare engine mounted under the wing.

3. Aircraft operators requesting approval as above shall:

(a) If departing within Oakland FIR or Anchorage FIR, obtain approval from the appropriate Oceanic Control Center normally not more than 12 hrs. and not less than 4 hrs. prior to the intended departure time.

(b) If transiting Oakland FIR or Anchorage FIR, notify the appropriate Oceanic Control Center after approval is received from the first affected Center and prior to departure. (Note that filing of the flight plan is not appropriate notification).

(c) Include the remarks "APVD non-RVSM" in Field 18 of the ICAO Flight Plan.

4. Contact details for approval request or notification are as follows:

Oakland ARTCC Telephone: 1-510-745-3342

AFTN: KZOAZRZX

FAX: 1-510-745-3411

Anchorage ARTCC Telephone: 1-907-269-1108  
AFTN: PAZAZQZX  
FAX: 1-907-269-1343

5. Non-RVSM aircraft operating in the RVSM stratum will be separated from all other aircraft by a minimum 2,000 ft vertical separation.

6. This approval process is intended exclusively for the purposes indicated above and not as a means to circumvent the normal RVSM approval process.

**i. State Aircraft That Are Not RVSM Compliant**

Non-RVSM State aircraft may flight plan within Oakland, Anchorage, Tokyo or Naha airspace without prior coordination. State aircraft should include in field 18 of the ICAO Flight Plan (remarks): "STS/Military NON-RVSM" should be added to the remarks section of the flight plan.

**j. Operation of Non-RVSM Aircraft Within RVSM Airspace**

1. Vertical separation applied. It should be noted that RVSM approved aircraft will be given priority for level allocation over non-RVSM approved aircraft. The vertical separation minimum between non-RVSM aircraft operating in the RVSM stratum and all other aircraft is 2,000 ft.

2. Climb and descent through RVSM airspace. Non-RVSM compliant aircraft may be cleared to climb to and operate at or above FL430 or descend to and operate at or below FL280 provided that they:

(a) Do not climb or descend at less than standard rate.

(b) Do not level off at an intermediate level while passing through the RVSM stratum.

**k. Procedures for Suspension of RVSM**

Air traffic services will consider suspending RVSM procedures within affected areas of the Oakland FIR or Anchorage FIR when there are pilot reports of greater than moderate turbulence. Within areas where RVSM procedures are suspended, the vertical separation minimum between all aircraft will be 2,000 ft. (Oceanic Operations Standards Group, 2/16/06)

**DIRECT SATVOICE CAPABILITY FOR ATC USE – OAKLAND FIR**

Oakland Center oceanic control has the capability for air/ground and ground/air satellite telephone service (SATVOICE). Direct SATVOICE contact between the pilot and Oakland Center shall be limited to distress and urgency situations, or other exceptional circumstances only.

Oakland Center oceanic control may initiate calls to aircraft when other means are not available and communications is essential.

Aircraft satellite data units may be pre-programmed with the INMARSAT six digit code for easy access call set-up. The INMARSAT code for Oakland Center oceanic control is 436697. If the aircraft provides direct dial access, the INMARSAT six digit code may be utilized for initiating the air/ground call. To receive SATVOICE service, aircraft must be logged on to an INMARSAT communications satellite. Call forwarding from the ground service provider will initiate the call to the aircraft.

**NOTE-**

*Aircraft should log on to the INMARSAT Pacific Ocean satellite while operating anywhere within the Oakland FIR. This is necessary for Oakland Center to be able to initiate calls to aircraft.*

In the event of controller pilot data link (CPDLC) failure, flight crews are requested to communicate directly with San Francisco (SFO) ARINC on HF radio or SATVOICE for routine communications. Do not call Oakland Center directly for routine communications.

Direct questions to Oakland International Operations, telephone: 510-745-3320, fax: 510-745-3628. (ATO-En Route & Oceanic)

**Gulf of Mexico---Houston and Miami Oceanic CTA/FIR Boundaries**

Effective 16 February 2006, the following Houston (ZHU) and Miami (ZMA) Oceanic CTA/FIR boundaries were amended:

Beginning at the current Houston Oceanic CTA/FIR boundary at:

	24-00-00N	086-00-00W to
#	24-00-00N	084-59-59W (common ZMA CTA/FIR) to
#	25-02-01N	084-59-59W (common ZMA CTA/FIR) to
#	26-12-00N	085-05-30W (common ZMA CTA/FIR) to
#	26-36-10N	085-24-50W (common ZMA CTA/FIR) to
#	27-00-00N	086-00-00W (common ZMA CTA/FIR and ZJX ARTCC) to
#	27-14-29N	086-49-02W (common ZJX ARTCC) to
	27-30-00N	087-41-00W (common ZJX ARTCC) thence along the current boundary

Beginning at the current Miami Oceanic CTA/FIR boundary at:

	24-00-00N	083-10-00W (common ZMA ARTCC) to
#	24-00-00N	084-59-59W (common ZHU CTA/FIR) to
#	25-02-01N	084-59-59W (common ZHU CTA/FIR) to
#	26-12-00N	085-05-30W (common ZHU CTA/FIR) to
#	26-36-10N	085-24-50W (common ZHU CTA/FIR) to
#	27-00-00N	086-00-00W (common ZHU CTA/FIR and ZJX ARTCC) to
#	27-15-14N	085-37-20W (common ZJX ARTCC) to
#	27-30-00N	085-15-00W (common ZJX ARTCC) to
	27-30-00N	084-30-00W (common ZMA ARTCC) to
	24-38-38N	083-14-26W (common ZMA ARTCC) to the point of beginning

(AJE-32, 2/17/06)



## Part 4.

# GRAPHIC NOTICES





# **Section 1. General**





## **SPECIAL INSTRUMENT APPROACH PROCEDURE NOTAMS**

Effective February 19, 2004, the Federal Aviation Administration (FAA) will begin issuing NOTAMs for special Instrument Approach Procedures (IAPs).

FAA Flight Service Station specialists will not automatically provide NOTAM information to pilots for special IAPs during telephone preflight briefings. Pilots who are authorized by the FAA to use special IAPs must specifically request FDC NOTAM information for the particular special IAP they plan to use.

When receiving preflight information telephonically from a Flight Service Station, pilots who are authorized by the FAA to use special instrument approach procedures must specifically request FDC NOTAM information for the particular special instrument approach procedure they plan to use.

(ATA-101 4/5/04)

## HIGH VOLUME WINTER ROUTINGS

IFR turbojet aircraft filed at or above FL240 departing from Montreal, Toronto, Cleveland, and Boston Centers to Jacksonville and Miami Centers as well as Caribbean destinations between the hours of 1200Z and 2000Z (1100Z and 1900Z during daylight 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 WEAVR J121 CHS

### FROM CZU

..JFK J79 SBY J209 ORF J174 DIW  
..JFK J79 SBY J209 ORF J121 CHS  
..PSB J61 OTT J61 EDDYS J174 DIW  
..PSB J61 OTT J61 HUBBS J193 WEAVR J121 CHS

### FROM ZBW

..HTO J174 SWL J121 CHS  
..HTO J174 DIW  
..CMK J75 CAE  
..PSB J61 OTT J61 EDDYS J174 DIW  
..PSB J61 OTT J61 HUBBS J193 WEAVR J121 CHS

### FROM/THRU ZOB (TO ATLANTIC ROUTES)

..CXR J146 ETG PSB J61 EDDYS J174 DIW

Please direct any questions to Washington ARTCC at (703) 771-3443 or (703) 779-3787.

## **DISCONTINUANCE OF 121.5 & 243 MHz FOR SATELLITE DISTRESS ALERTS**

The Cospas–Sarsat Program has announced plans to terminate satellite processing of distress signals from 121.5 and 243 MHz emergency beacons on February 1, 2009. Users of the system will have to switch to emergency beacons operating at 406 MHz, which are more reliable and provide search and rescue agencies complete information that they need to do their job, in order to be detected by satellites.

Reasons for the Cospas–Sarsat program to discontinue use are driven by guidance from the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO). These two agencies are responsible for regulating the safety of ships and aircraft on international transits and handle international standards for maritime and aeronautical search and rescue missions. In addition, 121.5 MHz false alerts inundate search and rescue resources which impact the effectiveness of lifesaving services.

Individuals who plan on buying a new distress beacon may wish to take the Cospas–Sarsat decision into account. For further information please see [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov).

(U.S. NOAA Corps 7/7/07)

## Revised Terminal, Flight Service, and Air Route Traffic Control Center Weather Radar Phraseology

Effective May 11, terminal facilities with digitized radar weather displays and flight service stations using NEXRAD radar presentations will provide radar precipitation information to pilots in four intensity levels. Air route traffic control centers will continue to provide radar precipitation information based on WARP radar presentations displayed to controllers in three levels. Air traffic controllers will use the term “precipitation” when describing radar-derived weather.

For terminal and flight service facilities the four levels are as follows:

The lowest intensity, corresponding to a radar return level of less than 30 dBZ will be described as “LIGHT.”

The next intensity, corresponding to a radar return level of 30 to 40 dBZ will be described as “MODERATE.”

– The next higher intensity, corresponding to a radar return level of greater than 40 to 50 dBZ will be described as “HEAVY.”

– The highest intensity, corresponding to a radar return level of greater than 50 dBZ will be described as “EXTREME.”

If the precipitation intensity can not be determined, the controller shall issue “INTENSITY UNKNOWN.”

For air route traffic control centers utilizing WARP, the three levels displayed are as follows:

–The lowest intensity, corresponding to a radar return level of 30 to 40 dBZ will be described as “MODERATE.”

– The middle intensity, corresponding to a radar return level of greater than 40 to 50 dBZ will be described as “HEAVY.”

– The highest intensity, corresponding to a radar return level of greater than 50 dBZ will be described as “EXTREME.”

NOTE: LIGHT intensity (corresponding to a radar return level of less than 30 dBZ) is not depicted on the en-route controller’s display.

In lieu of WARP, en route facilities may utilize long range radar weather (ARSR) information that only displays two precipitation intensity levels. When issuing ARSR precipitation intensity:

–The lowest displayable precipitation intensity is described as “MODERATE.”

–The highest displayable precipitation intensity is described as “HEAVY” TO “EXTREME.”

As radar returns increase in strength, the likelihood of occurrence of turbulence, severe updrafts and downdrafts, wind shear, hail, icing, lightning, heavy rain and tornadoes increases. Pilots are urged to exercise caution around any radar return and especially avoid areas of Heavy and Extreme intensity radar returns.

This NOTAM supersedes all published weather phraseology for radar displayed precipitation for air traffic specialists and controllers. (Safety & Operations Support Office, ATO-E 4/10/06)

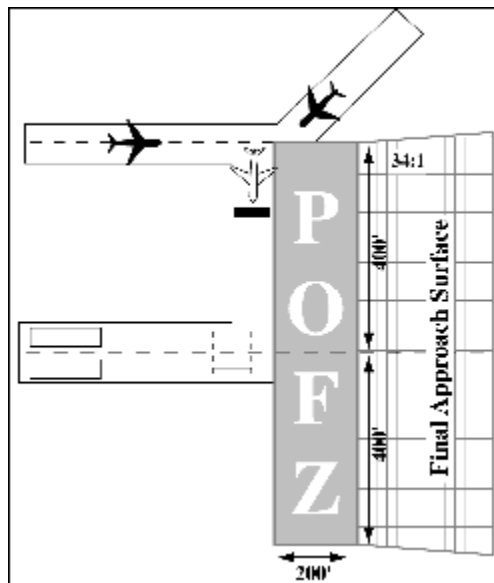
# Precision Object Free Zone

The Precision Object Free Zone (POFZ) is a volume of airspace above an area beginning at the runway threshold, at the threshold elevation, and centered on the extended runway centerline. The standard POFZ is 200 feet (60 meters) long and 800 feet (240 meters) wide. The POFZ must be kept clear when an aircraft on a vertically guided final approach is within two nautical miles (NM) of the runway threshold and the reported ceiling is below 250 feet and/or visibility less than  $\frac{3}{4}$  statute miles (SM) (or runway visual range below 4,000 feet). The POFZ is considered clear even if the wing of the aircraft holding on a taxiway waiting for runway clearance penetrates the POFZ; however, neither the fuselage nor the tail may infringe on the POFZ. See Figure 1.

For approaching aircraft, in the event that a taxiing/parked aircraft or vehicle is not clear of the POFZ, air traffic control will provide advisories to the approaching aircraft regarding the position of the offending aircraft/vehicle. In this case the pilot of the approaching aircraft must decide to continue or abort the approach. When the reported ceiling is below 800 feet or visibility less than two SM, departing aircraft must do the following. When there is an air traffic control tower (ATCT) in operation, plan to hold at the ILS hold line and hold as directed by air traffic control. When there is no operating ATCT, honor the ILS hold line and do not taxi into position and takeoff if there is an approaching aircraft within 2 NM of the runway threshold.

Fig. 1

## Precision 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](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](http://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

## RNAV Off-the-Ground Phraseology Evaluation for Standard Instrument Departures (SIDs) from Parallel Runways

**Purpose:** The FAA will begin evaluation of RNAV Off-the-Ground phraseology at Dallas Fort Worth International (DFW) airport and at Hartsfield-Jackson Atlanta International (ATL) airports on June 1, 2009. The evaluation may result in system-wide implementation at a later date. The phraseology, to be issued with the takeoff clearance, requires aircrew action to validate correct programming of runway and departure in the Flight Management System (FMS) prior to takeoff. A purpose for the RNAV departure instruction will not be issued. Pilots are expected to associate the instruction with the flight path to their planned route of flight.

**1. Phraseology:** Pilots can expect a takeoff clearance from ATC that will provide instructions to depart the runway either via an RNAV path or via an assigned heading to be maintained. An RNAV path takeoff clearance will direct aircraft to fly the required RNAV path to the initial waypoint on the SID in the ATC clearance. A typical takeoff clearance will state, for example, “*American 123, RNAV to TREXX, Runway 17R, Cleared for Takeoff*”. After verifying that the correct runway and departure are loaded and that the correct lateral navigation mode is available and ready for use after takeoff, the expected pilot response is, “*American 123, RNAV to TREXX, Runway 17R, Cleared for Takeoff*”. Pilots must immediately advise ATC if unable to comply with the RNAV SID or if a different RNAV SID is entered in the aircraft FMS. If the takeoff clearance does not match the planned / loaded procedure, either request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved.

**2. Required action:** Unless ATC has issued a heading to fly in place of the off-the-ground phraseology, engage lateral navigation flight guidance as soon as practical and fly the departure precisely. Strict compliance with the lateral and vertical tracks is imperative. Parallel RNAV departures must not encroach on the airspace between extended parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid transgressing in the direction of a parallel track.

**3. Comments Requested:** During the operational evaluation of this phraseology, comments are solicited and may be forwarded as follows:

–ATL: Mike Hintz, mike.hintz@faa.gov, 404-559-5813

–DFW: Greg Juro, greg.juro@faa.gov, 972-615-2550

–FAA RNAV/RNP Group: James Arrighi, james.arrighi@faa.gov, 202-385-4680

(AJR-37 4/08/09)



## **Section 2. Military**

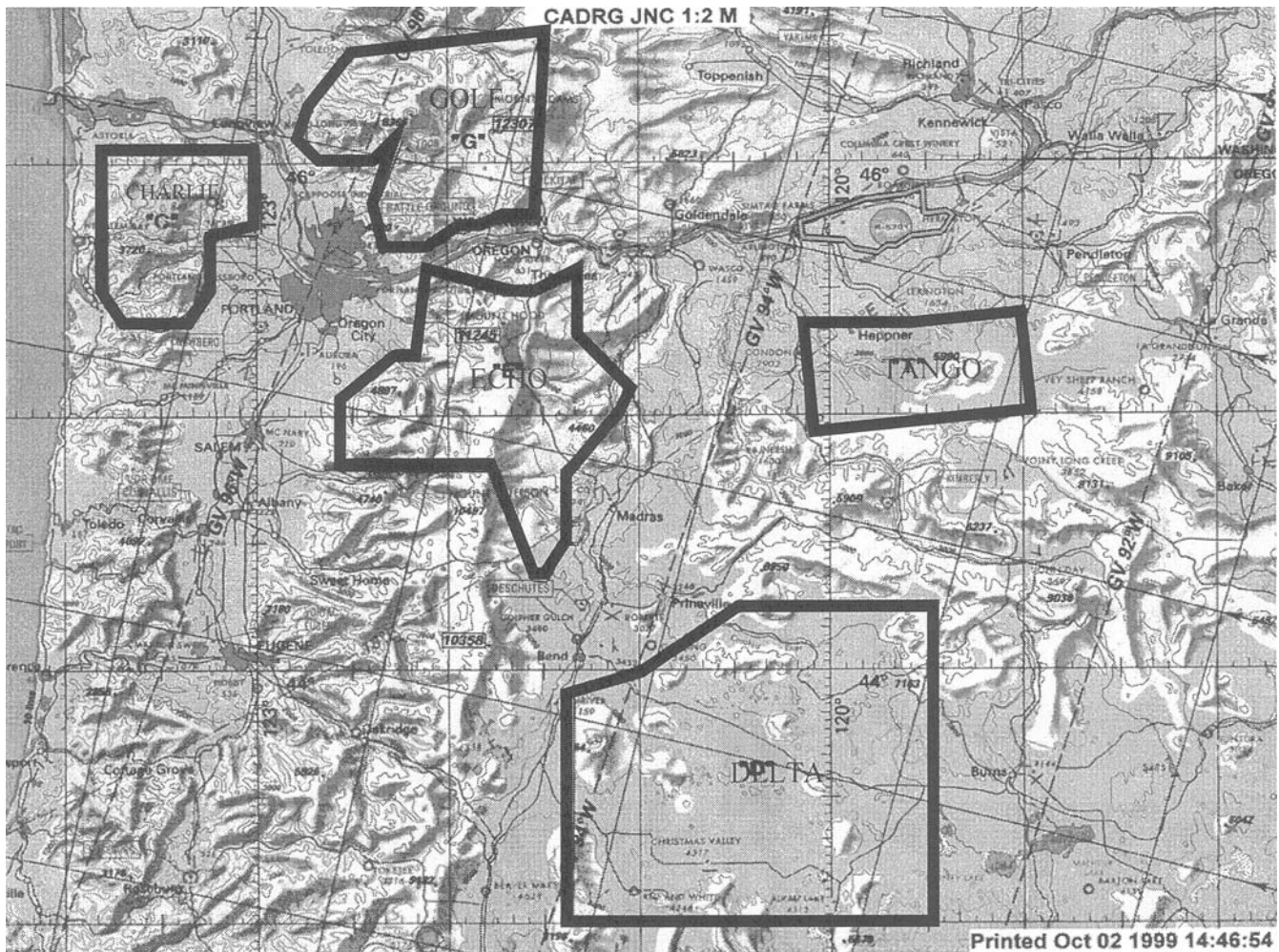


# Notice to Pilots and Interested Personnel in Northern Oregon and Southwest Washington

## 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.

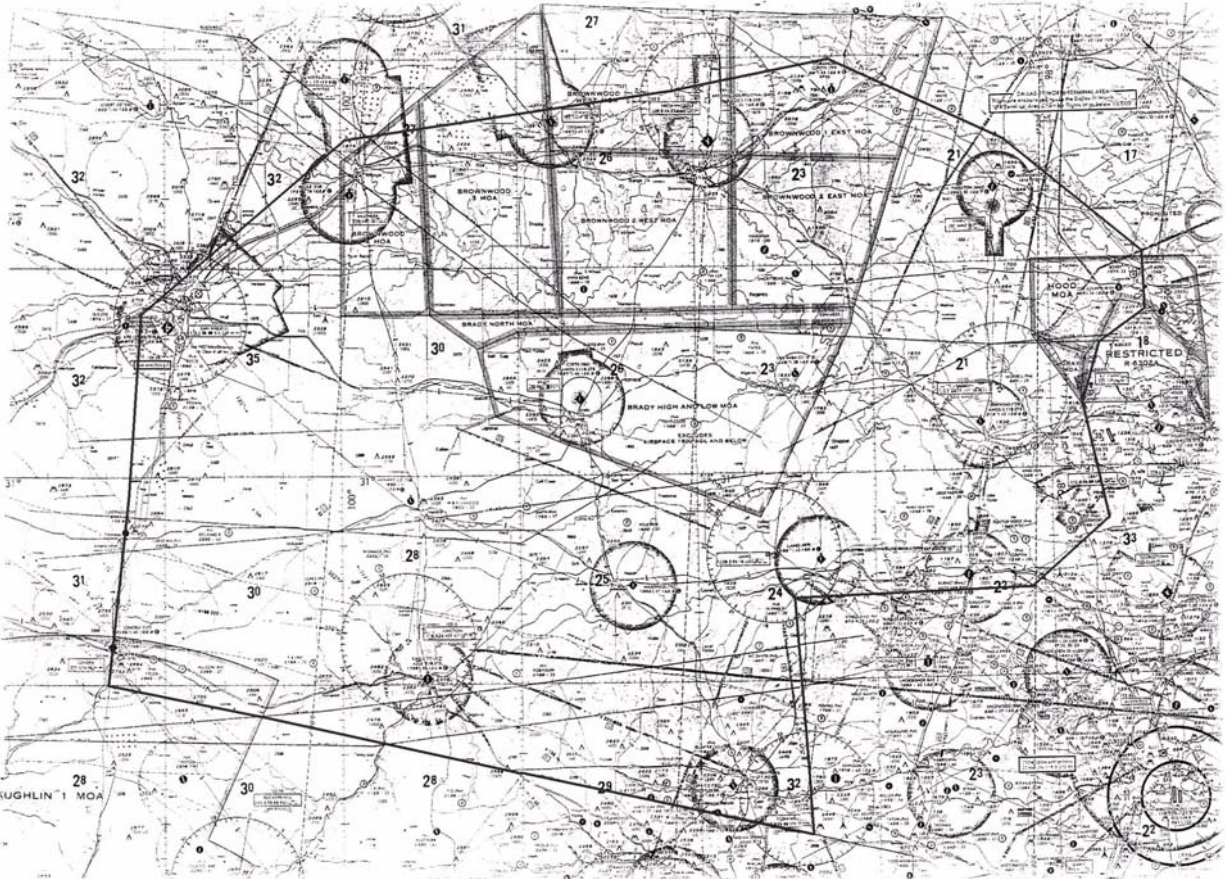


(ANM-520.6 3/2/2000)

## 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

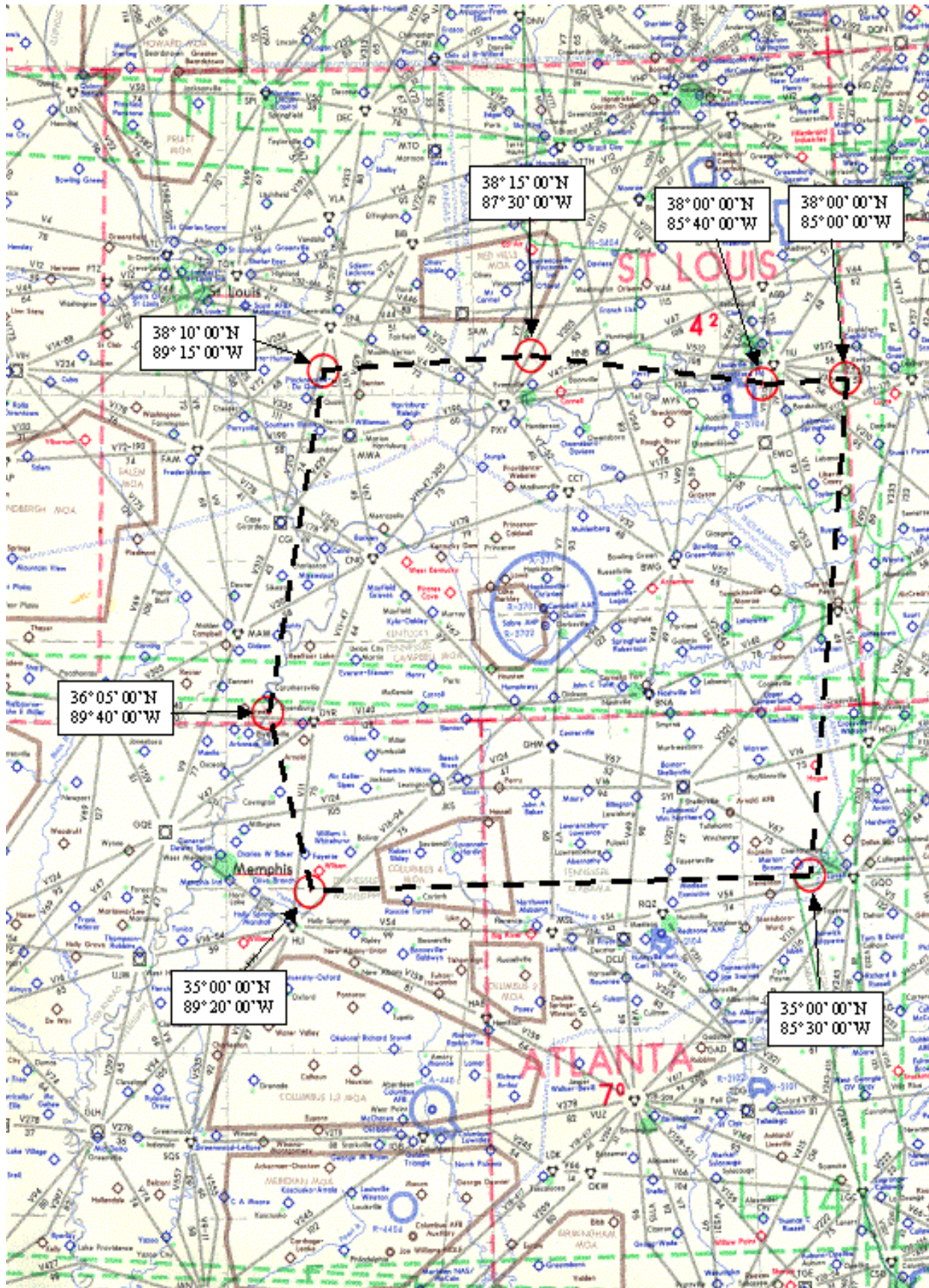
## **Notice to Pilots and Interested Persons in KY, TN, Southern IL, IN and Northern AL**

### **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.

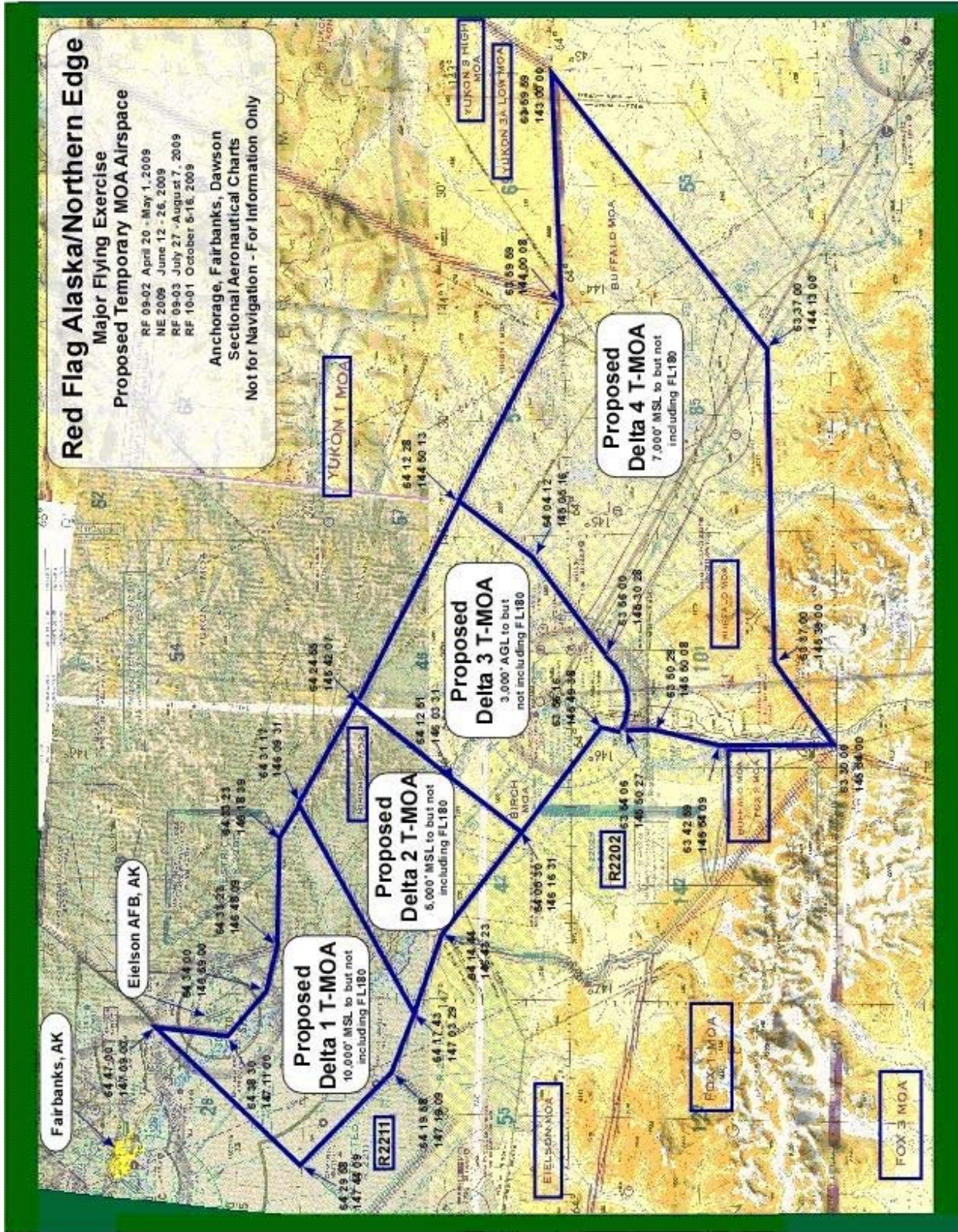
**Times of Use:** Between 0700–2200 local, contact SUAIS or any FAA Flight Service Station not to exceed 5 hours of daily use.

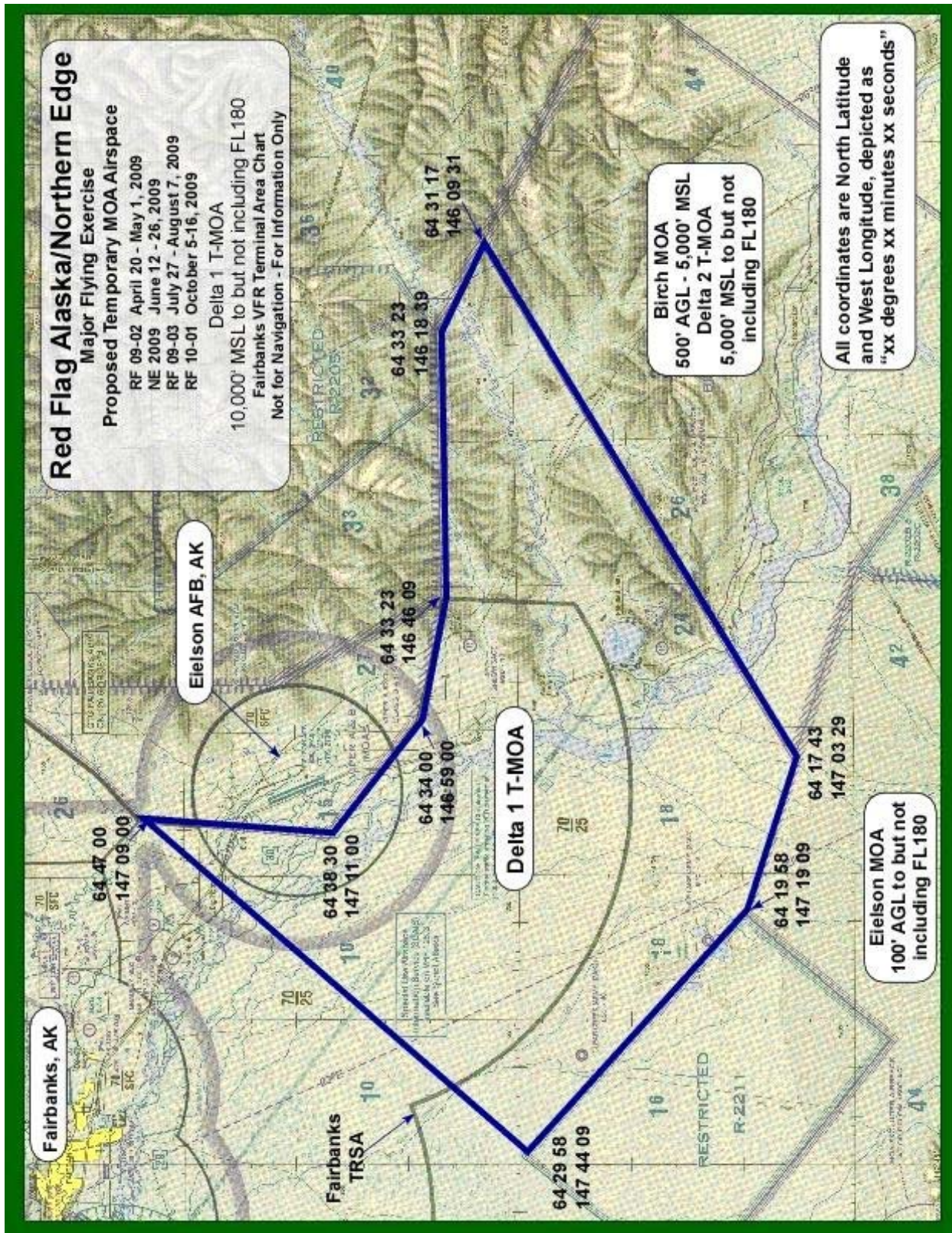
**Controlling Agency:** FAA, Anchorage ARTCC.

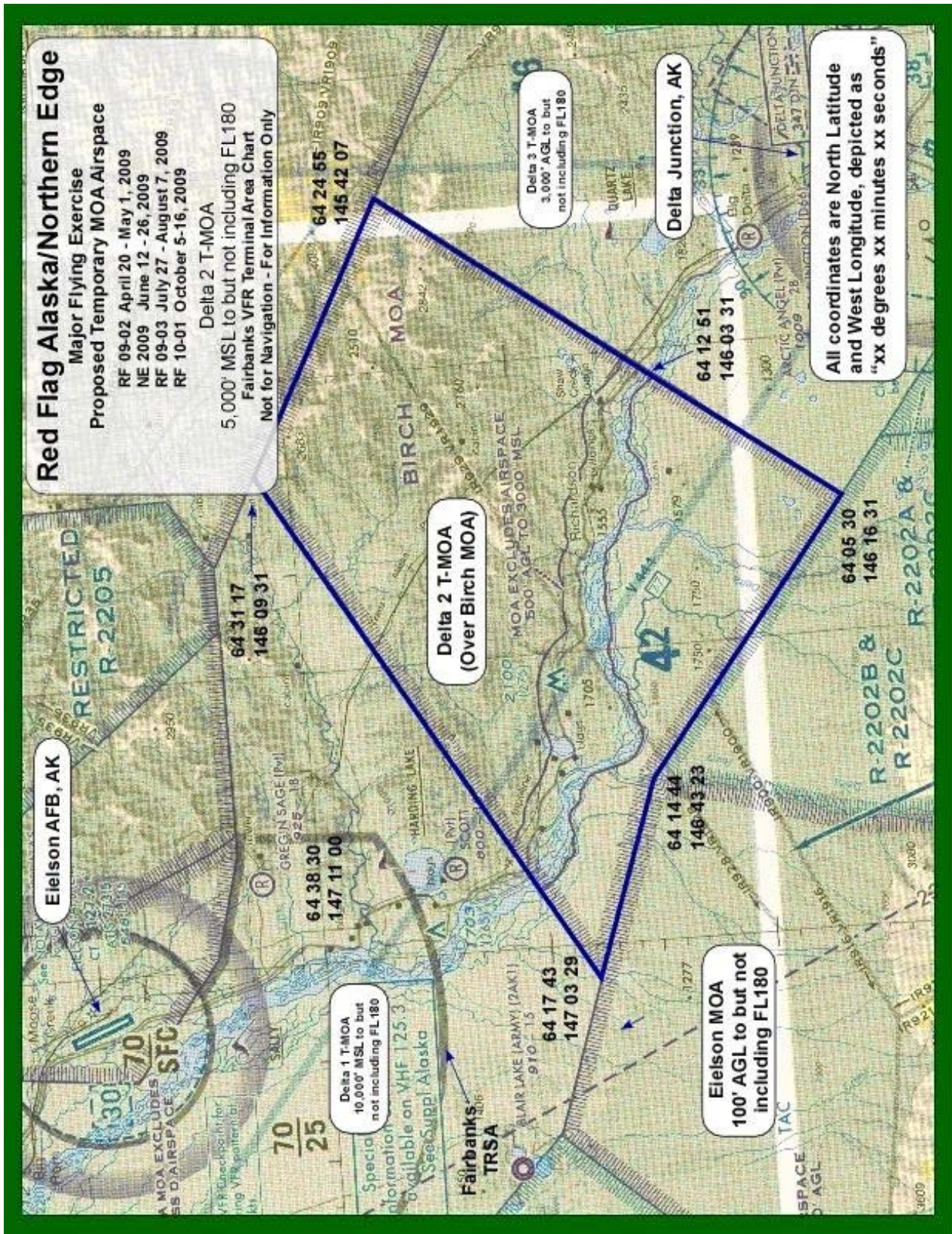
**Using Agency:** USAF, 354 Fighter Wing, Eielson AFB, AK.

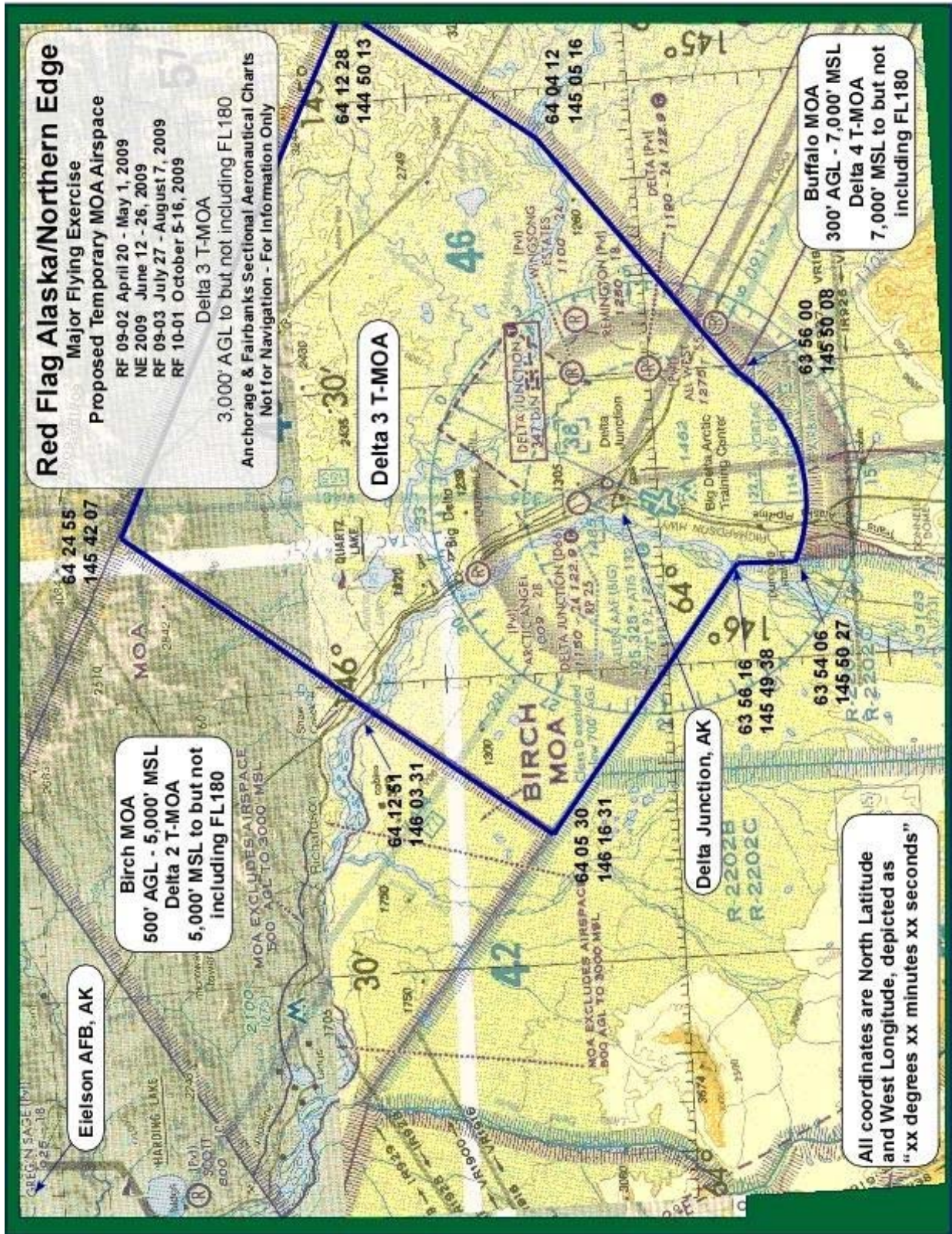
**NOTICE:** Times of Use are for NOTAM purposes only. Contact the nearest SUAIS, FSS, or ARTCC for actual activation times.













## 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

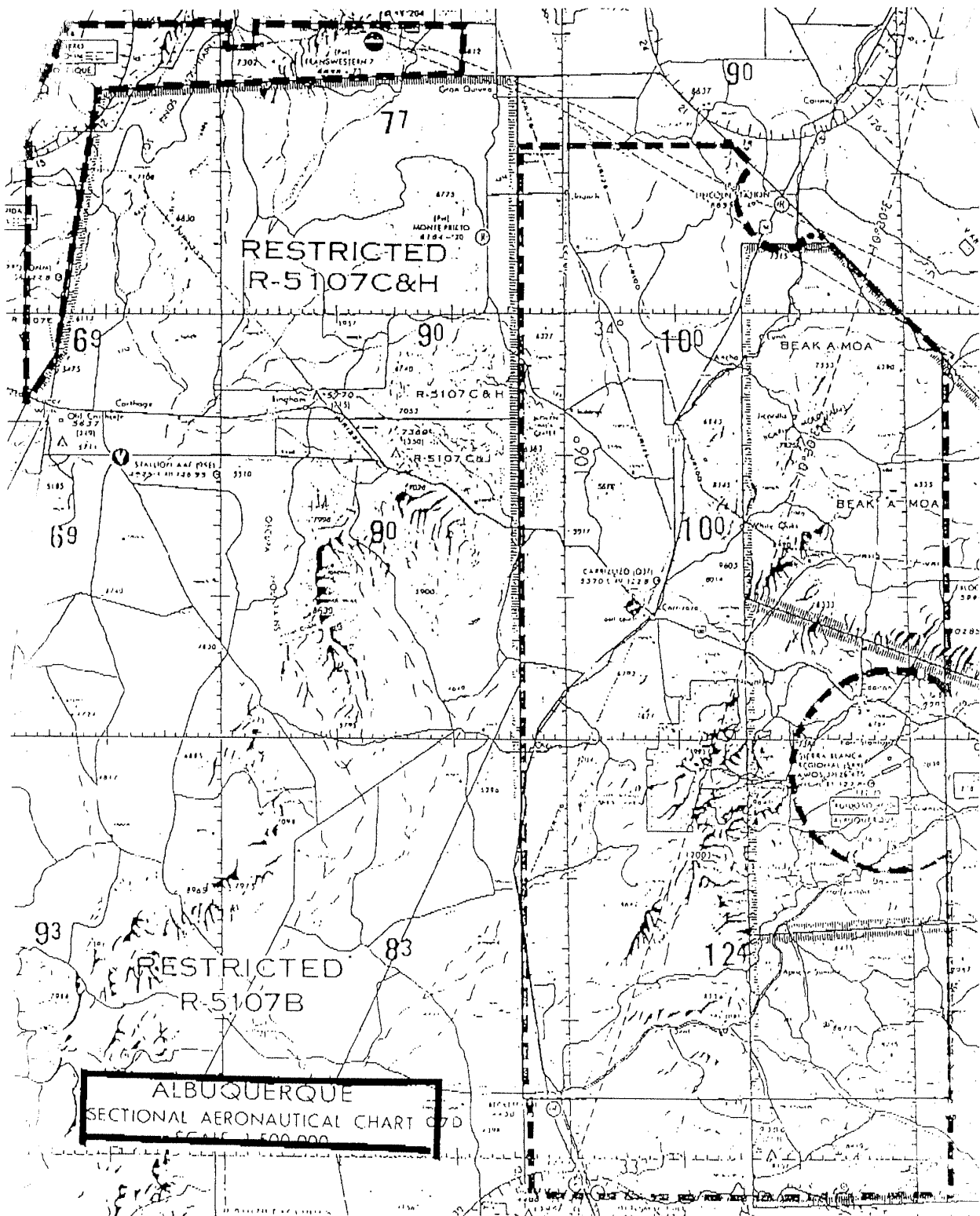
TO LAT. 33°57'00" N LONG. 106°44'00" W

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

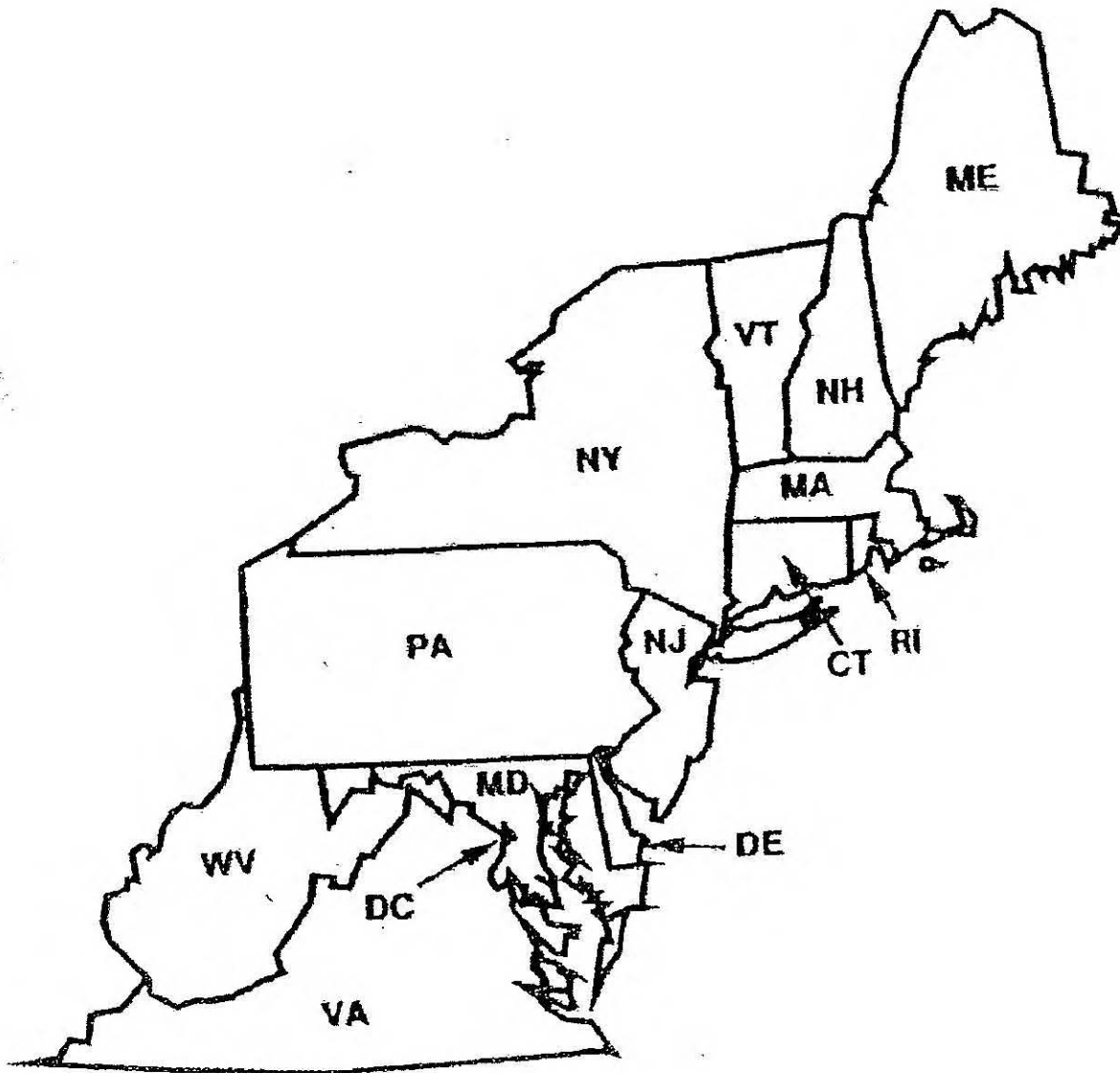




## **Section 3. Airport and Facility Notices**



# 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>	
<b>START POINT</b>	<b>ROUTING</b>
North Ramp	Charlie, Victor, Echo (hold short of Whiskey)
East Ramp	Victor, Echo (hold short of Whiskey)
South Ramp	Cross Delta, Echo (hold short of Whiskey)

<i>To Runway 14</i>	
<b>START POINT</b>	<b>ROUTING</b>
North Ramp "Echo"	Charlie, Victor, Echo, Sierra
North Ramp "November"	Charlie, November
East Ramp "Echo"	Victor, Echo, Sierra
East Ramp "November"	Cross Victor, Tango, Charlie, November
South Ramp "Echo"	Delta, Victor, Echo, Sierra
South Ramp "November"	Delta, Tango, Charlie, November

<i>To Runway 10R</i>	
<b>START POINT</b>	<b>ROUTING</b>
North Ramp	Charlie, Victor, Foxtrot
East Ramp	Victor, Foxtrot
South Ramp	Cross Delta, Echo, Whiskey, Foxtrot

(AEA-530 4/29/98)

**FREEWAY AIRPORT (W00)****VOR/GPS Runway 36 Approach**

The VOR/GPS Runway 36 approach to Freeway Airport, Mitchellville, Maryland, penetrates the Washington, DC, metropolitan area flight restricted zone (FRZ). While executing the VOR/GPS Runway 36 Approach to Freeway Airport, Parts 91 and 135 flight operations are exempt from the requirements of NOTAM 3/2126, Part III, A, and are authorized to penetrate the Washington, DC, FRZ, under the following provisions.

In addition to all other current NOTAMs applicable to this airport and the Washington, DC, metropolitan area Air Defense Identification Zone, all persons must comply with the following supplemental requirements:

1. Aircraft operators must file and activate an IFR flight plan.
2. Aircraft must squawk the air traffic control–assigned discreet beacon code.
3. Aircraft must maintain radio communication with Potomac Approach Control until authorized a frequency change to the local airport frequency.
4. Aircraft are not authorized practice (multiple) approaches.

This notice is effective immediately until further notice.

(ATP–120 7/15/03)

## **PHILADELPHIA INTERNATIONAL AIRPORT**

### **ILS PRM (Simultaneous Close Parallel) Approach Procedure for Pilots Filing Flight Plans to Philadelphia International Airport (PHL)**

**EFFECTIVE NOVEMBER 1, 2003.** During the hours of 0600–2100 local, PHL Air Traffic Control Tower can be expected to utilize ILS PRM approaches. If unable to participate in ILS PRM approaches, aircraft operators are required to contact the FAA Air Traffic Control System Command Center (ATCSCC) directly at 1–800–333–4286 prior to departure to obtain a pre–coordinated arrival time.

Non–participating aircraft may encounter delays attributable to PRM flow.

ILS PRM pilot requirements and procedures are outlined in the U.S. Terminal Procedures publications on the pages entitled “ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM).”

This notice is effective until further notice.

(AEA–530 10/2/03)



# BALTIMORE–WASHINGTON INTERNATIONAL AIRPORT (BWI)

## STANDARD TAXI ROUTES

### Baltimore, Maryland

Baltimore Tower has instituted Standard Taxi Routes to Runway 28 for departure aircraft located at Pier A, B, C, and the southern portion of Pier D. Ground Control will issue the Standard Taxi Route. Pilots who are unable to comply with standardized routes should advise Ground Control on initial contact. **Read back all hold short instructions.** Aircraft operators are required to have a letter of agreement with Baltimore Tower to use the Standard Taxi Routes.

RUNWAY 28		
Start Point	Route ID	Route
Pier A, Pier B Pier C Gates 2, 4, 6, 8, 12 & 16	Perrys 1	Taxiways A, P1, U
Pier C Gates 1, 3, 5, 7, 9, 11, 13 & 15 Pier D Gates 2, 4, 7, 8, 10, 11, 12, 13, 14, 15 & 16	Perrys2	Taxiways A, C

## **Special Authorization to Conduct Taxi Into Position & Hold (TIPH) Operations at Intersection**

Pittsburgh Tower is authorized to taxi aircraft into position and hold on Runways 28C and 28L at the intersection of Taxiway P during the hours of darkness. While conducting the TIPH operation, the specific runway shall be used only for departure and the intersection must be visible from the tower.

**SPECIAL AUTHORIZATION TO CONDUCT TAXI INTO POSITION &  
HOLD (TIPH) OPERATIONS AT INTERSECTION**

Newark Tower is authorized to taxi aircraft into position and hold (TIPH) between sunset and sunrise on Runway 22R at intersection Whiskey and Runway 22L at intersection Whiskey. While conducting these TIPH operations, the specific runway shall be used only for departing aircraft and the intersection must be visible from the control tower.

(Eastern Service Center 12/21/06)

**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.

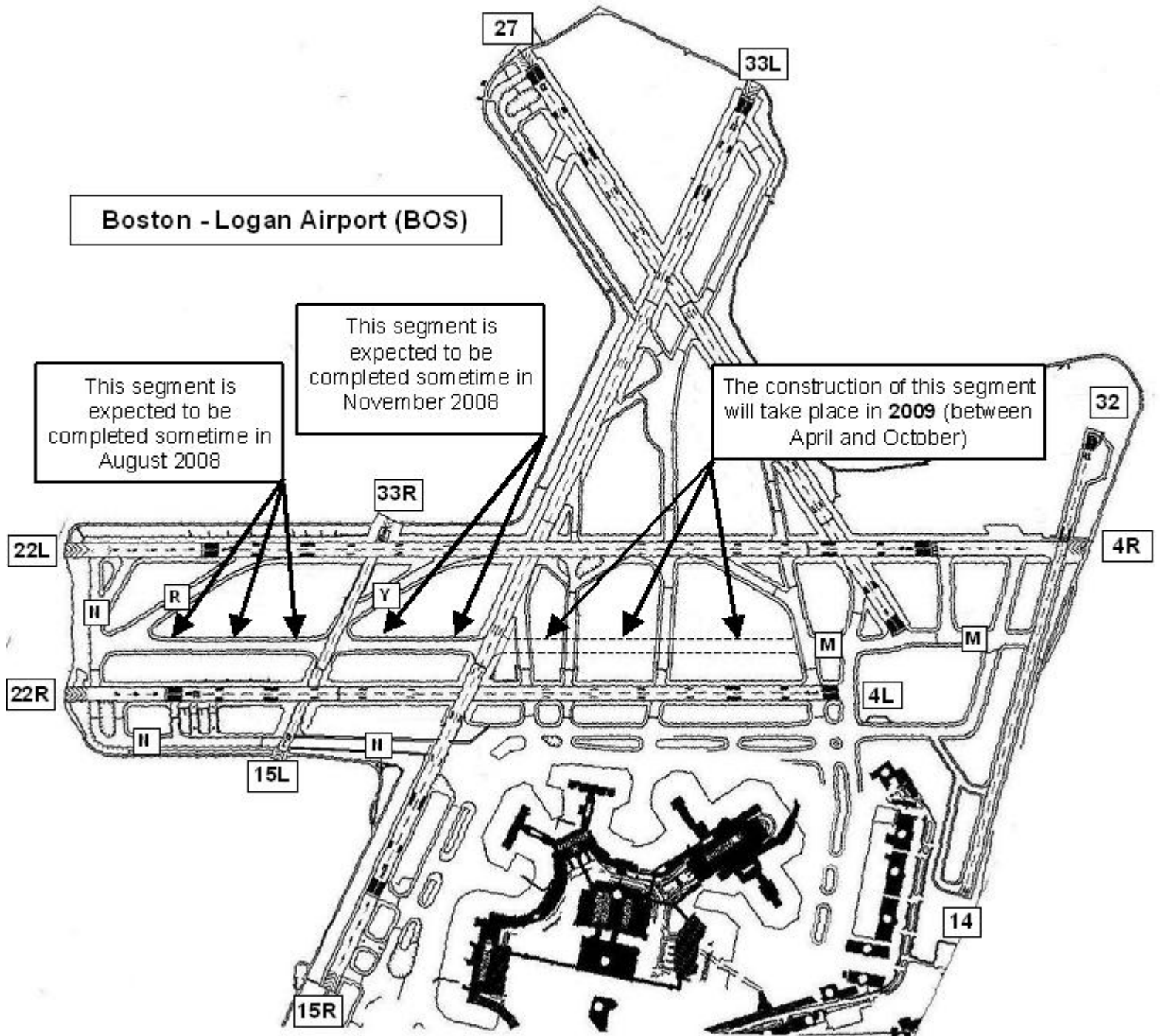
## **Boston–Logan International Airport (BOS)**

### **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





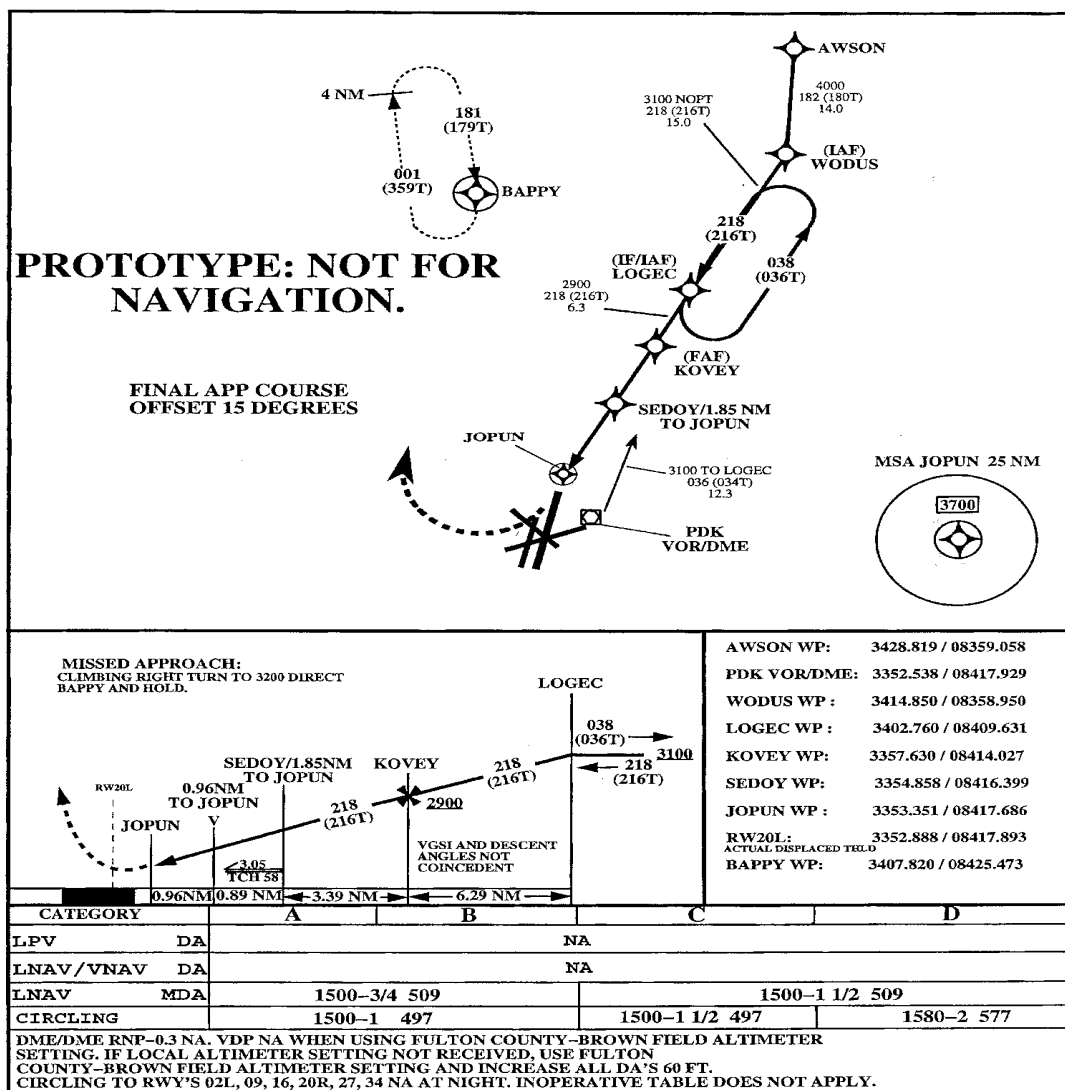
# DEKALB-PEACHTREE AIRPORT (PDK)

## 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)**

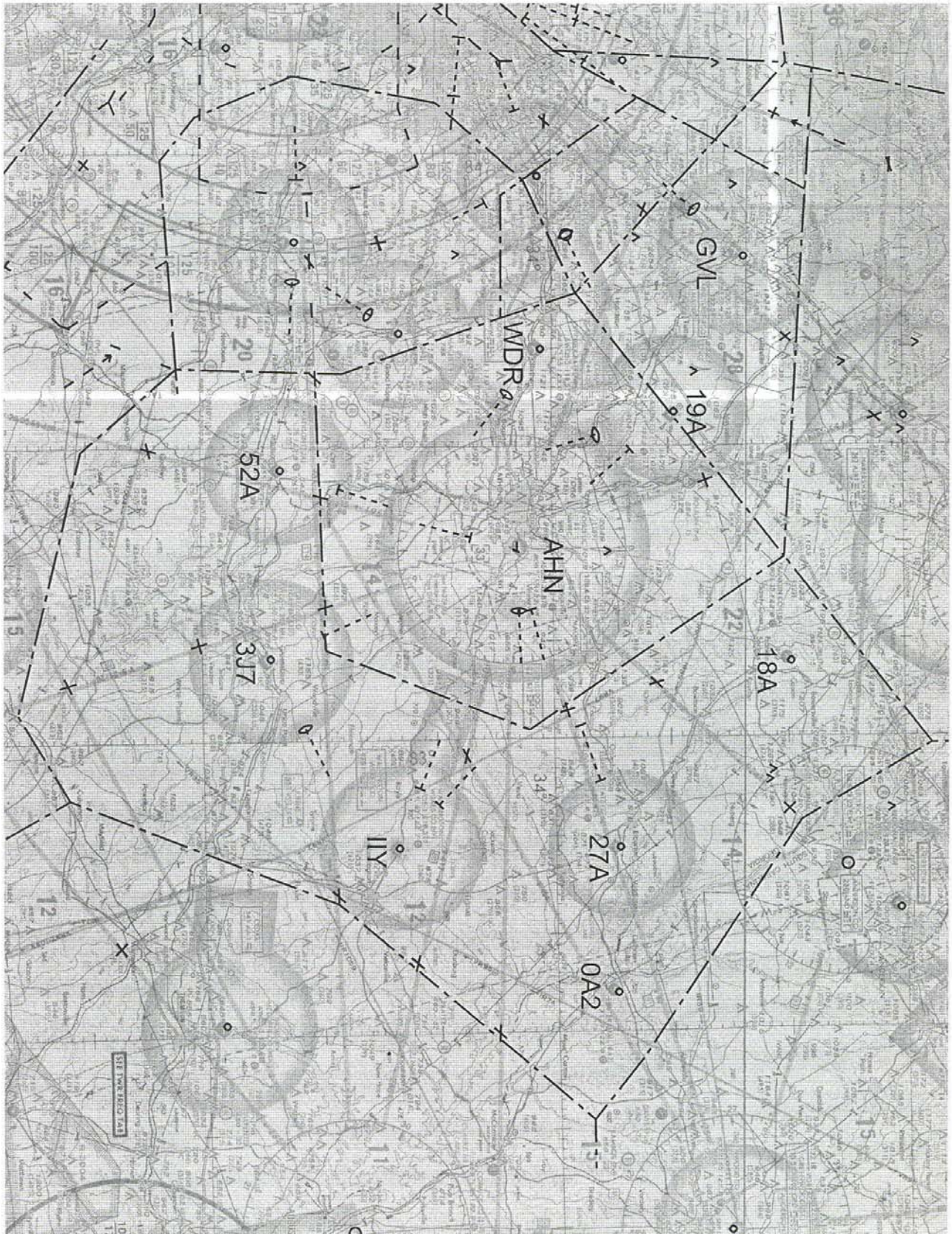
Effective November 1, 2005, all aircraft operating in the vicinity of Athens, Georgia, will now receive air traffic control services from Atlanta Approach Control. Atlanta Approach Control will assume the airspace from Atlanta ARTCC within a radius of approximately 50 nautical miles of Athens, Georgia, (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

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

<b>Runway 6R</b>		
<b>Route ID</b>	<b>Start Point</b>	<b>Routing Via</b>
Emerald	All Terminal Parking Areas	Juliet, Kilo and Lima.

<b>Runway 6R, Intersection Tango</b>		
<b>Route ID</b>	<b>Start Point</b>	<b>Routing Via</b>
Red	All Terminal Parking Areas	Juliet, Kilo, Lima and Tango

<b>Runway 24L</b>		
<b>Route ID</b>	<b>Start Point</b>	<b>Routing Via</b>
Blue	All Terminal Parking Areas	Juliet, Sierra, Lima, Whiskey

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

<b>Runway 24R</b>		
<b>Route ID</b>	<b>Start Point</b>	<b>Routing Via</b>
Orange	All Terminal Parking Areas	Juliet, Romeo <b>HOLD SHORT OF RUNWAY 24L</b> 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	<b><u>DELETE</u></b>	<b><u>DELETE</u></b>
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.

<b>Route ID</b>	<b>Starting Point</b>	<b>Routing Via</b>
Blue 5	<b>North terminal</b> circles 2 through 6 CONTACT GROUND ON 121.8	Kilo, Victor, Mike. Hold short of Foxtrot and contact ground on 119.45.
Blue 6	<b>North terminal</b> circle 1 CONTACT GROUND ON 121.8	Foxtrot, Victor, Mike. Hold short of Hotel and contact ground 119.45.

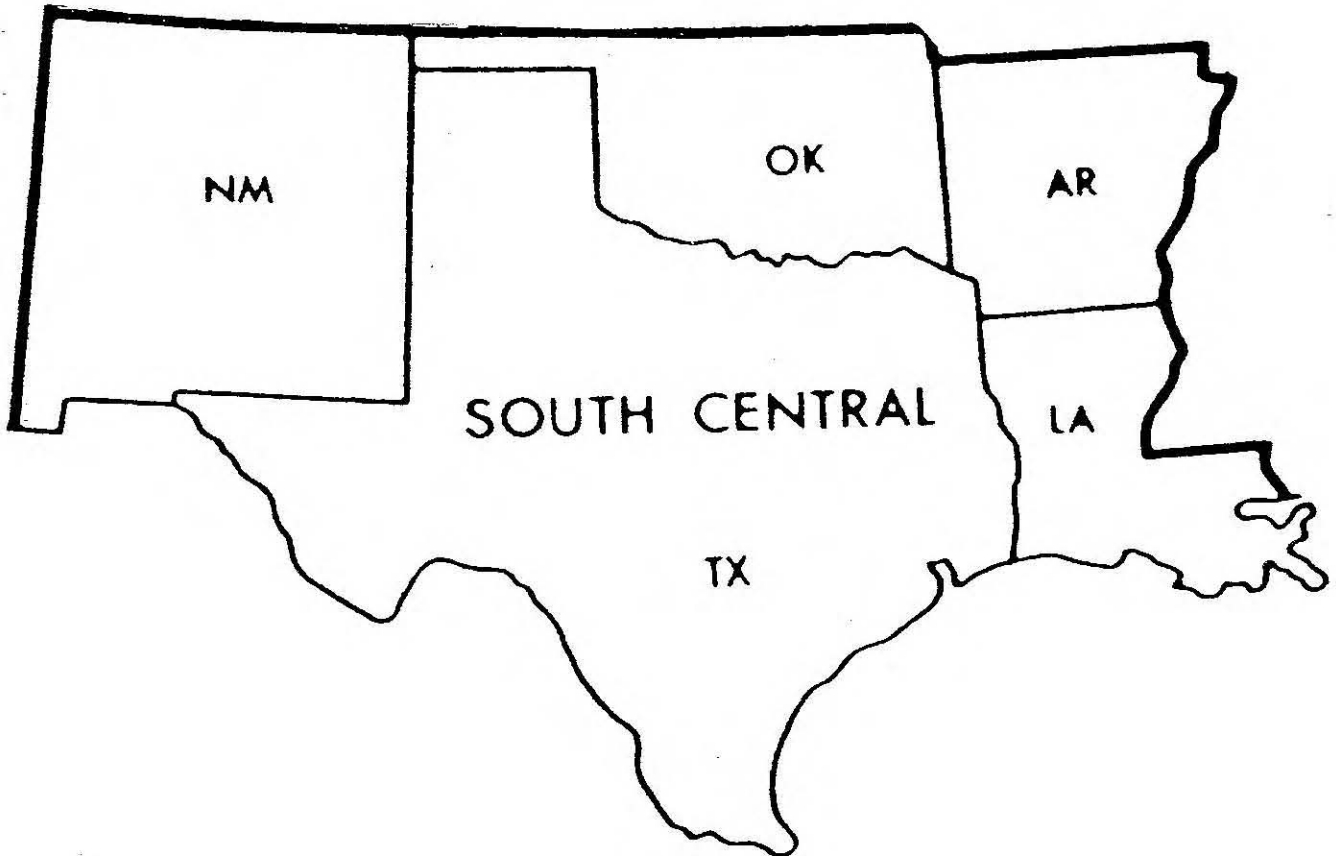
### RUNWAY 3L

<b>Route ID</b>	<b>Starting Point</b>	<b>Routing Via</b>
Brown 1	<b>South terminal</b> Taxiway Kilo between K-4 and Taxiway Uniform. CONTACT GROUND ON 132.72.	Kilo, RY 9L, Foxtrot and Mike. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L.
Brown 2	<b>South terminal</b> circle 2S. CONTACT GROUND ON 119.25.	Juliet, Papa Papa. Hold short of PP-1 and <b>MONITOR</b> tower on 118.4
Brown 3	<b>North terminal</b> 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	<b>North terminal</b> circle 1 CONTACT GROUND ON 121.8	Foxtrot, Mike. Hold short of Hotel and contact ground 119.45.
Brown 7	<b>South terminal</b> 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

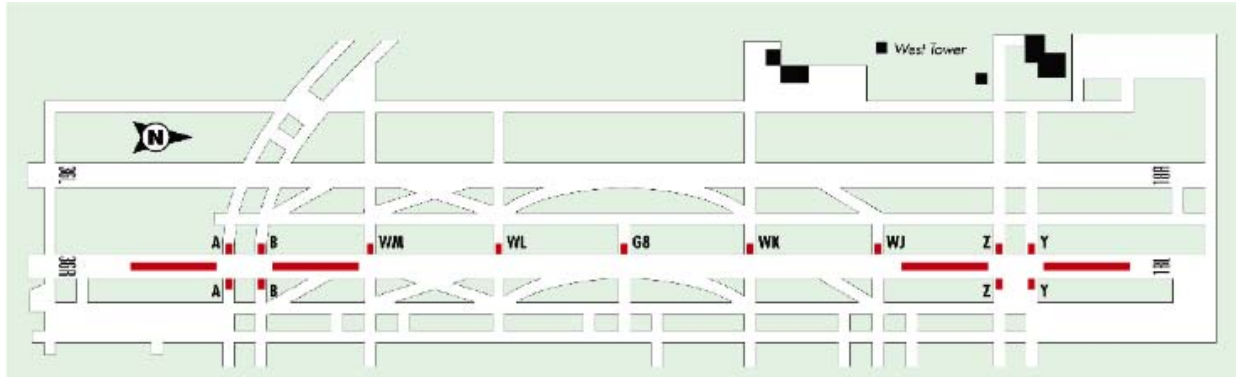
Voice: 202 493-4696

Fax : (202) 267-5111

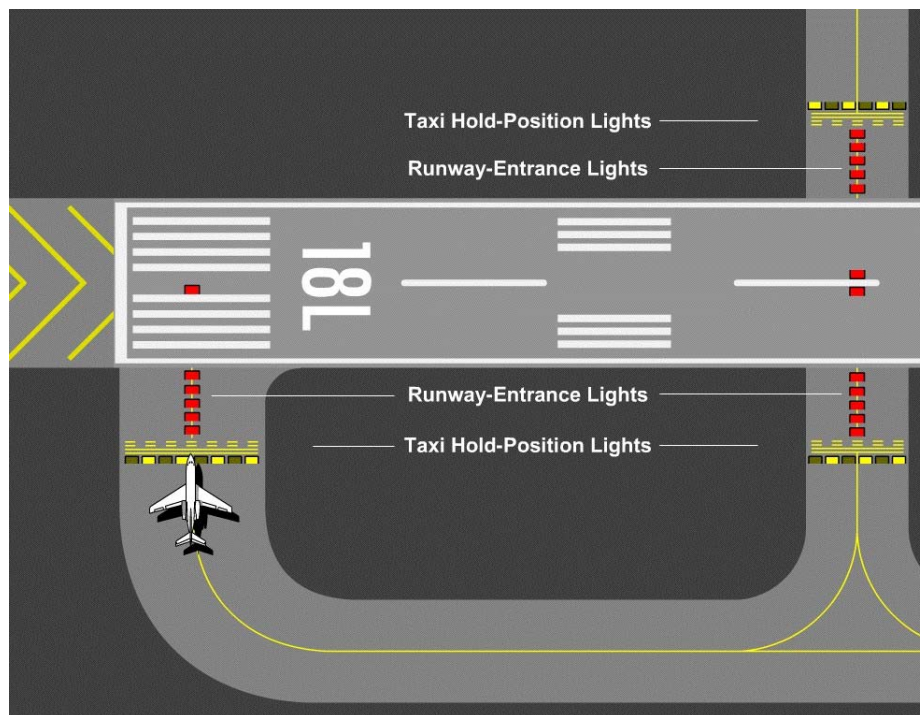
e-mail: [peter.hwoschinsky@faa.gov](mailto:peter.hwoschinsky@faa.gov)

*Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.*

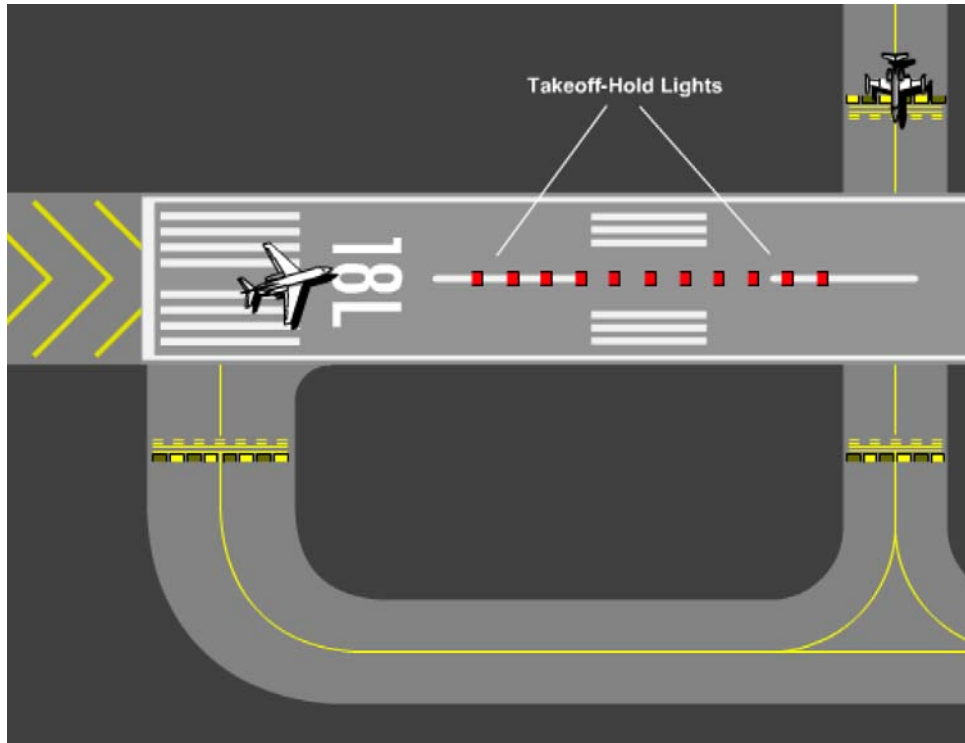
ATTACHMENT



*Drawing of DFW runway diagram for west side with THLs and RELs on runway 18L/36R.*  
**Figure 1. DFW west side with THLs and RELs on runway 18L/36R.**



*Drawing of Runway Entrance Lights (RELs) along a straight taxiway centerline.*  
**Figure 2. Illustration of Runway Entrance Lights (RELs) along a taxiway centerline.**  
*(not to scale)*



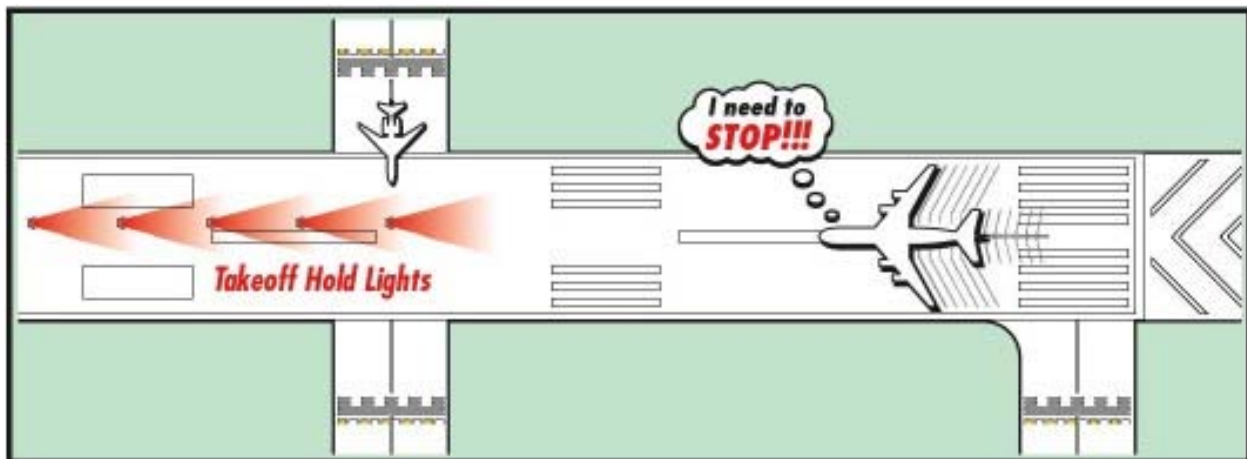
*Drawing of Takeoff Hold Lights along a runway centerline*

**Figure 3. Illustration of Takeoff Hold Lights (THLs) along a runway centerline.  
(not to scale)**



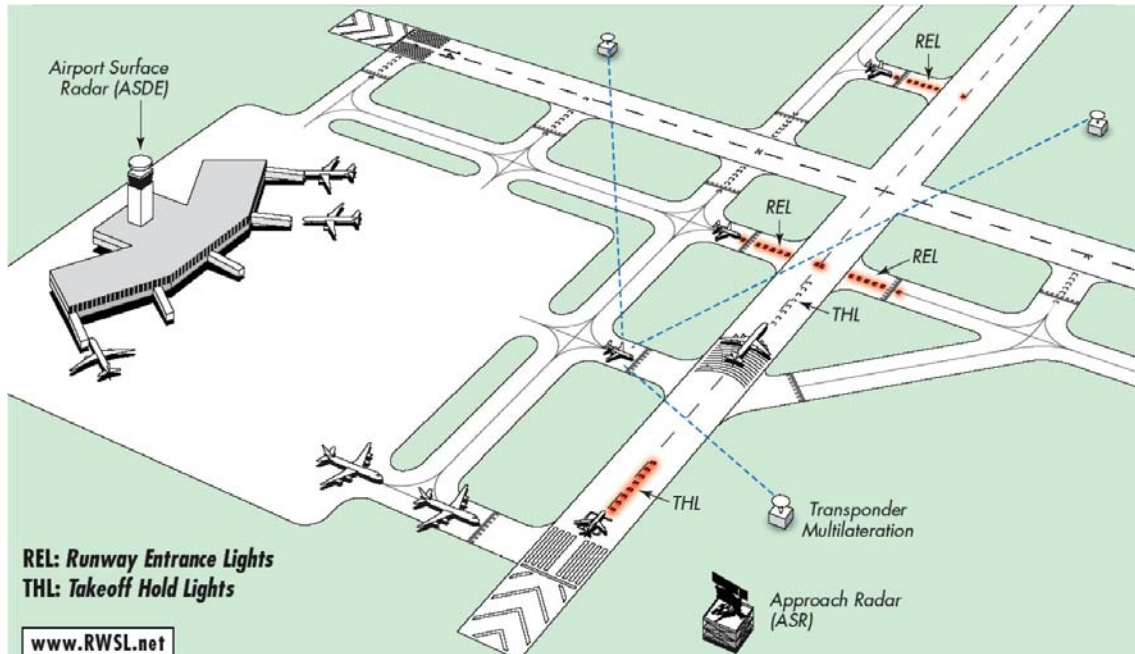
*Photograph of L861-S fixture*

**Figure 4. Photograph of L861-S fixture.**



*Drawing of generic runway with red THLs.*

Figure 5. THL Operational Concept.



*Drawing of RWSL at DFW with surveillance sources shown illuminated in red*

Figure 6. Conceptual diagram of the Runway Status Light System with surveillance sources driving RELs and THLs shown illuminated in red

**NOTICES TO AIRMEN (NOTAM) FOR THE CONTINUED OPERATIONAL  
EVALUATION OF RUNWAY STATUS LIGHTS (RWSL) AT THE  
DALLAS/FORT WORTH INTERNATIONAL AIRPORT, DALLAS, TEXAS  
EAST AIRFIELD**

**PURPOSE:**

The Federal Aviation Administration (FAA) will be conducting an assessment of **Takeoff Hold Lights (THLs) and Runway Entrance Lights (RELs)**, part of the Runway Status Lights System (RWSL), on Runways 17R/35L and 17C/35C at the Dallas/Fort Worth International Airport (DFW). An operational evaluation of THLs and RELs on the DFW east side is scheduled to commence in September 2008 and will last approximately 3 months. The existing Runway Entrance Lights (RELs) and Takeoff Hold Lights on 18L/36R will continue to operate along with the newly installed lights on runways 17R/35L and 17C/35C. RWSL is an experimental system that uses both primary and secondary surveillance to dynamically turn on/off lights indicating runway occupancy status directly to pilots. RWSL seeks to improve airport safety by indicating when it is unsafe to cross, enter or take off from a runway. RWSL is an automatic, advisory backup system expected to prevent or reduce the severity of runway incursions.

**LIGHTING:**

RWSL conveys the **runway occupancy status**, indicating when a runway is unsafe to enter through the use of in-pavement warning Runway Entrance Lights (RELs) and when it is unsafe to take off through the use of in-pavement warning Takeoff Hold Lights (THLs). RELs and THLs have been installed on Runways 17R/35L and 17C/35C (Note: RELs and THLs are still in an extended operational evaluation on the west side runway, 18L/36R).

**Runway Entrance Lights (RELs):**

The RELs are a series of **red**, in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One REL is placed just before the hold line and one REL is placed near the runway centerline. All RELs are directed toward the **taxiway hold line** and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location. (Refer to Figure 1 in the ATTACHMENTS section for a diagram of RELs locations.)

RELs are operational at the following intersections of Runway 17R/35L:

- **West Side: at Taxiways Y, Z, EJ, EK, EL, EM, B, and A**
- **East Side: at Taxiways Y, Z, EJ, EK, K8, EL, EM, B, A, and ER**

RELs are operational at the following intersections of Runway 17C/35C:

- **West Side: at Taxiways Y, Z, EJ, EL, B, and A**
- **East Side: at Taxiways Y, Z, EJ, EL, B, A, and ER**



**Takeoff Hold Lights (THLs):**

THLs are directed toward the **approach end** of the runway and are visible to pilots 1) in position for takeoff, or 2) just commencing departure, or 3) on final approach to land. There are six sets of THLs, each comprising a series of sixteen, double-row **red** in-pavement lights at 100' spacing straddling the runway centerline. (Refer to Figure 2 in the ATTACHMENTS section for a diagram of THLs locations.) The six sets of THLs are operational at the full-length and intersection departure positions on 17R/35L and 17C/35C, as follows:

- **Runway 17R: from 375' beyond the runway threshold for a length of 1500' and from 375' beyond the northern edge of the Y taxiway intersection for a length of 1500'**
- **Runway 35L: from 375' beyond the runway threshold for a length of 1500' and from 375' beyond the southern edge of the A taxiway intersection for a length of 1500'**
- **Runway 17C: from 375' beyond the northern edge of the Y taxiway intersection for a length of 1500'**
- **Runway 35C: from 375' beyond the southern edge of the A taxiway intersection for a length of 1500'**

*Please Note: THLs installed on the west side of DFW are configured as a single row of 11 red lights. THLs installed on the east side of DFW are comprised of two rows of 16 in-pavement red lights straddling the centerline lights. THLs are directed toward the approach end of the runway and are visible to pilots in position for takeoff, just commencing departure, and on final approach to land.*

**OPERATION:**

RWSL is an advisory system for use by pilots and vehicle operators and helps maintain situational awareness. It operates independently of Air Traffic Control. Status lights have two states: ON (lights are illuminated red) and OFF (lights are off) and are switched automatically based on information from the airport surface surveillance systems. These surveillance systems include airport surveillance radars (ASRs), surface detection radars (ASDE-3 or ASDE-X) and multilateration information from the ASDE-X surveillance system. **IT IS IMPORTANT THAT TRANSPONDERS BE TURNED ON AND KEPT ON WHILE TAXIING IN THE MOVEMENT AREA SO THAT BEACON-BASED POSITION AND AIRCRAFT IDENTIFICATION DATA ARE AVAILABLE TO RWSL.** Pilots should maintain an awareness of the Runway Status Lights. RELs that are ON (illuminated **red**) indicate that the runway ahead is not safe to enter or cross. THLs that are ON (illuminated **red**) indicate that the runway is not safe for takeoff. **RED MEANS STOP!** Pilots should remain clear of a runway when an REL along their taxi route is illuminated. Pilots should not take off when a THL on the runway ahead is illuminated. Lights that are off convey no meaning. THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO PROCEED ONTO A RUNWAY OR TO TAKE OFF FROM A RUNWAY. Pilots remain obligated to comply with all ATC clearances, except when compliance would require crossing an illuminated red REL or THL. In such a case, the crews should **HOLD SHORT** of the runway for RELs or **STOP the aircraft** for THLs (if possible), CONTACT ATC, and await further instructions. If the pilots notice an illuminated red REL and remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated REL indicates the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity. If the pilots notice an illuminated red THL and aborting takeoff from the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated THLs indicate the runway is unsafe for takeoff) and contact ATC at the earliest opportunity. If the pilots are on short final and notice an illuminated red THL, then crews should inform ATC they are going around because of red lights on the runway. ATC may disable RWSL at any time if in their judgment the system is interfering with normal, safe operations. Pilots are requested when taxiing on the runway to limit taxi speed to below 30 knots so as not to unnecessarily turn on the RELs, except when directed otherwise.

**HOURS OF TESTING:**

During the current phase of testing, the RWSL system will be operational 24/7 except for short maintenance periods. The current operational status of the RWSL system will be broadcast on the ATIS.

**TEST CONFIGURATIONS AND RUNWAYS:**

RWSL testing will be conducted on the East airfield on runways 17R/35L and 17C/35C. RWSL equipped runway 18L/36R on the West airfield will continue with the extended operational evaluation currently in progress.

**PILOT EVALUATION:**

An important part of the assessment includes collecting feedback from pilots. It is essential that pilots respond to brief surveys available on various venues including the RWSL website via the Internet, [www.RWSL.net](http://www.RWSL.net), in flight operations offices and domiciles at the DFW airport. Voluntary interviews with pilots will be conducted during the test period. Pilots are encouraged to respond with comments by e-mail to:

Peter V. Hwoschinsky

FAA, ATO-P

800 Independence Avenue

Washington, D.C. 20591 SW

Voice: (202) 493-4696

Fax: (202) 267-5111

email: [peter.hwoschinsky@faa.gov](mailto:peter.hwoschinsky@faa.gov)

*Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.*

ATTACHMENT

Runway diagram of DFW East with RELs locations

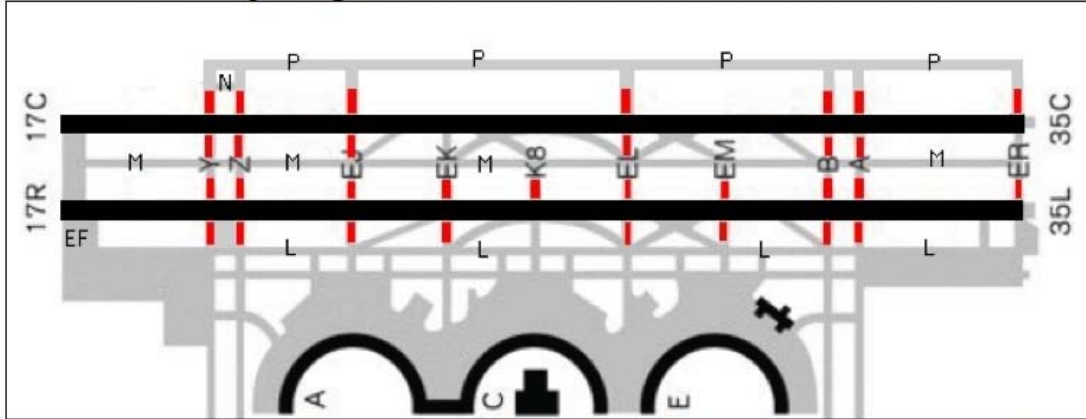


Figure 1. Runway Entrance Lights (RELs) Locations on 17R/35L and 17C/35C.

Runway Diagram of DFW East with THLs Locations

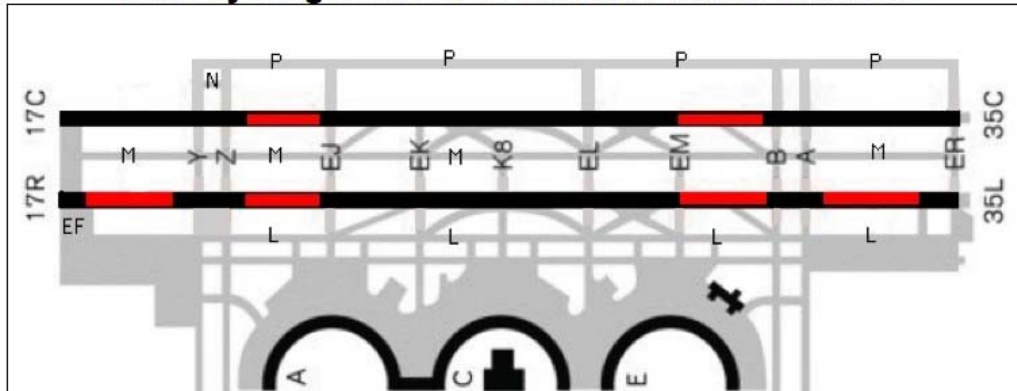
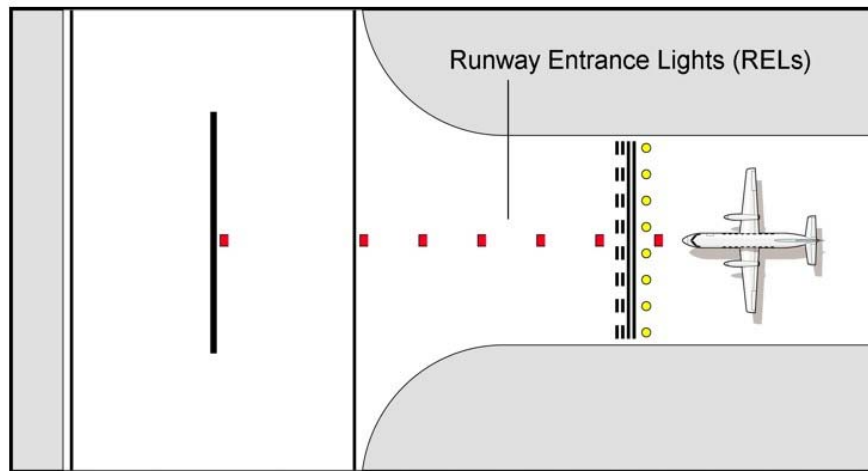


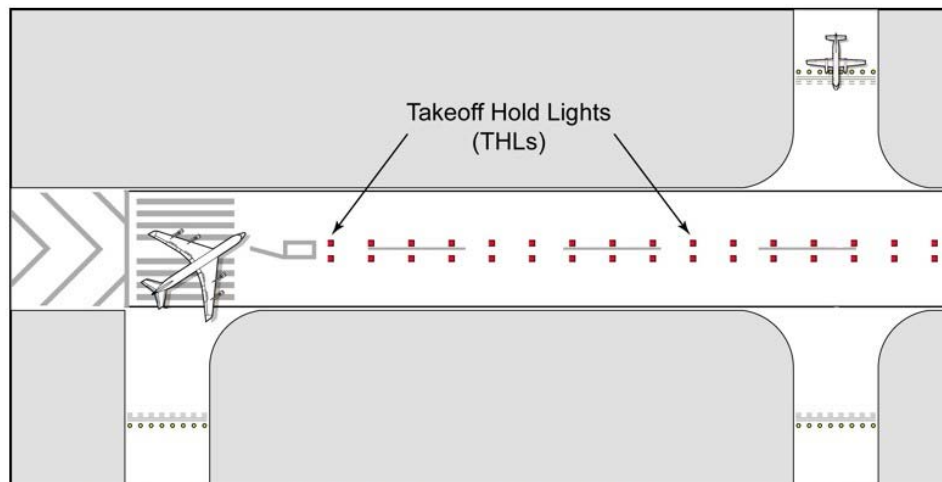
Figure 2. Takeoff Hold Lights (THLs) Locations on 17R/35L and 17C/35C.

**Runway Entrance Lights (RELs)**



**Figure 3. Illustration of Runway Entrance Lights (RELs) along a straight taxiway centerline.  
(not to scale)**

**Takeoff Hold Lights (THLs)**



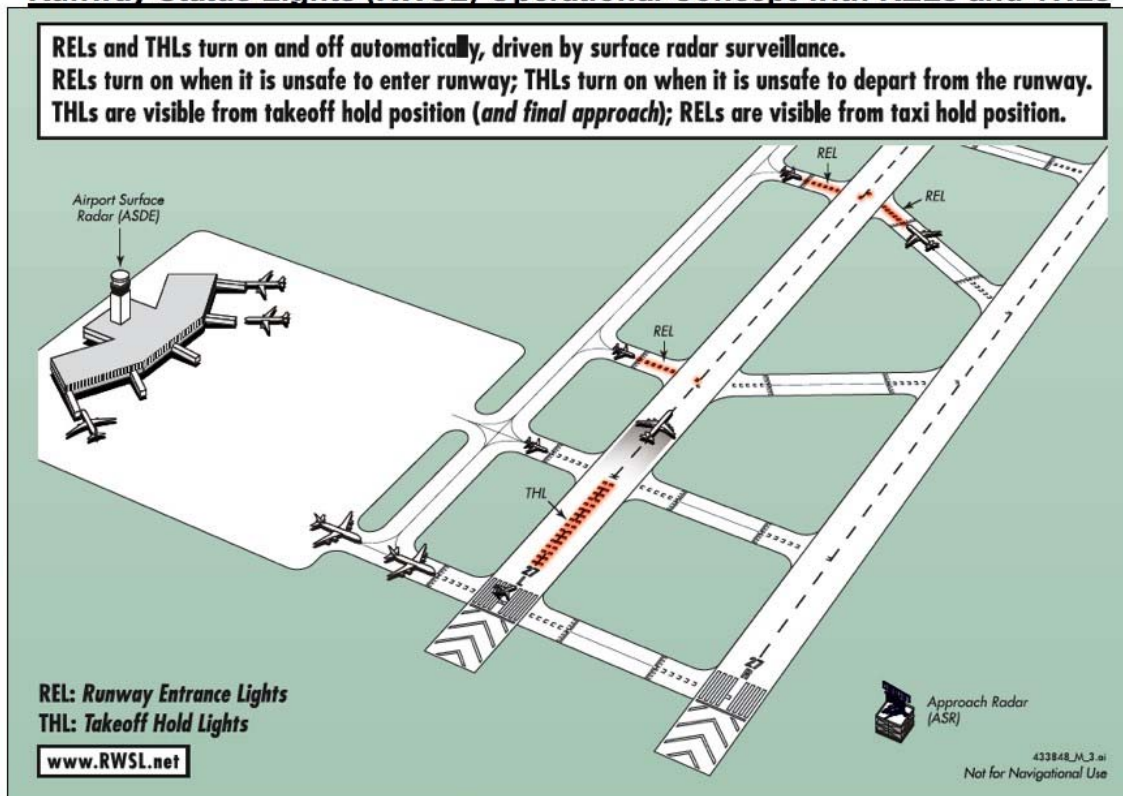
**Figure 4 - Generic illustration of double-row THLs straddling the runway centerline lights.  
(not to scale)**

**THLs and RELs In-pavement Light Fixture**



**Figure 5. Photograph of L861-S light fixture**

**Runway Status Lights (RWSL) Operational Concept with RELs and THLs**



**Figure 6. Conceptual diagram of the Runway Status Light System with surveillance sources driving RELs and THLs\* shown illuminated in red**

**\*THLs shown in Figure 6 have a double-row configuration as are installed on DFW east runways 17R/35L and 17C/35C**

**NOTICES TO AIRMEN (NOTAM) FOR THE CONTINUED OPERATIONAL  
EVALUATION OF THE  
FINAL APPROACH RUNWAY OCCUPANCY SIGNAL (FAROS) AT THE  
DALLAS/FORT WORTH INTERNATIONAL AIRPORT, DALLAS, TEXAS**

**PURPOSE:**

Final Approach Runway Occupancy Signal (FAROS) has been installed at DFW to reduce the frequency and severity of runway incursions. At DFW, FAROS flashes the existing Precision Approach Path Indicator (PAPI) lights to directly indicate to pilots on final approach that the runway is occupied and is unsafe for landing. The Federal Aviation Administration (FAA) will be conducting an assessment of FAROS on DFW runways: 18R/36L, 17R/35L, and 17C/35C commencing in September 2008 and continuing for approximately three months. The existing PAPI lights have been modified to flash if runways 18R/36L, 17R/35L, and 17C/35C are occupied and there is arriving traffic. FAROS is an experimental system that is autonomously driven by safety logic that receives aircraft location from surveillance radars (ASRs), surface detection radars (ASDE-3 or ASDE-X) and multilateration information from the ASDE-X surveillance system. FAROS is expected to prevent the occurrence of runway land over incidents and occupied runway accidents. The intent is to provide a signal to directly alert landing pilots of the runway occupancy, as per NTSB recommendation.

A STEADY PAPI SIGNAL DOES *NOT* CONSITUTE CLEARANCE TO LAND! Pilots are still responsible for a safe approach and landing.

**LIGHTING:**

FAROS conveys **runway occupancy status**, indicating when a runway is occupied. Flashing of PAPI lights on DFW runways 18R/36L, 17R/35L, and 17C/35C indicates that the given runway is occupied.

**OPERATION:**

FAROS is an advisory system intended to help pilots maintain situational awareness during the final approach segment. It operates independently of Air Traffic Control. PAPI lights have two states: 1) Normal (PAPI lights are illuminated without flashing) and 2) Flashing (PAPI lights are temporarily flashing). The flashing of PAPIs is controlled automatically based on safety logic and aircraft location information provided by airport surveillance systems. **THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO LAND ON A RUNWAY.** Pilot protocol: if the approaching aircraft reaches the acquisition point of approximately 500 ft AGL with flashing PAPIs, the pilot should attempt to visually acquire the conflicting traffic on the runway. If the traffic is seen, evaluate the situation and proceed with caution. If the traffic is not seen, prepare to contact ATC at the contact point of approximately 300 ft AGL. If the contact point of approximately 300 ft AGL is reached with flashing PAPIs and the crew sees the traffic on the runway, evaluate the situation and proceed with caution. If traffic is not seen, the pilot should contact ATC to verify landing clearance and prepare for an *immediate go-around*. If ATC does not verify the landing clearance promptly, or cancels the landing clearance, then the pilot should go-around. If the pilot is not assured that the runway will be clear prior to touchdown, a go-around should be executed according to their best judgment of safety, understanding that flashing PAPIs indicate that the runway is occupied and is unsafe for landing. ATC may disable FAROS at any time if in their judgment the system is interfering with normal, safe operations. The disabling will revert the PAPIs to a steady state ON condition.

**HOURS OF TESTING:**

During the operational evaluation period, flashing PAPIs will be active 24/7 for the FAROS-equipped runways as they become available.

**TEST CONFIGURATIONS AND RUNWAYS:**

Testing of FAROS during operation evaluation will include equipped runways 18R/36L, 17R/35L, and 17C/35C.

An ATIS message will advise pilots of current FAROS operational locations.

**PILOT EVALUATION:**

Pilot feedback is necessary in order to assess system acceptability of FAROS. It is essential that pilots respond to brief surveys available through various venues including the Runway Status Lights website, in flight operations offices, and domiciles at the DFW airport. Voluntary interviews with pilots will be conducted during the test period. Please participate by taking the FAROS survey via the Internet at [www.RWSL.net](http://www.RWSL.net). Pilots are also encouraged to respond with comments to Peter Hwoschinsky:

Peter V. Hwoschinsky

FAA, ATO-P

800 Independence Avenue

Washington, D.C. 20591 SW

Voice: 202 493-4696

Fax: (202) 267-5111

email: [peter.hwoschinsky@faa.gov](mailto:peter.hwoschinsky@faa.gov)

*Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the FAROS system.*

**FAROS Distinct Points (or heights) for Pilot Action on Final Approach**

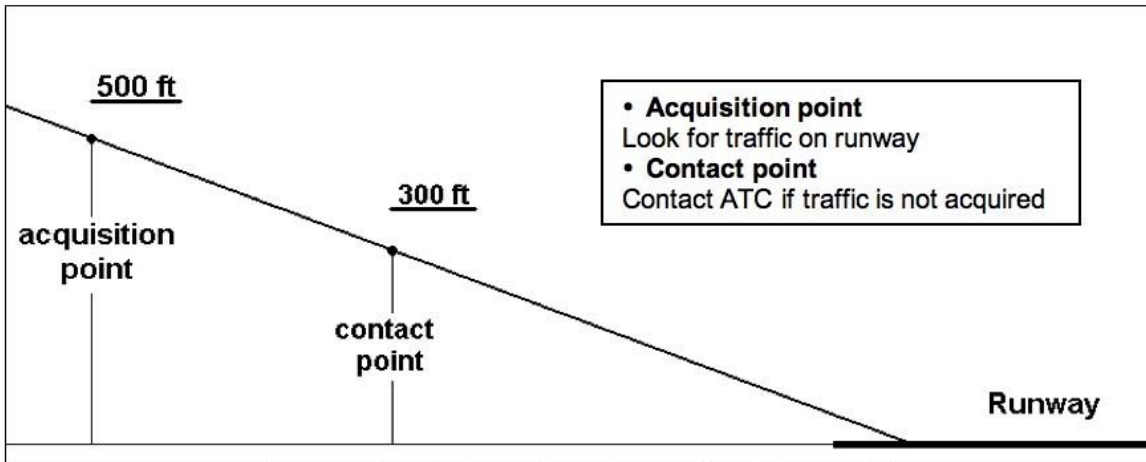


Figure 1. Pilot Action Points (not to scale)

**Airport Diagram for DFW with FAROS Equipped Runways**

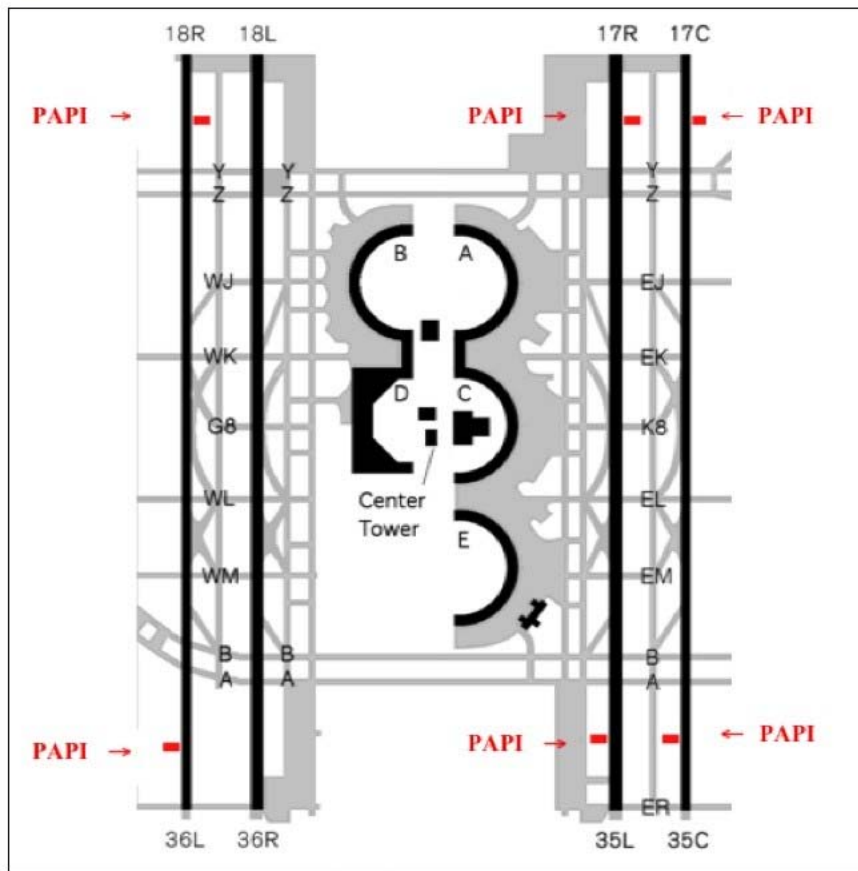


Figure 2. FAROS PAPI Locations (shown as red bars)



Precision Approach Path Indicator Light Fixture



Figure 3. PAPI Light Fixture showing glide path information

Operational Concept with FAROS, RELs, and THLs

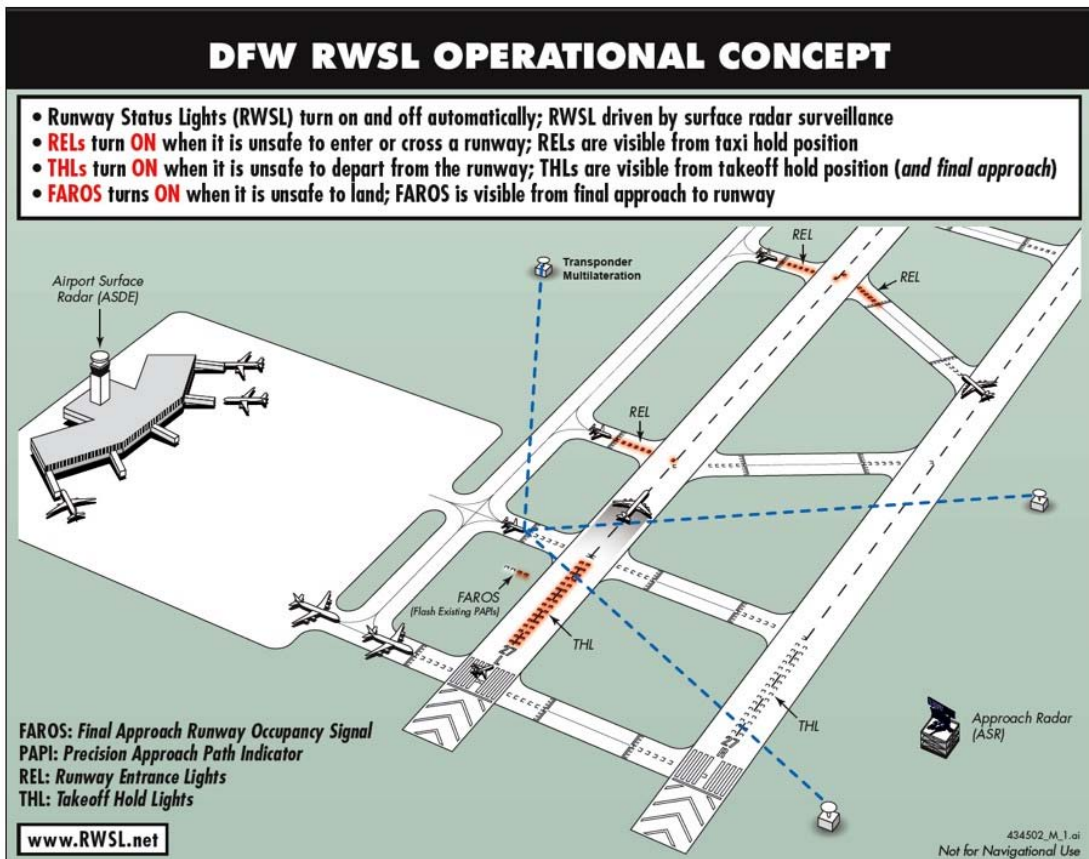


Figure 4. Conceptual diagram with surveillance sources driving FAROS, RELs and THLs shown illuminated in red

## **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)

**DALLAS/FORT WORTH ATCT/TRACON AND DALLAS LOVE FIELD  
ATCT  
VISUAL SEPARATION PROCEDURES AT DALLAS/FORT WORTH  
AIRPORT (DFW) AND DALLAS LOVE FIELD AIRPORT (DAL)**

**BACKGROUND:** The purpose of this NOTAM is to inform pilots operating from DFW Airport and DAL Airport of visual separation procedures between the two facilities.

Dallas/Fort Worth ATCT and Dallas Love Field ATCT are authorized to apply visual separation between aircraft under the control of either facility in order to maintain efficiency at DFW and DAL Airports.

Both facilities shall ensure that visual separation is applied only when weather conditions do not obscure visibility affecting the application of visual separation.

This NOTAM expires September 7, 2009. Another waiver has been applied for, and is expected to be renewed. If renewed, this NOTAM will be in effect until September 7, 2011.

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

DAL ATCT (214) 353-1500

(Central Service Area, 1/15/09)

# 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)

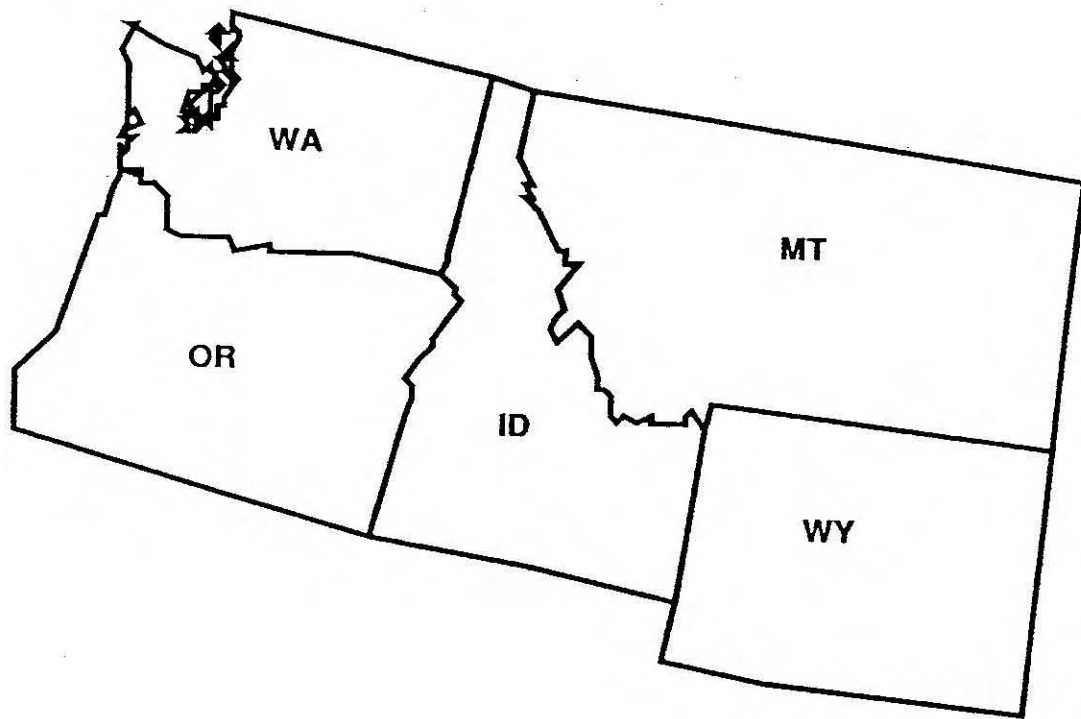
**EFFECTIVE APRIL 13, 2006.** During the hours of 0700–2200 local, STL Air Traffic Control may utilize ILS PRM approaches as weather and traffic demand dictate. If unable to participate in PRM approaches aircraft operators are required to contact FAA ATCSCC directly at 1–800–333–4286 or 703–904–4452 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





## **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

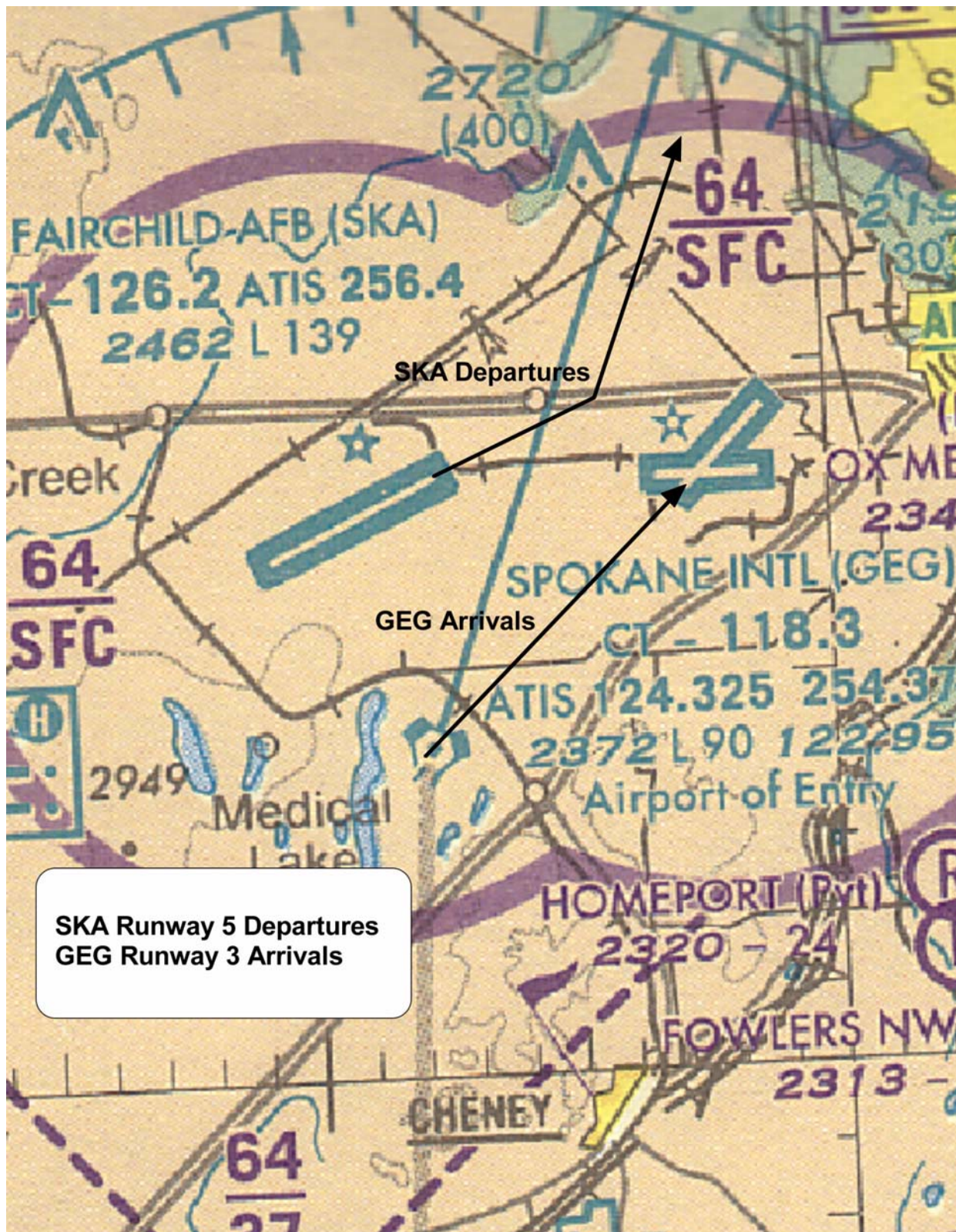
These procedures have proven to provide an equivalent level of safety compared to standard visual separation rules. This special use of visual separation procedures enables both airports to operate at or near capacity during periods of heavy demand.

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.

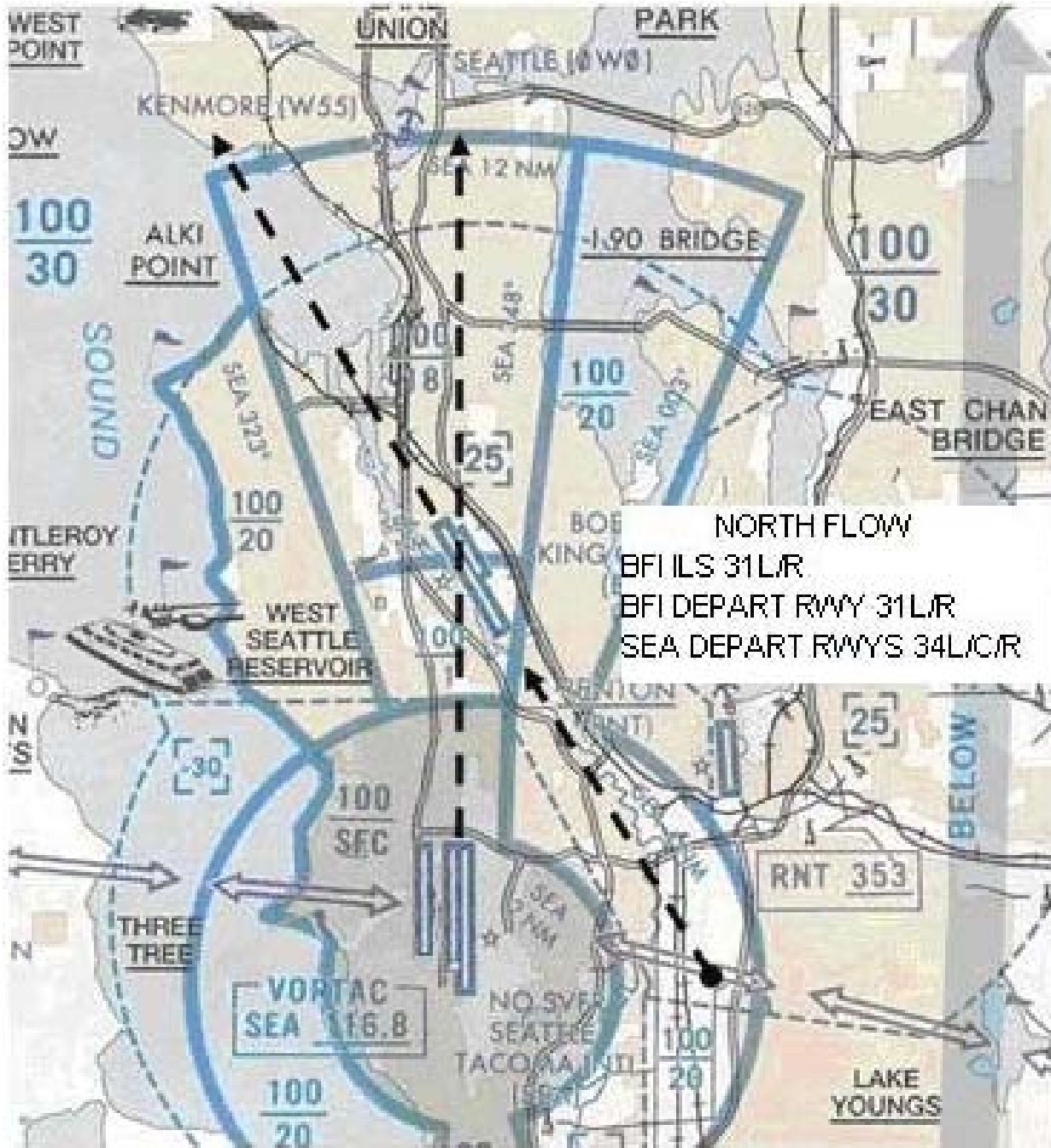
If you have any questions or concerns, please contact the manager or designee of one the facilities listed below during normal business hours.

Seattle Approach Control - (206) 214-4600

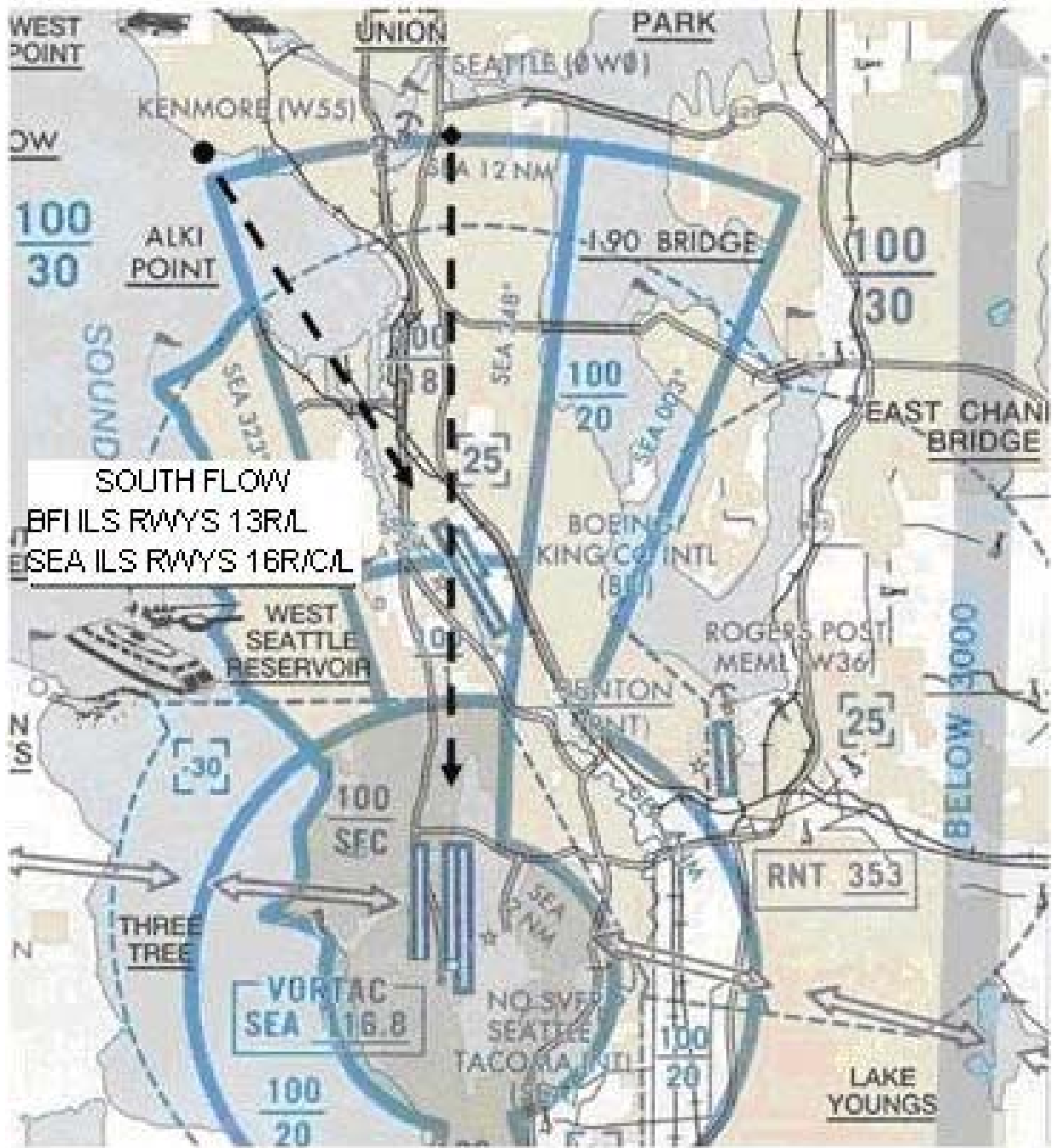
Seattle Air Traffic Control Tower - (206) 214-2500

Boeing Field Air Traffic Control Tower - (206) 658-6400

**SEATAC (SEA) - BOEING FIELD (BFI) NORTH FLOW**



SEATAC (SEA) - BOEING FIELD (BFI) SOUTH FLOW



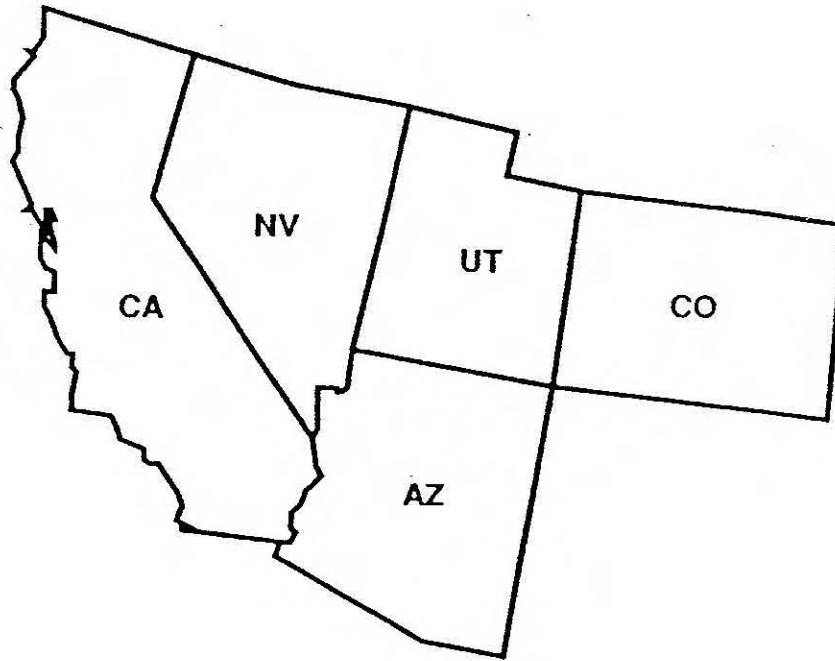
SOUTH FLOW  
BFI ILS RWYS 13R/L  
SEA ILS RWYS 16R/C/L

(Western Service Center Operations Support 12/18/08)





# Southwest United States



SOUTHWEST

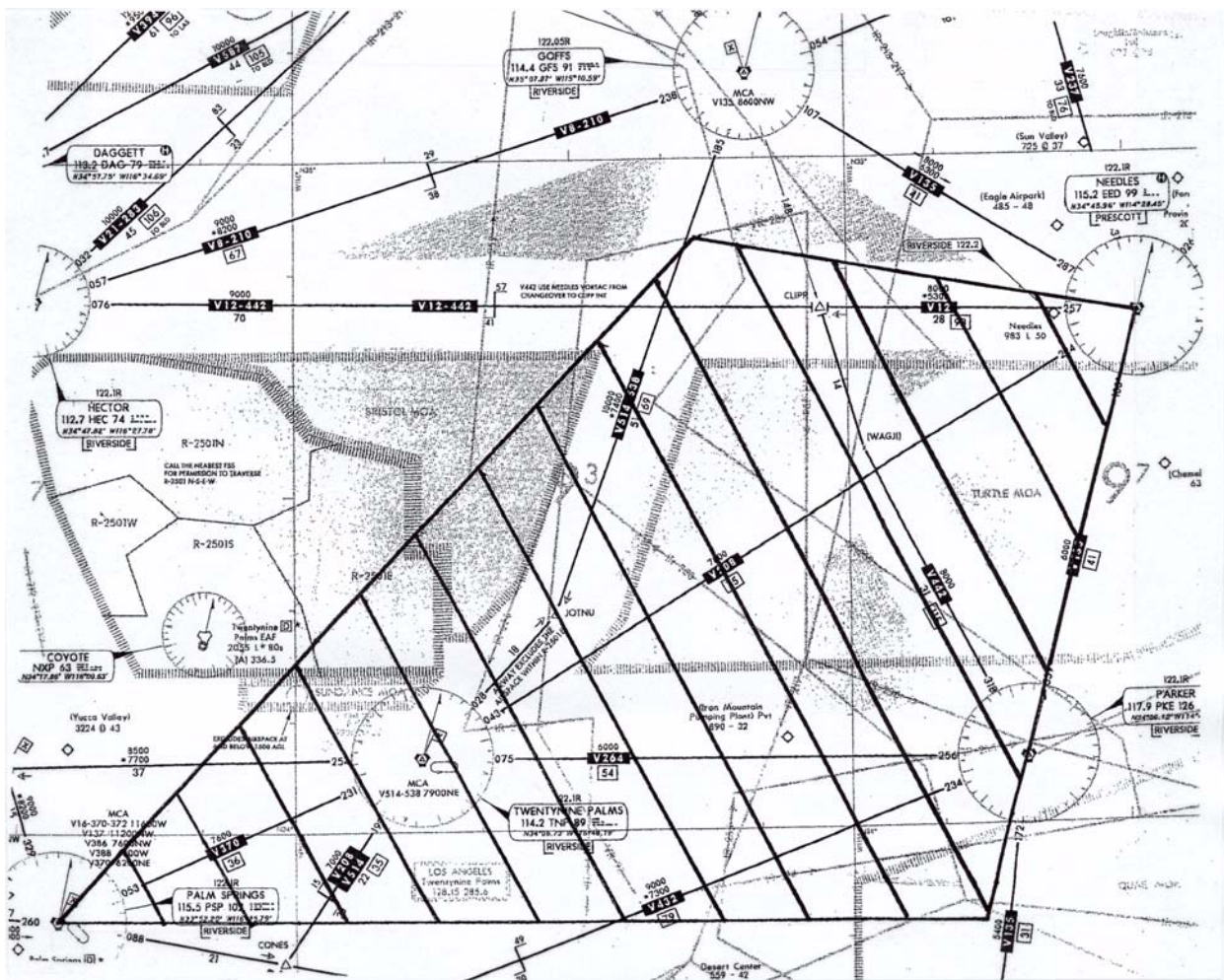


# LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER

## 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)

## **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](http://FAROS.faa.gov), in flight operations offices and domiciles at the LGB airport. Voluntary interviews with pilots will be conducted during the test period. Pilots are encouraged to respond with comments to Richard Simon:

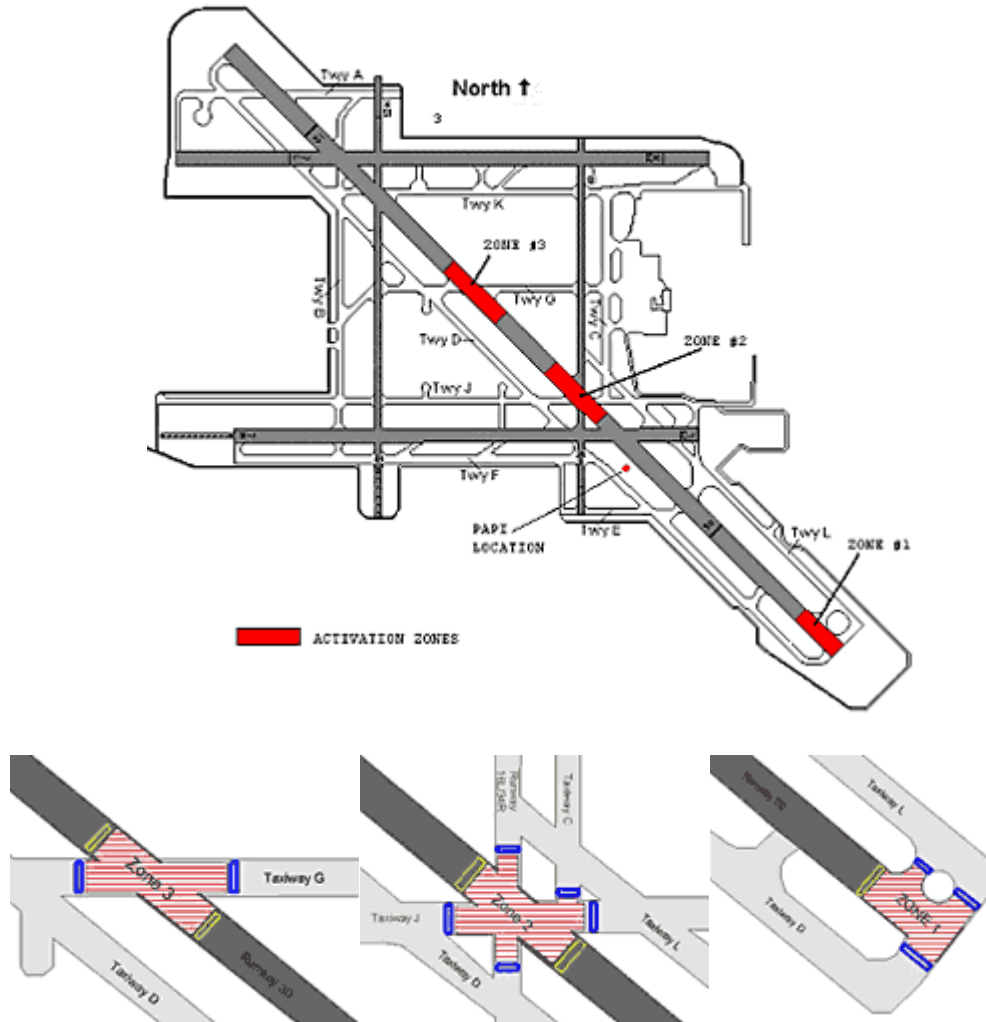
Richard J. Simon  
e-mail: [richard.simon@faa.gov](mailto:richard.simon@faa.gov)  
800 Independence Avenue SW, Rm 335  
Washington, D.C. 20591  
Voice: (202) 267-8722  
Fax: (202) 267-5111

*Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the FAROS system.*

### The Long Beach Implementation

The FAROS system at LGB uses inductive loop sensors embedded in the runway and taxiway surfaces to track aircraft and vehicles entering and exiting the monitored zones. When the runway is occupied by a potentially hazardous target, the system flashes the PAPI lights as a visual indicator to pilots on approach.

Runway 30 at Long Beach Airport is monitored at three areas commonly used for departures and runway crossings. These three areas are called monitored zones.



## NOTICES TO AIRMEN (NOTAM) FOR THE OPERATIONAL EVALUATION OF RUNWAY STATUS LIGHTS (RWSL) AT THE SAN DIEGO INTERNATIONAL AIRPORT, SAN DIEGO, CALIFORNIA

### PURPOSE

The Federal Aviation Administration (FAA) will be conducting an assessment of **Runway Entrance Lights (RELs)**, as part of the **Runway Status Lights System (RWSL)**, on runway 9/27 at the San Diego International Airport (SAN) commencing in December 2006. RWSL is an experimental system that uses primary radar surveillance to dynamically turn on **red** lights when it is unsafe to cross or enter a runway. RWSL is an automatic, advisory airport safety system expected to prevent or reduce the severity of runway incursions.

### LIGHTING

RWSL conveys the **runway occupancy status**, indicating when a runway is unsafe to cross or enter through the use of Runway Entrance Lights (RELs).

The RELs are a series of red, **in-pavement** lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. The number of RELs for each instrumented intersection varies to accommodate both curved and straight taxiway centerlines. As a minimum, one REL is placed just before the hold line, one REL is placed just before the runway edge, and one REL is placed near the runway centerline. All RELs are directed toward the **runway hold line** and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location. RELs have been installed at the following intersections of Runway 9/27:

**North side at Taxiways C1, D, and C4**

**South side at Taxiways B1, D, B4, and B8**

### OPERATION

RWSL is an advisory system for use by pilots and vehicle operators and helps maintain situational awareness. It operates independently of Air Traffic Control. Runway status lights have two states: ON (lights are illuminated red) and OFF (lights are off) and are switched automatically based on information from the airport surface surveillance systems. At SAN, these surveillance systems include the airport surveillance radar (ASR-9), and the surface detection radar (ASDE-3).

Pilots should maintain an awareness of the Runway Entrance Lights. RELs that are **ON** (illuminated red) indicate that the runway ahead is not currently safe to enter or cross. **RED MEANS STOP!** Pilots should remain clear of a runway when an REL along their taxi route is illuminated. Lights that are off convey no meaning.

**THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO PROCEED ONTO A RUNWAY.**

Pilots remain obligated to comply with all ATC clearances, except when compliance would require crossing an illuminated red REL. In such a situation, the crews should **HOLD SHORT** of the runway, CONTACT ATC, and await further instructions.

If the pilots notice an illuminated red REL and remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated REL indicates the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity.

ATC may disable RWSL at any time if in their judgment the system is interfering with normal, safe operations.

### HOURS OF TESTING

During the operational evaluation, the RWSL system will be operational 24/7 except for periods when the ASDE-3 radar surveillance is not available due to heavy precipitation or maintenance. The current operational status of the RWSL system will be broadcast on the ATIS.



**PILOT EVALUATION**

An important part of the assessment includes collecting feedback from pilots. It is essential that pilots respond to surveys available on various venues including the RWSL website via the Internet (<http://www.RWSL.net>) in flight operations offices and domiciles at the SAN airport. A brief list of questions will be posted on the website. Voluntary interviews with pilots will be conducted during the test period.

*Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.*

**ATTACHMENT:** Four figures that illustrate Runway Entrance Lights (RELs)

*Drawing of Runway Entrance Lights (RELs).*



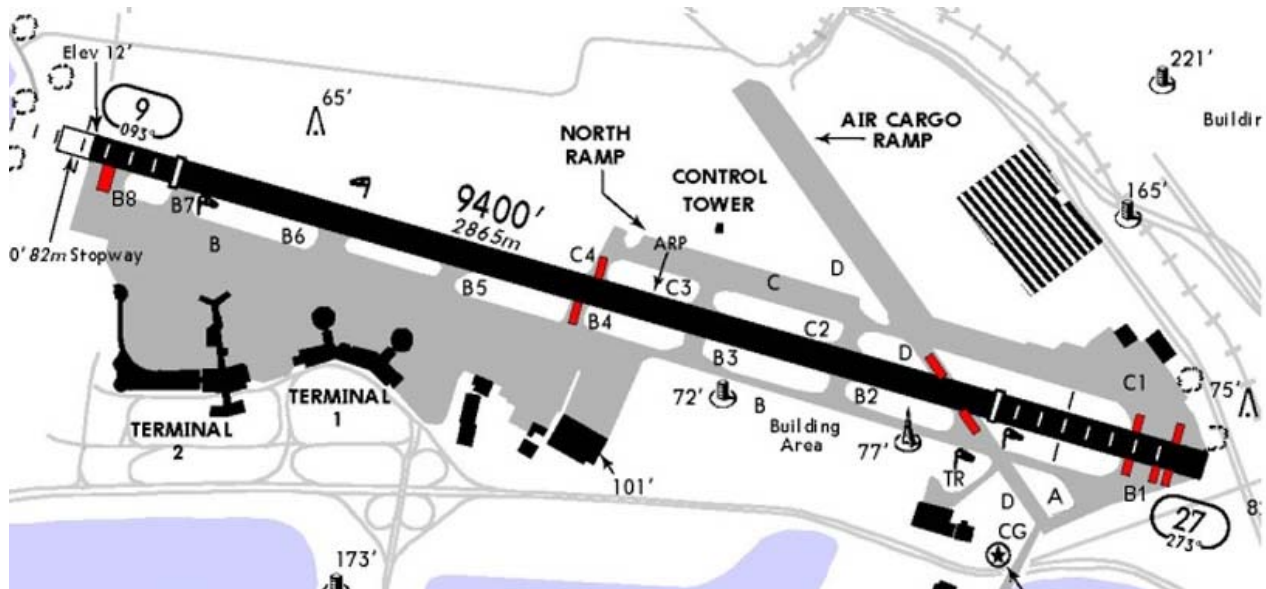
**Figure 1. Illustration of RELs along a taxiway centerline (not to scale).**

*Photograph of in-Pavement REL fixture*



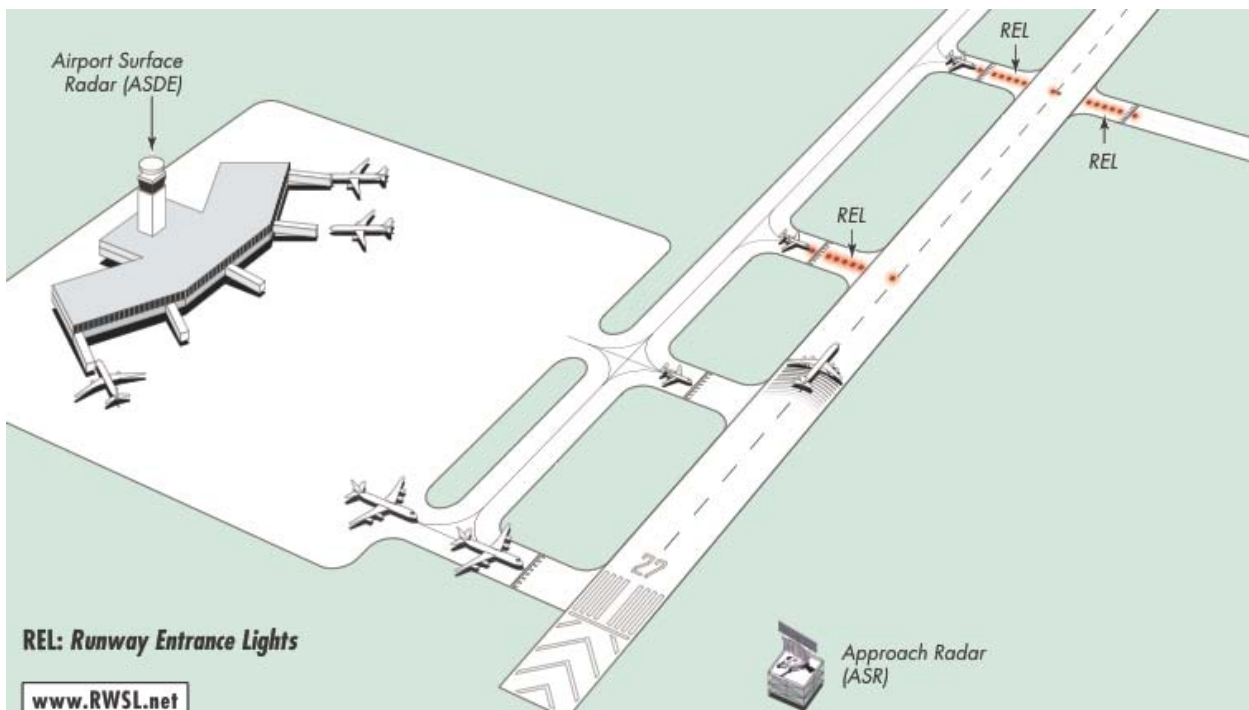
**Figure 2. Photograph of in-pavement REL fixture at runway hold line.**

*Drawing of SAN runway diagram with RELs on runway 9/27.*



**Figure 3. SAN diagram of runway 9/27 with RELs at selected taxiway intersections.**

*Drawing of RWSL at SAN with surveillance sources shown illuminated in red*



**Figure 4. Conceptual diagram of RWSL for single runway airport with surveillance sources driving RELs shown illuminated in red (not to scale).**

**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](http://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

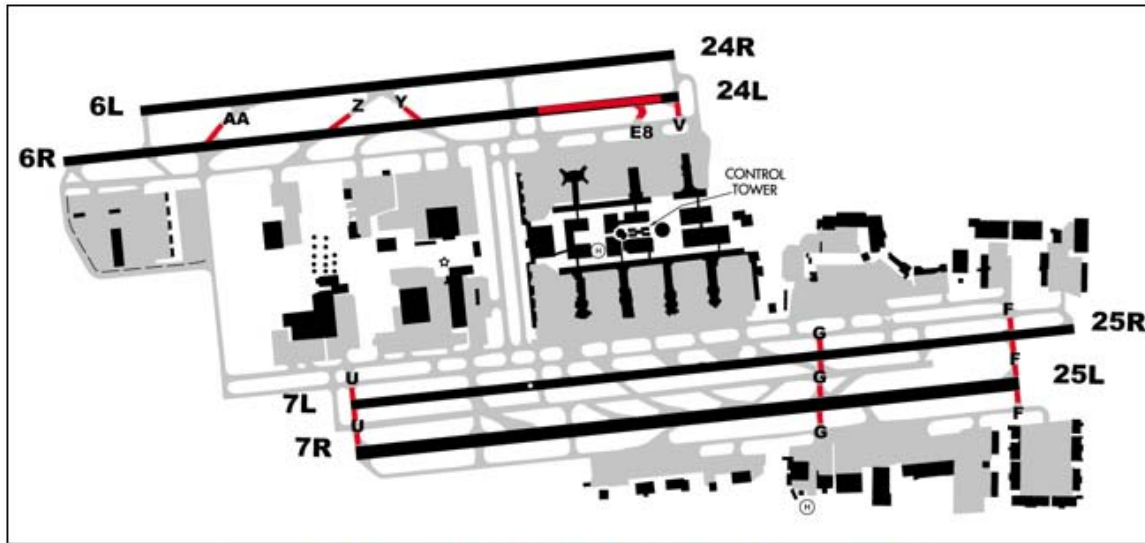
800 Independence Avenue, SW.

Washington, D.C. 20591

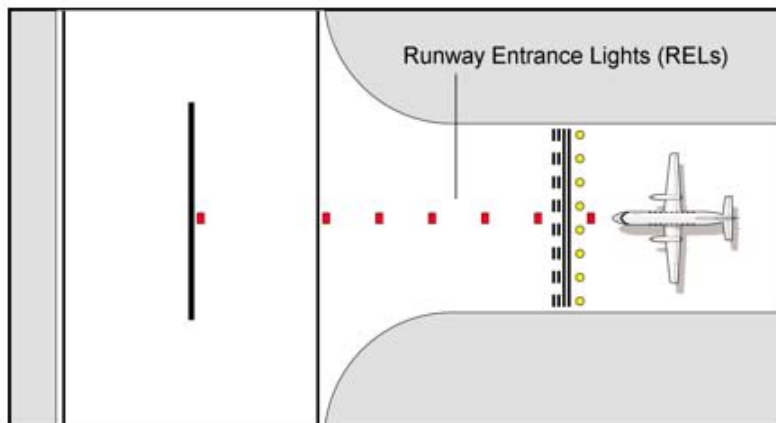
Voice: (202) 493-4696                      Fax: (202) 267-5111

Email: [peter.hwoschinsky@faa.gov](mailto:peter.hwoschinsky@faa.gov), [vincent.chu@faa.gov](mailto:vincent.chu@faa.gov)

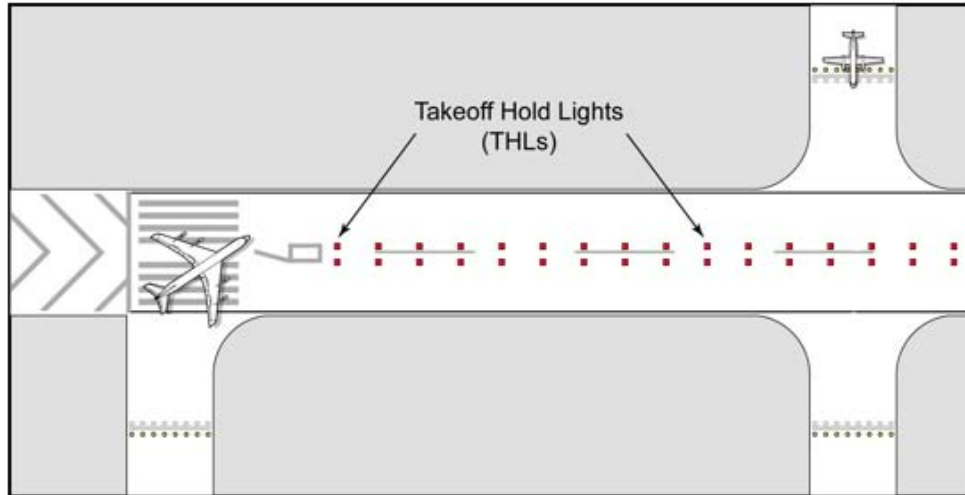
*Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.*



*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**

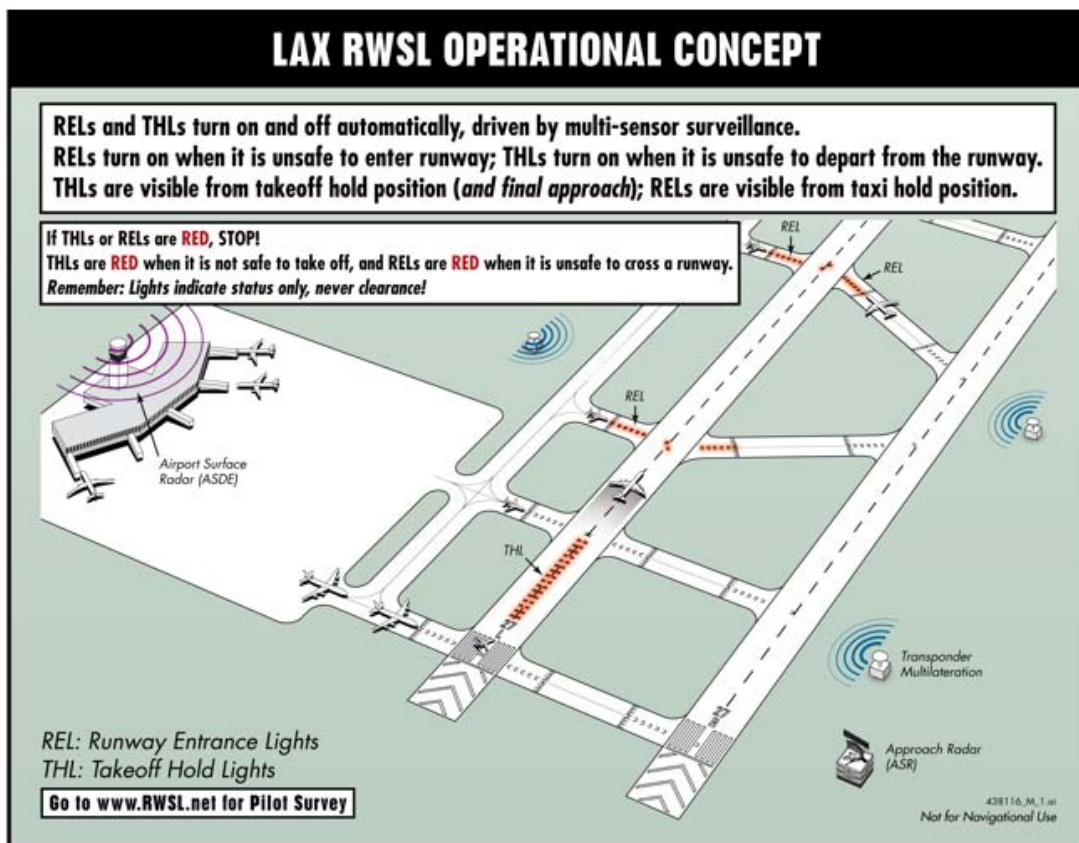


*Runway Entrance Lights (RELs)*  
**Figure 2. Illustration of Runway Entrance Lights (RELs) along a straight taxiway centerline (not to scale)**



*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**

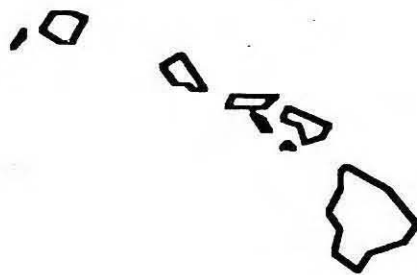




# Alaska



# Hawaii





# MODE C INTRUDER ALERT SERVICES

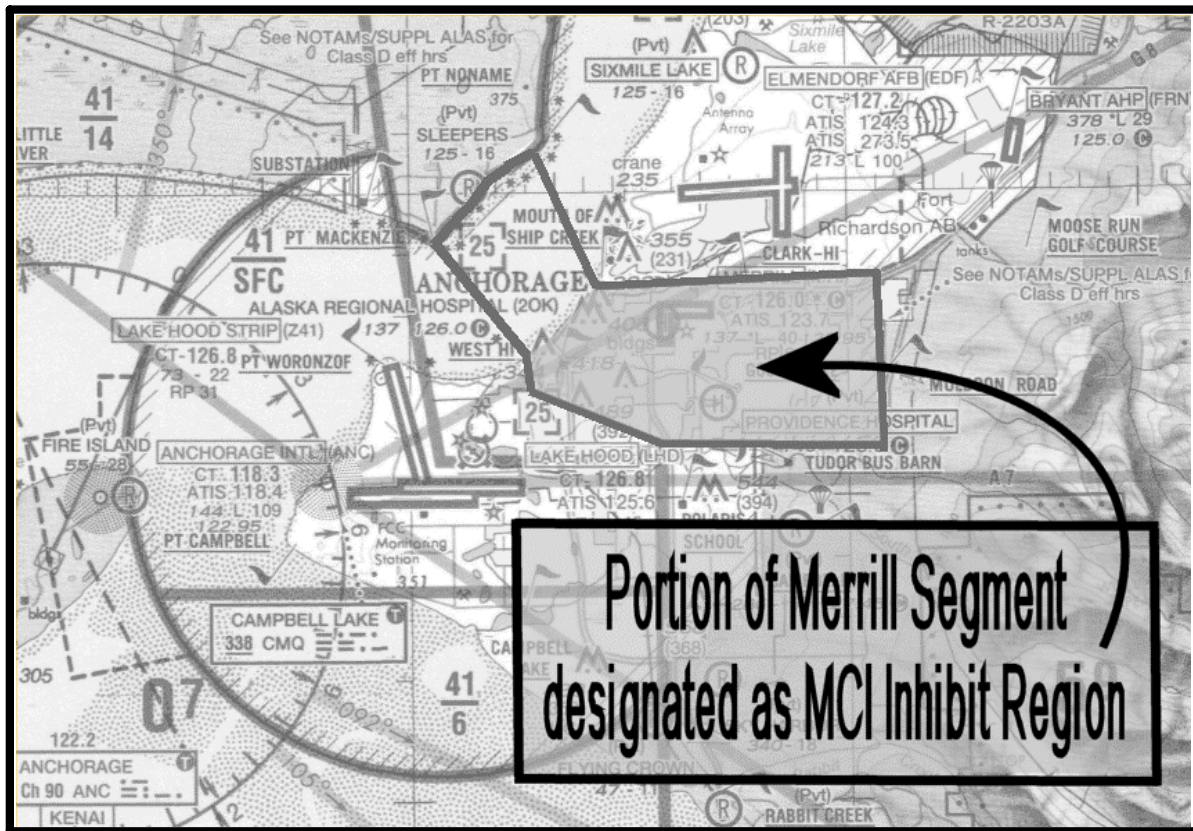
## Merrill Field Airport

### 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

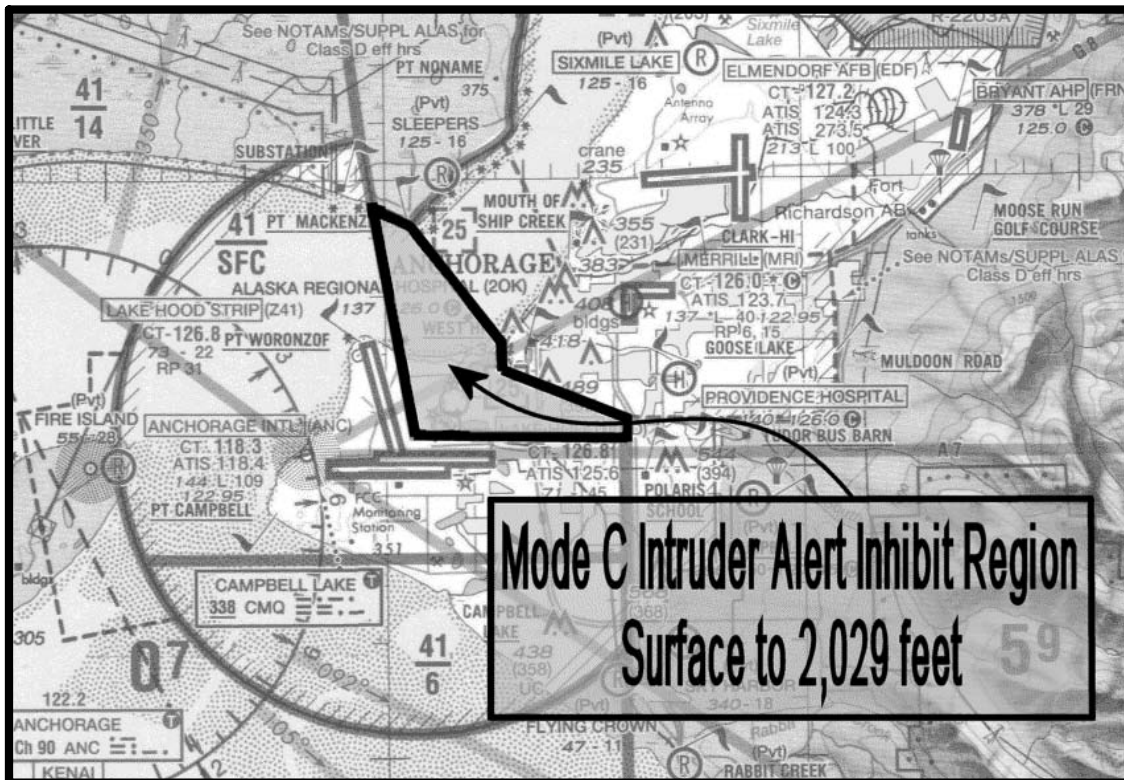
## Lake Hood Seaplane Base

### 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.

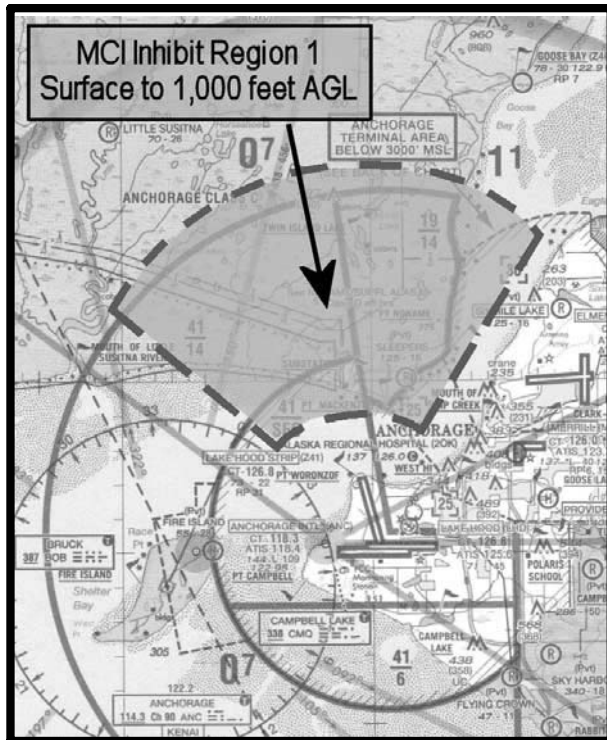
During periods of high air traffic activity in the vicinity of Point Mackenzie, Anchorage Approach Control may temporarily disable the Mode C Intruder Alert function within one or both of the following areas:

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).

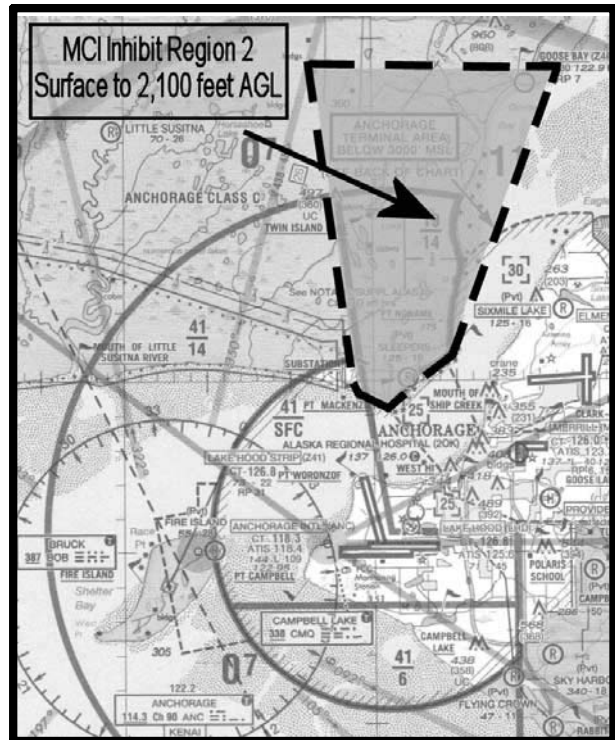
Region 2: From the surface up to and including 2,100 feet AGL within a polygon defined by the following latitude/longitude points:

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)

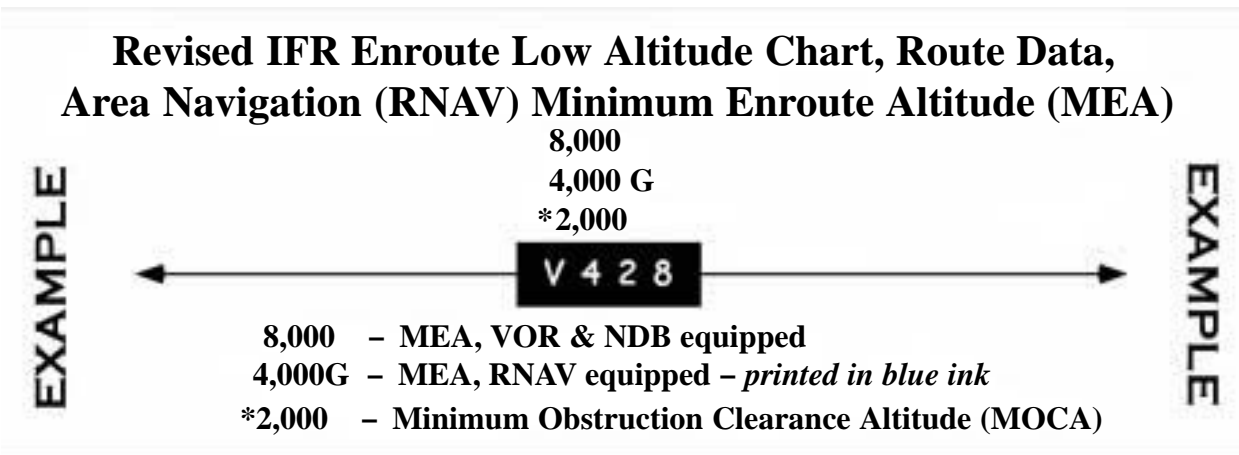
A message will be broadcast on the Anchorage ATIS, Lake Hood ATIS, and MRI ATIS when the Mode C Intruder Alert function is disabled.



Mode C Alert Inhibit Region 1



Mode C Alert Inhibit Region 2



**Implementation of Instrument Flight Rules (IFR)  
Area Navigation (RNAV) Operations  
Using Global Positioning Systems (GPS) In Alaska**

**When.** May 15, 2003

**Type.** Permanent

**Purpose.**

To enable, in Alaska, the use of Global Positioning System/Wide Area Augmentation Systems (GPS/WAAS) for IFR RNAV in lieu of ground-based navigation aids, including altitudes below current IFR Minimum Enroute Altitudes (MEAs). In general, IFR enroute altitudes are determined by (1) obstacle clearance; (2) the lowest altitude for receiving ground-based radio navigation signals; and (3) the lowest altitude for two-way voice communication with Air Traffic Control (ATC). No accommodation was made for IFR altitudes determined by fixes using other than ground-based navigation aids. Under SFAR No. 97, operators using IFR certified TSO C145a and TSO C146a GPS WAAS RNAV systems are permitted to conduct operations over routes in Alaska at the lowest MEA based only on route obstacle assessments and ATC two-way voice communication capability.

**Operations.**

SFAR No. 97 allows the use of IFR-certified RNAV GPS/WAAS systems in lieu of ground facilities. This SFAR can be used for U.S. and foreign Part 91 operations, as well as Part 119 operations, Part 125 certificate holders, and Part 129 operations specifications holders, commercial, and certificated air carrier operators, in Alaska. The SFAR establishes training requirements for operators, including service degradation and equipment failure modes. It allows operators subject to this SFAR to operate over Air Traffic Service (ATS) routes where the MEA for a route or route segment is lower for GPS/WAAS IFR RNAV-equipped aircraft than the MEA for operators equipped only with ground-based navigation systems. This flexibility allows those GPS/WAAS IFR RNAV-equipped operators to conduct operations at the lowest permissible altitude in an attempt to avoid in-flight icing or other adverse weather conditions.

**Required equipment.**

TSO C145a and TSO C146a GPS WAAS navigation systems are authorized to be used as the only means of navigation on Federal airways and other published ATS routes in lieu of ground-based navigation aids in Alaska. In the absence of a WAAS signal, these systems continue to provide navigation guidance using fault detection and exclusion (FDE) or receiver autonomous integrity monitoring (RAIM) techniques. Commercial operators are required to have dual TSO C145a or TSO C146a GPS WAAS navigation equipment, while Part 91 operations require at least one.

**New chart features/symbology.**

The new RNAV MEAs will be depicted on the Low Altitude Enroute Charts as in the example at the top of this notice. Without a Special (RNAV) MEA depicted, the Standard MEA will be used.

**Chart terminology.**

“Special MEA” refers to the minimum enroute IFR altitude using GPS/WAAS systems on an ATS route, ATS route segment, or other direct route outside the operational service volume of ground-based navigation aids. “Standard MEA” refers to the minimum enroute IFR altitude on an ATS route, ATS route segment, or other direct route that uses very high frequency/ultra high frequency (VHF/UHF) ground-based navigation aids.

**ATS route.**

The term ATS route includes Jet Routes, Colored Federal Airways, VOR Federal Airways, and RNAV Routes.

(AAL-535 3/20/03)

## Increased Surveillance for the ADS-B Equipped Aircraft

The Alaskan Region proposes to implement additional surveillance coverage to Automatic Dependent Surveillance-Broadcast (ADS-B) equipped aircraft in the Yukon Kuskokwim (Y-K) Region, Southwest Alaska.

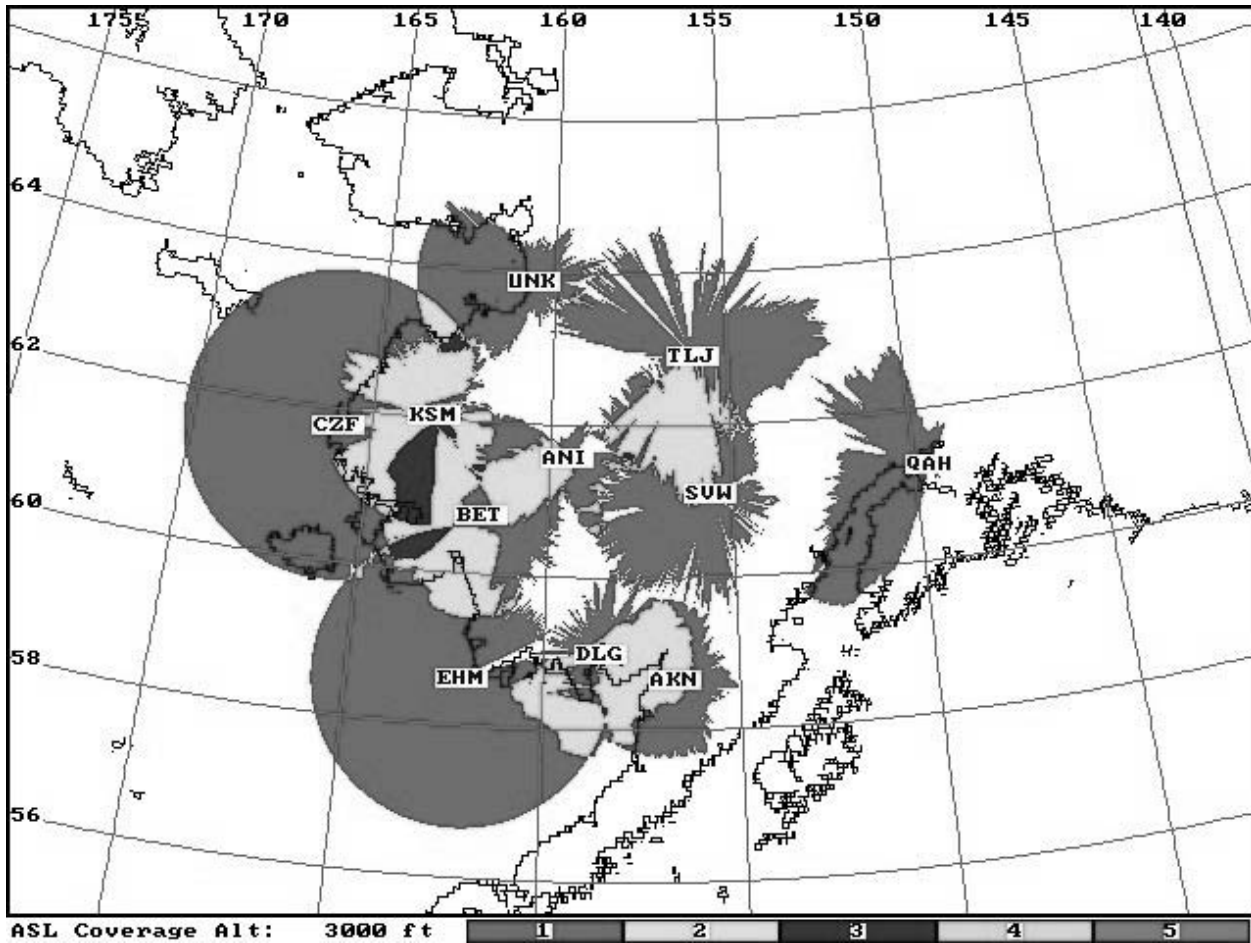
Ground Based Transceiver (GBT) sites will come on incrementally as equipment is certified and commissioned by Airway Facilities technicians. We anticipate these sites to come on line as technical issues are resolved.

Anchorage Air Route Traffic Control Center (ARTCC) will provide Instrument Flight Rules (IFR) surveillance service to ADS-B equipped aircraft based on existing air traffic control directives.

<b>CURRENT OPERATIONAL SITES</b>		
Bethel	BET	60-47-20N, 161-50-33W
Aniak	ANI	61-35-00N, 159-33-35W
St. Marys	SMA	62-03-33N, 163-17-21W
<b>NEW SURVEILLANCE SITES</b>		
Dillingham	DLG	59-00-03N, 158-32-53W
Unalakleet	UNK	63-53-18N, 160-47-48W
King Salmon	AKN	58-40-57N, 156-39-54W
Cape Newenham	EHM	58-38-05N, 162-03-25W
Cape Ramonzof	CZF	61-47-01N, 166-00-11W
Sparrevohn	SVW	61-06-22N, 155-36-20W
Tatalina	TLJ	62-58-07N, 156-00-38W



**Projected GBT Coverage at 3,000 Feet Above Sea Level**  
Difference in shading reflects the number of GBTs in your line-of-sight.



(AAL-530 12/12/03)

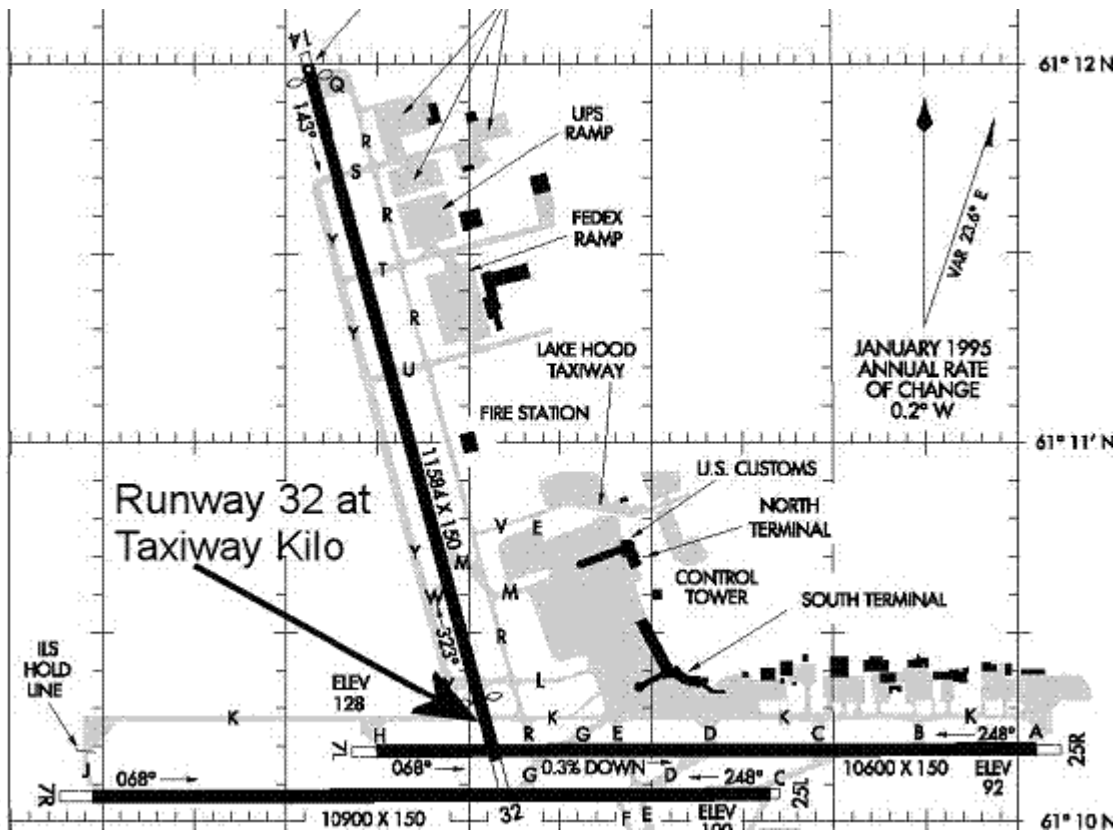
# TAXI INTO POSITION AND HOLD OPERATIONS

## Ted Stevens Anchorage International Airport

### Anchorage, Alaska

TAXI INTO POSITION AND HOLD (TIPH) procedures are a tool used by air traffic control to expedite the movement of aircraft on an airport. Normally, TIPH is not authorized for intersection departures between the hours of sunset and sunrise. Anchorage Tower operates under a waiver that permits these operations on Runway 32 at Taxiway Kilo between the hours of sunset and sunrise under the following conditions:

1. The intersection must be visible from the tower.
2. Runway 32 is restricted to departures only.
3. Aircraft shall not simultaneously taxi into position and hold from any other point on Runway 32.



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



# 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-VJI**

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-VJI**

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

**The Sprint All Star Race,  
 The NASCAR Sprint Showdown  
 and  
 The COCA-COLA 600**

Special ATC Procedures  
 for traffic operating to and from the

**CONCORD REGIONAL AIRPORT (JQF)**

and the  
**Lowe’s Motor Speedway**

May 2009  
 (various dates)

In anticipation of increased air traffic at the Concord Regional and Charlotte International airports during these events, the Federal Aviation Administration will employ special ATC procedures to enhance safety and minimize delays. These procedures are effective during the following dates and times.

DATE	HOURS
May 16-17, 2009	0700-2300 LOCAL
May 20, 23, 24, 25, 2009	0700-2300 LOCAL

**HELICOPTER OPERATIONS**

**INBOUND TO SPEEDWAY LANDING ZONE FROM CHARLOTTE - YELLOW ROUTE**

Contact Charlotte Clearance Delivery on frequency 127.15 and request “YELLOW ROUTE”. After receiving VFR departure instructions, contact Charlotte Tower on frequency 118.1. After receiving departure clearance, proceed via West Boulevard to Highway 49/29 (South Tryon), remaining east of, and parallel to Highway 29 to Speedway Boulevard. Radar service is automatically terminated abeam UNCC. Contact Concord ATC Tower on 134.65 and advise “INBOUND LANDING ZONE.”

**OUTBOUND FROM SPEEDWAY LANDING ZONE TO CHARLOTTE - GREEN ROUTE**

Depart the designated landing zone and contact Concord Tower on frequency 134.65 and request “GREEN ROUTE”. Remain north of Speedway Boulevard and west of, and parallel to, Highway 29, then proceed to a point northwest of UNCC. . Contact Charlotte Approach Control on frequency 128.325, and advise “INBOUND LANDING CHARLOTTE.” Upon receiving clearance to enter Charlotte Class B Airspace, follow a route north of and parallel to I-85 to I-77, then via Highway 74 to Morris Field

**OUTBOUND AND/OR INBOUND BETWEEN MOTOR SPEEDWAY AND SOUTH CHARLOTTE AREA - RED ROUTE**

Depart the designated landing zone and contact Concord Tower on frequency 134.65 and request “RED ROUTE”. Remain south of Speedway Boulevard and east of, and parallel to, Highway 29, then proceed to a point abeam UNCC, and contact Charlotte Approach Control on frequency 128.325, and advise “INBOUND LANDING (destination other than Charlotte Airport).” Upon receiving clearance to enter Charlotte Class B Airspace, proceed direct to destination, advising Charlotte Approach Control when one mile from destination.

Departing from the south Charlotte area contact Charlotte Approach Control on frequency 128.325 and request "RED ROUTE." Upon receiving clearance to enter Charlotte Class B Airspace, proceed direct to a point abeam UNCC. Radar service will automatically be terminated abeam UNCC; then contact Concord Tower on frequency 134.65 and advise "INBOUND LANDING ZONE." From abeam UNCC, proceed to the designated landing zone for the Lowe's Motor Speedway, remaining east of, and parallel to, Highway 29 until Speedway Boulevard, then remain north of Speedway Boulevard until on final approach to the designated landing zone.

**OUTBOUND AND/OR INBOUND BETWEEN MOTOR SPEEDWAY AND THE STATESVILLE, NC AREA – NORTH ROUTE**

Depart the designated landing zone and contact Concord Tower on frequency 134.65 and request "NORTH ROUTE." Proceed northbound until crossing State Highway 73, thence westbound via State Highway 73 and northbound via Interstate Highway 77, remaining north of 73 and east of 77 until the Statesville area.

Departing from the Statesville, NC area towards Lowe's Motor Speedway, proceed south along Interstate 77 and east along State Highway 73 until due north of the speedway, then south toward the landing zone. Remain west of Interstate 77 and south of State Highway 73. Contact Concord ATC Tower on 134.65 before departing State Highway 73 inbound.

**TRAFFIC MANAGEMENT**

When weather conditions and/or volume dictate, traffic management initiatives may be implemented for IFR and VFR flights operating into and out of Concord Regional.

**IFR ARRIVALS**

Turbojet and turboprop aircraft entering the Charlotte Terminal Area may expect routings via the ADENA, HUSTN, JOHNS, SUDSY, UNARM, MAJIC, SHINE, CHESTERFIELD, or NASCR Standard Terminal Arrival Routes. Pilots are encouraged to review NOTAM's concerning the authorized published instrument approach procedures to the Concord Regional Airport.

**VFR ARRIVALS**

Clearance to enter Charlotte Class B Airspace is mandatory. Radar sequencing for VFR arrivals may be in effect during the listed dates/times. VFR arrivals should contact Charlotte Approach Control no later than 20NM from the Concord Regional Airport. Traffic pattern altitude at Concord Regional Airport is 2,300 MSL for jet aircraft and 1,700 MSL for propeller aircraft.

**IFR/VFR DEPARTURES**

1. Obtain current weather and other information from the Concord ATIS on frequency 133.675.
2. Obtain IFR clearances from Concord Clearance Delivery on frequency 118.55.
3. IFR clearance should be available 20 minutes prior to proposed departure.
4. VFR aircraft contact Concord Ground Control on frequency 121.85, and advise the controller of VFR flight, aircraft type and destination airport or direction of flight, prior to requesting taxi instructions. Remain clear of Charlotte Class B Airspace. To request radar service, contact Charlotte Approach Control on frequency 128.325 when frequency change is approved by Concord Tower.
5. All departing aircraft contact Concord Tower on frequency 134.65 when number one for departure. In order to avoid delays, make every effort to be ready for takeoff when number one for departure. DO NOT contact the Tower for takeoff until in the number one position to take the runway.

**GENERAL**

Concord Regional Airport is within Class D Airspace during the hours of control tower operation. Concord ATIS is broadcast on 133.675 during the hours of control tower operation, and the Concord AWOS is



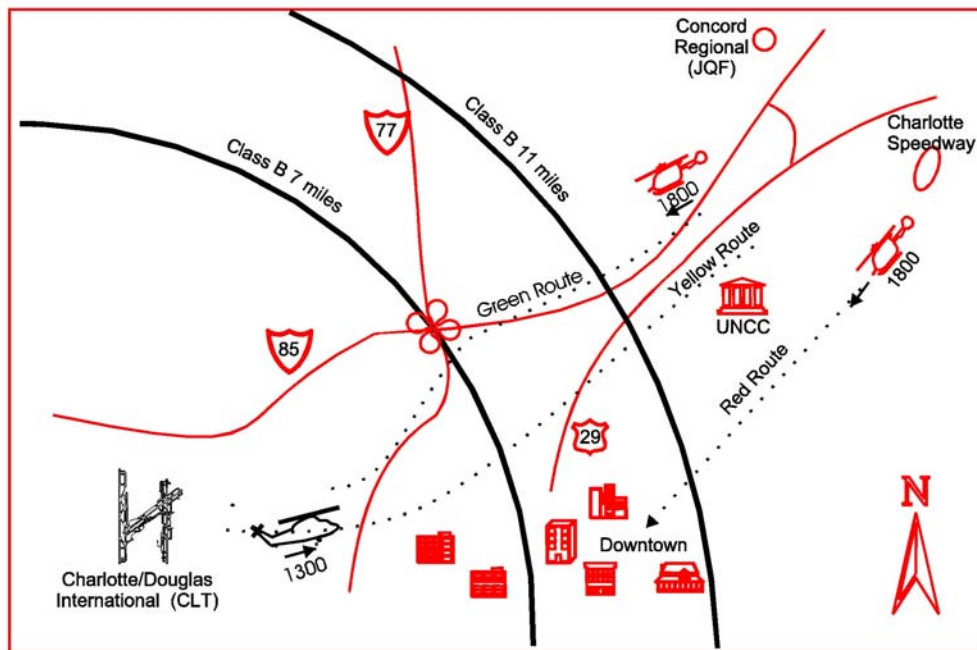
broadcast on that frequency when the tower is closed. The airspace becomes Class G airspace when the control tower is closed. This Class D and G airspace includes the airspace over the Lowe's Motor Speedway. Special VFR operations **are not** authorized in Class G Airspace.

Helicopters, high-speed military aircraft, lighter-than-air ships, and banner tow operations should be anticipated in the area surrounding the Lowe's Motor Speedway. Pilots are encouraged to keep radio transmissions brief to reduce frequency congestion and to review all applicable NOTAMs prior to flight.

**FREQUENCIES**

Concord ATIS/AWOS	133.675
Concord Tower	134.65
Concord Ground Control	121.85
Concord Clearance Delivery	118.55
Charlotte Approach	128.325
Raleigh Durham AFSS	122.4

Helicopter Routes between Charlotte/Douglas International Airport and the Lowe's Motor Speedway and between the Lowe's Motor Speedway and south Charlotte area



NOT TO SCALE

See attached narrative for route descriptions and special ATC procedures.

Charlotte Class B Airspace is in effect.  
 Remain clear of Class B Airspace unless authorized by ATC.

**INDIANAPOLIS 500 MILE RACE****INDIANAPOLIS, INDIANA****MAY 22 through MAY 25, 2009**

In anticipation of a large number of aircraft operating to and from the Indianapolis area in conjunction with the Indianapolis 500 Mile Race, the following procedures will be used to enhance safety and minimize air traffic delays. These procedures shall be in effect for aircraft operating to and from the following airports.

**Indianapolis Area Airports**

<b>Indianapolis International Airport</b>	<b>IND</b>
<b>Greenwood Municipal Airport</b>	<b>HFY</b>
<b>Hendricks County-Gordon Graham Field</b>	<b>2R2</b>
<b>Indianapolis Executive Airport</b>	<b>TYQ</b>
<b>Indianapolis Metropolitan Airport</b>	<b>UMP</b>
<b>Mount Comfort Airport</b>	<b>MQJ</b>
<b>Eagle Creek Airpark</b>	<b>EYE</b>

These procedures shall be in effect during the following time periods.

<b>Thursday</b>	<b>May 21, 2009 . 13:00-20:59 (EDT).....17:00-00:59 (UTC)</b>
<b>Friday</b>	<b>May 22, 2009 . 13:00-20:59 (EDT).....17:00-00:59 (UTC)</b>
<b>Saturday</b>	<b>May 23, 2009 . 13:00-20:59 (EDT).....17:00-00:59 (UTC)</b>
<b>Sunday</b>	<b>May 24, 2009 . 06:00-12:59 (EDT).....10:00-16:59 (UTC)</b>

**Pilots are requested to adhere to preferential arrival and departure routes when filing their flight plans.**

**All domestic non-scheduled IFR DEPARTURES** are requested to file flight plans by 19:00Z and request clearance no earlier than 20:00Z.

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:

**ACY . . . ROD J152 HAR LRP DQO ENO SIE**

**ABE . . . ROD CXR J146**

**ALB . . . ROD J29 JHW J82 ALB**

**ATL . . . BWG ERLIN-STAR**

**BDL** . . . ROD J29 JHW J82 WILET RKA SWEDE-STAR  
**BOS** . . . ROD J29 J82 ALB GDM-STAR  
**BWI** . . . ROD APE MGW EMI-STAR  
**CAE** . . . IIU HMV SPA  
**CLT** . . . IIU J99 VXV JOHNS-STAR  
**DCA** . . . CREEP J80 EMPTY OTMAN J30 SHAAR ELDEE-STAR  
**DFW** . . . STL RZC FSM BYP-STAR  
**DTW** . . . OKK FWA MIZAR-STAR  
**EWR** . . . ROD J29 J584 SLT FQM-STAR  
**HPN** . . . ROD J29 JHW J82 WILET DNY VALRE-STAR  
**IAD** . . . DQN KARYL MGW ESL SHNON-STAR  
**ISP** . . . ROD J152 J78 PSB J49 HNK DNY LOVES-STAR  
**LGA** . . . ROD J29 J146 MIP-STAR  
**MDT** . . . ROD J152 HAR  
**MDW** . . . OKK FISSK-STAR  
**MEM** . . . OOM WEGEE PXV LTOWN-STAR  
**MMU** . . . ROD J29 JHW J70 LVZ-STAR  
**ORD** . . . OKK MZZ ROYKO-STAR  
**ORF** . . . HVQ BKW J42 MOL TERKS-STAR  
**PHL** . . . ROD J152 JST BUNTS-STAR  
**RDU** . . . HVQ BKW ROA SBV-STAR  
**RIC** . . . HVQ J24 FAK  
**SYR** . . . ROD J29 SYR  
**TEB** . . . ROD J29 JHW J70 LVZ-STAR

**Frequency Congestion:** Due to anticipated frequency congestion, Indianapolis Center and Indianapolis ATCT, except for emergency situations, will not accept air filed flight plans to or from Indianapolis area during the time frames listed above. Airborne filed flight plans filed with other facilities may experience lengthy delays.

### ATIS

Pilots should monitor ATIS on 134.25 prior to initial contact with Indianapolis Approach Control.



**VFR ARRIVALS**

VFR arrivals operating within the **Indianapolis Approach Class C airspace** should conform to the following guidelines during these times. (Class C airspace diagram above)

- May 21, 2009 . . . . . 0900-1959 EDT (1300-2359 UTC)
- May 22, 2009 . . . . . 0900-1959 EDT (1300-2359 UTC)
- May 23, 2009 . . . . . 0900-1959 EDT (1300-2359 UTC)
- May 24, 2009 . . . . . 0900-1159 EDT (1100-1559 UTC)

**SET TRANSPONDER TO 1200 AND SQUAWK ALTITUDE**

VFR Inbound from 225-044 degrees, contact INDY Approach on 119.05

VFR Inbound from 045-224 degrees, contact INDY Approach on 124.95

Aircraft arriving between 0800-1200 EDT (1200-1600 UTC) can expect holding of 30 minutes or longer. Aircraft will be cleared to enter Class C airspace on a first come, first served basis.

**VFR DEPARTURES**

Class C service will not be available beyond 10 miles of Indianapolis International Airport due to traffic volume from 1600-2059 EST (2000-0059 UTC) on Sunday, May 24, 2009. **Except for emergency situations, air filed flight plans will not be accepted from those aircraft that departed the Indianapolis area VFR.**

**INDIANAPOLIS INTERNATIONAL AIRPORT**

Monitor - IND ATIS on 134.25 for departure information.

Obtain – VFR/IFR Clearances on 128.75. VFR's advise A/C ID, A/C type, direction of flight/destination, and initial cruise altitude.

Do Not Call Ground Control until you have moved to the colored ramp exit sign. When #1 at the colored exit sign, call ground control and specify your position on the airport by stating the FBO name and color of exit sign. i.e. **Lear12345, number one at Signature Blue.**

Do Not Call Tower until you are #1 holding short of the runway.

**\*\*\*FLIGHT RESTRICTION - INDIANAPOLIS MOTOR SPEEDWAY \*\*\***

Temporary flight restrictions will be in effect for Race day for the Indianapolis Motor Speedway. To obtain information concerning the TFR, consult current NOTAMs, contact Flight Service on 122.55, or call FLIGHT SERVICE at 1-800-WX-BRIEF (1-800-992-7433) and when prompted, say "briefer" or press 1, and when asked for the state you are departing from, say "Indiana". For further information, contact Flight Standards District Office No. 11, 317-487-2400.

**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 Indianapolis area. Exercise caution when flying within 30 miles of Indianapolis.

Overflight Traffic - Aircraft not landing in the Indianapolis area are requested to avoid overflight below 13,000 MSL within 20 miles of Indianapolis.

Restricted Area Advisory - Pilots should be aware of the existence of Restricted Area R3401A/B to the southeast of Indianapolis. This area is active during scheduled times noted on the aeronautical charts as well as other times by NOTAM. Pilots are reminded penetration of Restricted Areas without authorization from the using or controlling agency may be extremely hazardous.

**PILOTS ARE URGED TO OBTAIN A COMPLETE WEATHER BRIEFING AND REVIEW ALL APPLICABLE NOTAMS PRIOR TO CONDUCTING FLIGHT.**



# **Section 5. 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:

<b>DATE:</b>	<b>USAF Thunderbirds</b>	<b>USN Blue Angels</b>	<b>Canadian Snowbirds</b>	<b>USA Golden Knights</b>
May 9-10	Branson, MO	Barksdale AFB, LA	Barksdale AFB, LA	Branson, MO
13			Anderson, SC	Anderson, SC
16-17	Andrews AFB, MD (15-17 May)	MCAS Beaufort, SC	MCAS Cherry Point, NC	Andrews AFB, MD
16-17				Augusta, GA
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	Davenport, IA		Quad City, IA
27-28	Helena, MT	North Kingston, RI	North Kingston, RI	Helena, MT
July 3				Dubuque, IA
4-5	Battle Creek, MI	Binghamton, NY		Binghamton, NY

<b>DATE:</b>	<b>USAF Thunderbirds</b>	<b>USN Blue Angels</b>	<b>Canadian Snowbirds</b>	<b>USA Golden Knights</b>
July 10-11	Peoria, IL			
11		Pensacola Beach, FL		
11-12				Gary, IN
11-12				Grand Forks, ND
18-19	Dayton, OH	Ypsilanti, MI		Dayton, OH
18-19				Minot, ND
22	Cheyenne, WY			
25-26	Milwaukee, WI	Sioux Falls, SD		Milwaukee, WI
August 1-2		Seattle, WA		
8-9	Youngstown ARB, OH	Salinas, CA		Youngstown ARB, OH
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		Redding, CA
26-27				Greenville, SC

<b>DATE:</b>	<b>USAF Thunderbirds</b>	<b>USN Blue Angels</b>	<b>Canadian Snowbirds</b>	<b>USA Golden Knights</b>
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		Edwards AFB, CA
24-25		Fort Worth, TX		Fort Worth, TX
24-25				Pinehurst, NC
31		Houston, TX		Haverville, MA
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.

# 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 proceeding 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**

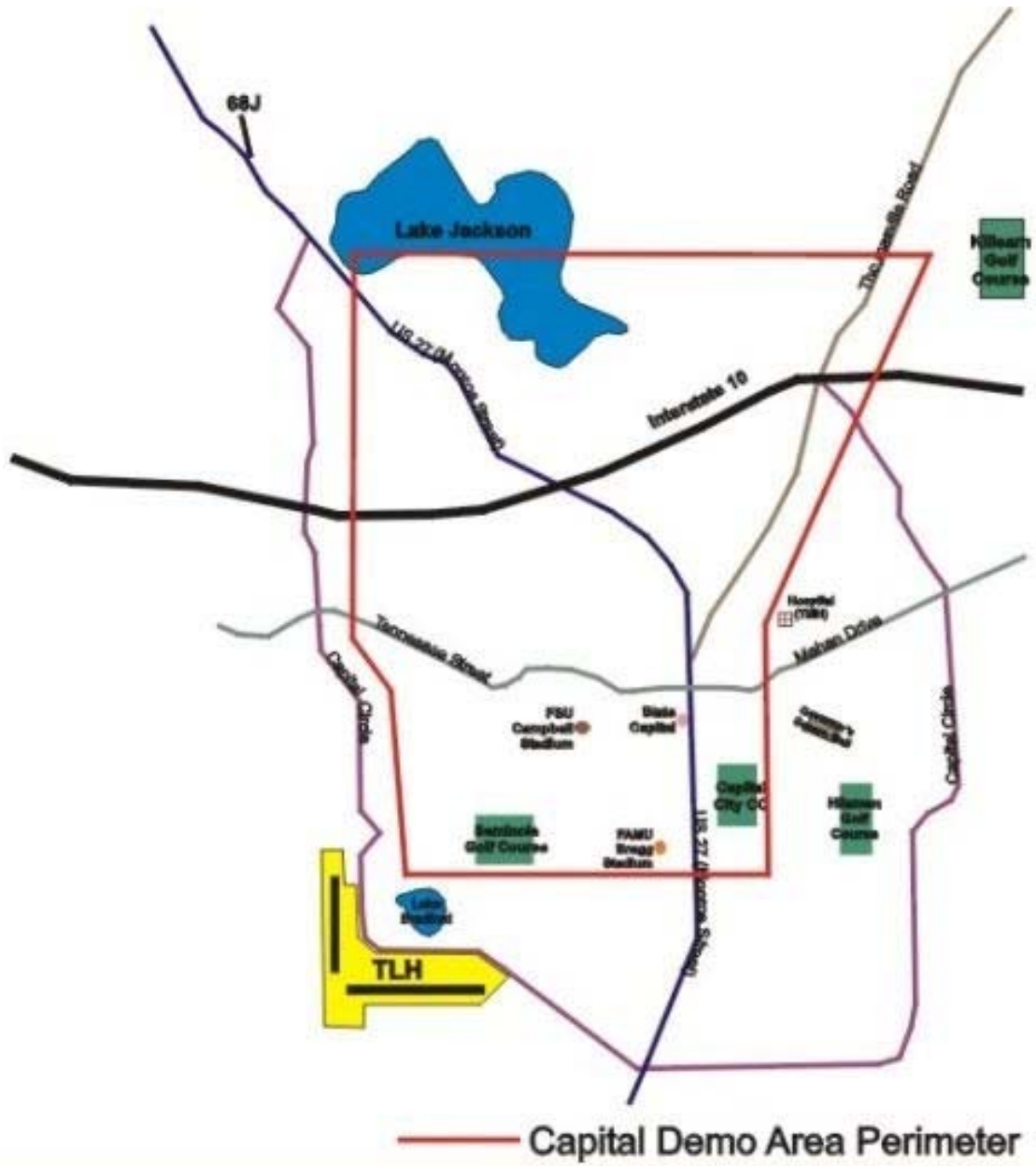


**WEST & ST MARKS PRACTICE AREAS**



**MAP NOT FOR NAVIGATION PURPOSES.  
REFER TO CURRENT JACKSONVILLE SECTIONAL FOR DETAILS.**

### CAPITAL DEMO AREA



# COLUMBIA, CA (O22) FATHER'S DAY FLY-IN

**Columbia Airport  
June 20 and 21, 2009**

**THESE PROCEDURES ARE VALID DURING THE TIME THE TEMPORARY TOWER IS OPERATIONAL. THE HOURS WILL BE:**

Saturday, June 20: 0800 to 1600 Local  
Sunday, June 21: 0900 to 1600 Local

## AIRPORT CLOSURE

The airport will be closed both Saturday and Sunday between 1200 and 1500 local for flight demonstrations.

## COMMUNICATIONS

AWOS – 124.65 (209-536-9384)  
NOR CAL Approach/Departure Control – 123.85  
Columbia Tower – 127.9  
Columbia Ground Control – 121.05  
Columbia Unicom – 122.975  
Rancho Radio – 122.3

## GENERAL INFORMATION

Avoid flight below 2,000 AGL over the following:

- Columbia State Park directly east of the airport
- Downtown Sonora
- The Highway 49 bridge across the New Melones Reservoir

Runway 11/29 (the grass runway) will be closed from 1200 Local on June 19 through 1200 Local on June 22 for airshow.

Runway 17 is the preferred runway, weather permitting. Runway 17 is right traffic.

Traffic Pattern altitude is 3,100 feet MSL.

Airport elevation is 2,118 feet.

“Warbird” aircraft may be instructed to fly an overhead approach. Traffic pattern altitude is 3,600 feet MSL. A fly-by on the first approach may be approved, traffic permitting.



Arriving IFR aircraft should expect a visual approach to the airport and may be instructed to enter the traffic pattern.

VFR Reporting and Holding Points (refer to SFO Sectional Chart):

1. Over the lake on the north side of the Highway 49 Bridge located four NM southwest of the airport
2. Over the Parrott's Ferry Bridge located two NM west of the airport

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 runway separation between successive single-engine light aircraft arrivals.

### **ARRIVAL PROCEDURES**

Monitor the AWOS then contact the tower no closer than 10 miles from the airport and advise that you have the numbers. Proceed to the Melones reservoir, then to the north side of the Highway 49 Bridge. Descend to traffic pattern altitude and enter right traffic for Runway 17 or left traffic for runway 35. Aircraft arriving from the north or east may be given alternate instructions depending on traffic.

### **RUNWAY EXITING**

Unless otherwise instructed by ATC, plan to turn off the runway to the west at the windsock for parking in the grass area. DO NOT STOP. Airshow personnel in orange vests will assist with parking once clear of the runway. Warbird and show aircraft plan to exit on the east side of the runway for parking in the main show area. Further information is available on the Fly-In website: [www.fathersdayflyin.com](http://www.fathersdayflyin.com)

### **DEPARTURES**

Monitor the AWOS. Contact ground control when you are number one at the exit point for your parking area and advise that you have the numbers. Advise the tower your direction of flight when number one at the runway.

Pilots departing IFR must contact Ground Control to obtain their IFR clearance. This should be done prior to engine start. Do not call NorCal Approach. O22 tower will obtain your IFR release.



# **Special Notices**





# 2009 AIRVENTURE OSHKOSH

**EAA**<sup>TM</sup>



# NOTAM

Special Flight Procedures effective 6 AM CDT July 24 to Noon CDT August 3, 2009

The World's Greatest Aviation Celebration<sup>TM</sup>



For a free copy of this NOTAM booklet, call EAA at 1-800-564-6322.  
To view or download this information, visit [www.airventure.org](http://www.airventure.org), [www.eaa.org](http://www.eaa.org), or  
[www.faa.gov/airports\\_airtraffic/air\\_traffic/publications/notices/](http://www.faa.gov/airports_airtraffic/air_traffic/publications/notices/).

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## Changes for 2009 include:

- NOTAM effective period extended
- Revisions to VFR arrivals for OSH, FLD, and ATW
- Military Operations Areas (MOAs) in Southern Wisconsin
- New parking areas at Appleton

Pilots are required to adhere to all published OSH arrival and departure procedures and to all ATC instructions. Failure to do so may jeopardize your safety and the safety of others. Enforcement actions may be taken following ATC and FSDO investigations.

This Notice does not supersede restrictions pertaining to the use of airspace contained in FDC NOTAMS. Please check current NOTAMs by calling Flight Service at 1-800-WX-BRIEF.

# Preflight Planning

For one week each year, EAA AirVenture Oshkosh has the highest concentration of aircraft in the world. Your careful reading and adherence to the procedures in this NOTAM are essential to maintaining the safety record of this event. As you plan your trip you should be thoroughly familiar with the NOTAM procedures for your aircraft type and your primary and alternate airports. Pilots are expected to have a copy of this NOTAM available for in-flight reference.

## Planning your Alternate Airport

Although EAA AirVenture takes place at Wittman Regional Airport (OSH), many pilots choose to land at a nearby airport and use public transportation to OSH.

- Pilots intending to land at OSH should be prepared for the possibility of diverting to an alternate airport, such as Appleton (ATW), Fond du Lac (FLD), or Green Bay (GRB).
- Parking and scheduled transportation to Oshkosh is available from these airports.
- If your alternate is Fond du Lac, check pages 20-21 for temporary control tower information.
- Camping is not allowed at Appleton.
- Pilots on VFR flight plans diverting from Oshkosh are reminded to change their flight plan destination with flight service.

## Wittman Regional Airport (OSH) Flight Planning

Starting Friday, July 24, 2009, OSH is closed to all arriving aircraft from 8:00 PM until 7:00 AM CDT daily. In addition, some or all categories of aircraft may not be accepted due to parking saturation, ground conditions, special activities, or scheduled airshows. All aircraft must remain clear of the Airshow Demonstration Area at OSH during the Aerobatic Demonstration times. Arrivals at Wittman Regional Airport are normally resumed 30 minutes after each airshow.

## Aerobatic Demonstrations/Airshow Times

The airshow demonstration area is from the surface to 12,000' MSL within a 5 NM radius of Wittman Regional Airport and is in effect during the following time periods:

2009 Oshkosh Airshow Times	
Monday July 27 through Saturday August 1:	1430-1830 CDT
Sunday August 2:	1400-1700 CDT

## Parking

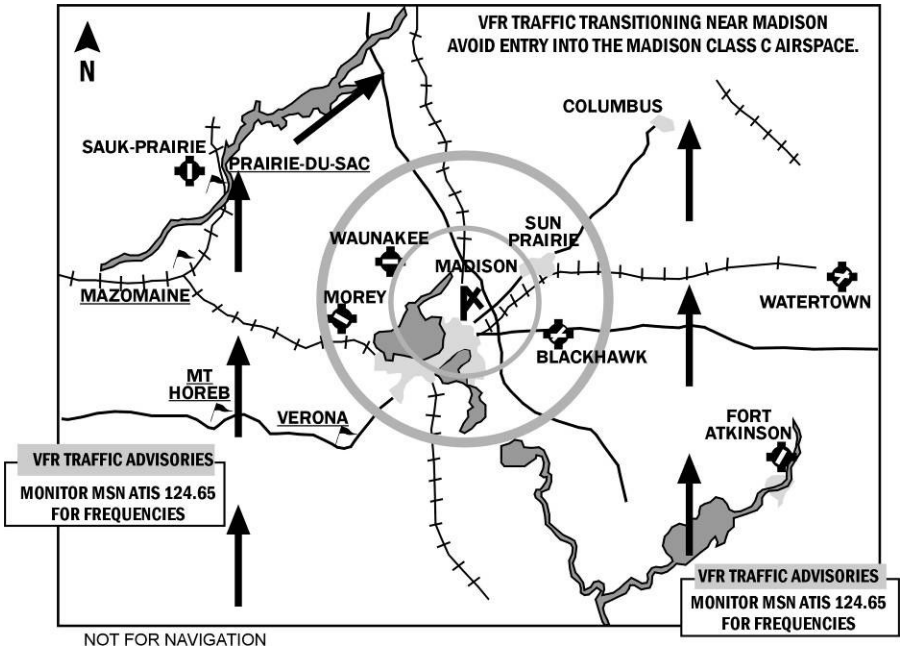
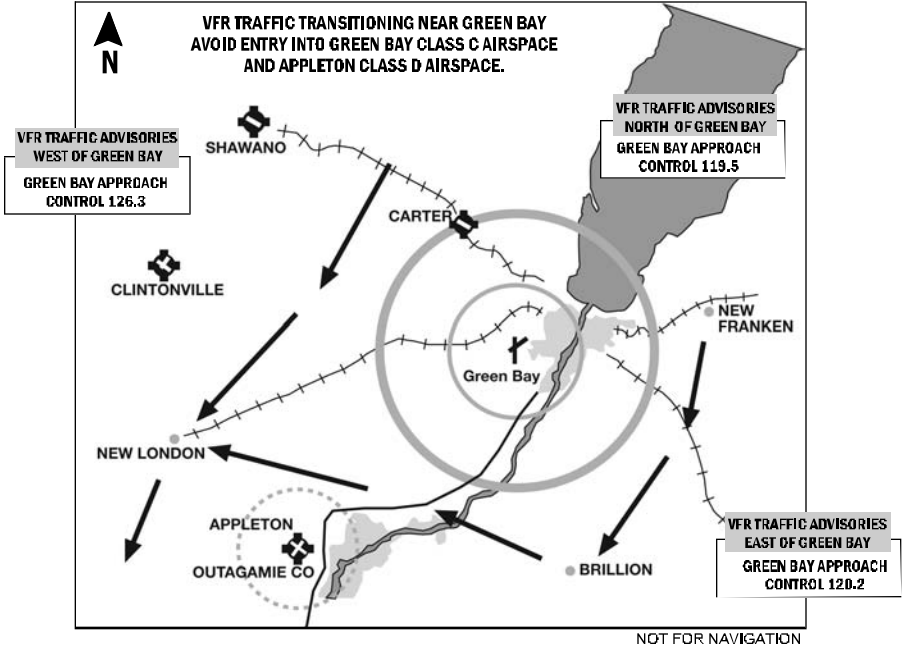
- Separate aircraft parking areas are used at OSH for different types of aircraft. Parking for show planes (experimental, warbirds, rotorcraft, amphibians, and production aircraft manufactured prior to 1968) has generally been available throughout EAA AirVenture. Parking and camping areas for other aircraft may reach saturation at times. Parking area status is available via telephone recording (920-230-7820) and at [www.airventure.org/aircraftparking](http://www.airventure.org/aircraftparking). The AirVenture Arrival ATIS (118.75) also has parking availability information, when applicable.
- Pilots landing at OSH should have a sign to designate their intended parking or camping area. The sign should have large dark letters readable from at least fifty feet. It can be hand made or printed from [www.airventure.org/atc/arrival\\_signs.html](http://www.airventure.org/atc/arrival_signs.html). Display the sign in the left side of your windshield after landing and use one of the following codes:

<b>HBC</b> Homebuilt Camping	<b>VAC</b> Vintage Aircraft Camping	<b>GAC</b> General Aviation Camping
<b>HBP</b> Homebuilt Parking	<b>VAP</b> Vintage Aircraft Parking	<b>GAP</b> General Aviation Parking
<b>WB</b> Warbird Area	<b>FBO</b> Basler or Orion FBO Ramp (with prior permission)	<b>SP</b> Seaplane Area (amphibian)

- A similar sign with the letters VFR or IFR will be used when you depart.

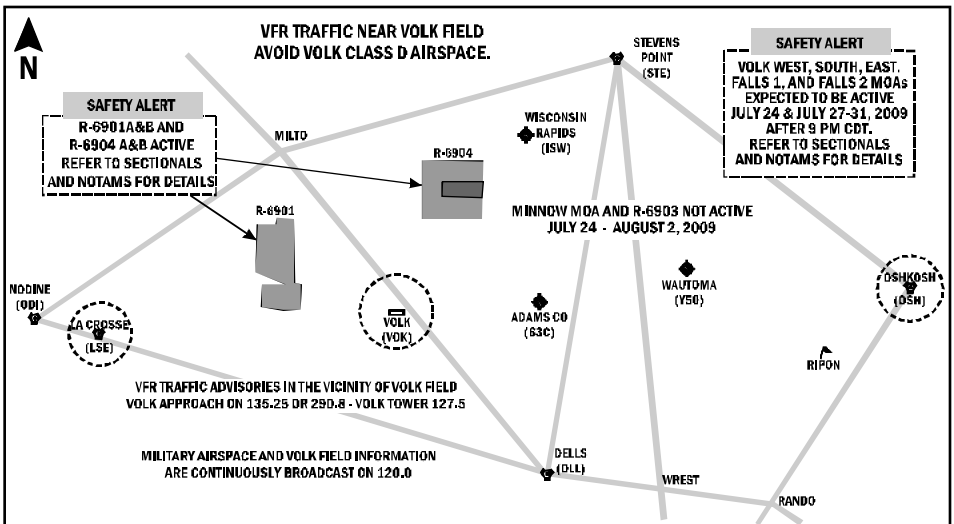
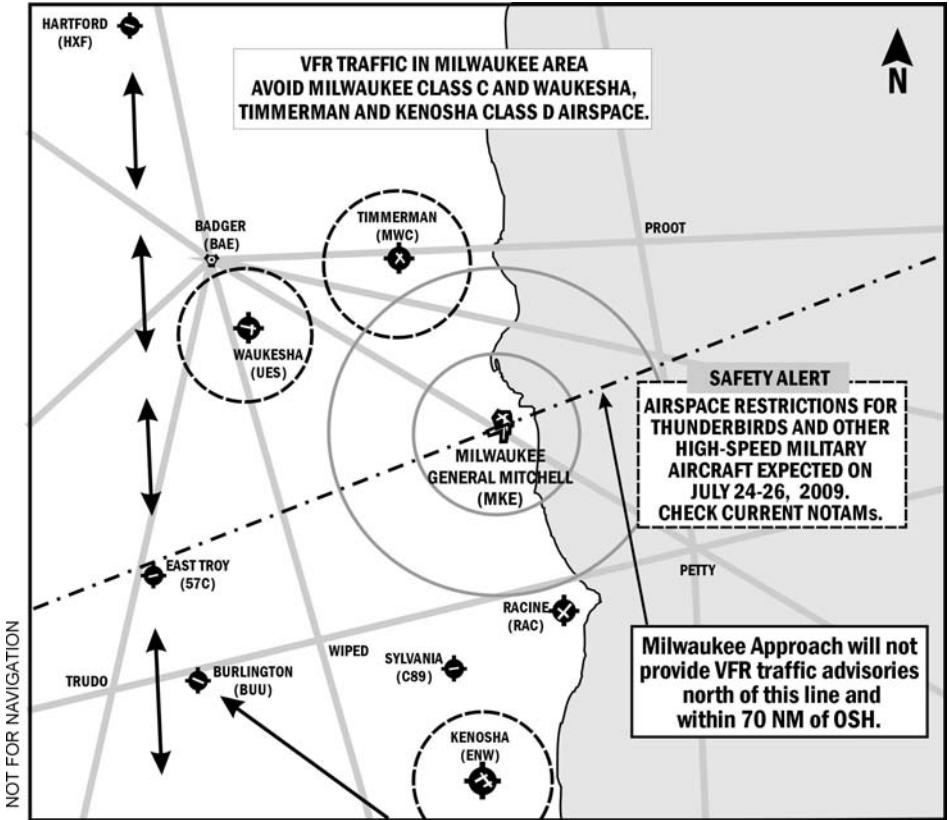
# Route Planning Guide

The VFR arrival to Oshkosh starts at the city of Ripon, Wisconsin (Chicago sectional chart). These four graphics show sample arrival routes that bypass high-density airports en route to Ripon. Be sure to use current sectional charts to plan your route. Use extra caution for heavy traffic.





# Route Planning Guide



Check NOTAMs for large Military Operations Areas (MOAs) in southern Wisconsin.

# FISK VFR Arrival to OSH

## General Information

The city of Ripon, WI is the entry point for this procedure, which is to be used by all VFR aircraft landing at OSH from Friday, July 24, through Sunday, August 2, 2009 (except those using the Turbine/Warbird, Ultralight or NORDO arrivals).

**Plan Ahead** – Aircraft must be parked at OSH no later than 8:00 PM CDT.

**Be Prepared** – Extended periods of slow flight may be required while following this procedure. Anticipate holding and **monitor your fuel status**.

**Ensure** lights are on and transponder is set to STANDBY within 30 miles of OSH.

**ATIS** – Obtain Arrival ATIS (118.75) no later than 15 miles from Ripon. Note arrival runways in use and be familiar with the applicable procedures.

**Monitor** Fisk Approach (120.7) no later than 15 miles before Ripon.

**Altitude / Airspeed** – Approach Ripon at either 1,800' or 2,300' MSL. Maintain 90 knots at 1,800' (or maximum cruise speed if less than 90 knots). If unable, maintain 135 knots at 2,300'.

**GPS waypoints** for both Ripon (RIPON) and Fisk (FISKE) are available for identifying those towns. However, they should be used only for navigation to the vicinity of Ripon, where VFR navigation over the railroad tracks to Fisk can be established, per this procedure.

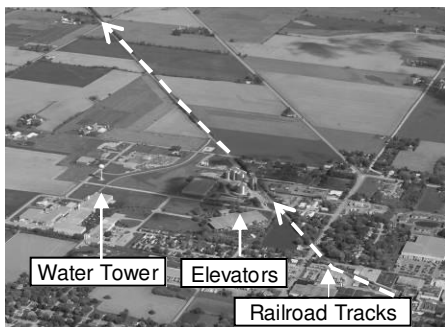
## Emphasis Items

Maintain a minimum of ½ mile in-trail spacing behind the aircraft you are following – no S-turns.

You will not be issued a runway assignment, transition route to OSH, or a frequency change until you are in the immediate vicinity of Fisk.

**Do not exceed 135 knots** at 2,300' MSL. This could create an unsafe condition for other aircraft. If you must exceed this speed, use the Turbine/Warbird Arrival.

See Preflight Planning (page 1) for OSH arrival windows and airport closure times.



Ripon

## Ripon to Fisk

If holding is not in progress, enter the VFR Arrival Procedure over the northeast corner of Ripon (OSH 232°, 15.5 DME).

**Find an aircraft of similar speed at your altitude to follow.**

**Proceed single file** over the railroad tracks from Ripon northeast to Fisk (10 miles). Orange arrows have been placed on the Ripon to Fisk segment of railroad tracks at ½ mile intervals. Maintain visual contact with the railroad tracks, flying as directly over them as possible and remaining in-trail behind the aircraft you are following.

**Ensure** that you have a minimum of ½ mile in-trail separation behind the aircraft that you are following.

If you have to “S-turn” to follow an aircraft, break off the procedure; return to Ripon; and find another aircraft to follow that matches your speed.

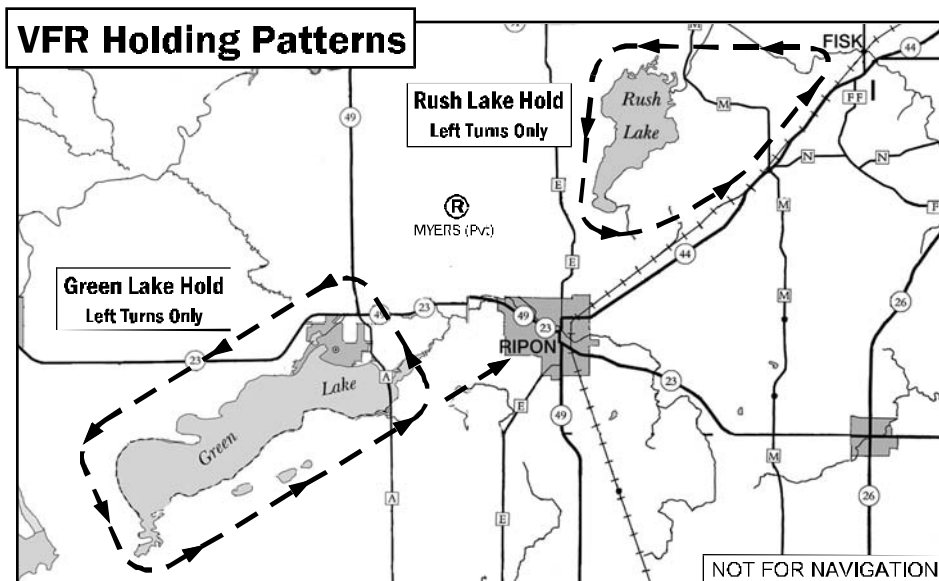
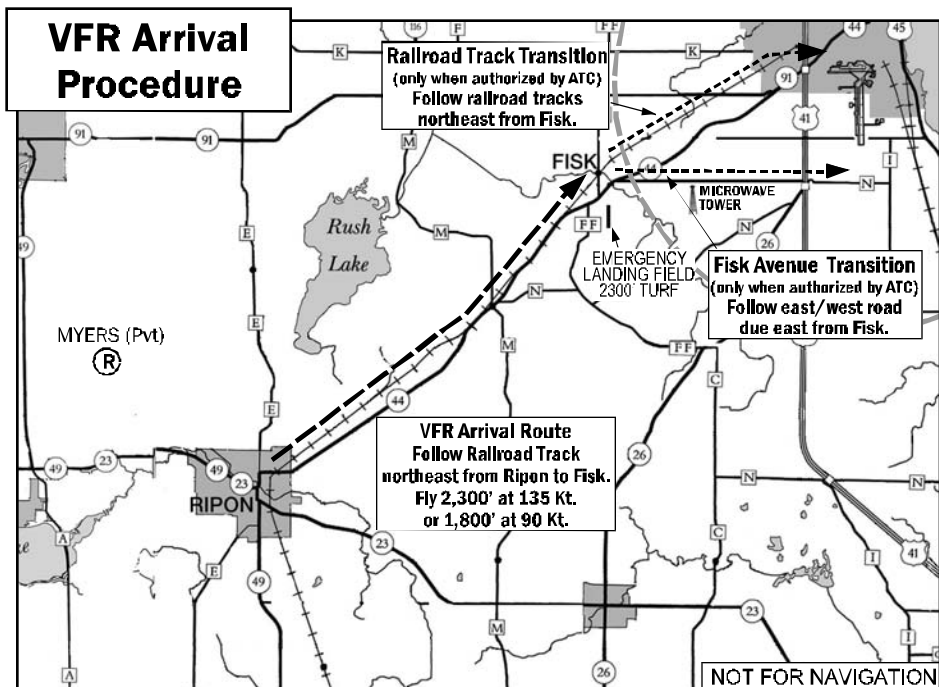
Unless authorized by ATC, do not overtake another aircraft. Break off your approach; return to Ripon; and follow an aircraft of similar speed.

As you proceed northeast towards Fisk, you will see Rush Lake on the left, 2-3 miles northeast of Ripon. You may see steam from the grain drying facility adjacent to the tracks, about 3 ½ miles southwest of Fisk. At this point, start listening carefully for ATC instructions directed at your aircraft. Acknowledge instructions with a vigorous wing-rock.

# FISK VFR Arrival to OSH

AirVenture Arrival ATIS... 118.75  
 Fisk Approach ..... 120.7

RIPON N43°50.29' W88°50.68'  
 FISK N43°57.27' W88°41.11'  
 OSHKOSH N43°59.06' W88°33.42'



# FISK VFR Arrival to OSH

## Holding

ATC controllers at Fisk will advise on 120.7 when holding is necessary.

Aircraft at or beyond Ripon: If holding is necessary and you are directly over or have passed Ripon, continue to Fisk and then enter the Rush Lake holding pattern as depicted.

Aircraft approaching Ripon: If holding is necessary and you are approaching Ripon, look for traffic to follow and enter the hold at Green Lake, 4 miles southwest of Ripon, as depicted.

Holding pattern saturation – If the Green Lake holding pattern appears, or is reported to be, nearing capacity, stay clear and proceed no further. Instead, make left turns over a point on the ground and continue to hold until ATC advises you to proceed or to transition into one of the published holding patterns.

Holding Altitudes/Airspeeds – Maintain 90 knots (or maximum cruise speed if below 90 knots) and 1,800' MSL. If unable, maintain 135 knots and 2,300' MSL.

## Clearing Holding Patterns

ATC will clear the holding patterns in a systematic manner. When ATC advises aircraft to depart a specific holding pattern, those aircraft shall transition to the arrival procedure in the following manner:

- Rush Lake: Rejoin railroad tracks at the southeast corner of Rush Lake and proceed northeast towards Fisk.
- Green Lake: Upon reaching the southeast corner of Green Lake, proceed directly to Ripon and follow the railroad tracks northeast towards Fisk.
- Others: Proceed to Ripon and follow the railroad tracks northeast towards Fisk.

## Proceeding beyond the Hold

Ensure that you have a minimum of ½ mile in-trail separation behind the aircraft that you are following.

If you have to “S-turn” to follow the aircraft ahead of you, break off the procedure and return to Ripon to find another aircraft to follow that matches your speed. “S-turns” are not allowed.

## Flights of Aircraft

While we in ATC know that it is common for several aircraft to travel together to AirVenture as a “flight” in order to facilitate parking together, flights of aircraft are sometimes difficult to accommodate via the Fisk arrival procedure. However, the best way for you to be able to follow a companion aircraft to a specific runway is for all aircraft in the flight to approach Fisk a minimum of ½ mile in trail of the aircraft ahead via the Fisk VFR arrival procedure starting at Ripon.

If traffic volume permits, approaching Ripon advise ATC that you are a “flight of (number and type of aircraft)” and report position. ATC will make a reasonable attempt to accommodate you as a “flight”. However, there are no guarantees. If you identify yourself as a flight, those in the flight are responsible for providing separation between all other members of the flight.

If you are assigned a runway other than the runway you desire, and traffic volume is light, advise ATC. If traffic volume is heavy, do not request a different runway. Make plans with your companions prior to departure in case you are separated from one another upon arrival at Oshkosh.

You are required to follow ATC instructions even if those instructions are different than for your companion.

# FISK VFR Arrival to OSH

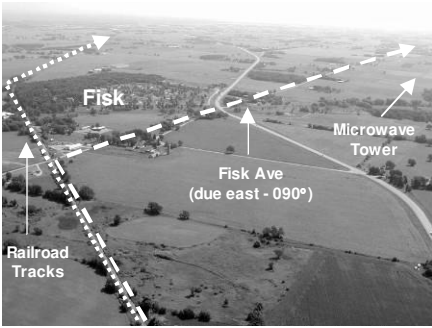
## Transitions: Fisk to Airport

Fisk (OSH 251°, 5.8 DME) is approximately 10 miles northeast of Ripon.

When you are in the immediate vicinity of Fisk, ATC will issue instructions for runway assignment, transition to the airport and which Tower frequency to monitor.

Transition instructions to the airport will either be **“Follow the railroad tracks northeast”** or **“Reaching Fisk, turn right and follow Fisk Avenue”**.

Fisk Avenue diverges due east out of the town of Fisk. Do not confuse this road with Highway 44. There is a large microwave tower located approximately one mile east of Fisk and approximately ½ mile south of Fisk Avenue. As you follow Fisk Avenue, stay north of this tower keeping the tower off your right wing.



Avoid confusion – Ensure control instructions are intended for you and not for a similar aircraft. Listen carefully and keep track of your position.

Unless you are in the immediate vicinity of Fisk (within one mile), the runway and frequency assignments or turn instructions are probably not intended for you.

Do not proceed beyond Fisk without ATC authorization.

Do not change to the Tower frequency until you have been instructed by ATC to **“Monitor Tower”**. This will occur when or after you pass Fisk.

## Landing Approach to Oshkosh

A waiver has been issued reducing arrival and departure separation standards for category 1 and 2 aircraft (primarily single-engine and light twin-engine aircraft).

Pilots should be prepared for a combination of maneuvers that includes a short approach with descending turns, followed by touchdown at a point specified by ATC which may be almost halfway down the runway. Use extra caution to maintain a safe airspeed throughout the approach to landing phase.

## Communications

Listen very carefully for your aircraft to be identified and called by ATC.

Controllers will use aircraft color and type (if known) to identify aircraft. Be aware of how your aircraft may appear to controllers on the ground, and listen for instructions that may be directed to you. If ATC does not recognize your aircraft type, they will use generic descriptions or recognizable characteristics (**“red and white high-wing”**, **“EZE-type”**, **“blue and white amphib.”**, etc.).

Don't be too picky with aircraft type. Several similar looking aircraft are likely to be inbound to OSH at the same time.

Rock your wings vigorously to acknowledge ATC instructions.

Refrain from verbal responses unless requested by ATC or in an emergency.

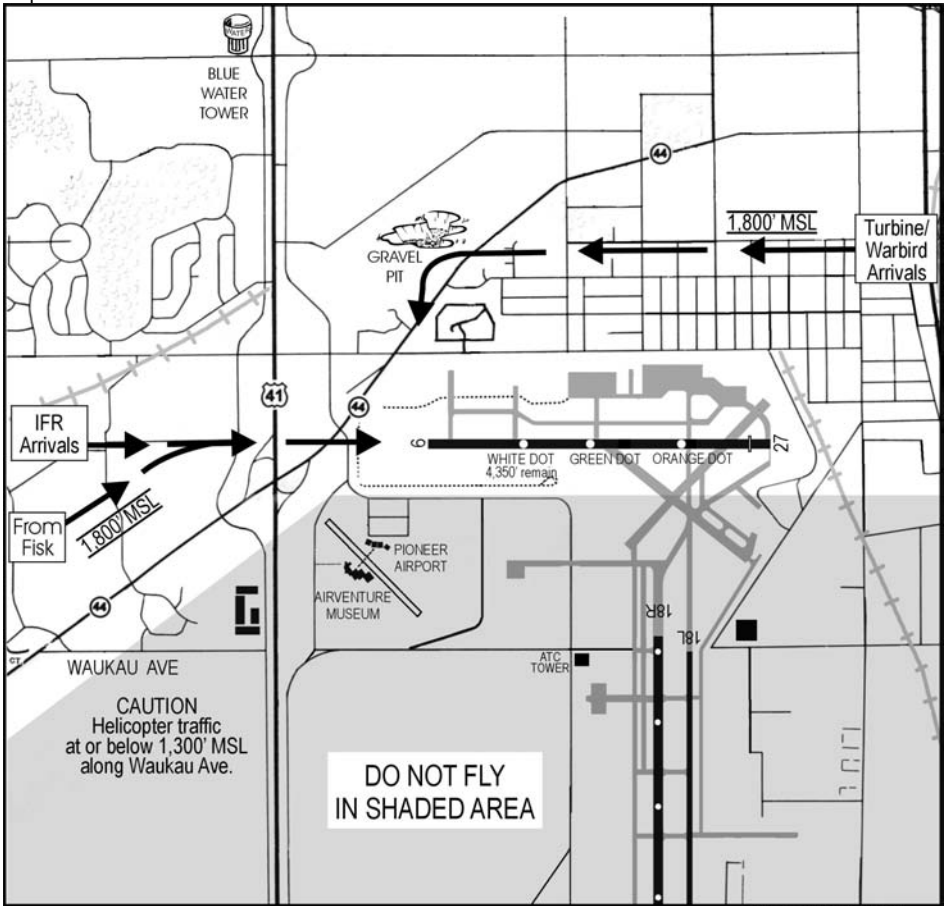
Landing Gear – If possible, lower your landing gear prior to reaching Fisk. There will be a lot of distractions near the airport and it is better to be safe than sorry.

Do not turn to the east or change to the Tower frequency prior to Fisk and then only when instructed to do so by ATC.

# FISK VFR Arrival to OSH RWY 9

Airport Elevation 808'

Oshkosh Tower North: 118.5



NOT FOR NAVIGATION

Pilots should use extra caution to maintain a safe airspeed and avoid low turns on landing approach.

If a go-around is needed, notify ATC immediately for resequencing instructions.

RWY 9 landing distances  
 Threshold.....6,178'  
 White Dot.....4,350'

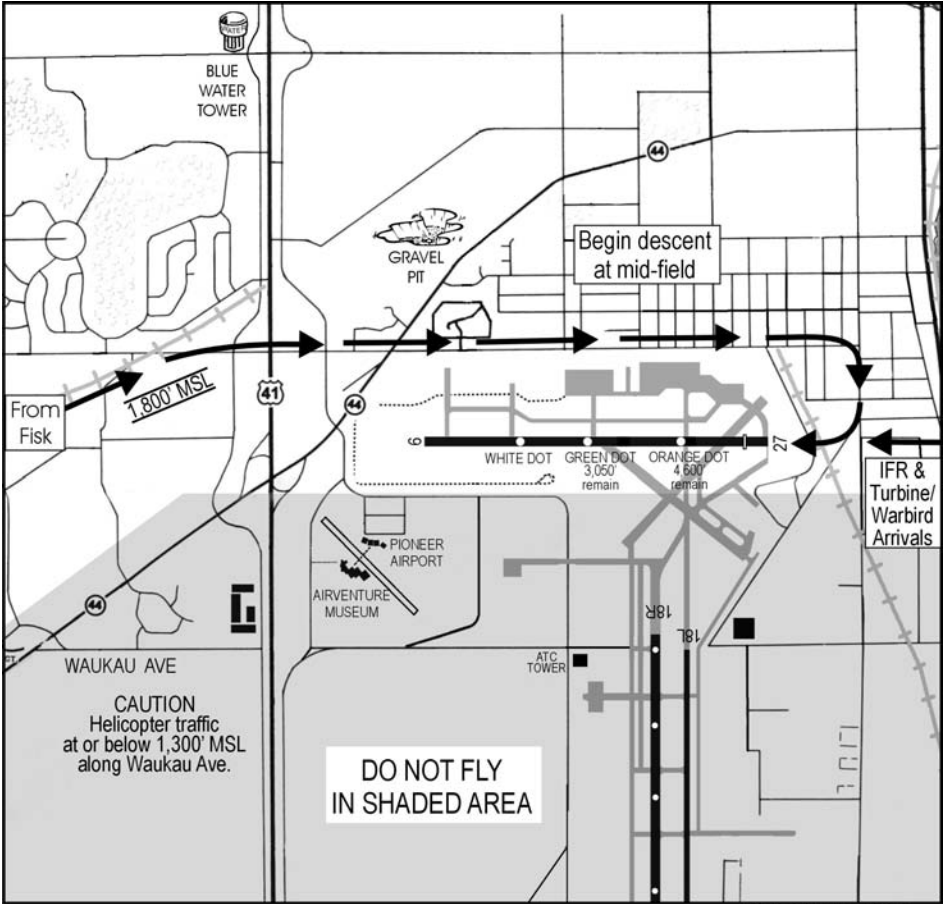
After landing and when speed permits, aircraft under 6,250 lbs. are required to exit Runway 9 to the left or right, as directed, onto the sod. **Do not turn back onto the runway.** Be alert and use caution for hazards marked with cones and/or flags.

After exiting runway, put parking/camping sign in windshield and follow EAA flag-person directions to parking/camping area.

# FISK VFR Arrival to OSH RWY 27

Airport Elevation 808'

Oshkosh Tower North: 118.5



NOT FOR NAVIGATION

Pilots should use extra caution to maintain a safe airspeed and avoid low turns on landing approach.

If a go-around is needed, notify ATC immediately for resequencing instructions.

### RWY 27 landing distances

- Displaced Threshold .. 5,647'
- Orange Dot ..... 4,600'
- Green Dot ..... 3,050'

After landing and when speed permits, aircraft under 6,250 lbs. are required to exit Runway 27 to the left or right, as directed, onto the sod. **Do not turn back onto the runway.** Be alert and use caution for hazards marked with cones and/or flags.

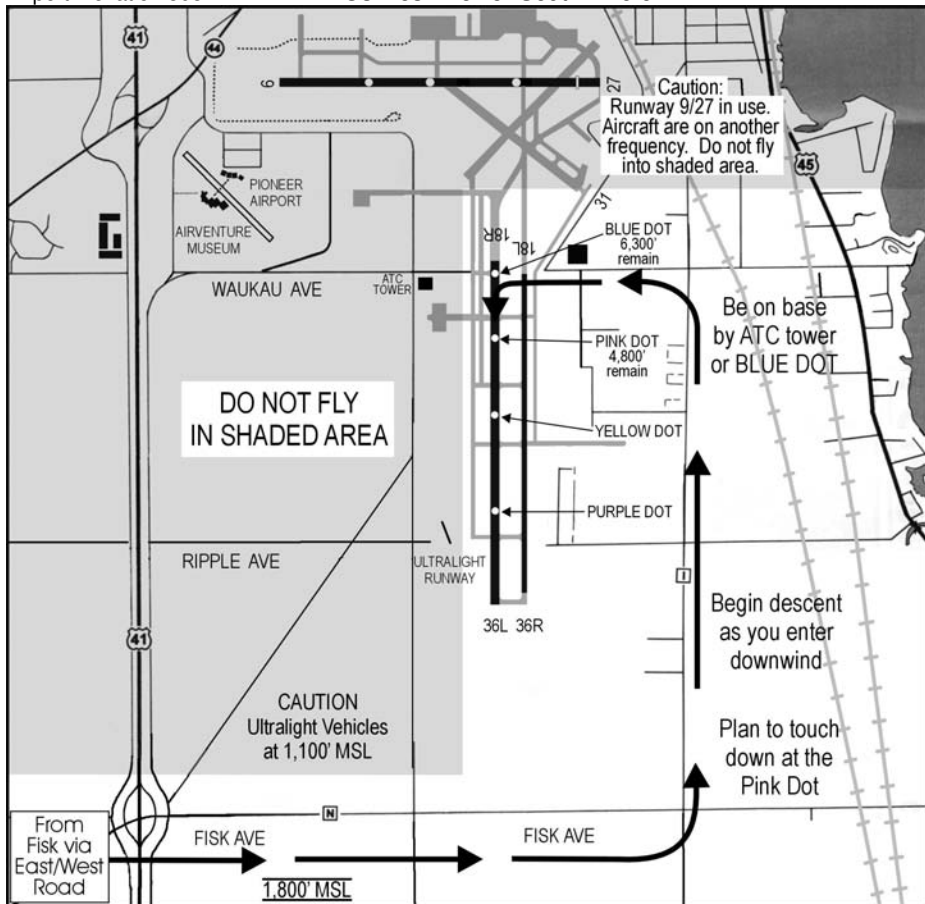
After exiting runway, put parking/camping sign in windshield and follow EAA flag-person directions to parking/camping area.

Be alert for last minute changes to previously issued clearances or anticipated procedures.

# FISK VFR Arrival to OSH RWY 18R via East-West Road (Fisk Ave.)

Airport Elevation 808'

Oshkosh Tower South: 126.6



Plan to be on base leg towards the Blue Dot and to touch down at the Pink Dot. DO NOT continue north on downwind past the approach end of RWY 31.

**If you cannot turn base by the Blue Dot, make a right turnout to the southeast for resequencing.**

The RWY 18R relocated threshold is well beyond painted number "18" and is marked by Runway End Identification Lights and white lines. Do not land short of this threshold without specific Tower approval.

If a go-around or pattern break is needed, notify ATC immediately.

Pilots should use extra caution to maintain a safe airspeed and avoid low turns on landing approach.

### RWY 18R landing dist.

Blue Dot.....6,350'

Pink Dot.....4,750'

In the unusual event you are asked to land on RWY 18L, you **must not taxi across** RWY 18R until cleared via radio or by an FAA controller in a pink shirt.

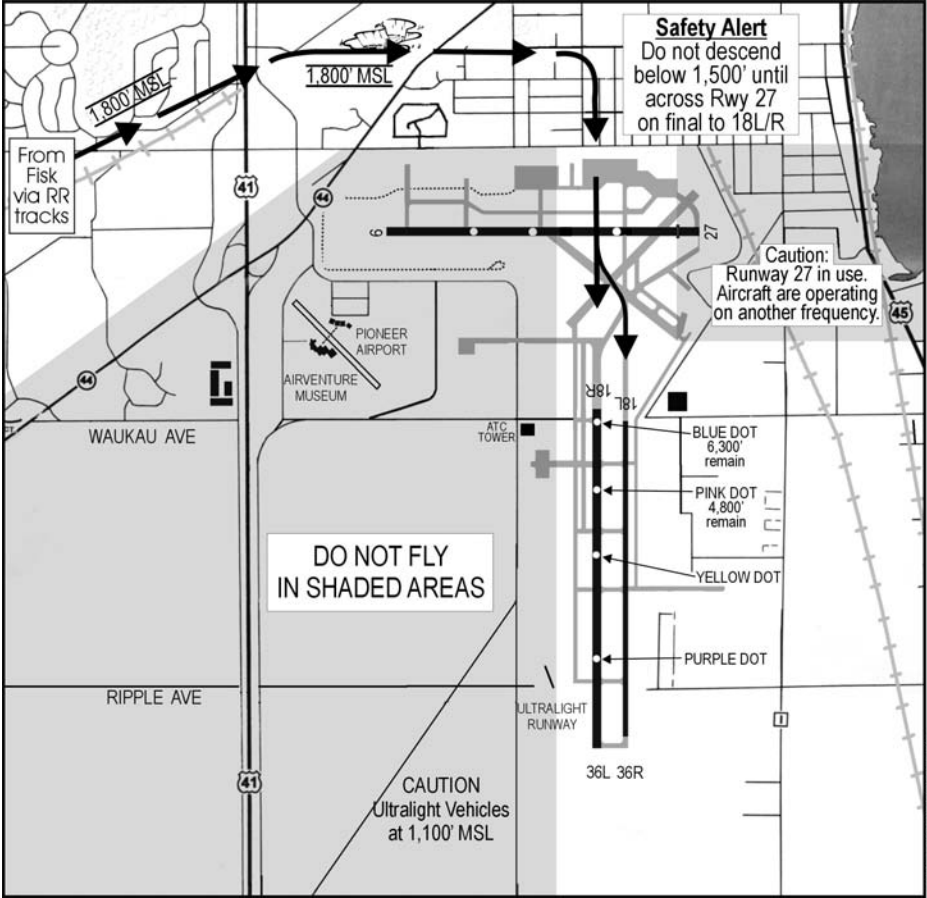
When taxiing west of RWY 18R, put parking or camping sign in windshield and follow EAA flagperson directions to parking/camping area.



# FSK VFR Arrival to OSH RWY 18L/R via Railroad Tracks

Airport Elevation 808'

Oshkosh Tower South: 126.6



Stay at 1,500' MSL on final to runway 18L or 18R until south of runway 9/27.

RWY 18L landing dist.  
Threshold.....6,300'  
(50' wide)

RWY 18R landing dist.  
Threshold..... 6,700'  
Blue Dot..... 6,350'  
Pink Dot..... 4,750'

The RWY 18R relocated threshold is well beyond painted number "18" and is marked by Runway End Identification Lights and white lines. Do not land short of this threshold without specific Tower approval.

Aircraft landing on RWY 18L **must not taxi across** RWY 18R until cleared via radio or by an FAA controller in a pink shirt.

Oshkosh controllers may request that you land on a large Blue Dot or Pink Dot painted on the runway.

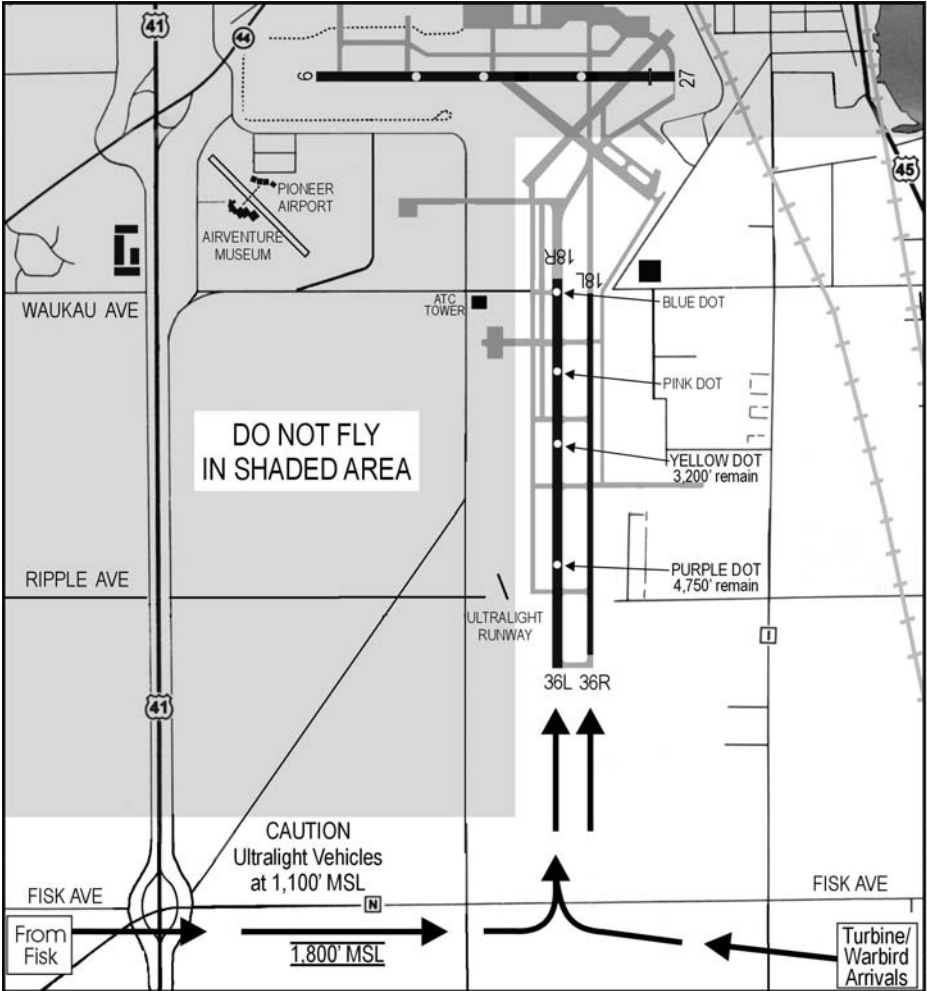
When taxiing west of RWY 18R, put parking or camping sign in windshield and follow EAA flagperson directions to parking/camping area.

If a go-around is needed, notify ATC immediately for resequencing instructions.

# FSK VFR Arrival to OSH RWY 36L/R

Airport Elevation 808'

Oshkosh Tower South: 126.6



Pilots should use extra caution to maintain a safe airspeed and avoid low turns on landing approach.

If a go-around is needed, notify ATC immediately for resequencing instructions.

RWY 36L landing dist.

Threshold.....6,700'  
 Purple Dot....4,950'  
 Yellow Dot....3,400'

RWY 36R landing dist.

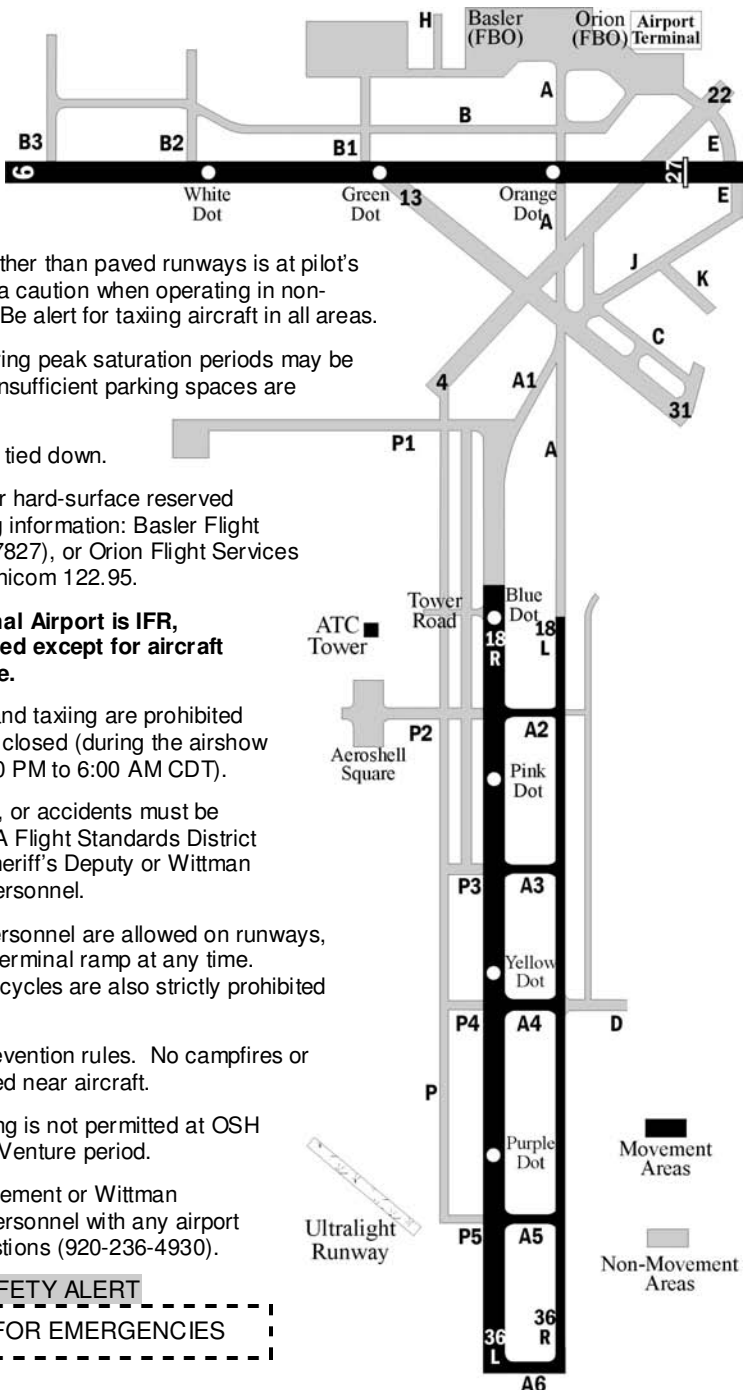
Threshold.... 6,300'  
 (50' wide)

Aircraft landing on RWY 36L shall not roll beyond the Blue Dot without specific Tower authorization.

Aircraft landing on RWY 36R can expect to land long and taxi straight ahead to parking. They **must not taxi across RWY 36L** unless cleared via radio or by an FAA controller in a pink shirt.

When taxiing west of RWY 36L, put parking or camping sign in windshield and follow EAA flagperson directions to parking/camping area.

# Oshkosh Airport Notes



- All movement on other than paved runways is at pilot's own risk. Use extra caution when operating in non-movement areas. Be alert for taxiing aircraft in all areas.
- Aircraft landing during peak saturation periods may be asked to depart if insufficient parking spaces are available.
- All aircraft must be tied down.
- Contact an FBO for hard-surface reserved parking and fueling information: Basler Flight Service (920-236-7827), or Orion Flight Services (920-424-8090). Unicom 122.95.
- **If Wittman Regional Airport is IFR, taxiing is prohibited except for aircraft with IFR clearance.**
- Engine operation and taxiing are prohibited when the airport is closed (during the airshow and overnight: 8:00 PM to 6:00 AM CDT).
- Mishaps, incidents, or accidents must be reported to the FAA Flight Standards District Office, NTSB, a Sheriff's Deputy or Wittman Regional Airport personnel.
- Only authorized personnel are allowed on runways, taxiways, and the terminal ramp at any time. Motorcycles and bicycles are also strictly prohibited on these areas.
- Observe all fire prevention rules. No campfires or stoves are permitted near aircraft.
- Student pilot training is not permitted at OSH during the EAA AirVenture period.
- Contact law enforcement or Wittman Regional Airport personnel with any airport safety related questions (920-236-4930).

## SAFETY ALERT

CALL 911 FOR EMERGENCIES

# VFR Departure from Oshkosh

## Flight Service Preflight Briefings

Complete departure briefings and flight plan filing are available on a walk-in basis at three locations on the Oshkosh airport. To serve pilots departing early, all three facilities open at 6 AM CDT, when the airport opens for departures.

**The Oshkosh Temporary AFSS** is in the FAA Safety Center, just south of the new OSH Control Tower. The AFSS is open **6 AM – 8 PM CDT daily**, Monday, July 27 through 12 PM Monday, August 3.

**The Flight Service North Briefing Annex** is in a mobile trailer at the North Forty, across from the registration building. Pilots do not need to enter the paid admissions area to access this facility. The North Annex is open **6 AM – 7 PM CDT daily**, Monday, July 27 through Sunday, August 2.

**The Flight Service South Briefing Annex** is in a mobile trailer off the service road directly north of the Ultralight runway. The South Annex is open **6 AM – 4 PM CDT daily**, Monday, July 27 through Sunday, August 2.

Flight Service information is provided by Lockheed Martin.

- A sign in your windshield with the letters “VFR” indicates to ground personnel that you intend to depart VFR. Note that Wittman Regional Airport is closed to departing aircraft from 8 PM until 6 AM CDT daily, during the scheduled airshows and at other times.
- Monitor the Departure ATIS (128.75) prior to engine start. There shall be no engine operation or aircraft movement until the Departure ATIS is transmitting and it indicates the airport is open. **When the airport is IFR, all taxiing is prohibited except for aircraft with an IFR clearance.**

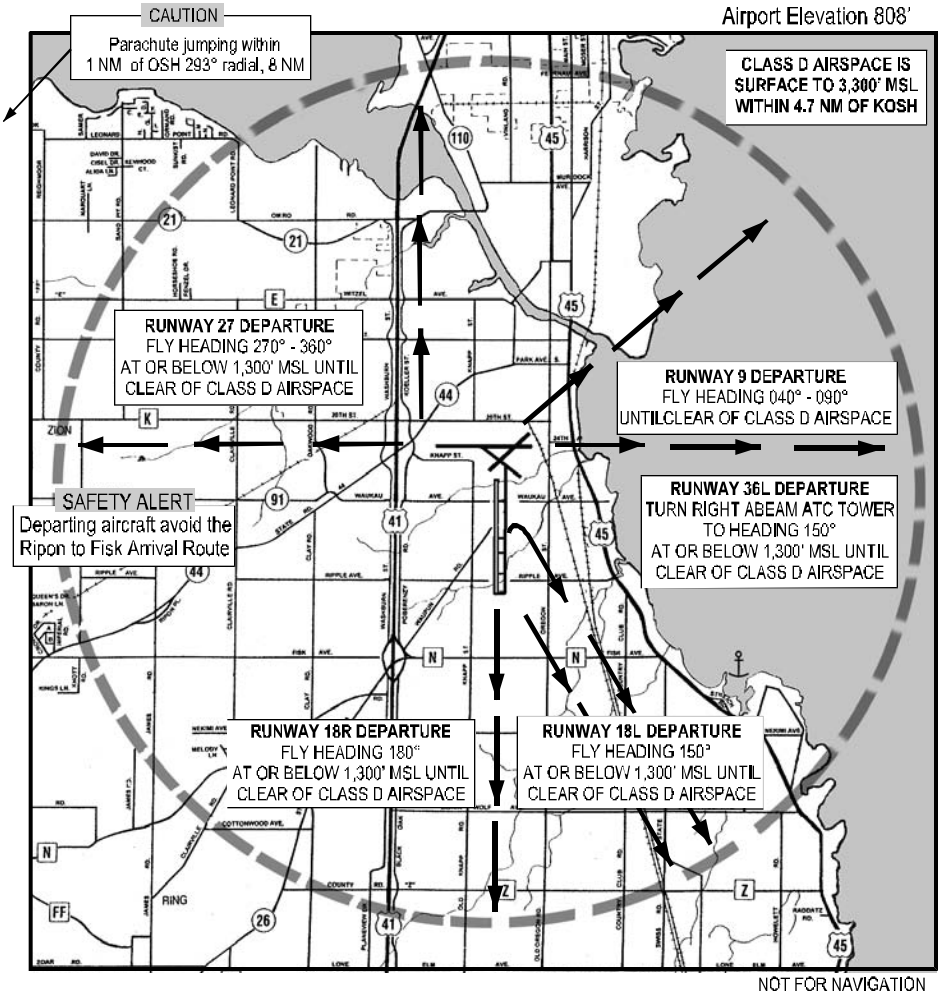
- Taxi toward the designated runway without contacting Ground Control. Set transponder to Standby.
- Follow the instructions of EAA flagpersons. To expedite departures, they may direct you to a different runway than planned.
- FAA controllers wearing pink shirts are stationed on elevated platforms near the runway departure points.
  - Aircraft departing Runways 9 or 27 shall monitor 121.75.
  - Aircraft departing Runways 18R, 36L, or 36R shall monitor 118.9.
  - Aircraft departing Runway 18L shall monitor 126.6.
  - FAA controllers clear radio equipped aircraft for takeoff via radio on these frequencies. In the event of radio failure at the elevated platform, follow the hand signals given by FAA controllers.
- Follow the instructions on map to the right, based on your departure runway. Avoid the Ripon/Fisk arrival route and the AirVenture Seaplane Base (5 miles SE of Oshkosh).
- Leave your transponder on Standby until leaving Class D airspace.
- Proceed on course when clear of the Class D airspace.
- Milwaukee Approach Control will not provide traffic advisories within 70 NM of Oshkosh.
- For flight following northeast across Lake Michigan, contact Green Bay Approach (120.2) at least 10 NM west of Manitowoc (MTW)

## SAFETY ALERT

Do not depart on Runways 13/31 or 4/22; they are closed

# VFR Departure from Oshkosh

VFR Departure Location.	Remaining	Monitor	Oshkosh Departure Frequencies
Runway 9 at Taxiway B3	6,000'	121.75	OSH VORTAC 111.8
Runway 18L	6,300'	126.6	AirVenture Departure ATIS 128.75
Runway 18R at Tower Road	6,300'	118.9	Oshkosh Clearance Delivery 119.05
Runway 27 at Taxiway A	4,600'	121.75	Oshkosh Ground Control 121.9
Runway 36L at Taxiway P5	5,050'	118.9	Oshkosh UHF 257.6
			Green Bay Radio 122.25



# Turbine/Warbird Arrival

Restricted to aircraft types listed

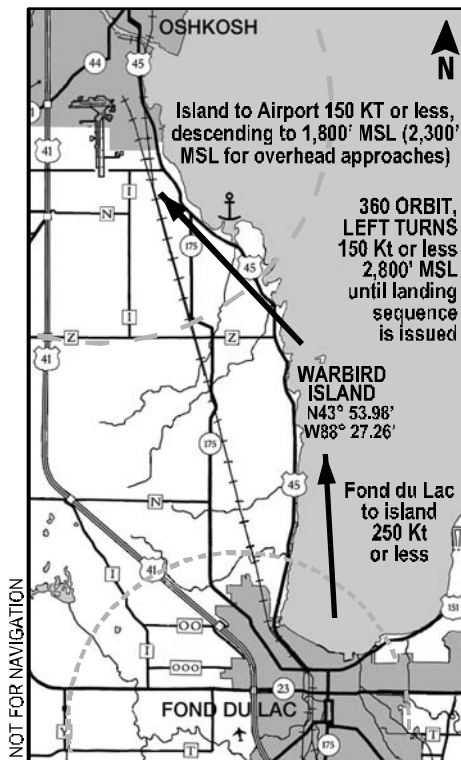
- This procedure is restricted to high-performance turbojet and twin turboprop aircraft and to Warbird aircraft capable of cruising at 130 knots or greater. Slower Warbird aircraft shall use the VFR Arrival from Ripon.
- The city of Fond du Lac is the entry point for all Turbine/Warbird arrivals. Monitor the AirVenture Arrival ATIS (118.75) for anticipated landing runways (see charts on pages 8-12).
- Avoid the Fond du Lac County Airport (FLD) airspace. FLD has a temporary control tower from Saturday, July 25 until Sunday, August 2, 2009 (operating hours on page 20). Its airspace is 3,300' MSL and below within 4 NM.
- Aircraft shall report arrival over the city of Fond du Lac and again at Warbird Island to Oshkosh (OSH) Tower on the appropriate tower frequency:
  - **When RWY 36L/R is in use, report on 126.6**
  - **Otherwise report on 118.5**

Examples: "Blue and yellow wildcat, Fond du Lac"  
"White Citation, Warbird Island"

- Proceed from the city of Fond du Lac direct to Warbird Island (6 miles SE of Wittman Regional Airport, along the west shore of Lake Winnebago). When more than 4 NM from FLD, descend to maintain 2,800' MSL.
- Pilots may be instructed to orbit the island until a landing sequence is issued. **Use caution; make left turns; and stay alert for other aircraft!**
- When cleared at Warbird Island, proceed to the assigned runway as directed by ATC, reduce speed to 150 knots or less and begin descent to 1,800' MSL (2,300' MSL for overhead approaches). Pilots are cautioned to maintain VFR separation at all times.
- If your landing clearance appears unsafe because of spacing, speed of preceding

aircraft, or any other reason, go around! A new sequence will be issued.

- Pilots may request a 360° overhead approach to Runways 36 L/R only. Break altitude is 2,300' MSL. Expect a right break only.
- ATC may initiate a 360° overhead approach to other runways as needed for spacing. Break altitude will be 2,300' MSL. Expect a break to the north for Runways 9/27 and to the east for Runways 18/36.
- Under all circumstances, avoid the VFR arrivals area southwest of Wittman Regional Airport.
- Pilots of Warbird aircraft are encouraged to call Warbird Ground (123.9) when arriving at the Warbird area and before starting engines for departure.



# AirVenture Seaplane Base

The AirVenture Seaplane Base, 5 miles southeast of Oshkosh, on the west shore of Lake Winnebago, will be operational Saturday July 25 through Sunday August 2, 2009, 8:00 AM – 8:00 PM CDT.

AirVenture Seaplane Base	123.3
Green Bay Radio	122.25
AirVenture Arrival ATIS	118.75
AirVenture Departure ATIS	128.75

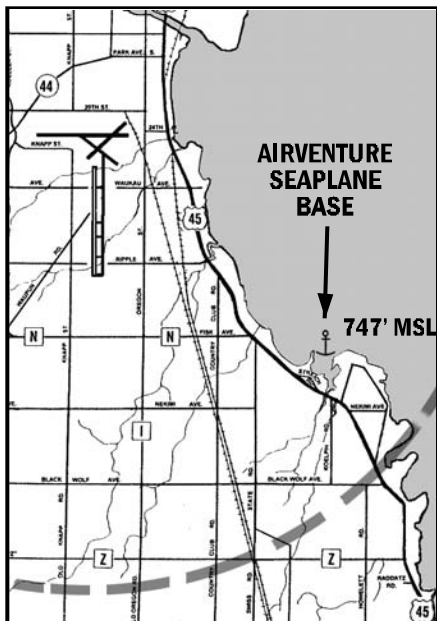
## VFR ARRIVAL

Seaplane arrivals should avoid nearby Class C and D airspace. Approach the Seaplane Base from the east, over Lake Winnebago. Do not use the Fisk VFR arrival route and do not contact Oshkosh Tower.

Destination identifier 96WI should be used for VFR flight plans.

Contact the Seaplane Base (123.3 or 920-230-7829) for water condition information.

To orient yourself, fly a pattern from north to south at 600' AGL with left turns. Landing and takeoff patterns are at pilot's discretion. Avoid flying low over boats and structures.



### CAUTION

Turbine and Warbird aircraft activity along southwest shoreline at or above 1,800' MSL.

## SEAPLANE BASE NOTES

Information on housing, food, activities, arrival procedures, and rough water alternate landing areas is available at [www.oshkoshseaplanebase.com](http://www.oshkoshseaplanebase.com), by e-mail to [paul@oshkoshseaplanebase.com](mailto:paul@oshkoshseaplanebase.com), or by calling 715-581-4381

- The Seaplane Base radio frequency is 123.3; however a radio is not required. Operators are authorized to deviate from the two-way radio communications requirements of FAR 91.129(c) for arriving and departing at EAA AirVenture 2009.
- Helicopter operations require prior approval via telephone (920-230-7829).
- Pilot briefings are mandatory prior to local flights or departures.
- Taxi slowly in bay near lagoon; heavy traffic enters and leaves lagoon.
- No takeoff or landing in lagoon
- No takeoffs allowed directly over seaplane base shoreline or crowds. With south wind use lagoon opening as line of reference for takeoffs and turn east to stay over lagoon and farm fields when climbing.
- Boats are available to take you to and from your aircraft.
- Larger aircraft may anchor in the bay next to the lagoon.
- Daily camping with showers is available to pilots and crew operating from the Base.
- Transportation is available to and from the EAA AirVenture site by bus.
- Wittman Regional Airport is closed during afternoon airshows, so you must land outside the Aerobatic Demonstration area, a 5 NM radius of OSH, and then taxi to the Seaplane Base.
- Amphibian aircraft can also use a special parking location at the EAA AirVenture site, in the Vintage Aircraft area west of Runway 18R/36L. Use windshield sign code SP as described on page 1.

# Transient Helicopter VFR Arrival/Departure

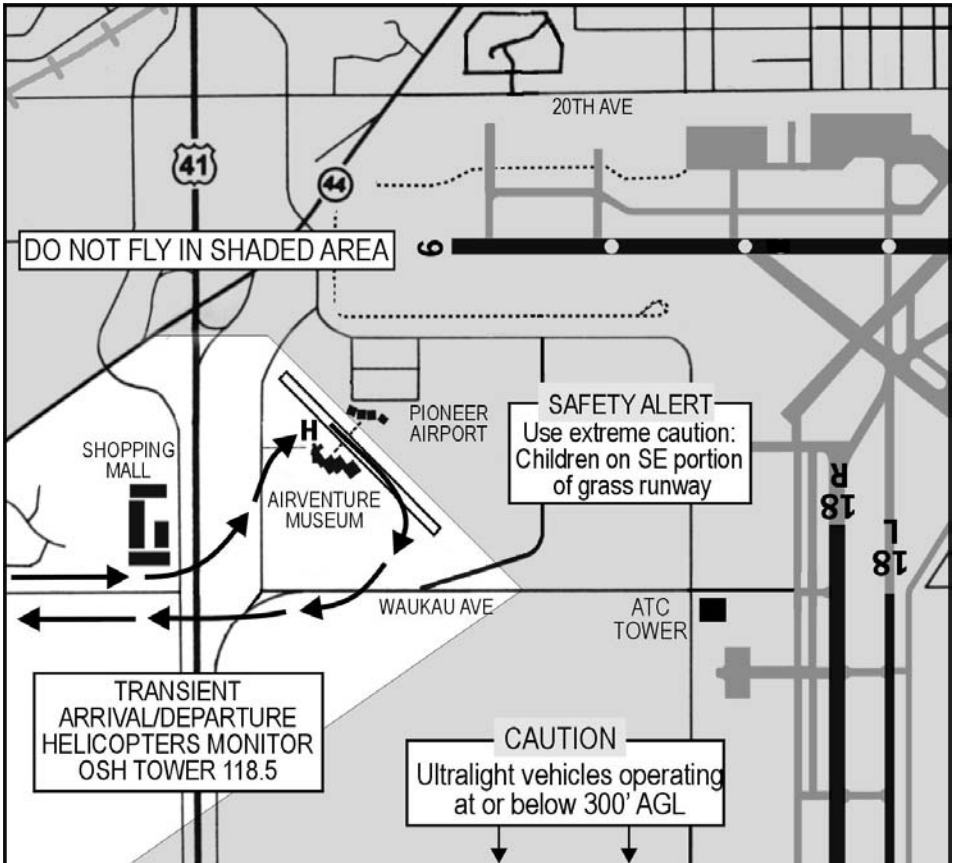
The AirVenture helipad and long-term helicopter parking are located on Pioneer Airport. Camping is not allowed in this area. The helipad is designated on a turf area with a white box surrounding the letters "HELI".

- Use caution for intense fixed-wing traffic following HWY 44 to Runway 9/27 and for ultralight vehicles operating at or below 1,100' MSL south of Waukau Ave.
- Obtain AirVenture Arrival ATIS (118.75) prior to entering Oshkosh Class D airspace.
- Helicopters arriving VFR shall enter the Oshkosh Class D airspace from the west, following and remaining north of Waukau Ave. at 1,300' MSL. Remain south of Runway 9/27 at all times and monitor Oshkosh Tower (118.5). Landing at Pioneer Airport is at pilot's discretion.

- Arrivals/departures during the daily airshow (times on page 1) are not authorized.
- Helicopters may depart VFR from Pioneer Airport at pilot's discretion. Remain south of Runway 9/27 and monitor Oshkosh Tower (118.5). Depart Oshkosh Class D airspace to the west, following and remaining south of Waukau Ave. at 1,300' MSL.

## PILOT NOTICE

Helicopter operators are authorized to deviate from the two-way radio communications requirements specified in FAR 91.129(c) for arriving and departing at EAA AirVenture 2009.

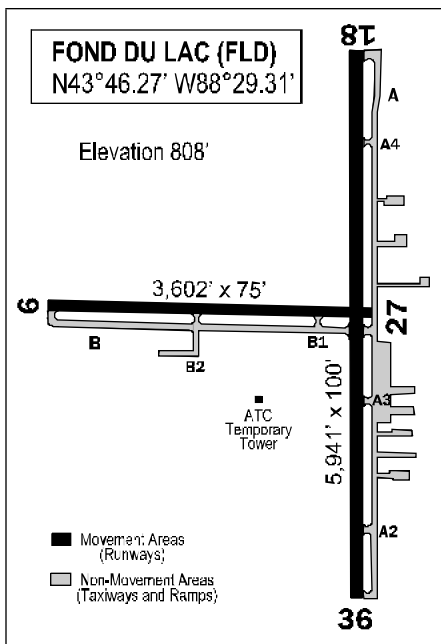








# Fond du Lac Arrival/Departure continued



## Fond du Lac Area Frequencies

ATIS .....	119.55
Milwaukee Approach .....	127.0
Temporary Tower .....	120.4
Ground Control .....	121.85
Unicom (CTAF when tower closed) .....	123.05
ASOS (920-922-4444) .....	134.0
Green Bay Radio .....	122.5

## • Intersection Departures

<u>Intersection</u>	<u>Runway Available</u>
RWY 18 at A4.....	4,940'
RWY 18 at B .....	2,940'
RWY 27 at B1 .....	2,900'
RWY 36 at A2.....	5,040'
RWY 36 at A3.....	3,740'
RWY 36 at B .....	3,000'

## VFR Departure from FLD

Pilots are urged to obtain a complete weather briefing and review all applicable NOTAMS prior to departure. Flight plan filing and briefing services are available from Flight Service (1-800-992-7433).

## IFR Departure from FLD

Within 5 minutes of taxi, contact Ground Control (121.85) and advise that you are IFR. Clearance, taxi and departure information will be issued on Ground Control frequency. After takeoff, FLD Tower will advise when to contact Milwaukee Approach, normally when clear of traffic.

## Fond du Lac Airport Notes

- All movement on other than paved runways is at pilot's own risk.
- **Do not** walk across taxiways or runways.
- **Camping and showers are available.**
- Bring your own tiedowns; all aircraft must be secured.
- Hard surface parking available by prior arrangement with Fond du Lac Skyport (920-922-6000).
- Scheduled transportation is available to/from Oshkosh.
- FBO is unattended 9:00 PM – 6:30 AM.

### PILOT NOTICE

A waiver has been issued reducing arrival and departure standards for category 1 and 2 aircraft (primarily single engine and light twin engine aircraft).

# Appleton Arrival/Departure

The Control Tower at Outagamie County Regional Airport (ATW) operates from 5:30 AM until 11:00 PM CDT daily. See graphic for recommended arrival routes.

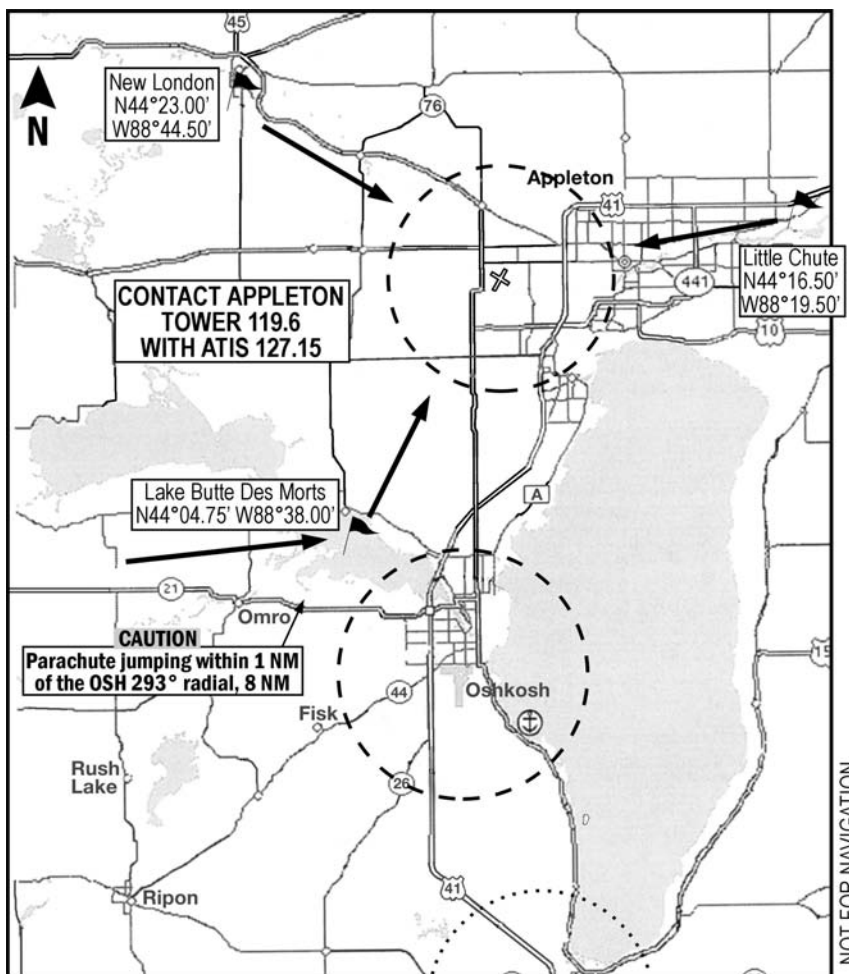
- Because of expected delays due to heavy traffic volume, watch your fuel status closely and plan an extra reserve.
- Be alert for high-density traffic en route to Oshkosh.
- Leave lights on within 30 miles of Appleton.

## VFR Arrival to ATW

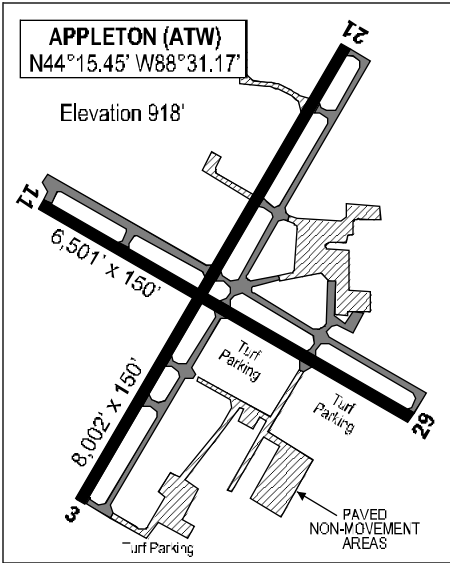
- Obtain Appleton ATIS (127.15).
- Contact Appleton Tower (119.6) over recommended VFR reporting points (New London, Little Chute, or Lake Butte Des Morts). Advise Tower of position and ATIS code received.
- After landing, cancel VFR flight plan in person at Civil Air Patrol ramp facility.

## IFR Arrival to ATW

See IFR arrival information on pages 24-25.



# Appleton Arrival/Departure continued



**Appleton Area Frequencies**

ATIS	127.15
Green Bay Approach	126.3
Tower (5:30 AM–11:00 PM CDT), CTAF	119.6
Ground Control	121.7
Clearance Delivery	124.25
Unicom	122.95
AWOS (920-832-2597)	127.15
Green Bay Radio (airborne only)	122.55

**Land and Hold Short (LAHSO) Information (Day Only)**

Landing Runway	Hold Short Point	Measured Distance
03	RWY 11/29	3,300 feet
21	RWY 11/29	4,100 feet
29	RWY 03/21	3,400 feet

## Appleton Airport Notes

- **New for 2009:** All transient parking (grass and hard surface) is now in the south GA area, south of Runway 11/29 and east of Runway 3/21. Shuttles provide visitor transportation to the FBO.
- Adequate aircraft parking is available. Limited hangar and FBO hard surface space is available only through prior arrangement with Maxair FBO.
- Camping on airport is **prohibited**.
- Transient grass and hard surface parking areas will be closed to all operations from 8:00 PM until 6:00 AM CDT from Saturday, July 25, through Sunday, August 2, 2009.
- Airport management requires all aircraft be secured to the ground. Tiedowns are available for purchase.
- Scheduled transportation to/from Oshkosh is available at airport terminal.
- Maxair FBO can be contacted on Unicom (122.95) or 920-738-3020.

## VFR Departure from Appleton

- Obtain ATIS (127.15)
- Taxi to grass-parking exit, holding short of hard surface taxiways.
- When number one at the grass parking exit, contact Ground Control (121.7) with ATIS code received and direction of flight. Advise Ground Control if you want radar flight following across Lake Michigan in the vicinity of Manitowoc (MTW).

## IFR Departure from Appleton

- Obtain ATIS (127.15).
- Prior to engine start request IFR clearance from Ground Control (121.7) or Clearance Delivery (124.25), as indicated on ATIS.
- Taxi to grass-parking exit, holding short of hard surface taxiways.
- When number one at the grass-parking exit, contact Ground Control (121.7) with position.

# IFR Reservation Program

## Special Traffic Management Program

In anticipation of a significant number of aircraft traveling to the Oshkosh area during EAA AirVenture, a Special Traffic Management Program (STMP) will be implemented to enhance safety and minimize air traffic delays at Oshkosh and surrounding airports. See paragraphs 4-1-22 b, c and d of the Aeronautical Information Manual for STMP details.

An IFR slot reservation program will be used for the Oshkosh area (within 30 NM of the OSH VORTAC), including the following airports:

OSH	Wittman Regional
FLD	Fond du Lac County
ATW	Outagamie County Regional
8D1	New Holstein Municipal

## ARRIVAL RESERVATIONS

Arrival slot reservations will be required for all domestic non-scheduled IFR arrivals during the following dates and times:

Friday, July 24 through Sunday, August 2, 2009  
0700-2000 CDT (1200-0100 UTC).

Arrival slot reservations will be available beginning Tuesday, July 21, 2009 at 0700 CDT (1200 UTC) and WILL NOT be assigned more than 72 hours in advance.

During the daily aerobatic demonstration at Oshkosh, no reservations will be allocated to OSH, but they will be allocated at ATW, FLD and 8D1.

## DEPARTURE RESERVATIONS

Departure slot reservations will be required for all domestic non-scheduled IFR departures from Wittman Regional Airport (OSH) only, during the following dates and times:

Monday, July 27 through Sunday, August 2, 2009  
0600-2000 CDT (1100-0100 UTC).

Departure slot reservations will be available beginning Friday, July 24, 2009 at 0600 CDT (1100 UTC) and WILL NOT be assigned more than 72 hours in advance.

Departure reservation slots WILL NOT be available during the hours of the daily airshow.

## PILOT NOTICE

Slot reservations do not preclude the possibility of delay if weather conditions necessitate additional traffic management initiatives.

An IFR arrival slot reservation does not guarantee a parking spot at Wittman Regional Airport if parking areas are at saturation.

## How to Obtain a Slot Reservation

- You may obtain a slot reservation by using the computer interface (e-STMP) or touch-tone telephone interface.
- e-STMP: Computer access is available at Internet address [www.fly.faa.gov/estmp](http://www.fly.faa.gov/estmp). A user guide is available on the web site.
- Telephone interface: Dial (800) 875-9755 and follow the prompts. . **This 800 number is for reservations only, not for information concerning the STMP.** Use of the telephone interface is described in Aeronautical Information Manual paragraph 4-1-22 d
- Be prepared to provide your departure / destination airports, estimated UTC time of departure / arrival, UTC date, aircraft call sign and type. Upon completion of a slot reservation, you will receive a preliminary reservation number.
- Between 24 and 12 hours prior to your arrival/departure reservation, you must confirm your reservation and you will receive a confirmation number. If your reservation is not confirmed by 12 hours prior to your reservation time, it will be cancelled and automatically returned to the reservations system for reassignment. Reservations made within 24 hours of the arrival/departure time are automatically confirmed with a confirmation number.
- **The slot reservation confirmation number must be included in the remarks section of the flight plan.**
- Aircraft are expected to arrive at a reservation airport or depart OSH within +/- 15 minutes of their reservation time. If a reservation requires change or cancellation, please do so as early as possible, to release the slot for another flight.
- The reservation system is available 24 hours a day. If you experience difficulty completing a slot reservation, you may contact the Air Traffic Control System Command Center, Airport Reservation Office at (703) 904-4452.

# IFR Arrival to Oshkosh Area

Air traffic services in the area surrounding Oshkosh are provided by Milwaukee Approach Control. You must have an IFR slot reservation number to land at one of the STMP airports under IFR (see IFR Reservation Program on page 24). Keep this number accessible in your aircraft for verification by ATC.

- All IFR arrivals, except turbojet, turboprop and air carrier aircraft, are **strongly encouraged to cancel their IFR flight plan 60 NM from Oshkosh** when the ceiling at Oshkosh is reported at or above 4,500' and the visibility is greater than 5 miles.
- After canceling IFR, pilots must execute the VFR arrival procedures from over Ripon (see pages 4-7).
- Only those high-performance (turbojet or twin turboprop) or Warbird aircraft that are capable of cruising at 130 knots shall use the Turbine/Warbird arrival beginning at the city of Fond du Lac (see page 16).
- Be extremely alert for a high volume of traffic with a wide variance of performance characteristics in the Oshkosh area.
- If the reported weather is less than 4,500' ceiling or 5 miles visibility, you may retain your IFR flight plan and expect radar vectors to the active instrument runway.
- In VFR weather conditions, IFR arrivals will be sequenced with VFR arrivals and may be asked to land on a runway dot. Review NOTAM pages 8 and 9.

## PREFERRED IFR ROUTES TO OSH/ATW

FROM	DESTINATION	
	AIRPORT	ROUTE
Northeast	OSH	HIC V26 NEROE MTW OSH (over water); or MBL MTW OSH (over water)
	ATW	TVC V420 GRB ATW (over water); or HIC V26 GRB ATW (over water)
East	OSH	MKG V510 OSH (over water)
	ATW	MKG V450 GRB ATW (over water)
Southeast	OSH	PMM PMM333 V510 FAH OSH (over water); or OXI V156 MAPPS V144 IKK V128 JVL V9 OSH
	ATW	PMM PMM333 V510 FAH MTW ATW (over water), or OXI V156 MAPPS V144 IKK V128 JVL V9 OSH ATW
South	OSH	RFD V9 OSH
	ATW	RFD V9 OSH ATW
Southwest	OSH	DBQ V341 OSH
	ATW	DBQ V341 OSH ATW
West	OSH	ODI V170 RANDO V9 OSH, or UKN V398 LNR V2 MSN V9 OSH
	ATW	ODI V170 RANDO V9 OSH ATW, or UKN V398 LNR V2 MSN V9 OSH ATW
Northwest	OSH	STE V63 OSH
	ATW	GRB ATW
North	OSH	GRB MTW OSH
	ATW	GRB ATW

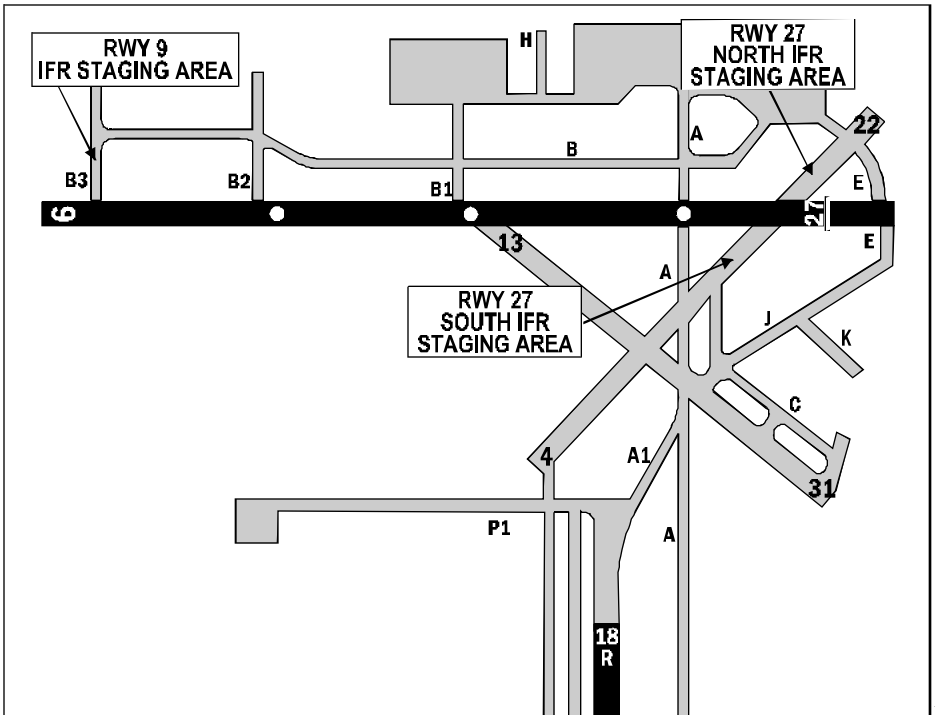
# IFR Departure from Oshkosh

## IFR Departure Route Planning

- See IFR Reservation Program on page 24.
- IFR flight plans should be filed prior to departure. Chicago Center, Minneapolis Center and surrounding Approach Control facilities will not accept airborne filing of flight plans within 150 NM of OSH.
- Aircraft operating below 16,000' MSL shall not file flight plans through Chicago Approach Control airspace.
- The required routings around Chicago Approach Control airspace are:  
OSH.DLL.PLL.V158.SHOOF.V128.SMARS  
or with RNAV: OSH.DLL.PLL.SMARS  
– Then SOUTH per your requested routing.  
Or  
OSH.DLL.PLL.V158.SHOOF.V128.IKK.V144.RODNY  
or with RNAV: OSH.DLL.PLL.SMARS.RODNY  
– Then NORTHEAST thru SOUTHEAST per your requested routing.
- Due to sector saturation, non-transponder/inoperative transponder IFR aircraft may experience lengthy delays and will only be handled on a workload-permitting basis.

## IFR Departure Instructions

- **Place an IFR taxi sign in aircraft windshield** to assist ground personnel segregating VFR/IFR departures. Signs are available from the FSS or you can make a sign with block letters IFR.
- Prior to engine start, monitor AirVenture Departure ATIS (128.75).
- Request IFR departure clearance from Clearance Delivery (119.05) no more than 20 minutes prior to ETD. Do not start engines until authorized by Clearance Delivery. Remain on 119.05 until requested to contact Ground Control (121.9).
- Taxi as instructed by Ground Control and EAA flagpersons. Unless directed by Ground Control, ensure you are established in the IFR staging area for your assigned runway. See chart below.
- Do not take off without an assigned transponder code. This will not be assigned until near takeoff.





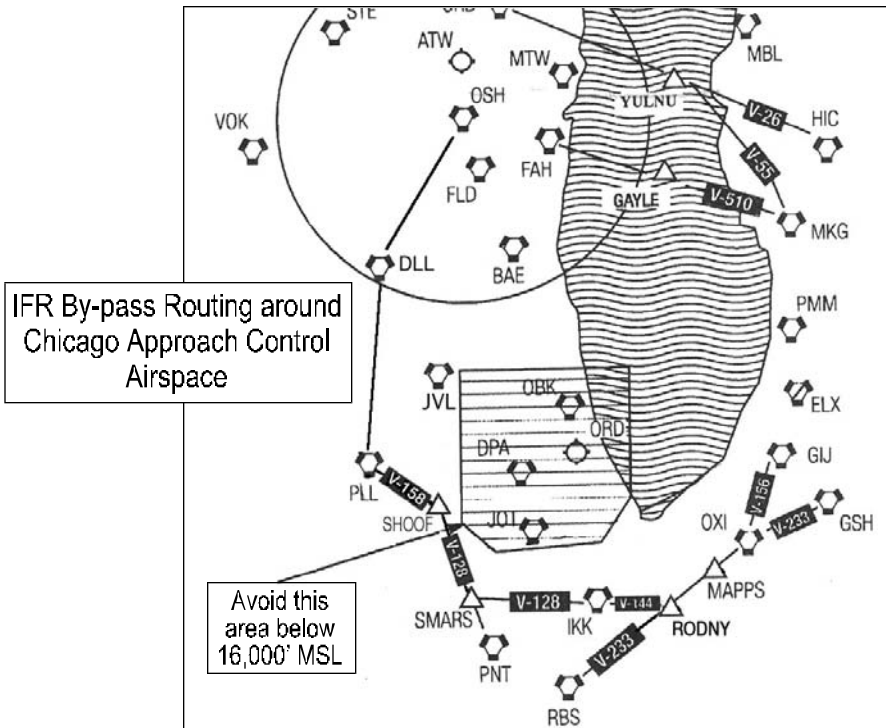
# IFR Airborne Clearance Pickup from Oshkosh

## VFR Departure for Airborne Pickup of IFR Clearance

Milwaukee Approach Control will NOT issue airborne IFR clearances within 100 NM of OSH.

Airborne pickup of IFR clearances may be received from other nearby Approach Control facilities. **Flight plans in these cases should specify an appropriate pickup point within the Approach Control airspace; otherwise the facility will not be able to access your flight plan.** Recommended pickup points are:

- **Rockford Approach Control** - File from Monroe, WI (EFT). Your filed route must avoid Chicago Approach Control airspace. Request IFR clearance from Rockford Approach Control (126.0) when west of Janesville VOR (JVL) at or below 9,500' MSL.
- **Muskegon Approach Control** - File from Fremont, MI (FFX). Request IFR clearance from Muskegon Approach Control (118.2) when 40 DME NW of MKG or 10 NM east of GAYLE on V510 at or below 9,500' MSL.
- **Green Bay Approach Control** – File from Clintonville, WI (CLI). Filed route cannot re-enter Milwaukee Approach airspace. Request IFR clearance from Green Bay Approach Control (126.3) when in vicinity of CLI at or below 12,500' MSL. Southeast-bound aircraft with a requested altitude of 13,000' or lower file CLI..MTW..MKG or north of that route. Southeast-bound aircraft with a requested altitude of 14,000' or higher file CLI..GRB..V450..MKG or north of that route.
- **Madison Approach Control** - No IFR clearance pickups allowed without an STMP reservation. **An STMP reservation is required from 1200Z on July 28 through August 2.** See page 24, "How to Obtain a Slot Reservation." File from Dells VOR (DLL). Your filed route must avoid Chicago Approach Control airspace. Request IFR clearance from Madison Approach Control (135.45) when over Dells VOR at or below 9,500' MSL.



# Canadian Pilots

- Canadian pilots flying Canadian registered experimental amateur-built aircraft, or basic or advanced ultralight aeroplanes must obtain an FAA Special Flight Authorization (SFA) to operate in the United States.
- The SFA may be obtained from the FAA web site:  
[www.faa.gov/aircraft/gen\\_av/ultralights/sfa](http://www.faa.gov/aircraft/gen_av/ultralights/sfa).
- The SFA must be carried on board the aircraft when operating in the United States, and constitutes valid FAA authorization to operate in the United States airspace provided the operator of these specific aircraft complies with the operating limitations that are part of the SFA.
- Canadian pilots flying experimental Warbirds are encouraged to contact the FAA Milwaukee Flight Standards District Office (FSDO) to apply for an SFA for their flight to/from Oshkosh.
- Questions concerning this SFA should be addressed to: FAA Milwaukee FSDO, 414-486-2920 or 414-486-2922 (fax); EAA Aviation Services, 920-426-4821; or Transport Canada, Recreational Aviation, 613-990-1022.
- Canadian pilots flying aircraft issued a Canadian "Flight Permit-Owner Maintenance" are prohibited from flying in the U.S.

## Oshkosh No-Radio Arrival

- To enhance safety, all pilots are encouraged to use radios (including hand-held aircraft radios).
- **This no-radio (NORDO) procedure is provided for use only by Vintage aircraft incapable of radio communication.**
- Each arriving no-radio aircraft must land at an airport within approximately 45 minutes of Wittman Regional Airport (OSH), call Oshkosh Tower (920-424-8002) between **7 AM and 10 AM CDT** and receive approval for a NORDO arrival.
- If authorized by Oshkosh Tower, no-radio aircraft will be assigned a route and runway to use based on traffic and weather conditions.
- No-radio arrivals must not taxi across Runway 18R/36L until receiving a clearance via hand signal from an FAA controller wearing a pink shirt.

## Large Formation Arrivals

To increase efficiency and safety of traffic arriving at Wittman Regional Airport, several groups of similar-performance aircraft have been approved to make large formation arrivals. Participation in these arrivals is limited to aircraft registered in each group and requires an FAA letter of authorization.

These formation arrivals are scheduled for mid-morning on Friday, July 24, the afternoon of Saturday, July 25, and late morning and early afternoon on Sunday, July 26. Other traffic using the Fisk VFR arrival to Oshkosh may be paused during these large formation arrivals.

# Flight Service Information

## Preflight Planning and Flight Plan Filing

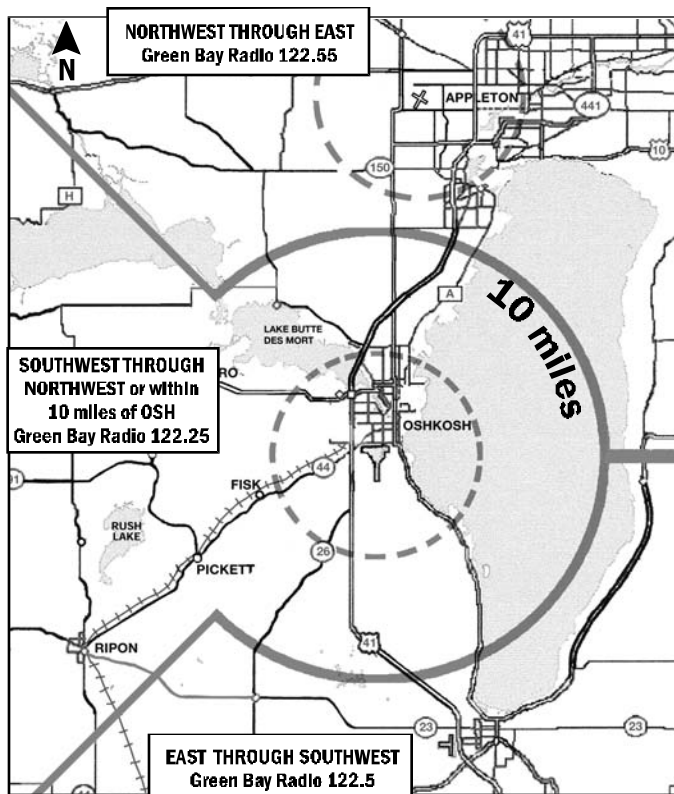
- Please file all flight plans as far in advance as possible. IFR flight plans can be filed up to 22 hours in advance. VFR flight plans have no advance time limit.
- Telephone briefings and flight plan filing are available 24 hours/day at 1-800-WX-BRIEF (1-800-992-7433).
- In-flight services include flight plan activation, cancellation and weather updates. See chart below for frequency.
- Pilots planning VFR crossings of Lake Michigan may want to use the Lake Reporting Service. Details are in AIM paragraph 4-1-21(e).

## Helpful Hints

- Inbound flights – **Add 30 minutes** to your ETE.
- Flight plans containing multiple stops are strongly discouraged. They should be filed as separate flight plans.
- Please cancel VFR flight plans while approaching destination airport. Parking delays can exceed 45 minutes.
- Air Traffic Control Towers do not forward VFR arrival information to Flight Service.
- When contacting Flight Service, provide your complete call sign, general location, and the frequency you are using.

### Example:

**Green Bay Radio, N5241A over Ripon, 122.25**



- Due to frequency congestion, air filing of flight plans is discouraged between 0600-2100 CDT.
- Avoid using 122.25 and 122.5 for weather information. For weather information contact Green Bay Radio near:  
Green Bay: 122.55,  
Milwaukee: 122.4,  
Madison: 122.6,  
Wausau: 122.4.  
Flight Watch is also available on 122.0.

**Oshkosh Arrival Frequencies**

OSH VORTAC ..... 111.8  
 AirVenture Arrival ATIS ..... 118.75  
 Fisk Approach ..... 120.7  
 Oshkosh Tower North, RWY 09/27 ..... 118.5  
 Oshkosh Tower South, RWY 18/36 ..... 126.6  
 Unicom (Basler and Orion FBOs) ..... 122.95  
 ARINC (Orion FBO) ..... 130.52  
 Oshkosh UHF ..... 257.6  
 Green Bay Radio ..... 122.25

**Oshkosh Departure Frequencies**

AirVenture Departure ATIS ..... 128.75  
 Oshkosh Clearance Delivery ..... 119.05  
 Oshkosh Ground Control ..... 121.9  
 Runway 09/27 Departures Monitor ..... 121.75  
 Runway 18/36 Departures Monitor ..... 118.9  
 Oshkosh UHF ..... 257.6  
 Green Bay Radio ..... 122.25

**AirVenture Seaplane Base** ..... 123.3

**Oshkosh Telephone Numbers**

AirVenture Arrival ATIS ..... 866-493-5553  
 Oshkosh Tower for No-Radio  
 Arrival Instructions ..... 920-424-8002  
 Police/Fire/Medical at Oshkosh  
 Emergencies ..... 911  
 Non-Emergencies ..... 920-236-7300  
 Wittman Regional Airport ..... 920-236-4930

**2009 Oshkosh Airshow Times**

Monday July 27 through Saturday August 1: 1430-1830 CDT  
 Sunday August 2: 1400-1700 CDT

**Appleton Area Frequencies**

ATIS ..... 127.15  
 Green Bay Approach ..... 126.3  
 Tower (5:30 am-11:00pm CDT), CTAF ..... 119.6  
 Ground Control ..... 121.7  
 Clearance Delivery ..... 124.25  
 Unicom ..... 122.95  
 AWOS (920-832-2597) ..... 127.15  
 Green Bay Radio (airborne only) ..... 122.55

**Fond du Lac Area Frequencies**

ATIS ..... 119.55  
 Temporary Tower ..... 120.4  
 Ground Control ..... 121.85  
 Unicom (CTAF when tower closed) ..... 123.05  
 ASOS (920-922-4444) ..... 134.0  
 Green Bay Radio ..... 122.5

Ripon	N43 °50.29'	W88 °50.68'
Fisk	N43 °57.27'	W88 °41.11'
Oshkosh (OSH)	N43 °59.06'	W88 °33.42'
Warbird Island	N43 °53.98'	W88 °27.26'

From 6 AM CDT July 24 through Noon CDT Aug. 3, 2009, Wittman Regional Airport will be closed to all ARRIVING aircraft from 8 PM until 7 AM CDT daily and closed to all DEPARTING aircraft from 8 PM until 6 AM CDT daily.

The airport will close periodically due to aerobatic demonstrations or other special events. During airport closure periods, no arrivals, departures, engine operation or aircraft movement is permitted.

**For more information, see [www.airventure.org/atc](http://www.airventure.org/atc)**

**FUTURE AIRVENTURE DATES**

July 26-August 1, 2010

July 25-July 31, 2011

# Expanding the Envelope



July 8-12  
**Arlington  
2009**



Arlington, Washington



**Notice to Airmen**

**Federal Aviation  
Administration**

**Effective July 8 - 12, 2009**

In anticipation of the large number of aircraft operating to and from Arlington Municipal Airport during the Arlington Fly-In, the following procedures will be used to enhance safety and minimize air traffic delays.

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**AIRPORT MANAGERS NOTICE**

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- The Control Tower will be open from 8:00 a.m. to 8:00 p.m. local time July 8-11 and 8:00 a.m. to 5:00 p.m. July 12.
- Arlington Fly-In procedures will be in effect **ONLY** from 8:00 a.m. to 8:00 p.m. local time on July 8-11 and 8:00 a.m. to 5:00 p.m. July 12.
- There is a Prohibited Area (P-51) and three National Security Area's (NSA's) in effect in the Puget Sound Region. Be sure that you are familiar with the parameters of these airspace restrictions prior to your flight.
- **DO NOT** operate in the vicinity of the airport **WEST** of the field. This area is reserved for use by pre-authorized and show aircraft. **ALL** patterns are to be flown **EAST** of the airport when the tower is open.
- No touch and goes or practice IFR approaches July 8 through July 12.
- Departures within thirty minutes of the air show should be aware that heavy inbound traffic may affect departure release prior to airport closure.

*All departures will be stopped 15 minutes prior to the start of the airshow each day.*

- Fly-In parking will close 15 minutes prior to airport closure. Arrivals will be directed to East Airport Transient parking for temporary parking during this time.
- Fly-In aircraft parking is closed from Sunset to Sunrise local time, July 8-12, 2009.
- For arrivals to Arlington on Friday or Saturday, see:

*Special Arrival Procedures Friday & Saturday July 10 & 11.*

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**RUNWAY CLOSURE**

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- Runway 11/29 will be closed from July 4 through July 13, 2009.

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**AIRPORT CLOSURES**

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Arlington Municipal Airport will be closed daily, July 8 through July 12, 2009 during the aerobatic demonstration (schedule below). Arrivals and departures are not permitted during periods of aerobatic demonstrations.\*

**NOTE** \* *the only exception is when prior permission has been granted by Airport Manager, Fly-In and ATC.*

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**AIR SHOW OPERATIONS**


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The Air Show Operation area is from the surface to 8000 AGL,  
within a five (5) nautical mile radius of Arlington Municipal Airport.

<b>DATE</b>	<b>TIME - LOCAL</b>	<b>DURATION</b>
July 8, 2009	1200 - 1330	1.5
July 9, 2009	1500 - 1800	3.0
July 10, 2009	1500 - 1800	3.0
July 10, 2009	2100 - 2300	2.0
July 11, 2009	1500 - 1800	3.0
July 12, 2009	1300 - 1500	2.0

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**ARLINGTON AREA FREQUENCIES**


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Arlington ATIS .....	132.025
Arlington Tower	
primary .....	127.3
back up .....	118.525
Arlington Approach (Fri. & Sat.) .....	118.15
Arlington Ground Control .....	121.25
Arlington Unicom and CTAF .....	122.7
Arlington Parking advisory .....	124.3
Seattle Center .....	128.5
Arlington AWOS .....	135.625
Warbird parking advisory .....	122.225
Light Flight Advisory .....	133.575



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**HELPFUL HINTS**

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- Do not make unnecessary radio transmissions where procedures clearly state to **MONITOR** the frequency only. Throughout the five-day event, aircraft will be contacted by color and type **ONLY**. Aircraft call signs will not be used.
- If requested to rock your wings for airborne acknowledgment, do so with gusto. Refrain from verbal responses unless requested.
- Leave lights on within 30 miles of Arlington. Use extreme caution for parachute jumping in the vicinity of Snohomish Airport-Harvey Field 15 miles SE of Arlington.
- After landing, exit the runway to a hard surface as quickly and safely as possible. Fly-In parking is on the west side. If your destination is the east side, use extreme caution for glider tow operations departing and arriving the grass strip east of 16/34.
- Always contact Arlington Aircraft Parking on **124.3** before any movement, including when entering Fly-In grounds or before taxiing on departure.
- When departing during busiest traffic periods, watch for orange-vested air traffic controllers positioned on the runway, giving red or green hand paddle signals for takeoff clearances.
- If Arlington airport is IFR, **DO NOT** taxi for departure unless you have an IFR clearance.

**DO NOT STAND ON, NEAR, OR WALK ACROSS THE RUNWAY****AVOID THE PROHIBITED AREA (P-51) AND THE  
NATIONAL SECURITY AREA'S (NSA'S) IN THE PUGET SOUND REGION**

- For Friday or Saturday arrivals, July 10 or 11 see special arrival procedures.

Please submit your comments or changes to:

Holly Bevan  
Paine ATCT Manager  
3310 100th St. SW  
Everett, WA 98204

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**VFR ARRIVALS TO ARLINGTON MUNICIPAL AIRPORT**

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All aircraft are expected to use the following Arlington Fly-In Arrival Procedures. If arrival will be Friday or Saturday, July 10 or 11, see Friday/ Saturday special arrival procedures.

*NOTE: Seattle Class B airspace is in effect. Remain outside of the Class B airspace unless authorized by ATC. See Veil Rule exemption information. A waiver has been issued reducing arrival and departure separation standards.*

- All radio-equipped aircraft monitor Arlington ATIS **132.025** 15-20 miles from the airport for landing information. Use extreme caution for parachute jump activity in the vicinity of Snohomish Airport-Harvey Field 15 miles SE of Arlington.
- Monitor tower **127.3**. When entering the pattern, listen for your aircraft color and type. Expect landing clearance on base leg or final.
- Proceed inbound to the airport via routes depicted on the accompanying map. **NO** straight-ins, base legs, or midfield downwind entries.
- Watch for and sequence your aircraft with other observed traffic. Maintain single file – no side by side.
- All aircraft shall maintain 90 KTS and 1200 MSL. If unable, maintain 135 KTS and 1700 MSL.
- All arrivals (except helicopters) are from the East. Do not operate a fixed wing aircraft west of runway 16/34 without a briefing from Arlington Fly-In Flight Operations on the day of the flight.
- All arrivals show landing lights on final approach.
- Runway 16/34 midfield will be marked with orange dots painted onto runway surface which designates the midfield touchdown point. You may be asked by the tower to land long and touch down at the midfield intersection for traffic.
- A grass strip landing area is available immediately east and adjacent to runway 34 at the south end. This landing strip is marked with threshold markings on the grass. **Do not confuse this landing area with the glider strip.** The correct landing area is immediately adjacent to 34 and is marked with orange cones in the form of a chevron. The glider strip is located in the grass farther to the east and is marked with an **X**. Landing on the grass strip will be available on request and as traffic warrants. See Arlington Airport diagram.
- After landing, exit the runway to a hard surface as quickly as safely possible. Fly-In parking is on the west side. If your destination is the east side, use extreme caution for glider tow operations departing and arriving the grass strip east of 16/34. Ground control frequency is **121.25**. Approaching the Fly-In grounds, contact Fly-In parking on **124.3** for parking information. All aircraft of foreign registry, taxi to Customs on the west side. (See U.S. Customs information).  
**CAUTION: Remain on hard surface at all times unless instructed otherwise by the tower. Expedient clearing of the runway is absolutely essential because of continuous arriving and departing traffic behind you.**
- Expect arrival delays if you are planning to arrive immediately following the air show as this is the period of heaviest departure traffic.

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**MIDFIELD INTERSECTION TOUCHDOWN**

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**LANDING LONG**

Runway 16/34 midfield will be marked with orange dots painted onto runway surface which designates the midfield touchdown point. You may be asked by the tower to land long and touchdown at the midfield intersection for traffic.

**FINAL APPROACH RUNWAY 34 photo #15**

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**SPECIAL ARRIVAL PROCEDURES**

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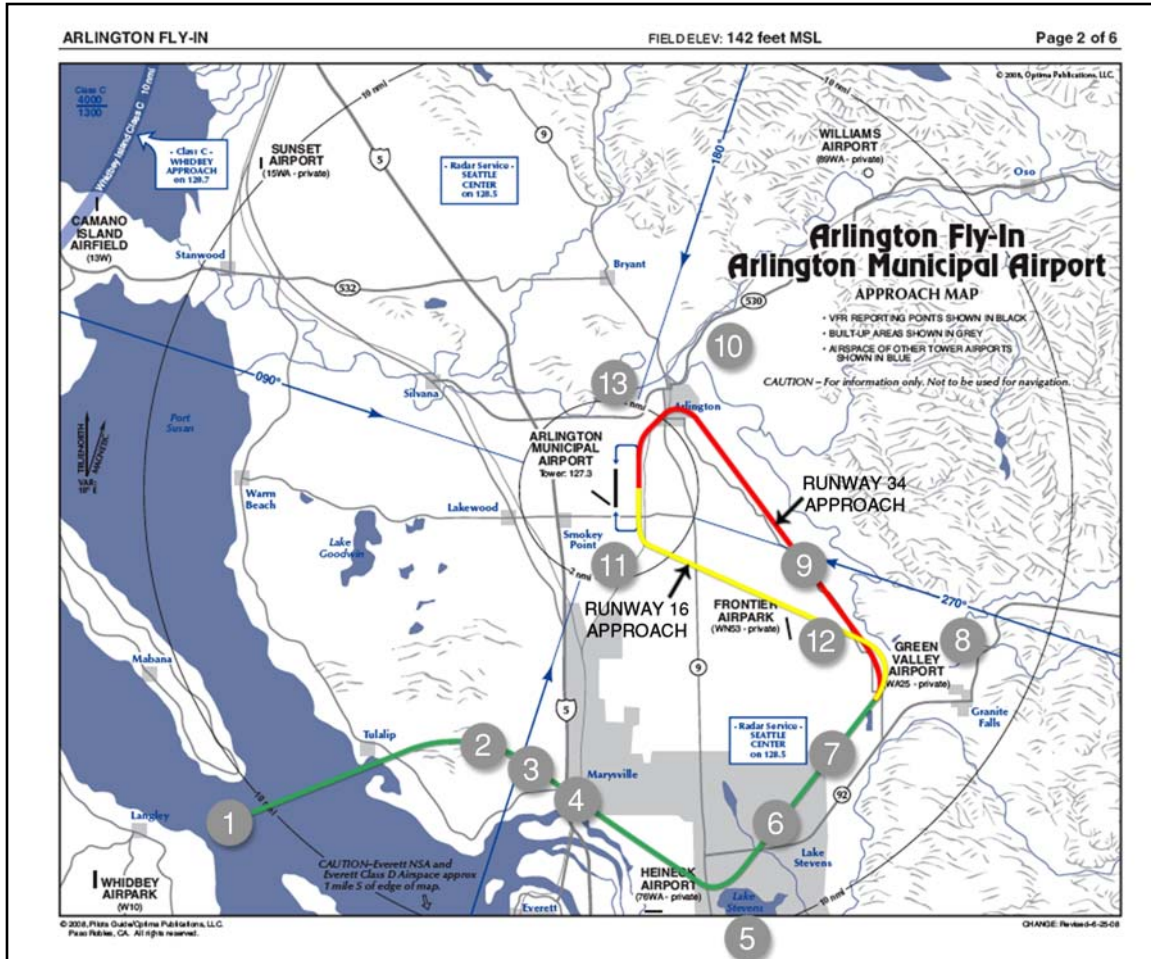
**Friday & Saturday, July 10 & 11 Only**

*All aircraft inbound to Arlington must use these procedures on Friday and Saturday, July 10 & 11 from 8:00 a.m. - 3:00 p.m.*

- Obtain ATIS on **132.025** prior to 25 miles from Arlington.
- Monitor Arlington approach on **118.15** (effective Fri. & Sat. only 8:00 a.m. - 3:00 p.m.)
- All Aircraft must proceed direct to Green Valley Airport prior to turning inbound to the City of Arlington.
- Due to the implementation of airspace restrictions impacting the west side Mode C veil route, the west route is not available. Fly the east route inbound.
- Green Valley Airport (WA25, N48° 06 W122° 01) is located 7 NM SE of Arlington Airport and 3 NM SE of Frontier Airpark. Look for two orange balloons that are 5 feet in diameter and 130 feet high tethered over the airport. The runway is marked with a large yellow **X**.
- Controllers are located on the ground at Green Valley. They will be watching for you and will contact you as you approach.
- Listen on **118.15** for controller instructions as you approach Green Valley. Controllers will identify you by color and type only, **no N numbers will be used.**
- Pilots should vigorously rock wings to acknowledge ATC instructions. Refrain from verbal responses unless requested.
- From Green Valley, follow controller instructions. If Arlington is landing to the north, expect to proceed single file direct to the city of Arlington, then to the airport following the published VFR inbound procedures. If Arlington is landing to the south, expect to proceed directly to the airport. All aircraft shall maintain 90 KTS and 1200 MSL. If unable, maintain 135 KTS and 1700 MSL.
- Monitor your fuel status. If critical, advise immediately.
- VFR holding may become necessary due to congestion at Arlington. Approach controllers at Green Valley Airport will advise on **118.15** when holding is in progress. Use caution for heavy traffic in the vicinity of Green Valley. If asked to hold in vicinity of Green Valley, expect to hold over the Stillaguamish River between Green Valley and Granite Falls. Look for traffic to follow and plan for right turns. Follow instructions issued by approach controllers at Green Valley.
- **DO NOT** proceed past Green Valley without a clearance to do so.
- No radio (NORDO) aircraft will **NOT** be authorized on Friday and Saturday, from 10:00 a.m. - 3:00 p.m. only.

## ARLINGTON MUNICIPAL AIRPORT APPROACH MAP

*For information only • Not to be used for navigation*

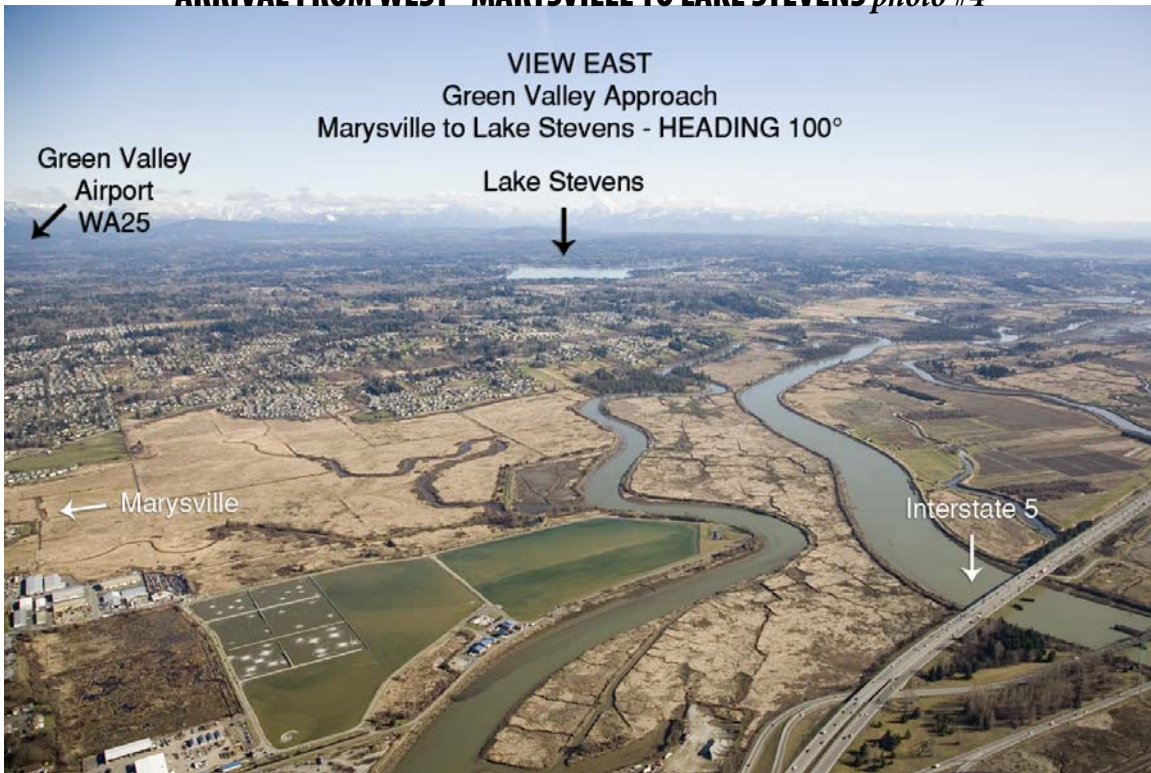


### Index to Aerial Photographs

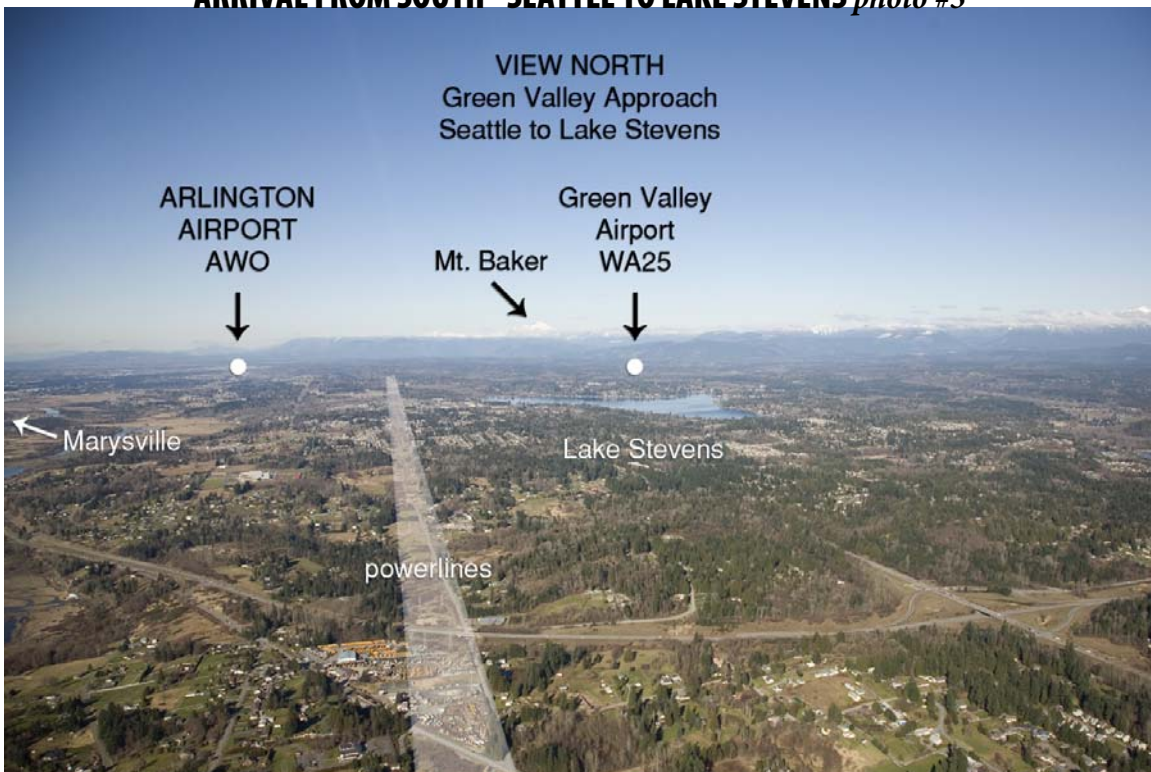
- 1 View East - Hat Island Gap to Lake Stevens
- 2 View Northeast - Hat Island Gap to Marysville
- 3 View East - Marysville to Lake Stevens
- 4 View East - Marysville to Lake Stevens
- 5 View North - Seattle to Lake Stevens
- 6 View Northeast - Lake Stevens to Green Valley Airport
- 7 View Northeast - Lake Stevens to Green Valley Airport
- 8 View Southwest - Green Valley Airport
- 9 View Northwest - Green Valley Airport to Arlington
- 10 View Southwest - City of Arlington to Runway 34 Approach
- 11 View North - Final Approach Runway 34
- 12 View Northwest - Green Valley Airport to Arlington
- 13 View South - Final Approach Runway 16

**GREEN VALLEY APPROACH**

**ARRIVAL FROM WEST - MARYSVILLE TO LAKE STEVENS photo #4**

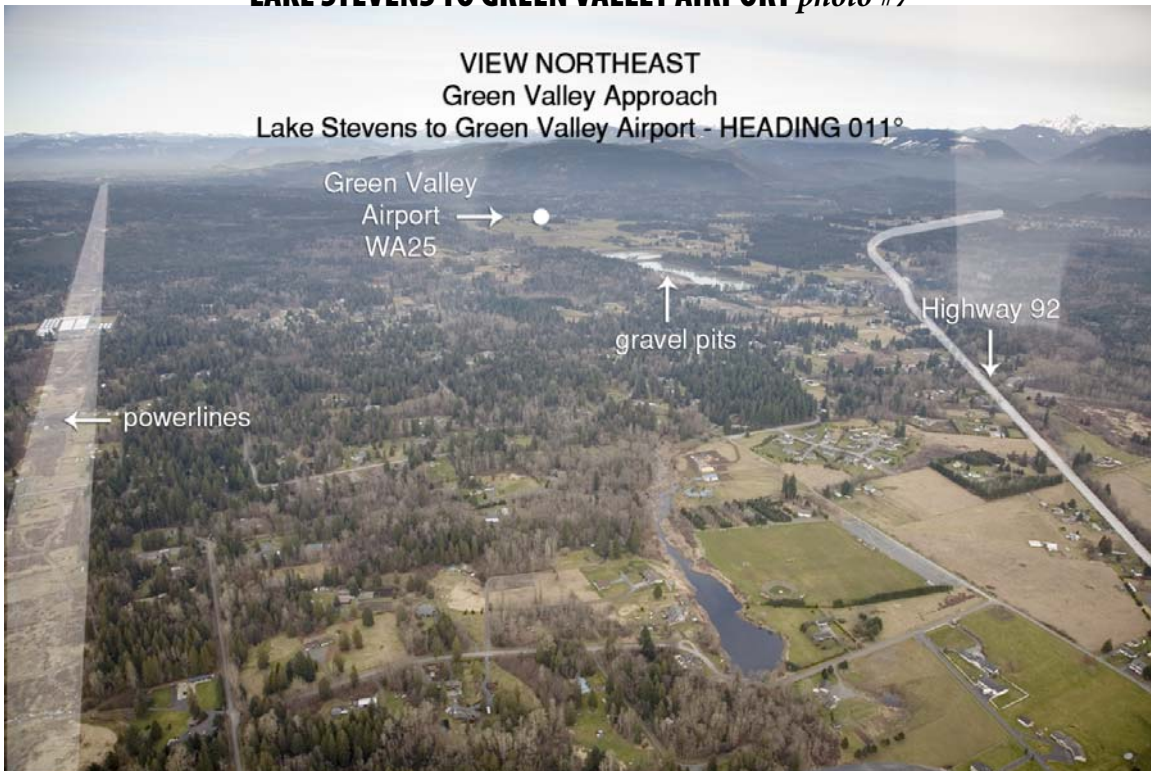


**ARRIVAL FROM SOUTH - SEATTLE TO LAKE STEVENS photo #5**



**GREEN VALLEY APPROACH**

**LAKE STEVENS TO GREEN VALLEY AIRPORT** photo #7



**FLIGHT PATH - LAKE STEVENS TO GREEN VALLEY AIRPORT** photo #8



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## IFR ARRIVALS

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Be prepared to discontinue your approach and to enter a VFR traffic pattern for landing sequence. When the ceiling and visibility at Arlington is reported at or above 3000 feet and five (5) miles, expect a vector for a visual approach, then follow the VFR arrival procedures. Provide cancellation information to Seattle ARTCC. Be extremely alert for a high volume of traffic with a wide variance of performance characteristics operating in the vicinity of Arlington. If you have not canceled IFR prior to landing, contact ground control to ensure cancellation of flight plan.

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## U.S. CUSTOMS AND BORDER PROTECTION

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### FOR AIRCRAFT ARRIVING TO THE ARLINGTON FLY-IN FROM CANADA

*The following information is subject to change. Please check [www.arlingtonflyin.org](http://www.arlingtonflyin.org) for updates.*

#### PILOT REQUIREMENTS

- Pilots are required to submit advance notice and passenger/crew manifest information to CBP via an approved electronic data interchange system no later than 60 minutes prior to departure.
- When calling, have US Customs and Border Patrol form 178 information complete to give officer. The form can be accessed at: [http://forms.cbp.gov/pdf/CBP\\_Form\\_178.pdf](http://forms.cbp.gov/pdf/CBP_Form_178.pdf)
- Pilots must have acquired aircraft decal or a printout that his/her order has been processed. You can order decals online at: <http://cbp.gov>  
Go to **TRAVEL** and click on **USER FEE DECALS/TRANSPONDERS**.  
You will be asked if you want to leave the CBPP website. Say **YES**.  
Then create a username and password to sign in and order your decal.
- This procedure as followed will allow you an efficient and expeditious processing on arrival at the Fly-In.

#### Customs staff will be on site at Arlington on the following schedule:

Wednesday	July 8th	9:00 a.m. – 12:00 p.m.
Thursday	July 9th	9:00 a.m. – 3:00 p.m.
Friday	July 10th	9:00 a.m. – 3:00 p.m.
Saturday	July 11th	9:00 a.m. – 3:00 p.m.
Sunday	July 12th	9:00 a.m. – 12:00 p.m.

- Please check CBP information when planning your flight all procedures are subject to change on short notice.
- Passports are required.
- **OR** proof of Application of Passport, Birth Certificate and photo ID. (US and Canadian citizens only)  
(Information current as of 15-April-2009)
- Check with your local flight service station prior to flight into Arlington. In accordance with FDC NOTAM 6/7435, IFR/VFR operations to/from locations outside the territorial airspace of the United States are authorized with a number of restrictions. Check with flight service to receive the latest information.



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**NO RADIO (NORDO) AIRCRAFT**

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**ARRIVAL PROCEDURE**

- No NORDO AIRCRAFT authorized between 10:00 a.m. and 3:00 p.m. on Friday and Saturday.
- To enhance safety, all pilots are encouraged to use radios including hand held aircraft radios.
- This no-radio (NORDO) procedure is provided for use only by vintage aircraft incapable of radio communication.
- Each arriving no radio aircraft must land at an airport within approximately 45 minutes of AWO.
- Contact the FAA tower at **127.3** or via phone **425.923.1400** or Fly-In **360.435.5857** between 8 a.m. and 11 a.m. PDT and request/receive approval for a NORDO arrival. If possible please place request one day prior to arrival.
- If NORDO is authorized by AWO tower, no radio aircraft will be assigned a route and runway to use based on traffic/weather.
- No radio aircraft must **NOT** taxi across Runway 16/34 until receiving a light gun clearance from the FAA Tower located midfield west of 16/34.
- If a red light is observed from the control tower located immediately west of Runway 16/34 midfield, no-radio aircraft are to **EXIT** the traffic pattern then re-enter following the published arrival procedures. Be extremely alert for numerous aircraft operating in the vicinity of Arlington.

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**TRAFFIC PATTERN**

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- All arriving aircraft enter the airport traffic pattern only via the published Arlington arrival procedures.
- ONLY RIGHT TRAFFIC for Runway 34 will be used.
- ONLY LEFT TRAFFIC for Runway 16 will be used.
- USE CAUTION for fly-by aircraft, ultralight aircraft, and helicopters operating on the west side of the airport. All landing traffic must be alert for possible radio or light gun signal wave-off from the Tower.
- **PLAN YOUR LANDING SO AS TO CLEAR THE RUNWAY AS SOON AS POSSIBLE ONTO A HARD SURFACE.**

**TRAFFIC PATTERN**

**FINAL APPROACH RUNWAY 34 - RIGHT DOWNWIND** photo #11



**FINAL APPROACH RUNWAY 16 - LEFT DOWNWIND** photo #13





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**GLIDER OPERATIONS**

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- Glider operations may be conducted from the east side of the airport throughout the five-day event. The glider is under tow and will depart from the grass glider area marked with an **X** east of the grass runway adjacent to the east side of 16/34. The glider arrives to the same grass glider area, generally entering the east side pattern high and staying high throughout the arrival sequence.
- Powered aircraft: If asked to land on the grass immediately adjacent to runway 16/34, do not confuse this with the glider strip. The glider strip is located farther to the east and is marked with an **X**. See Arlington airport Diagram.
- Stay alert at all times for glider operations when taxiing to and from the east side. Use extreme caution when taxiing off of Runway 16/34 to the east side.

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**HELICOPTER OPERATIONS**

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- Helicopter operations will be conducted from the northwest corner of the airport throughout the 5 day period of the Fly-In.
- There are two helicopter arrival/departure corridors. The first is along a corridor approximately 310 degrees to the northwest, and west of the runway 16/34 extended center line. Remain at or below 500 feet AGL within three miles of the Arlington airport. The second route is along a southwest corridor, west of the west side parallel taxiway and direct to the north Marysville/I-5 intersection. For detailed information, contact Arlington Fly-In flight operations at **360-435-5857** or **flyin@arlingtonflyin.org**.
- Use caution for a high volume of ultralight traffic operating between the Island Crossing (I-5) intersections and the west end of runway 11/29.

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**ULTRALIGHT OPERATIONS**

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- Ultralights will be operating throughout the five day period of the Fly-In.
- The ultralight operations area is located in the southwest quadrant of the airport over the numbers of runway 11.
- Pattern altitude is 400' AGL. Fly left traffic to the midfield of runway 29 **ONLY**. Remain **WEST** of runway 16/34 at all times.
- All operations will be conducted between the southwest corner of the airfield and the Island Crossing (I-5) intersection to the northwest.
- Ultralight arrivals to Arlington should join the pattern from the northwest and carefully observe the altitude restriction.
- Watch for helicopter and other traffic at all times.

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**ABBREVIATIONS FOR PARKING SIGNS**

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In order to assist Arlington Fly-In parking volunteers 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 the sign in the left side of your windshield.

*Download your parking sign from the Fly-In web site: [www.arlingtonflyin.org](http://www.arlingtonflyin.org)*

**AIRCRAFT WINDOW SIGN LETTERING**

<b>ABBREVIATION</b>	<b>CATEGORY</b>
<b>GA</b>	<b>General Aviation Daily</b>
<b>GAO</b>	<b>General Aviation Overnight</b>
<b>HB</b>	<b>Home Built Daily</b>
<b>HBO</b>	<b>Home Built Overnight</b>
<b>VAO</b>	<b>Vintage Aircraft Overnight</b>
<b>VA</b>	<b>Vintage Aircraft Daily</b>
<b>WBD</b>	<b>Warbird Parking</b>
<b>IAC</b>	<b>IAC non airshow aircraft</b>
<b>EXH</b>	<b>Exhibit/Vendor Area</b>



**PARKING SIGN SAMPLE**

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**VFR DEPARTURES**

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*Before taxiing, monitor Arlington ATIS on **132.025** for taxi information.*

- Follow instructions on ATIS and other traffic to the advertised active runway.
- All parked aircraft must contact Fly-In Parking **124.3** **BEFORE** moving aircraft
- Radio-equipped aircraft MONITOR Fly-In Parking **124.3** while taxiing on Fly-In grounds.
- Contact Ground Control on **121.25** prior to entering an active taxiway.
- When ready for departure, MONITOR tower **127.3** for departure instructions.
- During heavy departure traffic, follow the instructions issued by the orange-vested controllers positioned on the runway. Line up on runway as directed by orange-vested controllers. Aircraft using the left side of the runway fly straight-out or left turn-out **ONLY**. Aircraft departing the right side of the runway fly straight-out or right turn **ONLY**.
- **No-radio aircraft: Follow the same procedures as above.**
- Be very alert for numerous aircraft departing, for special flight activity west, and for arrival traffic. Unless otherwise advised by ATC, **FLY STRAIGHT-OUT** until reaching 500' AGL.
- Depart the area via routes depicted on the attached map.

*All departures will be stopped 15 minutes prior to the start of the airshow each day.*

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**IFR DEPARTURES**

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*File your flight plan at least one hour prior to proposed departure time.*

- Contact Ground Control on **121.25** for your clearance. **DO NOT TAXI** until receiving your en route clearance. If you have not received initial departure instructions prior to reaching the runway, attempt to taxi your aircraft to a position so that other VFR aircraft can pass you for departure. In any case, **DO NOT** accept instruction to enter the runway or take off unless you have received departure release from Ground Control.

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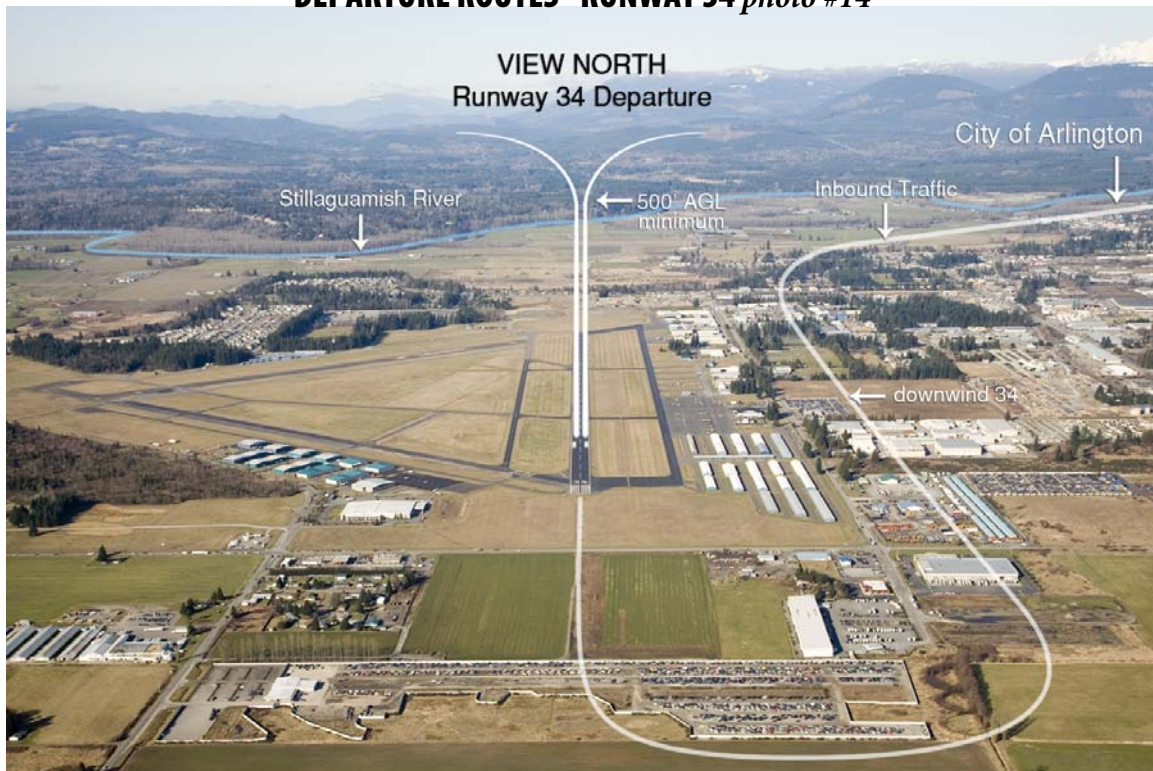
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**VFR DEPARTURES**

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Aircraft using the left side of the runway fly straight-out or left turn-out ONLY.  
Aircraft departing the right side of the runway fly straight-out or right turn-out ONLY.  
Unless otherwise advised by ATC, FLY STRAIGHT-OUT until reaching 500' AGL.

**DEPARTURE ROUTES - RUNWAY 34 photo #14**

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**SEATTLE CLASS B AIRSPACE**

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**Mode C Veil Exemption**

AUTHORIZATION TO DEVIATE FROM ATC TRANSPONDER AND ALTITUDE REPORTING EQUIPMENT REQUIREMENTS WITHIN THE SEATTLE CLASS B AIRSPACE MODE C VEIL DURING THE ARLINGTON FLY-IN, July 8-12, 2009.

Seattle TRACON has authorized aircraft to deviate from the ATC transponder and altitude reporting equipment and use requirements prescribed in 14 CFR 91.215b(2) within the Seattle Class B airspace Mode C veil during the Arlington Fly-In, July 8 - 12, 2009 along the following designated route **ONLY**.

**A GENERAL WARNING:** The Puget Sound area has a Prohibited Area (P-51) and several National Security Area's (NSA's) in effect. All pilots are encouraged to obtain the coordinates and dimensions of these areas, mark them for easy visibility on your navigational charts and are required to avoid these areas while navigating to the Arlington Fly-In. P-51 is located over Bangor, Washington. Three National Security Area's are in effect, over Everett, Bremerton and Port Townsend, WA.

**Routing**

*A general north-south route which provides for entry into/exit from the 30 mile veil of the Seattle Class B airspace.*

The route starts in the vicinity of EATONVILLE, to the EAST SIDE OF LAKE KAPOWSIN, then to ORTING, ENUMCLAW, ISSAQUAH, MONROE, and ARLINGTON. Pilots are to be advised of heavy traffic around Snohomish airport/Harvey Field. All operations at and south of Enumclaw shall be conducted in VFR conditions at or below 2500' MSL. Operations shall be at or below 4500' MSL north of Enumclaw to Monroe.

*Due to the restrictions of P-51 and the NSA's, no west route will be authorized for the 2009 event.*

**THE ABOVE EXEMPTION DOES NOT AUTHORIZE ENTRY INTO THE SEATTLE CLASS B AIRSPACE.**

*It does not authorize any deviation from the Mode C requirement to operate within the Seattle CLASS B AIRSPACE.*

**REQUEST FOR OTHER THAN PUBLISHED EAST/WEST ROUTES**

Requests to operate an aircraft without Mode C along other than the East route specified above, must be requested from Seattle TRACON (206-214-4600) M-F, 8:00 a.m. - 4:00 p.m. PDT in accordance with FAR Section 91.215. Such requests will not be considered approved unless you receive an express written authorization signed by the Seattle TRACON Manager or designee.



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**FLIGHT SERVICE STATION INFORMATION**

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**LOCKHEED MARTIN SEATTLE AFSS/ARLINGTON FSS**

Complete pilot briefing and flight-planning services will be provided 24 hours daily through the Lockheed Martin Seattle Automated Flight Service Station (AFSS). These services are available by telephoning Lockheed Martin Seattle AFSS at 1-800-992-7433.

**INBOUND VFR FLIGHT PLANS TO ARLINGTON**

To contact Lockheed Martin Seattle AFSS pilots are asked to use the frequencies in the accompanying table. Due to the large number of aircraft in the area, it may be a good idea to close your VFR flight plan while approaching your destination.

In all cases, please advise Lockheed Martin Seattle AFSS 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.

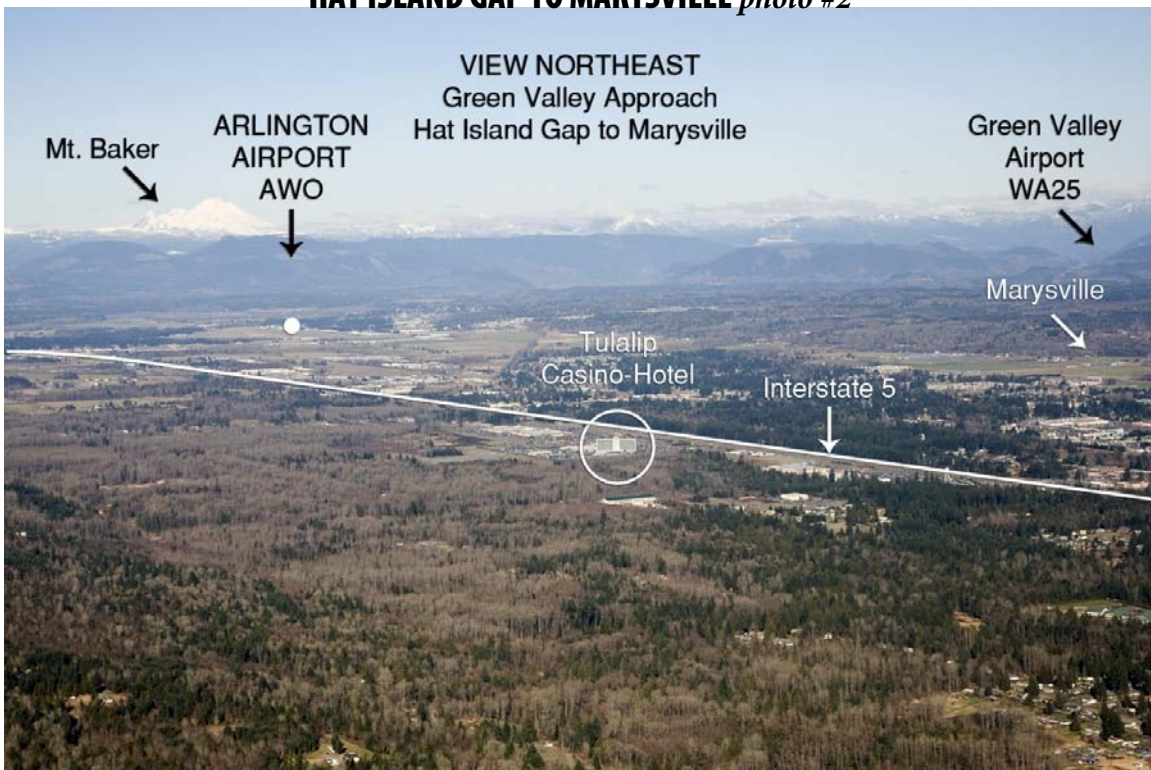
**REMEMBER TO CLOSE YOUR FLIGHT PLAN****SEATTLE RADIO      122.5, 122.55, 123.65****ARLINGTON RADIO    122.4****1-800-992-7433**

**GREEN VALLEY APPROACH**

**HAT ISLAND GAP TO LAKE STEVENS** photo #1



**HAT ISLAND GAP TO MARYSVILLE** photo #2

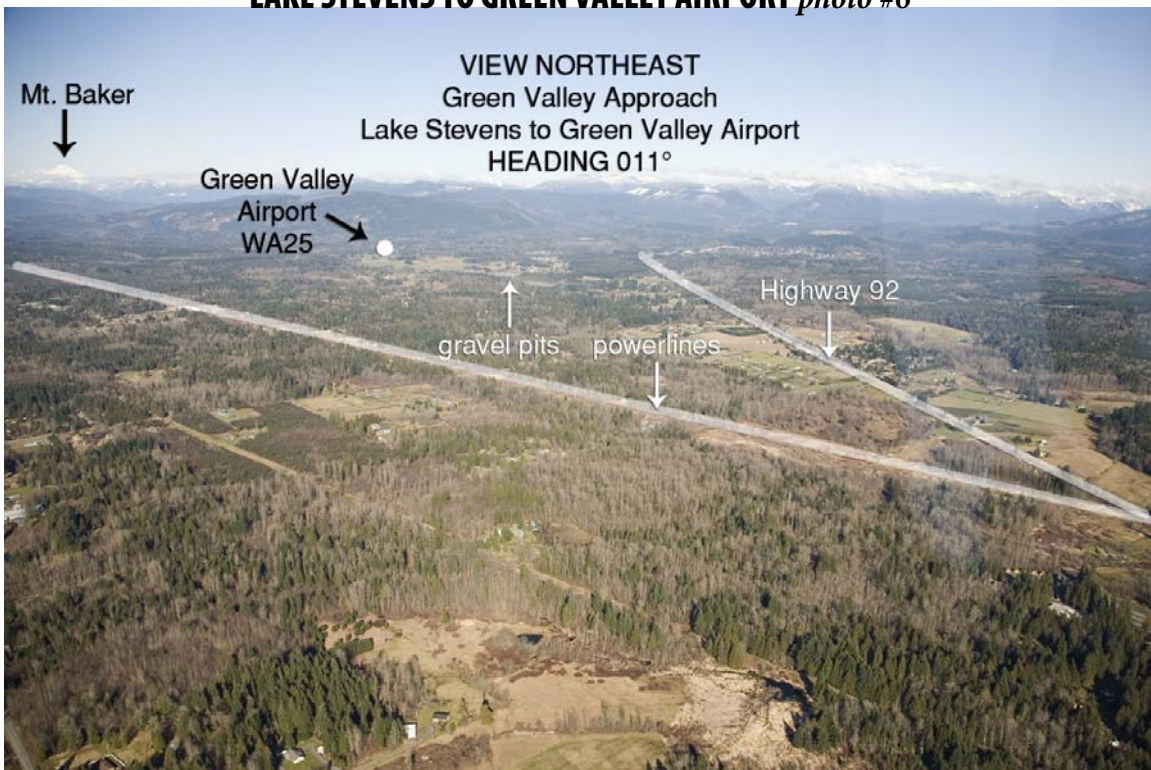


**GREEN VALLEY APPROACH**

**MARYSVILLE TO LAKE STEVENS** photo #3

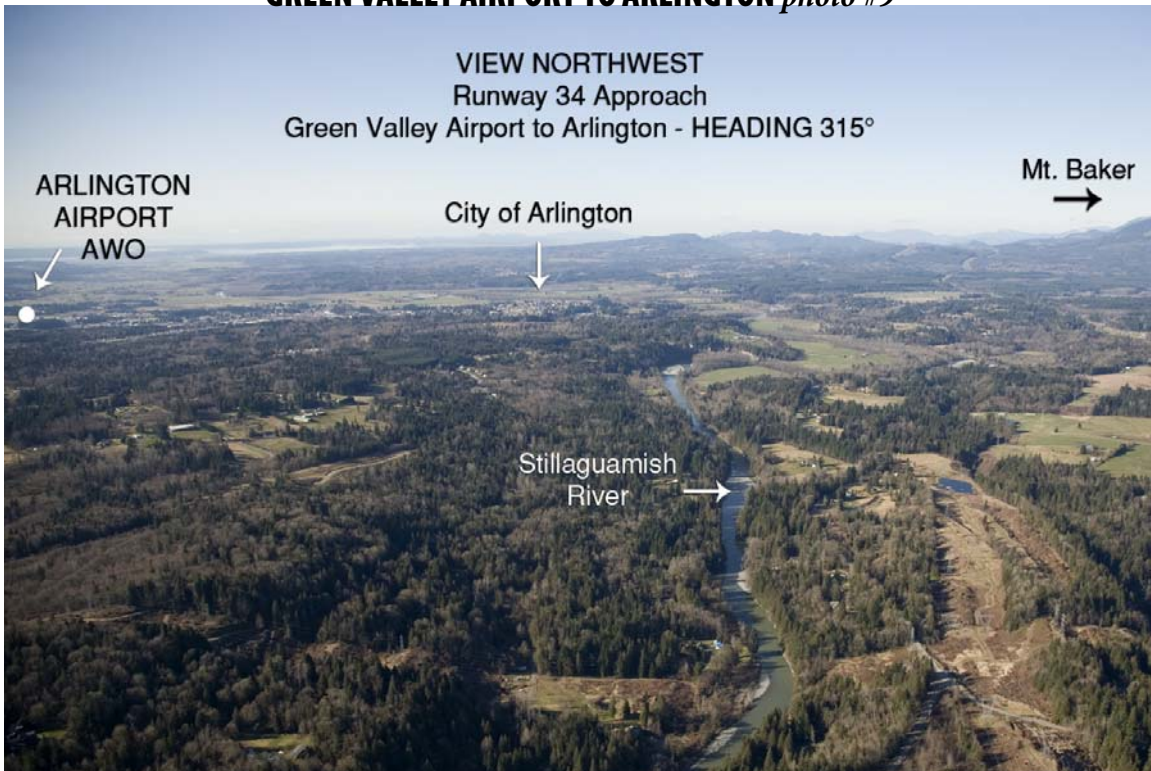


**LAKE STEVENS TO GREEN VALLEY AIRPORT** photo #6



**GREEN VALLEY APPROACH**

**GREEN VALLEY AIRPORT TO ARLINGTON** photo #9

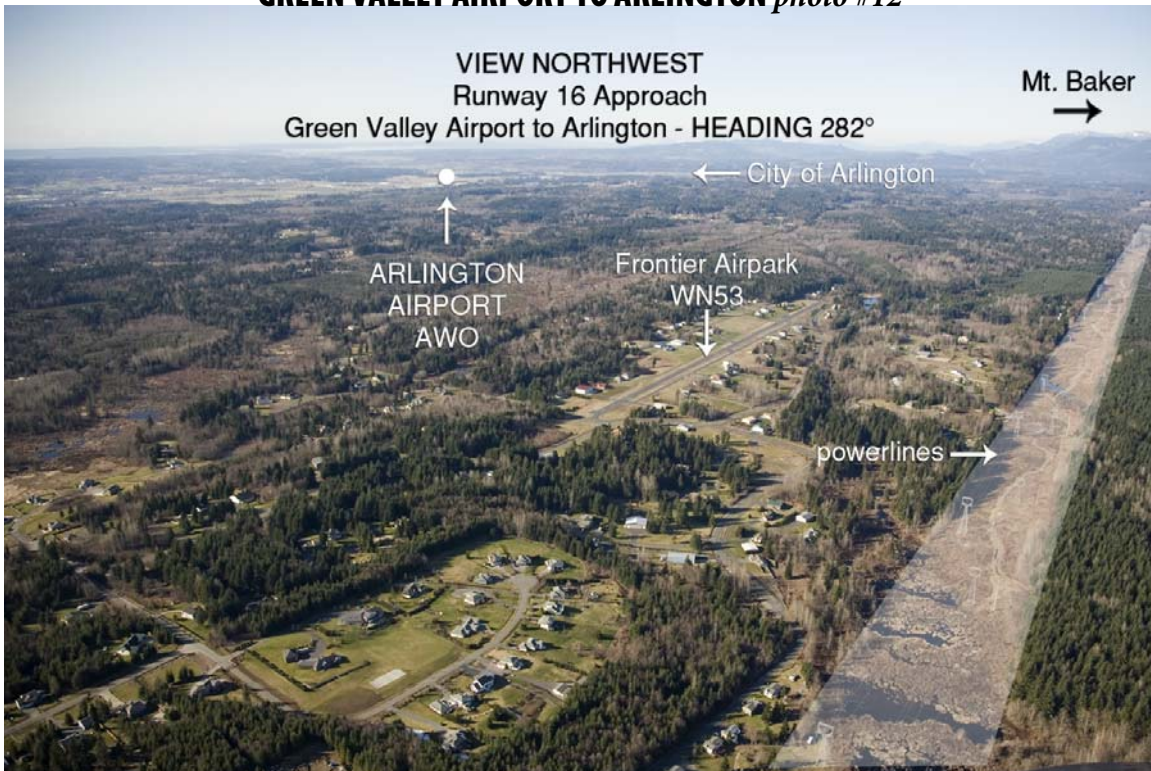


**CITY OF ARLINGTON TO RUNWAY 34 APPROACH** photo #10





**GREEN VALLEY APPROACH**

**GREEN VALLEY AIRPORT TO ARLINGTON** photo #12



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
10	11	12	13	14	15	16	14	15	16	17	18	19	20	12	13	14	15	16	17	18
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.)