



U.S. Department
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Federal Aviation
Administration

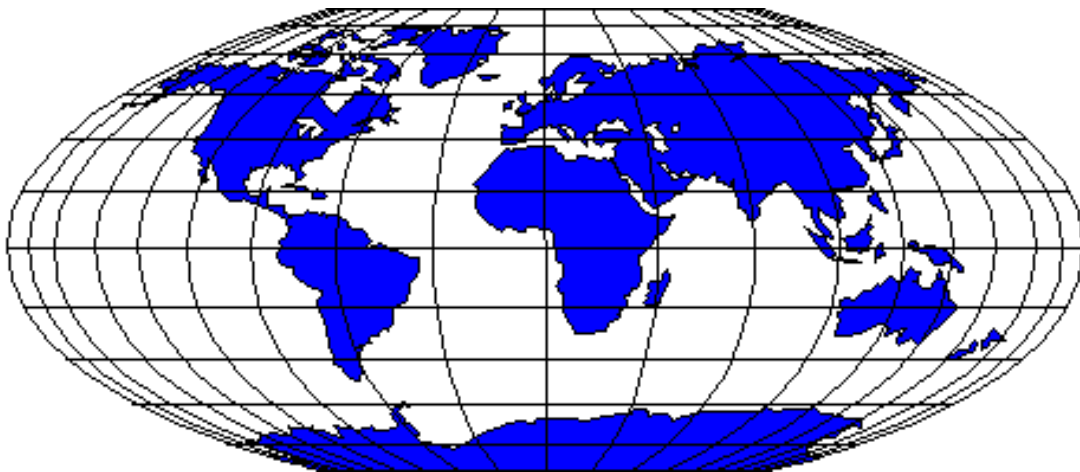
NOTICES TO AIRMEN

Domestic/International

September 20, 2012


Next Issue


October 18, 2012



*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/air_traffic/publications/notices*

JANUARY – 2012							FEBRUARY – 2012							MARCH – 2012						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7				1	2	3	4					1	2	3
8	9	10	11	12	13	14	5	6	7	8	9	10	11	4	5	6	7	8	9	10
15	16	17	18	19	20	21	12	13	14	15	16	17	18	11	12	13	14	15	16	17
22	23	24	25	26	27	28	19	20	21	22	23	24	25	18	19	20	21	22	23	24
29	30	31					26	27	28	29				25	26	27	28	29	30	31
APRIL – 2012							MAY – 2012							JUNE – 2012						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7			1	2	3	4	5						1	2
8	9	10	11	12	13	14	6	7	8	9	10	11	12	3	4	5	6	7	8	9
15	16	17	18	19	20	21	13	14	15	16	17	18	19	10	11	12	13	14	15	16
22	23	24	25	26	27	28	20	21	22	23	24	25	26	17	18	19	20	21	22	23
29	30						27	28	29	30	31			24	25	26	27	28	29	30
JULY – 2012							AUGUST – 2012							SEPTEMBER – 2012						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7				1	2	3	4							1
8	9	10	11	12	13	14	5	6	7	8	9	10	11	2	3	4	5	6	7	8
15	16	17	18	19	20	21	12	13	14	15	16	17	18	9	10	11	12	13	14	15
22	23	24	25	26	27	28	19	20	21	22	23	24	25	16	17	18	19	20	21	22
29	30	31					26	27	28	29	30	31		23	24	25	26	27	28	29
														30						
OCTOBER – 2012							NOVEMBER – 2012							DECEMBER – 2012						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6					1	2	3							1
7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8
14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15
21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22
28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29
														30	31					

 = Cutoff dates for submitting NOTAMs to AJV-21 for next publication. (Twenty-three (23) days before effective date.)

 = Effective dates and cutoff dates for submitting information to the Publications Staff, AJV-362 for next publication. (Twenty-eight (28) days before next effective date.)

NOTICES TO AIRMEN

September 20, 2012

Flight Data Center (FDC) NOTAM information current as of August 29, 2012

FDC NOTAMs listed through 2/6037 dated August 29, 2012

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** (FDC NOTAMs) and **Part 2** (Part 95 Revisions) shall be submitted to the **National Flight Data Center, AJV-21**, 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 (AJV-21) 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 Products and Publications Team, AJV-362**, 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
AeroNav Products Air Traffic Products and Publications, Station 5504 1305 East-West Highway Silver Spring, MD 20901	9-ATOR-HQ-PubGrp@faa.gov	1-301-427-4950

Cutoff Dates for Submitting Information To Be Published

Effective Date of Publication	Information Submission Cutoff Dates for Graphic Notices (Parts 3 & 4)	Information Submission Cutoff Dates for NFDC NOTAMs (Parts 1 & 2)
January 12, 2012	December 15, 2011	December 21, 2011
February 9, 2012	January 12, 2012	January 18, 2012
March 8, 2012	February 9, 2012	February 15, 2012
April 5, 2012	March 8, 2012	March 14, 2012
May 3, 2012	April 5, 2012	April 11, 2012
May 31, 2012	May 3, 2012	May 9, 2012
June 28, 2012	May 31, 2012	June 6, 2012
July 26, 2012	June 28, 2012	July 4, 2012
August 23, 2012	July 26, 2012	August 1, 2012
September 20, 2012	August 23, 2012	August 29, 2012
October 18, 2012	September 20, 2012	September 26, 2012
November 15, 2012	October 18, 2012	October 24, 2012
December 13, 2012	November 15, 2012	November 21, 2012

SUBSCRIPTION INFORMATION

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<p>To amend publication quantity or cancel subscription, please contact GPO.</p>	<p>To amend publication quantity or cancel subscription, please e-mail: 9-ATOR-HQ-MailDistribution@faa.gov</p>	

Contact Information for FAA Distribution Offices

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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

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. Airport, Facility and 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. 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).

following formats: GIF, JPEG, TIFF, BMP, or PDF. Please do not submit graphics with a “.doc” file extension. Each graphic must be submitted as a separate attachment. Graphic notices may be submitted in color or black and white. Avoid using white text in any graphic. 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/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 Products and Publications, AJV-362, 800 Independence Avenue, SW, Washington, DC 20591, or via e-mail at 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>
A	
ABN	Aerodrome Beacon
ABV	Above
ACC	Area Control Center (ARTCC)
ACCUM	Accumulate
ACFT	Aircraft
ACR	Air Carrier
ACT	Active or Activated or Activity
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
APL	Airport Lights
APP	Approach control or Approach Control Office
ARFF	Aircraft Rescue & Fire Fighting
ARR	Arrival or Arrive
ASOS	Automated Surface Observing System
ASPH	Asphalt
ATC	Air Traffic Control
ATCSCC	David J. Hurley Air Traffic Control System Command Center
ATIS	Automatic Terminal Information Service
AUTH	Authority
AUTOB	Automatic Weather Reporting System
AVBL	Available
AWOS	Automatic Weather Observing/Reporting System
AWY	Airway
AZM	Azimuth
B	
BA FAIR	Braking action fair
BA NIL	Braking action nil
BA POOR	Braking action poor
BC	Back Course
BCN	Beacon
BERM	Snowbank(s) Containing Earth/Gravel
BLW	Below
BND	Bound
BRG	Bearing
BYD	Beyond
C	
CAAS	Class A Airspace
CAT	Category
CBAS	Class B Airspace
CBSA	Class B Surface Area
CCAS	Class C Airspace

<i>Contraction</i>	<i>Decode</i>
CCLKWS	Counterclockwise
CCSA	Class C Surface Area
CD	Clearance Delivery
CDAS	Class D Airspace
CDSA	Class D Surface Area
CEAS	Class E Airspace
CESA	Class E Surface Area
CFR	Code of Federal Regulations
CGAS	Class G Airspace
CHG	Change
CIG	Ceiling
CK	Check
CL	Centerline
CLKWS	Clockwise
CLR	Clearance, clear(s), cleared to
CLSD	Closed
CMB	Climb
CMSND	Commissioned
CNL	Cancel
COM	Communications
CONC	Concrete
CPD	Coupled
CRS	Course
CTC	Contact
CTL	Control
D	
DALGT	Daylight
DCMSND	Decommissioned
DCT	Direct
DEGS	Degrees
DEP	Depart/Departure
DEPPROC	Departure procedures
DH	Decision Height
DISABLD	Disabled
DIST	Distance
DLA	Delay or delayed
DLT	Delete
DLY	Daily
DME	Distance Measuring Equipment
DMSTN	Demonstration
DP	Dew Point Temperature
DRFT	Snowbank(s) Caused By Wind Action
DSPLCD	Displaced
E	
E	East
EB	Eastbound
EFAS	En Route Flight Advisory Service
ELEV	Elevation
ENG	Engine
ENRT	En route
ENTR	Entire
EXC	Except
F	
FAC	Facility or facilities

<i>Contraction</i>	<i>Decode</i>
FAF	Final Approach fix
FAN MKR	Fan Marker
FDC	Flight Data Center
FI/T	Flight inspection temporary
FI/P	Flight inspection permanent
FM	From
FREQ	Frequency
FNA	Final approach
FPM	Feet per minute
FREQ	Frequency
FRH	Fly Runway Heading
FRI	Friday
FRZN	Frozen
FSS	Automated/Flight Service Station
FT	Foot, feet
G	
GC	Ground Control
GCA	Ground Control Approach
GOVT	Government
GP	Glide Path
GPS	Global Positioning System
GRVL	Gravel
H	
HAA	Height Above Airport
HAT	Height Above Touchdown
HDG	Heading
HEL	Helicopter
HELI	Heliport
HIRL	High Intensity Runway Lights
HIWAS	Hazardous Inflight Weather Advisory Service
HLDG	Holding
HOL	Holiday
HP	Holding Pattern
HR	Hour
I	
IAF	Initial approach fix
IAP	Instrument Approach Procedure
INBD	Inbound
ID	Identification
IDENT	Identify/Identifier/Identification
IF	Intermediate fix
ILS	Instrument Landing System
IM	Inner Marker
IMC	Instrument Meteorological Conditions
IN	Inch/Inches
INDEFINELY	Indefinitely
INFO	Information
INOP	Inoperative
INSTR	Instrument
INT	Intersection
INTL	International
INTST	Intensity
IR	Ice On Runway(s)
K	
KT	Knots
L	
L	Left
LAA	Local Airport Advisory

<i>Contraction</i>	<i>Decode</i>
LAT	Latitude
LAWRS	Limited Aviation Weather Reporting Station
LB	Pound/Pounds
LC	Local Control
LOC	Local/Locally/Location
LCTD	Located
LDA	Localizer Type Directional Aid
LGT	Light or lighting
LGTD	Lighted
LIRL	Low Intensity Runway Lights
LLWAS	Low Level Wind Shear Alert System
LM	Compass Locator at ILS Middle Marker
LDG	Landing
LLZ	Localizer
LO	Compass Locator at ILS Outer Marker
LONG	Longitude
LRN	Loran
LSR	Loose Snow on Runway(s)
LT	Left Turn
M	
MAG	Magnetic
MAINT	Maintain, maintenance
MALS	Medium Intensity Approach Light System
MALSF	Medium Intensity Approach Light System with Sequenced Flashers
MALSFR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAPT	Missed Approach Point
MCA	Minimum Crossing Altitude
MDA	Minimum Descent Altitude
MEA	Minimum Enroute Altitude
MED	Medium
MIN	Minute
MIRL	Medium Intensity Runway Lights
MLS	Microwave Landing System
MM	Middle Marker
MNM	Minimum
MNT	Monitor/Monitoring/Monitored
MOC	Minimum Obstruction Clearance
MON	Monday
MRA	Minimum reception altitude
MSA	Minimum Safe Altitude/Minimum Sector Altitude
MSAW	Minimum Safe Altitude Warning
MSG	Message
MSL	Mean Sea Level
MU	MU meters
MUD	Mud
MUNI	Municipal
N	
N	North
NA	Not Authorized
NAV	Navigation
NB	Northbound
NDB	Nondirectional Radio Beacon
NE	Northeast
NGT	Night
NM	Nautical Mile(s)
NMR	Nautical Mile Radius
NONSTD	Nonstandard
NOPT	No Procedure Turn Required
NR	Number

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

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

<i>Contraction</i>	<i>Decode</i>
UNAVBL	Unavailable
UNLGTD	Unlighted
UNMKD	Unmarked
UNMNT	Unmonitored
UNREL	Unreliable
UNUSBL	Unusable
V	
VASI	Visual Approach Slope Indicator
VDP	Visual Descent Point
VGSI	Visual Glide Slope Indicator
VIA	By Way Of
VICE	Instead/Versus
VIS	Visibility
VMC	Visual Meteorological Conditions
VOL	Volume

<i>Contraction</i>	<i>Decode</i>
VOR	VHF Omni–Directional Radio Range
VORTAC	VOR and TACAN (colocated)
W	
W	West
WB	Westbound
WED	Wednesday
WEF	With effect from or effective from
WI	Within
WIE	With immediate effect or effective immediately
WKDAYS	Monday through Friday
WKEND	Saturday and Sunday
WND	Wind
WPT	Waypoint
WSR	Wet Snow on Runway(s)
WTR	Water on Runway(s)
WX	Weather

WEATHER CONTRACTIONS

<i>Contraction</i>	<i>Decode</i>
A	
A	Absolute (temperature)
A	Alaskan Standard Time (time groups only)
A	Arctic (air mass)
A01	Automated Observation without Precipitation Discriminator (rain/snow) (METAR)
A02	Automated Observation with Precipitation Discriminator (rain/snow) (METAR)
AAWF	Auxiliary Aviation Weather Facility
AC	Alto cumulus
ACC	Alto cumulus Castellanus
ACSL	Standing Lenticular Alto cumulus
ACYC	Anticyclonic
ADRNDCK	Adirondack
ADV	Advise
ADVCTN	Advection
ADVY	Advisory
AFC	Area Forecast Center
AFDK	After Dark
ALF	Aloft
ALGHNY	Allegheny
ALQDS	All Quadrants
ALSEC	All Sectors
ALTA	Alberta
ALUTN	Aleutian
ALWF	Actual Wind Factor
AM	Ante Meridiem
AMD	Amended Forecast (TAF)
AMPLTD	Amplitude
AMS	Air Mass
AMS	American Meteorological Society
ANLYS	Analysis
APLCN	Appalachian
AS	Altostratus
ASOS	Automated Surface Observing System
ATLC	Atlantic
AURBO	Aurora Borealis
AWP	Aviation Weather Processors

<i>Contraction</i>	<i>Decode</i>
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
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
C	
C	Central Standard Time (time groups only)
C	Continental (air mass)
CAN	Canada

<i>Contraction</i>	<i>Decode</i>
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
CONTDVD	Continental Divide
CONTRAILS	Condensation Trails
COR	Correction to the observation (METAR)
CS	Cirrostratus
CST	Coast
CTGY	Category
CTSKLS	Catskills
CU	Cumulus
CUFRA	Cumulus Fractus
CYC	Cyclonic
CYCLGN	Cyclogenesis
D	
DABRK	Daybreak
DCAVU	Clear or Scattered Clouds and Visibility Greater than Ten, Remainder of Report Missing (weather reports only)
DKTS	Dakotas
DMSH	Diminish
DNS	Dense
DNSLP	Downslope
DNSTRM	Downstream
DP	Deep
DPNG	Deepening
DPTH	Depth
DR	Low Drifting (METAR)
DRFT	Drift
DS	Dust Storm (METAR)
DSIPT	Dissipate
DTLN	International Dateline
DTRT	Deteriorate
DU	Widespread Dust (METAR)
DVV	Downward Vertical Velocity
DWNDFTS	Downdrafts
DWPNT	Dew Point
DZ	Drizzle (METAR)
E	
E	Eastern Standard Time (time groups only)

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

<i>Contraction</i>	<i>Decode</i>
GSTS	Gusts
GSTY	Gusty
H	
HCVIS	High Clouds Visible
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
HLP	Hilltop
HLYR	Haze Layer Aloft
HURCN	Hurricane
HUREP	Hurricane Report
HX	High Index
HZ	Haze (METAR)
I	
IC	Ice Crystals (METAR)
ICG	Icing
ICGIC	Icing in Clouds
ICGICIP	Icing in Clouds and Precipitation
ICGIP	Icing in Precipitation
IMDT	Immediate
INLD	Inland
INSTBY	Instability
INTR	Interior
INTRMTRGN	Inter-Mountain Region
INTS	Intense
INTSFY	Intensify
INVRN	Inversion
IOVC	In Overcast
IR	Ice on Runway
J	
JTSTR	Jet Stream
K	
K	Cold (air mass)
KFRST	Killing Frost
L	
LABRDR	Labrador
LCTMP	Little Change in Temperature
LDG	Landing
LFT	Lift
LGRNG	Long Range
LIFR	Low IFR (weather reports only)
LK	Lake
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

<i>Contraction</i>	<i>Decode</i>
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
LTGCCG	Lightning Cloud-to-Ground
LTGCW	Lightning Cloud-to-Water
LTGIC	Lightning in Clouds
LTLCG	Little Change
LTNG	Lightning
LX	Low Index
LYR	Layer or Layered or Layers
M	
M	Maritime (air mass)
M	In temperature field means "minus" or below zero (METAR)
M	In RVR Field, indicates visibility less than lowest reportable sensor value (e.g. M0600FT)
M	Missing (weather reports only)
M	Mountain Standard Time (time groups only)
MA	Map Analysis
MAN	Manitoba
MEGG	Merging
MEX	Mexico
MHKVLY	Mohawk Valley
MI	Shallow (METAR)
MIDN	Midnight
MIFG	Patches of Shallow Fog Not Deeper Than Two Meters (METAR)
MLTLVL	Melting Level
MMO	Main Meteorological Office
MNLD	Mainland
MOGR	Moderate or Greater
MONTR	Monitor
MOV	Move
MRGL	Marginal
MRNG	Morning
MRTM	Maritime
MS	Minus
MSTLY	Mostly
MSTR	Moisture
MTN	Mountain
MVFR	Marginal VFR
MXD	Mixed
N	
NB	New Brunswick
NCWX	No Change in Weather
NELY	Northeasterly (weather reports only)
NERN	Northeastern
NEW ENG	New England
NFLD	Newfoundland
NGT	Night
NL	No Layers
NMBR	Number
NNERN	North-northeastern (weather reports only)
NNEWD	North-northeastward (weather reports only)
NNWRN	North-northwestern (weather reports only)
NNWWD	Northwestward (weather reports only)
NO	Not available (e.g. SLPNO, RVRNO)
NORPI	No Pilot Balloon Observation Will Be Filed Next Collection Unless Weather Changes Significantly
NPRS	Nonpersistent

NS	Nimbostratus
NS	Nova Scotia
NSCSWD	No Small Craft or Storm Warning are Being Displayed
NSW	No Significant Weather (METAR)
NVA	Negative Vorticity Advection
NWLY	Northwesterly (weather reports only)
NWRN	Northwestern (weather reports only)
O	
OBS	Observation
OBSC	Obscure
OCFNT	Occluded Front
OCLD	Occlude
OCLN	Occlusion
OFPP	Occluded Frontal Passage
OFSHR	Offshore
OMTNS	Over Mountains
ONSHR	On Shore
ONT	Ontario
ORGPFC	Orographic
OSV	Ocean Station Vessel
OTAS	On Top and Smooth
OTLK	Outlook
OVC	Overcast
P	
P	Pacific Standard Time (time group only)
P	Polar (air mass)
P	In RVR field, indicates visibility greater than highest reportable sensor value (e.g. P6000FT)
P6SM	Visibility greater than 6 statute miles (TAF only)
PAC	Pacific
PBL	Probable
PCPN	Precipitation
PDMT	Predominant
PDMT	Predominate
PDW	Priority Delayed Weather
PL	Ice Pellets (METAR)
PEN	Peninsula
PGTSND	Puget Sound
PIBAL	Pilot Balloon Observation
PISE	No Pilot Balloon Observation Due To Unfavorable Sea Conditions
PISO	No Pilot Balloon Observation Due To Snow
PIWI	No Pilot Balloon Observation Due To High, or Gusty, Surface Wind
PLW	Plow (snow)
PNHDL	Panhandle
PO	Dust/Sand Whirls (METAR)
PPINA	Radar Weather Report Not Available (or omitted for a reason different than those otherwise stated)
PPINE	Radar Weather Report No Echoes Observed
PPINO	Radar Weather Report Equipment Inoperative Due To Breakdown
PPIOK	Radar Weather Report Equipment Operation Resumed
PPIOM	Radar Weather Report Equipment Inoperative Due To Maintenance
PR	Partial (METAR)
PRBLTY	Probability
PRESFR	Pressure Falling Rapidly
PRESRR	Pressure Rising Rapidly
PRJMP	Pressure Jump (weather reports only)
PROB40	Probability 40 percent (METAR)
PROG	Prognosis or Prognostic

PRSNT	Present
PS	Plus
PSG	Passage
PSG	Passing
PTCHY	Patchy
PTLY	Partly
PVA	Positive Vorticity Advection
PY	Spray (METAR)
Q	
QSTNRY	Quasi-stationary
QUE	Quebec
R	
R	Runway (used in RVR measurement)
RA	Rain (METAR)
RABA	No RAWIN Obs., No Balloons Available
RABAL	Radiosonde Balloon Wind Data
RABAR	Radiosonde Balloon Release
RACO	No RAWIN Obs., Communications Out
RADAT	Radiosonde Observation Data
RADNO	Report Missing Account Radio Failure
RAFI	Radiosonde Observation Not Filed
RAFRZ	Radiosonde Observation Freezing Levels
RAHE	No RAWIN Obs., No Gas Available
RAICG	Radiosonde Observation Icing at
RAOB	Radiosonde Observation
RAREP	Radar Weather Report
RAVU	Radiosonde Analysis and Verification Unit
RAWE	No RAWIN obs., Unfavorable Weather
RAWI	No RAWIN Obs., High and Gusty Winds
RAWIN	Upper Winds Obs. (by radio methods)
RCD	Radar Cloud Detection Report
RCDNA	Radar Cloud Detection Report Not Available
RCDNE	Radar Cloud Detection Report No Echoes Observed
RCDNO	Radar Cloud Detector Inoperative Due to Breakdown Until
RCDOM	Radar Cloud Detector Inoperative Due to Maintenance Until
RCKY	Rockies (mountains)
RDG	Ridge
RDWND	Radar Dome Wind
RESTR	Restrict
RGD	Ragged
RH	Relative Humidity
RHINO	Radar Echo Height Information Not Available
RHINO	Radar Range Height Indicator Not Operating on Scan
RIOGD	Rio Grande
RMK	Remark(s)
RNFL	Rainfall
ROBEPS	Radar Operating Below Prescribed Standard
RPD	Rapid
RSG	Rising
RUF	Rough
RY/RWY	Runway
S	
SA	Sand (METAR)
SASK	Saskatchewan
SBSD	Subside
SC	Stratocumulus
SCSL	Standing Lenticular Stratocumulus
SCT	Scattered

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

<i>Contraction</i>	<i>Decode</i>
THN	Thin
TKOF	Takeoff
TOP	Cloud Top
TOVC	Top of Overcast
TPG	Topping
TRIB	Tributary
TROF	Trough
TROP	Tropopause
TRPCD	Tropical Continental (air mass)
TRPCL	Tropical
TRPLYR	Trapping Layer
TS	Thunderstorm (METAR)
TSHWR	Thundershower (non METAR)
TSQLS	Thundersqualls (non METAR)
TSTM	Thunderstorm (non METAR)
TURBC	Turbulence
TURBT	Turbulent
TWRG	Towering
U	
UAG	Upper Atmosphere Geophysics
UDDF	Up and Down Drafts
UNSBL	Unseasonable
UNSTBL	Unstable
UNSTDY	Unsteady
UNSTL	Unsettle
UP	Unknown Precipitation (Automated Observations)
UPDFTS	Updrafts
UPR	Upper
UPSLP	Upslope
UPSTRM	Upstream
UVV	Upward Vertical Velocity
UWNDS	Upper Winds
V	
V	Varies (wind direction and RVR)
V	Variable (weather reports only)
VA	Volcanic Ash (METAR)
VC	Vicinity
VLCTY	Velocity
VLNT	Violent
VLY	Valley
VR	Veer
VRB	Variable wind direction when speed is less than or equal to 6 knots
VRISL	Vancouver Island, BC
VRT MOTN	Vertical Motion
VSBY	Visibility
VSBYDR	Visibility Decreasing Rapidly
VSBYIR	Visibility Increasing Rapidly
VV	Vertical Visibility (Indefinite Ceiling) (METAR)
W	
W	Warm (air mass)
WA	AIRMET
WDC–1	World Data Centers in Western Europe
WDC–2	World Data Centers Throughout Rest of World
WDLY	Widely
WDSPRD	Widespread
WEA	Weather
WFP	Warm Front Passage
WINT	Winter
WND	Wind
WNWRN	West–northwestern (weather reports only)

Notices to Airmen

Contractions

<i>Contraction</i>	<i>Decode</i>
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

<i>Contraction</i>	<i>Decode</i>
WV	Wave
WW	Severe Weather Forecast
WXCON	Weather Reconnaissance Flight Pilot Report
X	
XCP	Except
XPC	Expect
Y	
Y	Yukon Standard Time (time groups only)
YKN	Yukon
YLSTN	Yellowstone
Z	
ZI	Zonal Index
ZI	Zone of Interior

Part 1. FDC NOTAMs

Section 1. Airway NOTAMs



Shaded text indicates new or revised NOTAMs.

PART 1

Section 1. AIRWAY NOTAMS

ALBUQUERQUE ARTCC

FDC 2/6456 ZAB FI/T ROUTE ZAB ZFW. V68 CHISUM (CME) VORTAC, NM TO HAGER, NM MOCA 5700.

FDC 1/5739 ZAB FI/T STAR ALBUQUERQUE INTERNATIONAL SUNPORT, ALBUQUERQUE, NM. CURLY TWO ARRIVAL: GUP TRANSITION: ROUTE FROM GUP TO CURLY IS NOT AUTHORIZED BELOW 14000 MSL.

FDC 1/3856 ZAB FI/T ROUTE ZAB. V402 TUCUMARI (TCC) VORTAC TO MOSER, TX INCREASE MEA / MOCA 6200.

ANCHORAGE ARTCC

FDC 2/8458 ZAN AK.. FI/T ROUTE ZAN. G2 BORLAND (HBT) NDB/DME, AK DME UNUSABLE BEYOND 22 NM.

FDC 2/3422 ZAN AK.. FI/T ROUTE ZAN. G8-R99 FROM KACHEMAK (ACE) NDB, AK TO NOSKY, AK USE ACE NDB BEARING 072.

FDC 2/3421 ZAN AK.. FI/T ROUTE ZAN. G10 FROM KACHEMAK (ACE) NDB, AK TO WOODY ISLAND (RWO) NDB, AK USE ACE BEARING 356 TO CHANGEOVER.

FDC 2/3417 ZAN AK.. FI/T ROUTE ZAN. A15 FROM SUMNER STRAIT (SQM) NDB, AK TO COGHLAN ISLAND (CGL) NDB, AK USE SQM NDB BEARING 136 TO CHANGEOVER.

FDC 2/3416 ZAN AK.. FI/T ROUTE ZAN. A15 FROM SUMNER STRAIT (SQM) NDB, AK TO NICHOLS (ICK) NDB, AK USE SQM NDB BEARING 308 TO CHANGEOVER.

FDC 2/3415 ZAN AK.. FI/T ROUTE ZAN. B37 FROM SUMNER STRAIT (SQM) NDB, AK TO ELEPHANT (EEF) NDB, AK USE SQM NDB BEARING 126 TO CHANGEOVER.

FDC 2/3414 ZAN AK.. FI/T ROUTE ZAN. R51 FROM SUMNER STRAIT (SQM) NDB, AK TO SITKA (SIT) NDB, AK USE SQM NDB BEARING 087 TO CHANGEOVER.

FDC 2/3409 ZAN AK.. FI/T ROUTE ZAN. B37 FROM ELEPHANT (EEF) NDB, AK TO SUMNER STRAIT (SQM) NDB, AK USE EEF NDB BEARING 305 TO CHANGEOVER.

FDC 2/3408 ZAN AK.. FI/T ROUTE ZAN. B38 FROM ELEPHANT (EEF) NDB, AK TO HAINES (HNS) NDB, AK USE EEF NDB BEARING 155 TO CHANGEOVER.

FDC 2/3407 ZAN AK.. FI/T ROUTE ZAN. B37 FROM ELEPHANT (EEF) NDB, AK TO SPARL, AK USE EEF NDB BEARING 073.

ATLANTA ARTCC

FDC 2/8762 ZTL FI/T ROUTE ZDC ZTL. J37 SPARTANBURG (SPA) VORTAC, SC TO LYNCHBURG (LYH) VORTAC, VA NA.

FDC 2/8533 ZTL NC.. FI/T ROUTE ZDC ZTL. V409 LOCAS, NC TO LIBERTY (LIB) VORTAC, NC MEA 3000 EXCEPT FOR AIRCRAFT EQUIPED WITH SUITABLE RNAV SYSTEM WITH GPS, LIB R-231 UNUSABLE 40-60 NM BELOW 3000.

FDC 2/8107 ZTL NC.. FI/T ROUTE ZDC ZTL. V310 RALEIGH/DURHAM (RDU) VORTAC, NC TO CHAPL, NC MEA 2800, CHAPL, NC TO GREENSBORO (GSO) VORTAC, NC MEA 3100.

FDC 2/7646 ZTL AL.. FI/T ROUTE ZJX ZTL. V241 WIREGRASS (RRS) VORTAC, AL TO COP MEA 6000, RRS R-019 UNUSABLE BELOW 6000.

FDC 2/7644 ZTL AL.. FI/T ROUTE ZJX ZTL. V168 WIREGRASS (RRS) VORTAC, AL TO MILER, AL MEA 6000, GNSS MEA 3000G.

FDC 2/3710 ZTL AL.. FI/T ROUTE ZME ZTL. V49 BOUNT, AL TO FOLSO, AL MOCA 3100.

FDC 2/3618 ZTL AL.. FI/T ROUTE ZTL. V323 PEECH, AL TO EUFAULA (EUF) VORTAC, AL MEA 2100.

FDC 2/3411 ZTL FI/T ROUTE ZID ZTL. V35 HOLSTON MOUNTAIN, TN VORTAC TO GLADE SPRING, VA VOR/DME RAISE MEA TO 6700.

FDC 2/3356 ZTL NC.. FI/T ROUTE ZDC ZTL. V45 RALEIGH/DURHAM (RDU) VORTAC, NC TO CHAPL, NC MEA 2800, CHAPL, NC TO GREENSBORO (GSO) VORTAC, NC MEA 3100.

FDC 2/0229 ZTL FI/T ROUTE ZJX ZTL. V154 DUBLIN (DBN) VOR, GA R-110 UNUSABLE TO LOTTS, GA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

BOSTON ARTCC

FDC 2/6918 ZBW FI/T ROUTE ZBW. V1 DVANY, CT TO GRAYM, MA MEA 4000.

FDC 2/6604 ZBW FI/T ROUTE ZBW. J75 CARMEL (CMK) VOR/DME, NY TO NELIE, CT NA EXCEPT FOR AIRCRAFT WITH SUITABLE RNAV SYSTEM WITH GPS. RADAR REQUIRED GREKI CT TO NELIE CT.

FDC 2/6133 ZBW NH.. FI/T ROUTE ZBW. V104 AYZOO, NH TO BERLIN (BML), NH VOR/DME MOCA 6400.

FDC 2/3404 ZBW FI/T ROUTE ZBW ZNY ZOB. V35 ELMIRA, NY VOR/DME TO SCIPO, NY RAISE MOCA TO 3700.

FDC 2/1293 ZBW VT.. FI/T ROUTE ZBW. V104-V151 BURLINGTON (BTV) VOR/DME, VT MCA 4700 SOUTHEAST BOUND.

FDC 2/1291 ZBW NY.. FI/T ROUTE ZBW. V104 PLATTSBURGH (PLB) VORTAC, NY MCA 4200 NORTHWEST BOUND.

CHICAGO ARTCC

FDC 2/9906 ZAU IA.. FI/T ROUTE ZAU ZMP. V175 DES MOINES (DSM) VORTAC, IA TO OHGEE, IA NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, DSM R-141 UNUSABLE.

FDC 2/5899 ZAU MI.. FI/T ROUTE ZAU ZMP. V193 TRAVERSE CITY (TVC) VORTAC, MI TO WHITE CLOUD (HIC) VOR/DME MEA 4000, TVC VORTAC R-188 UNUSABLE BEYOND 10 NM BELOW 4000.

FDC 2/4364 ZAU IA.. FI/T ROUTE ZAU ZMP. V77 WATERLOO (ALO) VORTAC, IA TO WAUKON (UKN) VORTAC, IA MOCA 2800.

FDC 2/2054 ZAU IN.. FI/T ROUTE ZAU. V55 GOSHEN (GSH) VORTAC, IN TO GIPPER (GIJ) VORTAC, IL MEA 3000.

CLEVELAND ARTCC

FDC 2/9694 ZOB FI/T ROUTE ZOB. V90 DUNKIRK (DKK), NY VORTAC TO BEWEL, OH MEA 5000.

FDC 2/5830 ZOB FI/T ROUTE ZDC ZOB. V37 CLARKSBURG (CKB), WV VOR/DME TO AKSAR, PA MEA 5000.

FDC 2/4332 ZOB FI/T ROUTE ZID ZOB. V119 ANTIO, OH TO BURG, OH MEA 5000 NORTHEAST BOUND, 3400 SOUTHWEST BOUND.

FDC 2/4149 ZOB FI/T ROUTE ZID ZOB. V119 INDIAN HEAD (IHD) VORTAC, PA TO BURG, WV MEA 5000 MOCA 4500.

FDC 2/3406 ZOB FI/T ROUTE ZBW ZNY ZOB. V35 ELMIRA, NY VOR/DME TO SCIPO, NY RAISE MOCA TO 3700.

FDC 2/1577 ZOB NY.. FI/T ROUTE ZOB. V265 DUNKIRK (DKK) VORTAC, NY MCA FLAG 3400 SOUTHBOUND.

FDC 2/0516 ZOB FI/T ROUTE ZOB. V383 ROSEWOOD (ROD) VORTAC, OH TO CHOOT, OH MEA 6500. FROM CHOOT, OH TO DETROIT (DXO) VOR/DME, MI MEA 3100.

FDC 1/9502 ZOB FI/T ROUTE ZOB. V103 AZTRO INT CANADA TO SPHRE INT CANADA MEA 8000.

DENVER ARTCC

FDC 2/9421 ZDV CO.. FI/T ROUTE ZDV. V263 HUGO (HGO) VOR/DME, CO TO LIMEX INT, CO MEA 10000, MRA 10000.

FDC 2/1135 ZDV FI/T ROUTE ZDV ZLC. V26-V589 ALCOS, WY TO MUDDY MOUNTAIN (DDY), WY VOR/DME MOCA 8500.

FORT WORTH ARTCC

FDC 2/7306 ZFW FI/T ROUTE ZFW. V18 GUTHRIE (GTH) VORTAC, TX TO BEKLE, TX MEA 8000 SOUTHEAST BOUND, MEA 6000 NORTHWEST BOUND.

FDC 2/6648 ZFW TX.. FI/T ROUTE ZFW. V94 HYMAN, TX TO TUSCOLA (TQA) VOR/DME, TX MEA 7500.

FDC 2/6457 ZFW FI/T ROUTE ZAB ZFW. V68 CHISUM (CME) VORTAC, NM TO HAGER, NM MOCA 5700.

FDC 2/1660 ZFW FI/T ROUTE ZFW. V114- 566 NUBOY INT, LA TO COVEX INT, LA MEA 5000.

FDC 2/1381 ZFW FI/T ROUTE ZFW ZME. V305 EL DORADO (ELD) VORTAC, AR TO LITTLE ROCK (LIT) VORTAC, AR MEA 3300.

FDC 2/0492 ZFW TX.. FI/T ROUTE ZFW. V62 ABILENE (ABI) VORTAC, TX TO ROTAN, TX MEA 6000 NORTHWEST BOUND, 3700 SOUTHEAST BOUND.

HOUSTON ARTCC

FDC 2/9905 ZHU LA.. FI/T ROUTE ZHU. V114-V566 ALEXANDRIA (AEX) VORTAC, LA TO NUBOY, LA MEA 2000 SOUTHEAST BOUND AND 5000 NORTHWEST BOUND. POLK (FXU) VORTAC, LA R-060 UNUSABLE.

FDC 2/4744 ZHU TX.. FI/T ROUTE ZHU. J15 MARCS INT, TX TO HUMBLE (IAH) VORTAC, TX MEA 19000.

FDC 2/2306 ZHU TX.. FI/T ROUTE ZHU. V68 CENTER POINT (CSI) VORTAC, TX TO SAN ANTONIO (SAT) VORTAC, TX MEA 4100.

FDC 2/2305 ZHU TX.. FI/T ROUTE ZHU. V198 DOSSY, TX TO SAN ANTONIO (SAT) VORTAC, TX MEA 4100.

FDC 2/1661 ZHU FI/T ROUTE ZFW. V114- 566 NUBOY INT, LA TO COVEX INT, LA MEA 5000.

INDIANAPOLIS ARTCC

FDC 2/8783 ZID IL.. FI/T ROUTE ZID ZKC. V190 MARION (MWA), IL VOR/DME TO HORAV, IL MEA 5000. FROM HORAV, IL TO POCKET CITY (PXV), IL VORTAC MEA 5000 WESTBOUND AND 2200 EASTBOUND. MWA VOR/DME R-076 UNUSABLE BELOW 5000.

FDC 2/5793 ZID FI/T ROUTE ZID. V5 CINCINNATI (CVG) VORTAC, OH TO MOAKS, OH MEA 3000 NORTHEAST BOUND AND 2800 SOUTHWEST BOUND.

FDC 2/4685 ZID FI/T ROUTE ZID. V4-V53 LOUISVILLE (IIU) VORTAC, KY TO FEDRA, KY MEA 2800 EXCEPT FOR AIRCRAFT EQUIPPED WITH DME OR SUITABLE RNAV SYSTEM WITH GPS. ABB VORTAC OTS.

FDC 2/3410 ZID FI/T ROUTE ZID ZTL. V35 HOLSTON MOUNTAIN, TN VORTAC TO GLADE SPRING, VA VOR/DME RAISE MEA TO 6700.

JACKSONVILLE ARTCC

FDC 2/7645 ZJX AL.. FI/T ROUTE ZJX ZTL. V168 WIREGRASS (RRS) VORTAC, AL TO MILER, AL MEA 6000, GNSS MEA 3000G.

FDC 2/7643 ZJX AL.. FI/T ROUTE ZJX ZTL. V241 WIREGRASS (RRS) VORTAC, AL TO COP MEA 6000, RRS R-019 UNUSABLE BELOW 6000.

FDC 2/7069 ZJX FL.. FI/T ROUTE ZJX. V537 CERMO, FL TO OCALA (OCF) VORTAC, FL MEA 8000 SOUTHEAST BOUND, MEA 2000 NORTHWEST BOUND.

FDC 2/5717 ZJX FI/T ROUTE ZDC ZJX. V1 KINSTON (ISO) VORTAC, NC TO WALLO, NC MEA 2000 NORTHEAST BOUND, 7000 SOUTHWEST BOUND.

FDC 2/3378 ZJX FL.. FI/T ROUTE ZJX. V267 ORLANDO (ORL) VORTAC, FL TO WORMS, FL MEA 2800.

FDC 2/2247 ZJX SC.. FI/T ROUTE ZJX. V1 BASSO INT, SC TO CHARLESTON (CHS) VORTAC, SC MEA 11000 SW, MEA 2000 NE.

FDC 2/0228 ZJX FI/T ROUTE ZJX ZTL. V154 DUBLIN (DBN) VOR, GA R-110 UNUSABLE TO LOTTS, GA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 1/9283 ZJX FI/T ROUTE 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.

KANSAS CITY ARTCC

FDC 2/8784 ZKC IL.. FI/T ROUTE ZID ZKC. V190 MARION (MWA), IL VOR/DME TO HORAV, IL MEA 5000. FROM HORAV, IL TO POCKET CITY (PXV), IL VORTAC MEA 5000 WESTBOUND AND 2200 EASTBOUND. MWA VOR/DME R-076 UNUSABLE BELOW 5000.

FDC 2/7665 ZKC IL.. FI/T ROUTE ZID ZKC. V429 MARION (MWA), IL VOR/DME TO ZOLLI, IL MEA 5000, MWA VOR/DME R-007 UNUSABLE BEYOND 10 NM BELOW 5000.

FDC 2/7431 ZKC OK.. FI/T ROUTE ZKC. V190 CARON, OK TO FIRET, OK MEA 8000.

FDC 2/6364 ZKC KS.. FI/T ROUTE ZKC. V234 FLACK, KS TO BYWAY, KS MOCA 4000.

FDC 2/3567 ZKC FI/T ROUTE ZKC ZME. V159 WALNUT RIDGE (ARG) VORTAC, AR TO DOGWOOD (DGD) VORTAC, MO MOCA 3000.

LOS ANGELES ARTCC

FDC 2/9668 ZLA FI/T ROUTE ZLA. V66-V460-V514 RYAHH, CA TO BARET, CA MEA 7000 WESTBOUND, 8000 EASTBOUND.

MEMPHIS ARTCC

FDC 2/6157 ZME AR.. FI/T ROUTE ZME. V71 CANEY, AR TO HOT SPRINGS (HOT) VOR/DME, AR MEA 3000.

FDC 2/6156 ZME AR.. FI/T ROUTE ZME. V573 MARKI, AR TO HOT SPRINGS (HOT) VOR/DME, AR MOCA 2600.

FDC 2/3709 ZME AL.. FI/T ROUTE ZME ZTL. V49 BOUNT, AL TO FOLSO, AL MOCA 3100.

FDC 2/3568 ZME FI/T ROUTE ZKC ZME. V159 WALNUT RIDGE (ARG) VORTAC, AR TO DOGWOOD (DGD) VORTAC, MO MOCA 3000.

FDC 2/1380 ZME FI/T ROUTE ZFW ZME. V305 EL DORADO (ELD) VORTAC, AR TO LITTLE ROCK (LIT) VORTAC, AR MEA 3300.

MIAMI ARTCC

FDC 2/5198 ZMA FL.. FI/T ROUTE ZJX ZMA. V267
BAIRN, FL TO ORLANDO (ORL) VORTAC, FL MEA
2700, MOCA 2700.

MINNEAPOLIS ARTCC

FDC 2/9911 ZMP IA.. FI/T ROUTE ZAU ZMP. V175 DES
MOINES (DSM) VORTAC, IA TO OHGEE, IA NA
EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE
RNAV SYSTEM WITH GPS, DSM R-141 UNUSABLE.

FDC 2/5898 ZMP MI.. FI/T ROUTE ZMP. V320
TRAVERSE CITY (TVC) VORTAC, MI TO MOUNT
PLEASANT (MOP) VOR/DME, MI MOCA NA, TVC
VORTAC R-153 UNUSABLE BEYOND 10 NM BELOW
5000.

FDC 2/5897 ZMP MI.. FI/T ROUTE ZAU ZMP. V193
TRAVERSE CITY (TVC) VORTAC, MI TO WHITE
CLOUD (HIC) VOR/DME MEA 4000, TVC VORTAC
R-188 UNUSABLE BEYOND 10 NM BELOW 4000.

FDC 2/5896 ZMP MI.. FI/T ROUTE ZMP. V420 FROM
TRAVERSE CITY (TVC) VORTAC, MI TO GREEN BAY
(GRB) VORTAC, WI MOCA NA, TVC VORTAC R-270
UNUSABLE BEYOND 10 NM BELOW 3500.

FDC 2/5895 ZMP MI.. FI/T ROUTE ZMP. V285
TRAVERSE CITY (TVC) VORTAC, MI TO MANISTEE
(MBL) VOR/DME, MI USE MLB VOR/DME R-057
BELOW 4000, TVC VORTAC R-234 UNUSABLE
BEYOND 10 NM BELOW 4000.

FDC 2/5894 ZMP MI.. FI/T ROUTE ZMP. V133
TRAVERSE CITY (TVC) VORTAC, MI TO COP MOCA
NA, TVC VORTAC R-138 UNUSABLE BEYOND 10 NM
BELOW 5000.

FDC 2/5893 ZMP MI.. FI/T ROUTE ZMP. V133
TRAVERSE CITY (TVC) VORTAC, MI TO ESCANABA
(ESC) VOR/DME, MI MOCA NA, TVC VORTAC R-317
UNUSABLE BEYOND 10 BELOW 5000.

FDC 2/4365 ZMP IA.. FI/T ROUTE ZAU ZMP. V77
WATERLOO (ALO) VORTAC, IA TO WAUKON (UKN)
VORTAC, IA MOCA 2800.

FDC 2/3573 ZMP MI.. FI/T ROUTE ZMP. V316
NEWBERRY (ERY) VOR/DME, MI TO SAULT STE
MARIE (SSM) VOR/DME, MI MOCA 2400.

FDC 2/1362 ZMP MN.. FI/T ROUTE ZMP. V55 PARK
RAPIDS (PKD) VOR/DME, MN TO BETRA, MN MOCA
3200.

FDC 2/0554 ZMP MN.. FI/T ROUTE ZMP. V55
BRAINERD (BRD) VORTAC, MN TO PARK RAPIDS
(PKD) VOR/DME, MN MEA 7000. BRD VOR R-305
UNUSABLE BEYOND 6 NM BELOW 7000.

NEW YORK ARTCC

FDC 2/9937 ZNY FI/T ROUTE ZNY. V30-V405 LANNA,
NJ TO SOLBERG (SBJ), NJ VOR/DME MEA 2600.

FDC 2/9408 ZNY FI/T ROUTE ZNY. V403 POTTSTOWN
(PTW) VORTAC, PA TO SLOBERG (SBJ) VOR/DME
MEA 6000.

FDC 2/9407 ZNY FI/T ROUTE ZNY. V405 POTTSTOWN
(PTW) VORTAC, PA TO LANNA, NJ MEA 6000.

FDC 2/3405 ZNY FI/T ROUTE ZBW ZNY ZOB. V35
ELMIRA, NY VOR/DME TO SCIPO, NY RAISE MOCA
TO 3700.

FDC 2/0157 ZNY FI/T ROUTE ZNY ZDC. V184-V229
ATLANTIC CITY (ACY) VORTAC TO PANZE, NJ
MEA/MOCA 2100.

OAKLAND ARTCC

FDC 2/9827 ZOA CA.. FI/T ROUTE ZOA. V87
MAXWELL (MXW) VORTAC, CA TO SCAGGS ISLAND
(SGD) VORTAC, CA MEA 5300.

FDC 2/1229 ZOA CA.. FI/T ROUTE ZOA. V301 KLOGE,
CA MINIMUM CROSSING ALTITUDE (MCA) 6400
NORTHEAST BOUND.

FDC 2/0213 ZOA CA.. FI/T ROUTE ZOA. V200
MENDOCINO (ENI) VORTAC, CA TO WILLIAMS (ILA)
VORTAC, CA MEA 6200.

SALT LAKE CITY ARTCC

FDC 2/6248 ZLC MT.. FI/T ROUTE ZLC. V86-V365
BOZEMAN (BZN) VOR/DME, MT TO LIVINGSTON
(LVM) VOR/DME, MT MEA 10900.

FDC 2/5931 ZLC ID.. FI/T ROUTE ZLC. V444-V500
SOLDE, ID TO DERSO, ID MOCA 10400.

FDC 2/4184 ZLC ID.. FI/T ROUTE ZLC. V101 FROM
HAILEY (HLE) NDB, ID TO SOLDE, ID MEA 9000.

FDC 2/4183 ZLC ID.. FI/T ROUTE ZLC. V484 FROM
HAILEY (HLE) NDB, ID TO KINZE, ID MEA 9300.

FDC 2/4180 ZLC ID.. FI/T ROUTE ZLC. V101 FROM
REAPS, ID TO HAILEY (HLE) NDB, ID MEA 9300.

FDC 2/1596 ZLC MT.. FI/T ROUTE ZLC. V21 DILLON
(DLN) VOR/DME, MT TO WHITEHALL (HIA) VOR/DME,
MT MOCA 9800 MSL.

FDC 2/1132 ZLC FI/T ROUTE ZDV ZLC. V26-V589
ALCOS, WY TO MUDDY MOUNTAIN (DDY), WY
VOR/DME MOCA 8500.

SEATTLE ARTCC

FDC 2/7127 ZSE WA.. FI/T ROUTE ZSE. V120 SEATTLE (SEA) VORTAC, WA EASTBOUND TO COP MEA 12000, MOCA 11400.

FDC 2/7126 ZSE WA.. FI/T ROUTE ZSE. V4 SEATTLE (SEA) VORTAC, WA TO HUMPP, WA MEA 10000 MOCA 6200.

FDC 2/7124 ZSE WA.. FI/T ROUTE ZSE. V2-V298 SEATTLE (SEA) VORTAC, WA SOUTHEAST BOUND TO COP MEA 8000, MOCA NA.

WASHINGTON ARTCC

FDC 2/9385 ZDC FI/T ROUTE ZDC. V155 FLAT ROCK (FAK) VORTAC, VA TO MANGE, VA NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FAK R-177 UNUSABLE.

FDC 2/8761 ZDC FI/T ROUTE ZDC ZTL. J37 SPARTANBURG (SPA) VORTAC, SC TO LYNCHBURG (LYH) VORTAC, VA NA.

FDC 2/8534 ZDC NC.. FI/T ROUTE ZDC ZTL. V409 LOCAS, NC TO LIBERTY (LIB) VORTAC, NC MEA 3000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LIB R-231 UNUSABLE 40-60 NM BELOW 3000.

FDC 2/8106 ZDC NC.. FI/T ROUTE ZDC ZTL. V310 RALEIGH/DURHAM (RDU) VORTAC, NC TO CHAPL, NC MEA 2800, CHAPL, NC TO GREENSBORO (GSO) VORTAC, NC MEA 3100.

FDC 2/8101 ZDC NC.. FI/T ROUTE ZDC ZTL. V45 RALEIGH/DURHAM (RDU) VORTAC, NC TO CHAPL, NC MEA 2800, CHAPL, NC TO GREENSBORO (GSO) VORTAC, NC MEA 3100.

FDC 2/7365 ZDC NC.. FI/T ROUTE ZDC. V3-V66-V155 SANDHILLS (SDZ) VORTAC, NC TO RALEIGH/DURHAM (RDU) VORTAC, NC MEA 5000.

FDC 2/5832 ZDC FI/T ROUTE ZDC ZOB. V37 CLARKSBURG (CKB), WV VOR/DME TO AKSAR, PA MEA 5000.

FDC 2/5718 ZDC FI/T ROUTE ZDC ZJX. V1 WALLO, NC TO KINSTON (ISO) VORTAC, NC MEA 2000 NORTHEAST BOUND, 7000 SOUTHWEST BOUND.

FDC 2/0608 ZDC FI/T ROUTE ZDC. V70 BEULA, NC TO PEARS, NC MOCA 2200, MEA 2500.

FDC 1/9282 ZDC FI/T ROUTE 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 1/4564 ZDC FI/T ROUTE ZDC ZNY. V184-V229 ATLANTIC CITY (ACY) VORTAC TO PANZE, NJ MEA/MOCA 2100.

Part 1. FDC NOTAMs

Section 2. Airport, Facility and Procedural NOTAMs



Shaded text indicates new or revised NOTAMs.

Section 2

Content Criteria

All public use airports have distant NOTAM distribution.

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

NAVAIDS, COMMUNICATIONS, OTHER SERVICES

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

Section 2. AIRPORTS / FACILITIES / & PROCEDURAL NOTAMS

ALABAMA

BIRMINGHAM

Birmingham-Shuttlesworth Intl

FDC 2/8514 BHM FI/T IAP
BIRMINGHAM-SHUTTLESWORTH INTL,
BIRMINGHAM, AL. RNAV (RNP) Z RWY 24,
ORIG-A...CHANGE TERMINAL ROUTE TO READ:
SPATT (IF) TO HUKEV MINIMUM ALTITUDE 2700.

FDC 2/8513 BHM FI/T IAP
BIRMINGHAM-SHUTTLESWORTH INTL,
BIRMINGHAM, AL. RNAV (RNP) Z RWY 6,
ORIG-A...CHANGE TERMINAL ROUTE TO READ:
AYUCE (IF) TO CEWFA 196/2.5. CHANGE
BARO-VNAV NOTE TO READ: FOR
UNCOMPENSATED BARO-VNAV SYSTEMS,
PROCEDURE NA BELOW -8C (17F) OR ABOVE 47C
(117F).

BUTLER

Butler-Choctaw County

FDC 2/6421 09A FI/T IAP BUTLER-CHOCTAW
COUNTY, BUTLER, AL. RNAV (GPS) RWY 11,
ORIG...PROCEDURE NA.

CLAYTON

Clayton Muni

FDC 2/5620 11A FI/T ODP CLAYTON MUNICIPAL,
CLAYTON, AL. TAKEOFF MINIMUMS AND
(OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF
MINIMUMS: RWY 9, 400-2. RWY 27, 400-1 3/4 OR
STANDARD WITH A MINIMUM CLIMB OF 433 FEET
PER NM TO 1000. NOTE: RWY 9, TREES BEGINNING
156 FEET FROM DEPARTURE END OF RUNWAY,
LEFT AND RIGHT OF CENTERLINE, UP TO 95 FEET
AGL/694 FEET MSL. MULTIPLE TANKS BEGINNING
5669 FEET FROM DEPARTURE END OF RUNWAY,
LEFT AND RIGHT OF CENTERLINE, UP TO 135 FEET
AGL/735 FEET MSL. MULTIPLE WATER TANKS
BEGINNING 1.1 NM FROM DEPARTURE END OF
RUNWAY, 635 FEET RIGHT OF CENTERLINE, UP TO
261 FEET AGL/770 FEET MSL. TERRAIN BEGINNING
2109 FEET FROM DEPARTURE END OF RUNWAY,
LEFT AND RIGHT OF CENTERLINE, UP TO 611 FEET
MSL. NOTE: RWY 27, TREES BEGINNING 1151 FEET
FROM DEPARTURE END OF RUNWAY, LEFT AND
RIGHT OF CENTERLINE, UP TO 100 FEET AGL/659
FEET MSL. LIGHT POLE 480 FEET FROM
DEPARTURE END OF RUNWAY, 296 FEET RIGHT OF
CENTERLINE, 28 FEET AGL/463 FEET MSL. TERRAIN
BEGINNING 30 FEET FROM DEPARTURE END OF
RUNWAY, 12 FEET RIGHT \ OF CENTERLINE, UP TO
447 MSL. ALL OTHER DATA REMAINS AS
PUBLISHED.

DECATUR

Pryor Field Rgnl

FDC 2/4930 DCU FI/T IAP PRYOR FIELD RGNL,
DECATUR, AL. ILS OR LOC RWY 18, ORIG...MISSED
APPROACH: CLIMB TO 1700 THEN CLIMBING RIGHT
TURN TO 3000 VIA RQZ VORTAC R-230 TO JUVLO
INT/MSL 23.39 DME AND HOLD.

FDC 2/0990 DCU FI/T IAP PRYOR FIELD RGNL,
DECATUR, AL. VOR RWY 18, AMDT 13A...DEDOC
FIX MINIMUMS: DME REQUIRED EXCEPT FOR
AIRCRAFT EQUIPPED WITH SUITABLE RNAV
SYSTEM WITH GPS.

DOTHAN

Dothan Rgnl

FDC 2/8588 DHN FI/T IAP DOTHAN RGNL, DOTHAN,
AL. COPTER VOR RWY 36, ORIG...PROCEDURE NA.

FDC 2/2065 DHN FI/P CHART DOTHAN RGNL,
DOTHAN, AL. RNAV (GPS) RWY 32, AMDT
1...CORRECT PLANVIEW TAA: CHANGE WP ELZEE
TO JAPIX.

EVERGREEN

Middleton Field

FDC 2/9785 GZH FI/T IAP MIDDLETON FIELD, EVERGREEN, AL. RNAV (GPS) RWY 1, ORIG...PROCEDURE NA.

FORT PAYNE

Dekalb Rgnl Medical Center

FDC 1/2867 0AL4 FI/T SPECIAL BAPTIST MEDICAL CENTER, FORT PAYNE, AL. (SPECIAL) COPTER RNAV 203, ORIG...MISSED APPROACH: CLIMBING RIGHT TURN TO 4000 DIRECT XOLEW WP AND HOLD.

GADSDEN

Northeast Alabama Rgnl

FDC 2/9970 GAD FI/T IAP NORTHEAST ALABAMA RGNL, GADSDEN, AL. ILS OR LOC/DME RWY 24, ORIG...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, GAD DME OTS.

GREENVILLE

Mac Crenshaw Memorial

FDC 2/0887 PRN FI/T IAP MAC CRENSHAW MEMORIAL, GREENVILLE, AL. RNAV (GPS) RWY 14, ORIG...ADD NOTE: PROCEDURE NA AT NIGHT. VDP NA. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. 34:1 IS NOT CLEAR.

FDC 2/0885 PRN FI/T IAP MAC CRENSHAW MEMORIAL, GREENVILLE, AL. RNAV (GPS) RWY 32, ORIG...ADD NOTE: PROCEDURE NA AT NIGHT. CIRCLING CAT A MDA 900/HAA 449. VDP NA. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. 34:1 IS NOT CLEAR.

HUNTSVILLE

Huntsville Intl-Carl T Jones Field

FDC 2/6348 HSV FI/P IAP HUNTSVILLE INTL-CARL T JONES FIELD, HUNTSVILLE, AL. ILS OR LOC RWY 18R, AMDT 24C...ILS RWY 18R (CAT II) AMDT 24C...S-LOC 18R: MDA 1120/HAT 491 ALL CATS. VIS CAT E RVR 6000. CHANGE TCH FROM 63 TO 50. DELETE ALL CHART NOTES. CHART ILS OR LOC RWY 18R NOTES: CIRCLING NA FOR CAT E EAST OF RWY 18L-36R. SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 18L. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DECATUR ALTIMETER SETTING AND INCREASE S-ILS 18R DA TO 854 AND ALL MDA 40 FEET; INCREASE S-LOC 18R CATS C/D/E VISIBILITY 1/4 MILE. FOR INOPERATIVE ALSF-2, INCREASE S-ILS 18R CAT E VISIBILITY TO RVR 4000 AND S-LOC 18R CAT E VISIBILITY TO 1 3/4 MILES. FOR INOPERATIVE ALSF-2 WHEN USING DECATUR ALTIMETER SETTING, INCREASE S-ILS 18R CAT E VISIBILITY TO RVR 4000 AND S-LOC 18R CAT E VISIBILITY TO 2 MILES. CHART ILS RWY 18R (CAT II) NOTES: CAT II MINIMUMS NA WHEN USING DECATUR ALTIMETER SETTING. CAT II MINIMUMS NA WHEN CONTROL TOWER CLOSED. SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 18L. CHART FAS OBST: 906 TOWER 344315N/0864606W. THIS IS ILS OR LOC RWY 18R, AMDT 24D, ILS RWY 18R (CAT II) AMDT 24D.

MARION

Vaiden Field

FDC 2/1191 A08 FI/P CHART VAIDEN FIELD, MARION, AL. CHART TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, ORIG...CORRECT CITY AND STATE TO READ MARION, AL VICE MARION, GA.

MOBILE

Mobile Downtown

FDC 2/9803 BFM FI/T IAP MOBILE DOWNTOWN, MOBILE, AL. RNAV (GPS) RWY 18, AMDT 1...LNAV/VNAV DA 481/HAT 455, VIS 1 1/2 ALL CATS. LNAV MDA 500/HAT 474. VIS CAT D 1 1/2. CHANGE LOCAL ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MOBILE RGNL ALTIMETER SETTING AND INCREASE ALL DA 50 FEET AND ALL MDA 60 FEET; INCREASE LPV ALL CATS, LNAV/VNAV ALL CATS, LNAV CATS C/D, AND CIRCLING CATS C/D VISIBILITY 1/4 MILE. VDP 1.33 NM TO RW18. TEMPORARY CRANE 3682 FEET NORTHWEST OF RWY 18.

Mobile Rgnl

FDC 2/8498 MOB FI/P CHART MOBILE RGNL, MOBILE, AL. RNAV (GPS) RWY 32, AMDT 2...CORRECT PROFILE: ADD UNDERLINE TO 1060 ALTITUDE AT FANEP.

FDC 2/4400 MOB FI/P CHART MOBILE RGNL, MOBILE, AL. ILS OR LOC RWY 32, AMDT 7...CORRECT PLANVIEW: CHANGE PROCEDURE TURN TO 190 DEGREES VICE 100 DEGREES AND THE FINAL INTERCEPT COURSE TO 10 DEGREES VICE 280 DEGREES.

MONTGOMERY

Montgomery Rgnl (Dannelly Field)

FDC 2/8654 MGM FI/T IAP MONTGOMERY RGNL (DANNELLY FIELD), MONTGOMERY, AL. HI TACAN A, AMDT 3...CIRCLING CAT C MDA 800/HAA 579.

MUSCLE SHOALS

Northwest Alabama Rgnl

FDC 2/5086 MSL FI/T IAP NORTHWEST ALABAMA RGNL, MUSCLE SHOALS, AL. RNAV (GPS) RWY 18, ORIG...CIRCLING CAT D MDA 1120/HAA 569. WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 18 PROCEDURE NA AT NIGHT. DISREGARD NOTE: GPS OR RNP-0.3 REQUIRED. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. APT ELEV: 551 PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

FDC 2/2338 MSL FI/T IAP NORTHWEST ALABAMA RGNL, MUSCLE SHOALS, AL. RNAV (GPS) RWY 36, ORIG-A...CIRCLING CAT D MDA 1120/HAA 569. CHANGE NOTE TO READ: WHEN VGSI INOP, CIRCLING RWY 18 NA AT NIGHT. APT ELEV: 551.

FDC 2/2337 MSL FI/T IAP NORTHWEST ALABAMA RGNL, MUSCLE SHOALS, AL. VOR/DME RWY 11, AMDT 6...S-11 CAT C VISIBILITY 1 1/8 MILE. CIRCLING CAT D MDA 1120/HAA 569. CHANGE NOTE TO READ: WHEN VGSI INOP, CIRCLING RWY 18 NA AT NIGHT. APT ELEV: 551.

FDC 2/0950 MSL FI/T IAP NORTHWEST ALABAMA RGNL, MUSCLE SHOALS, AL. RNAV (GPS) RWY 11, AMDT 1...LNAV MDA 960/HAA 416 ALL CATS. CAT C VIS 1 1/4. CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED USE DECATUR ALTIMETER SETTING AND INCREASE ALL DA 83 FEET AND ALL MDA 100 FEET; INCREASE LPV ALL CATS, LNAV/VNAV ALL CATS, AND LNAV CAT C VISIBILITY 1/4 MILE AND LNAV CAT D 1/2 MILE. CHANGE VDP TO 1.14 MILES TO RW11* *LNAV ONLY.

PELL CITY

St Clair County

FDC 2/9347 PLR FI/T IAP ST CLAIR COUNTY, PELL CITY, AL. VOR A, AMDT 9...DME REQUIRED, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. GAD VOR/ OTS.

SCOTTSBORO

Scottsboro Muni-Word Field

FDC 2/8104 4A6 FI/T ODP SCOTTSBORO MUNI-WORD FIELD, SCOTTSBORO, AL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 4, MONOPOLE 409 FT FROM DER, 302 FT LEFT OF CENTERLINE, UP TO 23 FT AGL/660 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

TROY

Troy Muni

FDC 2/5852 TOI FI/T IAP TROY MUNI, TROY, AL. ILS OR LOC RWY 7, AMDT 9...RNAV (GPS) RWY 7, AMDT 1...NDB RWY 7, AMDT 11...STRAIGHT IN MINIMUMS NA.

TUSCALOOSA

Tuscaloosa Rgnl

FDC 2/8941 TCL FI/T IAP TUSCALOOSA RGNL, TUSCALOOSA, AL. VOR OR TACAN RWY 22, AMDT 14D...VOR PORTION: PROCEDURE TURN NA.

ALASKA

ADAK ISLAND

Adak

FDC 2/6212 ADK FI/T IAP ADAK, ADAK ISLAND, AK. (SPECIAL) ILS OR LOC/DME RWY 23, AMDT 2...AUTOPILOT COUPLED APPROACH NA BELOW 365 FT MSL.

FDC 2/1851 ADK FI/T SID ADAK, ADAK ISLAND, AK TTAUN TWO DEPARTURE...TAKE-OFF MINIMUMS: RWY 23, 800-3 WITH MINIMUM CLIMB OF 460 FEET PER NM TO 1600. ADD TAKE-OFF OBSTACLE: RWY 23, BUSH, 3767 FEET FROM DEPARTURE END OF RWY, 142 FEET RIGHT OF CENTERLINE, 15 FEET AGL/310 FEET MSL. ALL OTHER DATA REMAINS THE SAME.

ANCHORAGE

Ted Stevens Anchorage Intl

FDC 2/1852 ANC FI/T STAR PORTJ TWO ARRIVAL (PORTJ.PORTJ2) .. PROC NA.

BARROW

Wiley Post-Will Rogers Memorial

FDC 2/8436 BRW FI/T IAP WILEY POST-WILL ROGERS MEMORIAL, BARROW, AK. RNAV (GPS) RWY 7, ORIG...RNAV (GPS) RWY 25, ORIG...ILS OR LOC/DME RWY 7, ORIG-A...VOR/DME RWY 25, ORIG...LOC/DME BC RWY 25, ORIG...CIRCLING CATS B/C MDA 560/HAA 508 TEMPORARY CRANE 200 MSL 1.09 NM NE OF AIRPORT.

FDC 2/5280 BRW FI/T IAP WILEY POST-WILL ROGERS MEMORIAL, BARROW, AK. RNAV (GPS) RWY 25, ORIG...LNAV VISIBILITY ALL CATS 1 MILE.

FDC 2/5279 BRW FI/T IAP WILEY POST-WILL ROGERS MEMORIAL, BARROW, AK. VOR/DME RWY 25, ORIG...S-25 VISIBILITY ALL CATS 1 MILE.

BETHEL

Bethel

FDC 2/6236 BET FI/T IAP BETHEL, BETHEL, AK. VOR/DME RWY 1L, AMDT 2...S-19R MDA 520/394 HAT VIS 1 CAT A, 580/454 HAT VIS 1 CAT B, 600/474 HAT VIS 1 1/2 CAT C, 680/554 HAT VIS 2 CAT D.

FDC 2/6228 BET FI/T IAP BETHEL, BETHEL, AK. VOR/DME RWY 19R, AMDT 2...S-1L MDA 560/434 HAT VIS 1 CAT A, 580/454 HAT VIS 1 CAT B, 600/474 HAT VIS 1 1/2 CAT C, 680/554 HAT VIS 2 CAT D.

FDC 2/6227 BET FI/T IAP BETHEL, BETHEL, AK. RNAV (GPS) RWY 19R, AMDT 2...LPV DA NA. LNAV/VNAV DA NA. LNAV MDA 560/434 HAT VIS 1 CAT A, 580/454 HAT VIS 1 CAT B, 600/474 HAT VIS 1 1/2 CAT C, 680/554 HAT VIS 2 CAT D.

FDC 2/6224 BET FI/T IAP BETHEL, BETHEL, AK. RNAV (GPS) RWY 1L, AMDT 1...LPV DA NA. LNAV/VNAV DA NA. LNAV MDA 520/394 HAT VIS 1 CAT A, 580/454 HAT VIS 1 CAT B, 600/474 HAT VIS 1 1/2 CAT C, 680/554 HAT VIS 2 CAT D.

FDC 2/3336 BET FI/P CHART BETHEL, BETHEL, AK. RNAV (GPS) RWY 19L, ORIG...CORRECT MINIMUMS LNAV MDA CAT C AND CAT D: CHANGE THE VIS OF THE MILITARY MINIMUMS TO READ 1 1/4 VICE 1/4.

COLD BAY

Cold Bay

FDC 2/4297 CDB FI/T IAP COLD BAY, COLD BAY, AK. RNAV (GPS) RWY 32, AMDT 1...RNAV (GPS) RWY 14, AMDT 1...RNAV (GPS) RWY 26, AMDT 1...CHANGE ALL REFERENCE TO RWY 14-32 TO RWY 15-33.

FDC 2/3444 CDB FI/T ODP COLD BAY, COLD BAY, AK. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 6...CHANGE ALL REFERENCE TO RWY 14-32 TO RWY 15-33.

FDC 2/3440 CDB FI/T IAP COLD BAY, COLD BAY, AK. VOR RWY 14, AMDT 14...CHANGE ALL REFERENCE TO RWY 14-32 TO RWY 15-33.

FDC 2/3438 CDB FI/T IAP COLD BAY, COLD BAY, AK. VOR/DME OR TACAN A, AMDT 3...CHANGE ALL REFERENCE TO RWY 14-32 TO RWY 15-33.

FDC 2/3437 CDB FI/T IAP COLD BAY, COLD BAY, AK. HI VOR/DME OR TACAN RWY 14, AMDT 3...CHANGE ALL REFERENCE TO RWY 14-32 TO RWY 15-33.

DEADHORSE

Deadhorse

FDC 2/8062 SCC FI/T IAP DEADHORSE, DEADHORSE, AK. RNAV (GPS) Y RWY 23, AMDT 1B...RNAV (GPS) Y RWY 5, AMDT 1B...ILS OR LOC/DME RWY 5, AMDT 2C...LOC/DME BC RWY 23, AMDT 11...PROCEDURE NA.

FDC 2/8061 SCC FI/T IAP DEADHORSE, DEADHORSE, AK. VOR RWY 5, AMDT 4...S-5 NA CIRCLING CATS A/B/C MDA 560/HAA 495. TEMPORARY DRILLING RIG 250 MSL, 1.83 NM NE OF RWY 05.

FDC 2/8060 SCC FI/T IAP DEADHORSE, DEADHORSE, AK. VOR RWY 23, AMDT 6...S-23 NA CIRCLING CATS A/B/C MDA 560/HAA 495. TEMPORARY DRILLING RIG 250 MSL, 1.83 NM NE OF RWY 05.

FDC 2/8040 SCC FI/T DEADHORSE, DEADHORSE, AK. RNAV (RNP) Z RWY 5, ORIG-A...RNP 0.15 DA 1065/HAT 1000 ALL CATS. VISIBILITY 3 SM ALL CATS. RNP 0.30 DA 1065/HAT 1000 ALL CATS. VISIBILITY 3 SM ALL CATS.

FDC 2/8039 SCC FI/T DEADHORSE, DEADHORSE, AK. RNAV (RNP) Z RWY 23, ORIG-A...RNP 0.15 DA 1063 / HAT 1000 ALL CATS. VISIBILITY 3 SM ALL CATS. RNP 0.30 DA 1063 / HAT 1000 ALL CATS. VISIBILITY 3 SM ALL CATS.

FDC 2/7749 SCC FI/T IAP DEADHORSE, DEADHORSE, AK. RNAV (GPS) RWY 6, ORIG...LNAV VISIBILITY 3/4 ALL CATS. CIRCLING VISIBILITY CAT D 2. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NUIQSUT ALTIMETER SETTING AND INCREASE ALL MDA 140 FEET AND INCREASE LNAV VISIBILITY CATS C/D 1/4 MILE.

FDC 2/7748 SCC FI/T IAP DEADHORSE, DEADHORSE, AK. RNAV (GPS) RWY 24, ORIG...LNAV VISIBILITY CATS A/B 3/4, CATS C/D 1 1/8.

FDC 2/6845 SCC FI/T IAP DEADHORSE, DEADHORSE, AK. VOR/DME RWY 5, AMDT 2...VOR/DME RWY 23, AMDT 4...PROCEDURE NA.

FDC 2/0178 SCC FI/P DEADHORSE, DEADHORSE, AK. RNAV (RNP) Z RWY 5, ORIG...CHANGE THE TITLE LINE OF MINIMA SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED TO READ: AUTHORIZATION REQUIRED THIS IS RNAV (RNP) Z RWY 5, ORIG-A.

FDC 2/0177 SCC FI/P DEADHORSE, DEADHORSE, AK RNAV (RNP) Z RWY 23, ORIG CHANGE THE TITLE LINE OF MINIMA SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED TO READ: AUTHORIZATION REQUIRED THIS IS RNAV (RNP) Z RWY 23, ORIG-A.

DILLINGHAM

Dillingham

FDC 2/8595 DLG FI/T IAP DILLINGHAM, DILLINGHAM, AK. RNAV (GPS) RWY 1, AMDT 2...NOTE: CIRCLING RWY 19 NA AT NIGHT. NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 1 PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 19 NA AT NIGHT. DISREGARD NOTE: STRAIGHT-IN/CIRCLING RWY 1 PROCEDURE NA AT NIGHT.

FAIRBANKS

Fairbanks Intl

FDC 2/5177 FAI FI/T IAP FAIRBANKS INTL, FAIRBANKS, AK. RNAV (GPS) RWY 2R, ORIG-A...ILS OR LOC RWY 2L, AMDT 9...ILS OR LOC RWY 20R, AMDT 23...RNAV (GPS) RWY 2L, ORIG-A...CIRCLING MDA 880/HAA 441 CAT A.

FORT YUKON

Fort Yukon

FDC 2/6858 FYU FI/T IAP FORT YUKON, FORT YUKON, AK. VOR/DME OR TACAN RWY 22, AMDT 2...VOR PORTION NA.

GALENA

Edward G. Pitka Sr

FDC 2/0966 GAL FI/T IAP EDWARD G. PITKA SR, GALENA, AK. VOR/DME RWY 25, AMDT 10B...DISREGARD PROFILE VIEW NOTE: (VGSI ANGLE 2.50/TCH 36).

GUSTAVUS

Gustavus

FDC 2/7592 GST FI/T SPECIAL GUSTAVUS, GUSTAVUS, AK. (SPECIAL) RNAV (GPS) Z RWY 29, ORIG...LNAV MDA 500/HAT 469 ALL CATS.

HOMER

Homer

FDC 2/8522 HOM FI/T SID HOMER, HOMER, AK, OLSON TWO DEPARTURE...ENA TRANSITION, CHANGE COURSE (RABKY) TO ENA FROM 006 TO 012 DEGREES.

JUNEAU

Juneau Intl

FDC 2/2545 JNU FI/T SID JUNEAU INTL, JUNEAU, AK. CUSHI FOUR DEPARTURE...CHANGE DEPARTURE ROUTE DESCRIPTION NARRATIVE TO READ: TAKEOFF RUNWAY 8: TURN RIGHT AS SOON AS PRACTICAL. CLIMB IN VISUAL CONDITIONS DIRECT CGL NDB (VISUAL CONDITIONS MUST BE MAINTAINED FROM TAKEOFF UNTIL ESTABLISHED OVER CGL NDB AT OR ABOVE 1000 MSL); CROSS CGL NDB AT OR ABOVE 1000 MSL, THENCE...(ADF REQUIRED).

FDC 2/2544 JNU FI/T SID JUNEAU INTL, JUNEAU, AK. JUNEAU FOUR DEPARTURE...CHANGE DEPARTURE ROUTE DESCRIPTION NARRATIVE TO READ: TAKEOFF RUNWAY 8: TURN RIGHT AS SOON AS PRACTICAL. CLIMB IN VISUAL CONDITIONS DIRECT CGL NDB (VISUAL CONDITIONS MUST BE MAINTAINED FROM TAKEOFF UNTIL ESTABLISHED OVER CGL NDB AT OR ABOVE 1000 MSL); CROSS CGL NDB AT OR ABOVE 1000 MSL, THENCE...(ADF REQUIRED).

FDC 2/1046 JNU FI/T SID JUNEAU INTL, JUNEAU, AK, JUNEAU FOUR DEPARTURE...HAINES TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. HNS NDB RESTRICTED.

FDC 2/0828 JNU FI/T IAP JUNEAU INTL, JUNEAU, AK. (SPECIAL) LDA Z RWY 8, AMDT 10A...S-8 MDA 1500/HAT 1479 ALL CATS, VISIBILITY CATS C/D 3. CIRCLING CAT A MDA 1500/HAA 1479, VISIBILITY CAT A 3. NIGHT MINIMUMS S-8 MDA 1500/HAT 1479 ALL CATS, VISIBILITY CATS C/D 3. MISSED APPROACH: IMMEDIATE CLIMBING RIGHT TURN ON HEADING 280 AND 248 BEARING FROM CGL NDB TO CROSS BARLO INT AT OR ABOVE 3000. DO NOT EXCEED A GROUND TRACK RADIUS TURN OF 1 NM, CONTINUE CLIMB TO 5400 DIRECT EEF NDB OR SSR VORTAC AND HOLD. (ADF REQUIRED).

FDC 2/0644 JNU FI/T SPECIAL JUNEAU INTL, JUNEAU, AK. (SPECIAL) LDA Y RWY 8, AMDT 1A...S-8 MDA 1500/HAT 1479 ALL CATS, VISIBILITY CATS C/D 3. CIRCLING CAT A MDA 1500/HAA 1479, VISIBILITY CAT A 3. NIGHT MINIMUMS S-8 MDA 1500/HAT 1479 ALL CATS, VISIBILITY CATS C/D 3. MISSED APPROACH: IMMEDIATE CLIMBING RIGHT TURN ON HEADING 280 AND 248 BEARING FROM CGL NDB TO CROSS BARLO INT AT OR ABOVE 3000. DO NOT EXCEED A GROUND TRACK RADIUS TURN OF 1 NM, CONTINUE CLIMB TO 5400 DIRECT EEF NDB OR SSR VORTAC AND HOLD. (ADF REQUIRED).

FDC 2/0629 JNU FI/T IAP JUNEAU INTL, JUNEAU, AK. LDA X RWY 8, AMDT 11B...PROCEDURE NA.

KING SALMON

King Salmon

FDC 2/0339 AKN FI/T IAP KING SALMON, KING SALMON, AK. ILS OR LOC/DME RWY 12, AMDT 17...ADD PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.

FDC 2/0338 AKN FI/T IAP KING SALMON, KING SALMON, AK. HI ILS OR LOC/DME RWY 12, AMDT 6...ADD PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. THIS IS A MILITARY ONLY PROCEDURE.

FDC 2/0334 AKN FI/T IAP KING SALMON, KING SALMON, AK. LOC/DME BC RWY 30, AMDT 4A...DISREGARD GLIDESLOPE INDICATIONS.

KUPARUK

Ugnu-Kuparuk

FDC 2/7513 UBW FI/T IAP UGNU-KUPARUK, KUPARUK, AK. (SPECIAL) ILS OR LOC/DME RWY 6, AMDT 2...MISSED APPROACH: CLIMB TO 2000 DIRECT DOHEB AND HOLD, NE, RT, 236.86 INBOUND. GPS REQUIRED.

FDC 2/7508 UBW FI/T IAP UGNU-KUPARUK, KUPARUK, AK. (SPECIAL) ILS OR LOC/DME RWY 24, ORIG...MISSED APPROACH: CLIMB TO 2000 DIRECT NEPEY AND HOLD SW, RT, 055.93 INBOUND. GPS REQUIRED.

KWIGILLINGOK

Kwigillingok

FDC 2/3322 GGV FI/T ODP KWIGILLINGOK, KWIGILLINGOK, AK. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...PROCEDURE NA.

FDC 2/1116 GGV FI/T IAP KWIGILLINGOK, KWIGILLINGOK, AK. RNAV (GPS) RWY 15, ORIG...RNAV (GPS) RWY 33, ORIG...LNAV MINIMUMS NA.

FDC 1/0872 GGV FI/T SID KWIGILLINGOK, KWINGILLINGOK, AK, PEMTE (RNAV) ONE DEPARTURE...PROCEDURE NA.

MARSHALL

Marshall Don Hunter Sr

FDC 2/5304 MDM FI/T IAP MARSHALL DON HUNTER SR, MARSHALL, AK. RNAV (GPS) A, AMDT 2...TERMINAL ROUTE FROM ST MARYS (SMA) NDB TO JAGUT NA.

MIDDLETON ISLAND

Middleton Island

FDC 2/0427 MDO FI/T IAP MIDDLETON ISLAND, MIDDLETON ISLAND, AK. VOR/DME RWY 19, AMDT 5A...TERMINAL ROUTE MODDS INT/MDO 41.1 DME TO NICIC/MDO 12 DME (IAF): MINIMUM ALTITUDE 6000, CHANGE COURSE FROM 112 TO 108, CHANGE DISTANCE FROM 29.1 NM TO 28.6 NM, CHANGE MDO VOR/DME RADIAL FROM R-293 TO R-288. FIX MODDS CHANGE ALL REFERENCES TO MODDS INT/MDO R-288 40.6 DME. FIX NICIC CHANGE ALL REFERENCES TO NICIC/MDO R-288 12 DME (IAF).

FDC 2/0426 MDO FI/T IAP MIDDLETON ISLAND, MIDDLETON ISLAND, AK. VOR RWY 1, AMDT 2A...TERMINAL ROUTE MODDS INT/MDO 41.1 DME TO MDO VOR/DME (IAF): MINIMUM ALTITUDE 6000, CHANGE COURSE FROM 113 TO 108, CHANGE DISTANCE FROM 41.1 NM TO 40.6 NM. FIX MODDS CHANGE ALL REFERENCES TO MODDS INT/MDO R-288 40.6 DME.

NOME

Nome

FDC 2/9625 OME FI/P ODP NOME, NOME, AK. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...CHANGE NOTE: RWY 20, TO NOTE: RWY 21. REST OF DATA REMAINS AS PUBLISHED. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 5A.

FDC 2/5321 OME FI/T IAP NOME, NOME, AK. ILS OR LOC/DME Y RWY 28, AMDT 3B...S-ILS 28 DA 364/HAT 343 ALL CATS. CHANGE INOPERATIVE TABLE NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE S-ILS 28 ALL CATS VISIBILITY TO RVR 6000. TEMPORARY CRANE, 170 MSL 0.33 NM SOUTHEAST OF RWY 28.

FDC 2/5320 OME FI/T IAP NOME, NOME, AK. ILS OR LOC/DME Z RWY 28, AMDT 3B...S-ILS 28 DA 364/ HAT 343 ALL CATS. CHANGE INOPERATIVE TABLE NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE S-ILS 28 ALL CATS VISIBILITY TO RVR 6000. TEMPORARY CRANE, 170 MSL 0.33 NM SOUTHEAST OF RWY 28.

FDC 2/4726 OME FI/T ODP NOME, NOME, AK. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...ADD NOTE: RWY 10, CRANE 1771 FEET FROM DEPARTURE END OF RUNWAY, 932 FEET RIGHT OF CENTERLINE, 150 AGL/ 170 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/4719 OME FI/T IAP NOME, NOME, AK. RNAV (GPS) RWY 28, ORIG-A...LNAV MDA 480/ HAT 459 ALL CATS. TEMPORARY CRANE, 170 MSL 0.33 NM SOUTHEAST OF RWY 28.

PETERSBURG

Petersburg James A Johnson

FDC 2/6810 PSG FI/T SID PETERSBURG JAMES A JOHNSON, PETERSBURG, AK. ZARUT ONE DEPARTURE...DELETE NOTE: RADAR REQUIRED FOR NON-GPS EQUIPPED AIRCRAFT.

FDC 2/2749 PSG FI/T SID PETERSBURG JAMES A JOHNSON, PETERSBURG, AK. (SPECIAL) NEREE ONE DEPARTURE (SPECIAL) NAYTI ONE DEPARTURE PROCEDURE NA.

FDC 2/2748 PSG FI/T SPECIAL PETERSBURG JAMES A JOHNSON, PETERSBURG, AK. (SPECIAL) RNAV E, ORIG-A...RNAV F, ORIG-A...PROCEDURE NA.

PROSPECT CREEK

Prospect Creek

FDC 2/0347 PPC FI/T SPECIAL PROSPECT CREEK, PROSPECT CREEK, AK. (SPECIAL) RNAV (GPS) RWY 19, ORIG...DISREGARD NOTE: CIRCLING NA AT NIGHT.

SAND POINT

Sand Point

FDC 2/1450 SDP FI/T ODP SAND POINT, SAND POINT, AK. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 13,600-1 OR STD. WITH MIN. CLIMB OF 360 FEET PER NM TO 1000 FEET. RWY 31, 600-3 OR STD. WITH MIN. CLIMB OF 375 FEET PER NM TO 1000 FEET. DEPARTURE PROCEDURE: RWY 13, CLIMB VIA 134 DEGREE BEARING FROM HBT NDB/DME TO 2200 FEET THEN CLIMBING LEFT TURN DIRECT HBT NDB/DME, THENCE...RWY 31, CLIMB VIA 314 DEGREE BEARING FROM HBT NDB/DME TO 1800 FEET, THEN CLIMBING RIGHT TURN DIRECT HBT NDB/DME, THENCE.....CLIMB IN HBT NDB/DME HOLDING PATTERN (SOUTHEAST, RIGHT TURN, 340 DEGREE INBOUND) TO 10,000 FEET BEFORE PROCEEDING ON COURSE. NOTE: RWY 13, CLIFF BEGINNING 224 FEET FROM DEPARTURE END OF RUNWAY, 469 FEET LEFT OF CENTERLINE, UP TO 15 FEET AGL/458 FEET MSL. RWY 31, TREE 1.8 NM FROM DEPARTURE END OF RUNWAY, 1145 FEET LEFT OF CENTERLINE, 15 FEET AGL/514 FEET MSL. TREE 2.6 NM FROM DEPARTURE END OF RUNWAY, 3642 FEET RIGHT OF CENTERLINE, 15 FEET AGL/599 FEET MSL. RWYS 13, 31, SHIPS UP TO 100 FEET MSL LOCATED IN WATER SURROUNDING SAND POINT.

FDC 2/1443 SDP FI/T SID SAND POINT, SAND POINT, AK RAYMD ONE DEPARTURE...PROCEDURE NA.

SCAMMON BAY

Scammon Bay

FDC 2/5288 SCM FI/T IAP SCAMMON BAY, SCAMMON BAY, AK. RNAV (GPS) RWY 28, AMDT 1...PROCEDURE NA.

SEWARD

Seward

FDC 2/0204 SWD FI/P ODP SEWARD, SEWARD, AK. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...DEPARTURE PROCEDURE: RWY 13, USE SEWAR DEPARTURE. RWYS 31, 34, 16: NA - TERRAIN. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, ORIG-A.

SOLDOTNA

Soldotna

FDC 2/1185 SXQ FI/T IAP SOLDOTNA, SOLDOTNA, AK. VOR A, AMDT 7A...CIRCLING MDA 1020/ HAA 907 ALL CATS, VISIBILITY CAT C 2 3/4, CAT D 3. CANIL FIX MINIMUMS NA. CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE KENAI ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET. DME REQUIRED. DISREGARD CANIL DME FIX AND ALTITUDE IN PROFILE. DELETE PROFILE NOTE: (ASTERISK) 1020 WHEN USING KENAI ALTIMETER SETTING. DISREGARD CANIL DME FIX IN PLANVIEW. TOWER 543 MSL, 3.56 NM NORTHWEST OF RWY 7.

ST MARY'S

St Mary's

FDC 2/5393 KSM FI/T IAP ST MARY S, ST MARY S, AK. LOC/DME RWY 17, AMDT 5...TERMINAL ROUTE FROM MARSJ TO ST MARYS NA TERMINAL ROUTE FROM ST MARYS TO SAWNY NA.

ST PAUL ISLAND

St Paul Island

FDC 2/6247 SNP FI/T IAP ST PAUL ISLAND, ST PAUL ISLAND, AK. LOC/DME BC RWY 18, AMDT 4A...PROCEDURE NA.

FDC 2/4804 SNP FI/T IAP ST PAUL ISLAND, ST PAUL ISLAND, AK. ILS OR LOC/DME RWY 36, AMDT 3A...MISSED APPROACH: CLIMB TO 2700 ON I-PAU N COURSE TO EVANN/SPY 5.16 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2700, OR WHEN DIRECTED BY ATC, CLIMB TO 2700 VIA HEADING 360 AND SPY DB/DME 002 TO EVANN/SPY 5.20 DME THEN CLIMBING RIGHT TURN VIA 041 BEARING TO SPY NDB/DME AND HOLD N, RT, 179.72 INBOUND. ADF REQUIRED.

VALDEZ

Valdez Pioneer Field

FDC 2/9246 VDZ FI/T SID VALDEZ PIONEER FIELD, VALDEZ, AK, JMAAL TWO DEPARTURE...CHANGE AIR TRAFFIC CONTROL COMPUTER CODE FROM JMAAL2.JMAAL TO READ JMAAL2.NAKED.

ARIZONA

CHANDLER

Chandler Muni

FDC 2/0202 CHD FI/T ODP CHANDLER MUNI, CHANDLER, AZ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG-A...TAKEOFF MINIMUMS: RWY 22L, 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 441 FEET PER NM TO 1600. NOTE: RWY 22L, TEMPORARY CRANES BEGINNING 4088 FEET FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 1418 FEET MSL/ 200 FEET AGL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/0201 CHD FI/T IAP CHANDLER MUNI, CHANDLER, AZ. RNAV (GPS) RWY 4R, ORIG-A...LNAV MDA 1720/ HAT 480 ALL CATS. CIRCLING ALL CATS MDA 1780/ HAA 537. DISREGARD VDP. TEMPORARY CRANES, UP TO 1418 MSL BEGINNING 0.67 NM SOUTHWEST OF RWY 4R.

FDC 2/0200 CHD FI/T IAP CHANDLER MUNI, CHANDLER, AZ. VOR RWY 4R, ORIG-A...S-4R MDA 1720/ HAT 480 ALL CATS. CIRCLING ALL CATS MDA 1780/ HAA 537. DISREGARD VDP. TEMPORARY CRANES, UP TO 1418 MSL BEGINNING 0.67 NM SOUTHWEST OF RWY 4R.

FDC 2/0199 CHD FI/T IAP CHANDLER MUNI, CHANDLER, AZ. NDB RWY 4R, ORIG-B...S-4R MDA 1820/ HAT 580 ALL CATS. CIRCLING ALL CATS MDA 1820/ HAA 577. TEMPORARY CRANES, UP TO 1418 MSL BEGINNING 0.67 NM SOUTHWEST OF RWY 4R.

Stellar Airpark

FDC 2/9255 P19 FI/T IAP STELLAR AIRPARK, CHANDLER, AZ. VOR OR GPS A, AMDT 1A...CIRCLING CAT A MDA 1660/ HAA 480, CAT B/C MDA 1680/ HAA 500.

CHINLE

Chinle Muni

FDC 2/5962 E91 FI/T ODP CHINLE MUNI, CHINLE, AZ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES..."PROCEDURE NOT AUTHORIZED FOR PUBLIC USE. USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS."

FORT HUACHUCA SIERRA VISTA

Sierra Vista Muni-Libby AAF

FDC 2/5627 FHU FI/T IAP SIERRA VISTA MUNI-LIBBY AAF, FORT HUACHUCA SIERRA VISTA, AZ. RNAV (GPS) RWY 26, ORIG...TACAN RWY 8, AMDT 1A...TACAN RWY 26, AMDT 1A...NDB RWY 26, AMDT 4...NOTE: CIRCLING TO RWY 12 NA AT NIGHT. NOTE: CIRCLING TO RWY 21 NA AT NIGHT. NOTE: CIRCLING TO RWY 30 NA AT NIGHT.

PHOENIX

Phoenix Sky Harbor Intl

FDC 2/9656 PHX FI/T SID PHOENIX SKY HARBOR INTL, PHOENIX, AZ, SILOW ONE DEPARTURE
DELETE NOTE: DVC TRANSITION FOR
TURBOPROPS ONLY.

FDC 2/9636 PHX FI/T SID PHOENIX SKY HARBOR INTL, PHOENIX, AZ, MAXXO ONE DEPARTURE...ST. JOHNS FIVE DEPARTURE...TAKEOFF MINIMUMS: RWY 7L, 7R, 8, STANDARD WITH MINIMUM CLIMB OF 350 PER NM TO 8000. RWY 25L, 25R, 26, STANDARD WITH MINIMUM CLIMB OF 350 PER NM TO 8000. DISREGARD MAINTAIN 7000. ALL OTHER DATA REMAINS THE SAME.

FDC 2/9633 PHX FI/T SID PHOENIX SKY HARBOR INTL, PHOENIX, AZ. BUCKEYE TWO DEPARTURE...CHILY ONE DEPARTURE...MOBIE TWO DEPARTURE...SILOW ONE DEPARTURE...TAKEOFF MINIMUMS: RWY 7L, 7R, 8, STANDARD WITH MINIMUM CLIMB OF 300 PER NM TO 8000. RWY 25L, 25R, 26, STANDARD WITH MINIMUM CLIMB OF 350 PER NM TO 8000. DISREGARD MAINTAIN 7000. ALL OTHER DATA REMAINS THE SAME.

FDC 2/6657 PHX FI/T SID PHOENIX SKY HARBOR INTL, PHOENIX, AZ CHILY ONE DEPARTURE...BEATTY TRANSITION: DOVEE INT TO BTY VORTAC MRA FL280.

FDC 2/3001 PHX FI/T SID PHOENIX SKY HARBOR INTL, PHOENIX, AZ. CHILY ONE DEPARTURE...BEATTY TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. DRK FACILITY RESTRICTION.

Phoenix-Mesa Gateway

FDC 2/6941 IWA FI/T ODP PHOENIX-MESA GATEWAY, PHOENIX, AZ PHOENIX ONE DEPARTURE (OBSTACLE)...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. PXR VORTAC OTS.

FDC 2/4891 IWA FI/T IAP PHOENIX-MESA GATEWAY, PHOENIX, AZ. ILS OR LOC RWY 30C, AMDT 3...ORIYE FIX MINIMUMS CIRCLING MDA 1880/HAA 498 CATS A/B/C. TEMPORARY CRANE 1518 FEET MSL 4137 FEET SW RWY 12R.

FDC 2/4890 IWA FI/T IAP PHOENIX-MESA GATEWAY, PHOENIX, AZ. VOR OR TACAN RWY 30C, AMDT 2...DME MINIMUMS CIRCLING MDA 1880/HAA 498 CATS A/B/C. TEMPORARY CRANE 1518 FEET MSL 4137 FEET SW RWY 12R.

FDC 2/4889 IWA FI/T IAP PHOENIX-MESA GATEWAY, PHOENIX, AZ. RNAV (GPS) RWY 12C, AMDT 1...RNAV (GPS) RWY 12R, AMDT 1...RNAV (GPS) RWY 30C, ORIG...RNAV (GPS) RWY 30L, AMDT 1...CIRCLING MDA 1880/HAA 498 CATS A/B/C. TEMPORARY CRANE 1518 FEET MSL 4137 FEET SW RWY 12R.

PRESCOTT

Ernest A. Love Field

FDC 2/7143 PRC FI/T IAP ERNEST A. LOVE FIELD, PRESCOTT, AZ. ILS/DME RWY 21L, AMDT 3A...PROCEDURE NA.

FDC 2/0802 PRC FI/T IAP ERNEST A. LOVE FIELD, PRESCOTT, AZ. RNAV (RNP) RWY 3R, ORIG-A...PROCEDURE NA.

SAFFORD

Safford Rgnl

FDC 2/8256 SAD FI/P IAP SAFFORD RGNL, SAFFORD, AZ. RNAV (GPS) RWY 12, ORIG...LNAV/VNAV DA 3635/ HAT 468 ALL CATS. THIS IS RNAV (GPS) RWY 12, ORIG-A.

FDC 2/5831 SAD FI/P CHART SAFFORD RGNL, SAFFORD, AZ. RNAV (GPS) RWY 12, ORIG...CORRECT PLANVIEW: CHANGE ALTITUDE BETWEEN IPHIB WAYPOINT AND ARUJU WAYPOINT TO 5700 VICE 5000.

TUCSON

Ryan Field

FDC 2/6922 RYN FI/T IAP 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.

Tucson Intl

FDC 2/2571 TUS FI/T SID TUCSON INTL, TUCSON, AZ, TUCSON SEVEN DEPARTURE...GILA BEND TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, GBN FACILITY RESTRICTION.

FDC 2/2052 TUS FI/P IAP TUCSON INTL, TUCSON, AZ. RNAV (GPS) Z RWY 29R, AMDT 2A...CHANGE PLANVIEW NOTE TO READ "PROCEDURE NA FOR ARRIVAL AT JOKIM ON T306 EASBOUND.". THIS IS RNAV (GPS) Z RWY 29R, AMDT 2B.

FDC 2/2051 TUS FI/P IAP TUCSON INTL, TUCSON, AZ. RNAV (RNP) Y RWY 29R, ORIG-A...CHANGE PLANVIEW NOTE TO READ "PROCEDURE NA FOR ARRIVAL AT JOKIM ON T306 EASBOUND.". THIS IS RNAV (RNP) Y RWY 29R, ORIG-B.

FDC 2/1055 TUS FI/T SID TUCSON INTL, TUCSON, AZ, TUCSON SEVEN DEPARTURE COCHISE TRANSITION NA. CIE VORTAC DECOMMISSIONED.

WILLCOX

Cochise County

FDC 2/1056 P33 FI/T ODP COCHISE COUNTY, WILLCOX, AZ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA. CIE VORTAC DECOMMISSIONED.

ARKANSAS

CONWAY

Dennis F Cantrell Field

FDC 2/3304 CWS FI/T IAP DENNIS F CANTRELL FIELD, CONWAY, AR. NDB A, AMDT 1...GPS RWY 26, ORIG-A...DAYTIME OPERATIONS NOT AUTHORIZED FOR RWYS 8/26.

DUMAS

Billy Free Muni

FDC 2/6434 0M0 FI/T IAP BILLY FREE MUNI, DUMAS, AR. RNAV (GPS) RWY 36, ORIG...LNAV MDA 660/HAT 497 ALL CATS.

FDC 2/6433 0M0 FI/T IAP BILLY FREE MUNI, DUMAS, AR. VOR/DME RWY 36, AMDT 3...S-36 MDA 660/HAT 497 ALL CATS.

FAYETTEVILLE

Drake Field

FDC 2/8357 FYV FI/T IAP DRAKE FIELD, FAYETTEVILLE, AR. LDA/DME RWY 34, AMDT 3...LOC RWY 16, AMDT 16A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, DAK VOR/DME OTS.

FAYETTEVILLE/SPRINGDALE/

Northwest Arkansas Rgnl

FDC 2/8358 XNA FI/T IAP NORTHWEST ARKANSAS RGNL, FAYETTEVILLE/SPRINGDALE/, AR. ILS OR LOC/DME RWY 34, AMDT 2...ILS OR LOC/DME RWY 35, ORIG-A...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, DAK VOR/DME OTS.

FDC 2/8355 XNA FI/T IAP NORTHWEST ARKANSAS RGNL, FAYETTEVILLE/SPRINGDALE/, AR. ILS OR LOC/DME RWY 17, ORIG-A...MISSED APPROACH: CLIMB TO 1800 THEN CLIMBING RIGHT TURN TO 3100 ON HEADING 320 AND ON EOS VOR/DME R-169 TO WOPSA/EOS 21.48 DME AND HOLD N, RT, 168.63 INBOUND (DME REQUIRED). DAK VOR/DME OTS.

FDC 0/0403 XNA FI/T NORTHWEST ARKANSAS REGIONAL, FAYETTEVILLE/SPRINGDALE/ROGERS, AR. ILS OR LOC/DME RWY 34, AMDT 2...ALTERNATE MINIMUMS NA, EOS VOR UNMONITORED.

FORREST CITY

Forrest City Muni

FDC 2/6531 FCY FI/T IAP FORREST CITY MUNI, FORREST CITY, AR. GPS RWY 36, ORIG-B...S-36 MDA 860/HAT 611 ALL CATS.

FORT SMITH

Fort Smith Rgnl

FDC 2/5106 FSM FI/T IAP FORT SMITH RGNL, FORT SMITH, AR. RADAR-1, AMDT 8B...CIRCLING NA FOR CAT E NW OF RWY 7-19. FOR INOPERATIVE MALSR, INCREASE S-7 CAT E VISIBILITY TO 2 1/2 MILES, S-25 CAT E VISIBILITY TO 2 MILES.

HUNTSVILLE

Huntsville Muni

FDC 2/9897 H34 FI/T IAP HUNTSVILLE MUNI, HUNTSVILLE, AR. VOR/DME OR GPS RWY 12, AMDT 1A...PROCEDURE NA.

LITTLE ROCK

Adams Field

FDC 2/4667 LIT FI/T IAP ADAMS FIELD, LITTLE ROCK, AR. ILS OR LOC RWY 4L, AMDT 25E...PROCEDURE TURN INITIAL ALTITUDE 2100. CIRCLING RWY 18 NA AT NIGHT.

FDC 2/4666 LIT FI/T IAP ADAMS FIELD, LITTLE ROCK, AR. VOR A, ORIG-C...ILS OR LOC RWY 22L, ORIG-B...ILS OR LOC RWY 22R, AMDT 2B...RNAV (GPS) RWY 4L, AMDT 1B...ILS OR LOC RWY 4R, AMDT 2B...RNAV (GPS) RWY 4R, AMDT 1B...RNAV (GPS) RWY 22L, AMDT 1B...RNAV (GPS) RWY 22R, AMDT 1A...RNAV (GPS) RWY 36, ORIG-A...CIRCLING RWY 18 NA AT NIGHT.

MARIANNA

Marianna/Lee County-Steve Edwards Field

FDC 2/6263 6M7 FI/T IAP MARIANNA/LEE COUNTY-STEVE EDWARDS FIELD, MARIANNA, AR. RNAV (GPS) RWY 18, ORIG...CIRCLING CATS A/B/C MDA 920/HAA 701, VIS CAT C 2.

FDC 2/6260 6M7 FI/T IAP MARIANNA/LEE COUNTY-STEVE EDWARDS FIELD, MARIANNA, AR. RNAV (GPS) RWY 36, ORIG...LNAV MDA 800/HAT 581 ALL CATS. CIRCLING CATS A/B/C MDA 920/HAA 701, VIS CAT C 2.

NASHVILLE

Howard County

FDC 2/3341 M77 FI/T IAP HOWARD COUNTY, NASHVILLE, AR. RNAV (GPS) RWY 1, ORIG...RNAV (GPS) RWY 19, ORIG...PROCEDURE NA AT NIGHT.

PINE BLUFF

Grider Field

FDC 2/1717 PBF FI/T IAP GRIDER FIELD, PINE BLUFF, AR. ILS OR LOC RWY 18, AMDT 3A...CHANGE TUKER INT/LOM TO READ TUKER LOM. INTERSECTION NOT AUTHORIZED.

ROGERS

Rogers Muni-Carter Field

FDC 0/0401 ROG FI/T ROGERS MUNI-CARTER FIELD, ROGERS, AR. VOR RWY 2, AMDT 13C...ALTERNATE MINIMUMS NA, EOS VOR UNMONITORED.

SILOAM SPRINGS

Smith Field

FDC 2/8356 SLG FI/T IAP SMITH FIELD, SILOAM SPRINGS, AR. VOR A, AMDT 9...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, DAK VOR/DME OTS.

SPRINGDALE

Springdale Muni

FDC 2/5787 ASG FI/T SID SPRINGDALE MUNI, SPRINGDALE, AR, SPRING TWO DEPARTURE TAKE-OFF MINIMUMS: RWY 36, 400-2 1/2 OR STANDARD WITH MINIMUM CLIMB OF 332 FEET PER NM TO 1900. NOTES: RWY 18, TREES AND POLES BEGINNING 166 FEET FROM DER, 242 FEET LEFT OF CENTERLINE, UP TO 56 FEET AGL/1395 FEET MSL. TREES BEGINNING 42 FEET FROM DER, 374 FEET RIGHT OF CENTERLINE, UP TO 69 FEET AGL/1408 FEET MSL. RWY 36, TREES, TOWER, FENCE, AND ROAD BEGINNING 296 FEET FROM DER, 191 FEET LEFT OF CENTERLINE, UP TO 44 FEET AGL/1404 FEET MSL. POLES, TREES, AND BUILDING BEGINNING 354 FEET FROM DER, 324 FEET RIGHT OF CENTERLINE, UP TO 59 FEET AGL/1418 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/5786 ASG FI/P IAP SPRINGDALE MUNI, SPRINGDALE, AR. VOR RWY 18, AMDT 15A...CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FAYETTEVILLE/DRAKE FIELD ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET AND CAT C AND D VISIBILITY 1/4 MILE. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS VOR RWY 18, AMDT 15B.

FDC 2/5784 ASG FI/P IAP SPRINGDALE MUNI, SPRINGDALE, AR. VOR/DME RWY 36, AMDT 9A...CHART NOTE: WHEN VGSI INOP, STRAIGHT-IN AND CIRCLING RWY 36 PROCEDURES NA AT NIGHT. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FAYETTEVILLE/DRAKE FIELD ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS VOR/DME RWY 36, AMDT 9B.

FDC 2/5783 ASG FI/P IAP SPRINGDALE MUNI, SPRINGDALE, AR. RNAV (GPS) RWY 36, AMDT 1...CHART NOTE: WHEN VGSI INOP, STRAIGHT-IN AND CIRCLING RWY 36 PROCEDURES NA AT NIGHT. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS RNAV (GPS) RWY 36, AMDT 1A.

FDC 2/5782 ASG FI/P IAP SPRINGDALE MUNI, SPRINGDALE, AR. RNAV (GPS) RWY 18, AMDT 1A...CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FAYETTEVILLE/DRAKE FIELD ALTIMETER SETTING: INCREASE DA TO 1681 FT AND ALL VISIBILITIES 1/4 MILE; INCREASE ALL MDA 40 FT AND LNAV AND CIRCLING CAT B/C/D VISIBILITY 1/4 MILE. CHANGE INOPERATIVE TABLE NOTE TO READ: INOPERATIVE TABLE DOES NOT APPLY. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS RNAV (GPS) RWY 18, AMDT 1B.

FDC 2/5778 ASG FI/P IAP SPRINGDALE MUNI, SPRINGDALE, AR. ILS OR LOC RWY 18, AMDT 8A...S-ILS 18 DA 1601/HAT 250 ALL CATS, VIS 1 ALL CATS. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FAYETTEVILLE/DRAKE FIELD ALTIMETER SETTING AND INCREASE ALL DA TO 1640 FEET AND ALL MDA 40 FEET. CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS ILS OR LOC RWY 18, AMDT 8B.

CALIFORNIA

APPLE VALLEY

Apple Valley

FDC 2/7411 APV FI/T IAP APPLE VALLEY, APPLE VALLEY, CA. RNAV (GPS) Y RWY 18, AMDT 1...RNAV (GPS) Z RWY 18, ORIG...CHANGE NOTE TO READ: CIRCLING TO RWY 8 AND 26 NA.

BAKERSFIELD

Bakersfield Muni

FDC 2/3194 L45 FI/T IAP BAKERSFIELD MUNI, BAKERSFIELD, CA. GPS RWY 34, ORIG...S-34 MDA 860/484 ALL CATS, VISIBILITY CAT D 1 1/2.

BIG BEAR CITY

Big Bear City

FDC 2/3326 L35 FI/T IAP BIG BEAR CITY, BIG BEAR CITY, CA. RNAV (GPS) RWY 26, ORIG-A...PROCEDURE NA AT NIGHT.

BISHOP

Eastern Sierra Rgnl

FDC 1/6726 BIH FI/T IAP EASTERN SIERRA RGNL, BISHOP, CA. LDA/DME RWY 16, ORIG...PROCEDURE NA EXCEPT FOR AIRCRAFT EQIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. OAL VOR OTS.

BLYTHE

Blythe

FDC 2/7469 BLH FI/T ODP BLYTHE, BLYTHE, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 26, 700-2 1/2 OR STANDARD WITH MINIMUM CLIMB OF 346 FEET PER NM TO 1200. NOTE: TOWER 2.4 NM FROM DEPARTURE END OF RWY, 1034 FEET LEFT OF CENTERLINE, 120 FEET AGL/954 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

BURBANK

Bob Hope

FDC 2/3054 BUR FI/T AIRSPACE STAR BURBANK, CALIFORNIA CEEME ONE ARRIVAL...PROCEDURE NA.

FDC 1/9132 BUR FI/T AIRSPACE STAR BURBANK, CALIFORNIA JANNY ONE ARRIVAL...PROCEDURE NA.

CAMARILLO

Camarillo

FDC 2/8309 CMA FI/T FOR AFTR HRS IFR CLRNC CONTC LA CENTER 661 575-2052.

CARLSBAD

Mc Clellan-Palomar

FDC 2/9575 CRQ FI/T ODP MC CLELLAN-PALOMAR, CARLSBAD, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...TAKEOFF MINIMUMS: RWY 6, 1400-2 OR STANDARD WITH A MINIMUM CLIMB OF 340 FEET PER NM TO 2100. ALL OTHER DATA REMAINS AS PUBLISHED. TEMPORARY CRANE, 525 MSL 1.02 NM EAST OF RWY 24.

FDC 2/1760 CRQ FI/T IAP MC CLELLAN-PALOMAR, CARLSBAD, CA. RNAV (GPS) Y RWY 24, AMDT 2...LPV DA 737/ HATH 411 ALL CATS, VISIBILITY ALL CATS RVR 4500. CHANGE INOP NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VISIBILITY TO RVR 6000, INCREASE LNAV CATS A/B VISIBILITY TO RVR 5000.

FDC 2/1751 CRQ FI/T IAP MC CLELLAN-PALOMAR, CARLSBAD, CA. ILS OR LOC/DME RWY 24, AMDT 9A...S-ILS 24 DA 737/ HATH 411 ALL CATS, VISIBILITY ALL CATS RVR 4500. S-LOC 24 MDA 1020/HATH 694 ALL CATS. CIRCLING CATS A/B MDA 1020/ HAA 689. DISREGARD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS RWY 24. CHANGE INOP NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE S-ILS 24 ALL CATS VISIBILITY TO RVR 6000, INCREASE S-LOC 24 CATS A/B VISIBILITY TO RVR 5000. VDP AT CRQ 2.74 DME; DISTANCE VDP TO THLD 1.88 MILES.

CHICO

Chico Muni

FDC 2/3112 CIC FI/T SID CHICO MUNI CHICO, CA CHICO ONE DEPARTURE...CHANGE DEPARTURE ROUTE DESCRIPTION NARRATIVE TO READ: EXPECT FILED ALTITUDE/FLIGHT LEVEL 10 MINUTES AFTER DEPARTURE.

CLOVERDALE

Cloverdale Muni

FDC 2/6900 O60 FI/T IAP CLOVERDALE MUNI, CLOVERDALE, CA. RNAV (GPS) RWY 32, ORIG-A...LNAV MINIMUMS NA.

COLUSA

Special Cs Ranch Heliport

FDC 1/6743 CN62 FI/T SPECIAL CS RANCH HELIPORT, COLUSA, CA. COPTER RNAV (GPS) RWY 130, ORIG...MDA 520/HAL 461.

CONCORD

Buchanan Field

FDC 2/0539 CCR FI/T IAP BUCHANAN FIELD, CONCORD, CA. VOR RWY 19R, AMDT 13A...LDA RWY 19R, AMDT 7C...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPA, SGD VORTAC OTS.

FDC 2/0532 CCR FI/T SID BUCHANAN FIELD, CONCORD, CA, BUCHANAN NINE DEPARTURE SCRAGGS ISLAND TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SGD VORTAC OTS.

CRESCENT CITY

Jack Mc Namara Field

FDC 2/1134 CEC FI/T IAP JACK MC NAMARA FIELD, CRESCENT CITY, CA. RNAV (GPS) RWY 11, AMDT 1...TERMINAL ROUTE HUVEX TO FURNS NA TERMINAL ROUTE CIMEL TO FURNS NA.

DAGGETT

Barstow-Daggett

FDC 2/9720 DAG FI/T IAP BARSTOW-DAGGETT, DAGGETT, CA. RNAV (GPS) RWY 26, AMDT 2...TERMINAL ROUTE HECTOR VORTAC (HEC) TO DOGSE NA. DISREGARD PLANVIEW NOTE: DESCEND IN HEC HOLDING PATTERN TO 6100 BEFORE CROSSING HEC INBOUND.

FORT BRAGG

Mendocino Coast District Hospital

FDC 2/9196 CN01 FI/T SPECIAL MENDOCINO COAST DISTRICT HOSPITAL, FORT BRAGG, CA. (SPECIAL) RNAV (GPS) COPTER 343, ORIG...MENDOCINO COAST DISTRICT HOSPITAL ALTIMETER SETTING OTS. USE UKIAH MUNICIPAL AIRPORT ALTIMETER SETTING AND INCREASE DA TO 1016 AND INCREASE MDA TO 1240 FEET.

FRESNO

Fresno Chandler Executive

FDC 2/0073 FCH FI/P IAP FRESNO CHANDLER EXECUTIVE, FRESNO, CA. NDB OR GPS B, AMDT 7B...MSA FROM FCH NDB 100-320 2400, 320-100 6100. THIS IS NDB OR GPS B, AMDT 7C.

FDC 2/0072 FCH FI/P IAP FRESNO CHANDLER EXECUTIVE, FRESNO, CA. GPS RWY 30, ORIG-B...MSA FROM DOTHI 6100. THIS IS GPS RWY 30, ORIG-C.

Fresno Yosemite Intl

FDC 1/6727 FAT FI/T SID FRESNO YOSEMITE INTL, FRESNO, CA. COALDALE ONE DEPARTURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OAL VOR OTS.

FULLERTON

Fullerton Muni

FDC 2/8620 FUL FI/T ODP FULLERTON MUNI, FULLERTON, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: R06, STD WITH A MINIMUM CLIMB OF 349 FEET PER NM TO 900. TEMPORARY CRANE 6125 FEET FROM DER, 496 FEET RIGHT OF CENTERLINE, 200 AGL/312 MSL. ALL OTHER DATA REMAINS THE SAME.

FDC 2/1734 FUL FI/T SID FULLERTON MUNI, FULLERTON, CA, ANAHEIM THREE DEPARTURE TAKEOFF MINIMUMS: R06, STD WITH A MINIMUM CLIMB OF 349 FEET PER NM TO 900. TEMPORARY CRANE 6125 FEET FROM DER, 496 FEET RIGHT OF CENTERLINE, 200 AGL/312 MSL. ALL OTHER DATA REMAINS THE SAME.

FDC 2/1732 FUL FI/T IAP FULLERTON MUNI, FULLERTON, CA. LOC/DME RWY 24, ORIG-A...S-LOC 24 MDA 620/HAT 525 ALL CATS. TEMPORARY CRANE 312 MSL, 6145 FEET NORTHEAST OF RWY 24.

GRASS VALLEY

Sierra Nevada Memorial Hospital

FDC 2/0614 CA15 FI/T SPECIAL SIERRA NEVADA MEMORIAL HOSPITAL, GRASS VALLEY, CA. (SPECIAL) COPTER RNAV (GPS) 046, ORIG...H-046 MDA 3120/HAL 402, VIS 1.

HAWTHORNE

Jack Northrop Field/Hawthorne Muni

FDC 2/0743 HHR FI/T IAP JACK NORTHROP FIELD/HAWTHORNE MUNI, HAWTHORNE, CA. VOR RWY 25, AMDT 16...LOC RWY 25, AMDT 11A...S-25 MDA 680/HAT 617 ALL CATS, VISIBILITY CAT C 1 3/4, CAT D 2. CIRCLING MDA 680/HAA 614 ALL CATS, VISIBILITY CAT C 1 3/4. TEMPORARY CRANE 377 MSL 4.17 NM E OF RWY 25.

FDC 2/0742 HHR FI/T IAP JACK NORTHROP FIELD/HAWTHORNE MUNI, HAWTHORNE, CA. RNAV (GPS) RWY 25, ORIG...LNAV MDA 680/HATH 619 ALL CATS, VISIBILITY CATS C/D 1 5/8. CIRCLING MDA 680/HAA 614 ALL CATS, VISIBILITY CAT C 1 3/4. TEMPORARY CRANE 377 MSL 4.17 NM E OF RWY 25.

HAYWARD

Hayward Executive

FDC 2/8602 HWD FI/T IAP HAYWARD EXECUTIVE, HAYWARD, CA. LOC/DME RWY 28L, AMDT 2...VOR/DME B, AMDT 2...RNAV (GPS) Y RWY 28L, ORIG...CIRCLING MDA 640/HAA 588 CATS B-C TEMPORARY CRANE 273 MSL 1.44 NM SOUTH OF AIRPORT.

FDC 2/5777 HWD FI/T IAP HAYWARD EXECUTIVE, HAYWARD, CA. RNAV (GPS) Z RWY 28L, ORIG...LPV: DA 434/MDA 384 ALL CATS, VISIBILITY 1 3/8 ALL CATS. TEMPORARY CRANE 182 MSL 3244 FT SE OF RWY 28L.

LANCASTER

General Wm J Fox Airfield

FDC 2/9615 WJF FI/P IAP GENERAL WM J FOX AIRFIELD, LANCASTER, CA. NDB C, AMDT 3...CHANGE TERMINAL ROUTE TO READ: PMD VORTAC TO GWF NDB MINIMUM ALTITUDE 5400. THIS IS NDB C, AMDT 3A.

LIVERMORE

Livermore Muni

FDC 2/6939 LVK FI/T IAP 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 1140/HAT 740 ALL CATS. VISIBILITY CATS A/B 3/4, CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1140/HAA 740 ALL CATS. VISIBILITY CAT C 2. 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.

LONG BEACH

Long Beach /Daugherty Field/

FDC 2/7953 LGB FI/T AIRSPACE STAR LONG BEACH, CALIFORNIA KEFFR ONE ARRIVAL...PROCEDURE NA.

FDC 2/2834 LGB FI/T IAP LONG BEACH /DAUGHERTY FIELD/, LONG BEACH, CA. RNAV (RNP) RWY 25R, ORIG-B...RNP 0.30 (ASTERISK) DA 571/ HAT 523 ALL CATS, VISIBILITY ALL CATS 1 3/4. RNP 0.30 DA 571/ HAT 523 ALL CATS, VISIBILITY ALL CATS 1 3/4. TEMPORARY CRANE 243 MSL, 1.18 NM NORTHEAST RWY 25R.

LOS ANGELES

Los Angeles Intl

FDC 2/9731 LAX FI/T STAR LOS ANGELES INTERNATIONAL, CA. BUFIE TWO ARRIVAL...EXPECT TO CROSS GOATZ INTERSECTION AT 12000 FEET MSL.

FDC 2/4177 LAX FI/T IAP LOS ANGELES INTL, LOS ANGELES, CA. RNAV (GPS) Y RWY 24R, AMDT 1...CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 25L/R. CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS.

FDC 2/4176 LAX FI/T IAP LOS ANGELES INTL, LOS ANGELES, CA. ILS RWY 24R (CAT II), AMDT 24...ILS RWY 24R (CAT III), AMDT 24...DELETE PROFILE NOTE: WHEN ASSIGNED BY ATC, INTERCEPT GLIDEPATH AT 4000.

FDC 2/4175 LAX FI/T IAP LOS ANGELES INTL, LOS ANGELES, CA. RNAV (GPS) Y RWY 24L, AMDT 2...CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 25L/R. CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS.

FDC 2/4173 LAX FI/T IAP LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 24L, AMDT 1A...CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 25L/R. CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS.

FDC 2/4172 LAX FI/T IAP LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 24R, ORIG-A...CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 25L/R. CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS.

FDC 2/4171 LAX FI/T IAP LOS ANGELES INTL, LOS ANGELES, CA. RNAV (GPS) Y RWY 25L, AMDT 3...CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 24L/R. CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS.

FDC 2/4170 LAX FI/T IAP LOS ANGELES INTL, LOS ANGELES, CA. RNAV (GPS) RWY 25R, AMDT 2...CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 24L/R. CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS.

FDC 2/4169 LAX FI/T IAP LOS ANGELES INTL, LOS ANGELES, CA. ILS OR LOC RWY 25L, AMDT 12...DELETE NOTE: LOC PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. DELETE PROFILE NOTE: WHEN ASSIGNED BY ATC, INTERCEPT GLIDEPATH AT 3600 OR 5000.

FDC 2/4168 LAX FI/T IAP LOS ANGELES INTL, LOS ANGELES, CA. ILS OR LOC RWY 24L, AMDT 26...DELETE NOTE: LOC PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. DELETE PROFILE NOTE: WHEN ASSIGNED BY ATC, INTERCEPT GLIDEPATH AT 4000.

FDC 2/4167 LAX FI/T IAP LOS ANGELES INTL, LOS ANGELES, CA. ILS OR LOC RWY 25R, AMDT 17A...DELETE NOTE: LOC PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. DELETE PROFILE NOTE: WHEN ASSIGNED BY ATC, INTERCEPT GLIDEPATH AT 3700 OR 5000.

FDC 2/4166 LAX FI/T IAP LOS ANGELES INTL, LOS ANGELES, CA. ILS OR LOC RWY 24R, AMDT 24...DELETE NOTE: LOC PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. DELETE PROFILE NOTE: WHEN ASSIGNED BY ATC, INTERCEPT GLIDEPATH AT 4000.

FDC 2/4165 LAX FI/T IAP LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 25L, AMDT 1...CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 24L/R. CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS.

FDC 2/0588 LAX FI/T BUFIE2 STAR EXPECT TO CROSS GOATZ INTERSECTION AT 12,000 MSL.

FDC 0/8590 LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 7L, ORIG...RNP 0.12 DA 453/HAT 327, VIS RVR 4000 ALL CATS. RNP 0.30 DA 496/HAT 370 ALL CATS. EXCEPT WHEN ADVISED BY ATC THAT THIS CRANE IS DOWN, EXPECT CRANE USAGE DAILY, SUNRISE TO SUNSET. TEMPORARY CRANE 3378 FT SW OF RW24L.

FDC 0/8589 LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 7R, ORIG...RNP 0.30 DA 497/HAT 372 ALL CATS. EXCEPT WHEN ADVISED BY ATC THAT THIS CRANE IS DOWN, EXPECT CRANE USAGE DAILY, SUNRISE TO SUNSET. TEMPORARY CRANE 3378 FT SW OF RW24L.

FDC 0/5762 LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 6L, ORIG...RNP 0.30 DA 440/HAT 323 ALL CATS. EXCEPT WHEN ADVISED BY ATC THAT THIS CRANE IS DOWN, EXPECT CRANE USAGE MONDAY THROUGH SATURDAY, SUNRISE TO SUNSET. TEMPORARY CRANE 3378 FT SW OF RW24L.

FDC 0/5757 LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 6R, ORIG...RNP 0.30 DA 418/HAT 304 ALL CATS. EXCEPT WHEN ADVISED BY ATC THAT THIS CRANE IS DOWN, EXPECT CRANE USAGE MONDAY THROUGH SATURDAY, SUNRISE TO SUNSET. TEMPORARY CRANE 3378 FT SW OF RW24L.

MODESTO

Modesto City-Co-Harry Sham Fld

FDC 2/1999 MOD FI/T ODP MODESTO CITY-CO-HARRY SHAM FLD, MODESTO, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5.NOTE: RWY 10R, TREES BEGINNING 169 FT FROM DER, 37 FT RIGHT OF CENTERLINE, UP TO 91 FT AGL/195 FT MSL. SIGN 57 FT FROM DER, 211 FT RIGHT OF CENTERLINE, 15 FT AGL/89 FT MSL. TREES BEGINNING 823 FT FROM DER, 79 FT LEFT OF CENTERLINE, UP TO 89 FT AGL/148 FT MSL. RWY 10L, TREES BEGINNING 15 FT FROM DER, 65 FT RIGHT OF CENTERLINE, UP TO 68 FT AGL/172 FT MSL. TREES BEGINNING 1413 FT FROM DER, 184 FT LEFT OF CENTERLINE, UP TO 63 FT AGL/126 FT MSL. RWY 28R, POLE 754 FT FROM DER, 699 FT RIGHT OF CENTERLINE, 34 FT AGL/133 FT MSL. BUILDING 979 FT FROM DER, 697 FT RIGHT OF CENTERLINE, 29 FT AGL/128 FT MSL. TREE 1390 FT FROM DER, 516 FT RIGHT OF CENTERLINE, 37 FT AGL/136 FT MSL. TREES BEGINNING 2077 FT FROM DER, 379 FT LEFT OF CENTERLINE, UP TO 79 FT AGL/173 FT MSL. RWY 28L, TREES BEGINNING 367 FT FROM DER, 34 FT LEFT OF FDC 2/1999 MOD FI/T ODP MODESTO CITY-CO-HARRY SHAM FLD, MODESTO, CENTERLINE, UP TO 102 FT AGL/196 FT MSL. MULTIPLES POLES AND BUILDINGS BEGINNING 128 FT FROM DER, 305 FT LEFT OF CENTERLINE, UP TO 44 FT AGL/138 FT MSL. TREES BEGINNING 1112 FT FROM DER, 20 FT LEFT OF CENTERLINE, UP TO 70 FT AGL/164 FT MSL. MULTIPLE POLES AND BUILDING BEGINNING 1021 FT FROM DER, 350 FT RIGHT OF CENTERLINE, UP TO 57 FT AGL/154 FT MSL. ALL OTHER DATA REMAINS THE SAME.

MOUNTAIN VIEW

Moffett Federal Afld

FDC 2/7108 NUQ FI/T MOFFETT FEDERAL AFLD, MOUNTAIN VIEW, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: CHANGE NOTE: RWY 14L, TREES BEGINNING 1915 FT FROM DER, 1252 FT RIGHT OF CENTERLINE, UP TO 171 MSL. TREES BEGINNING 1469 FT FROM DER, 102 FT LEFT OF CENTERLINE, UP TO 132 MSL. RWY 14R, TREES BEGINNING 409 FT FROM DER, 495 FT RIGHT OF CENTERLINE, UP TO 137 MSL. TREES BEGINNING 1067 FT FROM DER 37 FT LEFT OF CENTERLINE, UP TO 167 MSL.

FDC 2/3776 NUQ FI/T IAP MOUNTAIN VIEW/MOFFETT FEDERAL AFLD, MOUNTAIN VIEW, CA. LOC/DME RWY 14L, ORIG...CIRCLING CAT C MDA 600/HAA 568, CAT D MDA 620/HAA 588.

FDC 2/3775 NUQ FI/T IAP MOUNTAIN VIEW/MOFFETT FEDERAL AFLD, MOUNTAIN VIEW, CA. ILS OR LOC/DME RWY 32R, ORIG...S-ILS 32R DA 281/HAT 250 ALL CATS. RVR 5000 ALL CATS. CIRCLING CAT C MDA 600/HAA 568. CIRCLING CAT D MDA 620/HAA 588.

FDC 2/2949 NUQ FI/T SID MOFFETT FEDERAL AFLD, MOUNTAIN VIEW, CA. HOOKS ONE DEPARTURE...VALLEY TRANSITION: HOOKS TO SNS VORTAC CHANGE MOCA FROM 4100 TO 5100.

NAPA

Napa County

FDC 2/5987 APC FI/T IAP NAPA COUNTY, NAPA, CA. VOR RWY 6, AMDT 13...ILS OR LOC RWY 36L, ORIG...ALTERNATE MINIMUMS NA, SGD VORTAC UNMONITORED.

FDC 2/2450 APC FI/T IAP NAPA COUNTY, NAPA, CA. ILS OR LOC RWY 36L, ORIG...PROCEDURE NA.

FDC 2/0551 APC FI/T IAP NAPA COUNTY, NAPA, CA. LOC RWY 36L, ORIG...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SGD VORTAC OTS. MISSED APPROACH: CLIMB TO 500 THEN CLIMBING LEFT TURN TO 3000 ON SAU VORTAC R-003 TO DYKEE/13.00 DME AND HOLD.

FDC 2/0537 APC FI/T ODP NAPA COUNTY, NAPA, CA. NAPAA ONE DEPARTURE PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SGD VORTAC OTS.

FDC 2/0529 APC FI/T SID NAPA COUNTY, NAPA, CA, LIZRD THREE DEPARTURE PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SGD VORTAC OTS.

NOVATO

Gnoss Field

FDC 2/0544 DVO FI/T ODP GNOSS FIELD, NOVATO, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...RWY 13, 31 PROCEDURE NA, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SGD VORTAC OTS.

FDC 2/0369 DVO FI/T ODP GNOSS FIELD, NOVATO, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...RWY31, CLIMB IN VISUAL CONDITIONS CROSS GNOSS FIELD AT OR ABOVE 1900 MSL, THEN PROCEED DIRECT SGD VORTAC BEFORE PROCEEDING ON COURSE NA. ALL OTHER DATA REMAINS AS PUBLISHED.

OAKLAND

Metropolitan Oakland Intl

FDC 2/7505 OAK FI/T IAP METROPOLITAN
OAKLAND INTL, OAKLAND, CA. RNAV (RNP) Z RWY
27R, ORIG-A...PROCEDURE NA TEMPORARY
BACKHOES, BOOM TRUCK, EXCAVATORS,
LOADERS, 31 MSL 987 FEET E OF RWY 27R.

FDC 2/7502 OAK FI/T IAP METROPOLITAN
OAKLAND INTL, OAKLAND, CA. ILS OR LOC/DME
RWY 27R, AMDT 35A...S-ILS 27R PROCEDURE NA
TEMPORARY BACKHOES, BOOM TRUCK,
EXCAVATORS, LOADERS 31 MSL 987 FEET E RWY
27R.

FDC 2/7501 OAK FI/T ODP METROPOLITAN
OAKLAND INTL, OAKLAND, CA. TAKEOFF
MINIMUMS AND (OBSTACLE) DEPARTURE
PROCEDURES...NOTE: RWY 09L, BACKHOES, BOOM
TRUCK, EXCAVATORS, LOADERS, 980 FEET FROM
DER, 115 FEET LEFT OF RWY CENTERLINE, 15 AGL /
31 MSL. ALL OTHER DATA REMAINS THE SAME.

FDC 2/6988 OAK FI/T IAP METROPOLITAN
OAKLAND INTL, OAKLAND, CA. ILS OR LOC RWY
29, AMDT 24A...ILS RWY 29 (CAT II), AMDT 24A...ILS
RWY 29 (CAT III), AMDT 24A...SUNOL AND MISON
TRANSITIONS NA. RADAR REQUIRED.

FDC 2/5986 OAK FI/T IAP METROPOLITAN
OAKLAND INTL, OAKLAND, CA. ILS OR LOC/DME
RWY 27R, AMDT 35A...ALTERNATE MINIMUMS NA,
SGD VORTAC UNMONITORED.

FDC 2/4803 OAK FI/T SID METROPOLITAN
OAKLAND INTL, OAKLAND, CA, SCAGGS ISLAND
ONE DEPARTURE...PROCEDURE NA.

FDC 2/1253 OAK FI/T IAP METROPOLITAN
OAKLAND INTL, OAKLAND, CA. RNAV (RNP) Z RWY
27L, ORIG-A...RNP 0.20 DA 426/HAT 417 ALL CATS.
VISIBILITY RVR 5000 ALL CATS. RNP 0.30 DA
454/HAT 445 ALL CATS. VISIBILITY RVR 5000 ALL
CATS. TEMPORARY CRANE 150 MSL 4253 FEET SE
OF RWY 27L.

FDC 2/1251 OAK FI/T IAP METROPOLITAN
OAKLAND INTL, OAKLAND, CA. RNAV (RNP) Z RWY
27R, ORIG-A...RNP 0.20 DA 421/HAT 414 ALL CATS.
VISIBILITY RVR 5000 ALL CATS. RNP 0.30 DA
448/HAT 441 ALL CATS. VISIBILITY RVR 5000 ALL
CATS. TEMPORARY CRANE 150 MSL 4253 FEET SE
OF RWY 27L.

FDC 2/1250 OAK FI/T ODP METROPOLITAN
OAKLAND INTL, OAKLAND, CA. TAKEOFF
MINIMUMS AND (OBSTACLE) DEPARTURE
PROCEDURES...NOTE: RWY 09R: TEMPORARY
CRANE 4140 FEET FROM DER, 978 FEET RIGHT OF
CENTERLINE, 140 AGL/150 MSL. ALL OTHER DATA
REMAINS THE SAME.

FDC 2/0964 OAK FI/T IAP METROPOLITAN
OAKLAND INTL, OAKLAND, CA. RNAV (GPS) Y RWY
27L, AMDT 2...LNAV/VNAV DA 425/ HAT 416 ALL
CATS. TEMPORARY CRANE 180 MSL 1.15 NM E OF
RWY 9L.

FDC 2/0963 OAK FI/T IAP METROPOLITAN
OAKLAND INTL, OAKLAND, CA. RNAV (GPS) Y RWY
27R, AMDT 1...LNAV MDA 480/ HAT 473 ALL CATS.
VDP 1.31 NM TO RWY 27R. TEMPORARY CRANE 180
MSL 1.15 NM E OF RWY 9L.

FDC 2/0962 OAK FI/T IAP METROPOLITAN
OAKLAND INTL, OAKLAND, CA. VOR/DME RWY
27L, AMDT 11B...S-27L MDA 480/ HAT 475 ALL CATS.
VIS CAT D 1 1/2. VDP AT 2.12 DME; DISTANCE VDP
TO THLD 1.26 MILES. TEMPORARY CRANE 180 MSL
1.15 NM E OF RWY 9L.

FDC 2/0557 OAK FI/T IAP METROPOLITAN
OAKLAND INTL, OAKLAND, CA. ILS OR LOC RWY
11, AMDT 6...RNAV (GPS) Y RWY 27R, AMDT
1...RNAV (GPS) Y RWY 27L, AMDT 2...RNAV (GPS)
RWY 9L, ORIG...RNAV (GPS) RWY 9R, ORIG...RNAV
(GPS) Y RWY 11, AMDT 1...VOR/DME RWY 27L,
AMDT 11B...VOR RWY 9, AMDT 8...ILS OR LOC/DME
RWY 27R, AMDT 35A...CIRCLING MDA 560/HAA 551
CATS A/B/C..

FDC 2/0555 OAK FI/T SID METROPOLITAN
OAKLAND INTL, OAKLAND, CA. SALAD ONE
DEPARTURE...DME REQUIRED EXCEPT FOR
AIRCRAFT EQUIPPED WITH SUITABLE RNAV
SYSTEM WITH GPS, SGD VORTAC OTS.

FDC 2/0538 OAK FI/T IAP METROPOLITAN
OAKLAND INTL, OAKLAND, CA. ILS OR LOC/DME
RWY 27R, AMDT 35A...MISSED APPROACH: CLIMB
TO 3300 DIRECT SAU VORTAC AND HOLD NE, RT,
215 INBOUND, SGD VORTAC OTS.

FDC 2/0533 OAK FI/T SID METROPOLITAN
OAKLAND INTL, OAKLAND, CA. MARINA FIVE
DEPARTURE...SCRAGGS ISLAND TRANSITION NA
EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE
RNAV SYSTEM WITH GPS, SGD VORTAC OTS.

OCEANSIDE

Oceanside Muni

FDC 2/4052 OKB FI/T ODP(OOD) OCEANSIDE MUNI, OCEANSIDE, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 06, 400 - 1 1/2 OR STD WITH A MINIMUM CLIMB OF 396 FEET PER NM TO 500. NOTES: RWY 06, TRANSMISSION POLE 2773 FEET FROM DER, 333 FEET LEFT OF CENTERLINE 98FEET MSL. MOVIE SCREEN 2500 FEET FROM DER, 445 FEET LEFT OF CENTERLINE, 97 FEET MSL. POLE 2777 FEET FROM DER, 94 FEET LEFT OF CENTERLINE, 113 FEET MSL. BUSH 170 FEET FROM DER, 203 FEET RIGHT OF CENTERLINE, 44 FEET MSL. ALL OTHER DATA REMAINS THE SAME.

FDC 2/1030 OKB FI/T ODP OCEANSIDE MUNI, OCEANSIDE, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 24, 300 - 1 AND A MINIMUM CLIMB OF 670 FEET PER NM TO 700. NOTES: RWY 24, TREES BEGINNING 457 FEET FROM DER, 139 FEET TO LEFT OF RWY CENTERLINE, UP TO 82 FEET AGL 233 FEET MSL. MONUMENT 2098 FEET FROM DER, 745 FEET RIGHT OF CENTERLINE, 31 FEET AGL / 251 FEET MSL, POLE 4731 FEET FROM DER, 364 FEET RIGHT OF RWY CENTERLINE, 194 FEET MSL, TEMPORARY CRANE 9532 FEET FROM DER, 1753 FEET RIGHT OF RWY CENTERLINE, 355 FEET AGL / 472 FEET MSL, TREES BEGINNING 126 FEET FROM DER, 16 FEET RIGHT OF RWY CENTERLINE, UP TO 115 FEET MSL. ALL OTHER DATA REMAINS THE SAME.

ONTARIO

Ontario Intl

FDC 2/8616 ONT FI/T IAP ONTARIO INTL, ONTARIO, CA. ILS OR LOC RWY 8L, AMDT 8B...S-LOC 8L MDA 1400/ HAT 456 ALL CATS, VISIBILITY CATS C/D RVR 4500. SIDESTEP RWY 8R MDA 1400/ HAT 464 ALL CATS. CIRCLING CAT A MDA 1400/ HAA 456.

FDC 2/0148 ONT FI/T IAP ONTARIO INTL, ONTARIO, CA. RNAV (RNP) Z RWY 26R, ORIG-C...RNP 0.30 DA 1526/HAT 594 ALL CATS, VISIBILITY 1 1/2 ALL CATS. FOR INOPERATIVE MALSR INCREASE RNP 0.30 VISIBILITY TO 2 MILES. TEMPORARY CRANE 1166 MSL 4213 FT NE RWY 26R.

FDC 2/0147 ONT FI/T IAP ONTARIO INTL, ONTARIO, CA. RNAV (RNP) Z RWY 26L, ORIG-C...RNP 0.30 DA 1526/HAT 600 ALL CATS, VISIBILITY 1 5/8 ALL CATS. FOR INOPERATIVE ALSF INCREASE RNP 0.30 VISIBILITY TO 2 MILES. TEMPORARY CRANE 1166 MSL 4888 FEET NE OF RWY 26L.

OROVILLE

Special Oroville Hospital

FDC 2/9187 CN52 FI/T SPECIAL OROVILLE HOSPITAL, OROVILLE, CA. (SPECIAL) GPS 090, ORIG...MDA 740/HAL 485, VISIBILITY 3/4.

OXNARD

Oxnard

FDC 2/8335 OXR FI/T FOR AFTR HRS IFR FLT PLNS CONTC LA CENTER 661 575-2052.

FDC 0/0513 OXR FI/T OXNARD, OXNARD, CA. VOR RWY 25, AMDT 9A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VTU VOR/DME OTS.

PETALUMA

Petaluma Muni

FDC 2/0531 O69 FI/T ODP PETALUMA MUNI, PETALUMA, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 11, 29 PROCEDURE NA, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. SGD VORTAC OTS.

PLACERVILLE

Placerville

FDC 2/2770 PVF FI/T IAP PLACERVILLE, PLACERVILLE, CA. RNAV (GPS) RWY 5, AMDT 1...LPV DA NA ALL CATS LNAV/VNAV DA NA ALL CATS LNAV MDA NA ALL CATS.

RED BLUFF

Red Bluff Muni

FDC 2/5561 RBL FI/T IAP RED BLUFF MUNI, RED BLUFF, CA. RNAV (GPS) RWY 15, ORIG...LPV DA NA LNAV-VNAV DA NA LNAV MDA NA.

REDDING

Redding Muni

FDC 2/3122 RDD FI/T SID REDDING MUNI SHASTA ONE DEPARTURE...CHANGE DEPARTURE ROUTE DESCRIPTION NARRATIVE TO READ: EXPECT FILED ALTITUDE/FLIGHT LEVEL TEN MINUTES AFTER DEPARTURE.

REDLANDS

Redlands Muni

FDC 2/7980 REI FI/T ODP REDLANDS MUNI, REDLANDS, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 26, TREES BEGINNING 17 FT FROM DER, 82 FT LEFT OF CENTERLINE, UP TO 34 FT AGL/1506 FT MSL.

RIVERSIDE

Riverside Muni

FDC 2/7101 RAL FI/T IAP RIVERSIDE MUNI, RIVERSIDE, CA. VOR B, ORIG-A...PROCEDURE NA.

FDC 2/6924 RAL FI/T RIVERSIDE MUNI, RIVERSIDE, CA. VOR RWY 9, ORIG...S-9 CAT C VISIBILITY 3. UYEGO FIX MINIMUMS: S-9 CAT A/B VISIBILITY 1, CAT C 2 1/2.

FDC 2/6883 RAL FI/T IAP RIVERSIDE MUNI, RIVERSIDE, CA. RNAV (GPS) RWY 9, AMDT 1...LNAV MDA CAT A VISIBILITY 1, CAT B 1 1/4.

FDC 2/6201 RAL FI/T ODP RIVERSIDE MUNI, RIVERSIDE, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 9...RWY 9, CAT A,B 1200-2 OR STANDARD WITH MINIMUM CLIMB OF 220 FT PER NM TO 2300. RWY 34, CAT A,B 700-2 OR STANDARD WITH MINIMUM CLIMB OF 440 FT PER NM TO 1600. CAT C,D 1600-2 OR STANDARD WITH MINIMUM CLIMB OF 440 FT PER NM TO 2600. IFR DEPARTURE PROCEDURE: ALL AIRCRAFT CLIMB DIRECT PDZ VORTAC. AIRCRAFT DEPARTING PDZ R-091 CW R-140 AND R-231 CW R-280 CLIMB ON COURSE. ALL OTHERS CONTINUE CLIMB IN PDZ VORTAC HOLDING PATTERN (HOLD NE, RT, 210 DEGREES INBOUND) TO CROSS PDZ VORTAC AT OR ABOVE: R-281 CW R-090, 6700; R-141 CW R-230, 5400; OR AIRWAY MEA. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1003 RAL FI/T IAP RIVERSIDE MUNI, RIVERSIDE, CA. ILS OR LOC RWY 9, AMDT 7C...S-ILS 9 : DA 1044/HAT 250 ALL CATS. S-LOC 9 CAT A/B VISIBILITY 3/4. AGNES FIX MINIMUMS: S-LOC 9 CAT A/B VISIBILITY 3/4. DELETE NOTE: FOR INOPERATIVE MALSR INCREASE AGNES FIX MINIMUMS S-LOC CAT D VISIBILITY TO 1 1/4. CHART NOTE: FOR INOPERATIVE MALSR INCREASE S-LOC 9 VISIBILITY TO 1 MILE.

SACRAMENTO

Mc Clellan Airfield

FDC 1/6725 MCC FI/T SID MC CLELLAN AIRFIELD, SACRAMENTO, CA, KATSO THREE DEPARTURE COALDALE TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OAL VOR OTS.

SAN DIEGO

Montgomery Field

FDC 2/6729 MYF FI/T ODP MONTGOMERY FIELD, SAN DIEGO, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3A...ADD NOTE: RWY 5, CRANE 2301 FEET FROM DEPARTURE END OF RUNWAY, 34 FEET RIGHT OF CENTERLINE, 141 AGL/ 560 MSL. ALL OTHER DATA REMAINS AS PUBLISHED. TEMPORARY CRANE, 560 MSL 0.38 NM NORTHEAST OF RWY 23.

FDC 2/6728 MYF FI/T IAP MONTGOMERY FIELD, SAN DIEGO, CA. RNAV (GPS) RWY 28R, AMDT 1...LNAV/VNAV DA 860/ HAT 437 ALL CATS, VISIBILITY ALL CATS 1. TEMPORARY CRANE, 560 MSL 0.38 NM NORTHEAST OF RWY 23.

San Diego Intl

FDC 2/7302 SAN FI/T AIRSPACE STAR SAN DIEGO, CALIFORNIA BAYVU TWO ARRIVAL...PROCEDURE NOT AUTHORIZED.

FDC 2/6707 SAN FI/T SID SAN DIEGO INTL, SAN DIEGO, CA, PEBLE THREE DEPARTURE TAKE-OFF MINIMUMS: RWY 27, 400-2 1/2 OR STANDARD WITH MINIMUM CLIMB OF 353 PER NM TO 500. DEPARTURE ROUTE DESCRIPTION: TAKEOFF RWY 27: CLIMBING RIGHT TURN VIA HEADING 290 DEGREES UNTIL CROSSING OCN VORTAC R-170, THEN TURN RIGHT VIA HEADING 310 DEGREES TO INTERCEPT AND PROCEED VIA MZB VORTAC R-293 TO PEBLE INT. TAKE-OFF NOTES: NOTE: RWY 27, LIGHT POLE 195 FT FROM DER, 348 FT RIGHT OF CENTERLINE, 20 FT AGL/30 FT MSL. OBSTRUCTION LIGHTED ON DME 287 FT FROM DER, 315 FT LEFT OF CENTERLINE, 18 FT AGL/28 FT MSL. TREES BEGINNING 633 FT FROM DER, 321 FT LEFT OF CENTERLINE, 52 FT AGL/62 FT MSL. TREES BEGINNING 777 FT FROM DER, 163 FT RIGHT OF CENTERLINE, 55 FT AGL/78 FT MSL. LIGHT ON FLAGPOLE 2517 FT FROM DER, 706 FT LEFT OF CENTERLINE, 99 FT AGL/118 FT MSL. TOWER AND TREES BEGINNING 2595 FT FROM DER, 15 FT RIGHT OF CENTERLINE, 97 FT AGL/196 FT MSL. TREES BEGINNING 4772 FT FROM DER, 532 FT LEFT OF CENTERLINE, 92 FT AGL/269 FT MSL. BUILDING AND TREES BEGINNING 5418 FT FROM DER, 96 FT RIGHT OF CENTERLINE, 88 FT AGL/253 FT MSL. TREES BEGINNING 1.7 NM FROM FDC 2/6707 SAN FI/T SID SAN DIEGO INTL, SAN DIEGO, CA, DER, 1301 FT LEFT OF CENTERLINE, 100 FT AGL/379 FT MSL. ALL OTHER DATA REMAINS THE SAME.

FDC 2/6128 SAN FI/T SID SAN DIEGO INTL, SAN DIEGO, CA, BORDER FIVE DEPARTURE TAKE-OFF MINIMUMS: RWY 9, 400-1 3/4 WITH MINIMUM CLIMB OF 610 FT PER NM TO 1900. RWY 27, 400-2 1/2 OR STANDARD WITH MINIMUM CLIMB OF 353 FT PER NM TO 500. TAKE-OFF OBSTACLE NOTES: NOTE: RWY 9, OBSTRUCTION LIGHT, SIGN, AND TREES BEGINNING 11 FT FROM DER, 258 FT LEFT OF CENTERLINE, UP TO 38 FT AGL/77 FT MSL. ANTENNA ON BUILDING, POLE, AND LIGHTED BARRIER BEGINNING 18 FT FROM DER, 5 FT RIGHT OF CENTERLINE, UP TO 35 FT AGL/50 FT MSL. OBSTRUCTION LIGHT ON LOCALIZER 272 FT FROM DER, ON CENTERLINE, 19 FT AGL/38 FT MSL. VENT ON BUILDING, MULTIPLE BUILDINGS, AND TREES BEGINNING 741 FT FROM DER, 104 FT RIGHT OF CENTERLINE, UP TO 173 FT AGL/317 FT MSL. ELECTRICAL SYSTEM, POLE, MULTIPLE ANTENNAS ON LIGHTED BUILDINGS, AND TREES BEGINNING 792 FT FROM DER, 135 FT LEFT OF CENTERLINE, UP TO 66 FT AGL/138 FT MSL. BUILDINGS AND TREES BEGINNING 5834 FT FROM DER, 19 FT RIGHT OF CENTERLINE, UP TO 280 FT AGL/394 FT MSL. LIGHTED STACK, POLES, AND TREES BEGINNING 1 NM FROM DER, 492 FT LEFT OF CENTERLINE, UP TO 132 FT AGL/419 FT MSL. NOTE: RWY 27, LIGHT POLE 195 FT FROM DER, 348 FT RIGHT OF CENTERLINE, 20 FT AGL/30 FT MSL. OBSTRUCTION LIGHTED ON DME 287 FT FDC 2/6128 SAN FI/T SID SAN DIEGO INTL, SAN DIEGO, CA, BORDER FIVE FROM DER, 315 FT LEFT OF CENTERLINE, 18 FT AGL/28 FT MSL. TREES BEGINNING 633 FT FROM DER, 321 FT LEFT OF CENTERLINE, 52 FT AGL/62 FT MSL. TREES BEGINNING 777 FT FROM DER, 163 FT RIGHT OF CENTERLINE, 55 FT AGL/78 FT MSL. LIGHT ON FLAGPOLE 2517 FT FROM DER, 706 FT LEFT OF CENTERLINE, 99 FT AGL/118 FT MSL. TOWER AND TREES BEGINNING 2595 FT FROM DER, 15 FT RIGHT OF CENTERLINE, 97 FT AGL/196 FT MSL. TREES BEGINNING 4772 FT FROM DER, 532 FT LEFT OF CENTERLINE, 92 FT AGL/269 FT MSL. BUILDING AND TREES BEGINNING 5418 FT FROM DER, 96 FT RIGHT OF CENTERLINE, 88 FT AGL/253 FT MSL. TREES BEGINNING 1.7 NM FROM DER, 1301 FT LEFT OF CENTERLINE, 100 FT AGL/379 FT MSL.

FDC 2/6098 SAN FI/T SID SAN DIEGO INTL, SAN DIEGO, CA, LNSAY TWO DEPARTURE TAKE-OFF MINIMUMS: RWY 9, 400-1 3/4 WITH MINIMUM CLIMB OF 610 FT PER NM TO 1900. RWY 27, 400-2 1/2 OR STANDARD WITH MINIMUM CLIMB OF 353 FT PER NM TO 500. TAKE-OFF OBSTACLE NOTES: NOTE: RWY 9, OBSTRUCTION LIGHT, SIGN, AND TREES BEGINNING 11 FT FROM DER, 258 FT LEFT OF CENTERLINE, UP TO 38 FT AGL/77 FT MSL. ANTENNA ON BUILDING, POLE, AND LIGHTED BARRIER BEGINNING 18 FT FROM DER, 5 FT RIGHT OF CENTERLINE, UP TO 35 FT AGL/50 FT MSL. OBSTRUCTION LIGHT ON LOCALIZER 272 FT FROM DER, ON CENTERLINE, 19 FT AGL/38 FT MSL. VENT ON BUILDING, MULTIPLE BUILDINGS, AND TREES BEGINNING 741 FT FROM DER, 104 FT RIGHT OF CENTERLINE, UP TO 173 FT AGL/317 FT MSL. ELECTRICAL SYSTEM, POLE, MULTIPLE ANTENNAS ON LIGHTED BUILDINGS, AND TREES BEGINNING 792 FT FROM DER, 135 FT LEFT OF CENTERLINE, UP TO 66 FT AGL/138 FT MSL. BUILDINGS AND TREES BEGINNING 5834 FT FROM DER, 19 FT RIGHT OF CENTERLINE, UP TO 280 FT AGL/394 FT MSL. LIGHTED STACK, POLES, AND TREES BEGINNING 1 NM FROM DER, 492 FT LEFT OF CENTERLINE, UP TO 132 FT AGL/419 FT MSL. NOTE: RWY 27, LIGHT POLE 195 FT FROM DER, 348 FT RIGHT OF FDC 2/6098 SAN FI/T SID SAN DIEGO INTL, SAN DIEGO, CA, LNSAY TWO CENTERLINE, 20 FT AGL/30 FT MSL. OBSTRUCTION LIGHTED ON DME 287 FT FROM DER, 315 FT LEFT OF CENTERLINE, 18 FT AGL/28 FT MSL. TREES BEGINNING 633 FT FROM DER, 321 FT LEFT OF CENTERLINE, 52 FT AGL/62 FT MSL. TREES BEGINNING 777 FT FROM DER, 163 FT RIGHT OF CENTERLINE, 55 FT AGL/78 FT MSL. LIGHT ON FLAGPOLE 2517 FT FROM DER, 706 FT LEFT OF CENTERLINE, 99 FT AGL/118 FT MSL. TOWER AND TREES BEGINNING 2595 FT FROM DER, 15 FT RIGHT OF CENTERLINE, 97 FT AGL/196 FT MSL. TREES BEGINNING 4772 FT FROM DER, 532 FT LEFT OF CENTERLINE, 92 FT AGL/269 FT MSL. BUILDING AND TREES BEGINNING 5418 FT FROM DER, 96 FT RIGHT OF CENTERLINE, 88 FT AGL/253 FT MSL. TREES BEGINNING 1.7 NM FROM DER, 1301 FT LEFT OF CENTERLINE, 100 FT AGL/379 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/6072 SAN FI/T ODP SAN DIEGO INTL, SAN DIEGO, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 09, TEMPORARY CRANE 4390 FEET FROM DER, 413 FEET RIGHT OF CENTERLINE, 170 AGL/351 MSL. ALL OTHER DATA REMAINS THE SAME.

FDC 2/2071 SAN FI/T SID SAN DIEGO INTL, SAN DIEGO, CA. LNSAY TWO DEPARTURE...BORDER FIVE DEPARTURE...TAKE-OFF MINIMUMS: RWY 09, 400- 2 3/4 WITH MINIMUM CLIMB OF 610 FEET PER NM TO 1900. NOTE: RWY 09, TEMPORARY CRANE 4269 FEET FROM DER, 444 FEET RIGHT OF CENTERLINE, 133 FEET AGL/303 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/2070 SAN FI/T ODP SAN DIEGO INTL, SAN DIEGO, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 7...TAKE-OFF MINIMUMS: RWY 09, 400- 2 3/4 WITH MINIMUM CLIMB OF 290 FEET PER NM TO 900. NOTE: RWY 09, TEMPORARY CRANE 4269 FEET FROM DER, 444 FEET RIGHT OF CENTERLINE, 133 FEET AGL/303 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/0361 SAN FI/T SID SAN DIEGO INTL, SAN DIEGO, CA. POGGI (RNAV) TWO DEPARTURE...TAKE-OFF MINIMUMS: RWY 27, STANDARD WITH MINIMUM ATC CLIMB OF 400 FT PER NM TO 520 AND MINIMUM OBSTACLE CLIMB OF 353 FT PER NM TO 1600. TAKE-OFF OBSTACLE NOTES: NOTE: RWY 27, LIGHT POLE 195 FT FROM DER, 348 FT RIGHT OF CENTERLINE, 20 FT AGL/30 FT MSL. OBSTRUCTION LIGHTED ON DME 287 FT FROM DER, 315 FT LEFT OF CENTERLINE, 18 FT AGL/28 FT MSL. TREES BEGINNING 633 FT FROM DER, 321 FT LEFT OF CENTERLINE, 52 FT AGL/62 FT MSL. TREES BEGINNING 777 FT FROM DER, 163 FT RIGHT OF CENTERLINE, 55 FT AGL/78 FT MSL. LIGHT ON FLAGPOLE 2517 FT FROM DER, 706 FT LEFT OF CENTERLINE, 99 FT AGL/118 FT MSL. TOWER AND TREES BEGINNING 2595 FT FROM DER, 15 FT RIGHT OF CENTERLINE, 97 FT AGL/196 FT MSL. TREES BEGINNING 4772 FT FROM DER, 532 FT LEFT OF CENTERLINE, 92 FT AGL/269 FT MSL. BUILDING AND TREES BEGINNING 5418 FT FROM DER, 96 FT RIGHT OF CENTERLINE, 88 FT AGL/253 FT MSL. TREES BEGINNING 1.7 NM FROM DER, 1301 FT LEFT OF CENTERLINE, 100 FT AGL/379 FT MSL.

SAN DIEGO/EL CAJON

Gillespie Field

FDC 2/0166 SEE FI/T IAP GILLESPIE FIELD, SAN DIEGO/EL CAJON, CA. RNAV (GPS) RWY 17, AMDT 2...CIRCLING MDA 1580/HAA 1193 ALL CATS.

SAN FRANCISCO

San Francisco Intl

FDC 2/5949 SFO FI/T SID SAN FRANCISCO INTL, SAN FRANCISCO, CA. MOLEN THREE DEPARTURE TAKE-OFF MINIMUMS: RWY 28L/R, STANDARD WITH A MINIMUM CLIMB OF 390 FEET PER NM TO 1800. ALL OTHER DATA REMAINS THE SAME.

FDC 2/5386 SFO FI/T IAP SAN FRANCISCO INTL, SAN FRANCISCO, CA. ILS PRM RWY 28L (SIMULTANEOUS CLOSE PARALLEL), AMDT 1B...LDA RWY 28R (SIMULTANEOUS CLOSE PARALLEL), AMDT 1A...SIMULTANEOUS PARALLEL APPROACHES WILL ONLY BE OFFERED/CONDUCTED WHEN THE WEATHER IS AT LEAST CEILING 1600 AND VISIBILITY 4 MILES.

FDC 2/0552 SFO FI/T SID SAN FRANCISCO INTL, SAN FRANCISCO, CA, REBAS FOUR DEPARTURE PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SGD VORTAC OTS.

SAN JOSE

Norman Y. Mineta San Jose Intl

FDC 2/9740 SJC FI/T IAP NORMAN Y. MINETA SAN JOSE INTL, SAN JOSE, CA. ILS OR LOC RWY 12R, AMDT 7...S-LOC 12R MDA 680/HAT 634 ALL CATS, VISIBILITY CAT C 1 1/4, CAT D 1 1/2. SIDESTEP RWY 12L MDA 680/HAT 636 ALL CATS, VISIBILITY CAT C 1 3/4. SIDESTEP RWY 11 MDA 680/HAT 631 ALL CATS, VISIBILITY CAT C 1 3/4. JUJGE DME FIX MINIMUMS NA. DISREGARD JUJGE DME FIX AND ALTITUDE IN PROFILE. VDP AT I-SLV 3.4 DME; DISTANCE VDP TO THLD 1.8 NM. TEMPORARY CRANE 363 MSL 2.22 NM NW RWY 12L.

FDC 2/9738 SJC FI/T IAP NORMAN Y. MINETA SAN JOSE INTL, SAN JOSE, CA. VOR RWY 12R, AMDT 4A...S-12R MDA 680/HAT 634 ALL CATS, VISIBILITY CAT C 1 1/4, CAT D 1 1/2. SIDESTEP RWY 12L MDA 680/HAT 636 ALL CATS. SIDESTEP RWY 11 MDA 680/HAT 631 ALL CATS. CIRCLING CAT A MDA 680/HAA 618. VDP AT SJC 1.5 DME; DISTANCE VDP TO THLD 1.8 NM. TEMPORARY CRANE 363 MSL 2.22 NM NW RWY 12L.

FDC 2/9736 SJC FI/T IAP NORMAN Y. MINETA SAN JOSE INTL, SAN JOSE, CA. RNAV (GPS) Y RWY 12R, AMDT 2A...LNAV MDA 680/HAT 634 ALL CATS, VISIBILITY CAT C 1 1/4, CAT D 1 1/2. SIDESTEP RWY 12L MDA 680/HAT 636 ALL CATS, VISIBILITY CAT C 1 3/4. SIDESTEP RWY 11 MDA 680/HAT 631 ALL CATS, VISIBILITY CAT C 1 3/4. VDP 1.8 NM TO RWY 12R. TEMPORARY CRANE 363 MSL 2.22 NM NW RWY 12L.

FDC 2/9286 SJC FI/T IAP NORMAN Y. MINETA SAN JOSE INTL, SAN JOSE, CA. RNAV (GPS) RWY 11, ORIG-B...LNAV MDA 680/HAT 631 ALL CATS, VISIBILITY CAT C 1 3/4, CAT D 2. CIRCLING CAT A MDA 680/HAA 618. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. TEMPORARY CRANE 363 MSL 2.22 NM NW RWY 12L.

FDC 2/9285 SJC FI/T IAP NORMAN Y. MINETA SAN JOSE INTL, SAN JOSE, CA. RNAV (GPS) Y RWY 12L, AMDT 2...LNAV MDA 680/HAT 636 ALL CATS, VISIBILITY CAT C 1 3/4, CAT D 2. CIRCLING CAT A MDA 680/HAA 618. VDP 1.8 NM TO RWY 12L. TEMPORARY CRANE 363 MSL 2.22 NM NW RWY 12L.

FDC 2/3300 SJC FI/T IAP NORMAN Y. MINETA SAN JOSE INTL, SAN JOSE, CA. RNAV (RNP) Z RWY 12R, AMDT 1A...RNP 0.11 DA 377/HAT 331, VISIBILITY 1 1/8. FOR INOPERATIVE MALSR, INCREASE RNP 0.11 DA ALL CATS VISIBILITY TO 1 1/2.

FDC 2/2699 SJC FI/T IAP NORMAN Y. MINETA SAN JOSE INTL, SAN JOSE, CA. RNAV (GPS) RWY 29, ORIG-B...TERMINAL ROUTE FROM JOSUN TO SUNNE 5.1NM.

SANTA ANA

John Wayne Airport-Orange County

FDC 2/8703 SNA FI/P IAP JOHN WAYNE AIRPORT-ORANGE COUNTY, SANTA ANA, CA. ILS OR LOC RWY 19R, AMDT 12A...DELETE PROFILE VIEW NOTE: ** WHEN ASSIGNED BY ATC, INTERCEPT GLIDEPATH AT 3400, AND DELETE ** AFTER AT OR ABOVE 3400 AT SNAKE. ALTITUDE AT DYERS SHOULD READ AT OR ABOVE 1040. CHANGE DYERS FIX MINIMUMS TO READ DYERS FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED). THIS IS ILS OR LOC RWY 19R, AMDT 12B.

FDC 2/7954 SNA FI/T AIRSPACE STAR ORANGE COUNTY, CALIFORNIA KEFFR ONE ARRIVAL...PROCEDURE NA.

FDC 2/6441 SNA FI/T IAP JOHN WAYNE AIRPORT-ORANGE COUNTY, SANTA ANA, CA. ILS OR LOC RWY 19R, AMDT 12B...DYERS FIX MINIMUMS S-LOC 19R MDA 560/ HAT 505 ALL CATS, VISIBILITY CATS C/D RVR 5000, VDP AT I-SNA 2.57 DME; DISTANCE VDP TO THLD 1.43 MILES. TEMPORARY CRANE, 243 MSL 1.37 NM NE OF RWY 19R.

FDC 2/1446 SNA FI/P IAP JOHN WAYNE AIRPORT-ORANGE COUNTY, SANTA ANA, CA. RNAV (GPS) Y RWY 19R, AMDT 1B...CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. THIS IS RNAV (GPS) Y RWY 19R, AMDT 1C.

SANTA ROSA

Charles M. Schulz - Sonoma County

FDC 2/0545 STS FI/T SID CHARLES M. SCHULZ - SONOMA COUNTY, SANTA ROSA, CA, FREES SIX DEPARTURE SCAGGS ISLAND TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SGD VORTAC OTS.

SOUTH LAKE TAHOE

Lake Tahoe

FDC 2/6946 TVL FI/T IAP 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 2/6943 TVL FI/T IAP 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.

FDC 2/3665 TVL FI/T ODP LAKE TAHOE, SOUTH LAKE TAHOE, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 18, STANDARD. W/MINIMUM CLIMB OF 832 FT PER NM TO 11500, OR 1700 - 3 W/MINIMUM CLIMB OF 715 FT PER NM TO 11500, 6200-6 FOR CLIMB IN VISUAL CONDITIONS. RWY 36, 300 - 2 OR STANDARD W/MINIMUM OF 215 FT PER NM TO 6500, ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT PER NM CLIMB GRADIENT TAKEOFF MUST OCCUR NO LATER THAN 1400 FT PRIOR TO DER, 6200-6 FOR CLIMB IN VISUAL CONDITIONS. DEPARTURE PROCEDURE: RWY 18, CLIMB HEADING 177 DEGREES TO 7900 THEN CLIMBING RIGHT TURN TO INTERCEPT SWR R-133 TO SWR VOR/DME...RWY 36, CLIMB HEADING 357 DEGREES TO INTERCEPT SWR R-113 TO SWR VOR/DME.....THEN PROCEED ON COURSE. RWY 18,36, FOR CLIMB IN VISUAL CONDITIONS: REMAIN WITH-IN 3NM, CROSS SOUTH LAKE TAHOE AIRPORT AT OR ABOVE 12400 MSL THEN PROCEED ON SWR R-127 TO SWR VOR/DME, INFORM ATC WHEN VCOA WILL BE FLOWN. ALL OTHER DATA REMAINS AS PUBLISHED.

ST HELENA

St. Helena Fire Dept.

FDC 2/7203 CL39 FI/T SPECIAL ST HELENA FIRE DEPARTMENT, ST HELENA, CA. (SPECIAL) COPTER GPS 293, ORIG...PROCEDURE NA.

VAN NUYS

Van Nuys

FDC 2/1088 VNY FI/T SID VAN NUYS, VAN NUYS, CA, NEWHALL SEVEN DEPARTURE COURSE FROM LANGE TO PMD VORTAC 038.

WATSONVILLE

Watsonville Muni

FDC 2/7082 WVI FI/P CHART WATSONVILLE MUNI, WATSONVILLE, CA. WATSONVILLE ONE DEPARTURE (OBSTACLE)(WV11.WVI)...CORRECT CHART TITLE TO READ WATSONVILLE ONE DEPARTURE (OBSTACLE) VICE WATSONVILLE ONE DEPARTURE.

COLORADO

BUENA VISTA

Central Colorado Rgnl

FDC 2/9723 AEJ FI/T IAP CENTRAL COLORADO RGNL, BUENA VISTA, CO. GPS RWY 33, ORIG...S-33: MINIMUMS NA.

COLORADO SPRINGS

City Of Colorado Springs Muni

FDC 2/8622 COS FI/T IAP CITY OF COLORADO SPRINGS MUNI, COLORADO SPRINGS, CO. RNAV (RNP) Z RWY 17L, ORIG-A...RNP 0.30 DA 6933/ HAT 746 ALL CATS, VISIBILITY 2 1/4 ALL CATS. NEW OBST SIGN 6433 MSL, 2 NM N OF RWY 17L.

FDC 2/5175 COS FI/T IAP CITY OF COLORADO SPRINGS MUNI, COLORADO SPRINGS, CO. RNAV (RNP) Z RWY 17L, ORIG-A...RNP 0.15 DA 6576/ HAT 389 ALL CATS. TEMPORARY CRANE, EXCAVATOR, TRUCKS 6264 MSL 4143 FEET N RWY 17L.

DENVER

Centennial

FDC 9/9434 APA FI/T CENTENNIAL, DENVER, CO. NDB RWY 35R, AMDT 10B...ILS OR LOC RWY 35R, AMDT 8B...ALTERNATE MINIMUMS NA, FQF VORTAC UNMON.

FDC 2/8795 APA FI/T ODP CENTENNIAL, DENVER, CO. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...RWY 17L, STD WITH MINIMUM CLIMB OF 315 FEET PER NM TO 6900. FIVE TEMPORARY CRANES STARTING 7946 FEET TO 8174 FEET FROM DER, 237 FEET TO 511 FEET LEFT OF RWY CENTERLINE, 145 AGL/ 6113 MSL NOTE: RWY 17L, TEMPORARY CRANE 4789 FEET FROM DER, 356 FEET LEFT OF CENTERLINE, 68 AGL/6018 MSL. ALL OTHER DATA REMAINS THE SAME.

FDC 2/8794 APA FI/T SID CENTENNIAL, DENVER, CO, DENVER FIVE DEPARTURE PIKES FOUR DEPARTURE PLAINS FOUR DEPARTURE ROCKIES SEVEN DEPARTURE YELLOWSTONE SIX DEPARTURE TAKEOFF MINIMUMS: RWY 17L, STD WITH MINIMUM CLIMB OF 315 FEET PER NM TO 6900. FIVE TEMPORARY CRANES STARTING 7946 FEET TO 8174 FEET FROM DER, 237 FEET TO 511 FEET LEFT OF RWY CENTERLINE, 145 AGL/ 6113 MSL NOTE: RWY 17L, TEMPORARY CRANE 4789 FEET FROM DER, 356 FEET LEFT OF CENTERLINE, 68 AGL/6018 MSL. ALL OTHER DATA REMAINS THE SAME.

FDC 2/7704 APA FI/T IAP CENTENNIAL, DENVER, CO. ILS OR LOC RWY 35R, AMDT 8B...CHANGE ALTITUDE ON TERMINAL ROUTE FALCON (FQF) VORTAC TO CASSE LOM/I-APA 8.1 DME FROM 8700 TO 9000.

FDC 2/7467 APA FI/T IAP CENTENNIAL, DENVER, CO. RNAV (GPS) RWY 28, ORIG-A...CIRcling MDA 6560 / HAT 675 CATS A,B,C. TEMPORARY CRANE 6210 MSL 1.89 NM SW OF AIRPORT.

FDC 2/3057 APA FI/P IAP CENTENNIAL, DENVER, CO. ILS OR LOC RWY 35R, AMDT 8B...CHART PROFILE NOTE: VGSi AND ILS GLIDEPATH NOT COINCIDENT. THIS IS ILS OR LOC RWY 35R, AMDT 8C.

Denver Intl

FDC 9/9436 DEN FI/T DENVER INTERNATIONAL, DENVER, CO. ILS OR LOC RWY 7, AMDT 2A...ILS OR LOC RWY 8, AMDT 4A...ILS OR LOC RWY 16R, ORIG-A...ILS OR LOC RWY 17L, AMDT 3A...ILS OR LOC RWY 25, AMDT 2B...ILS OR LOC RWY 34L, ORIG-A...ILS RWY 34L (CAT II), ORIG-A...ILS RWY 34L (CAT III), ORIG-A...ILS RWY 16L, AMDT 2A...ILS RWY 17R, AMDT 2A...ILS RWY 26, AMDT 2...ILS RWY 34R, AMDT 1B...ILS RWY 34R (CAT II), AMDT 1B...ILS RWY 34R (CAT III), AMDT 1B...ALTERNATE MINIMUMS NA, FQF VORTAC UNMON.

FDC 2/9103 DEN FI/T IAP DENVER INTL, DENVER, CO. ILS OR LOC RWY 25, AMDT 2B...CHANGE NOTE TO READ: SIMULTANEOUS APPROACH AUTHORIZED WITH ILS OR LOC RWY 26. DELETE NOTE: LOC PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. DELETE PROFILE NOTE: 7000 WHEN ASSIGNED BY ATC. DELETE PROFILE NOTE: OR AS ASSIGNED BY ATC.

FDC 2/9102 DEN FI/T IAP DENVER INTL, DENVER, CO. ILS OR LOC RWY 7, AMDT 2B...DELETE NOTE: LOC PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. DELETE PROFILE NOTE: OR AS ASSIGNED BY ATC.

FDC 2/9100 DEN FI/T IAP DENVER INTL, DENVER, CO. RNAV (GPS) RWY 7, ORIG...CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 8. CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS. DELETE PROFILE NOTE: OR AS ASSIGNED BY ATC.

FDC 2/9098 DEN FI/T IAP DENVER INTL, DENVER, CO. RNAV (GPS) RWY 34L, AMDT 1...RNAV (GPS) RWY 34R, AMDT 1...CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 35L/R. CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS.

FDC 2/9097 DEN FI/T IAP DENVER INTL, DENVER, CO. ILS OR LOC RWY 34R, AMDT 2...ILS OR LOC RWY 34L, AMDT 1...DELETE NOTE: LOC PROCEDURE NA DURING SIMULTANEOUS OPERATIONS.

FDC 2/9093 DEN FI/T IAP DENVER INTL, DENVER, CO. RNAV (GPS) RWY 35R, AMDT 1...CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 34R. CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS.

FDC 2/9092 DEN FI/T IAP DENVER INTL, DENVER, CO. RNAV (GPS) RWY 8, ORIG...CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 7. CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS. DELETE PROFILE NOTE: OR AS ASSIGNED BY ATC.

FDC 2/9091 DEN FI/T IAP DENVER INTL, DENVER, CO. ILS OR LOC RWY 26, AMDT 2A...CHANGE NOTE TO READ: SIMULTANEOUS APPROACH AUTHORIZED WITH ILS OR LOC RWY 25. DELETE NOTE: LOC PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. DELETE PROFILE NOTE: OR AS ASSIGNED BY ATC.

FDC 2/9090 DEN FI/T IAP DENVER INTL, DENVER, CO. ILS OR LOC RWY 8, AMDT 4A...DELETE NOTE: LOC PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. DELETE PROFILE NOTE: 7000 WHEN ASSIGNED BY ATC. DELETE PROFILE NOTE: OR AS ASSIGNED BY ATC.

FDC 2/9089 DEN FI/T IAP DENVER INTL, DENVER, CO. ILS OR LOC RWY 35L, AMDT 4...ILS OR LOC RWY 35R, AMDT 2...DELETE NOTE: LOC PROCEDURE NA DURING SIMULTANEOUS OPERATIONS.

FDC 2/9088 DEN FI/T IAP DENVER INTL, DENVER, CO. RNAV (GPS) RWY 35L, AMDT 1...CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 34R AND ILS OR LOC RWY 35R, ILS RWY 35R (CAT II), ILS RWY 35R (CAT III). CHART NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. CHART NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS.

FDC 2/1708 DEN FI/T IAP DENVER INTL, DENVER, CO. ILS OR LOC RWY 25, AMDT 2B...S-ILS 25 NA. S-LOC 25 MDA 5740/ HAT 388 ALL CATS, VISIBILITY ALL CATS RVR 5000. TEMPORARY CRANES, 5480 MSL 0.43 NM SOUTHEAST OF RWY 25.

FDC 2/1706 DEN FI/T SID DENVER INTL, DENVER, CO. PLAINS FOUR DEPARTURE...NOTE: RWY 7, TEMPORARY CRANES BEGINNING 2510 FEET FROM DEPARTURE END OF RUNWAY, 257 FEET RIGHT OF CENTERLINE, UP TO 150 FEET AGL/ 5480 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1705 DEN FI/T SID DENVER INTL, DENVER, CO. PIKES FOUR DEPARTURE...NOTE: RWY 7, TEMPORARY CRANES BEGINNING 2510 FEET FROM DEPARTURE END OF RUNWAY, 257 FEET RIGHT OF CENTERLINE, UP TO 150 FEET AGL/ 5480 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1704 DEN FI/T ODP DENVER INTL, DENVER, CO. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...NOTE: RWY 7, TEMPORARY CRANES BEGINNING 2510 FEET FROM DEPARTURE END OF RUNWAY, 257 FEET RIGHT OF CENTERLINE, UP TO 150 FEET AGL/ 5480 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1703 DEN FI/T SID DENVER INTL, DENVER, CO. YELLOWSTONE SIX DEPARTURE...NOTE: RWY 7, TEMPORARY CRANES BEGINNING 2510 FEET FROM DEPARTURE END OF RUNWAY, 257 FEET RIGHT OF CENTERLINE, UP TO 150 FEET AGL/ 5480 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1702 DEN FI/T SID DENVER INTL, DENVER, CO. DENVER FIVE DEPARTURE...NOTE: RWY 7, TEMPORARY CRANES BEGINNING 2510 FEET FROM DEPARTURE END OF RUNWAY, 257 FEET RIGHT OF CENTERLINE, UP TO 150 FEET AGL/ 5480 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1701 DEN FI/T SID DENVER INTL, DENVER, CO. ROCKIES SEVEN DEPARTURE...NOTE: RWY 7, TEMPORARY CRANES BEGINNING 2510 FEET FROM DEPARTURE END OF RUNWAY, 257 FEET RIGHT OF CENTERLINE, UP TO 150 FEET AGL/ 5480 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

Rocky Mountain Metropolitan

FDC 2/1595 BJC FI/T IAP ROCKY MOUNTAIN METROPOLITAN, DENVER, CO. RNAV (GPS) RWY 29R, AMDT 1...LNAV-VNAV DA 5877/HATH 311 ALL CATS. TEMPORARY CRANE 5715 MSL 4362 FEET SW RWY 29R.

FDC 2/1594 BJC FI/T IAP ROCKY MOUNTAIN METROPOLITAN, DENVER, CO. RNAV (GPS) RWY 29L, AMDT 1...LNAV-VNAV DA 5926/HATH 331 ALL CATS, VISIBILITY ALL CATS 1 1/8. LNAV MDA 6020/HATH 425 ALL CATS, VISIBILITY CATS C/D 1 1/4. VDP 1.2 NM TO RWY 29L. TEMPORARY CRANE 5715 MSL 2564 FEET SW RWY 29L.

EAGLE

Eagle County Rgnl

FDC 2/9704 EGE FI/T SID EAGLE COUNTY RGNL, EAGLE, CO, GYPSUM FOUR DEPARTURE DEPARTURE ROUTE DESCRIPTION: TAKE-OFF RUNWAY 25, VISUAL CLIMB OVER AIRPORT NA. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/5818 EGE FI/T SPECIAL EAGLE COUNTY RGNL, EAGLE, CO. (SPECIAL) ILS OR LOC/DME RWY 25, ORIG...DISREGUARD FIX NAME ZUXAS. MISSED APPROACH POINT I-EGE 1.5 DME OR RWY 25 THRESHOLD 3938.670N-10654.007W.

FDC 1/6734 EGE FI/T IAP EAGLE COUNTY REGIONAL, EAGLE, CO. LDA/DME RWY 25, ORIG-C...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, RLG VOR OTS. RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, RLG VOR OTS.

FORT COLLINS/LOVELAND

Fort Collins-Loveland Muni

FDC 2/9769 FNL FI/T IAP FORT COLLINS-LOVELAND MUNI, FORT COLLINS/LOVELAND, CO. RNAV (GPS) RWY 33, ORIG...HYGEN (IAF) TO IMOMY TRANSITION NA. DISREGARD PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT HYGEN VIA V220 WESTBOUND.

GRAND JUNCTION

Grand Junction Regional

FDC 2/2074 GJT FI/T SID GRAND JUNCTION REGIONAL, GRAND JUNCTION, CO. GRAND JUNCTION FIVE DEPARTURE: CHANGE TERMINAL ROUTE ALTITUDE TO PACES FROM 11000 TO 13000.

GUNNISON

Gunnison-Crested Butte Rgnl

FDC 2/7033 GUC FI/T SPECIAL GUNNISON-CRESTED BUTTE RGNL, GUNNISON, CO. (SPECIAL) ILS/DME (FMS) RWY 6, ORIG...CHANGE KEEZR FROM I-GUC 15.8 DME TO I-GUC 16.11 DME. CHANGE PLATO FROM I-GUC 7.7 DME TO I-GUC 7.89 DME. TERMINAL ROUTE FROM I-GUC 20.9 DME TO KEEZR: MINIMUM ALTITUDE 11400. TERMINAL ROUTE FROM KEEZR TO GS INCPT: MINIMUM ALTITUDE 10300. MIN GS INCPT 10300. TCH 49 FT. S-LOC 6 NA.

HAYDEN

Yampa Valley

FDC 2/9760 HDN FI/T SPECIAL YAMPA VALLEY, HAYDEN, CO. (SPECIAL) ILS Z RWY 10, AMDT 1...PROCEDURE TURN OUTBOUND HEADING 284. FINAL APPROACH COURSE INBOUND HEADING 104.

FDC 2/5869 HDN FI/T IAP YAMPA VALLEY, HAYDEN, CO. RNAV (GPS) RWY 28, AMDT 2...LP MDA NA LNAV MDA NA.

KREMMLING

Mc Elroy Airfield

FDC 1/6732 20V FI/T ODP MC ELROY AIRFIELD, KREMMLING, CO. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, RLG VOR OTS.

LAMAR

Lamar Muni

FDC 2/9355 LAA FI/T IAP LAMAR MUNI, LAMAR, CO. RNAV (GPS) RWY 26, ORIG-A...MSA RW26 6200.

FDC 2/9354 LAA FI/T IAP LAMAR MUNI, LAMAR, CO. RNAV (GPS) RWY 36, AMDT 1...MSA RW36 6200.

FDC 2/4053 LAA FI/T IAP LAMAR MUNI, LAMAR, CO. RNAV (GPS) RWY 8, ORIG...MSA RW08 6200.

RIFLE

Garfield County Rgnl

FDC 2/8495 RIL FI/T IAP GARFIELD COUNTY RGNL, RIFLE, CO. ILS RWY 26, AMDT 2...LOC/DME A, AMDT 8...VOR/DME C, AMDT 2...ALTERNATE MINIMUMS NA, RGA VOR/DME UNMONITORED.

STERLING

Sterling Muni

FDC 2/7003 STK FI/T IAP STERLING MUNI, STERLING, CO. GPS RWY 33, ORIG...PROCEDURE NA.

TRINIDAD

Perry Stokes

FDC 2/4237 TAD FI/T IAP PERRY STOKES, TRINIDAD, CO. RNAV (GPS) RWY 3, ORIG-A...LNAV MINIMUMS NA.

CONNECTICUT

BRIDGEPORT

Igor I Sikorsky Memorial

FDC 2/9171 BDR FI/T IAP IGOR I SIKORSKY MEMORIAL, BRIDGEPORT, CT. VOR RWY 24, AMDT 16...TERMINAL ROUTE FROM CMK VOR/DME TO BDR VOR/DME NA, DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 2/9169 BDR FI/T IAP IGOR I SIKORSKY MEMORIAL, BRIDGEPORT, CT. VOR RWY 6, AMDT 21...TERMINAL ROUTE FROM CMK VOR/DME TO STANE INT NA, DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 2/9168 BDR FI/T IAP IGOR I SIKORSKY MEMORIAL, BRIDGEPORT, CT. VOR RWY 29, AMDT 2...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 2/9166 BDR FI/T IAP IGOR I SIKORSKY MEMORIAL, BRIDGEPORT, CT. ILS RWY 6, AMDT 9A...TERMINAL ROUTE FROM CMK VOR/DME TO STANE INT NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. S-LOC 6 DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 2/1311 BDR FI/T STAR IGOR I SIKORSKY BRIDGEPORT, CT. DENNA2 ARRIVAL. DUE TO ALB VORTAC RESTRICTION, MEA ALB - ATHOS: 8000/GNSS RNAV MEA 3000. MEA DNY - PETER - ATHOS: 6300. DME REQUIRED. RADAR REQUIRED.

FDC 2/1310 BDR FI/T STAR IGOR I SIKORSKY MEMORIAL, CT. BDR1 ARRIVAL. DUE TO ALB VORTAC RESTRICTION, MEA ALB - ATHOS: 8000/GNSS RNAV MEA 3000. DUE TO RKA VOR RESTRICTION, MEA RKA - PETER - CYPHER: 10,000/GNSS RNAV MEA 6100. MEA DNY - PETER: 6300. MEA CYPHER - PWL: 6100. DME REQUIRED. RADAR REQUIRED.

FARMINGTON

Otis Helistop Division Of Utc

FDC 2/6552 CT71 FI/T SPECIAL OTIS HELISTOP DIVISION OF UTC, FARMINGTON, CT. (SPECIAL) COPTER RNAV (GPS) 005, ORIG...H-005 MDA 940/HAL 578. CHANGE NOTE: USE BRADLEY INTERNATIONAL AIRPORT ALTIMETER SETTING TO READ; USE BRADLEY INTERNATIONAL AIRPORT ALTIMETER SETTING; WHEN NOT RECEIVED, USE HARTFORD-BRAINARD AIRPORT ALTIMETER SETTING AND INCREASE ALL MDA 20 FT.

GROTON (NEW LONDON)

Groton-New London

FDC 0/0480 GON FI/T GROTON-NEW LONDON, GROTON/NEW LONDON, CT. ILS OR LOC RWY 5, AMDT 12...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. GON VOR/DME OTS.

HARTFORD

Hartford-Brainard

FDC 2/0009 HFD FI/T ODP HARTFORD-BRAINARD, HARTFORD, CT. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...RWY 2: 300 - 1 1/2. NOTE: RWY 2, TEMPORARY CRANE 2066 FEET FROM DER, 500 FEET RIGHT OF CENTERLINE, 175 FEET AGL/211 FEET MSL. RWY 20, TEMPORARY EQUIPMENT 312 FEET FROM DER, 114 FEET RIGHT OF CENTERLINE, UP TO 15 FEET AGL/35 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

NEW HAVEN

Tweed-New Haven

FDC 2/1317 HVN FI/T STAR TWEED-NEW HAVEN, CT. DENNA2 ARRIVAL DUE TO ALB VORTAC RESTRICTION, MEA ALB - ATHOS: 8000/GNSS RNAV MEA 3000. MEA DNY - PETER - ATHOS: 6300. DME REQUIRED. RADAR REQUIRED.

FDC 2/1316 HVN FI/T STAR TWEED-NEW HAVEN, CT. BDR1 ARRIVAL DUE TO ALB VORTAC RESTRICTION, MEA ALB - ATHOS: 8000/GNSS RNAV MEA 3000. DUE TO RKA VOR RESTRICTION, MEA RKA - PETER - CYPHER: 10,000/GNSS RNAV MEA 6100. MEA DNY - PETER: 6300. MEA CYPHER - PWL: 6100. DME REQUIRED. RADAR REQUIRED.

OXFORD

Waterbury-Oxford

FDC 2/1314 OXC FI/T STAR

WATERBURY-OXFORD,CT. DENNA2 ARRIVAL DUE TO ALB VORTAC RESTRICTION, MEA ALB - ATHOS: 8000/GNSS RNAV MEA 3000. MEA DNY - PETER - ATHOS: 6300. DME REQUIRED. RADAR REQUIRED.

FDC 2/1313 OXC FI/T STAR WATERBURY-OXFORD, CT. BDR1 ARRIVAL. DUE TO ALB VORTAC RESTRICTION, MEA ALB - ATHOS: 8000/GNSS RNAV MEA 3000. DUE TO RKA VOR RESTRICTION, MEA RKA - PETER - CYPHER: 10,000/GNSS RNAV MEA 6100. MEA DNY - PETER: 6300. MEA CYPHER - PWL: 6100. DME REQUIRED. RADAR REQUIRED.

WILLIMANTIC

Windham

FDC 2/9164 IJD FI/T ODP WINDHAM, WILLIMANTIC, CT. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...TAKEOFF MINIMUMS: RWY 9, STANDARD WITH MINIMUM CLIMB OF 410 FT PER NM TO 1100, OR 1100- 2 1/2 FOR CLIMB IN VISUAL CONDITIONS. RWY 18, 300-2 OR STANDARD WITH MINIMUM CLIMB OF 432 FT PER NM TO 700. TEXTUAL DEPARTURE PROCEDURE: RWY 9 - CLIMB HEADING 089.41 TO 800 BEFORE PROCEEDING ON COURSE, OR FOR CLIMB IN VISUAL CONDITIONS CROSS WINDHAM AIRPORT AT OR ABOVE 1200 BEFORE PROCEEDING ON COURSE. ALL OTHER DATA REMAINS AS PUBLISHED.

DELAWARE

WILMINGTON

New Castle

FDC 1/4809 ILG FI/T STAR NEW CASTLE, WILMINGTON, DE., CEDAR LAKE 8 ARRIVAL MINIMUM ENROUTE ALTITUDE (MEA) IS REVISED BETWEEN ROUTE SEGMENTS. THE MEA BETWEEN BRIGS INTERSECTION AND CEDAR LAKE VOR (VCN) AND BETWEEN VCN AND WOODSTOWN VOR (OOD) IS REVISED FROM 1900 FEET MSL TO 2100 FEET MSL.

DISTRICT OF COLUMBIA

WASHINGTON

Manassas Rgnl/Harry P. Davis Field

FDC 2/8250 HEF FI/P CHART MANASSAS RGNL/HARRY P. DAVIS FIELD, MANASSAS, VA. GIBBZ ONE ARRIVAL (RNAV) (GIBBZ.GIBBZ1)...CORRECT CHART BY CHANGING HOLDING AT IGGGY TO 293 DEGREES VICE 193 DEGREES.

Ronald Reagan Washington National

FDC 2/8174 DCA FI/T SID RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC, NATIONAL TWO DEPARTURE...LAZIR TWO DEPARTURE ATC ASSIGNED ONLY.

FDC 2/5769 DCA FI/T ODP RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 7...TAKEOFF MINIMUMS: RWY 33, 300-1. TAKEOFF OBSTACLE NOTES: NOTE: RWY 1, MONUMENT 1.7 NM FROM DER, 1784 FT RIGHT OF CENTERLINE, 556 FT AGL/596 FT MSL. NOTE: RWY 33, TEMPORARY CRANE 1757 FT FROM DER, 914 FT LEFT OF CENTERLINE, 186 FT AGL/205 FT MSL. TEMPORARY CRANE 1898 FT FROM DER, 676 FT LEFT OF CENTERLINE, 147 FT AGL/166 FT MSL. TEMPORARY CRANE 1898 FT FROM DER, 676 FT LEFT OF CENTERLINE, 187 FT AGL/206 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/4472 DCA FI/T STAR RONALD REAGAN WASHINGTON NATIONAL ELDEE FIVE ARRIVAL: PROCEDURE NOT AUTHORIZED WEF 1208060900-1211150900.

Washington Dulles Intl

FDC 2/9269 IAD FI/T SID WASHINGTON DULLES INTL, WASHINGTON, DC, STOIC TWO DEPARTURE...PROCEDURE NA.

FDC 2/8248 IAD FI/P CHART WASHINGTON DULLES INTL, WASHINGTON, DC. GIBBZ ONE ARRIVAL (RNAV)(GIBBZ.GIBBZ1)...CORRECT CHART BY CHANGING HOLDING AT IGGGY TO 293 DEGREES VICE 193 DEGREES.

FDC 2/8048 IAD FI/P IAP WASHINGTON DULLES INTL, WASHINGTON, DC. ILS OR LOC RWY 19L, AMDT 15A...MISSED APPROACH: CHANGE AML VORTAC R-040 TO AML VOR/DME R-040. THIS IS ILS OR LOC RWY 19L, AMDT 15B.

FDC 2/6933 IAD FI/T IAP WASHINGTON DULLES INTL, WASHINGTON, DC. ILS OR LOC/DME RWY 1C, AMDT 2A...DISREGARD NOTE: REDUCED LIGHTING: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.

FDC 2/3690 IAD FI/T STAR WASHINGTON DULLES INTERNATIONAL SHNON TWO ARRIVAL: PROCEDURE NOT AUTHORIZED WEF 1208060900-1211150900.

FDC 2/3684 IAD FI/T STAR WASHINGTON DULLES INTERNATIONAL ROYIL TWO ARRIVAL: PROCEDURE NOT AUTHORIZED WEF 1208060900-1211150900.

FDC 2/3235 IAD FI/T IAP WASHINGTON DULLES INTL, WASHINGTON, DC. RNAV (RNP) Z RWY 19C, ORIG-D...RNP 0.30 DA 864/HAT 592. VIS 1 1/2 ALL CATS. TEMPORARY CRANE 517 MSL 1.51 NM NE OF RWY 19C.

FDC 2/1129 IAD FI/P CHART WASHINGTON DULLES INTL, WASHINGTON DC. BUNZZ ONE DEPARTURE (BUNZZ1.BUNZZ)...RNLDI ONE DEPARTURE (RNLDI1.RNLDI)...CAPITAL EIGHT DEPARTURE (CPTAL8.IAD)...STOIC TWO DEPARTURE (STOIC2.STOIC)...CORRECT CHARTS BY CHANGING GROUND CONTROL FREQUENCY TO 121.625 (WEST) VICE 132.45 (WEST).

FDC 2/1120 IAD FI/T IAP WASHINGTON DULLES INTL, WASHINGTON, DC. RNAV (GPS) RWY 19R, ORIG-A...LNAV MDA 800/HAT 522 ALL CATS, VISIBILITY CAT C RVR 5000, CAT D RVR 6000. VDP NA. TEMPORARY CRANE 240 AGL/498 MSL 2.59 NM NORTH OF RWY 19C.

FDC 2/1119 IAD FI/T IAP WASHINGTON DULLES INTL, WASHINGTON, DC. RNAV (GPS) RWY 19C, AMDT 3B...LNAV MDA 800/HAT 529 ALL CATS, VISIBILITY CAT C RVR 5000, CAT D RVR 6000. VDP NA. TEMPORARY CRANE 240 AGL/498 MSL 2.59 NM NORTH OF RWY 19C.

FDC 2/1118 IAD FI/T IAP WASHINGTON DULLES INTL, WASHINGTON, DC. ILS OR LOC/DME RWY 19C, AMDT 25A...S-LOC MDA 800/HAT 529 ALL CATS, VISIBILITY CAT C RVR 5000, CAT D RVR 6000. VDP NA. TEMPORARY CRANE 240 AGL/498 MSL 2.59 NM NORTH OF RWY 19C.

FDC 1/4735 IAD FI/T STAR WASHINGTON DULLES INTL, WASHINGTON, D.C., COATT FOUR ARRIVAL (COATT.COATT4)...RADAR REQUIRED.

FLORIDA

AVON PARK

Avon Park Executive

FDC 2/0317 AVO FI/T IAP AVON PARK EXECUTIVE, AVON PARK, FL. RNAV (GPS) RWY 5, ORIG...LNAV MDA 540/HAT 380. PROCEDURE NA AT NIGHT.

BROOKSVILLE

Hernando County

FDC 2/0741 BKV FI/T IAP HERNANDO COUNTY, BROOKSVILLE, FL. ILS OR LOC RWY 9, AMDT 2C...NOTE: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. PIE UNUSABLE BELOW 5000.

CRYSTAL RIVER

Crystal River

FDC 2/9806 CGC FI/T IAP CRYSTAL RIVER, CRYSTAL RIVER, FL. VOR/DME A, AMDT 2...PROCEDURE NA.

DAYTONA BEACH

Daytona Beach Intl

FDC 2/9787 DAB FI/T IAP DAYTONA BEACH INTL, DAYTONA BEACH, FL. RNAV (GPS) RWY 25R, AMDT 3...LPV MINIMUMS NA.

FDC 2/9627 DAB FI/T IAP DAYTONA BEACH INTL, DAYTONA BEACH, FL. RNAV (GPS) Y RWY 7L, ORIG-B...NOTE: WHEN VGSI INOP, CIRCLING RWY 34 NA AT NIGHT.

FDC 2/9626 DAB FI/T IAP DAYTONA BEACH INTL, DAYTONA BEACH, FL. RNAV (GPS) RWY 7R, ORIG-B...NOTE: STRAIGHT-IN AND CIRCLING RWY 7R PROCEDURES NA AT NIGHT. NOTE: WHEN VGSI INOP, CIRCLING RWY 34 NA AT NIGHT. NOTE: INOPERATIVE TABLE DOES NOT APPLY.

FDC 2/8715 DAB FI/T IAP DAYTONA BEACH INTL, DAYTONA BEACH, FL. RADAR-1, AMDT 8B...NOTE: WHEN VGSI INOP, STRAIGHT-IN AND CIRCLING RWY 34 PROCEDURES NA AT NIGHT. NOTE: CIRCLING TO RWY 7R AND RWY 25L NA AT NIGHT. RWY 7L, RWY 16, RWY 34: NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

Spruce Creek

FDC 2/3746 7FL6 FI/T SPECIAL SPRUCE CREEK, DAYTONA BEACH, FL. (SPECIAL) RNAV (GPS) RWY 5, ORIG...PROCEDURE NA AT NIGHT.

DUNNELLON

Marion County

FDC 2/9213 X35 FI/T IAP DUNNELLON/MARION CO & PARK OF COMMERCE, DUNNELLON, FL. VOR/DME RWY 23, AMDT 1B...PROCEDURE NA.

FORT LAUDERDALE

Fort Lauderdale Executive

FDC 2/6325 FXE FI/T STAR FORT LAUDERDALE EXECUTIVE, FORT LAUDERDALE, FL. WAVUN ONE ARRIVAL CHANGE NOTE: FOR NON-GPS EQUIPPED AIRCRAFT-URSUS TRANSITION, ZBV MUST BE OPERATIONAL, NASSAU TRANSITION, ZFP, ZBV, VKZ AND PBI MUST BE OPERATIONAL TO READ: FOR NON-GPS EQUIPPED AIRCRAFT-URSUS TRANSITION, ZBV DME MUST BE OPERATIONAL, NASSAU TRANSITION, ZFP, ZBV, VKZ AND PBI DMES MUST BE OPERATIONAL.

FDC 2/6317 FXE FI/T STAR FORT LAUDERDALE EXECUTIVE, FORT LAUDERDALE, FL. JINGL ONE ARRIVAL CHANGE NOTE: FOR NON-GPS EQUIPPED AIRCRAFT, LBV, RSW AND FLL MUST BE OPERATIONAL TO READ: FOR NON-GPS EQUIPPED AIRCRAFT, LBV, RSW AND FLL DMES MUST BE OPERATIONAL.

FDC 2/6312 FXE FI/T STAR FORT LAUDERDALE EXECUTIVE, FORT LAUDERDALE, FL. GISSH TWO ARRIVAL ADD: VRB TRANSITION ATC ASSIGNED ONLY.

FDC 2/6307 FXE FI/T STAR FORT LAUDERDALE EXECUTIVE, FORT LAUDERDALE, FL. FISEL TWO ARRIVAL ADD: NOTE: TURBOJETS ONLY AND NOTE: VRB TRANSITION ATC ASSIGNED ONLY.

Fort Lauderdale/Hollywood Intl

FDC 2/7709 FLL FI/T IAP FORT LAUDERDALE/HOLLYWOOD INTL, FORT LAUDERDALE, FL. ILS OR LOC RWY 9L, AMDT 21...S-LOC 9L DME OR GPS REQUIRED.

FDC 2/6323 FLL FI/T STAR FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL, FORT LAUDERDALE, FL. WAVUN ONE ARRIVAL CHANGE NOTE: FOR NON-GPS EQUIPPED AIRCRAFT-URSUS TRANSITION, ZBV MUST BE OPERATIONAL, NASSAU TRANSITION, ZFP, ZBV, VKZ AND PBI MUST BE OPERATIONAL TO READ: FOR NON-GPS EQUIPPED AIRCRAFT-URSUS TRANSITION, ZBV DME MUST BE OPERATIONAL, NASSAU TRANSITION, ZFP, ZBV, VKZ AND PBI DMES MUST BE OPERATIONAL.

FDC 2/6315 FLL FI/T STAR FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL, FORT LAUDERDALE, FL. JINGL ONE ARRIVAL CHANGE NOTE: FOR NON-GPS EQUIPPED AIRCRAFT, LBV, RSW AND FLL MUST BE OPERATIONAL TO READ: FOR NON-GPS EQUIPPED AIRCRAFT, LBV, RSW AND FLL DMES MUST BE OPERATIONAL.

FDC 2/6310 FLL FI/T STAR FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL, FORT LAUDERDALE, FL. GISSH TWO ARRIVAL ADD: NOTE: VRB TRANSITION ATC ASSIGNED ONLY.

FDC 2/6305 FLL FI/T STAR FORT LAUDERDALE/HOLLYWOOD INTERNATIONAL, FORT LAUDERDALE, FL. FISEL TWO ARRIVAL ADD: NOTE: TURBOJETS ONLY AND NOTE: VRB TRANSITION ATC ASSIGNED ONLY.

FDC 2/4620 FLL FI/T IAP FORT LAUDERDALE/HOLLYWOOD INTL, FORT LAUDERDALE, FL. RNAV (GPS) RWY 31, AMDT 2...LPV: DA 500/HAT 491, VISIBILITY 1 3/4 ALL CATS. LNAV/VNAV: DA 511/HAT 502 ALL CATS. TEMPORARY CRANE 211 MSL 1013 FT EAST OF RWY 31.

FDC 2/4615 FLL FI/T ODP FORT LAUDERDALE/HOLLYWOOD INTL, FORT LAUDERDALE, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 13: 300 - 1. NOTE: RWY 13, TEMPORARY CRANE 821 FEET FROM DER, 593 FEET LEFT OF CENTERLINE, 208 FEET AGL/211 FEET MSL. NOTE: RWY 09L, TEMPORARY CRANES 2388 FEET FROM DER, 1135 FEET LEFT OF CENTERLINE, UP TO 146 FEET AGL/150 FEET MSL. CONTAINER FACILITIES 2317 FEET TO 2437 FEET FROM DER, 76 FEET TO 1104 FEET LEFT OF CENTERLINE, UP TO 92 FEET AGL/102 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1035 FLL FI/T ODP FORT LAUDERDALE/HOLLYWOOD INTL, FORT LAUDERDALE, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...NOTE: RWY 9L, TEMPORARY CRANE 2658 FT FROM DER, 1177 FT LEFT OF CENTERLINE, 140 FT AGL/145 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1034 FLL FI/T IAP FORT LAUDERDALE/HOLLYWOOD INTL, FORT LAUDERDALE, FL. RNAV (RNP) Z RWY 27R, ORIG-D...RNP 0.11 DA 419/HAT 412. VISIBILITY RVR 5000 ALL CATS. FOR INOPERATIVE MALSR, INCREASE RNP 0.11 ALL CATS VISIBILITY TO RVR 6000. TEMPORARY CRANE 146 MSL 2876 FT NE OF RWY 27R.

FDC 0/8798 FLL FI/T FORT LAUDERDALE/HOLLYWOOD INTL, FORT LAUDERDALE, FL. ILS OR LOC RWY 9L, AMDT 20...ILS OR LOC RWY 27R, AMDT 8...LOC RWY 9R, AMDT 4A...LOC/DME RWY 13, ORIG...VOR RWY 27R, AMDT 12...ALTERNATE MINIMUMS NA, FLL VOR UNMONITORED.

FORT MYERS

Page Field

FDC 2/7464 FMY FI/T IAP PAGE FIELD, FORT MYERS, FL. RNAV (GPS) RWY 31, ORIG...LPV DA 428/HAT 413, VIS 1 3/8 ALL CATS. LNAV/VNAV DA 411/HAT 396, VIS 1 1/4 ALL CATS. CIRCLING MDA 560/HAA 543 ALL CATS. CHANGE BARO-VNAV NOTE TO READ: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 43C (109F). TEMPORARY CRANES 200 MSL 2720 FEET EAST OF RWY 31. NOTE: STRAIGHT-IN/CIRCLING PROCEDURE TO RWY 31 NA AT NIGHT.

FDC 2/7463 FMY FI/T IAP PAGE FIELD, FORT MYERS, FL. RNAV (GPS) RWY 23, ORIG...LPV DA ALL CATS NA. LNAV/VNAV DA ALL CATS NA. DISREGARD ALL BARO-VNAV NOTES. TEMPORARY CRANES 163 MSL 2855 FT NORTHEAST OF RWY 23. CIRCLING CAT A/B/C MDA 560/HAA 543. TEMPORARY CRANES 200 MSL 2720 FEET EAST OF RWY 31. NOTE: CIRCLING TO RWY 31 NA AT NIGHT.

FDC 2/7462 FMY FI/T IAP PAGE FIELD, FORT MYERS, FL. VOR RWY 13, ORIG-C...DME MINIMUMS: CIRCLING MDA 560/HAA 543 ALL CATS. TEMPORARY CRANES 200 MSL 2720 FEET EAST OF RWY 31. NOTE: STRAIGHT-IN/CIRCLING RWY 13 PROCEDURE NA AT NIGHT. NOTE: CIRCLING TO RWY 31 NA AT NIGHT. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 2/7461 FMY FI/T ODP PAGE FIELD, FORT MYERS, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...TAKEOFF MINIMUMS: RWY 13, 300-1. NOTE: RWY 13, TEMPORARY CRANES 2731 FEET FROM DER, 879 FEET LEFT OF CENTERLINE, 180 FEET AGL/200 FEET MSL. NOTE: RWY 5, TEMPORARY CRANES 2840 FT FROM DER, 293 FT RIGHT OF CENTERLINE, 140 FT AGL/163 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/7460 FMY FI/T IAP PAGE FIELD, FORT MYERS, FL. ILS OR LOC RWY 5, AMDT 7...RNAV (GPS) RWY 5, ORIG...RNAV (GPS) RWY 13, AMDT 1A...CIRCLING CAT A/B/C MDA 560/HAA 543. TEMPORARY CRANES 200 MSL 2720 FEET EAST OF RWY 31. NOTE: CIRCLING TO RWY 31 NA AT NIGHT.

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 2/8371 HWO FI/T IAP NORTH PERRY, HOLLYWOOD, FL. GPS RWY 9R, ORIG-B...NOTE: STRAIGHT-IN/CIRCLING RWY 9R PROCEDURE NA AT NIGHT. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 2/6326 HWO FI/T STAR NORTH PAERRY, HOLLYWOOD, FL. WAVUN ONE ARRIVAL CHANGE NOTE: FOR NON-GPS EQUIPPED AIRCRAFT-URSUS TRANSITION, ZBV MUST BE OPERATIONAL, NASSAU TRANSITION, ZFP, ZBV, VKZ AND PBI MUST BE OPERATIONAL TO READ: FOR NON-GPS EQUIPPED AIRCRAFT-URSUS TRANSITION, ZBV DME MUST BE OPERATIONAL, NASSAU TRANSITION, ZFP, ZBV, VKZ AND PBI DMES MUST BE OPERATIONAL.

FDC 2/6319 HWO FI/T STAR NORTH PAERRY, HOLLYWOOD, FL. JINGL ONE ARRIVAL CHANGE NOTE: FOR NON-GPS EQUIPPED AIRCRAFT, LBV, RSW AND FLL MUST BE OPERATIONAL TO READ: FOR NON-GPS EQUIPPED AIRCRAFT, LBV, RSW AND FLL DMES MUST BE OPERATIONAL.

FDC 2/6313 HWO FI/T STAR NORTH PAERRY, HOLLYWOOD, FL. GISSH TWO ARRIVAL ADD: NOTE: VRB TRANSITION ATC ASSIGNED ONLY.

FDC 2/6308 HWO FI/T STAR NORTH PAERRY, HOLLYWOOD, FL. FISEL TWO ARRIVAL ADD: NOTE: TURBOJETS ONLY AND NOTE: VRB TRANSITION ATC ASSIGNED ONLY.

FDC 2/4202 HWO FI/T IAP NORTH PERRY, HOLLYWOOD, FL. GPS RWY 9R, ORIG-B...CHANGE ALL REFERENCE OF RWY 9R TO RWY 10R.

FDC 2/1302 HWO FI/T SID NORTH PERRY, HOLLYWOOD, FL. MIAMI ONE DEPARTURE...JANUS TRANSITION NA.

HOMESTEAD

Homestead Arb

FDC 2/6304 HST FI/T STAR HOMESTEAD AIR RESERVE BASE, HOMESTEAD, FL. SSCOT ONE ARRIVAL CHANGE NOTE: FOR NON-GPS EQUIPPED AIRCRAFT, PHK MUST BE OPERATIONAL TO READ: FOR NON-GPS EQUIPPED AIRCRAFT, PHK DME MUST BE OPERATIONAL.

FDC 2/6296 HST FI/T STAR HOMESTEAD AIR RESERVE BASE, HOMESTEAD, FL. HILEY TWO ARRIVAL CHANGE NOTE: OMN TRANSITION, FOR NON-GPS EQUIPPED AIRCRAFT, DHP MUST BE OPERATIONAL TO READ: OMN TRANSITION, FOR NON-GPS EQUIPPED AIRCRAFT, DHP DME MUST BE OPERATIONAL. AND NOTE: ZFP TRANSITION, FOR NON-GPS EQUIPPED AIRCRAFT, FLL AND PBI MUST BE OPERATIONAL TO READ: OMN TRANSITION, FOR NON-GPS EQUIPPED AIRCRAFT, FLL AND PBI DMES MUST BE OPERATIONAL.

FDC 2/6291 HST FI/T STAR HOMESTEAD AIR RESERVE BASE, HOMESTEAD, FL. FLIPR TWO ARRIVAL CHANGE NOTE: FOR NON-GPS EQUIPPED AIRCRAFT, VKZ AND ZBV MUST BE OPERATIONAL TO READ: FOR NON-GPS EQUIPPED AIRCRAFT, VKZ AND ZBV DMES MUST BE OPERATIONAL.

Homestead General Aviation

FDC 2/6303 X51 FI/T STAR HOMESTEAD GENERAL AVIATION, HOMESTEAD, FL. SSCOT ONE ARRIVAL CHANGE NOTE: FOR NON-GPS EQUIPPED AIRCRAFT, PHK MUST BE OPERATIONAL TO READ: FOR NON-GPS EQUIPPED AIRCRAFT, PHK DME MUST BE OPERATIONAL.

FDC 2/6294 X51 FI/T STAR HOMESTEAD GENERAL AVIATION, HOMESTEAD, FL. HILEY TWO ARRIVAL CHANGE NOTE: OMN TRANSITION, FOR NON-GPS EQUIPPED AIRCRAFT, DHP MUST BE OPERATIONAL TO READ: OMN TRANSITION, FOR NON-GPS EQUIPPED AIRCRAFT, DHP DME MUST BE OPERATIONAL AND NOTE: ZFP TRANSITION, FOR NON-GPS EQUIPPED AIRCRAFT, FLL AND PBI MUST BE OPERATIONAL TO READ: OMN TRANSITION, FOR NON-GPS EQUIPPED AIRCRAFT, FLL AND PBI DMES MUST BE OPERATIONAL.

FDC 2/6290 X51 FI/T STAR HOMESTEAD GENERAL AVIATION, HOMESTEAD, FL. FLIPR TWO ARRIVAL CHANGE NOTE: FOR NON-GPS EQUIPPED AIRCRAFT, VKZ AND ZBV MUST BE OPERATIONAL TO READ: FOR NON-GPS EQUIPPED AIRCRAFT, VKZ AND ZBV DMES MUST BE OPERATIONAL.

JACKSONVILLE

Cecil

FDC 2/3072 VQQ FI/T IAP CECIL, JACKSONVILLE, FL. RNAV (GPS) RWY 18L, ORIG...LNAV MDA 460/HAT 381 ALL CATS.

Shands Jacksonville Hospital

FDC 2/4570 FA61 FI/T SPECIAL SHANDS JACKSONVILLE HOSPITAL, JACKSONVILLE, FL. (SPECIAL) COPTER RNAV (GPS) 055, ORIG...H-055 MDA 520/HAL 390. ANTENNA 191 MSL 1 NM WEST OF HELIPORT.

JUPITER

William P Gwinn

FDC 2/9266 06FA FI/T SPECIAL WILLIAM P GWINN, JUPITER, FL. (SPECIAL) COPTER GPS 095, ORIG...USE OF WILLIAM P GWINN AIRPORT REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.

FDC 2/9260 06FA FI/T SPECIAL WILLIAM P GWINN, JUPITER, FL. (SPECIAL) ILS OR LOC/DME RWY 9, ORIG...USE OF WILLIAM P GWINN AIRPORT REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.

FDC 2/9159 06FA FI/T IAP WILLIAM P GWINN, JUPITER, FL. (SPECIAL) VOR/DME RWY 9, AMDT 4...PROCEDURE NA.

FDC 2/7445 06FA FI/T SPECIAL WILLIAM P GWINN, JUPITER, FL. (SPECIAL) ILS OR LOC RWY 9, ORIG...ADD NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 690.

KEY WEST

Key West Intl

FDC 2/8876 EYW FI/T IAP KEY WEST INTL, KEY WEST, FL. RNAV (GPS) RWY 9, AMDT 1...LPV DA 479/HAT 476, VISIBILITY 1 3/4 ALL CATS. LNAV/VNAV DA 516/HAT 513, VISIBILITY 1 3/4 ALL CATS. TEMPORARY CRANE 167 MSL 1.01 NM WEST OF RWY 9.

FDC 2/8875 EYW FI/T ODP KEY WEST INTL, KEY WEST, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 27: STANDARD WITH MINIMUM CLIMB OF 293 FEET PER NM TO 300. NOTE: RWY 27, TEMPORARY CRANE 1.01 NM FROM DER, 638 FEET RIGHT OF CENTERLINE, 160 FT AGL/167 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

LA BELLE

La Belle Muni

FDC 2/9207 X14 FI/T IAP LA BELLE MUNI, LA BELLE, FL. RNAV (GPS) RWY 14, ORIG...LPV MINIMUMS AND WAAS VNAV NA.

LAKE CITY

Lake City Gateway

FDC 2/4368 LCQ FI/T IAP LAKE CITY GATEWAY, LAKE CITY, FL. RNAV (GPS) RWY 10, ORIG-C...LNAV: MDA 740/HAT 539 ALL CATS.

FDC 2/3833 LCQ FI/T IAP LAKE CITY GATEWAY, LAKE CITY, FL. RNAV (GPS) RWY 28, AMDT 1...LNAV MDA 640/HAT 444 ALL CATS. CIRCLING MDA 720/HAA 519 CAT A/B/C.

LAKELAND

Lakeland Linder Rgnl

FDC 2/0934 LAL FI/T IAP LAKELAND LINDER RGNL, LAKELAND, FL. ILS OR LOC RWY 5, AMDT 7C...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, WIREY LOM OTS.

FDC 2/0933 LAL FI/T IAP LAKELAND LINDER RGNL, LAKELAND, FL. NDB RWY 5, AMDT 4B...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, WIREY LOM OTS.

LEESBURG

Leesburg Intl

FDC 2/7802 LEE FI/T IAP LEESBURG INTL, LEESBURG, FL. RNAV (GPS) RWY 3, AMDT 1A...PROCEDURE NA. EXCEPT WHEN ADVISED BY ATC.

MELBOURNE

Melbourne Intl

FDC 2/5382 MLB FI/T IAP MELBOURNE INTL, MELBOURNE, FL. ILS OR LOC RWY 9R, AMDT 11...MISSED APPROACH: CLIMB TO 2000 VIA I-MLB E COURSE TO CAPEN AND HOLD E, LT, 269.89 INBOUND.

FDC 2/5380 MLB FI/T IAP MELBOURNE INTL, MELBOURNE, FL. LOC BC RWY 27L, AMDT 9...ADD PLANVIEW NOTE: RADAR REQUIRED, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEMS WITH GPS, MLB VOR UNUSABLE 080-120 BELOW 2000.

FDC 2/0999 MLB FI/T IAP MELBOURNE INTL, MELBOURNE, FL. VOR RWY 27L, AMDT 12...PROCEDURE NA.

MIAMI

Kendall-Tamiami Executive

FDC 2/6301 TMB FI/T STAR KENDALL-TAMIAMI EXECUTIVE, MIAMI, FL. SSCOT ONE ARRIVAL CHANGE NOTE: FOR NON-GPS EQUIPPED AIRCRAFT, PHK MUST BE OPERATIONAL TO READ: FOR NON-GPS EQUIPPED AIRCRAFT, PHK DME MUST BE OPERATIONAL.

FDC 2/6293 TMB FI/T STAR KENDALL-TAMIAMI EXECUTIVE, MIAMI, FL. HILEY TWO ARRIVAL CHANGE NOTE: OMN TRANSITION, FOR NON-GPS EQUIPPED AIRCRAFT, DHP MUST BE OPERATIONAL TO READ: OMN TRANSITION, FOR NON-GPS EQUIPPED AIRCRAFT, DHP DME MUST BE OPERATIONAL. AND NOTE: ZFP TRANSITION, FOR NON-GPS EQUIPPED AIRCRAFT, FLL AND PBI MUST BE OPERATIONAL TO READ: OMN TRANSITION, FOR NON-GPS EQUIPPED AIRCRAFT, FLL AND PBI DMES MUST BE OPERATIONAL.

FDC 2/6289 TMB FI/T STAR KENDALL-TAMIAMI EXECUTIVE, MIAMI, FL. FLIPR TWO ARRIVAL CHANGE NOTE: FOR NON-GPS EQUIPPED AIRCRAFT, VKZ AND ZBV MUST BE OPERATIONAL TO READ: FOR NON-GPS EQUIPPED AIRCRAFT, VKZ AND ZBV DMES MUST BE OPERATIONAL.

FDC 2/5891 TMB FI/T IAP KENDALL-TAMIAMI EXECUTIVE, MIAMI, FL. RNAV (GPS) RWY 9R, AMDT 1...LPV NA. LNAV/VNAV NA. LNAV NA.

FDC 2/1305 TMB FI/T SID KENDALL-TAMIAMI EXECUTIVE, MIAMI, FL. MIAMI ONE DEPARTURE...JANUS TRANSITION NA.

Miami Intl

FDC 2/9802 MIA FI/T SID MIAMI INTL, MIAMI, FL. PADUS ONE DEPARTURE...NOTE: RWY 27, MULTIPLE TEMPORARY CRANES BEGINNING 1963 FT FROM DER, 411 FT LEFT OF CENTERLINE, UP TO 150 FT AGL/158 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/9800 MIA FI/T SID MIAMI INTL, MIAMI, FL. VALLY ONE DEPARTURE NOTE: RWY 27, MULTIPLE TEMPORARY CRANES BEGINNING 1963 FT FROM DER, 411 FT LEFT OF CENTERLINE, UP TO 150 FT AGL/158 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/9799 MIA FI/T SID MIAMI INTL, MIAMI, FL. WINCO ONE DEPARTURE...NOTE: RWY 27, MULTIPLE TEMPORARY CRANES BEGINNING 1963 FT FROM DER, 411 FT LEFT OF CENTERLINE, UP TO 150 FT AGL/158 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/9798 MIA FI/T SID MIAMI INTL, MIAMI, FL. SKIPS ONE DEPARTURE NOTE: RWY 27, MULTIPLE TEMPORARY CRANES BEGINNING 1963 FT FROM DER, 411 FT LEFT OF CENTERLINE, UP TO 150 FT AGL/158 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/9797 MIA FI/T SID MIAMI INTL, MIAMI, FL, MIAMI ONE DEPARTURE NOTE: RWY 27, MULTIPLE TEMPORARY CRANES BEGINNING 1963 FT FROM DER, 411 FT LEFT OF CENTERLINE, UP TO 150 FT AGL/158 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/9795 MIA FI/T SID MIAMI INTL, MIAMI, FL, EONNS ONE DEPARTURE NOTE: RWY 27, MULTIPLE TEMPORARY CRANES BEGINNING 1963 FT FROM DER, 411 FT LEFT OF CENTERLINE, UP TO 150 FT AGL/158 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/9789 MIA FI/T SID MIAMI INTL, MIAMI, FL, MNATE ONE DEPARTURE NOTE: RWY 27, MULTIPLE TEMPORARY CRANES BEGINNING 1963 FT FROM DER, 411 FT LEFT OF CENTERLINE, UP TO 150 FT AGL/158 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/8600 MIA FI/P IAP MIAMI INTL, MIAMI, FL. ILS OR LOC RWY 26L, AMDT 15B...CHANGE AUTOPILOT COUPLED APPROACH TO READ: AUTOPILOT COUPLED APPROACH NA BELOW 480. CHART VDP AT 3.05 DME*; DISTANCE VDP TO THLD 1.19 MILES. *LOC ONLY ALTERNATE MINIMUMS: ILS#: CAT A/B/C 800-2, CAT D 800-2 1/4. LOC: STANDARD EXCEPT CAT D 800-2 1/4. THIS IS ILS OR LOC RWY 26L, AMDT 15C.

FDC 2/8594 MIA FI/T ODP MIAMI INTL, MIAMI, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 17A...TAKEOFF MINIMUMS: RWY 8L, 300-1 1/4. DISREGARD RWY 8L: 300-1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 240 FEET PER NM TO 300. NOTE: RWY 8L, MULTIPLE CRANES 1269 FEET FROM DER, 474 FEET LEFT OF CENTERLINE, 180 FEET AGL/190 FEET MSL. NOTE: RWY 27, MULTIPLE CRANES BEGINNING 1963 FT FROM DER, 411 FT LEFT OF CENTERLINE, UP TO 150 FT AGL/158 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/8589 MIA FI/T ODP MIAMI INTL, MIAMI, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 17A...RWY 8R: STANDARD WITH MINIMUM CLIMB OF 384 FEET PER NM TO 300. NOTE: RWY 8R, MULTIPLE TEMPORARY CRANES 3,432 FEET FROM DER, 1,363 FEET RIGHT OF CENTERLINE, 171 FEET AGL/178 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/7491 MIA FI/T IAP MIAMI INTL, MIAMI, FL. RNAV (GPS) Z RWY 26L, AMDT 1...LNAV/VNAV DA 506/HAT 498, VISIBILITY 1 3/4 ALL CATS. TEMPORARY CRANES 197 AGL/206 MSL BEGINNING 3,942 FEET SE OF RWY 26L.

FDC 2/7490 MIA FI/T IAP MIAMI INTL, MIAMI, FL. RNAV (RNP) Y RWY 26L, ORIG-B...RNP 0.20 DA 461/HAT 453, VISIBILITY RVR 6000 ALL CATS. TEMPORARY CRANES 197 AGL/206 MSL BEGINNING 3,942 FEET SE OF RWY 26L.

FDC 2/7489 MIA FI/T IAP MIAMI INTL, MIAMI, FL. RNAV (GPS) Z RWY 27, AMDT 2...LNAV/VNAV DA 563/HAT 555, VISIBILITY 1 1/2 ALL CATS. TEMPORARY CRANES 197 AGL/206 MSL BEGINNING 3,942 FEET SE OF RWY 26L.

FDC 2/7488 MIA FI/T IAP MIAMI INTL, MIAMI, FL. RNAV (RNP) Y RWY 27, AMDT 1A...RNP 0.30 DA 516/HAT 508, VISIBILITY 1 3/4 ALL CATS. TEMPORARY CRANES 197 AGL/206 MSL BEGINNING 3,942 FEET SE OF RWY 26L.

FDC 2/6300 MIA FI/T STAR MIAMI INTERNATIONAL, MIAMI, FL. SSCOT ONE ARRIVAL CHANGE NOTE: FOR NON-GPS EQUIPPED AIRCRAFT, PHK MUST BE OPERATIONAL TO READ: FOR NON-GPS EQUIPPED AIRCRAFT, PHK DME MUST BE OPERATIONAL.

FDC 2/6288 MIA FI/T STAR MIAMI INTERNATIONAL, MIAMI, FL. FLIPR TWO ARRIVAL CHANGE NOTE: FOR NON-GPS EQUIPPED AIRCRAFT, VKZ AND ZBV MUST BE OPERATIONAL TO READ: FOR NON-GPS EQUIPPED AIRCRAFT, VKZ AND ZBV DMES MUST BE OPERATIONAL.

FDC 2/5792 MIA FI/T IAP MIAMI INTL, MIAMI, FL. ILS OR LOC RWY 26L, AMDT 15B...AUTOPILOT COUPLED APPROACH NA BELOW 480.

FDC 2/1905 MIA FI/T IAP MIAMI INTL, MIAMI, FL. RNAV (GPS) RWY 26R, AMDT 1...LPV DA 385/HAT 377, VISIBILITY 1 1/4 ALL CATS. LNAV/VNAV DA 592/HAT 584, VISIBILITY 2 ALL CATS. TEMPORARY CRANES 206 MSL 1,334 FEET NE OF RWY 26R. TEMPORARY CRANE 185 MSL 5,882 FEET NE OF RWY 26R. TEMPORARY CRANES 206 MSL BEGINNING 3,942 FEET SE OF RWY 26L.

FDC 2/1598 MIA FI/T IAP MIAMI INTL, MIAMI, FL. ILS OR LOC RWY 9, AMDT 9C...S-ILS 9 DA 419/HAT 412, VIS RVR 5000 ALL CATS. S-LOC 9 MDA 460/HAT 453 ALL CATS, VIS CAT A AND B RVR 4000. NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS 9 VIS TO 1 1/2 ALL CATS, AND S-LOC 9 CAT A AND B VISIBILITY TO 1 AND CAT E TO 1 1/2. DISREGARD NOTE FOR INOPERATIVE MALSR, INCREASE S-ILS 9 CAT E VISIBILITY TO RVR 4000, AND S-LOC 9 CAT E VISIBILITY TO 1 1/2. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. TWO TEMPORARY CRANES 158 MSL BEGINNING 2,295 FEET WEST OF RWY 9.

FDC 2/1593 MIA FI/T IAP MIAMI INTL, MIAMI, FL. ILS OR LOC RWY 26L, AMDT 15B...S-ILS 26L DA 224/HAT 216. TEMPORARY CRANES 190 MSL 1334 FT NE OF RWY 26R. CRANE WILL BE OPERATIONAL ONLY IN VMC AND DAYLIGHT HOURS.

FDC 2/1387 MIA FI/T SID MIAMI INTL, MIAMI, FL
BSTER ONE DEPARTURE...DEEEP ONE
DEPARTURE...HITAG ONE DEPARTURE...JONZI ONE
DEPARTURE...MIAMI DEP CON FREQUENCY: 119.45.

Opa- Locka Executive

FDC 2/6327 OPF FI/T STAR OPA-LOCKA, MIAMI, FL.
WAVUN ONE ARRIVAL CHANGE NOTE: FOR
NON-GPS EQUIPPED AIRCRAFT-URSUS
TRANSITION, ZBV MUST BE OPERATIONAL,
NASSAU TRANSITION, ZFP, ZBV, VKZ AND PBI
MUST BE OPERATIONAL TO READ: FOR NON-GPS
EQUIPPED AIRCRAFT-URSUS TRANSITION, ZBV
DME MUST BE OPERATIONAL, NASSAU
TRANSITION, ZFP, ZBV, VKZ AND PBI DMES MUST
BE OPERATIONAL.

FDC 2/6320 OPF FI/T STAR OPA-LOCKA, MIAMI, FL.
JINGL ONE ARRIVAL CHANGE NOTE: FOR NON-GPS
EQUIPPED AIRCRAFT, LBV, RSW AND FLL MUST BE
OPERATIONAL TO READ: FOR NON-GPS EQUIPPED
AIRCRAFT, LBV, RSW AND FLL DMES MUST BE
OPERATIONAL.

FDC 2/6314 OPF FI/T STAR OPA-LOCKA, MIAMI, FL.
GISSH TWO ARRIVAL ADD: NOTE: NOTE: VRB
TRANSITION ATC ASSIGNED ONLY.

FDC 2/6309 OPF FI/T STAR OPA-LOCKA, MIAMI, FL.
FISEL TWO ARRIVAL ADD: NOTE: TURBOJETS
ONLY AND NOTE: VRB TRANSITION ATC ASSIGNED
ONLY.

FDC 2/6299 OPF FI/T STAR OPA-LOCKA
EXECUTIVE, MIAMI, FL. SSCOT ONE ARRIVAL
CHANGE NOTE: FOR NON-GPS EQUIPPED
AIRCRAFT, PHK MUST BE OPERATIONAL TO READ:
FOR NON-GPS EQUIPPED AIRCRAFT, PHK DME
MUST BE OPERATIONAL.

FDC 2/1304 OPF FI/T SID OPA- LOCKA EXECUTIVE,
MIAMI, FL. MIAMI ONE DEPARTURE...JANUS
TRANSITION NA.

OKEECHOBEE

Okeechobee County

FDC 2/3515 OBE FI/T ODP OKEECHOBEE COUNTY,
OKEECHOBEE, FL. TAKEOFF MINIMUMS AND
(OBSTACLE) DEPARTURE PROCEDURES...RWY 14:
STANDARD WITH MINIMUM CLIMB OF 285 FT PER
NM TO 400. NOTE: RWY 14, TEMPORARY CRANE
1.02 NM FROM DER, 599 FT LEFT OF CENTERLINE,
164 FT AGL, 193 FT MSL.

FDC 2/3514 OBE FI/T IAP OKEECHOBEE COUNTY,
OKEECHOBEE, FL. RNAV (GPS) RWY 23, AMDT
1...RNAV (GPS) RWY 14, ORIG-A...RNAV (GPS) RWY
5, AMDT 1...CIRCLING CAT A/B/C MDA 560/HAA 527.
TEMPORARY CRANE 193 MSL 1.02 MILES SE OF
RWY 32.

FDC 2/3513 OBE FI/T IAP OKEECHOBEE COUNTY,
OKEECHOBEE, FL. RNAV (GPS) RWY 32,
ORIG-A...LPV DA 516/HAT 483, VISIBILITY 1 3/4 ALL
CATS. LNAV/VNAV DA 541/HAT 508 ALL CATS.
LNAV MDA 500/HAT 467 ALL CATS, VISIBILITY CAT
D 1 1/2. CIRCLING CAT A/B/C MDA 560/HAA 527.
TEMPORARY CRANE 193 MSL 1.02 MILES SE OF
RWY 32.

ORLANDO

Executive

FDC 2/2067 ORL FI/T IAP EXECUTIVE, ORLANDO,
FL. ILS OR LOC RWY 7, AMDT 22B...CHANGE
MISSED APPROACH TO READ: CLIMB TO 1200 VIA
I-ORL E CRS TO SOTCO/ORL 1.50 DME/RADAR THEN
CLIMBING LEFT TURN TO 1600 VIA ORL R-049 TO
OVIDO INT/ORL 12.98 DME AND HOLD.

Kissimmee Gateway

FDC 2/9786 ISM FI/T IAP KISSIMMEE GATEWAY,
ORLANDO, FL. RNAV (GPS) RWY 33, AMDT 1...LPV
MINIMUMS NA. LNAV/VNAV MINIMUMS NA. NOTE:
WHEN VGSI INOP, STRAIGHT-IN AND CIRCLING
RWY 33 PROCEDURE NA AT NIGHT.

Orlando Intl

FDC 2/5588 MCO FI/T IAP ORLANDO INTL,
ORLANDO, FL. RNAV (GPS) RWY 35L, ORIG-A...LPV
DA NA.

FDC 2/4346 MCO FI/T IAP ORLANDO INTL,
ORLANDO, FL. ILS OR LOC RWY 18R, AMDT
9A...NOTE: SIMULTANEOUS APPROACH
AUTHORIZED WITH RWY 17 L/R.

FDC 2/4345 MCO FI/T IAP ORLANDO INTL,
ORLANDO, FL. RNAV (GPS) Y RWY 17L,
ORIG...RNAV (GPS) Y RWY 17R, ORIG...RNAV (RNP)
Z RWY 17L, ORIG-A...RNAV (RNP) Z RWY 17R,
ORIG-A...NOTE: SIMULTANEOUS APPROACH
AUTHORIZED WITH ILS OR LOC RWY 18R. NOTE:
LNAV PROCEDURE NA DURING SIMULTANEOUS
OPERATIONS. NOTE: USE OF FD OR AP PROVIDING
RNAV TRACK GUIDANCE REQUIRED DURING
SIMULTANEOUS OPERATIONS.

FDC 2/4344 MCO FI/T IAP ORLANDO INTL, ORLANDO, FL. RNAV (GPS) Y RWY 18L, ORIG...RNAV (GPS) Y RWY 18R, ORIG...RNAV (RNP) Z RWY 18L, ORIG-A...RNAV (RNP) Z RWY 18R, ORIG-A...NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH ILS OR LOC RWY 17L AND ILS RWY 17L (CAT II). NOTE: LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. NOTE: USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS.

FDC 2/4343 MCO FI/T IAP ORLANDO INTL, ORLANDO, FL. ILS OR LOC RWY 17L, AMDT 1A...ILS RWY 17 (CAT II), AMDT 1A...NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 17R AND RWY 18 L/R.

Orlando Sanford Intl

FDC 2/2615 SFB FI/T IAP ORLANDO SANFORD INTL, ORLANDO, FL. ILS OR LOC RWY 27R, AMDT 1B...CHANGE NOTE, DME AND RADAR REQUIRED, TO READ, DME OR RADAR REQUIRED.

PALM COAST

Flagler County

FDC 2/9215 XFL FI/T IAP FLAGLER COUNTY, PALM COAST, FL. VOR A, AMDT 1A...PROCEDURE NA.

PENSACOLA

Pensacola Gulf Coast Rgnl

FDC 2/4227 PNS FI/T IAP PENSACOLA GULF COAST RGNL, PENSACOLA, FL. RNAV (GPS) RWY 8, AMDT 2...LNAV MDA 600/HAT 503 ALL CATS. CIRCLING CAT A MDA 640/HAA 519. TEMPORARY CRANE 288 MSL 5258 FT W OF RWY 8.

FDC 2/4226 PNS FI/T IAP PENSACOLA GULF COAST RGNL, PENSACOLA, FL. RNAV (GPS) RWY 17, AMDT 2...RNAV (GPS) RWY 26, AMDT 2...RNAV (GPS) RWY 35, AMDT 2...LOC RWY 26, AMDT 1...NDB RWY 35, AMDT 17...CIRCLING CAT A MDA 640/HAA 519. TEMPORARY CRANE 288 MSL 5258 FT W OF RWY 8.

FDC 2/4225 PNS FI/T IAP PENSACOLA GULF COAST RGNL, PENSACOLA, FL. ILS OR LOC RWY 17, AMDT 14...ALICO FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) CIRCLING CAT A MDA 640/HAA 519. TEMPORARY CRANE 288 MSL 5258 FT W OF RWY 8.

FDC 2/1414 PNS FI/T IAP PENSACOLA GULF COAST RGNL, PENSACOLA, FL. RNAV (GPS) RWY 17, AMDT 2...LNAV MDA MINIMUMS NA.

PLACIDA

Coral Creek

FDC 2/9265 FA54 FI/T SPECIAL CORAL CREEK, PLACIDA, FL. (SPECIAL) RNAV (GPS) RWY 23, ORIG...USE OF CREEK COUNTY AIRPORT REQUIRES PERMISSION OF THE OWNER; USE OF THIS PROCEDURE REQUIRES SPECIFIC AUTHORIZATION BY FAA FLIGHT STANDARDS.

POMPANO BEACH

Pompano Beach Airpark

FDC 2/6324 PMP FI/T STAR POMPANO BEACH AIRPARK, POMPANO BEACH, FL. WAVUN ONE ARRIVAL CHANGE NOTE: FOR NON-GPS EQUIPPED AIRCRAFT-URSUS TRANSITION, ZBV MUST BE OPERATIONAL, NASSAU TRANSITION, ZFP, ZBV, VKZ AND PBI MUST BE OPERATIONAL TO READ: FOR NON-GPS EQUIPPED AIRCRAFT-URSUS TRANSITION, ZBV DME MUST BE OPERATIONAL, NASSAU TRANSITION, ZFP, ZBV, VKZ AND PBI DMES MUST BE OPERATIONAL.

FDC 2/6316 PMP FI/T STAR POMPANO BEACH AIRPARK, POMPANO BEACH, FL. JINGL ONE ARRIVAL CHANGE NOTE: FOR NON-GPS EQUIPPED AIRCRAFT, LBV, RSW AND FLL MUST BE OPERATIONAL TO READ: FOR NON-GPS EQUIPPED AIRCRAFT, LBV, RSW AND FLL DMES MUST BE OPERATIONAL.

FDC 2/6311 PMP FI/T STAR POMPANO BEACH AIRPARK, POMPANO BEACH, FL. GISSH TWO ARRIVAL ADD: NOTE: VRB TRANSITION ATC ASSIGNED ONLY.

FDC 2/6306 PMP FI/T STAR POMPANO BEACH AIRPARK, POMPANO BEACH, FL. FISEL TWO ARRIVAL ADD: NOTE: TURBOJETS ONLY AND NOTE: VRB TRANSITION ATC ASSIGNED ONLY.

PUNTA GORDA

Punta Gorda

FDC 2/5571 PGD FI/T IAP PUNTA GORDA, PUNTA GORDA, FL. VOR RWY 4, AMDT 1B...PROCEDURE NA.

QUINCY

Quincy Muni

FDC 2/9719 2J9 FI/T IAP QUINCY MUNI, QUINCY, FL. RNAV (GPS) RWY 14, ORIG...RNAV (GPS) RWY 32, ORIG...PROCEDURE NA.

FDC 2/8712 2J9 FI/T ODP QUINCY MUNI, QUINCY, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...NOTE: RWY 32, TEMPORARY CRANE 1712 FT FROM DEPARTURE END OF RUNWAY, 74 FT RIGHT OF CENTERLINE, 74 FT AGL/308 FT MSL. ALL OTHER DATA REMAINS THE SAME.

SARASOTA/BRADENTON

Sarasota/Bradenton Intl

FDC 2/2956 SRQ FI/T ODP SARASOTA/BRADENTON INTL, SARASOTA/BRADENTON, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2A...ADD NOTE: RWY 4, TEMPORARY CRANES BEGINNING 1087 FEET FROM DER, 210 FEET RIGHT OF CENTERLINE, 35 FEET AGL/67 FEET MSL. TEMPORARY CRANES BEGINNING 1336 FEET FROM DER, 393 FEET RIGHT OF CENTERLINE, 95 FEET AGL/127 FEET MSL. TEMPORARY CRANES BEGINNING 1478 FEET FROM DER, 686 FEET RIGHT OF CENTERLINE, 39 FEET AGL/71 FEET MSL. ADD NOTE: RWY 22, TOWER 1633 FEET FROM DER, 737 FEET LEFT OF CENTERLINE, 64 FEET AGL/84 FEET MSL. TEMPORARY CRANE 1633 FEET FROM DER, 737 FEET LEFT OF CENTERLINE, 115 FEET AGL/135 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/2955 SRQ FI/T IAP SARASOTA/BRADENTON INTL, SARASOTA/BRADENTON, FL. RNAV (GPS) RWY 4, AMDT 2...LPV DA 333/HATH 311 ALL CATS. LNAV/VNAV DA 346/HATH 324 ALL CATS. LNAV MDA 440/HATH 418 ALL CATS, VISIBILITY CAT C/D 1 1/8. TEMPORARY CRANE 135 MSL 1791 FEET SOUTH OF RWY 4.

SEBRING

Sebring Rgnl

FDC 2/8735 SEF FI/T IAP SEBRING RGNL, SEBRING, FL. RNAV (RNP) RWY 18, ORIG-A...PROCEDURE NA.

FDC 2/7339 SEF FI/T IAP SEBRING RGNL, SEBRING, FL. RNAV (GPS) Y RWY 36, ORIG...NOTE: CIRCLING TO RWY 14 NA AT NIGHT.

FDC 2/6878 SEF FI/T IAP SEBRING RGNL, SEBRING, FL. RNAV (GPS) RWY 14, ORIG...NOTE: STRAIGHT-IN AND CIRCLING RWY 14 PROCEDURES NA AT NIGHT.

FDC 2/6875 SEF FI/T IAP SEBRING RGNL, SEBRING, FL. RNAV (GPS) Z RWY 36, ORIG...PROCEDURE NA.

STUART

Witham Field

FDC 2/6417 SUA FI/T IAP WITHAM FIELD, STUART, FL. RNAV (GPS) RWY 30, ORIG...LPV MINIMUMS NA. LNAV/VNAV MINIMUMS NA.

FDC 2/5505 SUA FI/T ODP WITHAM FIELD, STUART, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKEOFF MINIMUMS: RWY 30, CLIMB HEADING 296 TO 1300 BEFORE PROCEEDING ON COURSE. REST OF DATA REMAINS AS PUBLISHED.

FDC 2/2737 SUA FI/T IAP WITHAM FIELD, STUART, FL. RNAV (GPS) RWY 12, ORIG...LPV MINIMUMS NA. LNAV/VNAV MINIMUMS NA.

FDC 2/0026 SUA FI/T IAP WITHAM FIELD, STUART, FL. RNAV (GPS) RWY 12, ORIG...RNAV (GPS) RWY 30, ORIG...LPV DA: NA. LNAV/VNAV DA: NA.

TALLAHASSEE

Tallahassee Rgnl

FDC 2/9178 TLH FI/T IAP TALLAHASSEE REGIONAL, TALLAHASSEE, FL. HI-ILS RWY 36, AMDT 4...PROCEDURE NA.

FDC 2/7231 TLH FI/T IAP TALLAHASSEE RGNL, TALLAHASSEE, FL. ILS OR LOC RWY 27, AMDT 9A...SPADD INT MINIMUMS: S-LOC 27 CATS A/B/C MDA 420/HAT 367, CATS D/E NA. CIRCLING CATS A/B MDA 580/HAA 499.

TALLAHASSEE /HAVANA/

Tallahassee Commercial

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 2/5639 TPF FI/T IAP PETER O KNIGHT, TAMPA, FL. RNAV (GPS) RWY 36, AMDT 2A...LNAV MDA 560/HAT 553 ALL CATS. CIRCLING CAT B/C MDA 720/HAA 712. TEMPORARY CRANE 409 MSL 1.33 NM SE OF RWY 36.

FDC 2/5638 TPF FI/T IAP PETER O KNIGHT, TAMPA, FL. RNAV (GPS) RWY 22, AMDT 2...CIRCLING CATS B/C MDA 720/HAA 712. TEMPORARY CRANE 409 MSL 1.33 NM SE OF RWY 36.

FDC 2/5637 TPF FI/T IAP PETER O KNIGHT, TAMPA, FL. NDB RWY 4, AMDT 12A...CIRCLING CATS B/C MDA 720/HAA 712. TEMPORARY CRANE 409 MSL 1.33 NM SE OF RWY 36.

Tampa Intl

FDC 2/4886 TPA FI/T IAP TAMPA INTL, TAMPA, FL. ILS OR LOC RWY 1L, AMDT 16C...S-LOC 1L NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PICNY (AM) LOM OTS.

WEST PALM BEACH

Palm Beach Intl

FDC 2/6542 PBI FI/T IAP PALM BEACH INTL, WEST PALM BEACH, FL. RNAV (RNP) Z RWY 28R, ORIG-B...RNP 0.30 DA 404/HAT 386, VIS RVR 6000 ALL CATS.

FDC 2/1188 PBI FI/T ODP PALM BEACH INTL, WEST PALM BEACH, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...NOTE: RWY 10R, TEMPORARY CRANE 4685 FEET FROM DER, 841 FEET RIGHT OF CENTERLINE, 128 FEET AGL/141 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

ZEPHYRHILLS

Zephyrhills Muni

FDC 2/9216 ZPH FI/T IAP ZEPHYRHILLS MUNI, ZEPHYRHILLS, FL. RNAV (GPS) RWY 4, ORIG...LPV MINIMUMS NA. LNAV/VNAV MINIMUMS NA.

GEORGIA

ATLANTA

Dekalb-Peachtree

FDC 2/5224 PDK FI/T IAP DEKALB-PEACHTREE, ATLANTA, GA. ILS OR LOC RWY 20L, AMDT 7E...S-ILS 20L DA 1325/HAT 334, VISIBILITY 1 1/4 MILES ALL CATS. S-LOC 20L VISIBILITY CAT A/B 1 MILE. MISSED APPROACH: CLIMB TO 1580 THEN CLIMBING RIGHT TURN TO 3000 VIA HEADING 330 AND ATL R-006 TO GORST INT/ ATL 26 DME AND HOLD. TCH 58.2. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. ADD NOTE: INOPERATIVE TABLE DOES NOT APPLY. ADD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FULTON COUNTY-BROWN FIELD ALTIMETER SETTING: INCREASE DA TO 1377 FT; INCREASE ALL MDA 60 FT AND S-LOC 20L VISIBILITY CATS C AND D 1/4 MILE, CIRCLING VISIBILITY CAT C 1/4 MILE. ADD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 20L PROCEDURE NA AT NIGHT. ADD NOTE: WHEN VGSI INOP, CIRCLING TO RWYS 2L, 2R, 9, 16, 20R, 27, 34 NA AT NIGHT. DISREGARD PROFILE VIEW NOTE: GLIDE SLOPE UNUSABLE FOR COUPLED APPROACH BELOW 1900 FEET.

Fulton County Airport-Brown Field

FDC 2/8234 FTY FI/T IAP FULTON COUNTY AIRPORT-BROWN FIELD, ATLANTA, GA. ILS OR LOC RWY 8, AMDT 16A...S-ILS 8 DA 1108/HAT 300 ALL CATS. TEMPORARY CRANE 879 MSL 2339 FT WEST OF RWY 8.

FDC 2/5008 FTY FI/T IAP FULTON COUNTY AIRPORT-BROWN FIELD, ATLANTA, GA. RNAV (RNP) Z RWY 8, ORIG-A...PROCEDURE NA.

FDC 2/1459 FTY FI/T FULTON COUNTY AIRPORT-BROWN FIELD, ATLANTA, GA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 6 RWY 26, 500 - 1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 379 FT PER NM TO 1200. RWY 27, 500 - 1 3/4 OR STANDARD WITH MINIMUM CLIMB OF 274 FT PER NM TO 1200. NOTE: RWY 26, TEMPORARY CRANE 6,397 FT FROM DER, 2,067 FT LEFT OF CENTERLINE, 250 FT AGL/1050 FT MSL. TEMPORARY CRANE 2,321 FT FROM DER, 289 FT RIGHT OF CENTERLINE 120 FT AGL/894 FT MSL. NOTE: RWY 27, TEMPORARY CRANE 8,747 FT FROM DER, 2454 FT LEFT OF CENTERLINE, 250 FT AGL/1050 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

Hartsfield - Jackson Atlanta Intl

FDC 9/8972 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 1540/HAT 516 ALL CATS. TEMPORARY CRANE 1270 MSL 5337 FEET W OF RWY 8R.

FDC 9/1116 ATL FI/T HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY
10, AMDT 1...LNAV/VNAV DA 1488/HAT 488, VIS
RVR 6000 ALL CATS. TEMPORARY CRANE 1.49 NM
NW OF RWY 10.

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 8/1213 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 2/8197 ATL FI/T SID HARTSFIELD-JACKSON
ATLANTA INTL, ATLANTA, GA, ATLANTA FIVE
DEPARTURE...RWY 8R: 300-1 OR STANDARD WITH
MINIMUM CLIMB OF 247 FEET PER NM TO 1200 OR
ALTERNATIVELY, WITH STANDARD TAKEOFF
MINIMUMS AND A NORMAL 200 FEET PER NM
CLIMB GRADIENT, TAKEOFF MUST OCCUR NO
LATER THAN 2000 FEET PRIOR TO DEPARTURE END
OF RUNWAY. RWY 9L: 300-1 1/4 OR STANDARD
WITH MINIMUM CLIMB OF 234 FEET PER NM TO
1200 OR ALTERNATIVELY, WITH STANDARD
TAKEOFF MINIMUMS AND A NORMAL 200 FEET
PER NM CLIMB GRADIENT, TAKEOFF MUST OCCUR
NO LATER THAN 1800 FEET PRIOR TO DEPARTURE
END OF RUNWAY. ALL OTHER DATA REMAINS AS
PUBLISHED.

FDC 2/6460 ATL FI/T IAP HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY
27R, AMDT 4B...DISREGARD PROFILE NOTE: WHEN
ASSIGNED BY ATC, INTERCEPT GLIDEPATH AT
HOKIE, 4000, OR HOYTT, 5000, OR HATHH, 6000.

FDC 2/5223 ATL FI/T IAP HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY
28, AMDT 2A...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 2/5219 ATL FI/T IAP HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY
26L, AMDT 19C...ILS PRM RWY 26L, ORIG-B...S-ILS
26L: DA 1301/HAT 306 ALL CATS. AREA OF
TEMPORARY CRANE ACTIVITY 1271 MSL
BEGINNING 2485 FEET SW OF RWY 26L.

FDC 2/5212 ATL FI/T IAP HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY
9L, AMDT 2A...LPV: DA 1269/HAT 250, VIS RVR 4000
ALL CATS. LNAV: VIS CAT A/B RVR 4000.
INOPERATIVE TABLE DOES NOT APPLY TO LPV
AND LNAV/VNAV. VDP NA. AREA OF TEMPORARY
CRANES UP TO 1295 MSL 2967 FEET NORTH OF
RWY 9L.

FDC 2/5210 ATL FI/T IAP HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY
27L, AMDT 3A...LNAV/VNAV: DA 1545/HAT 546, VIS
1 1/2 ALL CATS. TEMPORARY CRANE 1295 MSL 2880
FEET N OF RWY 27L.

FDC 2/5207 ATL FI/T IAP HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. RNAV (RNP) Z RWY
26R, ORIG-C...RNP 0.11 DA 1380/HAT 390, VIS RVR
5000 ALL CATS. RNP 0.15 DA 1387/HAT 397, VIS RVR
5000 ALL CATS. RNP 0.30 DA 1537/HAT 547, VIS 1 3/4
ALL CATS. FOR INOPERATIVE MALSR, INCREASE
RNP 0.30 ALL CATS VISIBILITY TO 2 MILES.

FDC 2/5172 ATL FI/T IAP HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. RNAV (RNP) Z RWY
27L, AMDT 1B...RNP 0.11 DA 1409/HAT 410, VIS RVR
5000 ALL CATS. RNP 0.15 DA 1434/HAT 435, VIS RVR
5000 ALL CATS. RNP 0.30 DA 1473/HAT 474, VIS RVR
6000 ALL CATS. FOR INOPERATIVE MALSR,
INCREASE RNP 0.11 AND RNP 0.15 ALL CATS
VISIBILITY TO 1 1/2. AREA OF TEMPORARY CRANE
ACTIVITY 1295 MSL BEGINNING 2219 FEET N OF
RWY 27L.

FDC 2/5162 ATL FI/T IAP HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY 9L,
AMDT 8C...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 2/4022 ATL FI/T IAP HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. ILS PRM RWY 9L
(SIMULTANEOUS CLOSE PARALLEL), ORIG-B...S-ILS
DA 1269/HAT 250, VIS RVR 4000 ALL CATS.
INOPERATIVE TABLE DOES NOT APPLY TO S-ILS
9L. VISIBILITY REDUCTION BY HELICOPTERS NA.
DISREGARD **RVR 1800 AUTHORIZED WITH THE
USE OF FD OR AP OR HUD TO DA. MULTIPLE
TEMPORARY CRANE ACTIVITY UP TO 1152 MSL
BEGINNING 1.39 NM E OF RWY 9L. DISREGARD
PLANVIEW AND PROFILE NOTE: * WHEN ASSIGNED
BY ATC, INTERCEPT GLIDEPATH AT ZABEL, 4000;
OR HITT, 5000; OR QUEDE, 6000.

FDC 2/3470 ATL FI/T IAP HARTSFIELD - JACKSON
ATLANTA INTL, ATLANTA, GA. RNAV (RNP) Z RWY
9L, ORIG-C...RNP 0.11 DA 1396/HAT 377. RNP 0.30 DA
1521/HAT 502. CHANGE FOR INOPERATIVE MALSR
NOTE TO READ: INCREASE RNP 0.11 AND ALL CATS
VISIBILITY TO RVR 6000 AND RNP 0.30 ALL CATS
VISIBILITY TO 1 3/4.

FDC 2/3469 ATL FI/T IAP HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (RNP) Z RWY 9R, ORIG-C...RNP 0.11 DA 1498/HAT 472, VISIBILITY RVR 6000 ALL CATS. RNP 0.15 DA 1508/HAT 482, VISIBILITY RVR 6000 ALL CATS. RNP 0.30 DA 1522/HAT 496, VISIBILITY RVR 6000 ALL CATS. CHANGE FOR INOPERATIVE ALSF NOTE TO READ: INCREASE RNP 0.11, RNP 0.15 AND RNP 0.30 ALL CATS VISIBILITY TO 1 3/4.

FDC 2/3468 ATL FI/T IAP HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (RNP) Z RWY 8R, ORIG-C...RNP 0.11 DA 1430/HAT 406, VISIBILITY 1 1/2 ALL CATS. RNP 0.15 DA 1440/HAT 416, VISIBILITY 1 1/2 ALL CATS.

FDC 2/3467 ATL FI/T IAP HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (RNP) Z RWY 8L, ORIG-C...RNP 0.11 DA 1430/HAT 415, ALL CATS. RNP 0.15 DA 1441/HAT 426, VISIBILITY RVR 5000 ALL CATS.

FDC 2/2503 ATL FI/T IAP HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY 27L, AMDT 16C...DISREGARD NOTE: LOC PROCEDURE NA DURING SIMULTANEOUS OPERATIONS.

FDC 2/2446 ATL FI/T IAP HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS PRM RWY 26L (SIMULTANEOUS CLOSE PARALLEL), ORIG-B...DISREGARD PLANVIEW AND PROFILE NOTE: * WHEN ASSIGNED BY ATC, INTERCEPT GLIDEPATH AT PANOL, 3800; OR KINKY, 5000.

FDC 2/2445 ATL FI/T IAP HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS PRM RWY 26R (SIMULTANEOUS CLOSE PARALLEL), AMDT 1A...DISREGARD PROFILE NOTE: * WHEN ASSIGNED BY ATC, INTERCEPT GLIDEPATH AT 3800 OR 5000.

FDC 2/2444 ATL FI/T IAP HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS PRM RWY 8L (SIMULTANEOUS CLOSE PARALLEL), ORIG-C...ILS PRM RWY 8L (CAT II) (SIMULTANEOUS CLOSE PARALLEL), ORIG-C...ILS PRM RWY 8L (CAT III) (SIMULTANEOUS CLOSE PARALLEL), ORIG-C...ILS PRM RWY 8R (SIMULTANEOUS CLOSE PARALLEL), ORIG-B...DISREGARD PLANVIEW AND PROFILE NOTE: * WHEN ASSIGNED BY ATC, INTERCEPT GLIDEPATH AT 5000 OR 3700.

FDC 2/2443 ATL FI/T IAP HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS PRM RWY 10 (SIMULTANEOUS CLOSE PARALLEL), AMDT 2...ILS PRM RWY 10 (CAT II) (SIMULTANEOUS CLOSE PARALLEL), AMDT 2...ILS PRM RWY 10 (CAT III) (SIMULTANEOUS CLOSE PARALLEL), AMDT 2...ILS PRM RWY 28 (SIMULTANEOUS CLOSE PARALLEL), AMDT 2...ILS PRM RWY 28 (CAT II) (SIMULTANEOUS CLOSE PARALLEL), AMDT 2...ILS PRM RWY 28 (CAT III) (SIMULTANEOUS CLOSE PARALLEL), AMDT 2...DISREGARD PLANVIEW AND PROFILE NOTE: * WHEN ASSIGNED BY ATC, INTERCEPT AND TRACK GLIDEPATH.

FDC 2/2442 ATL FI/T IAP HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS PRM RWY 9R (SIMULTANEOUS CLOSE PARALLEL), ORIG-C...ILS PRM RWY 9R (CAT II) (SIMULTANEOUS CLOSE PARALLEL), ORIG-C...ILS PRM RWY 9R (CAT III) (SIMULTANEOUS CLOSE PARALLEL), ORIG-C...DISREGARD PLANVIEW AND PROFILE NOTE: * WHEN ASSIGNED BY ATC, INTERCEPT GLIDEPATH AT TIZZY, 4000; OR HARSN, 5000; OR PADGT, 6000.

FDC 2/2441 ATL FI/T IAP HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS PRM RWY 27L (CAT II), AMDT 1A...DISREGARD NOTE: PROCEDURE DOES NOT MEET ICAO STANDARD FOR ALSF/TDZ/CL LIGHTING SYSTEMS. AUTHORIZATION TO CONDUCT THIS APPROACH REQUIRES SPECIFIC OPS SPEC APPROVAL OR LOA FOR THIS RUNWAY. DISREGARD PROFILE NOTE: * WHEN ASSIGNED ATC, INTERCEPT GLIDEPATH AT 4000, 5000, OR 6000.

FDC 0/5006 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS RWY 26R (CAT II), AMDT 5...PROCEDURE NA.

BRUNSWICK

Brunswick Golden Isles

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

FDC 0/0319 BQK FI/T BRUNSWICK GOLDEN ISLES, BRUNSWICK, GA. ILS OR LOC RWY 7, AMDT 10...VOR/DME B, AMDT 9...ALTERNATE MINIMUMS NA. SSI VORTAC UNMONITORED.

Malcolm Mc Kinnon

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

FDC 0/0320 SSI FI/T MALCOLM MCKINNON, BRUNSWICK, GA. VOR RWY 4, AMDT 16...ALTERNATE MINIMUMS NA. SSI VORTAC UNMONITORED.

CANTON

Cherokee County

FDC 2/6496 CNI FI/T IAP CHEROKEE COUNTY, CANTON, GA. RNAV (GPS) RWY 23, AMDT 1...STRAIGHT IN MINIMUMS NA.

CARTERSVILLE

Cartersville

FDC 2/4652 VPC FI/T IAP CARTERSVILLE, CARTERSVILLE, GA. RNAV (GPS) RWY 19, AMDT 1...NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 19 PROCEDURE NA AT NIGHT. 34:1 IS NOT CLEAR.

FDC 2/4649 VPC FI/T IAP CARTERSVILLE, CARTERSVILLE, GA. RNAV (GPS) RWY 1, AMDT 1...NOTE: CIRCLING TO RWY 19 NA AT NIGHT. 34:1 IS NOT CLEAR.

COLUMBUS

Columbus Metropolitan

FDC 2/7618 CSG FI/T IAP COLUMBUS METROPOLITAN, COLUMBUS, GA. ILS OR LOC RWY 6, AMDT 25...S-ILS 6 DA 660/HAT 280, VIS RVR 5000 ALL CATS. NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 6 ALL CATS VISIBILITY. NOTE: GLIDESLOPE UNUSABLE BELOW 660 MSL. NOTE: CIRCLING TO RWYS 13, 24, AND 31 NA AT NIGHT.

FDC 2/3517 CSG FI/T ODP COLUMBUS METROPOLITAN, COLUMBUS, GA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 7...RWY 24: STANDARD WITH MINIMUM CLIMB OF 387 FEET PER NM TO 700. NOTE: TEMPORARY CRANE 5061 FEET FROM DER, 1139 FEET RIGHT OF CENTERLINE, 218 FEET AGL/560 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

CORDELE

Crisp County-Cordele

FDC 2/8670 CKF FI/T IAP CRISP COUNTY-CORDELE, CORDELE, GA. NDB RWY 10, AMDT 5...LOC RWY 10, ORIG-C...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VNA VORTAC OTS.

COVINGTON

Covington Muni

FDC 1/3074 9A1 FI/T STAR COVINGTON MUNI, COVINGTON, GA, TRBOW EIGHT ARRIVAL, DELETE NOTE: THIS PROCEDURE IS APPLICABLE TO TURBOJET AND TURBOPROP AIRCRAFT OPERATING AT OR ABOVE 8000 FEET.

DALTON

Dalton Muni

FDC 2/8655 DNN FI/T IAP DALTON MUNI, DALTON, GA. RNAV (GPS) RWY 14, ORIG-B...LPV NA. LNAV/VNAV NA. NOTE: WHEN VGSI INOP, CIRCLING RWY 32 NA AT NIGHT. MISSED APPROACH: CLIMB TO 4200 DIRECT ONUTE AND HOLD, CONTINUE CLIMB IN HOLD TO 4200.

FDC 2/8651 DNN FI/T IAP DALTON MUNI, DALTON, GA. ILS OR LOC RWY 14, ORIG-B...S-ILS 14 NA. NOTE: WHEN VGSI INOP, CIRCLING RWY 32 NA AT NIGHT.

DUBLIN

W H 'Bud' Barron

FDC 2/5003 DBN FI/T IAP W H BUD BARRON, DUBLIN, GA. VOR A, AMDT 4...PROCEDURE NA.

EASTMAN

Heart Of Georgia Rgnl

FDC 2/8669 EZM FI/T IAP HEART OF GEORGIA REGIONAL, EASTMAN, GA. ILS OR LOC RWY 2, AMDT 1A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VNA VORTAC OTS.

GREENSBORO

Greene County Rgnl

FDC 2/3873 3J7 FI/T IAP GREENE COUNTY RGNL, GREENSBORO, GA. RNAV (GPS) RWY 25, AMDT 1...LOC RWY 25, AMDT 3...NOTE: WHEN VGSI INOP, STRAIGHT-IN AND CIRCLING RWY 25 PROCEDURES NA AT NIGHT.

FDC 2/3872 3J7 FI/T IAP GREENE COUNTY RGNL, GREENSBORO, GA. RNAV (GPS) RWY 7, AMDT 1...VOR/DME B, AMDT 2...NOTE: WHEN VGSI INOP, CIRCLING RWY 25 NA AT NIGHT.

JEFFERSON

Jackson County

FDC 2/6425 19A FI/T IAP JACKSON COUNTY, JEFFERSON, GA. RNAV (GPS) RWY 17, AMDT 2...RNAV (GPS) RWY 35, AMDT 2...VOR/DME RWY 35, AMDT 2...CIRCLING CATS A/B/C MDA 1440/HAA 489.

JESUP

Jesup-Wayne County

FDC 2/9247 JES FI/T IAP JESUP-WAYNE COUNTY, JESUP, GA. RNAV (GPS) RWY 11, ORIG...LNAV/VNAV DA 476/HAT 369 ALL CATS. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

LAWRENCEVILLE

Gwinnett County - Briscoe Field

FDC 2/5900 LZU FI/T IAP GWINNETT COUNTY - BRISCOE FIELD, LAWRENCEVILLE, GA. ILS OR LOC RWY 25, AMDT 2...DISREGARD PDK 18.4 DME FIX. USE TIME/DISTANCE TABLE.

MACON

Macon Downtown

FDC 2/5043 MAC FI/T ODP MACON DOWNTOWN, MACON, GA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 15, 500 - 1 1/4. ALL OTHER DATA REMAINS AS PUBLISHED.

Middle Georgia Rgnl

FDC 2/8668 MCN FI/T IAP MIDDLE GEORGIA REGIONAL, MACON, GA. ILS OR LOC/DME RWY 5, ORIG-B...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VNA VORTAC OTS.

FDC 2/8667 MCN FI/T IAP MIDDLE GEORGIA REGIONAL, MACON, GA. VOR RWY 13, AMDT 9A...VOR RWY 23, AMDT 3A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VNA VORTAC OTS.

FDC 2/7715 MCN FI/P CHART MIDDLE GEORGIA RGNL, MACON GA. ILS OR LOC/DME RWY5, ORIG-B...CORRECT PLANVIEW: CHANGE TEXT TO READ (IF/IAF) ABOVE IJBEW INT VICE (IF).

MC RAE

Telfair-Wheeler

FDC 2/1233 MQW FI/P CHART TELFAIR-WHEELER, MC RAE, GA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 1...CORRECT CITY AND STATE TO READ MC RAE, GA VICE MC REA, GA.

MILLEN

Millen

FDC 2/9032 2J5 FI/T IAP MILLEN, MILLEN, GA. RNAV (GPS) RWY 17, AMDT 1...NOTE: WHEN VGSI INOP, STRAIGHT-IN AND CIRCLING RWY 17 PROCEDURES NA AT NIGHT.

FDC 2/9031 2J5 FI/T IAP MILLEN, MILLEN, GA. NDB RWY 17, ORIG-A...NOTE: WHEN VGSI INOP, STRAIGHT-IN AND CIRCLING RWY 17 PROCEDURES NA AT NIGHT. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. MISSED APPROACH: CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 DIRECT LNH NDB AND HOLD, CONTINUE, CLIMB-IN-HOLD TO 3000.

MOULTRIE

Moultrie Muni

FDC 2/5011 MGR FI/T IAP MOULTRIE MUNI, MOULTRIE, GA. VOR RWY 22, AMDT 12...PROCEDURE NA.

PERRY

Perry-Houston County

FDC 2/8671 PXE FI/T IAP PERRY-HOUSTON COUNTY, PERRY, GA. ILS OR LOC RWY 36, ORIG...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, VNA VORTAC OTS.

ROME

Richard B Russell

FDC 2/9151 RMG FI/T IAP RICHARD B RUSSELL, ROME, GA. VOR/DME RWY 19, AMDT 9...NOTE: PROCEDURE NA AT NIGHT. PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT UZOVO ON V243 NORTHBOUND.

FDC 2/5560 RMG FI/T IAP RICHARD B RUSSELL, ROME, GA. VOR/DME RWY 1, AMDT 9...S-1 MDA 1180/HAT 544 ALL CATS. CIRCLING CATS A, B, AND C MDA 1180/HAA 536. NOTE: CIRCLING RWY 1 AND 25 NA AT NIGHT. PLANVIEW NOTE: NOPT FOR ARRIVAL AT RMG VORTAC ON V333 SOUTHBOUND. PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT FELTO ON V243-415 SOUTHBOUND.

SANDERSVILLE

Kaolin Field

FDC 2/6530 OKZ FI/T IAP KAOLIN FIELD, SANDERSVILLE, GA. VOR/DME A, AMDT 6...PROCEDURE NA.

TIFTON

Henry Tift Myers

FDC 2/2831 TMA FI/T ODP HENRY TIFT MYERS, TIFTON, GA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWYS 3, 21, NA - RWY CLOSED. RWY 33, MINIMUM CLIMB OF 300 FT PER NM TO 900. NOTE: RWY 15, NUMEROUS TREES AND POLE BEGINNING 50 FT FROM DER, 316 FT RIGHT OF CENTERLINE, UP TO 84 FT AGL/403 FT MSL. TREE 1072 FT FROM DER, 765 FT LEFT OF CENTERLINE, 55 FT AGL/374 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

VALDOSTA

Valdosta Rgnl

FDC 9/9618 VLD FI/T VALDOSTA RGNL, VALDOSTA, GA. ILS OR LOC RWY 35, AMDT 6...ALTERNATE MINIMUMS NA. GEF VOR UNMON.

WAYCROSS

Waycross-Ware County

FDC 2/9221 AYS FI/T ODP WAYCROSS-WARE COUNTY, WAYCROSS, GA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 18, 500-3 OR STANDARD WITH MINIMUM CLIMB OF 225 FEET PER NM TO 700. TAKEOFF OBSTACLE NOTE: RWY 18, CELL TOWER 2.5 NM FROM DEPARTURE END OF RWY, 1012 FT RIGHT OF CENTERLINE, 417 FT AGL/557 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/8275 AYS FI/T IAP WAYCROSS-WARE COUNTY, WAYCROSS, GA. RNAV (GPS) RWY 36, ORIG...LPV DA NA. NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 36 PROCEDURE NA AT NIGHT. NOTE: CIRCLING TO RWY 5, 13, 23, AND 31 NA AT NIGHT. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. VDP NA. 34:1 IS NOT CLEAR.

WINDER

Barrow County

FDC 2/6052 WDR FI/T IAP BARROW COUNTY, WINDER, GA. RNAV (GPS) RWY 23, ORIG...NOTE: WHEN VGSI INOP, STRAIGHT-IN AND CIRCLING RWY 23 PROCEDURES NA AT NIGHT. NOTE: CIRCLING TO RWY 13 NA AT NIGHT.

FDC 2/6051 WDR FI/T IAP BARROW COUNTY, WINDER, GA. VOR/DME A, AMDT 9D...NOTE: WHEN VGSI INOP, CIRCLING RWY 23 NA AT NIGHT. NOTE: CIRCLING TO RWY 13 NA AT NIGHT.

FDC 2/6050 WDR FI/T IAP BARROW COUNTY, WINDER, GA. RNAV (GPS) RWY 31, AMDT 1...ILS OR LOC RWY 31, ORIG-A...NDB RWY 31, AMDT 9...NOTE: WHEN VGSI INOP, STRAIGHT-IN AND CIRCLING RWY 31 PROCEDURES NA AT NIGHT. NOTE: WHEN VGSI INOP, CIRCLING RWY 23 NA AT NIGHT. NOTE: CIRCLING TO RWY 13 NA AT NIGHT.

FDC 2/6049 WDR FI/T IAP BARROW COUNTY, WINDER, GA. RNAV (GPS) RWY 13, AMDT 1...NOTE: STRAIGHT-IN AND CIRCLING RWY 13 PROCEDURES NA AT NIGHT. NOTE: WHEN VGSI INOP, CIRCLING RWY 23 NA AT NIGHT.

HAWAII

HILO

Hilo Intl

FDC 0/8607 ITO FI/T HILO INTL, HILO, HI. ILS OR LOC RWY 26, AMDT 12B...MISSED APPROACH: CLIMB TO 450 THEN CLIMBING LEFT TURN TO 3000 DIRECT POA NDB AND HOLD N, LT, 160 INBOUND. ADF REQUIRED. ITO VORTAC OTS. RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. ITO VORTAC OTS.

HONOLULU

Honolulu Intl

FDC 2/1391 HNL FI/T STAR HONOLULU INTL, HONOLULU, HI. FRTZI TWO ARRIVAL(RNAV): NA.

FDC 2/1279 HNL FI/T IAP HONOLULU INTL, HONOLULU, HI. RNAV (RNP) Z RWY 8L, AMDT 1...RNP 0.30 DA 408/HATH 396 ALL CATS, VISIBILITY ALL CATS 7/8. FOR INOPERATIVE MALSR, INCREASE RNP 0.30 ALL CATS TO 1 1/4. TEMPORARY CRANE 306 FEET MSL, 4564 FEET NORTHEAST OF RWY 08L.

FDC 2/1157 HNL FI/T STAR KONA INTL, KAILUA-KONA, HI, KAIKO ONE ARRIVAL (RNAV): NA WEF 1204050901.

FDC 2/1156 HNL FI/T STAR HONOLULU INTL, HONOLULU, HI, REEF FOUR ARRIVAL (RNAV): NA WEF 1204050901.

KAHULUI

Kahului

FDC 2/6935 OGG FI/T IAP KAHULUI, KAHULUI, HI. NDB/DME RWY 2, AMDT 2A...PROCEDURE TURN INITIAL ALTITUDE 4200. INITIAL ALTITUDE FROM MAKEN TO HARPO 5300.

KAMUELA

Waimea-Kohala

FDC 1/0293 MUE FI/T IAP WAIMEA-KOHALA, KAMUELA, HI. VOR/DME A, ORIG...VOR/DME RWY 4, ORIG...ALTERNATE MINIMUMS NA, MUE VOR/DME UNMONITORED.

LIHUE

Lihue

FDC 2/0244 LIH FI/T ODP LIHUE, LIHUE, HI. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPED WITH SUITABLE RNAV SYSTEM WITH GPS, LIH VORTAC OTS.

FDC 2/0241 LIH FI/T IAP LIHUE, LIHUE, HI. ILS OR LOC RWY 35, AMDT 6A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. LIH VORTAC OTS.

FDC 2/0237 LIH FI/T SID LIHUE, LIHUE, HI. LIHUE FIVE DEPARTURE...RICHE TWO DEPARTURE...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPED WITH SUITABLE RNAV SYSTEM WITH GPS, LIH VORTAC OTS.

FDC 2/0236 LIH FI/T SID LIHUE, LIHUE, HI, DIANE ONE DEPARTURE PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPED WITH SUITABLE RNAV SYSTEM WITH GPS. LIH VORTAC OTS.

IDAHO

BOISE

Boise Air Terminal/Gowen Fld

FDC 2/1759 BOI FI/T IAP BOISE AIR TERMINAL/GOWEN FLD, BOISE, ID. ILS RWY 10R (CAT II), AMDT 11A...ILS RWY 10R (CAT III), AMDT 11A...PROCEDURE NA.

BURLEY

Burley Muni

FDC 2/5117 BYI FI/T ODP BURLEY MUNI, BURLEY, ID. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 24, 300 - 1 1/2 OR STANDARD WITH MINIMUMS CLIMB OF 438 FEET PER NM TO 4500. RWY 02, 200 - 1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 210 FEET PER NM TO 4400. NOTE: RWY 24, BLDG 31112 FEET FROM DER, 149 FEET LEFT OF CENTERLINE, 4323 MSL. RWY 02, TOWER 6223 FEET FROM DER, 862 FEET RIGHT OF CENTERLINE, 4304 MSL. ALL OTHER DATA REMAINS THE SAME.

HAILEY

Friedman Memorial

FDC 2/7106 SUN FI/T IAP FRIEDMAN MEMORIAL, HAILEY, ID. NDB/DME OR GPS A, ORIG-B...TERMINAL ROUTE FROM SOLDE INT TO HAILEY (HLE) NDB MINIMUM ALTITUDE 8500.

NAMPA

Nampa Muni

FDC 2/4983 MAN FI/T IAP NAMPA MUNI, NAMPA, ID. RNAV (GPS) RWY 11, AMDT 1...ADD CHART NOTE: BARO/VNAV NA. LNAV/VNAV DA 2834/ HATH 297 ALL CATS.

POCATELLO

Pocatello Rgnl

FDC 2/9954 PIH FI/T IAP POCATELLO RGNL, POCATELLO, ID. VOR/DME OR TACAN RWY 21, AMDT 10B...TACAN PORTION NA.

FDC 2/9953 PIH FI/T IAP POCATELLO RGNL, POCATELLO, ID. ILS OR LOC RWY 21, AMDT 26B...MISSED APPROACH: TACAN PORTION NA.

TWIN FALLS

Joslin Field - Magic Valley Rgnl

FDC 2/7315 TWF FI/T IAP JOSLIN FIELD - MAGIC VALLEY RGNL, TWIN FALLS, ID. ILS OR LOC RWY 25, AMDT 9...CIRCLING: CAT E MDA 5160/HAA 1006.

ILLINOIS

CASEY

Casey Muni

FDC 2/6921 1H8 FI/T IAP CASEY MUNI, CASEY, IL. NDB RWY 22, AMDT 5...TERMINAL ROUTE MATTOON (MTO) VOR/DME TO CASEY (CZB) NDB NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. MTO VOR/DME UNUSBL 116-186.

FDC 2/6920 1H8 FI/T IAP CASEY MUNI, CASEY, IL. NDB RWY 4, AMDT 8...TERMINAL ROUTE MATTOON (MTO) VOR/DME TO CASEY (CZB) NDB AND CAMBI FIX MINIMUMS NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. MTO VOR/DME UNUSBL 116-186.

CHICAGO

Chicago Midway Intl

FDC 2/8756 MDW FI/T IAP CHICAGO MIDWAY INTL, CHICAGO, IL. RNAV (GPS) RWY 4R, AMDT 2A...LNAV/VNAV: DA 1183/HAT 564 ALL CATS, VIS 2 ALL CATS. TOWER 750 MSL 2 NM SOUTH OF AIRPORT.

FDC 2/8310 MDW FI/T IAP CHICAGO MIDWAY INTL, CHICAGO, IL. VOR/DME RNAV OR GPS RWY 22L, AMDT 3B...VOR/DME PORTION NA.

FDC 2/1998 MDW FI/T IAP CHICAGO MIDWAY INTL, CHICAGO, IL. RNAV (GPS) RWY 22R, ORIG-A...LNAV MDA 1080/HAT 468 ALL CATS. VISIBILITY CAT D 1 1/2. EXCEPT WHEN ADVISED BY ATCT THAT THIS CRANE IS DOWN. TEMPORARY CRANE 765 MSL 713 FT NW OF RWY 22R.

FDC 2/1997 MDW FI/T IAP CHICAGO MIDWAY INTL, CHICAGO, IL. RNAV (GPS) RWY 13L, ORIG...LNAV MDA 1080/HAT 471 ALL CATS. VISIBILITY CAT D 1 1/2. EXCEPT WHEN ADVISED BY ATCT THAT THIS CRANE IS DOWN. TEMPORARY CRANE 765 MSL 1810 FT EAST OF RWY 13L.

FDC 2/1283 MDW FI/T IAP CHICAGO MIDWAY INTL, CHICAGO, IL. RNAV (GPS) Z RWY 13C, ORIG-A...LNAV: MDA 1080/HAT 469 ALL CATS. VISIBILITY CAT D 1 1/2. EXCEPT WHEN ADVISED BY ATCT THAT CRANE IS DOWN. TEMPORARY CRANE 765 MSL 2828 FT EAST OF RWY 13C.

Chicago O'Hare Intl

FDC 2/5878 ORD FI/T IAP CHICAGO O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 32R, AMDT 1B...LNAV/VNAV DA 1183/HAT 530 ALL CATS. VIS 1 1/2 ALL CATS. TEMPORARY CRANE 830 MSL 1.13 NM EAST OF RWY 32R.

FDC 2/5875 ORD FI/T ODP CHICAGO O HARE INTL, CHICAGO, IL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 17...TAKEOFF MINIMUMS: RWY 4R, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 611 FEET PER NM TO 1000. TEMPORARY CRANE 3099 FEET FROM DEPARTURE END OF RUNWAY 1321 FEET RIGHT OF CENTERLINE, 190 FEET AGL/830 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/3037 ORD FI/P IAP CHICAGO O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 27L AMDT 28B...ILS RWY 27L (CAT II) AMDT 28B...ILS RWY 27L (CAT III) AMDT 28B...CHANGE NOTE SIMULTANEOUS APPROACH AUTHORIZED WITH ILS OR LOC RWY 27R, ILS RWY 27R (CAT II), ILS RWY 27R (CAT III) AND ILS OR LOC RWY 28, ILS RWY 28 (CAT II), ILS RWY 28 (CAT III) TO READ: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 27R AND RWY 28. THIS IS ILS OR LOC RWY 27L AMDT 28C, ILS RWY 27L (CAT II) AMDT 28C, ILS RWY 27L (CAT III) AMDT 28C.

FDC 2/3005 ORD FI/P IAP CHICAGO O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 9R, AMDT 2A...CHANGE NOTE SIMULTANEOUS APPROACH AUTHORIZED WITH ILS OR LOC RWY 9L, ILS RWY 9L (CAT II), ILS RWY 9L (CAT III) AND ILS OR LOC RWY 10, ILS RWY 10 (CAT II), ILS RWY 10 (CAT III) TO READ: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 9L AND RWY 10. THIS IS ILS OR LOC RWY 9R, AMDT 2B.

FDC 2/3003 ORD FI/P IAP CHICAGO O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 27L, AMDT 2A...CHANGE NOTE SIMULTANEOUS APPROACH AUTHORIZED WITH ILS OR LOC RWY 27R, ILS RWY 27R (CAT II), ILS RWY 27R (CAT III) AND ILS OR LOC RWY 28, ILS RWY 28 (CAT II), ILS RWY 28 (CAT III) TO READ: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 27R AND RWY 28. THIS IS RNAV (GPS) RWY 27L, AMDT 2B.

FDC 2/3002 ORD FI/P IAP CHICAGO O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 9R, AMDT 2A...CHANGE NOTE SIMULTANEOUS APPROACH AUTHORIZED WITH ILS OR LOC RWY 9L, ILS RWY 9L (CAT II), ILS RWY 9L (CAT III) AND ILS OR LOC RWY 10, ILS RWY 10 (CAT II), ILS RWY 10 (CAT III) TO READ: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 9L AND RWY 10. THIS IS RNAV (GPS) RWY 9R, AMDT 2B.

FDC 1/6106 ORD FI/T ODP CHICAGO O HARE INTL, CHICAGO, IL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 17...NOTE: RWY 32L, TEMPORARY CRANE 4907 FT FROM DEPARTURE END OF RUNWAY, 467 FT LEFT OF CENTERLINE, 130 FT AGL/798 FT MSL. REST OF DATA REMAINS AS PUBLISHED.

FDC 1/6105 ORD FI/T IAP CHICAGO O HARE INTL, CHICAGO, IL. ILS OR LOC RWY 9L, ORIG-C...OGSIE FIX MINIMUMS: S-LOC 9L MDA 1100/HAT 432 ALL CATS. TEMPORARY CRANE 798 MSL 5375 FT W OF RWY 9L.

CHICAGO/ROCKFORD

Chicago/Rockford Intl

FDC 2/2280 RFD FI/T IAP CHICAGO/ROCKFORD INTL, CHICAGO/ROCKFORD, IL. RNAV (GPS) RWY 19, AMDT 1...PROCEDURE NA.

FDC 2/1923 RFD FI/T ODP CHICAGO/ROCKFORD INTL, CHICAGO/ROCKFORD, IL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...RWY 7, PROCEDURE NA. ALL OTHER DATA REMAINS AS PUBLISHED. CONSTRUCTION EQUIPMENT 759 MSL 8817 FT NE ON RWY 7.

FDC 2/1922 RFD FI/T IAP CHICAGO/ROCKFORD INTL, CHICAGO/ROCKFORD, IL. ILS OR LOC RWY 7, AMDT 1C...PROCEDURE NA UNLESS OTHERWISE DIRECTED BY ATC. CONSTRUCTION EQUIPMENT 759 MSL 8817 FT NE ON RWY 7.

FDC 2/1921 RFD FI/T IAP CHICAGO/ROCKFORD INTL, CHICAGO/ROCKFORD, IL. RNAV (GPS) RWY 7, AMDT 1A...LPV DA NA ALL CATS. LNAV/VNAV DA NA ALL CATS. CONSTRUCTION EQUIPMENT 759 MSL 8817 FT NE OF RWY 7.

FDC 2/1920 RFD FI/T IAP CHICAGO/ROCKFORD INTL, CHICAGO/ROCKFORD, IL. ILS RWY 7 (SA CAT I), AMDT 1C...ILS RWY 7 (CAT II), AMDT 1C...ILS RWY 7 (CAT III), AMDT 1C...RNAV (GPS) RWY 25, AMDT 1...PROCEDURE NA. CONSTRUCTION EQUIPMENT 759 MSL 1185 FT SW OF RWY 25.

FDC 2/1915 RFD FI/T IAP CHICAGO/ROCKFORD INTL, CHICAGO/ROCKFORD, IL. ILS OR LOC RWY 1, AMDT 28C...LOC BC RWY 19, AMDT 15B...PROCEDURE NA. CONSTRUCTION EQUIPMENT 759 MSL 2229 FT SOUTH ON RWY 19.

FDC 2/1914 RFD FI/T IAP CHICAGO/ROCKFORD INTL, CHICAGO/ROCKFORD, IL. RNAV (GPS) RWY 1, AMDT 1...LPV DA NA ALL CATS. LNAV/VNAV DA NA ALL CATS. CONSTRUCTION EQUIPMENT 759 MSL 5971 FT NORTH ON RWY 1.

FAIRFIELD

Fairfield Muni

FDC 2/7767 FWC FI/P IAP FAIRFIELD MUNI, FAIRFIELD, IL. NDB RWY 9, AMDT 3...DELETE TERMINAL ROUTE FROM MARION (MWA) VOR/DME TO WAYNE COUNTY (FWC) NDB. THIS IS NDB RWY 9, AMDT 3A.

JACKSONVILLE

Jacksonville Muni

FDC 0/0525 IJX FI/T JACKSONVILLE MUNI, JACKSONVILLE, IL. VOR RWY 13, AMDT 1...ALTERNATE MINIMUMS NA.

LOS ANGELES

Los Angeles Intl

FDC 0/5757 LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 6R, ORIG...RNP 0.30 DA 418/HAT 304 ALL CATS. EXCEPT WHEN ADVISED BY ATC THAT THIS CRANE IS DOWN, EXPECT CRANE USAGE MONDAY THROUGH SATURDAY, SUNRISE TO SUNSET. TEMPORARY CRANE 3378 FT SW OF RW24L.

MOLINE

Quad City Intl

FDC 2/8601 MLI FI/P ODP QUAD CITY INTL, MOLINE, IL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...CHANGE NOTED TREES FOR RWY 13 TO READ: TREES BEGINNING 1522 FT FROM DER, 429 FT RIGHT OF CENTERLINE, UP TO 33 FT AGL/775 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 1A.

MONMOUTH

Monmouth Muni

FDC 2/4935 C66 FI/T ODP MONMOUTH MUNI, MONMOUTH, IL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2A...NOTE: RWY 20, TEMPORARY CRANE 5147 FT FROM DER, 781 FT LEFT OF CENTERLINE, 145 FT AGL/902 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

MOUNT STERLING

Mount Sterling Muni

FDC 2/0577 I63 FI/T IAP MOUNT STERLING MUNI, MOUNT STERLING, IL. VOR/DME A, AMDT 1...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, UIN TACAN OTS.

PEORIA

Mount Hawley Auxiliary

FDC 2/9846 3MY FI/T IAP MOUNT HAWLEY AUXILIARY, PEORIA, IL. VOR A, AMDT 4...DME REQUIRED, BDF VORTAC R-171 UNUSABLE.

FDC 2/0863 3MY FI/P IAP MOUNT HAWLEY AUXILIARY, PEORIA, IL. RNAV (GPS) RWY 18, ORIG...LNAV MDA 1300/HAT 514 ALL CATS. VIS CAT C 1 1/2. THIS IS RNAV (GPS) RWY 18, ORIG-A.

Osf Saint Francis Medical Center

FDC 2/8187 LL37 FI/T SPECIAL OSF SAINT FRANCIS MEDICAL CENTER, PEORIA, IL. (SPECIAL) RNAV (GPS) 293 DEPARTURE, ORIG...DEPART VFR. CLIMB AT 608 FT PER NM TO CROSS ZIKAV AT OR ABOVE 1060/HAS 427 FT PRIOR TO ENTERING IMC.

FDC 2/3441 LL37 FI/T SPECIAL OSF SAINT FRANCIS MEDICAL CENTER, PEORIA, IL. (SPECIAL) COPTER RNAV (GPS) 113, ORIG...PROCEED VISUALLY NA. PROCEED VFR FROM ZIKAV OR CONDUCT THE SPECIFIED MISSED APPROACH.

PITTSFIELD

Pittsfield Penstone Muni

FDC 2/0576 PPQ FI/T IAP PITTSFIELD PENSTONE MUNI, PITTSFIELD, IL. VOR/DME RWY 13, AMDT 4...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, UIN TACAN OTS.

QUINCY

Quincy Rgnl-Baldwin Field

FDC 2/0585 UIN FI/T IAP QUINCY RGNL-BALDWIN FIELD, QUINCY, IL. VOR/DME RWY 22, AMDT 8...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, UIN TACAN OTS.

FDC 2/0583 UIN FI/T IAP QUINCY RGNL-BALDWIN FIELD, QUINCY, IL. LOC/DME BC RWY 22, AMDT 6A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, UIN TACAN OTS.

ROBINSON

Crawford Co

FDC 2/1326 RSV FI/T IAP CRAWFORD CO, ROBINSON, IL. VOR OR GPS RWY 17, AMDT 4A...VOR OR GPS RWY 27, AMDT 4A...VOR PORTION NA, RSV VOR/DME OTS.

SALEM

Salem-Leckrone

FDC 2/5572 SLO FI/T ODP SALEM-LECKRONE, SALEM, IL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 6...DEPARTURE PROCEDURE: RWY 18, CLIMB HEADING 181 TO 1900 BEFORE TURNING EAST. ALL OTHER DATA REMAINS AS PUBLISHED.

SPARTA

Sparta Community-Hunter Field

FDC 2/6974 SAR FI/T ODP SPARTA COMMUNITY-HUNTER FIELD, SPARTA, IL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKEOFF MINIMUMS: RWY 18, 300 - 1 3/4 OR STANDARD WITH MINIMUM CLIMB OF 316 FEET PER NM TO 1000.

URBANA

Frasca Field

FDC 2/8907 C16 FI/T IAP FRASCA FIELD, URBANA, IL. VOR/DME OR GPS B, AMDT 6A...CIRCLING CAT D MDA 1420/HAA 685. DECATUR ALTIMETER MINIMUMS CIRCLING CAT D MDA 1560/HAA 825, EXCEPT WHEN ADVISED BY ATC. TEMPORARY CRANE 1032 MSL 2.3NM SW OF AIRPORT.

FDC 2/8906 C16 FI/T IAP FRASCA FIELD, URBANA, IL. VOR OR GPS A, AMDT 11A...DME MINIMUMS CIRCLING CAT A/B/C MDA 1360/HAA 625 AND CAT D MDA 1420/HAA 685, EXCEPT WHEN ADVISED BY ATC. TEMPORARY CRANE 1032 MSL 2.3NM SW OF AIRPORT.

INDIANA

ANGOLA

Tri-State Steuben County

FDC 2/9374 ANQ FI/T IAP TRI-STATE STEUBEN COUNTY, ANGOLA, IN. RNAV (GPS) RWY 5, ORIG-A...LNAV/VNAV MINIMUMS NA. LNAV CAT C VIS 1 1/4. PROCEDURE NA AT NIGHT. VDP NA. VISIBILITY REDUCTION BY HELICOPTERS NA.

CONNERSVILLE

Mettel Field

FDC 2/1054 CEV FI/T IAP METTEL FIELD, CONNERSVILLE, IN. RNAV (GPS) RWY 18, AMDT 1...PROCEDURE NA.

ELKHART

Elkhart Muni

FDC 2/2525 EKM FI/T IAP ELKHART MUNI, ELKHART, IN. ILS OR LOC RWY 27, AMDT 2B...S-ILS 27 DA 1064/HAT 286 ALL CATS. VIS RVR 4000 ALL CATS. S-LOC 27 MDA 1220/HAT 443 ALL CATS. VIS CAT A/B RVR 4000, CAT C/D RVR 5000. FOR INOPERATIVE MALSR, INCREASE S-LOC 27 CAT A/B VISIBILITY TO RVR 5000. FOR INOPERATIVE MALSR WHEN USING SOUTH BEND ALTIMETER SETTING, INCREASE S-ILS 27 VISIBILITY TO RVR 6000 ALL CATS, INCREASE S-LOC 27 CATS A/B VISIBILITY TO RVR 5000. VISIBILITY REDUCTION BY HELICOPTERS NA. DISREGARD NOTE: * RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. TREE 864 MSL 5165 FEET EAST OF AIRPORT.

EVANSVILLE

Evansville Rgnl

FDC 2/7681 EVV FI/P IAP EVANSVILLE RGNL, EVANSVILLE, IN. VOR RWY 4, AMDT 6...CHART NOTE: CIRCLING TO RWY 9 NA AT NIGHT. THIS IS VOR RWY 4, AMDT 6A.

FDC 2/7677 EVV FI/P IAP EVANSVILLE RGNL, EVANSVILLE, IN. RNAV (GPS) RWY 4, ORIG...CHART NOTE: CIRCLING TO RWY 9 NA AT NIGHT. THIS IS RNAV (GPS) RWY 4, ORIG-A.

FDC 2/7676 EVV FI/P IAP EVANSVILLE RGNL, EVANSVILLE, IN. NDB RWY 22, AMDT 13...CHART NOTE: CIRCLING TO RWY 9 NA AT NIGHT. THIS IS NDB RWY 22, AMDT 13A.

FDC 2/7675 EVV FI/P IAP EVANSVILLE RGNL, EVANSVILLE, IN. RNAV (GPS) RWY 22, ORIG...CHART NOTE: CIRCLING TO RWY 9 NA AT NIGHT. THIS IS RNAV (GPS) RWY 22, ORIG-A.

FDC 2/7672 EVV FI/P IAP EVANSVILLE RGNL, EVANSVILLE, IN. ILS OR LOC RWY 22, AMDT 21...CHART NOTE: CIRCLING TO RWY 9 NA AT NIGHT. THIS IS ILS OR LOC RWY 22, AMDT 21A.

FORT WAYNE

Smith Field

FDC 2/9067 SMD FI/T IAP SMITH FIELD, FORT WAYNE, IN. VOR RWY 13, AMDT 10...S-13 MDA 1400/HAT 564 CATS A/B/C. VIS CAT C 1 3/4. CIRCLING MDA 1460/ HAA 624 CATS A/B/C. VIS CAT C 1 3/4. TEMPORARY CRANE 1100 MSL, 4075 FEET SW OF AIRPORT.

FDC 2/9066 SMD FI/T ODP SMITH FIELD, FORT WAYNE, IN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...TAKE-OFF MINIMUMS: RWY 23, 800-3 OR NA. NOTE: RWY 23, TEMPORARY CRANE 2555 FEET FROM DEPARTURE END OF RUNWAY, 368 FEET RIGHT OF CENTERLINE, 280 FEET AGL/ 1100 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/9065 SMD FI/T IAP SMITH FIELD, FORT WAYNE, IN. RNAV (GPS) RWY 13, ORIG...RNAV (GPS) RWY 31, ORIG...CIRCLING MDA 1460/ HAA 624 CATS A/B/C. VIS CAT C 1 3/4. TEMPORARY CRANE 1100 MSL, 4075 FEET SW OF AIRPORT.

GARY

Gary/Chicago Intl

FDC 2/4712 GYY FI/T IAP GARY/CHICAGO INTL, GARY, IN. ILS OR LOC RWY 30, AMDT 5...S-ILS 30 VIS RVR 4000 ALL CATS. S-LOC 30 CAT A/B VIS RVR 4000. MALSR REVERTS TO MALS WHEN RAIL IS OTS.

FDC 2/4711 GYY FI/T IAP GARY/CHICAGO INTL, GARY, IN. RNAV (GPS) RWY 30, ORIG...LPV DA VIS RVR 4000 ALL CATS. LNAV MDA VIS CAT A/B RVR 4000 CAT C/D 5000. MALSR REVERTS TO MALS WHEN RAIL IS OTS.

FDC 2/3097 GYY FI/T IAP GARY/CHICAGO INTL, GARY, IN. COPTER ILS RWY 30, ORIG...S-ILS 30 DA 843/HAT 252 ALL CATS. 2 TEMP CRANES BEGINNING 3912 FT SOUTHEAST OF AIRPORT UP TO 90 FT AGL/680 FT MSL. 1 TEMP CRANE 3.87 NM EAST OF AIRPORT 360 FT AGL/965 FT MSL.

FDC 2/3095 GYY FI/T IAP GARY/CHICAGO INTL, GARY, IN. RNAV (GPS) Y RWY 30, ORIG...LPV DA 843/HATH 252 ALL CATS. LNAV/VNAV DA 1057/HATH 466 ALL CATS, VIS RVR 6000 ALL CATS. WHEN LOCAL ALTIMETER NOT RECEIVED USE CHICAGO MIDWAY INTL ALTIMETER SETTING AND INCREASE ALL DA 47 FT AND ALL MDA 60 FT, INCREASE LNAV VIS CATS C/D 1/4 MILE AND CIRCLING VIS CAT C 1/4 MILE. FOR INOPERATIVE MALSR WHEN USING CHICAGO MIDWAY INTL ALTIMETER SETTING, INCREASE LPV VIS ALL CATS TO 1 MILE. LNAV/VNAV VIS ALL CATS TO 1 1/2 MILE. 2 TEMP CRANES BEGINNING 3912 FT SOUTHEAST OF AIRPORT UP TO 90 FT AGL/680 FT MSL. 1 TEMP CRANE 3.87 NM EAST OF AIRPORT 360 FT AGL/965 FT MSL.

FDC 2/3092 GYY FI/T IAP GARY/CHICAGO INTL, GARY, IN. ILS OR LOC RWY 30, AMDT 5...S-ILS 30 DA 843/HAT 252 ALL CATS. S-LOC 30 CAT C VIS RVR 5000. WHEN LOCAL ALTIMETER NOT RECEIVED USE CHICAGO MIDWAY INTL ALTIMETER SETTING AND INCREASE ALL DA 47 FT AND ALL MDA 60 FT, INCREASE S-LOC 30 VIS CATS C/D TO RVR 5500. CIRCLING CAT C TO 1 3/4 MILE. FOR INOPERATIVE MALSR WHEN USING CHICAGO MIDWAY INTL ALTIMETER SETTING, INCREASE S-ILS 30 VIS ALL CATS TO 1 MILE. 2 TEMP CRANES BEGINNING 3912 FT SOUTHEAST OF AIRPORT UP TO 90 FT AGL/680 FT MSL. 1 TEMP CRANE 3.87 NM EAST OF AIRPORT 360 FT AGL/965 FT MSL.

FDC 2/0656 GYY FI/T IAP GARY/CHICAGO INTL, GARY, IN. RNAV (RNP) Z RWY 30, ORIG-B...RNP 0.13 DA 1049/HAT 458.

FDC 2/0618 GYY FI/T IAP GARY/CHICAGO INTL, GARY, IN. RNAV (GPS) Y RWY 30, ORIG...LNAV/VNAV DA: 1057 / HATH 466 ALL CATS, VIS RVR 6000 ALL CATS. WHEN LOCAL ALTIMETER NOT RECEIVED, USE CHICAGO MIDWAY INTL ALTIMETER SETTING AND INCREASE ALL DA 47 FEET AND ALL MDA 60 FEET. INCREASE LNAV/VNAV VIS ALL CATS TO 1 1/4 AND LNAV VIS CATS C /D TO 1. FOR INOPERATIVE MALSR WHEN USING CHICAGO MIDWAY INTL ALTIMETER SETTING, INCREASE LNAV/VNAV VIS ALL CATS TO 1 3/4 AND LNAV VIS CATS C /D VIS TO 1 3/8.

FDC 2/0615 GYY FI/T IAP GARY/CHICAGO INTL, GARY, IN. RNAV (RNP) Z RWY 12, ORIG-A...PROCEDURE NA.

INDIANAPOLIS

Eagle Creek Airpark

FDC 2/5297 EYE FI/T STAR EAGLE CREEK AIRPARK, INDIANAPOLIS, IN. DECEE FOUR ARRIVAL...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM OR GPS, ABB VORTAC OTS.

FDC 2/1296 EYE FI/T SID EAGLE CREEK AIRPARK, INDIANAPOLIS, IN DAWN FIVE DEPARTURE...BOWLING GREEN TRANSITION: NA BELOW 15000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. BWG VORTAC UNUSABLE BELOW 15000 AT DAWN INTERSECTION.

Greenwood Muni

FDC 2/1284 HFY FI/T SID GREENWOOD MUNI, INDIANAPOLIS, IN. DAWN FIVE DEPARTURE...BOWLING GREEN TRANSITION NA BELOW 15000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. BWG VORTAC UNUSABLE BELOW 15000 AT DAWN INT.

Indianapolis Executive

FDC 2/1289 TYQ FI/T SID INDIANAPOLIS EXECUTIVE, INDIANAPOLIS, IN. DAWN FIVE DEPARTURE...BOWLING GREEN TRANSITION NA BELOW 15000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. BWG VORTAC UNUSABLE BELOW 15000 AT DAWN INT.

Indianapolis Intl

FDC 2/8900 IND FI/T IAP INDIANAPOLIS INTL, INDIANAPOLIS, IN. RNAV (RNP) Z RWY 14, ORIG-B...RNP 0.30 DA 1383/HAT 587 ALL CATS, VIS 1 1/2 ALL CATS. FOR INOPERATIVE MALSR, INCREASE RNP 0.30 ALL CATS VISIBILITY TO 2 MILES. TEMPORARY CRANE 1034 MSL 1.96 NM NORTH OF AIRPORT.

FDC 2/8899 IND FI/T IAP INDIANAPOLIS INTL, INDIANAPOLIS, IN. RNAV (GPS) Y RWY 14, AMDT 2...LNAV/VNAV: DA 1402/HAT 606 ALL CATS, VIS 2 ALL CATS. LNAV: MDA 1340/HAT 544 ALL CATS, VIS CAT C RVR 5000, CAT D RVR 6000. VDP AT 1.52 NM TO RWY 14. INOPERATIVE TABLE DOES NOT APPLY TO LNAV/VNAV. TEMPORARY CRANE 1034 MSL 1.96 NM NORTH OF AIRPORT.

FDC 2/8427 IND FI/T SID INDIANAPOLIS INTL, INDIANAPOLIS, IN, DAWN FIVE DEPARTURE...HOOSIER ONE DEPARTURE...INDY THREE DEPARTURE...MAREO ONE DEPARTURE...MEARZ ONE DEPARTURE...ROCKY SIX DEPARTURE...TAKE-OFF MINIMUMS: RWY 5R, 23R, 23L: DISREGARD ATC CLIMB GRADIENT REQUIREMENT. DEPARTURE ROUTE DESCRIPTION: TAKE-OFF RWY 23R, 23L, 5R: DISREGARD 1200 FT RESTRICTION.

FDC 2/4809 IND FI/T STAR INDIANAPOLIS INTL, INDIANAPOLIS, IN. DECEE FOUR ARRIVAL...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM OR GPS, ABB VORTAC OTS.

FDC 2/3790 IND FI/T IAP INDIANAPOLIS INTL, INDIANAPOLIS, IN. RNAV (RNP) Z RWY 32, ORIG-B...RNP 0.19 DA MINIMUMS NA.

FDC 2/1287 IND FI/T SID INDIANAPOLIS INTL, INDIANAPOLIS, IN. DAWN FIVE DEPARTURE...BOWLING GREEN TRANSITION NA BELOW 15000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. BWG VORTAC UNUSABLE BELOW 15000 AT DAWN INT.

Indianapolis Metropolitan

FDC 2/1299 UMP FI/T SID INDIANAPOLIS METROPOLITAN, INDIANAPOLIS, IN. DAWN FIVE DEPARTURE...BOWLING GREEN TRANSITION NA BELOW 15000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. BWG VORTAC UNUSABLE BELOW 15000 AT DAWN INT.

Indianapolis Rgnl

FDC 2/1288 MQJ FI/T SID INDIANAPOLIS RGNL, INDIANAPOLIS, IN. DAWN FIVE DEPARTURE...BOWLING GREEN TRANSITION: NA BELOW 15000 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. BWG VORTAC UNUSABLE BELOW 15000 AT DAWN INT.

JEFFERSONVILLE

Clark Rgnl

FDC 2/5301 JVY FI/T STAR CLARK RGNL, JEFFERSONVILLE, IN. REDSTONE TWO ARRIVAL...DME REQUIRED, ABB VORTAC OTS.

FDC 2/1606 JVY FI/T IAP CLARK REGIONAL, JEFFERSONVILLE, IN. NDB RWY 18, AMDT 1A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. ABB VORTAC OTS.

FDC 2/1605 JVY FI/T IAP CLARK REGIONAL, JEFFERSONVILLE, IN. ILS OR LOC RWY 18, AMDT 2A...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ABB VORTAC OTS. MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2600 DIRECT CATCH LOM AND HOLD N, LT, 182 INBOUND. ABB VORTAC OTS.

LAFAYETTE

Purdue University

FDC 2/8056 LAF FI/T ODP PURDUE UNIVERSITY, LAFAYETTE, IN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKE-OFF MINIMUMS: RWY 05, 300 - 1 1/4. NOTE: RWY 5, TEMPORARY CRANES BEGINNING 2482 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 230 FT AGL/852 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/4943 LAF FI/T IAP PURDUE UNIVERSITY, LAFAYETTE, IN. VOR A, AMDT 26...CIRCLING: MDA 1220/HAA 614 CATS A/B/C, VIS CAT C 1 3/4. TEMPORARY CRANE LOCATED 5294 FT NORTHEAST OF AIRPORT.

FDC 2/4942 LAF FI/T IAP PURDUE UNIVERSITY, LAFAYETTE, IN. RNAV (GPS) RWY 28, AMDT 1...CIRCLING: MDA 1220/HAA 614 CATS A/B/C, VIS CAT C 1 3/4. TEMPORARY CRANE LOCATED 5294 FT NORTHEAST OF AIRPORT.

FDC 2/4941 LAF FI/T IAP PURDUE UNIVERSITY, LAFAYETTE, IN. RNAV (GPS) RWY 10, AMDT 1...CIRCLING: MDA 1220/HAA 614 CATS A/B/C, VIS CAT C 1 3/4. TEMPORARY CRANE LOCATED 5294 FT NORTHEAST OF AIRPORT.

FDC 2/4940 LAF FI/T IAP PURDUE UNIVERSITY, LAFAYETTE, IN. ILS RWY 10, AMDT 11...CIRCLING: MDA 1220/HAA 614 CATS A/B/C, VIS CAT C 1 3/4. ALTERNATE MINIMUMS: S-ILS 10 CATS A/B/C 700-2. TEMPORARY CRANE LOCATED 5294 FT NORTHEAST OF AIRPORT.

FDC 2/3199 LAF FI/T ODP PURDUE UNIVERSITY, LAFAYETTE, IN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKE-OFF MINIMUMS: RWY 05, 300 - 1 1/4. NOTE: RWY 5, TEMPORARY CRANE 2968 FEET FROM DEPARTURE END OF RUNWAY, 984 FEET LEFT OF CENTERLINE, 230 FEET AGL/ 850 FEET MSL. TEMPORARY CRANE 1004 FEET FROM DEPARTURE END OF RUNWAY, 244 FEET RIGHT OF CENTERLINE, 98 FEET AGL/ 659 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

MARION

Marion Muni

FDC 2/6925 MZZ FI/T IAP MARION MUNI, MARION, IN. RNAV (GPS) RWY 33, ORIG-A...LNAV MDA 1240/HAT 382 ALL CATS. CIRCLING CAT A MDA 1300/ HAA 441.

FDC 2/6923 MZZ FI/T IAP MARION MUNI, MARION, IN. RNAV (GPS) RWY 15, ORIG...LNAV MDA 1240/HAT 382 ALL CATS. CIRCLING CAT A MDA 1300/ HAA 441. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FORT WAYNE INTL ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET AND INCREASE LNAV VIS CATS C/D 1/4 MILE.

FDC 2/6919 MZZ FI/T IAP MARION MUNI, MARION, IN. VOR RWY 4, AMDT 13A...S-4 MDA 1300/HAT 441 ALL CATS. VIS CATS A/B 3/4. CIRCLING CAT A MDA 1300/HAA 441. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE FOR WAYNE INTL ALTIMETER SETTING AND INCREASE ALL MDA 100 FT, INCREASE S-04 VIS CATS C/D 1/4 MILE. WHEN VGSI INOP CIRCLING NA AT NIGHT TO RWY 15/33.

FDC 2/6917 MZZ FI/T IAP MARION MUNI, MARION, IN. VOR RWY 15, AMDT 10B...BUCRA FIX
MINIMUMS: S-15 MDA 1240/HAT 382 ALL CATS.
CIRCLING CAT A MDA 1300/HAA 441. WHEN VGSI
INOP, STRAIGHT-IN/CIRCLING RWY 15 PROCEDURE
NA AT NIGHT. WHEN VGSI INOP, CIRCLING NA AT
NIGHT TO RWY 33.

FDC 2/6916 MZZ FI/T IAP MARION MUNI, MARION,
IN. ILS OR LOC RWY 4, AMDT 7A...S-ILS 4 DA
1067/HAT 208 ALL CATS. S-LOC 4 MDA 1280/HAT 421
ALL CATS. VIS CAT C 3/4. CIRCLING CAT A MDA
1300/HAA 441. WHEN LOCAL ALTIMETER SETTING
NOT RECEIVED, USE FOR WAYNE INTL ALTIMETER
SETTING AND INCREASE ALL DA 91 FT AND ALL
MDA 100 FT, INCREASE S-LOC VIS CAT C 1/4 MILE
AND CAT D 1/2 MILE. FOR INOPERATIVE MALSR
WHEN USING FORT WAYNE INTL ALTIMETER
SETTING, INCREASE S-ILS VISIBILITY TO 1 ALL
CATS. WHEN VGSI INOP, CIRCLING NA AT NIGHT
TO RWY 15/33.

FDC 2/6915 MZZ FI/T IAP MARION MUNI, MARION,
IN. RNAV (GPS) RWY 4, ORIG...LNAV/VNAV DA
1259/HAT 400 ALL CATS, VIS 1 ALL CATS. LNAV
MDA 1280/HAT 421 ALL CATS. CIRCLING MDA
1300/HAA 441 CAT A. WHEN LOCAL ALTIMETER
SETTING NOT RECEIVED, USE FORT WAYNE INTL
ALTIMETER SETTING AND INCREASE ALL DA 91 FT
AND ALL MDA 100 FT, INCREASE LNAV/VNAV VIS
ALL CATS 1/4 MILE AND LNAV VIS CATS C/D 1/4
MILE. FOR INOPERATIVE MALSR WHEN USING
FORT WAYNE INTL ALTIMETER SETTING
INCREASE LPV ALL CATS VISIBILITY TO 1 1/4 MILE.

MUNCIE

Delaware County Rgnl

FDC 2/5973 MIE FI/T IAP DELAWARE
COUNTY-JOHNSON FIELD, MUNCIE, IN. ILS OR LOC
RWY 32, AMDT 9B...MISSED APPROACH: CLIMB TO
2800 VIA MIE VOR/DME R-323 TO FOOTE INT AND
HOLD SE, RT, 323.00 INBOUND. BALLL (JN) LOM
OTS. S-LOC 32: DME REQUIRED EXCEPT FOR
AIRCRAFT EQUIPPED WITH SUITABLE RNAV
SYSTEM WITH GPS, BALLL (JN) LOM OTS.

FDC 2/5972 MIE FI/T IAP DELAWARE
COUNTY-JOHNSON FIELD, MUNCIE, IN. VOR RWY
32, AMDT 15A...DME REQUIRED EXCEPT FOR
AIRCRAFT EQUIPPED WITH SUITABLE RNAV
SYSTEM WITH GPS, BALLL (JN) LOM OTS.

NEW CASTLE

New Castle-Henry Co Muni

FDC 2/6653 UWL FI/T IAP NEW CASTLE-HENRY CO
MUNI, NEW CASTLE, IN. NDB OR GPS RWY 9, AMDT
5B...NDB PORTION NA. UWL NDB OTS.

SHELBYVILLE

Shelbyville Muni

FDC 2/1285 GEZ FI/T SID SHELBYVILLE MUNI,
SHELBYVILLE, IN. DAWN FIVE
DEPARTURE...BOWLING GREEN TRANSITION NA
BELOW 15000 EXCEPT FOR AIRCRAFT EQUIPPED
WITH SUITABLE RNAV SYSTEM WITH GPS. BWG
VORTAC UNUSABLE BELOW 15000 AT DAWN INT.

TERRE HAUTE

Terre Haute Intl-Hulman Field

FDC 2/9301 HUF FI/T IAP TERRE HAUTE
INTL-HULMAN FIELD, TERRE HAUTE, IN. ILS OR
LOC RWY 5, AMDT 22F...S-LOC 5 MDA 1100/HAT 527
ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000.
CIRCLING CAT A/B/C MDA 1100/HAA 511. WHEN
LOCAL ALTIMETER NOT RECEIVED, USE PARIS, IL
ALTIMETER SETTING AND INCREASE ALL DA/MDA
80 FEET.

FDC 2/3675 HUF FI/T IAP TERRE HAUTE
INTL-HULMAN FIELD, TERRE HAUTE, IN. RADAR-1,
AMDT 4A...ASR 5: PROCEDURE NA.

FDC 2/3085 HUF FI/T IAP TERRE HAUTE
INTL-HULMAN FIELD, TERRE HAUTE, IN. RNAV
(GPS) RWY 14, ORIG-B...LNAV MDA 1040/HATH 462
ALL CATS, VIS CAT C/D 1 3/8. CIRCLING CAT A/B/C
MDA 1080/HAA 491. WHEN LOCAL ALTIMETER
SETTING NOT RECEIVED, USE PARIS ALTIMETER
SETTING AND INCREASE ALL MDA 80 FEET AND
CAT C/D VISIBILITY 1/4 MILE AND CIRCLING CAT C
VISIBILITY 1/8 MILE. TEMPORARY DRILLING RIG
1.27 NM NORTHWEST OF AIRPORT.

FDC 2/3080 HUF FI/T IAP TERRE HAUTE
INTL-HULMAN FIELD, TERRE HAUTE, IN. RNAV
(GPS) RWY 5, ORIG-B...RNAV (GPS) RWY 23, AMDT
1...RNAV (GPS) RWY 32, ORIG-B...LOC BC RWY 23,
AMDT 19A...VOR/DME RWY 5, AMDT 17D...VOR
RWY 23, AMDT 20B...RADAR-1, AMDT
4A...CIRCLING CAT A/B/C MDA 1080/HAA 491.
TEMPORARY DRILLING RIG 1.27 NM NORTHWEST
OF AIRPORT.

FDC 2/3079 HUF FI/T ODP TERRE HAUTE
INTL-HULMAN FIELD, TERRE HAUTE, IN. TAKEOFF
MINIMUMS AND (OBSTACLE) DEPARTURE
PROCEDURES ORIG...TAKE-OFF MINIMUMS: RWY
32, 300-1 OR STANDARD WITH A MINIMUM CLIMB
OF 382 FEET PER NM TO 900. NOTE: RWY 32,
TEMPORARY DRILLING RIG 4392 FT FROM DER,
1392 FT RIGHT OF CENTERLINE, 157 FT AGL/721 FT
MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

IOWA

ALBIA

Albia Muni

FDC 2/0090 4C8 FI/T IAP ALBIA MUNI, ALBIA, IA. VOR/DME A, AMDT 4...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OTM DME OTS.

AUDUBON

Audubon County

FDC 2/6121 ADU FI/T IAP AUDUBON COUNTY, AUDUBON, IA. NDB RWY 32, AMDT 5A...TERMINAL ROUTE MADUP TO AUDUBON (ADU) NDB NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ADU NDB UNUSABLE BEYOND 12 NM.

CARROLL

Arthur N Neu

FDC 2/0490 CIN FI/T ODP ARTHUR N NEU, CARROLL, IA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...NOTE: RWY 3, VEHICLE ON ROAD 167 FT FROM DER, 417 FT RIGHT OF CENTERLINE, 15 FT AGL/1219 FT MSL. TREES BEGINNING 339 FT FROM DER, 393 FT LEFT OF CENTERLINE, UP TO 25 FT AGL/1221 FT MSL. P POLE 1441 FT FROM DER, 300 FT LEFT OF CENTERLINE, 45 FT AGL/1250 FT MSL. SILOS BEGINNING 1583 FT FROM DER, 791 FT LEFT OF CENTERLINE, UP TO 60 FT AGL/1262 FT MSL. NOTE: RWY 13, BUILDING 1483 FROM DER, 854 LEFT OF CENTERLINE, 30 FT AGL/1243 FT MSL. NOTE: RWY 21, VEHICLE ON ROAD 319 FT FROM DER, 238 FT LEFT OF CENTERLINE, 15 FT AGL/1215 FT MSL. BUILDING 2035 FROM DER, 1019 FT RIGHT OF CENTERLINE, 40 FT AGL/1258 FT MSL. TREES BEGINNING 2117 FT FROM DER, 722 FT RIGHT OF CENTERLINE, UP TO 50 FT AGL/1351 FT MSL NOTE: RWY 31, RISING TERRAIN BEGINNING 134 FT FROM DER, 295 FT LEFT OF CENTERLINE, UP TO 1213 FT MSL. TREE 1112 FT FROM DER. 462 FT LEFT OF CENTERLINE, 110 FT AGL/1294 FT MSL. MULTIPLE TREES BEGINNING 2859 FT FROM DER, 214 RIGHT OF CENTERLINE, UP TO 90 FT AGL/1333 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

DES MOINES

Des Moines Intl

FDC 2/6973 DSM FI/T IAP DES MOINES INTL, DES MOINES, IA. ILS OR LOC RWY 31, AMDT 23A...ILS RWY 31 (CAT II), AMDT 23A...ILS RWY 31 (CAT III), AMDT 23A...TERMINAL ROUTE DES MOINES (DSM) VORTAC TO CYCLN INT/I-DSM 11.9 DME NA. DSM FACILITY RESTRICTION.

FDC 2/4371 DSM FI/T IAP DES MOINES INTL, DES MOINES, IA. HI ILS OR LOC RWY 31, AMDT 7...RADAR REQUIRED FOR PROCEDURE ENTRY. DSM VOR R-085 TO R-184 UNUSABLE.

FDC 2/3637 DSM FI/P IAP DES MOINES INTL, DES MOINES, IA. ILS OR LOC RWY 13, AMDT 9A...CHART APT ELEV 958. CIRCLING CAT B/C MDA 1420/HAA 462, CAT D MDA 1520/HAA 562, CAT E MDA 1760/HAA 802. THIS IS ILS OR LOC RWY 13, AMDT 9B.

FDC 2/0521 DSM FI/T ODP DES MOINES INTL, DES MOINES, IA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 5, CLIMB HEADING 051 DEGREES TO 1500 BEFORE TURNING LEFT. ALL OTHER DATA REMAINS AS PUBLISHED.

KEOKUK

Keokuk Muni

FDC 2/0530 EOK FI/T IAP KEOKUK MUNI, KEOKUK, IA. RNAV (GPS) RWY 32, ORIG-A...LNAV CAT A/B/C MDA 1120/HAT 449. WHEN VGSIN INOP, STRAIGHT-IN AND CIRCLING RWY 32 PROCEDURES NA AT NIGHT.

MARSHALLTOWN

Marshalltown Muni

FDC 0/7438 MIW FI/T MARSHALLTOWN MUNI, MARSHALLTOWN, IA. VOR RWY 31, AMDT 2...VOR RWY 13, AMDT 2...TERMINAL ROUTE HAKES INTERSECTION TO ELMWOOD VOR/DME NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEMS WITH GPS. INSUFFICIENT SIGNAL STRENGTH AT HAKES INTERSECTION. RADAR REQUIRED FOR PROCEDURE ENTRY.

OSCEOLA

Osceola Muni

FDC 2/6956 I75 FI/T IAP OSCEOLA MUNI, OSCEOLA, IA. VOR/DME RWY 18, AMDT 1...PROCEDURE NA.

OSKALOOSA

Oskaloosa Muni

FDC 2/0092 OOA FI/T IAP OSKALOOSA MUNI, OSKALOOSA, IA. VOR/DME RWY 31, AMDT 3...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OTM DME OTS.

OTTUMWA

Ottumwa Rgnl

FDC 2/4794 OTM FI/T IAP OTTUMWA RGNL, OTTUMWA, IA. VOR RWY 31, AMDT 15...ZARVO FIX MINIMUMS: CIRCLING: CATS A/B/C MDA 1340/HAA 495. TEMPORARY CRANE 976 FT MSL 1746 FT EAST OF AIRPORT.

FDC 2/4793 OTM FI/T IAP OTTUMWA RGNL, OTTUMWA, IA. ILS OR LOC RWY 31, AMDT 5B...RNAV (GPS) RWY 13, ORIG-A...RNAV (GPS) RWY 31, ORIG...LOC/DME BC RWY 13, AMDT 3B...VOR/DME RWY 13, AMDT 7A...CIRCLING: CATS A/B/C MDA 1340/HAA 495. TEMPORARY CRANE 976 FT MSL 1746 FT EAST OF AIRPORT.

FDC 2/0091 OTM FI/T IAP OTTUMWA RGNL, OTTUMWA, IA. ILS OR LOC RWY 31, AMDT 5B...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OTM DME OTS.

FDC 2/0089 OTM FI/T IAP OTTUMWA RGNL, OTTUMWA, IA. VOR RWY 31, AMDT 15...ZARVO FIX MINIMUMS: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OTM DME OTS. VDP NA, OTM DME OTS.

FDC 2/0088 OTM FI/T IAP OTTUMWA RGNL, OTTUMWA, IA. LOC/DME BC RWY 13, AMDT 3B...VOR/DME RWY 13, AMDT 7A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OTM DME OTS.

PELLA

Pella Muni

FDC 2/6945 PEA FI/T IAP PELLA MUNI, PELLA, IA. NDB RWY 34, AMDT 7C...TERMINAL ROUTE DES MOINES (DSM) VORTAC TO PELLA (PEA) NDB NA. DSM FACILITY RESTRICTION.

SIOUX CITY

Sioux Gateway/Col. Bud Day Field

FDC 2/8554 SUX FI/P IAP SIOUX GATEWAY/COL. BUD DAY FIELD, SIOUX CITY, IA. NDB RWY 13, AMDT 15D...TERMINAL ROUTE FROM SIOUX CITY (SUX) VORTAC TO TOMMI (OI) LOM MINIMUM ALTITUDE 2900. PROCEDURE TURN COMPLETION ALTITUDE 2900. THIS IS NDB RWY 13, AMDT 15E.

FDC 2/4781 SUX FI/T IAP SIOUX GATEWAY/COL. BUD DAY FIELD, SIOUX CITY, IA. NDB RWY 17, AMDT 1...S-17 MDA 2000/HAT 902, VISIBILITY CAT A/B 1 1/4 CAT C/D 2 1/2. CIRCLING MDA 2000/HAA 902, VISIBILITY CAT A/B 1 1/4 CAT C 2 3/4 CAT D 3. MAXIMUM 6000 AT SIOUX GATEWAY (GAK) NDB.

FDC 2/3035 SUX FI/P IAP SIOUX GATEWAY/COL. BUD DAY FIELD, SIOUX CITY, IA. NDB RWY 35, ORIG-C...CHART MAXIMUM 6000 AT SIOUX CITY (SUX) NDB. THIS IS NDB RWY 35, ORIG-D.

KANSAS

ANTHONY

Anthony Muni

FDC 2/1373 ANY FI/T IAP ANTHONY MUNI, ANTHONY, KS. RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 36, ORIG...CHANGE ALL REFERENCE RWY 18/36 TO RWY 17/35.

FDC 2/1372 ANY FI/T ODP ANTHONY MUNI, ANTHONY, KS. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...CHANGE ALL REFERENCE RWY 18/36 TO RWY 17/35. ALL OTHER DATA REMAINS AS PUBLISHED.

ATWOOD

Atwood-Rawlins County City-County

FDC 2/2108 ADT FI/T IAP ATWOOD-RAWLINS COUNTY CITY-COUNTY, ATWOOD, KS. RNAV (GPS) RWY 16, ORIG...LNAV MDA ALL CATS 3540/HAT 549. VISIBILITY CATS C AND D 1 5/8. USE MCCOOK ALTIMETER SETTING, WHEN NOT RECEIVED; USE GOODLAND ALTIMETER SETTING AND INCREASE ALL DA 62 FEET AND ALL MDA 80 FEET, INCREASE LPV ALL CATS, LNAV/VNAV ALL CATS, LNAV AND CIRCLING CAT C AND D VISIBILITY 1/4 MILE.

BURLINGTON

Coffey County

FDC 2/8312 UKL FI/T IAP COFFEY COUNTY, BURLINGTON, KS. NDB RWY 36, AMDT 2...PROCEDURE NA.

CONCORDIA

Blosser Muni

FDC 2/3480 CNK FI/T IAP BLOSSER MUNI, CONCORDIA, KS. NDB A, ORIG-A...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TKO VOR OTS.

HUGOTON

Hugoton Muni

FDC 2/1440 HQG FI/T HUGOTON MUNI, HUGOTON, KS. RNAV (GPS) RWY 2, ORIG NDB RWY 2, AMDT 3 CIRCLING CATS A/B/C MDA 3760/HAA 626. VISIBILITY CAT C 1. TEMPORARY CRANE 3393 FT MSL, 1.55 NM NW OF RWY 02.

HUTCHINSON

Hutchinson Muni

FDC 2/3820 HUT FI/T IAP HUTCHINSON MUNI, HUTCHINSON, KS. ILS OR LOC RWY 13, AMDT 16B...TERMINAL ROUTE FROM OSNIE/HUT 16.0 DME TO SALTT LOM 2900.

FDC 2/3180 HUT FI/P IAP HUTCHINSON MUNI, HUTCHINSON, KS. RNAV (GPS) RWY 31, AMDT 1...CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NEWTON ALTIMETER SETTING AND INCREASE ALL DA 66 FEET AND ALL MDA 80 FEET, INCREASE LNAV/VNAV ALL CATS VISIBILITY 1/8 MILE, LNAV CAT C VISIBILITY 3/8 MILE, AND CIRCLING CAT C VISIBILITY 1/4 MILE. THIS IS RNAV (GPS) RWY 31, AMDT 1A.

LYONS

Lyons-Rice County Muni

FDC 2/3753 LYO FI/T IAP LYONS-RICE COUNTY MUNI, LYONS, KS. GPS RWY 17R, ORIG...GPS RWY 35L, ORIG...PROCEDURE NA.

OTTAWA

Ottawa Muni

FDC 2/6167 OWI FI/T IAP OTTAWA MUNI, OTTAWA, KS. RNAV (GPS) RWY 35, ORIG...PROCEDURE NA.

FDC 2/6166 OWI FI/T IAP OTTAWA MUNI, OTTAWA, KS. RNAV (GPS) RWY 17, ORIG...PROCEDURE NA.

SMITH CENTER

Smith Center Muni

FDC 2/3481 K82 FI/T IAP SMITH CENTER MUNI, SMITH CENTER, KS. VOR/DME OR GPS A, AMDT 2...VOR/DME PORTION NA, TKO VOR OTS.

ULYSSES

Ulysses

FDC 2/0719 ULS FI/T ODP ULYSSES, ULYSSES, KS. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2A...TAKE-OFF MINIMUMS: RWY 12, 500-3 OR STANDARD WITH A MINIMUM CLIMB OF 404 FT PER NM TO 3700. NOTE: RWY 12, TOWER 4186 FT FROM DER, 1368 FT RIGHT OF CENTERLINE, 160 FT AGL/ 3215 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 0/8050 ULS FI/T ULYSSES, ULYSSES, KS. RNAV (GPS) RWY 17, AMDT 1A...LNAV CATS A/B/C MDA 3520/HAT 455 VIS CAT C 1 1/4. VDP AT 1.3 NM TO RWY 17. TEMPORARY CRANE 3213 MSL 2.6 NM N OF RWY 17.

WASHINGTON

Washington County Memorial

FDC 2/6770 K38 FI/T IAP WASHINGTON COUNTY MEMORIAL, WASHINGTON, KS. RNAV (GPS) RWY 17, ORIG...RNAV (GPS) RWY 35, ORIG...PROCEDURE NA.

WICHITA

Beech Factory

FDC 2/5981 BEC FI/T IAP BEECH FACTORY, WICHITA, KS. RNAV (GPS) RWY 18, ORIG-A...RNAV (GPS) RWY 36, ORIG-B...PROCEDURE NA.

Wichita Mid-Continent

FDC 2/1612 ICT FI/T IAP WICHITA MID-CONTINENT, WICHITA, KS. ILS OR LOC RWY 19R, AMDT 5D...MISSED APPROACH: CLIMB TO 3500 THEN CLIMBING RIGHT TURN TO 3600 DIRECT ICT VORTAC AND HOLD.

FDC 2/0134 ICT FI/P IAP WICHITA MID-CONTINENT, WICHITA, KS. RNAV (GPS) RWY 1R, AMDT 1...TAA SHOULD READ FROM 283/30 CW 103/30 (NOPT) TO FAPAD (IF/IAF) AND FROM 103/30 CW 283/30 TO FAPAD (IF/IAF). REST OF TAA REMAINS AS PUBLISHED. THIS IS RNAV (GPS) RWY 1R, AMDT 1A.

WINFIELD/ARKANSAS CITY

Strother Field

FDC 2/8311 WLD FI/T IAP STROTHER FIELD, WINFIELD/ARKANSAS CITY, KS. ILS OR LOC RWY 35, AMDT 4A...PROCEDURE NA.

KENTUCKY

ALBANY

Clinton County Hospital

FDC 2/3319 45KY FI/T SPECIAL CLINTON COUNTY HOSPITAL, ALBANY, KY. (SPECIAL) COPTER RNAV (GPS) 265, AMDT 1...CHANGE ALL REFERENCE FOR JAMESTOWN ALTIMETER/AWOS TO RUSSELL COUNTY AIRPORT.

BOWLING GREEN

Bowling Green-Warren County Rgnl

FDC 2/5019 BWG FI/T IAP BOWLING GREEN-WARREN COUNTY RGNL, BOWLING GREEN, KY. VOR/DME RWY 21, AMDT 8A...PROCEDURE NA.

COVINGTON

Cincinnati/Northern Kentucky Intl

FDC 2/9378 CVG FI/T IAP CINCINNATI/NORTHERN KENTUCKY INTL, COVINGTON, KY. RNAV (RNP) RWY 18R, ORIG-B...RNP 0.29 DA 1256/HAT 391 ALL CATS. TEMP CRANE 967 MSL 4215 FT NE OF RWY 18R.

FDC 2/4810 CVG FI/T STAR CINCINNATI/NORTHERN KENTUCKY INTL, COVINGTON, KY. MOSEY FIVE ARRIVAL...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM OR GPS, ABB VORTAC OTS.

FDC 2/4618 CVG FI/T STAR CINCINNATI/NORTHERN KENTUCKY INTL, COVINGTON, KENTUCKY SHELBYVILLE TWO ARRIVAL, JOT TRANSITION N/A. NOTE: RADAR REQUIRED. ALTERNATE ROUTES:
JOT..J30..J89.MACES..VHP..SHB.SHB112.CEGRM.SHB2.KCVG OR
JOT..CADIZ..BVT..MACES..VHP..SHB.SHB112.CEGRM.SHB2.KCVG.

FDC 2/4617 CVG FI/T STAR CINCINNATI/NORTHERN KENTUCKY INTL, COVINGTON, KENTUCKY SHELBYVILLE TWO ARRIVAL, DNV TRANSITION N/A. NOTE: RADAR REQUIRED. ALTERNATE ROUTES FOR CHICAGO METROPOLITAN AREA DEPARTURES:
EON.V399.VHP..SHB.SHB112.CEGRM.SHB2.KCVG OR
EARND..MACES..VHP..SHB.SHB112.CEGRM.SHB2.KCVG ALTERNATE ROUTES FOR MILWAUKEE METROPOLITAN AREA DEPARTURES:
OBK.J89.MACES..VHP..SHB.SHB112.CEGRM.SHB2.KCVG OR
OBK..DELHI..BVT..VHP..SHB.SHB112.CEGRM.SHB2.KCVG.

FDC 2/4616 CVG FI/T STAR CINCINNATI/NORTHERN KENTUCKY INTL, COVINGTON, KENTUCKY CEGRM TWO ARRIVAL, DNV TRANSITION N/A. ALTERNATE ROUTE FOR CHICAGO METROPOLITAN AREA DEPARTURES:

EARND..MACES..VHP..SHB..CEGRM.CEGRM2.KCVG ALTERNATE ROUTE FOR MILWAUKEE METROPOLITAN AREA DEPARTURES:
OBK..DELHI..BVT..VHP..SHB..CEGRM.CEGRM2.KCVG.

FDC 2/0226 CVG FI/T IAP CINCINNATI/NORTHERN KENTUCKY INTL, COVINGTON, KY. ILS OR LOC RWY 36R, AMDT 8B...ILS RWY 36R (CAT II), AMDT 8B...ILS RWY 36R (CAT III), AMDT 8B...ALTERNATE MINIMUMS NA.

FDC 1/3472 CVG FI/T STAR CINCINNATI/NORTHERN KENTUCKY INTL, COVINGTON, KENTUCKY CEGRM TWO ARRIVAL, JOT TRANSITION N/A. ALTERNATE ROUTE:

JOT..CADIZ..BVT..MACES..VHP..SHB..CEGRM.CEGRM2.KCVG. WEF 1112150901.

JACKSON

Julian Carroll

FDC 2/0497 JKL FI/T IAP JULIAN CARROLL, JACKSON, KY. VOR/DME RWY 1, AMDT 2...RNAV (GPS) RWY 1, ORIG-A...PROCEDURE NA AT NIGHT.

LEXINGTON

Blue Grass

FDC 2/5299 LEX FI/T STAR BLUEGRASS, LEXINGTON, KY. CLEGG THREE ARRIVAL...DME REQUIRED, ABB VORTAC OTS.

Saint Joseph Hospital

FDC 2/9343 88KY FI/T SPECIAL SAINT JOSEPH HOSPITAL, LEXINGTON, KY. (SPECIAL) COPTER RNAV 004, ORIG...PROCEDURE NA.

FDC 2/9342 88KY FI/T ODP SAINT JOSEPH HOSPITAL, LEXINGTON, KY. (SPECIAL) COPTER RNAV 184 DEPARTURE, ORIG...PROCEDURE NA.

Uk Hospital

FDC 2/9341 37KY FI/T ODP UK HOSPITAL, LEXINGTON, KY. (SPECIAL) COPTER RNAV 184 DEPARTURE, ORIG...PROCEDURE NA.

FDC 2/9340 37KY FI/T IAP UK HOSPITAL, LEXINGTON, KY. (SPECIAL) COPTER RNAV 004, ORIG...PROCEDURE NA.

LONDON

London-Corbin Arpt-Magee Fld

FDC 2/2059 LOZ FI/T ODP LONDON-CORBIN ARPT-MAGEE FLD, LONDON, KY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3.NOTE: RWY 6, TREES BEGINNING 836 FT FROM DER, 224 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/1644 FT MSL. POLE 1.7 NM FROM DER, 1728 RIGHT OF CENTERLINE, 53 FT AGL/1613 FT MSL. TREES BEGINNING 53 FT FROM DER, 62 FT LEFT OF CENTERLINE, UP TO 92 FT AGL/1616 FT MSL. POLES 127 FT FROM DER, 336 FT LEFT OF CENTERLINE, 25 FT AGL/1207 FT MSL. TOWER 1.58 NM FROM DER, 1371 FT LEFT OF CENTERLINE, 120 FT AGL/1659 FT MSL. ANTENNA 1.94 NM FROM DER, 108 FT LEFT OF CENTERLINE, 100 FT AGL/1523 FT MSL. RWY 24, TREES BEGINNING 116 FT FROM DER, 104 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/1279 FT MSL. POWERLINES 160 FT FROM DER, 384 FT LEFT OF CENTERLINE, 49 FT AGL/1249 FT MSL. POLE 400 FT FROM DER, 391 FT LEFT OF CENTERLINE, 34 FT AGL/1250 FT MSL. TREES BEGINNING 153 FT FROM DER, 75 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/1288 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

LOUISVILLE

Bowman Field

FDC 2/5302 LOU FI/T STAR BOWMAN FLD, LOUISVILLE, KY. REDSTONE TWO ARRIVAL...DME REQUIRED, ABB VORTAC OTS.

FDC 2/4592 LOU FI/T IAP BOWMAN FIELD, LOUISVILLE, KY. VOR RWY 24, AMDT 8...RADAR REQUIRED FOR PROCEDURE ENTRY. ABB VORTAC OTS.

Louisville Intl-Standiford Field

FDC 2/5705 SDF FI/T IAP LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. ILS OR LOC RWY 17L, AMDT 4...ILS OR LOC RWY 17R, AMDT 2...LOC RWY 29, ORIG...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ABB VORTAC OTS.

FDC 2/5704 SDF FI/T IAP LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. ILS OR LOC RWY 35R, AMDT 4...ILS RWY 35R (CAT II), AMDT 4...ILS RWY 35R (CAT III), AMDT 4...MISSED APPROACH: CLIMB TO 1600 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 090 AND ON BQM VOR/DME R-071 TO TORAC/BQM 14.81 DME AND HOLD (DME REQUIRED). ABB VORTAC OTS.

FDC 2/5300 SDF FI/T STAR LOUISVILLE INTL STANDIFORD FIELD, LOUISVILLE, KY. REDSTONE TWO ARRIVAL...DME REQUIRED, ABB VORTAC OTS.

FDC 1/2700 SDF FI/T IAP LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY ILS OR LOC 35R AMDT 3...ILS RWY 35R (CAT II) AMDT 3...ILS RWY 35R (CAT III) AMDT 3...CHANGE PLANVIEW NOTE TO READ: ARRIVAL HOLDING NOT REQUIRED AT BRBON VIA V5-513 NORTHBOUND. REASON: CHANGE PLANVIEW NOTE FOR ARRIVAL HOLDING FROM SOUTHBOUND TO NORTHBOUND.

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).

MANCHESTER

Manchester Memorial Hospital

FDC 2/5811 4KY2 FI/T SPECIAL MANCHESTER MEMORIAL HOSPITAL, MANCHESTER, KY. (SPECIAL) COPTER RNAV 321 DEPARTURE, ORIG...USE OF PROCEDURE NOT AUTHORIZED.

FDC 2/5810 4KY2 FI/T SPECIAL MANCHESTER MEMORIAL HOSPITAL, MANCHESTER, KY. (SPECIAL) COPTER RNAV 141, ORIG...USE OF PROCEDURE NOT AUTHORIZED.

MIDDLESBORO

Arh

FDC 1/2864 65KY FI/T SPECIAL APPALACHIAN REGIONAL HOSPITAL, MIDDLESBORO, KY. (SPECIAL) COPTER RNAV (GPS) 255, AMDT 1...H-255 MDA 2000/HAS 701.

OWENSBORO

Owensboro-Daviess County

FDC 2/5462 OWB FI/T IAP OWENSBORO-DAVIESS COUNTY, OWENSBORO, KY. RNAV (GPS) RWY 5, ORIG...CIRCLING CAT B MDA 880/HAA 474. EVANSVILLE ALTIMETER SETTING MINIMUMS CIRCLING CAT B MDA 940/HAA 534.

FDC 2/5461 OWB FI/T IAP OWENSBORO-DAVIESS COUNTY, OWENSBORO, KY. VOR RWY 5, AMDT 1...CECAG FIX MINIMUMS CIRCLING CAT B MDA 880/HAA 474.

TOMPKINSVILLE

Tompkinsville-Monroe County

FDC 2/7004 TZV FI/T IAP TOMPKINSVILLE-MONROE COUNTY, TOMPKINSVILLE, KY. RNAV (GPS) RWY 4, ORIG...PROCEDURE NA AT NIGHT.

WHITESBURG

Appalachian Rgnl Hospital

FDC 2/5803 51KY FI/T SPECIAL APPALACHIAN RGNL HOSPITAL, WHITESBURG, KY. (SPECIAL) COPTER RNAV 132, ORIG...USE OF PROCEDURE NOT AUTHORIZED.

FDC 2/5802 51KY FI/T ODP APPALACHIAN RGNL HOSPITAL, WHITESBURG, KY. (SPECIAL) COPTER RNAV 312 DEPARTURE, ORIG...USE OF PROCEDURE NOT AUTHORIZED.

LOUISIANA

ABBEVILLE

Abbeville Chris Crusta Memorial

FDC 2/9661 IYA FI/P IAP ABBEVILLE CHRIS CRUSTA MEMORIAL, ABBEVILLE, LA. VOR/DME A, AMDT 2...CIRCLING CAT A/B MDA 600/HAA 584, CAT C MDA 620/HAA 604. MSA FROM LFT VORTAC 2900. DELETE NOTE: USE LAFAYETTE RGNL ALTIMETER SETTING; IF NOT RECEIVED, USE ACADIANA RGNL ALTIMETER SETTING. CHART NOTES: WHEN VGSI INOP, CIRCLING RWY 16 NA AT NIGHT. VISIBILITY REDUCTION BY HELICOPTERS NA. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NEW IBERIA ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET. THIS IS VOR/DME A, AMDT 2A.

FDC 2/9660 IYA FI/P IAP ABBEVILLE CHRIS CRUSTA MEMORIAL, ABBEVILLE, LA. VOR/DME B, AMDT 3...CIRCLING CAT A/B MDA 600/HAA 584, CAT C MDA 620/HAA 604. MSA FROM LFT VORTAC 2900. DELETE NOTE: USE LAFAYETTE RGNL ALTIMETER SETTING; IF NOT RECEIVED, USE ACADIANA RGNL ALTIMETER SETTING. CHART NOTES: WHEN VGSI INOP, CIRCLING RWY 16 NA AT NIGHT. VISIBILITY REDUCTION BY HELICOPTERS NA. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NEW IBERIA ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET. THIS IS VOR/DME B, AMDT 3A.

ALEXANDRIA

Esler Rgnl

FDC 2/9029 ESF FI/T IAP ESLER RGNL, ALEXANDRIA, LA. ILS OR LOC/DME RWY 27, AMDT 15...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. DISREGARD NOTE: ADF REQUIRED.

AMELIA

Lake Palourde Base

FDC 2/8958 7LS3 FI/T SPECIAL LAKE PALOURDE BASE HELPORT, AMELIA, LA. (SPECIAL) COPTER RNAV (GPS) 160, ORIG...PROCEDURE NA.

BATON ROUGE

Baton Rouge Metropolitan, Ryan Field

FDC 2/5855 BTR FI/T IAP BATON ROUGE METRO, RYAN FIELD, BATON ROUGE, LA. ILS OR LOC RWY 13, AMDT 27D...NDB RWY 31, AMDT 2C...ILS OR LOC RWY 22R, AMDT 10B...VOR RWY 4L, AMDT 17B...VOR/DME RWY 22R, AMDT 8G...ALTERNATE MINIMUMS NA, BTR VORTAC UNMONITORED.

BOGALUSA

George R Carr Memorial Air Fld

FDC 2/9805 BXA FI/T IAP GEORGE R CARR MEMORIAL AIR FLD, BOGALUSA, LA. RNAV (GPS) RWY 18, ORIG...LOC RWY 18, AMDT 2...PROCEDURES NA.

CAMERON

Cagc Dock

FDC 2/1162 LA78 FI/T IAP CAGC DOCK, CAMERON, LA. (SPECIAL) COPTER GPS 357, ORIG...H-357 MDA 820/HAS 816.

Era Helicopters Cameron Base

FDC 2/8968 24LA FI/T SPECIAL ERA HELICOPTERS CAMERON BASE, CAMERON, LA. (SPECIAL) COPTER VOR/DME 190, AMDT 1...H-190 MDA 820/HAS 816. VIS 1. LAKE CHARLES ALTIMETER SETTING: H-190 MDA 860/HAS 856. VIS 1.

FDC 2/8967 24LA FI/T SPECIAL ERA HELICOPTERS CAMERON BASE, CAMERON, LA. (SPECIAL) COPTER VOR/DME 010, ORIG...H-010 MDA 820/HAS 816. VIS 1. LAKE CHARLES ALTIMETER SETTING: H-010 MDA 860/HAS 856. VIS 1.

FDC 2/1327 24LA FI/T SPECIAL ERA HELICOPTERS CAMERON BASE, CAMERON, LA. (SPECIAL) COPTER GPS 177, AMDT 1...PROCEDURE NA.

FDC 2/1163 24LA FI/T IAP ERA HELICOPTERS CAMERON BASE, CAMERON, LA. (SPECIAL) COPTER GPS 357, ORIG...H-357 MDA 820/HAS 816.

Evergreen

FDC 2/1160 13LA FI/T IAP EVERGREEN, CAMERON, LA. (SPECIAL) COPTER GPS 357, ORIG...H-357 MDA 820/HAS 816.

Mobil Cameron

FDC 2/1161 81LA FI/T IAP MOBIL CAMERON, CAMERON, LA. (SPECIAL) COPTER GPS 357, ORIG...H-357 MDA 820/HAS 816.

Petroleum Helicopters Cameron

FDC 2/4046 7LA5 FI/T IAP PETROLEUM HELICOPTERS CAMERON, CAMERON, LA. (SPECIAL) COPTER GPS 357, ORIG...H-357 MDA 820/HAS 816.

DE RIDDER

Beauregard Rgnl

FDC 2/6782 DRI FI/T IAP BEAUREGARD RGNL, DE RIDDER, LA. LOC RWY 36, AMDT 3A...NDB RWY 36, AMDT 5A...TERMINAL ROUTE LAKE CHARLES (LCH) VORTAC TO DE RIDDER (DXB) NDB NA. LAKE CHARLES (LCH) VORTAC R320-010 UNUSBL.

GALLIANO

South Lafourche Leonard Miller Jr

FDC 2/6025 GAO FI/T IAP SOUTH LAFOURCHE LEONARD MILLER JR, GALLIANO, LA. LOC/DME RWY 36, ORIG...ALTERNATE MINIMUMS NA, TBD VORTAC UNMONITORED.

FDC 2/4833 GAO FI/T IAP SOUTH LAFOURCHE LEONARD MILLER JR, GALLIANO, LA. LOC/DME RWY 36, ORIG...ALTERNATE MINIMUMS NA, LEV VORTAC UNMONITORED.

FDC 2/3078 GAO FI/T IAP SOUTH LAFOURCHE LEONARD MILLER JR, GALLIANO, LA. LOC/DME RWY 36, ORIG...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, I-GAO DME OTS.

HAMMOND

Hammond Northshore Rgnl

FDC 2/6809 HDC FI/T IAP HAMMOND NORTHSHORE RGNL, HAMMOND, LA. VOR RWY 31, AMDT 5...PROCEDURE NA.

HOUMA

Houma-Terrebonne

FDC 2/8629 HUM FI/P IAP HOUMA-TERREBONNE, HOUMA, LA. VOR RWY 12, AMDT 5C...CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS VOR RWY 12, AMDT 5D.

FDC 2/6024 HUM FI/T IAP HOUMA-TERREBONNE, HOUMA, LA. COPTER VOR/DME RWY 12, AMDT 4...ILS OR LOC RWY 18, AMDT 4...VOR RWY 12, AMDT 5C...VOR/DME RWY 30, AMDT 12...ALTERNATE MINIMUMS NA, TBD VORTAC UNMONITORED.

INTRACOASTAL CITY

Era

FDC 2/3049 74LA FI/T SPECIAL ERA HELI, INTRACOASTAL CITY, LA. (SPECIAL) COPTER GPS 114, ORIG...PROCEDURE NA.

JONESBORO

Jonesboro

FDC 2/5685 F88 FI/T IAP JONESBORO, JONESBORO, LA. RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 36, ORIG...PROCEDURE NA.

FDC 2/5684 F88 FI/T ODP JONESBORO, JONESBORO, LA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...CHANGE ALL REFERENCE RWY 18/36 TO RWY 17/35. ALL OTHER DATA REMAINS AS PUBLISHED.

LAFAYETTE

Lafayette Rgnl

FDC 2/5807 LFT FI/T IAP LAFAYETTE RGNL, LAFAYETTE, LA. ILS OR LOC/DME RWY 4R, AMDT 1A...S-LOC 4R MDA 540/HAT 500 ALL CATS, VISIBILITY CATS A/B 1, CAT C 1 1/4, CAT D 1 1/2.

FDC 2/4432 LFT FI/T IAP LAFAYETTE RGNL, LAFAYETTE, LA. RNAV (GPS) RWY 22L, ORIG-A...LPV DA NA. LNAV/VNAV DA NA.

FDC 2/4431 LFT FI/T IAP LAFAYETTE RGNL, LAFAYETTE, LA. ILS OR LOC RWY 22L, AMDT 4G...S-ILS 22L DA NA.

FDC 2/2630 LFT FI/T IAP LAFAYETTE RGNL, LAFAYETTE, LA. RNAV (GPS) RWY 4R, ORIG-A...PROCEDURE NA.

LAKE CHARLES

Lake Charles Rgnl

FDC 2/1332 LCH FI/T IAP LAKE CHARLES REGIONAL, LAKE CHARLES, LA. ILS OR LOC RWY 15, AMDT 21...LYNCH FIX MINIMUMS: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LCH VORTAC OTS. MISSED APPROACH: CLIMBING LEFT TURN TO 1600 DIRECT TO KEYLI (LC) LOM/I-LCH 5.74 DME AND HOLD. ADF REQUIRED. LCH VORTAC OTS.

MONROE

Monroe Rgnl

FDC 2/6944 MLU FI/T IAP MONROE RGNL, MONROE, LA. VOR/DME RWY 4, AMDT 1B...S-4 MDA 540/HAT 462, CAT C VIS RVR 5000. PROCEDURE TURN COMPLETION MIN ALT 2600.

FDC 2/1695 MLU FI/T IAP MONROE RGNL, MONROE, LA. RNAV (GPS) RWY 4, ORIG-A...LNAV/VNAV DA 638/ HAT 560 ALL CATS. VIS ALL CATS 1 1/2. LNAV MDA 600/ HAT 522 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. CIRCLING CATS A/B/C MDA 640/ HAA 561. VDP 1.49 NM TO RWY 04. TEMPORARY CRANE, 289 MSL/220 AGL. 1.39NM SW OF AIRPORT.

FDC 2/1694 MLU FI/T IAP MONROE RGNL, MONROE, LA. ILS OR LOC RWY 4, AMDT 22A...ILS OR LOC RWY 22, AMDT 3C...RNAV (GPS) RWY 22, ORIG-A...RNAV (GPS) RWY 32, ORIG...VOR/DME RWY 22, AMDT 8B...VOR/DME RWY 32, AMDT 2A...VOR RWY 4, AMDT 17B...CIRCLING CATS A/B/C MDA 640/ HAA 561. TEMPORARY CRANE, 289 MSL/ 220 AGL, 1.39 NM SW OF AIRPORT.

FDC 2/1693 MLU FI/T IAP MONROE RGNL, MONROE, LA. VOR/DME RWY 4, AMDT 1B...S-4 MDA 600/HAT 522 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. CIRCLING CATS A/B/C MDA 640/ HAA 561. VDP AT 2.41 DME; DISTANCE VDP TO THLD 1.49 MILES. TEMPORARY CRANE, 289 MSL/220 AGL, 1.39NM SW OF AIRPORT.

MORGAN CITY

Mobil

FDC 2/8954 5LA2 FI/T SPECIAL MOBIL HELI, MORGAN CITY, LA. (SPECIAL) COPTER GPS 092, ORIG...H-092 MDA 740/HAT 733. VIS 1. HARRY P. WILLIAMS MEMORIAL ALTIMETER SETTING MINIMUMS: H-92 MDA 780/HAT 773. VIS 1.

NEW IBERIA

Acadiana Rgnl

FDC 2/9388 ARA FI/P IAP ACADIANA RGNL, NEW IBERIA, LA. VOR OR TACAN RWY 16, AMDT 1A...MSA FROM LFT VORTAC 2900. THIS IS VOR OR TACAN RWY 16, AMDT 1B.

FDC 2/9386 ARA FI/P ODP ACADIANA RGNL, NEW IBERIA, LA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKEOFF MINIMUMS: DELETE CAUTION: UNMARKED BALLOON AND CABLE UP TO 15000 IN R-3807. RWY 16, 138/17.2 NM. RWY 34, 136/17.2. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, ORIG-A.

FDC 2/9384 ARA FI/P IAP ACADIANA RGNL, NEW IBERIA, LA. ILS RWY 34, ORIG-A...MSA FROM AR NDB 2800. THIS IS ILS OR LOC RWY 34, ORIG-B.

FDC 2/9339 ARA FI/T IAP NEW IBERIA/ACADIANA RGNL, NEW IBERIA, LA. VOR OR TACAN RWY 16, AMDT 1A...TACAN PORTION NA.

FDC 2/5920 ARA FI/P IAP ACADIANA RGNL, NEW IBERIA, LA. VOR/DME RWY 34, AMDT 1C...MSA FROM LFT VORTAC 2900. THIS IS VOR/DME RWY 34, AMDT 1D.

NEW ORLEANS

Lakefront

FDC 2/6873 NEW FI/T IAP LAKEFRONT, NEW ORLEANS, LA. RNAV (GPS) RWY 36L, ORIG...LNAV/VNAV DA 440/ HAT 432 ALL CATS. TEMPORARY CRANE, 130 AGL/ 140 MSL, 5175 FEET SW OF AIRPORT.

Louis Armstrong New Orleans Intl

FDC 2/8632 MSY FI/P IAP LOUIS ARMSTRONG NEW ORLEANS INTL, NEW ORLEANS, LA. ILS OR LOC RWY 1, AMDT 17...CHART NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS ILS OR LOC RWY 1, AMDT 17A.

FDC 2/7826 MSY FI/T IAP LOUIS ARMSTRONG NEW ORLEANS INTL, NEW ORLEANS, LA. ILS OR LOC RWY 10, AMDT 2C...CIRCLING CAT D MDA 640/HAA 636. ALTERNATE MINIMUMS: S-ILS, CAT D 700-2. TEMPORARY CRANE 290 MSL 2.85 NM NNE OF AIRPORT.

FDC 2/7825 MSY FI/T IAP LOUIS ARMSTRONG NEW ORLEANS INTL, NEW ORLEANS, LA. ILS OR LOC RWY 28, AMDT 9...CIRCLING CAT D MDA 640/HAA 636. KENLE FIX MINIMUMS CIRCLING CAT D MDA 640/HAA 636. ALTERNATE MINIMUMS: S-ILS, CAT D 700-2. TEMPORARY CRANE 290 MSL 2.85 NM NNE OF AIRPORT.

FDC 2/7824 MSY FI/T IAP LOUIS ARMSTRONG NEW ORLEANS INTL, NEW ORLEANS, LA. RNAV (GPS) Y RWY 10, AMDT 1...RNAV (GPS) Y RWY 28, AMDT 3...RNAV (GPS) RWY 1, AMDT 1...VOR/DME RWY 10, ORIG-B...CIRCLING CAT D MDA 640/HAA 636. TEMPORARY CRANE 290 MSL 2.85 NM NNE OF AIRPORT.

FDC 2/4832 MSY FI/T IAP LOUIS ARMSTRONG NEW ORLEANS INTL, NEW ORLEANS, LA. ILS OR LOC RWY 10, AMDT 2C...ILS RWY 10 (CAT II), AMDT 2C...ILS RWY 10 (CAT III), AMDT 2C...VOR/DME RWY 10, ORIG-B...ALTERNATE MINIMUMS NA, LEV VORTAC UNMONITORED.

FDC 2/4730 MSY FI/T IAP LOUIS ARMSTRONG NEW ORLEANS INTL, NEW ORLEANS, LA. RNAV (GPS) Y RWY 19, AMDT 2...LNAV MDA 600/HAT 600 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING CATS A/B/C MDA 600/HAA 596, CAT D MDA 640/HAA 636. VDP AT 1.7 NM TO RWY 19. TEMPORARY CRANE 290 MSL 2.19 NM N OF RWY 19.

FDC 2/4633 MSY FI/T IAP LOUIS ARMSTRONG NEW ORLEANS INTL, NEW ORLEANS, LA. LOC RWY 19, AMDT 2...SHORE FIX MINIMUMS CIRCLING CAT D MDA 640/HAA 636. TEMPORARY CRANE 290 MSL 2.85 NM NNE OF AIRPORT.

PATTERSON

Harry P Williams Memorial

FDC 2/9659 PTN FI/P IAP HARRY P WILLIAMS MEMORIAL, PATTERSON, LA. ILS OR LOC/DME RWY 24, AMDT 2...CIRCLING CAT C MDA 660/HAA 651. MSA FROM PTN NDB 1700. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NEW IBERIA ALTIMETER SETTING AND INCREASE ALL DA 82 FEET AND ALL MDA 100 FEET; INCREASE S-LOC 24 CAT C VISIBILITY 1/4 MILE AND CIRCLING CAT C VISIBILITY 1/2 MILE. THIS IS ILS OR LOC/DME RWY 24, AMDT 2A.

FDC 2/9658 PTN FI/P IAP HARRY P WILLIAMS MEMORIAL, PATTERSON, LA. NDB RWY 6, AMDT 11...CIRCLING CAT C MDA 660/HAA 651. MSA FROM PTN NDB 1700. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NEW IBERIA ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET; INCREASE S-6 CAT C VISIBILITY 1/4 MILE AND CIRCLING CAT C VISIBILITY 1/2 MILE. THIS IS NDB RWY 6, AMDT 11A.

FDC 2/6027 PTN FI/T IAP HARRY P WILLIAMS MEMORIAL, PATTERSON, LA. VOR/DME A, AMDT 10B...ALTERNATE MINIMUMS NA, TBD VORTAC UNMONITORED.

RUSTON

Ruston Rgnl

FDC 2/6881 RSN FI/T IAP RUSTON RGNL, RUSTON, LA. RNAV (GPS) RWY 18, ORIG...LNAV MDA 860/HATH 584 ALL CATS. VIS CAT C/D 1 3/4. CIRCLING CAT A/B/C MDA 860/HAA 549. VIS CAT C 1 3/4. ITOKE STEPDOWN FIX NA. VDP TO THLD DIST: 1.71 NM WHEN LOCAL ALTIMETER SETTING NOT RECEIVED USE, USE MONROE ALTIMETER SETTING AND INCREASE ALL DA 97 FEET AND ALL MDA 100 FEET; INCREASE LPV ALL CATS, LNAV/VNAV ALL CATS, LNAV CAT C AND D AND CIRCLING CAT C 1/4 MILE. MICROWAVE REPEATER TOWER, 543 MSL/(E)200 AGL, 5.05 NM NORTH OF AIRPORT.

SHREVEPORT

Shreveport Downtown

FDC 2/5530 DTN FI/T IAP SHREVEPORT DOWNTOWN, SHREVEPORT, LA. RNAV (GPS) Y RWY 14, ORIG-A...CHANGE NOTE TO READ: WHEN VGS I INOP, PROCEDURE NA AT NIGHT. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 2/5529 DTN FI/T IAP SHREVEPORT DOWNTOWN, SHREVEPORT, LA. LOC RWY 14, AMDT 4D...VOR RWY 14, AMDT 15...ADD NOTE: WHEN VGS I INOP, PROCEDURE NA AT NIGHT. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

MAINE

BANGOR

Bangor Intl

FDC 2/7097 BGR FI/T IAP BANGOR INTL, BANGOR, ME HI-ILS OR LOC/DME RWY 15 AMDT 1 CHANGE ALL REFERENCE TO I-JVH 153.17 COURSE TO 151.17 COURSE. S-LOC 15 CAT C/D/E VIS RVR 5500. VDP AT 3.53 DME; DISTANCE VDP TO THLD 1.49 MILES. DISREGARD ALL REFERENCE TO MIDDLE MARKER. (ASTERISK) WHEN ALS INOP INCREASE CAT E VISIBILITY TO RVR 4000. (ASTERISK) (ASTERISK) WHEN ALS INOP INCREASE CAT E VISIBILITY TO 1 1/2.

FDC 2/5051 BGR FI/T IAP BANGOR INTL, BANGOR, ME. ILS OR LOC RWY 33, AMDT 12...ZUMSI MINIMUMS: CIRCLING MDA 760/HAA 568 ALL CATS. TEMPORARY CRANE 400 MSL 4710 FT S OF RWY 15.

FDC 2/5049 BGR FI/T IAP BANGOR INTL, BANGOR, ME. HI VOR/DME OR TACAN RWY 33, AMDT 4...HI ILS OR LOC/DME RWY 15, AMDT 1...HI VOR/DME OR TACAN RWY 15, AMDT 3...CIRCLING MDA 760/HAA 568 ALL CATS. TEMPORARY CRANE 400 MSL 4710 FT S OF RWY 15.

FDC 2/5048 BGR FI/T IAP BANGOR INTL, BANGOR, ME. VOR/DME RWY 33, AMDT 7...VOR/DME RWY 15, AMDT 4A...ILS OR LOC RWY 15, AMDT 6A...RNAV (GPS) RWY 33, ORIG...RNAV (GPS) RWY 15, ORIG-A...RADAR-1, AMDT 4C...VOR A, AMDT 3...CIRCLING MDA 760/HAA 568 ALL CATS. TEMPORARY CRANE 400 MSL 4710 FT S OF RWY 15.

FDC 2/2549 BGR FI/T IAP BANGOR INTL, BANGOR, ME. RADAR-1, AMDT 4C...S-33 MDA 600/HAT 437 ALL CATS.

BAR HARBOR

Hancock County-Bar Harbor

FDC 2/8717 BHB FI/T ODP HANCOCK COUNTY-BAR HARBOR, BAR HARBOR, ME. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...NOTE: RWY 22, POWER LINES BEGINNING 626 FEET FROM DER, 359 FEET RIGHT OF CENTERLINE, 35 FEET AGL/103 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

BRUNSWICK

Brunswick Executive

FDC 2/5234 BXM FI/T IAP BRUNSWICK EXECUTIVE, BRUNSWICK, ME. RNAV (GPS) RWY 1R, AMDT 1...CIRCLING: CAT A/B/C MDA 600/HAA 525. TEMPORARY CRANE 175 AGL/249 MSL 3,145 FT EAST OF RWY 19L.

FDC 2/1639 BXM FI/T IAP BRUNSWICK EXECUTIVE, BRUNSWICK, ME. ILS OR LOC/DME RWY 1R, ORIG-A...S-LOC 1R: MDA 420/HAT 358 ALL CATS. CIRCLING CAT A/B/C MDA 600/HAA 525. TEMPORARY CRANE 175 AGL/249 MSL 3,145 FT EAST OF RWY 19L.

DOVER-FOXCRAFT

Iap Mayo Regional Hospital

FDC 2/5082 ME43 FI/T IAP 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.

GREENVILLE

Greenville

FDC 2/5068 52B FI/T ODP GREENVILLE SPB, GREENVILLE, ME. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKE-OFF MINIMUMS: WATERWAY 14, 32 NA. WATERWAY 18 600-3 WITH A MINIMUM CLIMB OF 332 FT PER NM TO 2200. WATERWAY 36, 600-1 WITH A MINIMUM CLIMB OF 400FT PER NM TO 2500. DEPARTURE PROCEDURE: WATERWAY 18, CLIMB TO 3400 VIA HEADING 180 BEFORE PROCEEDING ON COURSE. WATERWAY 36, CLIMB TO 3600 VIA HEADING 360 BEFORE PROCEEDING ON COURSE. NOTE: WATERWAY 18, TREES BEGINNING 733 FEET FROM END OF WATERWAY, 624 FEET RIGHT OF CENTERLINE UP TO 100 FEET AGL/1499 FEET MSL. TREES BEGINNING 1552 FEET FROM END OF WATERWAY, 802 FEET LEFT OF CENTERLINE UP TO 100 FEET AGL/1219 FEET MSL.

Greenville Muni

FDC 2/5071 3B1 FI/T IAP GREENVILLE MUNI, GREENVILLE, ME. NDB RWY 14, AMDT 5...PROCEDURE NA. XQA NDB OTS.

ISLESBORO

Islesboro

FDC 2/8301 57B FI/T SPECIAL ISLESBORO, ISLESBORO, ME. (SPECIAL) COPTER RNAV (GPS) 190, ORIG...PROCEDURE NA.

JACKMAN

Newton Field

FDC 2/5067 59B FI/T IAP NEWTON FIELD, JACKMAN, ME. (SPECIAL) COPTER RNAV (GPS) 285, ORIG...PROCEDURE NA.

LINCOLN

Lincoln Rgnl

FDC 2/9679 LRG FI/T IAP LINCOLN RGNL, LINCOLN, ME. VOR/DME A, AMDT 2...PROCEDURE NA.

MACHIAS

Machias Valley

FDC 2/6415 MVM FI/T ODP MACHIAS VALLEY, MACHIAS, ME. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 18, 400-2. ALL OTHER DATA REMAINS AS PUBLISHED.

MATINICUS ISLAND

Matinicus Island

FDC 2/8345 35ME FI/T SPECIAL MATINICUS ISLAND, MATINICUS ISLAND, ME. (SPECIAL) COPTER RNAV (GPS) 178, ORIG...PROCEDURE NA.

NORRIDGEWOCK

Central Maine Arpt Of Norridgewock

FDC 2/5518 OWK FI/T ODP CENTRAL MAINE ARPT OF NORRIDGEWOCK, NORRIDGEWOCK, ME. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...RWY 15: 700-3 OR STANDARD WITH MINIMUM CLIMB OF 300 FT PER NM TO 1200 OR 1400-2 FOR CLIMB IN VISUAL CONDITIONS. RWY 21: 700-3 OR STANDARD WITH MINIMUM CLIMB OF 300 FT PER NM TO 1100 OR 1400-2 FOR CLIMB IN VISUAL CONDITIONS. ALL OTHER DATA REMAINS AS PUBLISHED.

OLD TOWN

Dewitt Fld,Old Town Muni

FDC 2/8369 OLD FI/T IAP DEWITT FLD,OLD TOWN MUNI, OLD TOWN, ME. NDB RWY 22, AMDT 6...TERMINAL ROUTE FROM BHB NDB TO OLD NDB NA.

PITTSFIELD

Pittsfield Muni

FDC 2/7660 2B7 FI/T IAP PITTSFIELD MUNI, PITTSFIELD, ME. RNAV (GPS) RWY 18, ORIG...PROCEDURE NA AT NIGHT. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 2/7654 2B7 FI/T IAP PITTSFIELD MUNI, PITTSFIELD, ME. RNAV (GPS) RWY 36, ORIG...LNAV MDA 660/HAT 466 CATS A/B/C. WHEN VGSI INOP, PROCEDURE NA AT NIGHT. CIRCLING TO RWY 18 NA AT NIGHT. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 2/7653 2B7 FI/T IAP PITTSFIELD MUNI, PITTSFIELD, ME. NDB RWY 36, AMDT 4A...WHEN VGSI INOP, PROCEDURE NA AT NIGHT. CIRCLING TO RWY 18 NA AT NIGHT. VISIBILITY REDUCTION BY HELICOPTERS NA.

PRESQUE ISLE

Northern Maine Rgnl Arpt At Presque Is

FDC 0/5148 PQI FI/T NORTHERN MAINE RGNL ARPT AT PRESQUE IS, PRESQUE ISLE, ME. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...TAKEOFF MINIMUMS: RWY 1, 300-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 456 FT PER NM TO 900. NOTE: RWY 1, TREE 2792 FT FROM DER, 856 FT RIGHT OF CENTERLINE, UP TO 54 FT AGL/694 FT MSL. TREE 7304 FT FROM DER, 1849 FT RIGHT OF CENTERLINE, UP TO 71 FT AGL/749 FT MSL. RWY 10, 300-1 3/4 OR STANDARD WITH MINIMUM CLIMB OF 262 FT PER NM TO 900. NOTE: RWY 10, TREE 8710 FT FROM DER, 1660 FT RIGHT OF CENTERLINE, UP TO 70 FT AGL/760 FT MSL. TREE 8861 FT FROM DER, 1668 FT RIGHT OF CENTERLINE, UP TO 84 FT AGL/764 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

RANGELEY

Rangeley Lake

FDC 2/2830 M57 FI/T ODP RANGELEY LAKE, RANGELEY, ME. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...PROCEDURE NA.

SWANS ISLAND

Iap Swans Island Heliport

FDC 2/5060 ME73 FI/T IAP 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.

WATERVILLE

Waterville Robert Lafleur

FDC 2/0439 WVL FI/T IAP WATERVILLE ROBERT LAFLEUR, WATERVILLE, ME. VOR/DME OR GPS RWY 5, AMDT 7B...PROCEDURE NA.

WISCASSET

Wiscasset

FDC 2/1836 IWI FI/T IAP WISCASSET, WISCASSET, ME. RNAV (GPS) RWY 7, ORIG...RNAV (GPS) RWY 25, ORIG...CIRCLING CATS A AND B MDA 680/HAA 610. NOTE: PROCEDURE NA AT NIGHT.

MARYLAND

ABERDEEN PROVING GROUNDS(ABERDEEN)

Phillips AAF

FDC 2/9288 APG FI/T IAP PHILLIPS AAF, ABERDEEN PROVING GROUNDS(ABERDEEN), MD. RNAV (GPS) RWY 22, AMDT 1...CIRCLING CATS A/B/C MDA 600/HAA 543. BALTIMORE ALTIMETER SETTING MINIMUMS: CIRCLING MDA 680/HAA 623 ALL CATS. VIS CAT C 1 3/4. NOTE: CIRCLING TO RWY 26 NA AT NIGHT. TEMPORARY CRANE 247 MSL 4510 FT NORTH OF RWY 22.

FDC 2/9282 APG FI/T IAP PHILLIPS AAF, ABERDEEN PROVING GROUNDS(ABERDEEN), MD. VOR/DME RWY 22, ORIG-A...S-22 MDA 560/HAT 515 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING CATS A/B MDA 600/HAA 543. BALTIMORE ALTIMETER SETTING MINIMUMS: S-22 MDA 640/HAT 595 ALL CATS. CIRCLING CATS A/B MDA 680/HAA 623. NOTE: CIRCLING TO RWY 26 NA AT NIGHT. TEMPORARY CRANE 247 MSL 4510 FT NORTH OF RWY 22.

FDC 2/9281 APG FI/T IAP PHILLIPS AAF, ABERDEEN PROVING GROUNDS(ABERDEEN), MD. NDB RWY 22, AMDT 2A...S-22 MDA 600/HAT 555 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING CATS A/B MDA 600/HAA 543. BALTIMORE ALTIMETER SETTING MINIMUMS: S-22 MDA 680/HAT 635 ALL CATS. VIS CATS A/B 1, CAT C 1 3/4. CIRCLING CATS A/B MDA 680/HAA 623. NOTE: CIRCLING TO RWY 26 NA AT NIGHT. TEMPORARY CRANE 247 MSL 4510 FT NORTH OF RWY 22.

FDC 2/9280 APG FI/T IAP PHILLIPS AAF, ABERDEEN PROVING GROUNDS(ABERDEEN), MD. VOR RWY 22, AMDT 1B...CIRCLING CATS A/B/C MDA 600/HAA 543. BALTIMORE ALTIMETER SETTING MINIMUMS: CIRCLING MDA 680/HAA 623 ALL CATS. VIS CAT C 1 3/4. NOTE: CIRCLING TO RWY 26 NA AT NIGHT. TEMPORARY CRANE 247 MSL 4510 FT NORTH OF RWY 22.

BALTIMORE

Baltimore/Washington Intl Thurgood Marshall

FDC 2/5056 BWI FI/T IAP BALTIMORE/WASHINGTON INTL THURGOOD MARSHAL, BALTIMORE, MD. ILS OR LOC RWY 33R, AMDT 1A...S-ILS 33R DA 553/HAT 429, VISIBILITY RVR 5000 ALL CATS. NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS 33R ALL CATS VISIBILITY TO 1 1/2.

FDC 1/4717 BWI FI/T STAR BALTIMORE/WASHINGTON INTL, BALTIMORE, MD, NOTTINGHAM SIX ARRIVAL...RADAR REQUIRED BETWEEN SABBI AND OTT DUE TO OTT VOR RESTRICTIONS.

Martin State

FDC 1/7013 MTN FI/T IAP MARTIN STATE, BALTIMORE, MD. LOC RWY 15, AMDT 3...ALTERNATE MINIMUMS NA, EMI VORTAC UNMONITORED.

University Of Maryland Shock Trauma Center

FDC 2/5073 MD71 FI/T IAP UNIV OF MARYLAND SHOCK TRAUMA CENTR HELI, BALTIMORE, MD. (SPECIAL) COPTER GPS 091, ORIG...H-091 VIS 2.

CAMBRIDGE

Cambridge-Dorchester

FDC 2/8377 CGE FI/T IAP CAMBRIDGE-DORCHESTER, CAMBRIDGE, MD. NDB OR GPS RWY 34, AMDT 7A...CIRCLING CAT A MDA 480/HAA 460.

CAMP SPRINGS

Joint Base Andrews

FDC 2/3682 ADW FI/T STAR ANDREWS AFB ELDEE FIVE ARRIVAL: PROCEDURE NOT AUTHORIZED WEF 1208060900-1211150900.

CHURCHVILLE

Harford County

FDC 2/5041 0W3 FI/T IAP HARFORD COUNTY, CHURCHVILLE, MD. VOR/DME A, AMDT 1A...PROCEDURE NA.

CRISFIELD

Crisfield Muni

FDC 2/9782 W41 FI/T IAP CRISFIELD MUNI, CRISFIELD, MD. VOR/DME A, ORIG-A...PROCEDURE NA, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PER FLIGHT INSPECTION. SWL VORTAC OUT OF TOLERANCE.

ELKTON

Cecil County

FDC 2/9804 58M FI/T IAP CECIL COUNTY, ELKTON, MD. VOR/DME RWY 31, ORIG-B...PROCEDURE NA.

FREDERICK

Frederick Memorial Hospital

FDC 2/5080 7MD3 FI/T IAP FREDERICK MEMORIAL HOSPITAL HELIPORT, FREDERICK, MD. (SPECIAL) COPTER RNAV (GPS) 233, ORIG...H-233 MDA 840/HAS 461 NIPDE TO HELIPORT 6.3/20 FT HCH FREDERICK MEMORIAL HOSPITAL HELIPORT, 7MD3, 381, 233.00/0.65 MISSED APPROACH: CLIMB TO 2900 DIRECT WEIP AND HOLD. FAS OBST 460 MSL TOWER 392534.00N/0772410.00W.

Frederick Muni

FDC 2/1213 FDK FI/T ODP FREDERICK MUNI, FREDERICK, MD. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...NOTE: RWY 23, TEMPORARY CRANE 3830 FT FROM DEPARTURE END OF RUNWAY, 1493 FT RIGHT OF CENTERLINE, 140 FT AGL/443 FT MSL, TEMPORARY CRANE 3896 FT FROM DEPARTURE END OF RUNWAY, 1334 FT RIGHT OF CENTERLINE, 140 FT AGL/443 FT MSL, TEMPORARY CRANE 4167 FT FROM DEPARTURE END OF RUNWAY, 1500 FT RIGHT OF CENTERLINE, 140 FT AGL/450 FT MSL. NOTE: RWY 30, TEMPORARY CRANE 1316 FT FROM DEPARTURE END OF RUNWAY, 98 FT LEFT OF CENTERLINE, 100 FT AGL/350 FT MSL. ALL OTHER DATA REMAINS THE SAME.

GAITHERSBURG

Montgomery County Airpark

FDC 2/1338 GAI FI/T IAP MONTGOMERY COUNTY AIRPARK, GAITHERSBURG, MD. RNAV (GPS) RWY 14, AMDT 3...LPV DA NA ALL CATS.

HAGERSTOWN

Hagerstown Rgnl-Richard A Henson Fld

FDC 2/5074 HGR FI/T ODP HAGERSTOWN RGNL-RICHARD A HENSON FLD, HAGERSTOWN, MD. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 27, CLIMB HEADING 269 TO 1200 BEFORE TURNING NORTH. ALL OTHER DATA REMAINS AS PUBLISHED.

OAKLAND

Garrett County

FDC 2/9258 2G4 FI/T IAP GARRETT COUNTY, OAKLAND, MD. VOR RWY 27, AMDT 4...STRAIGHT-IN MINIMUMS NA.

FDC 2/5140 2G4 FI/T IAP GARRETT COUNTY, OAKLAND, MD. VOR RWY 27, AMDT 4...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IHD VOR OTS.

STEVENSVILLE

Bay Bridge

FDC 2/6976 W29 FI/T IAP BAY BRIDGE, STEVENSVILLE, MD. RNAV (GPS) RWY 11, ORIG-A...RNAV (GPS) RWY 29, ORIG...CIRCLING CAT A MDA 480/HAA 465.

WESTMINSTER

Carroll County Rgnl/Jack B Poage Field

FDC 2/0540 DMW FI/T IAP CARROLL COUNTY RGNL/JACK B POAGE FIELD, WESTMINSTER, MD. RNAV (GPS) RWY 34, AMDT 1...LPV DA VIS 1 MILE ALL CATS.

MASSACHUSETTS

BEDFORD

Laurence G Hanscom Fld

FDC 2/9277 BED FI/T IAP LAURENCE G HANSCOM FLD, BEDFORD, MA. VOR RWY 23, AMDT 8D...S-23 MDA 760/HAT 631 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING CAT A/B/C MDA 760/HAA 627. VIS CAT C 1 3/4. MISSED APPROACH: CLIMBING RIGHT TURN TO 2500 DIRECT BEDDS (BE) LOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2500, HOLD NW LT, 113 INBOUND. NOTE: STRAIGHT-IN/CIRLING RWY 23 PROCEDURE NA AT NIGHT. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 2/8153 BED FI/T IAP LAURENCE G HANSCOM FLD, BEDFORD, MA. ILS OR LOC RWY 29, AMDT 6...LICIP FIX MINIMUMS S-LOC 29 MDA 620/HAT 492 ALL CATS AND CIRCLING CAT A/B/C MDA 720/HAA 587. CHANGE LOCAL ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, INCREASE ALL DA TO 377 FEET; INCREASE ALL MDA 60 FEET AND S-LOC 29 CAT A/C/D AND CIRCLING CAT C/D AND LICPI FIX MINIMUMS S-LOC 29 CAT C/D AND CIRCLING CAT C/D VISIBILITIES 1/4 MILE. NOTE: WHEN USING BOSTON ALTIMETER SETTING FOR INOPERATAIVE MALSR, INCREASE S-LOC 29 CAT A VISIBILITY TO 1 MILE.

FDC 2/8152 BED FI/T IAP LAURENCE G HANSCOM FLD, BEDFORD, MA. RNAV (GPS) RWY 11, ORIG...LPV DA 494/HAT 361 ALL CATS. LNAV/VNAV DA 581/HAT 448 ALL CATS. CIRCLING CAT A/B/C MDA 720/HAA 587. CHANGE FOR INOPERATIVE MALSR NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 1/2 MILE. CHANGE LOCAL ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BOSTON ALTIMETER SETTING AND INCREASE ALL DA/MDA 60 FEET, AND LNAV/VNAV ALL CATS AND CIRCLING CAT C/D VISIBILITIES 1/4 MILE. WHEN USING BOSTON ALTIMETER SETTING INOPERATIVE TABLE DOES NOT APPLY TO LNAV CAT A/B. WHEN USING BOSTON ALTIMETER SETTING FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VISIBILITY TO 1 1/2 MILE.

FDC 2/8151 BED FI/T IAP LAURENCE G HANSCOM FLD, BEDFORD, MA. RNAV (GPS) RWY 23, ORIG...CIRCLING CAT A/B/C MDA 720/HAA 587. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHANGE LOCAL ALTIMETER SETTING NOT RECEIVED NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BOSTON ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET, AND LNAV CAT D AND CIRCLING CAT C/D VISIBILITIES 1/4 MILE. VDP AT 1.23 MILE TO RW23.

FDC 2/8150 BED FI/T IAP LAURENCE G HANSCOM FLD, BEDFORD, MA. ILS OR LOC RWY 11, AMDT 25...SUVVO FIX MINIMUMS: CIRCLING CAT A/B/C MDA 720/HAA 587 CHANGE INOPERATIVE TABLE DOES NOT APPLY NOTE TO READ: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 11 ALL CATS. NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 11 CAT A/B AND SUVVO FIX MINIMUMS CAT A/B VISIBILITY TO 1 MILE. CHANGE LOCAL ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BOSTON ALTIMETER SETTING AND INCREASE ALL DA/MDA 60 FEET, AND S-LOC 11 CAT C/D AND CIRCLING C AT C/D AND SUVVO FIX MINIMUMS CIRCLING CAT C/D VISIBILITIES 1/4 MILE. WHEN USING BOSTON ALTIMETER SETTING, INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 11 ALL CATS AND S-LOC 11 CAT A/B AND SUVVO FIX MINIMUMS CAT A/B.

FDC 1/8432 BED FI/T STAR LAURENCE G HANSCOM FIELD AIRPORT, BEDFORD, MA, GRAYM TWO STAR...RADAR REQUIRED.

BEVERLY

Beverly Muni

FDC 1/8431 BVY FI/T STAR BEVERLY MUNICIPAL AIRPORT, BEVERLY, MA. GRAYM TWO STAR...RADAR REQUIRED.

BOSTON

General Edward Lawrence Logan Intl

FDC 2/7277 BOS FI/T SID GENERAL EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. BLZZR ONE DEPARTURE...BRUWN TWO DEPARTURE...CELTK TWO DEPARTURE...HYLND TWO DEPARTURE...LBSTA TWO DEPARTURE...PATSS TWO DEPARTURE...REVSS ONE DEPARTURE...SSOXS TWO DEPARTURE...ATC ASSIGNED ONLY, DO NOT FILE.

FDC 1/5155 BOS FI/T STAR GENERAL EDWARD LAWRENCE LOGAN INTL KRANN ONE ARRIVAL. DELETE ALTITUDE REQUIREMENT TO CROSS OUTTT WP AT OR ABOVE FL200.

FDC 1/2816 BOS FI/T STAR GENERAL EDWARD LAWRENCE LOGAN INTL OOSHN ONE ARRIVAL. EFFECTIVE DECEMBER 15, 2011. IFR TURBOJET AIRCRAFT FILED VIA OOSHN ONE ARRIVAL. DESCEND VIA CLEARANCE AND ASSOCIATED CROSSING RESTRICTIONS NOT AVAILABLE UNTIL THE SCUPP INTERSECTION.

FDC 1/2813 BOS FI/T STAR GENERAL EDWARD LAWRENCE LOGAN INTL KRANN ONE ARRIVAL. EFFECTIVE DECEMBER 15, 2011. IFR TURBOJET AIRCRAFT FILED VIA KRANN ONE ARRIVAL. DESCEND VIA CLEARANCE AND ASSOCIATED CROSSING RESTRICTIONS NOT AVAILABLE BETWEEN THE JFK VORTAC AND THE PVD VORTAC.

FDC 1/2811 BOS FI/T STAR GENERAL EDWARD LAWRENCE LOGAN INTL QUABN ONE ARRIVAL. EFFECTIVE DECEMBER 15, 2011. IFR TURBOJET AIRCRAFT FILED VIA QUABN ONE ARRIVAL. DESCEND VIA CLEARANCE AND ASSOCIATED CROSSING RESTRICTIONS NOT AVAILABLE BETWEEN THE ALB VORTAC AND THE GDM VORTAC.

CHATHAM

Chatham Muni

FDC 2/4101 CQX FI/T IAP CHATHAM MUNI, CHATHAM, MA. RNAV (GPS) B, ORIG-A...NDB A, AMDT 1A...CIRCLING HAA CATS A/B 536, CATS C/D 616. NOTE: WHEN VGSI INOP, CIRCLING RWY 6 AND RWY 24 NA AT NIGHT. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FALMOUTH

Cape Cod Coast Guard Air Station

FDC 2/5918 FMH FI/T IAP CAPE COD COAST GUARD AIR STATION, FALMOUTH, MA. TACAN RWY 23, ORIG...ALTERNATE MINIMUMS NA, LFV VOR/DME UNMONITORED.

FDC 2/5714 FMH FI/T IAP CAPE COD COAST GUARD AIR STATION, FALMOUTH, MA. ILS OR LOC RWY 32, AMDT 1...TERMINAL ROUTE PROVIDENCE (PVD) VORTAC TO HAGTU INT (IAF) NA.

FDC 2/5465 FMH FI/T IAP CAPE COD COAST GUARD AIR STATION, FALMOUTH, MA. TACAN RWY 14, AMDT 1...S-14 MDA 580/HAT 450 ALL CATS, VIS CAT C 1 1/4, CAT D 1 1/2. DISREGARD VDP.

FITCHBURG

Fitchburg Muni

FDC 1/8433 FIT FI/T STAR FITCHBURG MUNICIPAL AIRPORT, FITCHBURG, MA, GRAYM TWO STAR...RADAR REQUIRED.

GARDNER

Gardner Muni

FDC 2/8780 GDM FI/T IAP GARDNER MUNI, GARDNER, MA. VOR A, AMDT 6...RNAV (GPS) B, ORIG...NOTE: PROCEDURE NA AT NIGHT. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 2/8372 GDM FI/T ODP GARDNER MUNI, GARDNER, MA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKE-OFF MINIMUMS: RWYS 18, 36, 1200 -2 FOR CLIMB IN VISUAL CONDITIONS. DEPARTURE PROCEDURE: FOR CLIMB IN VISUAL CONDITIONS, CROSS GARDNER MUNI AT OR ABOVE 2000 BEFORE PROCEEDING ON COURSE.

GREAT BARRINGTON

Walter J. Koladza

FDC 2/8368 GBR FI/T ODP WALTER J. KOLADZA, GREAT BARRINGTON, MA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKEOFF MINIMUMS: RWY 11 - STANDARD WITH MINIMUM CLIMB GRADIENT OF 440 FT PER NM TO 2200. DEPARTURE PROCEDURE: RWY 29 - CLIMB HEADING 290.48 TO 2400 BEFORE PROCEEDING ON COURSE. ALL OTHER DATA REMAINS AS PUBLISHED.

HYANNIS

Barnstable Muni-Boardman/Polando Field

FDC 2/5919 HYA FI/T IAP BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD, HYANNIS, MA. ILS OR LOC RWY 15, AMDT 4...VOR RWY 6, AMDT 9A...ALTERNATE MINIMUMS NA, LFB VOR/DME UNMONITORED.

LAWRENCE

Lawrence Muni

FDC 1/8434 LWM FI/T STAR LAWRENCE MUNICIPAL AIRPORT, LAWRENCE, MA. GRAYM TWO STAR...RADAR REQUIRED.

NANTUCKET

Nantucket Memorial

FDC 2/1953 ACK FI/T IAP NANTUCKET MEMORIAL, NANTUCKET, MA. RNAV (GPS) RWY 33, ORIG-B...STRAIGHT IN MINIMUMS NA.

ORANGE

Orange Muni

FDC 2/3482 ORE FI/P IAP ORANGE MUNI, ORANGE, MA. VOR A, AMDT 7...MISSED APPROACH POINT 6.40 MILES AFTER WETMU INT/3.50 DME OR AT YAGUY/9.90 DME FIX. DISTANCE FAF TO MAP 6.40 NM. THIS IS VOR A, AMDT 7A.

PITTSFIELD

Pittsfield Muni

FDC 2/9978 PSF FI/T IAP PITTSFIELD MUNI, PITTSFIELD, MA. RNAV (GPS) RWY 26, ORIG...STRAIGHT-IN MINIMUMS NA.

FDC 2/9977 PSF FI/T IAP PITTSFIELD MUNI, PITTSFIELD, MA. LOC RWY 26, AMDT 8...STRAIGHT-IN MINIMUMS NA.

PLYMOUTH

Plymouth Muni

FDC 2/9486 PYM FI/T IAP PLYMOUTH MUNI, PLYMOUTH, MA. ILS OR LOC/DME RWY 6, AMDT 1A...CHANGE MISSED APPROACH TO READ: CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 2000 ON HEADING 100 AND ON BOS VOR/DME R-162 TO FREDO INT/BOS 32.63 DME AND HOLD. DISREGARD ACK VOR/DME R-341 AT FREDO.

PROVINCETOWN

Provincetown Muni

FDC 2/2832 PVC FI/T IAP PROVINCETOWN MUNI, PROVINCETOWN, MA. ILS RWY 7, AMDT 8A...S-ILS 7: DA 259/HAT 250, VIS CAT A/B 1.

SPRINGFIELD/CHICOPEE

Westover Arb/Metropolitan

FDC 2/9672 CEF FI/T SID WESTOVER
ARB/METROPOLITAN, SPRINGFIELD/CHICOPEE,
MA, COASTAL THREE DEPARTURE...DISREGARD
TAKEOFF MINIMUMS AND TAKEOFF OBSTACLE
NOTES PUBLISHED ON SID. REFER TO PUBLISHED
TAKEOFF MINIMUMS AND (OBSTACLE)
DEPARTURE PROCEDURES FOR WESTOVER
ARB/METROPOLITAN (KCEF).

WESTFIELD/SPRINGFIELD

Barnes Muni

FDC 2/4471 BAF FI/T IAP BARNES MUNI,
WESTFIELD/SPRINGFIELD, MA. ILS OR LOC RWY 20,
AMDT 6A...S-ILS 20 DA 584/HAT 317. VIS RVR 5000
ALL CATS. TEMPORARY CRANE 436 MSL 840 FT E
OF RWY 20.

FDC 2/4470 BAF FI/T IAP BARNES MUNI,
WESTFIELD/SPRINGFIELD, MA. HI ILS OR LOC RWY
20, AMDT 2...S-ILS 20 DA 584/HAT 317. VIS RVR 5000
ALL CATS. TEMPORARY CRANE 436 MSL 840 FT E
OF RWY 20.

WORCESTER

Worcester Rgnl

FDC 2/5078 ORH FI/T IAP WORCESTER RGNL,
WORCESTER, MA. RNAV (GPS) RWY 33,
ORIG...CIRCLING CAT A MDA 1560/HAA 551. NOTE:
WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 33
PROCEDURE NA AT NIGHT.

FDC 2/3525 ORH FI/P IAP WORCESTER RGNL,
WORCESTER, MA. ILS OR LOC RWY 29, AMDT
4...CHANGE NOTE TO READ: WHEN LOCAL
ALTIMETER SETTING NOT RECEIVED, USE
BEDFORD ALTIMETER SETTING AND INCREASE
ALL DA 189 FEET AND ALL MDA 200 FEET;
INCREASE S-ILS ALL CATS VISIBILITY TO 1 1/4,
INCREASE S-LOC CATS C/D VISIBILITY TO 1 5/8,
AND CIRCLING CAT B TO 1 1/4, CAT C TO 2 3/4. THIS
IS ILS OR LOC RWY 29, AMDT 4A.

FDC 2/3237 ORH FI/T IAP WORCESTER RGNL,
WORCESTER, MA. ILS OR LOC RWY 11, AMDT
23...NOTE: DME REQUIRED.

MICHIGAN

ADRIAN

Bixby Hospital

FDC 1/6983 4MI9 FI/T SPECIAL BIXBY HOSPITAL,
ADRIAN, MI. (SPECIAL) COPTER GPS 301
DEPARTURE,, ORIG...CLIMB TO CROSS IKNEC AT
OR ABOVE 1340/HAS 477 PRIOR TO ENTERING IMC.
USE ADRIAN ALTIMETER SETTING.

FDC 1/2874 4MI9 FI/T SPECIAL BIXBY HOSPITAL,
ADRIAN, MI. (SPECIAL) COPTER GPS 121,
ORIG...LNAV MDA 1340/HAS 477 USE ADRIAN
ALTIMETER SETTING.

ALPENA

Alpena County Rgnl

FDC 9/9602 APN FI/T ALPENA COUNTY RGNL,
ALPENA, MI. VOR OR GPS RWY 19, AMDT 14B...VOR
PORTION DME MINIMUMS NA, APN TACAN OTS.

FDC 9/9600 APN FI/T ALPENA COUNTY RGNL,
ALPENA, MI. NDB RWY 1, AMDT 7...RADAR
REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR
AIRCRAFT EQIPPED WITH SUITABLE RNAV
SYSTEM WITH GPS. APN VORTAC OTS.

FDC 2/9321 APN FI/T IAP ALPENA COUNTY RGNL,
ALPENA, MI. HI ILS OR LOC/DME RWY 1, AMDT
5...S-ILS 1 DA 883/HAT 200 ALL CATS, CIRCLING CAT
D MDA 1260/HAA 570. GLIDE SLOPE ALTITUDE AT
APN LOM: 2761 FEET. WHEN ALS INOP, INCREASE
S-ILS 1 CAT C/D/E VIS TO 3/4 MILE; S-LOC 1 CATS
C/D/E VIS TO 1 3/8 MILE.

Special Alpena General Hospital

FDC 2/8154 MI62 FI/T SPECIAL ALPENA GENERAL
HOSPITAL, ALPENA, MI. (SPECIAL) GPS 012,
ORIG...PROCEDURE NA.

BATTLE CREEK

W K Kellogg

FDC 2/8318 BTL FI/T IAP W K KELLOGG, BATTLE
CREEK, MI. NDB RWY 23R, AMDT 18...PROCEDURE
NA EXCEPT FOR AIRCRAFT EQUIPPED WITH
SUITABLE RNAV SYSTEM WITH GPS, BTL VOR OTS.

FDC 2/2598 BTL FI/T IAP W K KELLOGG, BATTLE
CREEK, MI. ILS OR LOC RWY 23R, AMDT 18...RADAR
REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR
AIRCRAFT EQUIPPED WITH SUITABLE RNAV
SYSTEM WITH GPS. WOMRA FIX MINIMUMS NA
EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE
RNAV SYSTEM WITH GPS. MISSED APPROACH:
CLIMB TO 1500 THEN CLIMBING LEFT TURN TO
3000 DIRECT BATOL LOM AND HOLD NE, RIGHT
TURN, 226.61 INBOUND. RADAR AND ADF
REQUIRED. BTL VOR OTS.

CADILLAC

Wexford County

FDC 2/7935 CAD FI/P IAP WEXFORD COUNTY, CADILLAC, MI. RNAV (GPS) RWY 7, ORIG-A...CIRCLING MDA 1900/HAA 593 ALL CATS. THIS IS RNAV (GPS) RWY 7, ORIG-B.

FDC 2/7934 CAD FI/P IAP WEXFORD COUNTY, CADILLAC, MI. RNAV (GPS) RWY 25, ORIG...CIRCLING MDA 1900/HAA 593 ALL CATS. THIS IS RNAV (GPS) RWY 25, ORIG-A.

FDC 2/7933 CAD FI/P IAP WEXFORD COUNTY, CADILLAC, MI. ILS OR LOC RWY 7, ORIG-B...CIRCLING MDA 1900/HAA 593 ALL CATS. THIS IS ILS OR LOC RWY 7, ORIG-C.

FDC 2/5643 CAD FI/T IAP WEXFORD COUNTY, CADILLAC, MI. ILS OR LOC RWY 7, ORIG-B...DME REQUIRED FOR PROCEDURE TURN ENTRY, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TVC VORTAC OTS.

CHEBOYGAN

Cheboygan County

FDC 2/2933 SLH FI/T IAP CHEBOYGAN COUNTY, CHEBOYGAN, MI. VOR RWY 10, AMDT 9...ALTERNATE MINIMUMS NA, PLN VORTAC UNMONITORED.

DETROIT

Detroit Metropolitan Wayne County

FDC 2/6953 DTW FI/P IAP DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS Y PRM RWY 4L (SIMULTANEOUS CLOSE PARALLEL), ORIG-B...CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 320 AND SVM VORTAC R-130 TO SVM VORTAC AND HOLD. DELETE PLANVIEW NOTE: WHEN ASSIGNED BY ATC, INTERCEPT GLIDEPATH AT 3000 OR 4000 OR 5000 OR 6000. THIS IS ILS Y PRM RWY 4L (SIMULTANEOUS CLOSE PARALLEL), ORIG-C.

FDC 2/3578 DTW FI/T IAP DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS OR LOC RWY 4R, AMDT 16A...S-LOC 4R MDA 1140/HAT 502 ALL CATS, VIS CAT C/D RVR 5000. VDP AT 3.52 DME; DISTANCE VDP TO THLD 1.38 MILES.

FDC 2/3576 DTW FI/T IAP DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. RNAV (GPS) RWY 4L, AMDT 2A...LNAV MDA 1140/HAT 495 ALL CATS, VIS CAT C RVR 4000. VDP 1.33 NM TO RWY 04L.

DETROIT/GROSSE ILE

Grosse Ile Muni

FDC 2/8336 ONZ FI/T ODP GROSSE ILE MUNI, DETROIT/GROSSE ILE, MI. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...TAKE-OFF MINIMUMS: RWY 35, 800-2 DEPARTURE PROCEDURE: RWY 04, CLIMB HEADING 037.34 TO 1200 BEFORE TURNING LEFT. RWY 35, CLIMB HEADING 353.78 TO 1600 BEFORE TURNING LEFT. ALL OTHER DATA REMAINS AS PUBLISHED.

FLINT

Bishop Intl

FDC 2/3198 FNT FI/T IAP BISHOP INTL, FLINT, MI. VOR RWY 36, ORIG...DME MINIMUMS NA.

FDC 2/1741 FNT FI/T IAP BISHOP INTERNATIONAL, FLINT, MI. ILS OR LOC RWY 9, AMDT 22B...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FNT VORTAC OTS.

FDC 2/1740 FNT FI/T IAP BISHOP INTERNATIONAL, FLINT, MI. ILS OR LOC RWY 27, AMDT 5...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FNT VORTAC OTS.

FDC 2/1510 FNT FI/T IAP BISHOP INTERNATIONAL, FLINT, MI. VOR RWY 27, ORIG...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LAN VORTAC OTS.

FREMONT

Fremont Muni

FDC 2/8257 FFX FI/P IAP FREMONT MUNI, FREMONT, MI. RNAV (GPS) RWY 18, AMDT 1B...LNAV/VNAV DA 1296/HAT 526 ALL CATS. VISIBILITY 2 ALL CATS. THIS IS RNAV (GPS) RWY 18, AMDT 1C.

GRAND RAPIDS

Butterworth Hospital

FDC 2/4562 MI97 FI/T SPECIAL BUTTERWORTH HOSPITAL, GRAND RAPIDS, MI. (SPECIAL) COPTER GPS 010, ORIG...LNAV MDA NA WHEN USING UNS-1FW.

Gerald R. Ford Intl

FDC 2/2771 GRR FI/T IAP GERALD R. FORD INTL, GRAND RAPIDS, MI. VOR RWY 17, ORIG-C...S-17 MDA 1280/HAT 491 ALL CATS. VIS CAT D 1 1/2. CIRCLING CATS A/B/C MDA 1340/HAA 546. TEMPORARY CRANE 978 MSL 1.77 NM NORTHEAST OF AIRPORT.

FDC 2/2769 GRR FI/T IAP GERALD R. FORD INTL, GRAND RAPIDS, MI. ILS OR LOC RWY 35, AMDT 1A...LMBAW FIX MINIMUMS CIRCLING CATS A/B/C MDA 1340/HAA 546. TEMPORARY CRANE 978 MSL 1.77 NM NORTHEAST OF AIRPORT.

FDC 2/2768 GRR FI/T IAP GERALD R. FORD INTL, GRAND RAPIDS, MI. VOR RWY 35, AMDT 1...ALSKA INT MINIMUMS CIRCLING CATS A/B/C MDA 1340/HAA 546. TEMPORARY CRANE 978 MSL 1.77 NM NORTHEAST OF AIRPORT.

FDC 2/2767 GRR FI/T IAP GERALD R. FORD INTL, GRAND RAPIDS, MI. ILS OR LOC RWY 26L, AMDT 21...GLGHR INT MINIMUMS CIRCLING CATS A/B/C MDA 1340/HAA 546. TEMPORARY CRANE 978 MSL 1.77 NM NORTHEAST OF AIRPORT.

FDC 2/2765 GRR FI/T IAP GERALD R. FORD INTL, GRAND RAPIDS, MI. ILS OR LOC RWY 8R, AMDT 6...RNAV (GPS) RWY 8L, AMDT 1...RNAV (GPS) RWY 8R, AMDT 1...RNAV (GPS) RWY 17, AMDT 1...RNAV (GPS) RWY 26L, AMDT 1...RNAV (GPS) RWY 26R, AMDT 1...RNAV (GPS) RWY 35, AMDT 1...CIRCLING CATS A/B/C MDA 1340/HAA 546. TEMPORARY CRANE 978 MSL 1.77 NM NORTHEAST OF AIRPORT.

FDC 2/2754 GRR FI/T IAP GERALD R. FORD INTL, GRAND RAPIDS, MI. RADAR-1, AMDT 10C...ASR 8L: MDA 1280/HAT 493 ALL CATS. CIRCLING: CATS A/B/C MDA 1340/HAA 546. TEMPORARY CRANE 978 MSL 1.77 NM NORTHEAST OF AIRPORT.

GRAYLING

Grayling AAF

FDC 2/5644 GOV FI/T IAP GRAYLING AAF, GRAYLING, MI. NDB RWY 14, AMDT 8...TERMINAL ROUTE FROM TVC VORTAC TO GRAYLING (GYG) NDB NA.

HOUGHTON LAKE

Roscommon County - Blodgett Memorial

FDC 2/9715 HTL FI/T IAP ROSCOMMON COUNTY - BLODGETT MEMORIAL, HOUGHTON LAKE, MI. VOR RWY 9, AMDT 4...VOR RWY 27, AMDT 3...STRAIGHT-IN MINIMUMS NA.

FDC 2/9714 HTL FI/T IAP ROSCOMMON COUNTY - BLODGETT MEMORIAL, HOUGHTON LAKE, MI. RNAV (GPS) RWY 27, ORIG...PROCEDURE NA.

HOWELL

Livingston County Spencer J. Hardy

FDC 2/1743 OZW FI/T IAP LIVINGSTON COUNTY, HOWELL, MI. NDB RWY 13, AMDT 3...BRRGR FIX MINIMUMS NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FNT VORTAC OTS.

FDC 2/1742 OZW FI/T IAP LIVINGSTON COUNTY SPENCER J HARDY, HOWELL, MI. ILS OR LOC RWY 13, AMDT 1...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FNT VORTAC OTS.

IONIA

Ionia County

FDC 2/1511 Y70 FI/T IAP IONIA COUNTY, IONIA, MI. VOR A, AMDT 1...PROCEDURE NA, LAN VORTAC OTS.

IRON MOUNTAIN KINGSFORD

Ford

FDC 2/5422 IMT FI/T IAP FORD, IRON MOUNTAIN KINGSFORD, MI. LOC/DME BC RWY 19, AMDT 13...MISSED APPROACH: CLIMB TO 3100 THEN LEFT TURN DIRECT IMT VOR/DME AND HOLD N, RT, 190.53 INBOUND. KORDS (IM) LOM OTS.

FDC 2/5421 IMT FI/T IAP FORD, IRON MOUNTAIN KINGSFORD, MI. ILS OR LOC RWY 1, AMDT 12A...S-LOC 1: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, KORDS (IM) LOM OTS.

JACKSON

Jackson County-Reynolds Field

FDC 2/0343 JXN FI/T IAP JACKSON COUNTY-REYNOLDS FIELD, JACKSON, MI. VOR RWY 32, AMDT 18...RNAV (GPS) RWY 32, ORIG-A...PROCEDURE NA.

KALAMAZOO

Kalamazoo/Battle Creek Intl

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.

FDC 2/8313 AZO FI/T IAP KALAMAZOO/BATTLE CREEK INTL, KALAMAZOO, MI. VOR RWY 5, ORIG-B...VOR RWY 17, AMDT 18A...VOR RWY 23, AMDT 17...VOR RWY 35, AMDT 17A...NDB RWY 35, AMDT 19A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, BTL VOR OTS.

FDC 2/4213 AZO FI/T IAP KALAMAZOO/BATTLE CREEK INTL, KALAMAZOO, MI. LOC BC RWY 17, AMDT 19...PROCEDURE NA.

LIVONIA

St Mary Mercy Hospital

FDC 2/8166 2MI2 FI/T SPECIAL ST MARY MERCY HOSPITAL, LIVONIA, MI. (SPECIAL) GPS 187, ORIG...PROCEDURE NA.

MACKINAC ISLAND

Mackinac Island

FDC 2/5489 MCD FI/T ODP MACKINAC ISLAND, MACKINAC ISLAND, MI. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKEOFF MINIMUMS: RWY 8, 200-1 OR STANDARD WITH MINIMUM CLIMB OF 608 FEET PER NM TO 1000. NOTE: RWY 8, MULTIPLE TREES BEGINNING 14 FEET FROM DEPARTURE END OF RWY, 16 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/829 FEET MSL. MULTIPLE TREES BEGINNING 35 FEET FROM DEPARTURE END OF RWY, 28 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/896 FEET MSL. NOTE: RWY 26, MULTIPLE TREES BEGINNING AT DEPARTURE END OF RWY, 38 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/789 FEET MSL. MULTIPLE TREES BEGINNING 8 FEET FROM DEPARTURE END OF RWY, 15 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/783 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/3215 MCD FI/T IAP MACKINAC ISLAND, MACKINAC ISLAND, MI. RNAV (GPS) RWY 26, ORIG...PROCEDURE NA.

MANISTEE

Manistee Co.-Blacker

FDC 2/5108 MBL FI/T IAP MANISTEE CO.-BLACKER, MANISTEE, MI. VOR RWY 27, ORIG-A...PROCEDURE TURN MINIMUM ALTITUDE 2500. DME MINIMUMS NA. VDP AT 2.99 DME; DISTANCE VDP TO THLD 2.12 NM. MISSED APPROACH: CLIMB TO 2500, THEN LEFT TURN DIRECT MBL VOR/DME AND HOLD.

FDC 2/3808 MBL FI/T IAP MANISTEE CO.-BLACKER, MANISTEE, MI. ILS OR LOC RWY 27, ORIG-B...VOR RWY 9, ORIG...VOR RWY 27, ORIG-A...MSA FROM MANISTEE (MBL) VOR/DME 315 CLKWS 255 2600. TOWER 1592 MSL 24.6 NM NORTHEAST OF AIRPORT.

MARSHALL

Brooks Field

FDC 2/1508 RMY FI/T IAP BROOKS FIELD, MARSHALL, MI. VOR OR GPS RWY 28, AMDT 14...VOR PORTION NA, BATTLE CREEK (BTL) VOR OTS.

MASON

Mason Jewett Field

FDC 2/1588 TEW FI/T IAP MASON JEWETT FIELD, MASON, MI. VOR OR GPS A, AMDT 4...VOR PORTION NA.

MONROE

Mercy Memorial Hospital

FDC 1/6979 58MI FI/T SPECIAL MERCY MEMORIAL HOSPITAL, MONROE, MI. (SPECIAL) COPTER GPS 030 DEPARTURE,, ORIG...PROCEED VISUALLY NA. PROCEED VFR. TRACK COURSE 351 DEGREES. CLIMB TO CROSS DUPDE AT OR ABOVE 1080/HAS 470 FT PRIOR TO ENTERING IMC.

FDC 1/2880 58MI FI/T SPECIAL MERCY MEMORIAL HOSPITAL, MONROE, MI. (SPECIAL) COPTER GPS 210, ORIG...LNAV MDA 1080/HAS 470 PROCEED VISUALLY NA. PROCEED VFR FROM DUPDE OR CONDUCT THE SPECIFIED MISSED APPROACH.

PELLSTON

Pellston Rgnl Airport Of Emmet County

FDC 2/2934 PLN FI/T IAP PELLSTON RGNL AIRPORT OF EMMET COUNTY, PELLSTON, MI. ILS OR LOC RWY 32, AMDT 11A...VOR/DME RWY 5, AMDT 12A...VOR RWY 23, AMDT 16A...ALTERNATE MINIMUMS NA, PLN VORTAC UNMONITORED.

PORT HURON

St Clair County Intl

FDC 2/1745 PHN FI/T IAP ST CLAIR COUNTY INTL, PORT HURON, MI. ILS OR LOC RWY 4, AMDT 3B...VOR/DME A, AMDT 8...NDB RWY 4, AMDT 4...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FNT VORTAC OTS.

SAGINAW

MBS Intl

FDC 2/1738 MBS FI/T IAP MBS INTL, SAGINAW, MI. VOR RWY 14, AMDT 13B...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FNT VORTAC OTS.

FDC 2/0447 MBS FI/P CHART MBS INTL, SAGINAW, MI. EC-1 IFR ALTERNATE AIRPORT MINIMUMS. CORRECT ALTERNATE MINIMUMS NOTE: REMOVE ALL REFERENCE TO RNAV (GPS) RWY 1. ADD ALTERNATE MINIMUMS NOTE: RNAV (GPS) RWY 14...NA WHEN LOCAL WEATHER NOT AVAILABLE.

Saginaw County H.W. Browne

FDC 2/3460 HYX FI/T IAP SAGINAW COUNTY H.W. BROWNE, SAGINAW, MI. RNAV (GPS) RWY 27, AMDT 1A...LPV DA CATS A/B/C VIS 3/4. LNAV/VNAV DA CATS A/B/C VIS 3/4. LNAV DA CATS A/B/ VIS 3/4, CAT C 1. FOR INOPERATIVE MALSF INCREASE LNAV CAT C VISIBILITY TO 1 1/2. FOR INOPERATIVE MALSF WHEN USING SAGINAW MBS INTL ALTIMETER SETTING, INCREASE LNAV/VNAV VISIBILITY TO 1 1/2 ALL CATS. DISREGARD MALSR, CHANGE RWY 27 APPROACH LIGHTING SYSTEM TO MALSF.

FDC 2/3459 HYX FI/T IAP SAGINAW COUNTY H.W. BROWNE, SAGINAW, MI. ILS OR LOC/DME RWY 27, ORIG-A...S-ILS 27 CATS A/B/C VIS 3/4. S-LOC 27 CATS A/B/C VIS 3/4. DISREGARD MALSR, CHANGE RWY 27 APPROACH LIGHTING SYSTEM TO MALSF.

TECUMSEH

Meyers-Diver's

FDC 2/8428 3TE FI/T ODP MEYERS-DIVER S, TECUMSEH, MI. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKE-OFF MINIMUMS: RWY 18, 300-1. NOTE: RWY 18, TEMPORARY CRANE 954 FEET FROM DER, 244 FEET RIGHT OF CENTERLINE, 150 FEET AGL/ 945 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

TRAVERSE CITY

Cherry Capital

FDC 2/5647 TVC FI/T IAP CHERRY CAPITAL, TRAVERSE CITY, MI. ILS OR LOC RWY 28, AMDT 13...MISSED APPROACH: CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 2600 DIRECT GWENN LOM/INT AND HOLD E. LT, 278.72 INBOUND, TVC VORTAC OTS. RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TVC VORTAC OTS. S-LOC 28: ADF REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TVC VORTAC OTS.

FDC 2/5646 TVC FI/T IAP CHERRY CAPITAL, TRAVERSE CITY, MI. VOR OR TACAN OR GPS A, AMDT 20A...TACAN PORTION NA, TVC TACAN AZIMUTH OTS.

FDC 2/5645 TVC FI/T IAP CHERRY CAPITAL, TRAVERSE CITY, MI. NDB OR GPS RWY 28, AMDT 10...NDB PORTION NA.

MINNESOTA

BUFFALO

Buffalo Muni

FDC 2/7371 CFE FI/T STAR BUFFALO MUNI, BUFFALO, MN. AGUDE THREE ARRIVAL REVISE TURBOPROP VERTICAL NAVIGATION PLANNING INFORMATION AT AGUDE; TURBOPROPS: EXPECT CLEARANCE TO CROSS AGUDE AT 6000. TURBOJET UNCHANGED.

CROOKSTON

Crookston Muni Kirkwood Fld

FDC 2/7889 CKN FI/T IAP CROOKSTON MUNI KIRKWOOD FLD, CROOKSTON, MN. VOR RWY 31, AMDT 5...PROCEDURE NA.

DULUTH

Duluth Intl

FDC 2/8381 DLH FI/T IAP DULUTH INTL, DULUTH, MN. COPTER ILS OR LOC RWY 27, AMDT 1A...H-ILS 27 DA 1714/ HAT 293. VIS RVR 2400. TEMPORARY CRANE 1526 MSL 3466 FT EAST OF AIRPORT.

FDC 2/8380 DLH FI/T IAP DULUTH INTL, DULUTH, MN. ILS OR LOC RWY 27, AMDT 9B...S-ILS 27 DA 1714/ HAT 295 ALL CATS. VIS RVR 5000 ALL CATS. TEMPORARY CRANE 1526 MSL 3466 FT EAST OF AIRPORT.

FDC 2/6423 DLH FI/P IAP DULUTH INTL, DULUTH, MN ILS OR LOC RWY 9 AMDT 21 ILS RWY 9 (CAT II) AMDT 21 CHANGE ALL REFERENCE TO I-DLH 090.25 COURSE TO 092.25 COURSE. CHANGE HOLD-IN-LIEU OF PT INBOUND COURSE FROM 090.25 TO 092.25. CHANGE ALTERNATE MISSED APPROACH HOLDING INBOUND COURSE FROM 090.25 TO 092.25. S-ILS 9 CAT E VIS RVR 1800. S-LOC 9 CAT C/D/E VIS RVR 4500. CHANGE NOTE TO READ: FOR INOPERATIVE ALSF, INCREASE S-ILS 9 CAT E VISIBILITY TO RVR 4000 AND S-LOC 9 CAT E VISIBILITY TO 1 3/8. THIS IS ILS OR LOC RWY 9 AMDT 21A, ILS RWY 9 (CAT II) AMDT 21A.

FDC 2/5909 DLH FI/T IAP DULUTH INTL, DULUTH, MN. RNAV (GPS) RWY 9, AMDT 1A...LPV DA 1678/HAT 250 VIS RVR 5000 ALL CATS. LNAV VIS RVR 5000 CATS A/B/C. INOPERATIVE TABLE DOES NOT APPLY TO LPV AND LNAV CATS A/B, FOR INOPERATIVE ALSF-2, INCREASE LNAV CAT C VISIBILITY TO 1 1/4, CAT E TO 1 1/2. HELICOPTER VISIBILITY REDUCTION BELOW RVR 5000 NOT AUTHORIZED. VDP NA, 34:1 IS NOT CLEAR.

St Mary's Hospital

FDC 2/9639 MN33 FI/T SPECIAL ST MARY S HOSPITAL, DULUTH, MN. (SPECIAL) COPTER RNAV (GPS) 190, AMDT 1...COPTER RNAV (GPS) 330, ORIG...PROCEDURE NA.

EVELETH

Eveleth-Virginia Muni

FDC 2/9664 EVM FI/T ODP EVELETH-VIRGINIA MUNI, EVELETH, MN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKEOFF MINIMUMS: RWY 32, 800-3 OR STANDARD WITH A MINIMUM CLIMB OF 376 PER NM TO 2400. DEPARTURE PROCEDURE: RWY 27, CLIMB HEADING 274 TO 2200 BEFORE TURNING RIGHT.

FARIBAULT

Faribault Muni

FDC 2/7376 FBL FI/T STAR FARIBAULT MUNI, FARIBAULT, MN. AGUDE THREE ARRIVAL REVISE TURBOPROP VERTICAL NAVIGATION PLANNING INFORMATION AT AGUDE; TURBOPROPS: EXPECT CLEARANCE TO CROSS AGUDE AT 6000. TURBOJET UNCHANGED.

INTERNATIONAL FALLS

Falls Intl

FDC 2/9577 INL FI/P IAP FALLS INTL, INTERNATIONAL FALLS, MN. COPTER ILS OR LOC RWY 31, AMDT 1A...H-ILS 31 VIS 1/4. H-LOC 31 VIS 3/8. ALETE FIX MINIMUMS: H-LOC 31 VIS 1/4. CHART NOTE: FOR INOPERATIVE MALSR, INCREASE H-ILS 31 VISIBILITY TO 1/2 MILE. CHART NOTE: FOR INOPERATIVE MALSR WHEN USING BAUDETTE ALTIMETER SETTING, INCREASE H-ILS 31 VISIBILITY TO 1 1/8 AND H-LOC 31 VISIBILITY TO 1 MILE. DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BAUDETTE ALTIMETER SETTING AND INCREASE DA 127 FEET AND ILS VISIBILITY 3/8 MILE, INCREASE ALL MDA 140 FEET AND LOC VISIBILITY 3/8 MILE, INCREASE ALETE FIX MINIMUMS VISIBILITY 1/4 MILE. THIS IS COPTER ILS OR LOC RWY 31, AMDT 1B.

LUVERNE

Quentin Aanenson Field

FDC 2/5558 LYV FI/P IAP QUENTIN AANENSON FIELD, LUVERNE, MN. RNAV (GPS) RWY 36, ORIG...CIRCLING CATS A/B MDA 1940 HAA 506. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PIPESTONE ALTIMETER SETTING AND INCREASE ALL DA 94 FEET AND ALL MDA 100 FEET, INCREASE LNAV/VNAV ALL CATS VISIBILITY 1/2 MILE AND LNAV AND CIRCLING CATS C/D VISIBILITY 1/4 MILE. THIS IS RNAV (GPS) RWY 36, ORIG-A.

MAPLE LAKE

Maple Lake Muni

FDC 2/8499 MGG FI/P IAP MAPLE LAKE MUNI, MAPLE LAKE, MN. RNAV (GPS) RWY 28, ORIG...CHART NOTE: STRAIGHT-IN AND CIRCLING RWY 28 PROCEDURES NA AT NIGHT. THIS IS RNAV (GPS) RWY 28, ORIG-A.

FDC 2/7770 MGG FI/P IAP MAPLE LAKE MUNI, MAPLE LAKE, MN. VOR A, AMDT 4...CHART NOTE: CIRCLING TO RWY 28 NA AT NIGHT. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BUFFALO ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET AND INCREASE CIRCLING CAT C VISIBILITY 1/4 MILE. THIS IS VOR A, AMDT 4A.

FDC 2/7378 MGG FI/T STAR MAPLE LAKE MUNI, MAPLE LAKE, MN. AGUDE THREE ARRIVAL REVISE TURBOPROP VERTICAL NAVIGATION PLANNING INFORMATION AT AGUDE; TURBOPROPS: EXPECT CLEARANCE TO CROSS AGUDE AT 6000. TURBOJET UNCHANGED.

MINNEAPOLIS

Airlake

FDC 2/7370 LVN FI/T STAR MINNEAPOLIS/AIRLAKE MUNI, MINNEAPOLIS, MN. AGUDE THREE ARRIVAL REVISE TURBOPROP VERTICAL NAVIGATION PLANNING INFORMATION AT AGUDE; TURBOPROPS: EXPECT CLEARANCE TO CROSS AGUDE AT 6000. TURBOJET UNCHANGED.

Anoka County-Blaine Arprt(Janes Field)

FDC 2/7363 ANE FI/T STAR MINNEAPOLIS/ANOKA COUNTY-BLAINE, MINNEAPOLIS, MN. AGUDE THREE ARRIVAL...REVISE TURBOPROP VERTICAL NAVIGATION PLANNING INFORMATION AT AGUDE; TURBOPROPS: EXPECT CLEARANCE TO CROSS AGUDE AT 6000. TURBOJET UNCHANGED.

Crystal

FDC 2/7375 MIC FI/T STAR MINNEAPOLIS/CRYSTAL, MINNEAPOLIS, MN. AGUDE THREE ARRIVAL REVISE TURBOPROP VERTICAL NAVIGATION PLANNING INFORMATION AT AGUDE; TURBOPROPS: EXPECT CLEARANCE TO CROSS AGUDE AT 6000. TURBOJET UNCHANGED.

Flying Cloud

FDC 2/7377 FCM FI/T STAR MINNEAPOLIS/FLYING CLOUD, MINNEAPOLIS, MN. AGUDE THREE ARRIVAL REVISE TURBOPROP VERTICAL NAVIGATION PLANNING INFORMATION AT AGUDE; TURBOPROPS: EXPECT CLEARANCE TO CROSS AT 6000. TURBOJET UNCHANGED.

Minneapolis-St Paul Intl/Wold-Chamberlain

FDC 2/9711 MSP FI/P ODP MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, MINNEAPOLIS, MN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 11...ADD TO RWY 30R, NOTE: BILLBOARD SIGN 1463 FEET FROM DER, 848 FEET RIGHT OF CENTERLINE, 31 FEET AGL/880 FEET MSL. REST OF PROCEDURE REMAINS AS PUBLISHED. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 11A.

FDC 2/7369 MSP FI/T STAR MINNEAPOLIS-ST.PAUL INTL, MINNEAPOLIS, MN. SKETR FOUR ARRIVAL REVISE TURBOPROP VERTICAL NAVIGATION PLANNING INFORMATION AT SHONN; TURBOPROPS: EXPECT CLEARANCE TO CROSS AT 7000. TURBOJET UNCHANGED.

FDC 2/7367 MSP FI/T STAR MINNEAPOLIS-ST.PAUL INTL, MINNEAPOLIS, MN. GOPHER FIVE ARRIVAL REVISE TURBOPROP VERTICAL NAVIGATION PLANNING INFORMATION AT OLLEE; TURBOPROPS LANDING MSP ALL RUNWAYS: EXPECT CLEARANCE TO CROSS OLLEE AT 7000. TURBOPROPS LANDING ALL OTHER AIRPORTS UNCHANGED. TURBOJET UNCHANGED.

FDC 2/7366 MSP FI/T STAR MINNEAPOLIS-ST.PAUL INTL, MINNEAPOLIS, MN. EAU CLAIRE EIGHT ARRIVAL REVISE TURBOPROP VERTICAL NAVIGATION PLANNING INFORMATION AT TWINZ; TURBOPROPS: EXPECT CLEARANCE TO CROSS TWINZ AT 7000. TURBOJET UNCHANGED.

FDC 2/0987 MSP FI/T SID MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, MINNEAPOLIS, MN, HESTIN ONE DEPARTURE SLAYER ONE DEPARTURE ATC ASSIGNED ONLY.

OWATONNA

Owatonna Degner Rgnl

FDC 2/7931 OWA FI/P IAP OWATONNA DEGNER RGNL, OWATONNA, MN. ILS OR LOC RWY 30, AMDT 2A...S-ILS 30 CAT C/D VISIBILITY 1/2. CIRCLING VIS CAT C 1 3/4, CAT D 2. THIS IS ILS OR LOC RWY 30, AMDT 2B.

RED WING

Red Wing Rgnl

FDC 2/7379 RGK FI/T STAR RED WING RGNL, RED WING, MN. AGUDE THREE ARRIVAL REVISE TURBOPROP VERTICAL NAVIGATION PLANNING INFORMATION AT AGUDE; TURBOPROPS: EXPECT CLEARANCE TO CROSS AGUDE AT 6000. TURBOJET UNCHANGED.

SOUTH ST PAUL

South St Paul Muni-Richard E Fleming Fld

FDC 2/7380 SGS FI/T STAR SOUTH ST.PAUL MUNI-RICHARD E. FLEMING FIELD, SOUTH ST.PAUL, MN. AGUDE THREE ARRIVAL...REVISE TURBOPROP VERTICAL NAVIGATION PLANNING INFORMATION AT AGUDE; TURBOPROPS: EXPECT CLEARANCE TO CROSS AGUDE AT 6000. TURBOJET UNCHANGED.

ST PAUL

Lake Elmo

FDC 2/7381 21D FI/T STAR ST.PAUL/LAKE ELMO, ST.PAUL, MN. AGUDE THREE ARRIVAL REVISE TURBOPROP VERTICAL NAVIGATION PLANNING INFORMATION AT AGUDE; TURBOPROPS: EXPECT CLEARANCE TO CROSS AGUDE AT 6000. TURBOJET UNCHANGED.

St Paul Downtown Holman Fld

FDC 2/9076 STP FI/P CHART ST PAUL DOWNTOWN HOLMAN FIELD, ST PAUL, MN. ILS OR LOC RWY 32, AMDT 5...CORRECT PLANVIEW: CHANGE BABCO LOM MORSE CODE TO INDICATE BA VICE A.

FDC 2/7382 STP FI/T STAR ST.PAUL DOWNTOWN HOLMAN FIELD, ST.PAUL, MN. AGUDE THREE ARRIVAL...REVISE TURBOPROP VERTICAL NAVIGATION PLANNING INFORMATION AT AGUDE; TURBOPROPS: EXPECT CLEARANCE TO CROSS AGUDE AT 6000. TURBOJET UNCHANGED.

WHEATON

Wheaton Muni

FDC 2/0634 ETH FI/T IAP WHEATON MUNI, WHEATON, MN. NDB OR GPS RWY 34, AMDT 1A...NDB PORTION NA.

WINONA

Winona Muni-Max Conrad Fld

FDC 2/2644 ONA FI/T ODP WINONA MUNI-MAX CONRAD FLD, WINONA, MN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...RWY 17, NA. ALL OTHER DATA REMAINS A PUBLISHED.

WORTHINGTON

Worthington Muni

FDC 2/5217 OTG FI/T ODP WORTHINGTON MUNI, WORTHINGTON, MN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...DEPARTURE PROCEDURE: RWY 11, CLIMB HEADING 107.71 TO 2400 BEFORE PROCEEDING ON COURSE. RWY 17, CLIMB HEADING 172.99 TO 2400 BEFORE PROCEEDING ON COURSE. RWY 29, CLIMB HEADING 287.72 TO 2400 BEFORE PROCEEDING ON COURSE. RWY 35, CLIMB HEADING 352.99 TO 2400 BEFORE PROCEEDING ON COURSE. NOTE: RWY 17, ELEVATOR 1.22 NM FROM DER, 2021 FT LEFT OF CENTERLINE, 209 FT AGL/1794 FT MSL. RWY 29, TREE 1083 FT FROM DER, 682 FT LEFT OF CENTERLINE, 61 FT AGL/1625 FT MSL. TREE 1624 FT FROM DER, 475 FT LEFT OF CENTERLINE, 55 FT AGL/1619 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

MISSISSIPPI

CLARKSDALE

Fletcher Field

FDC 2/2386 CKM FI/T IAP FLETCHER FIELD, CLARKSDALE, MS. VOR/DME RWY 18, ORIG-B...STRAIGHT-IN MINIMUMS NA. CIRCLING MDA 900/HAA 727 ALL CATS. VIS CAT C 2, CAT D 2 1/4.

COLUMBUS

Columbus-Lowndes County

FDC 2/9699 UBS FI/T IAP COLUMBUS-LOWNDES COUNTY, COLUMBUS, MS. VOR A, AMDT 13...RNAV (GPS) RWY 36, ORIG...RNAV (GPS) RWY 18, ORIG-A...NOTE: PROCEDURE NA AT NIGHT. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

COLUMBUS/W POINT/STARKVILLE

Golden Triangle Rgnl

FDC 2/9099 GTR FI/T IAP GOLDEN TRIANGLE RGNL, COLUMBUS/W POINT/STARKVILLE, MS. LOC RWY 36, ORIG-A...JAKVU FIX MINIMUMS S-36 MDA 620/HAT 356 ALL CATS. VIS CAT D 1 1/4. DISTANCE VDP TO THLD 0.97 MILES. VDP 2.29 DME. TEMPORARY CRANE 3282 FT E OF RWY 36.

FDC 2/5097 GTR FI/T IAP GOLDEN TRIANGLE RGNL, COLUMBUS/W POINT/STARKVILLE, MS. RNAV (GPS) RWY 36, ORIG...PROCEDURE NA.

FDC 2/5095 GTR FI/T IAP GOLDEN TRIANGLE RGNL, COLUMBUS/W POINT/STARKVILLE, MS. LOC RWY 36, ORIG-A...CHANGE MAP TO READ I-RVT 1.6 DME. VDP AT 2.43 DME; DISTANCE VDP TO THLD 0.85 MILES. JAKVU TO RW36: 3.35/55. VGSI AND DESCENT ANGLES NOT COINCIDENT. DISTANCE FAF TO MAP 4.7 NM. TIMING TABLE (SPEED/TIME): 60/4:40; 90/3:07; 120/2:20; 150/1:52; 180/1:33.

CORINTH

Roscoe Turner

FDC 2/2181 CRX FI/T IAP ROSCOE TURNER, CORINTH, MS. RNAV (GPS) RWY 36, AMDT 1...LPV DA: MINIMUMS NA WAAS LNAV/VNAV NA.

GREENVILLE

Mid Delta Rgnl

FDC 2/2983 GLH FI/P IAP MID DELTA RGNL, GREENVILLE, MS. RNAV (GPS) RWY 18L, ORIG...LPV VIS ALL CATS RVR 2400. LNAV/VNAV VIS CATS A/B/C RVR 2400, CAT D RVR 4000. LNAV VIS CATS A/B/C RVR 2400, CAT D RVR 5000. DELETE INOPERATIVE MALSR NOTE. CHART NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV VISIBILITY ALL CATS TO RVR 5000. DELETE INOPERATIVE MALSR NOTE WHEN USING GREENWOOD ALTIMETER SETTING. CHART NOTE: FOR INOPERATIVE MALSR WHEN USING GREENWOOD ALTIMETER SETTING, INCREASE LPV VISIBILITY ALL CATS TO RVR 5000. DELETE UNCOMPENSATED BARO-VNAV SYSTEMS NOTE. CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 54C (130F). THIS IS RNAV (GPS) RWY 18L, ORIG-A.

FDC 2/2969 GLH FI/P IAP MID DELTA RGNL, GREENVILLE, MS. ILS OR LOC RWY 18L, AMDT 9E...S-ILS 18L VIS ALL CATS RVR 2400. S-LOC 18L CATS A/B/C VIS RVR 2400, CAT D RVR 4000. GREENWOOD ALTIMETER SETTING MINIMUMS: S-ILS 18L VIS ALL CATS RVR 4000. S-LOC 18L VIS CATS A/B RVR 4000, CAT C RVR 5000, CAT D RVR 6000. DELETE ALL NOTES. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE GREENWOOD ALTIMETER SETTING. CHART NOTE: FOR INOPERATIVE MALSR WHEN USING GREENWOOD ALTIMETER SETTING, INCREASE S-ILS 18L AND S-LOC 18L ALL CATS VISIBILITY 1/2 MILE. THIS IS ILS OR LOC RWY 18L, AMDT 9F.

GRENADA

Grenada Muni

FDC 2/5890 GNF FI/T IAP GRENADA MUNI, GRENADA, MS. RNAV (GPS) RWY 13, ORIG...LNAV/VNAV DA 788/HAT 580 ALL CATS. ADD NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 48C (118F).

FDC 2/5331 GNF FI/T IAP GRENADA MUNI, GRENADA, MS. ILS OR LOC RWY 13, AMDT 1...S-ILS-13 DA 452/HAT 244 ALL CATS.

GULFPORT

Gulfport-Biloxi Intl

FDC 2/9335 GPT FI/T IAP GULFPORT-BILOXI INTL, GULFPORT, MS. ILS OR LOC RWY 14, AMDT 14A...GLIDESLOPE UNUSABLE BEYOND 7 DEGREES RIGHT OF LOCALIZER COURSE.

FDC 2/5751 GPT FI/T IAP GULFPORT-BILOXI INTL, GULFPORT, MS. ILS OR LOC RWY 14, AMDT 14A...MISSED APPROACH: CLIMB TO 500, THEN CLIMBING RIGHT TURN TO 2000 DIRECT BAYOU (GP) LOM AND HOLD NW, RT, 133.53 INBOUND. (ADF REQUIRED).

FDC 2/5744 GPT FI/T IAP GULFPORT-BILOXI INTL, GULFPORT, MS. ILS OR LOC/DME RWY 32, AMDT 4C...MISSED APPROACH: CLIMB TO 2000 DIRECT BAYOU (GP) LOM AND HOLD NW, RT, 133.53 INBOUND. (ADF REQUIRED).

FDC 2/2828 GPT FI/T IAP GULFPORT-BILOXI INTL, GULFPORT, MS. ILS OR LOC RWY 32, AMDT 4C...CHANGE IAF VICKR/6.87 DME TO READ IAF VICKR/6.87 DME/RADAR. MISSED APPROACH: CLIMB TO 2000 DIRECT BAYOU (GP) LOM AND HOLD NW, RT, 133.53 INBOUND. (ADF REQUIRED).

FDC 2/2827 GPT FI/T IAP GULFPORT-BILOXI INTL, GULFPORT, MS. HI ILS OR LOC/DME RWY 14, AMDT 6...HI ILS OR LOC/DME RWY 32, ORIG...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

HATTIESBURG

Hattiesburg Bobby L Chain Muni

FDC 2/2862 HBG FI/T IAP HATTIESBURG BOBBY L CHAIN MUNI, HATTIESBURG, MS. VOR RWY 13, AMDT 12...PROCEDURE NA.

JACKSON

Hawkins Field

FDC 2/8475 HKS FI/T IAP HAWKINS FIELD, JACKSON, MS. RNAV (GPS) RWY 16, AMDT 1...ILS OR LOC RWY 16, AMDT 5A...CIRCLING: CATS A/B/C MDA 860/HAA 519.

Jackson-Evers Intl

FDC 2/8619 JAN FI/T IAP JACKSON-EVERS INTL, JACKSON, MS. TACAN RWY 34L, AMDT 1...CIRCLING CAT A MDA 860/HAA 514. HAWKINS FIELD ALTIMETER SETTING MINIMUMS: CIRCLING CAT A MDA 880/HAA 534.

FDC 2/8618 JAN FI/T IAP JACKSON-EVERS INTL, JACKSON, MS. TACAN RWY 16L, ORIG...TACAN RWY 16R, ORIG...TACAN RWY 34R, ORIG...CIRCLING CAT A MDA 860/HAA 514.

FDC 2/8592 JAN FI/T IAP JACKSON-EVERS INTL, JACKSON, MS. RNAV (GPS) RWY 34L, AMDT 2A...LPV: A 644/HAT 315, VIS RVR 4000 ALL CATS. TEMPORARY CRANE 462 MSL 1321 FEET SOUTHWEST OF RWY 34L. EXCEPT WHEN ADVISED BY ATCT THAT THIS CRANE IS DOWN.

FDC 2/8591 JAN FI/T IAP JACKSON-EVERS INTL, JACKSON, MS. ILS OR LOC RWY 34L, AMDT 5B...S-ILS 34L DA 644/HAT 315, VIS RVR 4000 ALL CATS. CHANGE INOP MALSR NOTE TO READ: FOR INOP MALSR, INCREASE S-LOC 34L CAT E VISIBILITY TO 1 1/2. TEMPORARY CRANE 462 MSL 1321 FEET SOUTHWEST OF RWY 34L. EXCEPT WHEN ADVISED BY ATCT THAT THIS CRANE IS DOWN.

FDC 2/2430 JAN FI/T IAP JACKSON-EVERS INTL, JACKSON, MS. ILS RWY 16L, AMDT 7D...RNAV (GPS) RWY 16L, AMDT 1...CIRCLING CAT A MDA 860/HAA 514.

FDC 2/2156 JAN FI/T IAP JACKSON-EVERS INTL, JACKSON, MS. TACAN RWY 16L, ORIG...TACAN RWY 34R, ORIG...PROCEDURE NA.

KOSCIUSKO

Kosciusko-Attala County

FDC 2/2833 OSX FI/T IAP KOSCIUSKO-ATTALA COUNTY, KOSCIUSKO, MS. RNAV (GPS) RWY 32, ORIG...CIRCLING HAA 526 ALL CATS. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHANGE ALTIMETER SETTING NOTE TO READ: USE PHILADELPHIA ALTIMETER SETTING; IF NOT RECEIVED, USE GREENWOOD ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET AND INCREASE LNAV CAT C AND CIRCLING CAT C VISIBILITY 1/4 MILE. NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. AIRPORT ELEVATION 494.

FDC 2/2829 OSX FI/T IAP KOSCIUSKO-ATTALA COUNTY, KOSCIUSKO, MS. RNAV (GPS) RWY 14, ORIG...LNAV MDA 1020/HAT 526 ALL CATS. CIRCLING HAA 526 ALL CATS. CHANGE ALTIMETER SETTING NOTE TO READ: USE PHILADELPHIA ALTIMETER SETTING; IF NOT RECEIVED, USE GREENWOOD ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET AND LNAV CAT C AND CIRCLING CAT C VISIBILITY 1/4 MILE. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. VERTICAL DESCENT ANGLE EHAKE TO RW14: 3.01/45. AIRPORT ELEVATION AND TDZE 494.

MADISON

Bruce Campbell Field

FDC 2/7500 MBO FI/T IAP BRUCE CAMPBELL FIELD, MADISON, MS. VOR A, AMDT 10...PROCEDURE NA AT NIGHT.

FDC 2/5449 MBO FI/T IAP BRUCE CAMPBELL FIELD, MADISON, MS. VOR/DME B, AMDT 5...PROCEDURE NA.

MERIDIAN

Key Field

FDC 2/2001 MEI FI/T IAP KEY FIELD, MERIDIAN, MS. ILS OR LOC RWY 1, AMDT 25A...ILS OR LOC RWY 19, ORIG-B...VOR A, AMDT 16A...ALTERNATE MINIMUMS NA, MEI VORTAC UNMONITORED.

NATCHEZ

Hardy-Anders Field Natchez-Adams County

FDC 2/5955 HEZ FI/T IAP HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY, NATCHEZ, MS. VOR/DME RWY 13, AMDT 3...ALTERNATE MINIMUMS NA, HEZ VOR/DME UNMONITORED.

OXFORD

University-Oxford

FDC 2/0064 UOX FI/T IAP UNIVERSITY-OXFORD, OXFORD, MS. VOR/DME OR GPS A, AMDT 4B...VOR/DME PORTION NA, HLI VORTAC OTS.

RAYMOND

John Bell Williams

FDC 2/2118 JVW FI/T IAP JOHN BELL WILLIAMS, RAYMOND, MS. ILS OR LOC RWY 12, ORIG...MISSED APPROACH: CLIMB TO 700 THEN CLIMBING LEFT TURN TO 2900 ON HEADING 275 AND RYB NDB 304 BEARING TO CINBO INT/I-JVW 12.4 DME AND HOLD NW, RT, 123.50 INBOUND. (ADF REQUIRED).

STARKVILLE

George M Bryan

FDC 2/1335 STF FI/T IAP GEORGE M BRYAN, STARKVILLE, MS. LOC/DME RWY 36, ORIG-A...NDB C, AMDT 3...RNAV (GPS) RWY 36, AMDT 2...CIRCLING TO RWY 18 NA AT NIGHT.

FDC 2/1334 STF FI/T IAP GEORGE M BRYAN, STARKVILLE, MS. RNAV (GPS) RWY 18, AMDT 1...VGSI AND RNAV GLIDEPATH NOT COINCIDENT. STRAIGHT-IN/CIRCLING TO RWY 18 NA AT NIGHT.

TUPELO

Tupelo Rgnl

FDC 2/5103 TUP FI/T IAP 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 2/5102 TUP FI/T IAP TUPELO REGIONAL, TUPELO, MS. VOR/DME RWY 18, ORIG-A...ADD TERMINAL ROUTE: ICVY INT/HLI 38.9 DME TO TUPELO (OTB) VOR/DME MINIMUM ALTITUDE 2000. DISREGARD PLANVIEW NOTE: RADAR REQUIRED.

YAZOO CITY

Yazoo County

FDC 2/9317 871 FI/T IAP YAZOO COUNTY, YAZOO CITY, MS. VOR/DME B, ORIG...VOR/DME RWY 17, ORIG...VOR/DME RWY 35, ORIG-A...PROCEDURE NA.

FDC 2/1331 871 FI/T IAP YAZOO COUNTY, YAZOO CITY, MS. GPS RWY 35, ORIG...CIRCLING MDA 800/HAA 696 ALL CATS. TEMPORARY CRANE 308 MSL 1.05 NM EAST OF RWY 17.

FDC 2/1329 871 FI/T IAP YAZOO COUNTY, YAZOO CITY, MS. GPS RWY 17, ORIG...CIRCLING MDA 800/HAA 696 ALL CATS. VIS CAT C 2. TEMPORARY CRANE 308 MSL 1.05 NM EAST OF RWY 17.

MISSOURI

BOWLING GREEN

Bowling Green Muni

FDC 2/0582 H19 FI/T IAP BOWLING GREEN MUNI, BOWLING GREEN, MO. VOR/DME A, AMDT 2...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, UIN TACAN OTS.

CABOOL

Cabool Memorial

FDC 9/3663 TVB FI/T CABOOL MEMORIAL, CABOOL, MO. RNAV (GPS) RWY 21, ORIG...CAT C MINIMUMS NA.

CAMDENTON

Camdenton Memorial

FDC 2/6965 H21 FI/T IAP CAMDENTON MEMORIAL, CAMDENTON, MO. RNAV (GPS) RWY 33, ORIG...PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.

FESTUS

Festus Memorial

FDC 2/2388 FES FI/T ODP FESTUS MEMORIAL, FESTUS, MO. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1.TAKEOFF MINIMUMS: RWY 18, 400-2 3/4 OR STANDARD WITH MINIMUM CLIMB OF 450 FT PER NM TO 1000. RWY 36, 400-2 3/4 OR STANDARD WITH MINIMUM CLIMB OF 470 FT PER NM TO 1000. DEPARTURE PROCEDURE: RWY 18, CLIMB HEADING 187 TO 1200 BEFORE TURNING. RWY 36, CLIMB HEADING 007 TO 1200 BEFORE TURNING. NOTE: RWY 18, TREES BEGINNING 448 FEET FROM DEPARTURE END OF RUNWAY, 3 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/559 FEET MSL. RAILROAD 31 FEET FROM DEPARTURE END OF RUNWAY, 458 FEET RIGHT OF CENTERLINE, 23 FEET AGL/442 FEET MSL. TREES BEGINNING 1900 FEET FROM DEPARTURE END OF RUNWAY, 900 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/559 FEET MSL. NOTE: RWY 36, TREES BEGINNING 12 FEET FROM DEPARTURE END OF RUNWAY, 97 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/539 FEET MSL. TREES BEGINNING 17 FEET FROM DEPARTURE END OF RUNWAY, 58 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/639 FEET MSL.

HANNIBAL

Hannibal Rgnl

FDC 2/0584 HAE FI/T IAP HANNIBAL RGNL, HANNIBAL, MO. VOR/DME A, AMDT 4...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, UIN TACAN OTS.

KAISER LAKE OZARK

Lee C Fine Memorial

FDC 2/8426 AIZ FI/T IAP LEE C FINE MEMORIAL, KAISER LAKE OZARK, MO. LOC/DME RWY 21, AMDT 1C...TERMINAL ROUTE BNTON INT TO SHY VOR/DME 19 DME FIX NA.

KANSAS CITY

Charles B. Wheeler Downtown

FDC 2/9139 MKC FI/P IAP CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. RNAV (GPS) RWY 21, AMDT 1...DELETE NOTE: WHEN VGSI INOPERATIVE, CIRCLING RWY 19 NA AT NIGHT. THIS IS RNAV (GPS) RWY 21, AMDT 1A.

FDC 2/9138 MKC FI/P IAP CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. RNAV (GPS) RWY 19, ORIG...DELETE NOTE: CIRCLING TO RWY 19 NA AT NIGHT. THIS IS RNAV (GPS) RWY 19, ORIG-A.

FDC 2/8647 MKC FI/T SID CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. CHIEF THREE DEPARTURE...RACER THREE DEPARTURE...TIFTO TWO DEPARTURE...ROYAL THREE DEPARTURE...WILDCAT TWO DEPARTURE...TAKE-OFF MINIMUMS: RWY 1, 400-2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 307 FEET PER NM TO 1100. RWY 3, 400-2 1/2 OR STANDARD WITH MINIMUM CLIMB OF 231 FEET PER NM TO 1300. RWY 19, STANDARD WITH MINIMUM CLIMB OF 400 FEET PER NM TO 2500. RWY 21, STANDARD WITH MINIMUM CLIMB OF 251 FEET PER NM TO 1700. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/6273 MKC FI/T SID CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO, LAKES SIX DEPARTURE TAKE-OFF RWY 21, STANDARD WITH MINIMUM CLIMB OF 251 FEET PER NM TO 1700. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/6271 MKC FI/T ODP CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...TAKEOFF MINIMUMS: RWY 21, STANDARD WITH MINIMUM CLIMB OF 251 FEET PER NM TO 1700. NOTE: RWY 21, BUILDING 4799 FT FROM DER, 1740 FT LEFT OF CENTERLINE, 152 FT AGL/898 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1439 MKC FI/P CHART CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. NC-3 IFR ALTERNATE AIRPORT MINIMUMS. PAGE M4. CORRECT ALTERNATE MINIMUMS NOTE: REVISE TEXT TO READ NDB RWY 19...CAT C,D 800-2 1/2. VICE NDB RWY 19...CAT D 800-2 1/2. REVISE TEXT TO READ RNAV (GPS) RWY 19...CAT D 900-3. VICE RNAV (GPS) RWY 19...CAT D 900-3. NA WHEN LOCAL WEATHER NOT AVAILABLE. REVISE TEXT TO READ VOR RWY 19...CAT D 800-2 1/4. VICE VOR RWY 19...CAT D 800-2 1/2. REVISE TEXT TO READ VOR RWY 21...CAT A,B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4. VICE VOR RWY 21...CAT A,B 900-2, CAT C 900-2 1/2, CAT D 900-2 3/4. NA WHEN LOCAL WEATHER NOT AVAILABLE.

FDC 2/1360 MKC FI/T IAP CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. ILS OR LOC RWY 3, AMDT 4...S-ILS 3 CAT A/B/C DA 1084/HATH 341, VIS CAT A/B/C RVR 6000. 850 MSL TEMPORARY DRILLING RIG 1.03 NM SOUTHWEST OF AIRPORT.

LEE'S SUMMIT

Lee's Summit Muni

FDC 2/9683 LXT FI/T ODP LEE S SUMMIT MUNI, LEE S SUMMIT, MO. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF MINIMUMS: RWY 18, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 348 FT PER NM TO 1300. NOTE: RWY 18, TEMPORARY CRANE 4987 FT FROM DER, 1836 FT RIGHT OF CENTERLINE, 183 FT AGL/1163 FT MSL. REST OF PROCEDURE REMAINS AS PUBLISHED.

FDC 2/0759 LXT FI/T IAP LEE S SUMMIT MUNI, LEE S SUMMIT, MO. RNAV (GPS) RWY 11, AMDT 1...RNAV (GPS) RWY 18, AMDT 2...RNAV (GPS) RWY 29, AMDT 2...VOR/DME A, ORIG-A...CIRCLING CAT A MDA 1520/HAA 516 TEMPORARY CRANE 1.15 NM SW OF AIRPORT, 183 FT AGL/1163 FT MSL.

MONROE CITY

Capt. Ben Smith Airfield - Monroe City

FDC 2/0581 K52 FI/T IAP CAPT. BEN SMITH AIRFIELD - MONROE CITY, MONROE CITY, MO. VOR/DME A, AMDT 2...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, UIN TACAN OTS.

MOUNTAIN GROVE

Mountain Grove Memorial

FDC 2/7942 1MO FI/P IAP MOUNTAIN GROVE MEMORIAL, MOUNTAIN GROVE, MO. VOR/DME OR GPS RWY 8, ORIG-A...S-8 CAT A/B MDA 2380/HAT 904, VIS CAT A 1 1/4. CIRCLING MDA 2380/HAA 904, VIS CAT A 1 1/4. CHANGE NOTE TO READ: USE FORT LEONARD WOOD ALTIMETER SETTING, WHEN NOT AVAILABLE USE SPRINGFIELD ALTIMETER SETTING AND INCREASE ALL MDA 60 FT AND S-8 AND CIRCLING CAT B VIS 1 1/2 MILE. THIS IS VOR/DME OR GPS RWY 8, ORIG-B.

FDC 0/0493 1MO FI/T MOUNTAIN GROVE MEMORIAL, MOUNTAIN GROVE, MO. VOR/DME OR GPS RWY 8, ORIG-A...VOR/DME PORTION NA, DGD TACAN OTS.

ST JOSEPH

Rosecrans Memorial

FDC 2/9670 STJ FI/T SID ROSECRANS MEMORIAL, ST JOSEPH, MO. CHIEF THREE DEPARTURE...RACER THREE DEPARTURE...WILDCAT TWO DEPARTURE...TIFTO TWO DEPARTURE...ROYAL THREE DEPARTURE...TAKE-OFF MINIMUMS: RWY 31, 400-2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 325 FEET PER NM TO 1300. ALL OTHER DATA REMAINS AS PUBLISHED.

ST LOUIS

Lambert-St Louis Intl

FDC 2/6132 STL FI/T SID LAMBERT-ST LOUIS INTL, ST LOUIS, MO, LINDBERGH TWO DEPARTURE...LITTLE ROCK TRANSITION: (SAGZA) TO (SALHU)MINIMUM ALTITUDE 11000.

FDC 2/4950 STL FI/P IAP LAMBERT-ST LOUIS INTL, ST LOUIS, MO. ILS OR LOC RWY 6, AMDT 1D...MSA FROM: CSX VOR/DME 090-270 3000, 270-090 2200. CHANGE PLANVIEW NOTE ADF REQUIRED TO BRIEFING STRIP NOTE. THIS IS ILS OR LOC RWY 6, AMDT 1E.

TRENTON

Trenton Muni

FDC 2/2154 TRX FI/T IAP TRENTON MUNI, TRENTON, MO. RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 36, ORIG...NDB RWY 18, AMDT 7A...NDB RWY 36, AMDT 10...PROCEDURES NA.

MONTANA

BAKER

Baker Muni

FDC 2/2390 BHK FI/T IAP BAKER MUNI, BAKER, MT. GPS RWY 31, ORIG-B...NDB RWY 31, ORIG-A...STRAIGHT IN MINIMUMS NA.

FDC 2/2389 BHK FI/T ODP BAKER MUNI, BAKER, MT. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...RWY 13: NA.

BUTTE

Bert Mooney

FDC 2/1124 BTM FI/T IAP BERT MOONEY, BUTTE, MT. (SPECIAL) ILS Z RWY 15, AMDT 1...CIRCLING MINIMUMS NA. DISREGARD NOTES: CIRCLING NOT AUTHORIZED NORTHEAST OF RWY 15-33 AND CIRCLING REQUIRES DESCENT ON GLIDESLOPE TO MDA.

CONRAD

Conrad

FDC 2/8277 S01 FI/P ODP CONRAD, CONRAD, MT. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...NOTE: RWY 6, ANTENNA TOWER 307 FT FROM DER, 511 FT LEFT OF CENTERLINE, 40FT AGL/3565FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, ORIG-A.

CUT BANK

Cut Bank Muni

FDC 2/8610 CTB FI/T IAP CUT BANK MUNI, CUT BANK, MT. GPS RWY 31, ORIG-A...VOR RWY 31, AMDT 15...AFTER MISSED APPROACH ADD "CONTACT FSS ON 122.2 FOR FURTHER CLEARANCE".

GREAT FALLS

Great Falls Intl

FDC 2/6979 GTF FI/T IAP GREAT FALLS INTL, GREAT FALLS, MT. GPS RWY 34, ORIG...PROCEDURE NA.

HELENA

Helena Rgnl

FDC 2/1457 HLN FI/T IAP HELENA RGNL, HELENA, MT. RNAV (RNP) Y RWY 27, ORIG-A...PROCEDURE NA.

ID TO OLIBY

Route Zlc Zse. V448 Class

FDC 2/8697 ZLC FI/T ROUTE ZLC ZSE. V448 CLASS, ID TO OLIBY, MT MEA 13000.

FDC 2/8696 ZSE FI/T ROUTE ZLC ZSE. V448 CLASS, ID TO OLIBY, MT TO KILLY, MT TO KALISPELL (FCA), MT VOR/DME MEA 13000.

LEWISTOWN

Lewistown Muni

FDC 0/0486 LWT FI/T LEWISTOWN MUNI, LEWISTOWN, MT. RNAV (GPS) RWY 8, AMDT 1...PROCEDURE NA.

MT TO KALISPELL (FCA)

Route Zlc Zse. V448 Killy

FDC 2/8699 ZLC FI/T ROUTE ZLC ZSE. V448 KILLY, MT TO KALISPELL (FCA), MT VOR/DME MEA 13000.

FDC 2/8698 ZSE FI/T ROUTE ZLC ZSE. V448 KILLY, MT TO KALISPELL (FCA), MT VOR/DME MEA 13000.

MT VORTAC TO HAVRE (HVR)

Fi/T Route Zlc. V430 Cut Bank (Ctb)

FDC 2/3793 ZLC MT.. FI/T ROUTE ZLC. V430 CUT BANK (CTB), MT VORTAC TO HAVRE (HVR), MT VOR/DME MEA 6800.

RONAN

Ronan

FDC 2/3946 7S0 FI/T IAP RONAN, RONAN, MT. RNAV (GPS) RWY 16, ORIG...RNAV (GPS) RWY 34, ORIG...PROCEDURE NA.

SIDNEY

Sidney-Richland Muni

FDC 2/4553 SDY FI/T ODP SIDNEY-RICHLAND MUNI, SIDNEY, MT. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...TAKE-OFF MINIMUMS: RWY 11, STANDARD WITH MINIMUM CLIMB OF 205 FT PER NM TO 2800. ALL OTHER DATA REMAINS AS PUBLISHED. 2534 MSL TOWER 3.5 NM SOUTHEAST OF RWY 29.

NEBRASKA

FREMONT

Fremont Muni

FDC 2/8814 FET FI/T ODP FREMONT MUNI, FREMONT, NE. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...TAKEOFF MINIMUMS: RWY 14, 300-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 251 FT PER NM TO 1500. ALL OTHER DATA REMAINS AS PUBLISHED.

GORDON

Gordon Muni

FDC 2/2068 GRN FI/T IAP GORDON MUNI, GORDON, NE. RNAV (GPS) RWY 4, AMDT 1...LNAV CATS A/B MDA 4320/HAT 775. CAT B VISIBILITY 1 1/4. CIRCLING CATS A/B MDA 4320/HAA 758. CAT B VISIBILITY 1 1/4.

GRANT

Grant Muni

FDC 2/1801 GGF FI/T IAP GRANT MUNI, GRANT, NE. NDB RWY 15, AMDT 3A...NDB RWY 33, AMDT 3A...NORTH PLATTE (LBF) VORTAC TO GRANT (GGF) NDB MIN ALT 5300.

LINCOLN

Lincoln

FDC 2/9718 LNK FI/P CHART LINCOLN, LINCOLN, NE. NC-2 IFR ALTERNATE AIRPORT MINIMUMS. ADD ALTERNATE MINIMUMS NOTE: RNAV (GPS) RWY 14...NA WHEN LOCAL WEATHER NOT AVAILABLE.

FDC 2/8785 LNK FI/T IAP(DOD) LINCOLN, LINCOLN, NE. HI ILS OR LOC RWY 18, AMDT 2...BEATRICE ALTIMETER SETTING: CIRC CAT C MDA 1920/HAA 701.

FDC 2/8743 LNK FI/P CHART LINCOLN, LINCOLN, NE. ILS OR LOC RWY 18, AMDT 7...CORRECT PROFILE VIEW BY ADDING JUSAM AND ESACO INTS, WITH A MINIMUM ALTITUDE OF 3200 AT BOTH.

NORTH PLATTE

North Platte Rgnl Airport Lee Bird Field

FDC 2/0485 LBF FI/P IAP NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD, NORTH PLATTE, NE. VOR RWY 35, AMDT 18A...CHART NOTES: WHEN VGSI INOP, STRAIGHT-IN AND CIRCLING RWY 35 PROCEDURE NA AT NIGHT. WHEN VGSI INOP, CIRCLING RWY 12, 30 NA AT NIGHT. CIRCLING TO RWY 17 NA AT NIGHT. THIS IS VOR RWY 35, AMDT 18B.

FDC 2/0484 LBF FI/P IAP NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD, NORTH PLATTE, NE. ILS OR LOC RWY 30, AMDT 6...CHART NOTES: WHEN VGSI INOP, CIRCLING RWY 12 NA AT NIGHT. CIRCLING TO RWY 17 NA AT NIGHT. THIS IS ILS OR LOC RWY 30, AMDT 6A.

OMAHA

Eppley Airfield

FDC 2/0360 OMA FI/T IAP EPPLEY AIRFIELD, OMAHA, NE. ILS OR LOC/DME RWY 18, AMDT 8A...RADAR REQUIRED.

SCOTTSBLUFF

Western Nebraska Rgnl/William B. Heilig Field

FDC 2/6811 BFF FI/T IAP WESTERN NEB. RGNL/WILLIAM B. HEILIG FIELD, SCOTTSBLUFF, NE. RNAV (GPS) RWY 5, ORIG...PROCEDURE NA.

FDC 0/4862 BFF FI/T WESTERN NEB. RGNL/WILLIAM B. HEILIG FIELD, SCOTTSBLUFF, NE. ILS RWY 30, AMDT 9A...S-LOC 30 MDA 4260/HAT 310 ALL CATS.

SIDNEY

Sidney Muni/Lloyd W. Carr Field

FDC 2/9764 SNY FI/T IAP SIDNEY MUNI/LLOYD W. CARR FIELD, SIDNEY, NE. VOR/DME OR TACAN RWY 13, AMDT 5...VOR/DME OR TACAN RWY 31, AMDT 5...TACAN PORTION NA, SNY TACAN AZIMUTH OTS.

FDC 2/3876 SNY FI/T IAP SIDNEY MUNI/LLOYD W. CARR FIELD, SIDNEY, NE. VOR/DME OR TACAN RWY 13, AMDT 5...VOR/DME OR TACAN RWY 31, AMDT 5...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SNY TACAN OTS.

FDC 2/3875 SNY FI/T IAP SIDNEY MUNI/LLOYD W. CARR FIELD, SIDNEY, NE. VOR RWY 13, AMDT 7...VOR RWY 31, AMDT 8...VDP NA, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SNY TACAN OTS.

NEVADA

ELKO

Elko Rgnl

FDC 2/6982 EKO FI/T ODP ELKO RGNL, ELKO, NV. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 23 STANDARD WITH A MINIMUM CLIMB OF 395 FT PER NM TO 8400.

LAS VEGAS

Henderson Executive

FDC 2/0355 HND FI/T SID HENDERSON EXECUTIVE, LAS VEGAS, NV. ACSIN TWO DEPARTURE...TAKE-OFF RUNWAY 17R: CLIMB HEADING 168 TO INTERCEPT COURSE 198 TO CAVER, THEN ON TRACK 160 TO DAWNI, THEN ON TRACK 099 TO CAPTA, THEN ON TRACK 073 TO BAWLD, THEN ON TRACK 052 TO CROSS ACSIN AT OR ABOVE 13000, THEN ON TRACK 018 TO REELY, THEN ON TRACK 039 TO TRALR, THEN ON TRACK 055 TO BEERZ, THENCE....ALL OTHER DATA REMAINS THE SAME.

FDC 1/5733 HND FI/T AIRSPACE STAR HENDERSON, NEVADA, ADDEL ONE ARRIVAL TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION...EXPECT CLEARANCE TO CROSS FUZZY AT 16,000 AND 250 KNOTS, DELETE MANDATORY ALTITUDE AT JARIK.

Mc Carran Intl

FDC 2/8167 LAS FI/T LAS VEGAS MCCARRAN INTERNATIONAL ATC TOWER AND LAS VEGAS TRACON EFFECTIVE 1203240001-1303232359 VISUAL SEPARATION PROCEDURES AT LAS VEGAS MCCARRAN INTERNATIONAL AIRPORT (LAS) THIS NOTAM IS TO INFORM PILOTS OPERATING TO/FROM LAS AIRPORT OF VISUAL SEPARATION PROCEDURES BETWEEN THE LAS VEGAS MCCARRAN INTERNATIONAL ATC TOWER AND LAS VEGAS TRACON. LAS VEGAS MCCARRAN INTERNATIONAL ATC TOWER AND LAS VEGAS TRACON ARE AUTHORIZED TO APPLY VISUAL SEPARATION BETWEEN AIRCRAFT UNDER THE CONTROL OF EITHER FACILITY IN ORDER TO MAINTAIN EFFICIENCY AT LAS AIRPORT. BOTH FACILITIES MUST 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 OPERATIONS MANAGER OR DESIGNEE DURING NORMAL BUSINESS HOURS AT 702-262-5910.

FDC 2/7172 LAS FI/T SID MC CARRAN INTL, LAS VEGAS, NV, COWBY FOUR DEPARTURE...TAKEOFF MINIMUMS: RWY 19R, 300-1 1/2 WITH MINIMUM CLIMB OF 400 FEET PER NM TO 10000 OR STANDARD WITH MINIMUM CLIMB OF 578 FEET PER NM TO 2600, THEN MINIMUM CLIMB OF 400 FEET PER NM TO 10000. NOTE: RWY 1L, MULTIPLE TEMPORARY CRANES, 2.36 NM FROM DER, 1.18 NM LEFT OF CENTERLINE, UP TO 1106 AGL/3159 MSL. NOTE: RWY 19L, TEMPORAY CRANE 5765 FEET FROM DER, 1407 FEET RIGHT OF CENTERLINE, 150 AGL/2373 MSL. NOTE: RWY 19R, MULTIPLE TEMPORARY CRANE 3704 FEET FROM DER, 1425 FEET RIGHT OF CENTERLINE 150 AGL/2389 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/7162 LAS FI/T SID MC CARRAN INTL, LAS VEGAS, NV, SHEAD SEVEN DEPARTURE...TAKEOFF MINIMUMS: RWY 19R, 300-1 1/2 WITH MINIMUM CLIMB OF 483 FEET PER NM TO 9000, OR STANDARD WITH A CLIMB OF 578 FEET PER NM TO 2600, THEN MINIMUM CLIMB OF 483 FEET PER NM TO 9000. NOTE: RWY 1L, MULTIPLE TEMPORARY CRANES, 2.36 NM FROM DER, 1.18 NM LEFT OF CENTERLINE, UP TO 1106 AGL/3159 MSL. NOTE: RWY 19L, TEMPORAY CRANE 5765 FEET FROM DER, 1407 FEET RIGHT OF CENTERLINE, 150 AGL/2373 MSL. NOTE: RWY 19R, MULTIPLE TEMPORARY CRANE 3704 FEET FROM DER, 1425 FEET RIGHT OF CENTERLINE 150 AGL/2389 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/7160 LAS FI/T SID MC CARRAN INTL, LAS VEGAS, NV. HOOVER THREE DEPARTURE...MCCARRAN THREE DEPARTURE...LAS VEGAS THREE DEPARTURE...DEPARTURE TAKEOFF MINIMUMS: RWY 19R, 300-1 1/2 WITH MINIMUM CLIMB OF 360 FEET PER NM TO 7000 OR STANDARD WITH MINIMUM CLIMB OF 578 FEET PER NM TO 7000. NOTE: RWY 1L, MULTIPLE TEMPORARY CRANES, 2.36 NM FROM DER, 1.18 NM LEFT OF CENTERLINE, UP TO 1106 AGL/3159 MSL. TEMPORAY CRANE 5765 FEET FROM RWY 19L DER, 1407 FEET RIGHT OF CENTERLINE, 150 AGL/2373 MSL. NOTE: RWY 19R, MULTIPLE TEMPORARY CRANE 3704 FEET FROM DER, 1425 FEET RIGHT OF CENTERLINE 150 AGL/2389 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/7159 LAS FI/T SID MC CARRAN INTL, LAS VEGAS, NV, BOACH FOUR DEPARTURE...TAKEOFF MINIMUMS: RWY 19R, 300- 1 1/2 WITH A MINIMUM CLIMB OF 437 FEET PER NM TO 13000, OR STANDARD WITH MINIMUM CLIMB OF 578 FEET PER NM TO 2600, THEN MINIMUM CLIMB OF 437 FEET PER NM TO 13000. NOTE: RWY 1L, MULTIPLE TEMPORARY CRANE, 2.36 NM FROM DER, 1.18 NM LEFT OF CENTERLINE, UP TO 1106 AGL/3159 MSL. NOTE: RWY 19L, TEMPORARY CRANE 5765 FEET FROM DER, 1407 FEET RIGHT OF CENTERLINE, 150 AGL/2373 MSL. NOTE: RWY 19R, MULTIPLE TEMPORARY CRANE 3704 FEET FROM DER, 1425 FEET RIGHT OF CENTERLINE 150 AGL/2389 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/7158 LAS FI/T SID MC CARRAN INTL, LAS VEGAS, NV, TRALR FOUR DEPARTURE...DEPARTURE TAKEOFF MINIMUMS: RWY 19R, 300-1 1/2 WITH MINIMUM CLIMB OF 360 FEET PER NM TO 7000 OR STANDARD WITH MINIMUM CLIMB OF 578 FEET PER NM TO 7000. NOTE: RWY 1L, MULTIPLE TEMPORARY CRANES, 2.36 NM FROM DER, 1.18 NM LEFT OF CENTERLINE, UP TO 1106 AGL/3159 MSL. TEMPORAY CRANE 5765 FEET FROM RWY 19L DER, 1407 FEET RIGHT OF CENTERLINE, 150 AGL/2373 MSL. NOTE: RWY 19R, MULTIPLE TEMPORARY CRANE 3704 FEET FROM DER, 1425 FEET RIGHT OF CENTERLINE 150 AGL/2389 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/7156 LAS FI/T SID MC CARRAN INTL, LAS VEGAS, NV, PRFUM TWO DEPARTURE...TAKEOFF MINIMUMS: RWY 19L, STANDARD WITH MINIMUM CLIMB OF 355 FEET PER NM TO 15500. RWY 19R, 300-1 1/2 WITH MINIMUM CLIMB OF 335 FEET PER NM TO 15500, OR STANDARD WITH MINIMUM CLIMB OF 578 FEET PER NM TO 2600, THEN MINIMUM CLIMB OF 335 FEET PER NM TO 15500. NOTE: RWY 1L, MULTIPLE TEMPORARY CRANES, 2.36 NM FROM DER, 1.18 NM LEFT OF CENTERLINE, UP TO 1106 AGL/3159 MSL. NOTE: RWY 19L, TEMPORAY CRANE 5765 FEET FROM DER, 1407 FEET RIGHT OF CENTERLINE, 150 AGL/2373 MSL. NOTE: RWY 19R, MULTIPLE TEMPORARY CRANE 3704 FEET FROM DER, 1425 FEET RIGHT OF CENTERLINE 150 AGL/2389 MSL. NOTE: ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/4787 LAS FI/T SID MC CARRAN INTL, LAS VEGAS, NV, PRFUM TWO DEPARTURE...TAKEOFF MINIMUMS: RUNWAY 25R, STANDARD WITH OBSTACLE CLIMB OF 285 FEET PER NM TO 2900, ATC CLIMB OF 307 FEET PER NM TO 16500. ALL OTHER DATA REMAINS AS PUBLISHED. TEMPORARY CRANE, 2618 MSL 2.31 NM SOUTHWEST OF RWY 25R.

FDC 2/0985 LAS FI/T KEPEC THREE ARRIVAL DAG VORTAC - MISEN MEA 16000. GPS REQUIRED.

North Las Vegas

FDC 2/6243 VGT FI/T SID NORTH LAS VEGAS, LAS VEGAS, NV, NORTHTOWN TWO DEPARTURE PROCEDURE NA.

RENO

Reno/Stead

FDC 2/0371 RTS FI/T IAP RENO/STEAD, RENO, NV. RNAV (GPS) RWY 32, AMDT 1...CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT.

Reno/Tahoe Intl

FDC 2/7191 RNO FI/T IAP RENO/TAHOE INTL, 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.

FDC 2/6879 RNO FI/T SPECIAL RENO/TAHOE INTL, RENO, NV. (SPECIAL) ILS/DME RWY 16R, AMDT 3...S-ILS 16R DA 6446/HAT 2031, VIS 7 ALL CATS. ALTERNATE MINIMUM: 2100-7. LOC, NA CHANGE PROFILE NOTE FROM (ASTERISK) 7200 WHEN AUTHORIZED BY ATC TO (ASTERISK) 7400 WHEN AUTHORIZED BY ATC. AIRPORT ELEVATION 4415.

FDC 0/8883 RNO FI/T RENO/TAHOE INTL, RENO, NV. ILS RWY 16R, AMDT 10E...IN PROFILE VIEW, DISREGARD DICEY INT/I-RNO 7.7 DME.

TONOPAH

Tonopah

FDC 2/6876 TPH FI/T ODP TONOPAH, TONOPAH, NV. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWYS 15,33, STANDARD WITH MINIMUM CLIMB OF 345 FEET PER NM TO 7900. DEPARTURE PROCEDURE: RWY 15, CLIMBING LEFT TURN DIRECT TONOPAH (TPH) VORTAC. RWY 33, CLIMBING RIGHT TURN DIRECT TONOPAH (TPH) VORTAC. CONTINUE CLIMB IN HOLDING PATTERN (W, RIGHT TURNS, 085 INBOUND) TO DEPART TPH VORTAC AT OR ABOVE 10500. CLIMB ON COURSE TO MEA OR ASSIGNED ALTITUDE. ALL OTHER DATA REMAINS AS PUBLISHED.

NEW HAMPSHIRE

LEBANON

Lebanon Muni

FDC 2/6094 LEB FI/T IAP LEBANON MUNI, LEBANON, NH. VOR RWY 25, AMDT 1...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. LAH NDB OTS.

FDC 2/5516 LEB FI/T ODP LEBANON MUNI, LEBANON, NH. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...RWY 18, 300-1 WITH MINIMUM CLIMB OF 380 FEET PER NM TO 3800, OR 2000-3 FOR CLIMB IN VISUAL CONDITIONS.

MANCHESTER

Manchester

FDC 2/4424 MHT FI/T IAP MANCHESTER, MANCHESTER, NH. VOR/DME RWY 17, ORIG-D...VOR RWY 35, AMDT 15D...MSA FROM: MHT VORTAC 046-136 MINIMUM ALTITUDE 2600, 136-226 MINIMUM ALTITUDE 2000, 226-046 MINIMUM ALTITUDE 3500.

FDC 2/1475 MHT FI/T IAP MANCHESTER, MANCHESTER, NH. RNAV (RNP) Z RWY 17, ORIG-A...RNP 0.30 DA 823/HAT 594.

NASHUA

Boire Field

FDC 2/7781 ASH FI/T IAP BOIRE FIELD, NASHUA, NH. ILS OR LOC RWY 14, AMDT 5C...NDB OR GPS RWY 14, AMDT 5...STRAIGHT-IN MINIMUMS NA.

FDC 2/5377 ASH FI/T IAP BOIRE FIELD, NASHUA, NH. VOR OR GPS A, AMDT 11...DME MINIMUMS NA. DISREGARD MHT 3.2 DME FIX. DISREGARD (MAHGI) MHT 8.1 DME FIX. USE TIME/DISTANCE TABLE. DISREGARD PROFILE NOTE ASTERISK 940 WHEN USING MANCHESTER ALTIMETER SETTING.

FDC 2/4539 ASH FI/T IAP BOIRE FIELD, NASHUA, NH. RNAV (GPS) RWY 32, ORIG-A...STRAIGHT-IN MINIMUMS NA.

FDC 2/4537 ASH FI/T IAP BOIRE FIELD, NASHUA, NH. VOR RWY 32, ORIG-A...STRAIGHT-IN MINIMUMS NA.

FDC 2/4099 ASH FI/T IAP BOIRE FIELD, NASHUA, NH. ILS OR LOC RWY 14, AMDT 5D...S-LOC 14: MDA 660/HAT 460 ALL CATS. MANCHESTER ALTIMETER SETTING MINIMUMS: S-LOC 14: MDA 700/HAT 500 ALL CATS. VISIBILITY CATS A/B 3/4, CATS C/D 1. CHART NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 14 CAT A/B TO 1 MILE. CHART NOTE: FOR INOPERATIVE MALSR WHEN USING MANCHESTER ALTIMETER SETTING MINIMUMS, INCREASE S-LOC 14 CAT A/B VISIBILITY TO 1 MILE AND CAT C VISIBILITY TO 1 1/4 MILES. MISSED APPROACH: CLIMB TO 780 THEN CLIMBING RIGHT TURN TO 3500 DIRECT CHERN LOM AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3500.

PORTSMOUTH

Portsmouth Intl At Pease

FDC 2/2731 PSM FI/T IAP PORTSMOUTH INTL AT PEASE, PORTSMOUTH, NH. ILS OR LOC RWY 16, AMDT 2...CIRCLING CATS A/B/C MDA 640/HAA 540, CATS D/E MDA 840/HAA 740, VISIBILITY CAT D 2 1/4, CAT E 2 1/2. CARAY FIX MINIMUMS: CIRCLING CATS A/B/C MDA 640/HAA 540, CATS D/E MDA 840/HAA 740, VISIBILITY CAT D 2 1/4, CAT E 2 1/2. TEMPORARY CRANE 288 FEET MSL 3314 FEET SE OF RWY 16.

FDC 2/2727 PSM FI/T IAP PORTSMOUTH INTL AT PEASE, PORTSMOUTH, NH. VOR RWY 34, ORIG-D...RNAV (GPS) RWY 34, AMDT 1...ILS OR LOC RWY 34, AMDT 3...CIRCLING CATS A/B/C MDA 640/HAA 540, CATS D/E MDA 840/HAA 740, VISIBILITY CAT D 2 1/4, CAT E 2 1/2. TEMPORARY CRANE 288 FEET MSL 3314 FEET SE OF RWY 16.

FDC 2/2726 PSM FI/T IAP PORTSMOUTH INTL AT PEASE, PORTSMOUTH, NH. RNAV (GPS) RWY 16, AMDT 2...LNAV MDA 600/HAT 500 ALL CATS, VISIBILITY CATS A/B RVR 5000, CAT C RVR 6000, CAT D 1 1/2, CAT E 1 3/4. CIRCLING MDA CAT A/B/C MDA 640/HAA 540, CATS D/E MDA 840/HAA 740, VISIBILITY CAT D 2 1/4, CAT E 2 1/2. VDP NA. TEMPORARY CRANE 288 FEET MSL 3314 FEET SE OF RWY 16.

FDC 2/2725 PSM FI/T IAP PORTSMOUTH INTL AT PEASE, PORTSMOUTH, NH. VOR RWY 16, AMDT 5B...S-16 MDA 560/HAT 460 ALL CATS. VISIBILITY CAT A/B RVR 5000, CAT C RVR 6000, CAT D/E 1 1/2. CIRCLING CATS A/B/C MDA 640/HAA 540, CATS D/E MDA 840/HAA 740, VISIBILITY CAT D 2 1/4, CAT E 2 1/2. TEMPORARY CRANE 288 FEET MSL 3314 FEET SE OF RWY 16.

NEW JERSEY

ANDOVER

Aeroflex-Andover

FDC 2/4342 12N FI/T ODP AEROFLEX-ANDOVER, ANDOVER, NJ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKEOFF MINIMUMS: RWY 3, 500-2 OR STANDARD WITH A MINIMUM CLIMB OF 366 FT PER NM TO 900. RWY 21, 600-2 OR STANDARD WITH A MINIMUM CLIMB OF 295 FT PER NM TO 1000. ALL OTHER DATA REMAINS AS PUBLISHED.

BELMAR/FARMINGDALE

Monmouth Executive

FDC 2/5109 BLM FI/T IAP MONMOUTH EXECUTIVE, BELMAR/FARMINGDALE, NJ. RNAV (GPS) RWY 14, ORIG...DISREGARD NOTE: PROCEDURE NA AT NIGHT. DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. ADD NOTE: CIRCLING TO RWY 32 NA AT NIGHT. 34:1 IS CLEAR.

LAKESWOOD

Lakewood

FDC 2/7294 N12 FI/T IAP LAKESWOOD, LAKESWOOD, NJ. VOR RWY 6, AMDT 6B...S-6: MINIMUMS NA. CIRCLING: MDA 640/HAA 597. JOINT BASE MC GUIRE DIX LAKEHURST ALTIMETER SETTING MINIMUMS: S-6: MINIMUMS NA. CIRCLING: MDA 680/HAA 637. PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON CYN VORTAC AIRWAY RADIALS 046 CW 100. NOTE: PROCEDURE NA AT NIGHT. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 2/6930 N12 FI/T IAP LAKESWOOD, LAKESWOOD, NJ. RNAV (GPS) RWY 6, ORIG-B...LNAV MDA NA. JOINT BASE MC GUIRE DIX LAKEHURST ALTIMETER SETTING MINIMUMS: LNAV MDA NA. DISREGARD NOTE: GPS OR RNP-0.3 REQUIRED. PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON CYN VORTAC AIRWAY RADIALS 046 CW 100. NOTE: PROCEDURE NA AT NIGHT. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 2/6928 N12 FI/T IAP LAKESWOOD, LAKESWOOD, NJ. RNAV (GPS) RWY 24, ORIG-B...LNAV MDA NA. JOINT BASE MC GUIRE DIX LAKEHURST ALTIMETER SETTING MINIMUMS: LNAV MDA NA. DISREGARD NOTE: GPS OR RNP-0.3 REQUIRED. PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT MOFVA ON V1-16-229 NORTHEAST BOUND. NOTE: PROCEDURE NA AT NIGHT. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

LINDEN

Linden

FDC 2/1848 LDJ FI/T ODP LINDEN, LINDEN, NJ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2A...TAKE-OFF MINIMUMS: RWY 9, STANDARD WITH A MINIMUM CLIMB OF 259 FT PER NM TO 2500. ALL OTHER DATA REMAINS AS PUBLISHED. TEMPORARY CRANE 1906 MSL 11.69 NM NORTHEAST OF RWY 27.

MANVILLE

Central Jersey Rgnl

FDC 2/5597 47N FI/T IAP CENTRAL JERSEY RGNL, MANVILLE, NJ. RNAV (GPS) RWY 25, AMDT 1A...CIRCLING CAT B MDA 700/HAA 614.

FDC 2/5593 47N FI/T IAP CENTRAL JERSEY RGNL, MANVILLE, NJ. RNAV (GPS) RWY 7, AMDT 1...LNAV MDA 540/HAT 459 ALL CATS. CIRCLING CAT B MDA 700/HAA 614.

MORRISTOWN

Morristown Muni

FDC 2/4937 MMU FI/T IAP MORRISTOWN MUNI, MORRISTOWN, NJ. RNAV (RNP) Y RWY 23, ORIG...RNP 0.11 DA 631/HAT 448 ALL CATS. TEMPORARY CRANE 422 MSL 4284 FT NW OF RWY 23.

FDC 2/0332 MMU FI/T IAP MORRISTOWN MUNI, MORRISTOWN, NJ. ILS OR LOC RWY 23, AMDT 10...ALTERNATE MINIMUMS NA, TEB VOR/DME UNMONITORED.

NEWARK

Newark Liberty Intl

FDC 2/9079 EWR FI/T STAR NEWARK LIBERTY INTL, NEWARK NJ. DYLIN FOUR ARRIVAL FAK TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OTT VOR OTS.

FDC 2/9073 EWR FI/T STAR NEWARK LIBERTY INTL, NEWARK NJ. DYLIN FOUR ARRIVAL GVE TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OTT VOR OTS.

FDC 2/8181 EWR FI/T IAP NEWARK LIBERTY INTL, NEWARK, NJ. RNAV (RNP) Y RWY 22L, ORIG-F...RNAV (RNP) Y RWY 29, ORIG-C...RNAV (RNP) Z RWY 4R, ORIG-B...RNAV (RNP) Z RWY 29, ORIG-C...RNAV (GPS) RWY 4L, AMDT 1B...RNAV (GPS) RWY 11, ORIG-C...RNAV (GPS) RWY 22R, AMDT 1B...RNAV (GPS) Y RWY 4R, AMDT 1C...RNAV (GPS) Z RWY 22L, AMDT 1D...MSA MINIMUM ALTITUDE 3000.

FDC 2/5594 EWR FI/T IAP NEWARK LIBERTY INTL, NEWARK, NJ. RNAV (GPS) Y RWY 4R, AMDT 1C...LPV DA NA.

FDC 2/5520 EWR FI/T IAP NEWARK LIBERTY INTL, NEWARK, NJ. RNAV (RNP) Z RWY 4R, ORIG-B...RNP 0.15 DA 364/HAT 353, VISIBILITY RVR 4000 ALL CATS. RNP 0.30 DA 490/HAT 479, VISIBILITY RVR 6000 ALL CATS. DISREGARD NOTE: FOR INOPERATIVE ALSF, INCREASE RNP 0.15 VISIBILITY TO RVR 5000 ALL CATS AND RNP 0.30 VISIBILITY TO 1 1/2 ALL CATS. NOTE: FOR INOPERATIVE ALSF, INCREASE RNP 0.15 VISIBILITY TO RVR 6000 ALL CATS AND RNP 0.30 VISIBILITY TO 1 3/4 ALL CATS. MISSED APPROACH: CLIMB TO 2500 DIRECT CANBO AND ON TRACK 073 TO MOSME AND ON TRACK 025 TO TEB VOR/DME AND HOLD. WHEN AUTHORIZED BY ATC, CLIMB IN HOLDING TO 3000.

FDC 2/3028 EWR FI/T IAP NEWARK LIBERTY INTL, NEWARK, NJ. ILS OR LOC RWY 4L, AMDT 14.ILS OR LOC RWY 4R, AMDT 12C.ILS OR LOC RWY 11, AMDT 2B.ILS OR LOC RWY 22L, AMDT 12A.ILS OR LOC RWY 22R, AMDT 5B.ILS RWY 22L (SA CAT I), AMDT 12A.ILS RWY 4R (CAT II), AMDT 12C.ILS RWY 22L (SA CAT II), AMDT 12A.ILS RWY 4R (CAT III), AMDT 12C.GLS RWY 4L, ORIG-C.GLS RWY 4R, ORIG-B.GLS RWY 11, ORIG-A.GLS RWY 22L, ORIG-B.GLS RWY 22R, ORIG-B.VOR/DME RWY 22L, ORIG-C.VOR/DME RWY 22R, AMDT 4C.VOR RWY 11, AMDT 2C.COPTER ILS OR LOC/DME RWY 4L, AMDT 1D.COPTER ILS/DME RWY 22L, ORIG-A. MSA FROM TEB VOR/DME MINIMUM ALTITUDE 3000.

FDC 2/1064 EWR FI/P CHART NEWARK LIBERTY INTL, NEWARK, NJ. STADIUM VISUAL RWY 29, ORIG...CORRECT CHART: AT GIMEE WAYPOINT ADD TEXT TO CROSS AT 2500.

FDC 2/0336 EWR FI/T IAP NEWARK LIBERTY INTL, NEWARK, NJ. ILS OR LOC RWY 4L, AMDT 13B...ILS OR LOC RWY 4R, AMDT 12C...ILS OR LOC RWY 11, AMDT 2B...ILS OR LOC RWY 22L, AMDT 12A...ILS RWY 4L (SA CAT II), AMDT 13B...ILS RWY 4L (SA CAT I), AMDT 13B...ILS RWY 4R (CAT II), AMDT 12C...ILS RWY 4R (CAT III), AMDT 12C...ILS RWY 22L (SA CAT I), AMDT 12A...ILS RWY 22L (SA CAT II), AMDT 12A...VOR RWY 11, AMDT 2C...VOR/DME RWY 22L, ORIG-C...VOR/DME RWY 22R, AMDT 4C...ALTERNATE MINIMUMS NA, TEB VOR/DME UNMONITORED.

FDC 1/6779 EWR FI/T IAP NEWARK LIBERTY INTL, NEWARK, NJ. ILS OR LOC RWY 22L, AMDT 12A...ILS RWY 22L (CAT II), AMDT 12A...ILS RWY 22 (CAT I), AMDT 12A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. ARD DME OTS.

FDC 1/6777 EWR FI/T IAP NEWARK LIBERTY INTL, NEWARK, NJ. ILS OR LOC RWY 22R, AMDT 5...MISSED APPROACH: CLIMB TO 3000 ON HEADING 218.82 AND CRI VOR/DME R-263 TO KILMA INT/CRI 24.44 DME AND HOLD W, RT, 083.09 INBOUND. ARD DME OTS.

FDC 1/4826 EWR FI/T STAR NEWARK LIBERTY INTL, NEWARK, NJ., DYLIN FOUR ARRIVAL...CHANGE WASHINGTON CENTER FREQUENCY TO 132.52 VICE 132.53.

PITTSTOWN

Alexandria

FDC 2/5510 N85 FI/T IAP ALEXANDRIA, PITTSTOWN, NJ. VOR OR GPS RWY 8, AMDT 1A...VOR PORTION DME REQUIRED. ARD VOR/DME RADIALS 300-353 UNUSABLE BELOW 5000.

PRINCETON/ROCKY HILL

Princeton

FDC 2/6170 39N FI/T IAP PRINCETON, PRINCETON/ROCKY HILL, NJ. RNAV (GPS) RWY 10, AMDT 1...LPV DA ALL CATS NA. LNAV/VNAV DA ALL CATS NA. CIRCLING CAT B MDA 800/HAA 672. NOTE: PROCEDURE NA AT NIGHT.

RANCOCAS

Inductotherm

FDC 2/7725 3NJ6 FI/T IAP INDUCTOTERM, RANCOCAS, NJ. (SPECIAL) RNAV (GPS) RWY 2, AMDT 1...LNAV MDA 540/HAT 467 ALL CATS. CHANGE NOTE TO READ: USE SOUTH JERSEY REGIONAL ALTIMETER SETTING, WHEN NOT RECEIVED, USE NORTHEAST PHILADELPHIA ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET; INCREASE LNAV CAT C AND CIRCLING CAT C VISIBILITY 1/4 MILE. TERMINAL ROUTE: HOLD-IN-LIEU MINIMUM ALTITUDE 2100 AT IPBEH.

SUSSEX

Sussex

FDC 2/8379 FWN FI/T ODP SUSSEX, SUSSEX, NJ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKE-OFF MINIMUMS: RWY 3, 700-1 OR STANDARD WITH MINIMUM CLIMB GRADIENT OF 315 FT PER NM TO 800. NOTE: RWY 3, ANTENNA TOWER 6530 FT FROM DEPARTURE END OF RUNWAY, 580 FT RIGHT OF CENTERLINE, 125 FT AGL/655 FT MSL. ALL OTHER DATA REMAINS THE SAME.

TETERBORO

Teterboro

FDC 2/9064 TEB FI/T ODP TETERBORO, TETERBORO, NJ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 7...TAKEOFF MINIMUMS: RWY 1, 400-2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 466 FT PER NM TO 500. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/9063 TEB FI/T IAP TETERBORO, TETERBORO, NJ. RNAV (RNP) RWY 19, ORIG-B...RNP 0.10 DA 594/HAT 587 ALL CATS. TEMP CRANE 215 MSL 4779 FT N OF RWY 19.

FDC 2/8188 TEB FI/T IAP TETERBORO, TETERBORO, NJ. RNAV (RNP) RWY 19, ORIG-B...RNAV (RNP) Z RWY 6, ORIG-B...RNAV (GPS) X RWY 6, ORIG...RNAV (GPS) Y RWY 6, AMDT 2...MSA MINIMUM ALTITUDE 3000.

FDC 2/2597 TEB FI/T IAP TETERBORO, TETERBORO, NJ. ILS RWY 19, ORIG...VOR/DME RWY 6, ORIG-C...VOR/DME A, AMDT 2B...VOR/DME B, AMDT 2C...VOR RWY 24, ORIG-A...MSA FROM TEB VOR/DME MINIMUM ALTITUDE 3000.

FDC 2/0335 TEB FI/T IAP TETERBORO, TETERBORO, NJ. ILS OR LOC RWY 6, AMDT 29E...ILS RWY 19, ORIG...VOR RWY 24, ORIG-A...VOR/DME RWY 6, ORIG-C...VOR/DME A, AMDT 2B...VOR/DME B, AMDT 2C...ALTERNATE MINIMUMS NA, TEB VOR/DME UNMONITORED.

FDC 2/0191 TEB FI/P IAP TETERBORO, TETERBORO, NJ. COPTER ILS OR LOC RWY 6, AMDT 1E...S-LOC 6 MDA 480/HAT 474. MSA FROM TEB VOR/DME 3000. DELETE NOTE: SIMULTANEOUS RECEPTION OF I-TEB AND TEB DME REQUIRED. THIS IS COPTER ILS OR LOC RWY 6, AMDT 1F.

FDC 2/0190 TEB FI/P IAP TETERBORO, TETERBORO, NJ. ILS OR LOC RWY 6, AMDT 29E...S-LOC 6 MDA 480/HAT 474 ALL CATS. MSA FROM TEB VOR/DME 3000. DELETE NOTE: SIMULTANEOUS RECEPTION OF I-TEB AND TEB DME REQUIRED. THIS IS ILS OR LOC RWY 6, AMDT 29F.

TOMS RIVER

Robert J. Miller Air Park

FDC 2/1240 MJX FI/T IAP ROBERT J. MILLER AIR PARK, TOMS RIVER, NJ. VOR OR GPS RWY 6, AMDT 6A...VOR OR GPS RWY 24, AMDT 3B...ILS RWY 6, AMDT 1...MSA FROM COYLE VORTAC (CYN) 25 NM 2100.

TRENTON

Trenton Mercer

FDC 2/5512 TTN FI/T IAP TRENTON MERCER, TRENTON, NJ. VOR OR GPS RWY 24, AMDT 4B...VOR PORTION NA.

FDC 1/6776 TTN FI/T IAP TRENTON MERCER, TRENTON, NJ. ILS RWY 6, AMDT 9...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, AND DME OTS.

NEW MEXICO

CLOVIS

Clovis Muni

FDC 2/2227 CVN FI/T IAP CLOVIS MUNI, CLOVIS, NM. RNAV (GPS) RWY 22, ORIG...VOR RWY 22, AMDT 4A...PROCEDURE NA.

FDC 2/2226 CVN FI/T ODP CLOVIS MUNI, CLOVIS, NM. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...RWY 4, NA.

SANTA FE

Santa Fe Muni

FDC 2/0211 SAF FI/T IAP SANTA FE MUNI, SANTA FE, NM. ILS OR LOC RWY 2, AMDT 6...MISSED APPROACH: CLIMB TO 7300 THEN CLIMBING LEFT TURN TO 11000 VIA SAF VORTAC R-354 TO ZEDAN/SAF 30.00 DME AND HOLD N, RT, 173.83 INBOUND (DME REQUIRED). DOMAN (SG) LOM OTS.

SILVER CITY

Grant County

FDC 2/6726 SVC FI/P IAP GRANT COUNTY, SILVER CITY, NM. RNAV (GPS) RWY 26, ORIG...CIRCLING VIS CAT A/B 1. CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. THIS IS RNAV (GPS) RWY 26, ORIG-A.

TRUTH OR CONSEQUENCES

Truth Or Consequences Muni

FDC 2/4949 TCS FI/P IAP TRUTH OR CONSEQUENCES MUNI, TRUTH OR CONSEQUENCES, NM. VOR A, AMDT 9B...CHANGE MISSED APPROACH TO READ: CLIMBING LEFT TURN TO 8300 DIRECT TCS VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 8300. THIS IS VOR A, AMDT 9C.

ZUNI PUEBLO

Black Rock

FDC 2/3859 ZUN FI/T IAP BLACK ROCK, ZUNI PUEBLO, NM. VOR/DME RWY 6, AMDT 2...PROCEDURE NA.

NEW YORK

ALBION

Pine Hill

FDC 2/6422 9G6 FI/T IAP PINE HILL, ALBION, NY. RNAV (GPS) B, ORIG...PROCEDURE NA.

BETHPAGE

Cablevision Bethpage

FDC 2/9534 6JY8 FI/T SPECIAL CABLEVISION/BETHPAGE HELIPORT, BETHPAGE, NY. COPTER RNAV (GPS) 135, AMDT 1...LNAV: MDA NA WHEN USING UNS-1FW.

ELLENVILLE

Joseph Y Resnick

FDC 2/6436 N89 FI/T ODP JOSEPH Y RESNICK, ELLENVILLE, NY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF MINIMUMS: RWY 22, STANDARD WITH A MINIMUM CLIMB OF 450 FT PER NM TO 1800. NOTE: RWY 4, TANK 4616 FT FROM DER, 1490 FT RIGHT OF CENTERLINE, 223 FT AGL/507 FT MSL. NOTE: RWY 22, POLE 2196 FT FROM DER, 169 FT LEFT OF CENTERLINE, 80 FT AGL/384 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

ELMIRA/CORNING

Elmira/Corning Rgnl

FDC 2/9777 ELM FI/P CHART ELMIRA/CORNING RGNL, ELMIRA, NY. NE-2 IFR ALTERNATE AIRPORT MINIMUMS. CORRECT ALTERNATE MINIMUMS NOTE: REVISE TEXT TO READ RNAV (GPS) RWY 6...NA WHEN LOCAL WEATHER NOT AVAILABLE. VICE RNAV (GPS) RWY 6...NA WHEN CONTROL TOWER CLOSED. REVISE TEXT TO READ RNAV (GPS) RWY 24...NA WHEN LOCAL WEATHER NOT AVAILABLE. VICE RNAV (GPS) RWY 24...NA WHEN CONTROL TOWER CLOSED.

FDC 2/3050 ELM FI/T IAP ELMIRA/CORNING RGNL, ELMIRA/CORNING, NY. RNAV (GPS) RWY 10, AMDT 1...HABOM MINIMUM ALTITUDE 3400. WEXAS MINIMUM ALTITUDE 3260. LNAV MDA 2280/HAT 1338. CIRCLING MDA 2280/HAA 1325. HABOM TO RW10: 3.35/55.

FDC 2/0171 ELM FI/T IAP ELMIRA/CORNING RGNL, ELMIRA/CORNING, NY. ILS OR LOC RWY 24, AMDT 18B...S-ILS 24 MINIMUMS NA.

FARMINGDALE

Republic

FDC 2/4984 FRG FI/T ODP REPUBLIC, FARMINGDALE, NY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 6...TAKE-OFF MINIMUMS: RWY 1, 200-1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 218 FT PER NM TO 300, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MUST OCCUR NO LATER THAN 1500 FT PRIOR TO DER. ALL OTHER DATA REMAINS AS PUBLISHED.

GLENS FALLS

Floyd Bennett Memorial

FDC 2/6257 GFL FI/T ODP FLOYD BENNETT MEMORIAL, GLENS FALLS, NY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKEOFF MINIMUMS: RWY 1, STANDARD WITH MINIMUM CLIMB OF 312 FT PER NM TO 2600. RWY 12, STANDARD WITH MINIMUM CLIMB OF 270 FT PER NM TO 2200. RWY 19, STANDARD WITH MINIMUM CLIMB OF 280 FT PER NM TO 2200. RWY 30, STANDARD WITH MINIMUM CLIMB OF 480 FT PER NM TO 3100. DEPARTURE PROCEDURE: RWY 01, 12, 30, CLIMBING RIGHT TURN TO 2700 DIRECT GANSE LOM. CONTINUE CLIMB IN HOLD TO 2700. CROSS GANSE LOM AT OR ABOVE 2700 BEFORE PROCEEDING ON COURSE. RWY 19, CLIMB TO 2700 DIRECT GANSE LOM, CONTINUE CLIMB IN HOLD TO 2700, CROSS GANSE LOM AT OR ABOVE 2700 BEFOR EPROCEEDING ON COURSE.

JAMESTOWN

Chautauqua County/Jamestown

FDC 2/6297 JHW FI/T IAP CHAUTAUQUA COUNTY/JAMESTOWN, JAMESTOWN, NY. VOR/DME RWY 7, AMDT 4...PROCEDURE NA.

FDC 2/3394 JHW FI/T IAP CHAUTAUQUA COUNTY/JAMESTOWN, JAMESTOWN, NY. RNAV (GPS) RWY 25, AMDT 1A...LPV: DA 1971/HAT 250 ALL CATS. LNAV/VNAV: DA 2104/HAT 383 ALL CATS. CIRCLING: CAT A/B MDA 2200/HAA 477. NOTE: WHEN VGSI INOP, CIRCLING RWY 13 AND RWY 31 NA AT NIGHT. CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DUNKIRK ALTIMETER SETTING AND INCREASE LPV DA TO 2163, LNAV/VNAV DA TO 2296, AND ALL MDA 200 FEET; INCREASE LPV ALL CATS, LNAV CAT C, AND CIRCLING CATS C AND D VISIBILITY 1/2 MILE; INCREASE LNAV/VNAV ALL CATS VISIBILITY 3/4 MILE; INCREASE LNAV CAT D VISIBILITY 1/4 MILE.

KINGSTON

Kingston-Ulster

FDC 2/1071 20N FI/T IAP KINGSTON-ULSTER, KINGSTON, NY. VOR OR GPS A, AMDT 1A...VOR PORTION NA.

MALONE

Malone-Dufort

FDC 2/6321 MAL FI/T ODP MALONE-DUFORT, MALONE, NY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKE-OFF MINIMUMS: RWY 32, STANDARD, RWY 14, STANDARD WITH MINIMUM CLIMB OF 388 FT PER NM TO 2200. DEPARTURE PROCEDURE: RWY 32, CLIMB HEADING 320 TO 1300 BEFORE TURNING SOUTHEAST. ADD TAKEOFF OBSTACLE NOTE: RWY 14, BLDGS BEGINNING 976 FT FROM DER, 139 FT RIGHT OF CENTERLINE UP TO 125 FT AGL/1018 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

MILLBROOK

Sky Acres

FDC 2/6204 44N FI/T IAP SKY ACRES, MILLBROOK, NY. RNAV (GPS) RWY 17, AMDT 1A...LPV MINIMUMS NA.

MONTAUK

Montauk

FDC 2/9863 MTP FI/T ODP MONTAUK, MONTAUK, NY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...RWY 6, 300 - 1 OR STANDARD WITH A MINIMUM CLIMB OF 491 FT PER NM TO 300. RWY 24, 300 - 1. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/8661 MTP FI/T IAP MONTAUK, MONTAUK, NY. VOR OR GPS RWY 6, AMDT 3...S-6 MINIMUMS NA. CIRCLING MDA 680/HAA 673 ALL CATS.

FDC 2/8658 MTP FI/T IAP MONTAUK, MONTAUK, NY. RNAV (GPS) RWY 24, ORIG-A...LNAV CATS C/D NA. CIRCLING CATS A/B MDA 680/HAA 673, CATS C/D NA.

FDC 0/0481 MTP FI/T MONTAUK, MONTAUK, NY. VOR OR GPS RWY 6, AMDT 3...VOR PORTION: DME REQUIRED. GON VOR/DME OTS.

NEW YORK

John F Kennedy Intl

FDC 2/8160 JFK FI/T IAP JOHN F KENNEDY INTL, NEW YORK, NY. VOR OR GPS RWY 13L/13R, AMDT 18B...MSA FROM CRI VOR/DME 270 TO 030 MINIMUM ALTITUDE 3000.

FDG 2/8158 JFK FI/T IAP JOHN F KENNEDY INTL, NEW YORK, NY. RNAV (RNP) Z RWY 4L, ORIG-A...RNAV (RNP) Z RWY 4R, ORIG-A...RNAV (RNP) Z RWY 22L, ORIG-B...RNAV (RNP) Z RWY 31L, ORIG-A...RNAV (RNP) Z RWY 31R, ORIG-B...RNAV (GPS) RWY 22R, AMDT 1A...RNAV (GPS) X RWY 31L, AMDT 1B...RNAV (GPS) Y RWY 4L, AMDT 1B...RNAV (GPS) Y RWY 4R, AMDT 1C...RNAV (GPS) Y RWY 22L, AMDT 1C...RNAV (GPS) Y RWY 31L, AMDT 1B...RNAV (GPS) Y RWY 31R, AMDT 1B...COPTER RNAV (GPS) 028 ORIG-A MSA MINIMUM ALTITUDE 3000.

FDG 2/8149 JFK FI/T IAP JOHN F KENNEDY INTL, NEW YORK, NY. ILS OR LOC RWY 13L, AMDT 16B...ILS OR LOC RWY 22L, AMDT 24B...ILS OR LOC RWY 31L, AMDT 10C...ILS RWY 4R, AMDT 29B...ILS RWY 4L, AMDT 10A...VOR/DME RWY 22L, AMDT 4D...ILS OR LOC RWY 31R, AMDT 15B...VOR RWY 4L, ORIG-A...VOR RWY 4R, ORIG...VOR RWY 31L, ORIG...ILS RWY 22R, AMDT 2A...ILS RWY 4R (CAT II), AMDT 29B...ILS RWY 13L (CAT II), AMDT 16B...ILS RWY 22L (CAT II), AMDT 24B...ILS RWY 4R (CAT III), AMDT 29B...ILS RWY 22L (CAT III), AMDT 24B...MSA FROM JFK VOR/DME 270 TO 360 MINIMUM ALTITUDE 3000.

FDG 2/7724 JFK FI/T IAP JOHN F KENNEDY INTL, NEW YORK, NY. RNAV (RNP) Z RWY 31L, ORIG-A...PROCEDURE NA.

FDG 2/6160 JFK FI/T IAP JOHN F KENNEDY INTL, NEW YORK, NY. ILS OR LOC RWY 13L, AMDT 16B...ILS RWY 13L (CAT II), AMDT 16B...DME REQUIRED.

FDG 2/4938 JFK FI/T ODP JOHN F KENNEDY INTL, NEW YORK, NY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 8...TAKE-OFF MINIMUMS: RWY 31 L, STANDARD WITH MINIMUM CLIMB OF 256 FT PER NM TO 2600. RWY 31 R, STANDARD WITH MINIMUM CLIMB OF 250 FT PER NM TO 2400. ALL OTHER DATA REMAINS AS PUBLISHED. TEMPORARY CRANE 1906 MSL 9.77 NM WEST OF RWY 13R.

FDG 2/2720 JFK FI/T IAP JOHN F KENNEDY INTL, NEW YORK, NY. (SPECIAL) RNAV (RNP) RWY 13L, AMDT 2...RNAV (RNP) RWY 13R, AMDT 1...MSA MINIMUM ALTITUDE 3000.

FDG 2/1127 JFK FI/T IAP JOHN F KENNEDY INTL, NEW YORK, NY. RNAV (RNP) Z RWY 31L, ORIG-A...PROCEDURE NA.

La Guardia

FDG 2/7965 LGA FI/T IAP LA GUARDIA, NEW YORK, NY. ILS OR LOC RWY 4, AMDT 35A...RNAV (RNP) Z RWY 22, ORIG-B...RNAV (GPS) RWY 13, AMDT 1...RNAV (GPS) RWY 31, ORIG-A...RNAV (GPS) Y RWY 4, AMDT 2...RNAV (GPS) Y RWY 22, AMDT 2...RNAV (GPS) B, ORIG...RNAV (RNP) Z RWY 4, ORIG-A...COPTER RNAV (GPS) 250 MSA MINIMUM ALTITUDE 3000.

FDG 2/7964 LGA FI/T IAP LA GUARDIA, NEW YORK, NY. ILS OR LOC RWY 22, AMDT 20A...ILS RWY 22 (SA CAT I), AMDT 20A...ILS RWY 22 (SA CAT II), AMDT 20A...LOC RWY 31, AMDT 3...LDA A, AMDT 2B...VOR/DME G, AMDT 2A...VOR/DME H, AMDT 3...VOR RWY 4, AMDT 3...VOR F, AMDT 3...COPTER ILS OR LOC RWY 13, ORIG...COPTER ILS OR LOC/DME RWY 22, AMDT 2...MSA FROM LGA VOR/DME 190-010 MINIMUM ALTITUDE 3000.

FDG 2/7204 LGA FI/T ODP LA GUARDIA, NEW YORK, NY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 9A...TAKEOFF MINIMUMS: RWY 13, 400-2 1/4 OR AS PUBLISHED WHEN AUTHORIZED BY ATC. TEMPORARY CRANE 2051 FT FROM DEPARTURE END OF RUNWAY, 581 FT LEFT OF CENTERLINE, 162 FT MSL/150 FT AGL. REST OF DATA REMAINS AS PUBLISHED.

FDG 2/6284 LGA FI/T IAP LA GUARDIA, NEW YORK, NY. VOR/DME G, AMDT 2A...VOR/DME H, AMDT 3...PROCEDURE NA.

FDG 2/6283 LGA FI/T IAP LA GUARDIA, NEW YORK, NY. LDA A, AMDT 2B...AUTO PILOT COUPLED APPROACH NA.

FDG 2/2062 LGA FI/T IAP LA GUARDIA, NEW YORK, NY. ILS OR LOC RWY 4, AMDT 35A...RNAV (RNP) Z RWY 22, ORIG-B...RNAV (GPS) RWY 13, AMDT 1...RNAV (GPS) RWY 31, AMDT 1...RNAV (GPS) Y RWY 4, AMDT 2...RNAV (GPS) Y RWY 22, AMDT 2...RNAV (GPS) B, ORIG...RNAV (RNP) Z RWY 4, ORIG-A...COPTER RNAV (GPS) 250, ORIG-A...MSA MINIMUM ALTITUDE 3000.

FDG 2/1782 LGA FI/T IAP LA GUARDIA, NEW YORK, NY. ILS OR LOC RWY 4, AMDT 35A...ILS OR LOC RWY 22, AMDT 20A...RNAV (GPS) RWY 13, AMDT 1...RNAV (GPS) Y RWY 4, AMDT 2...RNAV (GPS) Y RWY 22, AMDT 2...RNAV (GPS) B, ORIG...LDA A, AMDT 2B...VOR/DME G, AMDT 2A...VOR/DME H, AMDT 3...VOR RWY 4, AMDT 3...LOC RWY 31, AMDT 3...CIRCLING CAT A/B/C MDA 700/HAA 679, VISIBILITY CAT C 2. TEMPORARY CRANE 327 MSL 4971 FT EAST OF RWY 31. TEMPORARY CRANE 333 MSL 5072 FT EAST OF RWY 31.

FDG 2/1776 LGA FI/T IAP LA GUARDIA, NEW YORK, NY. ILS OR LOC RWY 13, AMDT 1...COROR FIX MINIMUMS: CIRCLING CAT A/B/C MDA 700/HAA 679, VISIBILITY CAT C 2. TEMPORARY CRANE 327 MSL 4971 FT EAST OF RWY 31. TEMPORARY CRANE 333 MSL 5072 FT EAST OF RWY 31.

FDC 2/1323 LGA FI/T SID LA GUARDIA, NEW YORK, NY. LA GUARDIA FOUR DEPARTURE...GLDMN THREE DEPARTURE...TNNIS FOUR DEPARTURE...NTHNS ONE DEPARTURE...TREEO ONE DEPARTURE...TAKEOFF MINIMUMS: RWY 13, 400-2 1/4 OR AS PUBLISHED WHEN AUTHORIZED BY ATC. NOTE: RWY 13, TEMPORARY CRANE 2051 FT FROM DEPARTURE END OF RUNWAY, 581 FT LEFT OF CENTERLINE, 162 FT MSL/150 FT AGL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1065 LGA FI/T IAP LA GUARDIA, NEW YORK, NY. RNAV (GPS) RWY 31, AMDT 1...PROCEDURE NA.

Long Island Mac Arthur

FDC 2/1318 ISP FI/T STAR LONG ISLAND MAC ARTHUR, NY. LOVES TWO ARRIVAL DUE TO ALB VOR RESTRICTION, MEA ALB - ATHOS: 8000/GNSS RNAV MEA 3000. DUE TO RKA VOR RESTRICTION, MEA RKA - PETER: 10,000/GNSS RNAV MEA 6100. MEA DNY PETER - ATHOS: 6300. DME REQUIRED. RADAR REQUIRED.

NEWBURGH

Stewart Intl

FDC 2/5596 SWF FI/T IAP STEWART INTL, NEWBURGH, NY. VOR RWY 27, AMDT 5...CIRCLING MDA 1200/HAA 709 ALL CATS. IYTEZ FIX MINIMUMS NA.

FDC 2/5595 SWF FI/T IAP STEWART INTL, NEWBURGH, NY. ILS OR LOC RWY 9, AMDT 12...ILS OR LOC RWY 27, AMDT 1...RNAV (GPS) RWY 9, AMDT 1...RNAV (GPS) RWY 16, AMDT 1...RNAV (GPS) RWY 27, AMDT 1...RNAV (GPS) RWY 34, AMDT 1...CIRCLING MDA 1200/HAA 709 ALL CATS. VIS CAT C 2 MILES, CAT D 2 1/4 MILES.

FDC 2/1948 SWF FI/T IAP STEWART INTL, NEWBURGH, NY. ILS OR LOC RWY 27, AMDT 1...CMK R-323 NA.

NIAGARA FALLS

Niagara Falls Intl

FDC 2/6175 IAG FI/T IAP NIAGARA FALLS INTL, NIAGARA FALLS, NY. TACAN RWY 28R, AMDT 4...S-28R CATS A/B/C VIS RVR 4000. DISREGARD NOTE: (ASTERISK) WHEN MALSR INOP, INCREASE VIS CATS ABCE 1/2 MILE, AND CAT D 1/4 MILE. NOTE: (ASTERISK) FOR INOPERATIVE MALSR, INCREASE CATS A/B/C TO RVR 5000, CAT D TO RVR 6000, AND CAT E TO 1 1/2. NOTE: VISIBILITY REDUCTIONS BY HELICOPTERS NA. NOTE: WHEN VGS I INOP, CIRCLING RWY 6 AND 10R NA AT NIGHT.

FDC 2/6172 IAG FI/T IAP NIAGARA FALLS INTL, NIAGARA FALLS, NY. ILS 1 RWY 28R, AMDT 3...S-ILS 28R NA. S-LOC 28R MDA 920/HAT 332, VISIBILITY RVR 4000 ALL CATS. NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 28R ALL CATS VISIBILITY TO RVR 5000. NOTE: VISIBILITY REDUCTIONS BY HELICOPTERS NA. NOTE: WHEN VGS I INOP, CIRCLING RWY 6 AND 10R NA AT NIGHT. ALTERNATE MINIMUMS: STANDARD EXCEPT ILS CAT D 800-2 1/2, LOC CAT D 800-2 1/2.

NORWICH

Lt Warren Eaton

FDC 2/9118 OIC FI/T IAP LT WARREN EATON, NORWICH, NY. RNAV (GPS) RWY 1, ORIG...PROCEDURE NA.

FDC 2/6262 OIC FI/T IAP LT WARREN EATON, NORWICH, NY. VOR/DME A, AMDT 4...PROCEDURE NA.

ONEONTA

Oneonta Muni

FDC 2/6261 N66 FI/T IAP ONEONTA MUNI, ONEONTA, NY. VOR RWY 6, AMDT 4B...PROCEDURE NA.

POTSDAM

Potsdam Muni/Damon Fld/

FDC 2/5499 PTD FI/T IAP POTSDAM MUNI/DAMON FLD/, POTSDAM, NY. NDB RWY 24, AMDT 4...TERMINAL ROUTE LETUS INT TO POTSDAM (PTD) NDB NA.

ROCHESTER

Greater Rochester Intl

FDC 2/4927 ROC FI/T IAP GREATER ROCHESTER INTL, ROCHESTER, NY. ILS OR LOC RWY 28, AMDT 30A...S-ILS 28: NA.

FDC 2/4926 ROC FI/T IAP GREATER ROCHESTER INTL, ROCHESTER, NY. RNAV (GPS) RWY 28, AMDT 1B...LPV: DA NA. LNAV/VNAV: DA NA.

ROME

Griffiss Intl

FDC 2/6649 RME FI/T IAP GRIFFISS INTL, ROME, NY. VOR/DME RWY 15, ORIG...CHANGE MAP TO READ: UCA 17.34 DME.

FDC 2/5410 RME FI/T IAP GRIFFISS INTL, ROME, NY.
VOR/DME RWY 33, ORIG-A...S-33 MINIMUMS NA.

FDC 2/0251 RME FI/P IAP GRIFFISS INTL, ROME, NY.
RNAV (GPS) RWY 15, AMDT 1A...CIRCLING CAT A
MDA 1140/HAA 636, CAT B MDA 1200/HAA 696.
CHART NOTE: CIRCLING NA WEST OF RWY 15-33.
THIS IS RNAV (GPS) RWY 15, AMDT 1B.

FDC 2/0227 RME FI/T IAP GRIFFISS INTL, ROME, NY.
ILS OR LOC RWY 33, AMDT 1...S-LOC 33 MINIMUMS:
DME REQUIRED.

SARANAC LAKE

Adirondack Rgnl

FDC 2/5536 SLK FI/T IAP ADIRONDACK RGNL,
SARANAC LAKE, NY. VOR OR GPS RWY 9, AMDT
1...PROFILE NOTE: MAXIMUM ENTRY ALTITUDE
9500 AT SLK VOR/DME. CHANGE MISSED
APPROACH TO READ: CLIMB TO 3500, THEN
CLIMBING LEFT TURN TO 5000 DIRECT SLK
VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD
TO 5000. NOTE: STRAIGHT-IN/CIRCLING RWY 9
PROCEDURE NA AT NIGHT. NOTE: WHEN VGSI
INOP, CIRCLING RWY 5 NA AT NIGHT. NOTE:
CIRCLING TO RWY 27 NA AT NIGHT. NOTE:
VISIBILITY REDUCTIONS BY HELICOPTERS NA.

FDC 2/5535 SLK FI/T IAP ADIRONDACK RGNL,
SARANAC LAKE, NY. RNAV (GPS) RWY 5,
ORIG...CIRCLING CAT A MDA 2700/HAA 1037, CAT
B/C/D MDA 2820/HAA 1157. NOTE: WHEN VGSI INOP,
STRAIGHT-IN/CIRCLING RWY 5 PROCEDURE NA AT
NIGHT. NOTE: CIRCLING TO RWY 9/27 NA AT
NIGHT. NOTE: VISIBILITY REDUCTION BY
HELICOPTERS NA. PLANVIEW NOTE: PROCEDURE
NA FOR ARRIVAL AT SLK VOR/DME ON V196
NORTHEAST BOUND.

FDC 2/5534 SLK FI/T IAP ADIRONDACK RGNL,
SARANAC LAKE, NY. VOR/DME RWY 5, AMDT
3...CIRCLING CAT A MDA 2700/HAA 1037, CATS
B/C/D MDA 2820/HAA 1157. CHANGE MISSED
APPROACH TO READ: CLIMB TO 3500, THEN
CLIMBING LEFT TURN TO 5000 DIRECT SLK
VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD
TO 5000. NOTE: WHEN VGSI INOP,
STRAIGHT-IN/CIRCLING RWY 5 PROCEDURE NA AT
NIGHT. NOTE: CIRCLING TO RWY 9/27 NA AT
NIGHT. NOTE: VISIBILITY REDUCTION BY
HELICOPTERS NA.

FDC 2/0283 SLK FI/T IAP ADIRONDACK RGNL,
SARANAC LAKE, NY. ILS RWY 23, AMDT 8...GS/TCH
3.20/60. ALTITUDE CHECK AT BRIEL LOM SLK 6.5
DME, ALTITUDE 3748. BRIEL LOM SLK 6.5 DME
(FAF) ALTITUDE 3600 LOC ONLY. DISREGARD SLK
3.6 DME FIX, 2820. TERMINAL ROUTE FROM
SARANAC LAKE (SLK) VOR/DME TO BRIEL (SL)
LOM SLK 6.5 DME (IAF) MINIMUM ALTITUDE 5300.
TERMINAL ROUTE FROM PLATTSBURGH (PLB)
VORTAC (IAF) TO TRIKY NA. AT TRIKY INT
DISREGARD MASSENA (MSS) VORTAC R-130.
PROCEDURE TURN MAXIMUM ENTRY ALTITUDE
6000. PLANVIEW NOTE AT TRIKY INT: DME
REQUIRED. NOTE: WHEN VGSI INOP, CIRCLING
RWY 5 NA AT NIGHT. NOTE: CIRCLING TO RWY 9/27
NA AT NIGHT. NOTE: VISIBILITY REDUCTION BY
HELICOPTERS NA. MISSED APPROACH: CLIMB TO
3500, THEN CLIMBING RIGHT TURN TO 5000 DIRECT
SLK VOR/DME AND HOLD, CONTINUE
CLIMB-IN-HOLD TO 5000.

SARATOGA SPRINGS

Saratoga County

FDC 2/8797 5B2 FI/T IAP SARATOGA COUNTY,
SARATOGA SPRINGS, NY. RNAV (GPS) RWY 23,
AMDT 1A...VOR/DME A, AMDT 1A...CIRCLING TO
RWY 5, 32 AND 14 NA AT NIGHT.

FDC 2/8796 5B2 FI/T IAP SARATOGA COUNTY,
SARATOGA SPRINGS, NY. RNAV (GPS) RWY 5,
AMDT 1B...PROCEDURE NA AT NIGHT.

FDC 2/6546 5B2 FI/T ODP SARATOGA COUNTY,
SARATOGA SPRINGS, NY. TAKEOFF MINIMUMS
AND (OBSTACLE) DEPARTURE PROCEDURES AMDT
3A...DEPARTURE PROCEDURE: RWY 5, CLIMB
HEADING 053 TO 1300 BEFORE PROCEEDING ON
COURSE. ALL OTHER DATA REMAINS AS
PUBLISHED.

SHIRLEY

Brookhaven

FDC 2/6145 HWV FI/T IAP BROOKHAVEN, SHIRLEY,
NY. ILS RWY 6, AMDT 1...I-HWV LOCALIZER
UNUSABLE BEYOND OUTER MARKER ABOVE 2100,
AT THLD ABOVE 1000, DISREGARD NOTE: ILS
UNUSABLE FROM MM INBOUND.

SIDNEY

Sidney Muni

FDC 2/8434 N23 FI/T IAP SIDNEY MUNI, SIDNEY, NY. VOR RWY 25, AMDT 3A...RNAV (GPS) RWY 25, ORIG-C...DISREGARD NOTE: PROCEDURE NA AT NIGHT. NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 25 PROCEDURE NA AT NIGHT. NOTE: CIRCLING TO RWY 7 NA AT NIGHT.

SYRACUSE

Syracuse Hancock Intl

FDC 2/4755 SYR FI/T IAP SYRACUSE HANCOCK INTL, SYRACUSE, NY. TACAN RWY 33, ORIG...RNAV (GPS) RWY 15, AMDT 1A...ILS OR LOC RWY 10, AMDT 13...RNAV (GPS) RWY 10, AMDT 2...RNAV (GPS) RWY 28, AMDT 2...VOR RWY 15, AMDT 23...ILS OR LOC RWY 28, AMDT 34...CIRCLING MDA 980/HAA 579 ALL CATS. TEMPORARY CRANE 616 MSL 1610 FEET SOUTHWEST OF RWY 15.

FDC 2/2202 SYR FI/T IAP SYRACUSE HANCOCK INTL, SYRACUSE, NY. RNAV (GPS) RWY 33, AMDT 1...CIRCLING MDA 980/HAA 579 ALL CATS. TEMPORARY CRANE 616 MSL 1610 FEET SOUTHWEST OF RWY 15.

TICONDEROGA

Ticonderoga Muni

FDC 2/6147 4B6 FI/T IAP TICONDEROGA MUNI, TICONDEROGA, NY. RNAV (GPS) RWY 20, AMDT 1...TERMINAL ROUTE UBISE TO AFRED 11.89 NM.

WHITE PLAINS

Westchester County

FDC 2/3388 HPN FI/T ODP WESTCHESTER COUNTY, WHITE PLAINS, NY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 6...RWY 29: 200 - 1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 300 FT PER NM TO 800. NOTE: RWY 29, WATER TANK 6974 FT FROM DER, 736 FT RIGHT OF CENTERLINE 84 FT AGL/594 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

WILLIAMSON/SODUS

Williamson-Sodus

FDC 2/8599 SDC FI/P IAP WILLIAMSON-SODUS, WILLIAMSON/SODUS, NY. RNAV (GPS) RWY 28, AMDT 2...DELETE NOTE: PROCEDURE NA AT NIGHT. CHART NOTE: WHEN VGSI INOP, STRAIGHT-IN AND CIRCLING RWY 28 PROCEDURES NA AT NIGHT. CHART NOTE: WHEN VGSI INOP, CIRCLING RWY 10 NA AT NIGHT. THIS IS RNAV (GPS) RWY 28, AMDT 2A.

FDC 2/8598 SDC FI/P IAP WILLIAMSON-SODUS, WILLIAMSON/SODUS, NY. RNAV (GPS) RWY 10, AMDT 1...DELETE NOTE: PROCEDURE NA AT NIGHT. CHART NOTE: WHEN VGSI INOP, STRAIGHT-IN AND CIRCLING RWY 10 PROCEDURES NA AT NIGHT. CHART NOTE: WHEN VGSI INOP, CIRCLING RWY 28 NA AT NIGHT. THIS IS RNAV (GPS) RWY 10, AMDT 1A.

NORTH CAROLINA

ANDREWS

Western Carolina Rgnl

FDC 2/1173 RHP FI/T SPECIAL WESTERN CAROLINA RGNL, ANDREWS, NC. (SPECIAL) COPTER RNAV (GPS) 074, ORIG...CHANGE ALL REFERENCES TO ANDREWS-MURPHY TO WESTERN CAROLINA RGNL. MISSED APPROACH: CLIMB TO 7600 DIRECT AKALE WP AND HOLD.

ASHEVILLE

Asheville Rgnl

FDC 2/1847 AVL FI/T IAP ASHEVILLE RGNL, ASHEVILLE, NC. ILS OR LOC RWY 16, AMDT 3B...I-MO LOCALIZER UNUSABLE 0.20 NM FROM THLD.

BURLINGTON

Burlington-Alamance Rgnl

FDC 2/5371 BUY FI/T ODP BURLINGTON-ALAMANCE REGIONAL, BURLINGTON, NC. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES. TAKE-OFF MINIMUMS: RWY 6, 300-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 211 FEET PER NM TO 900, OR ALTERNATIVELY WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FEET PER NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1400 FEET PRIOR TO DER. DEPARTURE PROCEDURE: RWY 24, CLIMB HEADING 240 TO 1200 BEFORE TURNING LEFT. NOTE: RWY 6, TREES BEGINNING 52 FEET FROM END OF RUNWAY, 490 FEET RIGHT OF CENTERLINE UP TO 62 FEET AGL/692 FEET MSL. TREES BEGINNING 890 FEET FROM END OF RUNWAY, 416 FEET LEFT OF CENTERLINE UP TO 94 FEET AGL/704 FEET MSL. POWER POLE 4812 FEET FROM END OF RUNWAY, 77 FEET RIGHT OF CENTERLINE, UP TO 97 FEET AGL/717 FEET MSL. WATER TOWER 1.13 NM FROM END OF RUNWAY, 1558 FEET RIGHT OF CENTERLINE 146 FEET AGL/766 FEET MSL. RWY 24, TREES BEGINNING 115 FEET FROM END OF RUNWAY, 365 FEET LEFT OF CENTERLINE UP TO 99 FEET AGL/689 FEET MSL. POWER POLE 702 FEET FROM END OF RUNWAY, 384 FEET LEFT OF CENTERLINE UP TO 36 FEET AGL/636 FEET MSL. FDC 2/5371 BUY FI/T ODP BURLINGTON-ALAMANCE REGIONAL, BURLINGTON, ALL OTHER DATA REMAINS AS PUBLISHED.

CONCORD

Concord Rgnl

FDC 2/2567 JQF FI/T IAP CONCORD RGNL, CONCORD, NC. ILS OR LOC RWY 20, AMDT 2...S-ILS 20 DA 1014/HAT 309 ALL CATS. TEMPORARY CRANES 792 MSL BEGINNING 2327 FEET NE OF RWY 20.

FDC 2/2566 JQF FI/T IAP CONCORD RGNL, CONCORD, NC. RNAV (GPS) RWY 20, ORIG...LPV DA 1087/HAT 382, VISIBILITY 1 1/4 ALL CATS. TEMPORARY CRANES 792 MSL BEGINNING 2327 FEET NE OF RWY 20.

FDC 2/2565 JQF FI/T ODP CONCORD RGNL, CONCORD, NC. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...NOTE: RWY 02, TEMPORARY CRANE 2455 FEET FROM DER, 183 FEET LEFT OF CENTERLINE 30 FEET AGL/783 FEET MSL. TEMPORARY CRANES BEGINNING 2293 FEET FROM DER, 104 FEET RIGHT OF CENTERLINE, UP TO 30 FEET AGL/792 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

CURRITUCK

Currituck County Rgnl

FDC 2/2924 ONX FI/T IAP CURRITUCK COUNTY RGNL, CURRITUCK, NC. RNAV (GPS) RWY 23, ORIG-A...VOR/DME A, AMDT 1...CIRCLING: CATS A/B/C MDA 540/HAA 522. TEMPORARY CRANE 189 MSL 807 FT SE OF RWY 5.

FDC 2/2923 ONX FI/T IAP CURRITUCK COUNTY RGNL, CURRITUCK, NC. RNAV (GPS) RWY 5, ORIG...LNAV: MDA 500/HAT 487 ALL CATS. VIS CATS C/D 1 3/8. CIRCLING: CATS A/B/C MDA 540/HAA 522. TEMPORARY CRANE 189 MSL 807 FT SE OF RWY 5.

ELIZABETH CITY

Elizabeth City Cg Air Station/Rgnl

FDC 2/5813 ECG FI/T IAP ELIZABETH CITY CG AIR STATION/RGNL, ELIZABETH CITY, NC. NDB RWY 10, ORIG-E...ALTERNATE MINIMUMS NA, LLW (WOODVILLE) NDB UNMONITORED.

GREENSBORO

Piedmont Triad Intl

FDC 2/3473 GSO FI/T IAP PIEDMONT TRIAD INTL, GREENSBORO, NC. VOR RWY 5R, AMDT 13A...MISSED APPROACH: CLIMB TO 1600 THEN CLIMBING LEFT TURN TO 3100 VIA HEADING 330 DEGREES AND GSO R-360 TO MAYOS/GSO 16.9 DME AND HOLD. DME REQUIRED.

JACKSONVILLE

Albert J Ellis

FDC 2/4274 OAJ FI/P IAP ALBERT J ELLIS, JACKSONVILLE, NC. RNAV (GPS) RWY 5, AMDT 1...LNAV/VNAV DA 465/HATH 376, VIS 3/4 ALL CATS. CHANGE INOPERATIVE MALSR NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE LNAV CAT C/D VISIBILITY TO 1 MILE. CHANGE INOPERATIVE MALSR, WHEN USING WILMINGTON ALTIMETER SETTING TO READ: FOR INOPERATIVE MALSR, WHEN USING WILMINGTON ALTIMETER SETTING, INCREASE LPV ALL CATS VISIBILITY TO 7/8 MILE, INCREASE LNAV/VNAV ALL CATS TO 1 1/2 MILE, AND LNAV CAT C/D TO 1 3/8 MILE. THIS IS RNAV (GPS) RWY 5, AMDT 1A.

KINSTON

Kinston Rgnl Jetport At Stallings Fld

FDC 2/5362 ISO FI/T IAP KINSTON RGNL JETPORT AT STALLINGS FLD, KINSTON, NC. VOR RWY 23, AMDT 15...MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3100 DIRECT ISO VORTAC AND HOLD. CONTINUE CLIMB-IN-HOLD TO 3100.

MANTEO

Dare County Rgnl

FDC 2/5064 MQI FI/T IAP DARE COUNTY RGNL, MANTEO, NC. VOR RWY 17, AMDT 4...DME MINIMUMS S-17 CATS A/B/C MDA 460/HAT 446. NOTE: STRAIGHT IN/CIRCLING RWY 17 PROCEDURE NA AT NIGHT. NOTE: CIRCLING TO RWY 35 NA AT NIGHT.

MOORESVILLE

Lowe's Mooresville

FDC 2/9536 4NC4 FI/T SPECIAL LOWE S MOORESVILLE, MOORESVILLE, NC. COPTER RNAV (GPS) 097, AMDT 1...COPTER RNAV (GPS) 262, AMDT 1...LNAV: MDA NA WHEN USING UNS-1FW.

MOUNT OLIVE

Mount Olive Muni

FDC 2/9418 W40 FI/T IAP MOUNT OLIVE MUNI, MOUNT OLIVE, NC. VOR OR GPS A, AMDT 1...CIRCLING MDA 740/HAA 572 ALL CATS. NOTE: WHEN VGSI INOP, CIRCLING RUNWAY 5 NA AT NIGHT.

FDC 2/5079 W40 FI/T ODP MOUNT OLIVE MUNI, MOUNT OLIVE, NC. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKE-OFF MINIMUMS: RWY 5, STANDARD. RWY 23, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 334 FT PER NM TO 500. TAKEOFF OBSTACLE NOTES: NOTE: RWY 23, POLES, BUILDINGS, TREES BEGINNING 109 FT FROM DEPARTURE END OF RUNWAY, 41 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/251 FT MSL. TREES BEGINNING 864 FT FROM DEPARTURE END OF RUNWAY, 152 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/259 FT MSL. TOWER, 4534 FT FROM DEPARTURE END OF RUNWAY, 413 FT RIGHT OF CENTERLINE, 196 FT AGL/355 FT MSL. NOTE: RWY 5, VEHICLE ON ROAD, 263 FT FROM DEPARTURE END OF RUNWAY, RIGHT AND LEFT OF CENTERLINE, UP TO 17 FT AGL/183 FT MSL. POLE, TREES BEGINNING 453 FT FROM DEPARTURE END OF RUNWAY, 24 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/279 FT MSL. TREES BEGINNING 2208 FT FROM DEPARTURE END OF RUNWAY, 28 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/262 FT MSL.

NEW BERN

Coastal Carolina Regional

FDC 2/8280 EWN FI/T IAP COASTAL CAROLINA REGIONAL, NEW BERN, NC. RNAV (GPS) RWY 22, ORIG-B...LNAV MDA 560/HAT 543 ALL CATS. CIRCLING CATS A/B/C MDA 560/HAA 541.

FDC 2/6163 EWN FI/T IAP COASTAL CAROLINA REGIONAL, NEW BERN, NC. ILS OR LOC RWY 4, ORIG-C...S-ILS 4: DA 337/HAT 321 ALL CATS, VIS 1 ALL CATS. S-LOC 4: MDA 420/HAT 404 ALL CATS, VIS CAT C 1 1/4. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. TERMINAL ROUTE: HOLD-IN-LIEU MINIMUM ALTITUDE 1400 AT KATFI LOM.

FDC 2/6162 EWN FI/T IAP COASTAL CAROLINA REGIONAL, NEW BERN, NC. RNAV (GPS) RWY 4, ORIG-A...LPV DA 371/HAT 355 ALL CATS, VIS 1 1/4 ALL CATS. LNAV/VNAV DA 430/HAT 414 ALL CATS. LNAV MDA 420/HAT 404 ALL CATS, VIS CAT C 1 1/4. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

NORTH WILKESBORO

Wilkes County

FDC 2/5375 UKF FI/T ODP WILKES COUNTY, NORTH WILKESBORO, NC. TAKEOFF 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 0/8146 SOP FI/T MOORE COUNTY, PINEHURST/SOUTHERN PINES, NC. ILS RWY 5, ORIG...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SDZ VORTAC OTS.

RALEIGH/DURHAM

Raleigh-Durham Intl

FDC 2/8157 RDU FI/T SID RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC, BULZZ ONE DEPARTURE ATC ASSIGNED ONLY.

ROCKINGHAM

Richmond County

FDC 2/3745 RCZ FI/T IAP RICHMOND COUNTY, ROCKINGHAM, NC. RNAV (GPS) RWY 32, ORIG...LPV DA 697/HAT 341, VIS 1 1/4 ALL CATS.

RUTHERFORDTON

Rutherford Co - Marchman Field

FDC 0/0330 FQD FI/T RUTHERFORD
CO/MARCHMAN FIELD, RUTHERFORDTON, NC. LOC
RWY 1, AMDT 2A...SUGARLOAF MOUNTAIN
TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED
WITH SUITABLE RNAV SYSTEM WITH GPS. SUG
TACAN OTS.

SILER CITY

Siler City Muni

FDC 2/9817 5W8 FI/T IAP SILER CITY MUNI, SILER
CITY, NC. VOR OR GPS A, AMDT 2...CHANGE
TERMINAL ROUTE TO READ: GREENSBORO (GSO)
VORTAC TO LIBERTY (LIB) VORTAC (NOPT).

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.

FDC 2/1261 JNX FI/T IAP JOHNSTON COUNTY,
SMITHFIELD, NC. RNAV (GPS) RWY 21,
ORIG...NOTE: WHEN VGSI INOP,
STRAIGHT-IN/CIRCLING RWY 21 PROCEDURE NA
AT NIGHT. NOTE: WHEN VGSI INOP, CIRCLING TO
RWY 3 NA AT NIGHT. DISREGARD VDP.

FDC 2/1252 JNX FI/T IAP JOHNSTON COUNTY,
SMITHFIELD, NC. RNAV (GPS) RWY 3,
ORIG-A...NOTE: WHEN VGSI INOP,
STRAIGHT-IN/CIRCLING RWY 3 PROCEDURE NA AT
NIGHT. NOTE: WHEN VGSI INOP, CIRCLING TO RWY
21 NA AT NIGHT. NOTE: VISIBILITY REDUCTION BY
HELICOPTERS NA AT NIGHT. DISREGARD VDP.

FDC 2/1247 JNX FI/T IAP JOHNSTON COUNTY,
SMITHFIELD, NC. ILS OR LOC RWY 3, AMDT
1A...NDB RWY 3, AMDT 1...NOTE: WHEN VGSI INOP,
STRAIGHT-IN/CIRCLING RWY 3 PROCEDURE NA AT
NIGHT. NOTE: WHEN VGSI INOP, CIRCLING TO RWY
21 NA AT NIGHT. NOTE: VISIBILITY REDUCTION BY
HELICOPTERS NA AT NIGHT.

STATESVILLE

Statesville Rgnl

FDC 2/9816 SVH FI/T IAP STATESVILLE RGNL,
STATESVILLE, NC. VOR/DME RWY 10, AMDT
8...VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 2/9696 SVH FI/T IAP STATESVILLE RGNL,
STATESVILLE, NC. RNAV (GPS) RWY 28, AMDT
2...LNAV: MDA 1300/HAT 344 ALL CATS, VISIBILITY
CATS A/B/C 3/4. LPV: DA VISIBILITY ALL CATS 3/4.
LNAV/VNAV: DA VISIBILITY ALL CATS 3/4.

TARBORO

Tarboro-Edgecombe

FDC 2/9788 ETC FI/T IAP TARBORO-EDGECOMBE,
TARBORO, NC. NDB RWY 27, ORIG...PROCEDURE
NA.

WALNUT COVE

Meadow Brook Field

FDC 2/5618 N63 FI/T ODP MEADOW BROOK FIELD,
WALNUT COVE, NC. TAKEOFF MINIMUMS AND
(OBSTACLE) DEPARTURE PROCEDURES AMDT
1...RWY 16, 800-3 OR STANDARD WITH A MINIMUM
CLIMB OF 324 FEET PER NM TO 2000. RWY 34, NA.
NOTE: RWY 16, TANK 5738 FEET FROM DER, 742
FEET RIGHT OF CENTERLINE, 157 FEET AGL/843
FEET MSL. TERRAIN 1.74 NM FROM DER, 2265 FEET
RIGHT OF CENTERLINE, 200 FEET AGL/999 FEET
MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

WILMINGTON

Wilmington Intl

FDC 2/5379 ILM FI/T IAP WILMINGTON INTL,
WILMINGTON, NC. ILS OR LOC RWY 24,
ORIG-A...RNAV (GPS) RWY 24, AMDT 1...DISREGARD
NOTE: STRAIGHT-IN MINIMUMS NA AT NIGHT
WHEN CONTROL TOWER CLOSED.

WINSTON SALEM

Smith Reynolds

FDC 2/5381 INT FI/T ODP SMITH REYNOLDS,
WINSTON SALEM, NC. TAKEOFF MINIMUMS AND
(OBSTACLE) DEPARTURE PROCEDURES AMDT
6...NOTE: RWY 22, TEMPORARY CRANE 2409 FT
FROM DEPARTURE END OF RUNWAY, 159 FT RIGHT
OF CENTERLINE, 114 FT AGL/1100 FT MSL. ALL
OTHER DATA REMAINS AS PUBLISHED.

NORTH DAKOTA

BISMARCK

Bismarck Muni

FDC 2/2744 BIS FI/T IAP BISMARCK MUNI,
BISMARCK, ND. RADAR-1, AMDT 3B...PROCEDURE
NA.

DEVILS LAKE

Devils Lake Rgnl

FDC 2/4423 DVL FI/T IAP DEVILS LAKE RGNL, DEVILS LAKE, ND. RNAV (GPS) RWY 3, AMDT 1...PROCEDURE NA.

ND VORTAC TO MINOT (MOT)

Route Zlc Zmp. V430 Williston (Isn)

FDC 2/3804 ZLC FI/T ROUTE ZLC ZMP. V430 WILLISTON (ISN), ND VORTAC TO MINOT (MOT), ND VORTAC MEA 5000.

FDC 2/3803 ZMP FI/T ROUTE ZLC ZMP. V430 WILLISTON (ISN), ND VORTAC TO MINOT (MOT), ND VORTAC MEA 5000.

TIOGA

Tioga Muni

FDC 2/4198 D60 FI/T IAP TIOGA MUNI, TIOGA, ND. RNAV (GPS) RWY 30, ORIG...CIRCLING CAT A MDA 2780 HAA 509. TEMPORARY CRANE 2475 MSL 1.89 NM NW OF RWY 30. TEMPORARY CRANE 2463 MSL 1.80 NM NW OF RWY 30.

WILLISTON

Sloulin Fld Intl

FDC 2/6741 ISN FI/T IAP SLOULIN FLD INTL, WILLISTON, ND. VOR RWY 11, AMDT 13...S-11: MDA 2740/HAT 758 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING: MDA 2740/HAA 758 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. WALIV/ISN 3.5 DME MINIMUM ALTITUDE (ASTERISK) 2740. (ASTERISK) 2840 WHEN USING SIDNEY ALTIMETER SETTING. ALTERNATE MINIMUMS: STANDARD EXCEPT CAT C 800-2 1/4, CAT D 800-2 1/2. TEMPORARY DRILLING RIG 2435 MSL 3.86 NM NORTHWEST OF AIRPORT.

FDC 2/6738 ISN FI/T IAP SLOULIN FLD INTL, WILLISTON, ND. RNAV (GPS) RWY 11, ORIG...LNAV: MDA 2740/HAT 758 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING: MDA 2740/HAA 758 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. ALTERNATE MINIMUMS: STANDARD EXCEPT CAT C 800-2 1/4, CAT D 800-2 1/2. TEMPORARY DRILLING RIG 2435 MSL 3.86 NM NORTHWEST OF AIRPORT.

OHIO

AKRON

Akron-Canton Rgnl

FDC 2/0309 CAK FI/T IAP AKRON-CANTON RGNL, AKRON, OH. ILS OR LOC RWY 1, AMDT 38...S-LOC 1 MDA 1660/HAT 451 ALL CATS, VIS CAT A/B/C RVR 4000, CAT D RVR 5000. FOR INOPERATIVE MALSR, INCREASE S-LOC 1 CAT A/B VIS TO 1 MILE. TEMPORARY CRANE 1352 MSL 5535 FT SOUTH OF AIRPORT.

FDC 2/0308 CAK FI/T ODP AKRON-CANTON RGNL, AKRON, OH. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 6...NOTE: RWY 19, TEMPORARY CRANE 2414 FT FROM DER, 969 FT LEFT OF CENTERLINE, 175 FT AGL/1352 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/0307 CAK FI/T IAP AKRON-CANTON RGNL, AKRON, OH. RADAR-1, AMDT 24...ASR 1 MDA 1660/HAT 451 ALL CATS, VIS CATS A/B/C RVR 4000. FOR INOPERATIVE MALSR, INCREASE ASR 1 VISIBILITY CATS A/B TO 1 MILE. TEMPORARY CRANE 1352 MSL 5535 FT SOUTH OF AIRPORT.

FDC 2/0299 CAK FI/T IAP AKRON-CANTON RGNL, AKRON, OH. RNAV (GPS) RWY 1, ORIG...LNAV/VNAV DA 1652/HAT 443 ALL CATS, VIS RVR 5000 ALL CATS. LNAV MDA 1660/HAT 451 ALL CATS, VIS CATS A/B/C RVR 4000. FOR INOPERATIVE MALSR, INCREASE LNAV CAT A/B VISIBILITY TO 1 MILE. VDP 1.25 NM TO RWY 1. TEMPORARY CRANE 1352 MSL 5535 FT SOUTH OF AIRPORT.

BELLEFONTAINE

Bellefontaine Rgnl

FDC 2/8635 EDJ FI/P ODP BELLEFONTAINE RGNL, BELLEFONTAINE, OH. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKEOFF MINIMUMS: RWY 7, STANDARD WITH MINIMUM CLIMB OF 245 FT PER NM TO 2100. DEPARTURE PROCEDURE: RWY 7, CLIMB HEADING 074.31 TO 2100 BEFORE PROCEEDING ON COURSE. NOTE: RWY 7, TREES BEGINNING 2172 FT FROM DER, 43 FT RIGHT OF CENTERLINE, UP TO 99 FT AGL/ 1224 FT MSL. TREES BEGINNING 2252 FT FROM DER, 77 FT LEFT OF CENTERLINE, UP TO 89 FT AGL/1228 FT MSL. NOTE: RWY 25, TREE 508 FT FROM DER, 539 FT RIGHT OF CENTERLINE, 35 FT AGL/ 1144 FT MSL. GROUND 66 FEET FROM DER, 494 FT RIGHT OF CENTERLINE, 1107 FT MSL. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, ORIG-A.

BELLEVUE

Special Bellevue Hospital

FDC 1/6990 4OH9 FI/T SPECIAL BELLEVUE HOSPITAL, BELLEVUE, OH. (SPECIAL) COPTER RNAV GPS 204 DEPARTURE,, AMDT 1...CLIMB TO CROSS UFLEJ AT OR ABOVE 1280/HAS 490 PRIOR TO ENTERING IMC USE SANDUSKY COUNTY REGIONAL ALTIMETER SETTING.

FDC 1/2878 4OH9 FI/T SPECIAL BELLEVUE HOSPITAL, BELLEVUE, OH. (SPECIAL) COPTER RNAV (GPS) 024, AMDT 1...LNAV MDA 1280/HAS 490 USE SANDUSKY COUNTY REGIONAL ALTIMETER SETTING.

CARROLLTON

Carroll County-Tolson

FDC 2/6104 TSO FI/T IAP CARROLL COUNTY-TOLSON, CARROLLTON, OH. GPS RWY 7, ORIG-A...PROCEDURE NA.

CLEVELAND

Burke Lakefront

FDC 2/8480 BKL FI/T SID BURKE LAKEFRONT, CLEVELAND, OH, ALPHE THREE DEPARTURE...OBRN THREE DEPARTURE...SANDUSKY THREE DEPARTURE...AMRST THREE DEPARTURE...PROCEDURE NA.

FDC 2/3499 BKL FI/T SID BURKE LAKEFRONT, CLEVELAND, OH. AMRST THREE DEPARTURE...CARLETON TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CRL VORTAC UNUSABLE BEYOND 40 NM.

Cleveland-Hopkins Intl

FDC 2/3488 CLE FI/T SID CLEVELAND-HOPKINS INTL, CLEVELAND, OH. AMRST THREE DEPARTURE...CARLETON TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CRL VORTAC UNUSABLE BEYOND 40 NM.

FDC 2/2733 CLE FI/P IAP CLEVELAND-HOPKINS INTL, CLEVELAND, OH. ILS OR LOC RWY 6L AMDT 2B...ILS RWY 6L (CAT II) AMDT 2B...ILS RWY 6L (CAT III) AMDT 2B...CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 6R. THIS IS ILS OR LOC RWY 6L AMDT 2C, ILS RWY 6L (CAT II) AMDT 2C, ILS RWY 6L (CAT III) AMDT 2C.

FDC 2/2680 CLE FI/T IAP CLEVELAND-HOPKINS INTL, CLEVELAND, OH. ILS RWY 6R (SA CATII), AMDT 21A...PROCEDURE NA.

FDC 2/1382 CLE FI/T IAP CLEVELAND-HOPKINS INTL, CLEVELAND, OH. ILS OR LOC RWY 28, AMDT 24A...CIRCLING: MDA 1540/HAA 749 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. WITLO DME MINIMUMS: CIRCLING: MDA 1540/HAA 749 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. ALTERNATE MINIMUMS: S-ILS: CATS A/B 800-2, CAT C 800-2 1/4, CAT D 800-2 1/2. S-LOC: STANDARD EXCEPT CAT C 800-2 1/4, CAT D 800-2 1/2. TEMPORARY CRANE 1177 MSL 3246 FT SOUTH OF AIRPORT.

FDC 2/1239 CLE FI/T IAP CLEVELAND-HOPKINS INTL, CLEVELAND, OH. ILS OR LOC RWY 24L, AMDT 22A...S-LOC 24L MDA 1320/HAT 534 ALL CATS, VIS CAT A/B RVR 4000, CAT C RVR 5000, CAT D RVR 6000. SIDESTEP 24R MDA 1340/HAT 560 ALL CATS. FOR INOPERATIVE MALSR, INCREASE S-LOC 24L CAT A/B VISIBILITY TO 1 MILE. VDP NA. CIRCLING MDA 1540/HAA 741 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. ALTERNATE MINIMUMS: S-ILS CATS A/B 800-2, CAT C 800-2 1/4, CAT D 800-2 1/2, S-LOC STANDARD EXCEPT CAT C 800-2 1/4, CAT D 800-2 1/2. TEMPORARY CRANE 1177 MSL 3246 FT SOUTH OF AIRPORT.

FDC 2/1238 CLE FI/T IAP CLEVELAND-HOPKINS INTL, CLEVELAND, OH. ILS OR LOC RWY 6L, AMDT 2C...ILS OR LOC RWY 6R, AMDT 21A...ILS OR LOC/DME RWY 24R, AMDT 5A...CIRCLING: MDA 1540/HAA 749 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. ALTERNATE MINIMUMS: S-ILS CATS A/B 800-2, CAT C 800-2 1/4, CAT D 800-2 1/2, S-LOC STANDARD EXCEPT CAT C 800-2 1/4, CAT D 800-2 1/2. TEMPORARY CRANE 1177 MSL 3246 FT SOUTH OF AIRPORT.

FDC 2/1237 CLE FI/T IAP CLEVELAND-HOPKINS INTL, CLEVELAND, OH. RNAV (GPS) RWY 6L, AMDT 1B...RNAV (GPS) RWY 24R, AMDT 3A...RNAV (GPS) RWY 28, AMDT 2...CIRCLING MDA 1540/HAA 749 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. ALTERNATE MINIMUMS: STANDARD EXCEPT CAT C 800-2 1/4, CAT D 800-2 1/2. TEMPORARY CRANE 1177 MSL 3246 FT SOUTH OF AIRPORT.

FDC 2/1236 CLE FI/T IAP CLEVELAND-HOPKINS INTL, CLEVELAND, OH. RNAV (GPS) RWY 24L, AMDT 3A...LNAV/VNAV: DA 1248/HAT 462 ALL CATS, VIS RVR 5000 ALL CATS. LNAV: MDA 1380/HAT 594, VIS CAT A/B RVR 4000. FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 1/2 MILE, INCREASE LNAV CAT A/B VISIBILITY TO 1 MILE AND CAT D VISIBILITY TO 1 3/4. VDP NA. CIRCLING: MDA 1540/HAA 741 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. ALTERNATE MINIMUMS: STANDARD EXCEPT CAT C 800-2 1/4, CAT D 800-2 1/2. TEMPORARY CRANE 1177 MSL 3246 FT SOUTH OF AIRPORT.

FDC 2/1232 CLE FI/T IAP CLEVELAND-HOPKINS INTL, CLEVELAND, OH. RNAV (GPS) RWY 6R, AMDT 2B...LPV DA 1163/HAT 386 ALL CATS, VIS RVR 6000 ALL CATS . LNAV/VNAV DA 1269/HAT 492 ALL CATS , VIS 1 3/4 ALL CATS. LNAV MDA 1460/HAT 683, VIS CAT A/B RVR 5000, CAT C 2, CAT D 2 1/4. CIRCLING MDA 1540/HAA 749 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. INOPERATIVE TABLE DOES NOT APPLY. VDP 2.01 NM TO RWY 6R. ALTERNATE MINIMUMS: STANDARD EXCEPT CATS CAT C 800-2 1/4, CAT D 800-2 1/2. TEMPORARY CRANE 1177 MSL 3246 FT SOUTH OF AIRPORT.

FDC 2/0095 CLE FI/T IAP CLEVELAND-HOPKINS INT, CLEVELAND, OH. ILS OR LOC RWY 24L, AMDT 22A...ALTERNATE MINIMUMS NA.

Cuyahoga County

FDC 2/3493 CGF FI/T SID CUYAHOGA COUNTY, CLEVELAND, OH. AMRST THREE DEPARTURE...CARLETON TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CRL VORTAC UNUSABLE BEYOND 40 NM.

COLUMBUS

Port Columbus Intl

FDC 2/4668 CMH FI/T IAP PORT COLUMBUS INTL, COLUMBUS, OH. ILS OR LOC RWY 28L, AMDT 28B...S-ILS 28L: NA. S-LOC 28L: VIS CATS A/B RVR 5000, CAT C 1 3/4, CAT D 2. INOPERATIVE TABLE DOES NOT APPLY. VDP NA. AIRPORT CONSTRUCTION PROJECT.

FDC 2/4451 CMH FI/T IAP PORT COLUMBUS INTL, COLUMBUS, OH. RNAV (RNP) Z RWY 28L, ORIG-A...RNAV (GPS) Y RWY 28L, AMDT 2...PROCEDURE NA, AIRPORT CONSTRUCTION PROJECT.

FDC 2/3540 CMH FI/T ODP PORT COLUMBUS INTL, COLUMBUS, OH. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 6...NOTE: RWY 10R, LIGHT POLE 2344 FT FROM DER, 1072 FT LEFT OF CENTERLINE, 77 FT AGL/887 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

Rickenbacker Intl

FDC 2/3617 LCK FI/T IAP RICKENBACKER INTL, COLUMBUS, OH. ILS OR LOC RWY 5R, AMDT 3A...S-LOC 5R: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, COBBS (DD) LOM OTS.

DAYTON

Dayton-Wright Brothers

FDC 0/7205 MGY FI/T DAYTON-WRIGHT BROTHERS, DAYTON, OH. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...NOTE: RWY 2, CONSTRUCTION EQUIPMENT ON ROAD BEGINNING 440 FEET FROM DEPARTURE END OF RUNWAY, LEFT AND RIGHT OF CENTERLINE, UP TO 20 FEET AGL/987 FEET MSL. REST OF DATA REMAINS AS PUBLISHED.

James M Cox Dayton Intl

FDC 2/0234 DAY FI/T IAP JAMES M COX DAYTON INTL, DAYTON, OH. NDB RWY 6R, AMDT 9...ALTERNATE MINIMUMS NA.

FDC 2/0233 DAY FI/T IAP JAMES M COX DAYTON INTL, DAYTON, OH. ILS OR LOC RWY 6L, AMDT 9A...ILS RWY 6L (CAT II), AMDT 9A...ILS RWY 6L (CAT III), AMDT 9A...ALTERNATE MINIMUMS NA.

FDC 2/0231 DAY FI/T IAP JAMES M COX DAYTON INTL, DAYTON, OH. ILS OR LOC RWY 18, AMDT 10...ALTERNATE MINIMUMS NA.

FDC 2/0230 DAY FI/T IAP JAMES M COX DAYTON INTL, DAYTON, OH. ILS OR LOC RWY 24R, AMDT 9A...ALTERNATE MINIMUMS NA.

FDC 2/0225 DAY FI/T IAP JAMES M COX DAYTON INTL, DAYTON, OH. ILS OR LOC RWY 24L, AMDT 9A...ALTERNATE MINIMUMS NA.

DEFIANCE

Defiance Memorial

FDC 1/6978 DFI FI/T SPECIAL DEFIANCE MEMORIAL, DEFIANCE, OH. (SPECIAL) COPTER RNAV GPS 140 DEPARTURE,, ORIG...CLIMB TO CROSS JOSZY AT OR ABOVE 1220/HAS 494 PRIOR TO ENTERING IMC.

FDC 1/2898 DFI FI/T SPECIAL DEFIANCE MEMORIAL, DEFIANCE, OH. (SPECIAL) COPTER RNAV (GPS) 320, ORIG...LNAV MDA 1220/HAS 494.

ELYRIA

Elyria

FDC 2/3500 1G1 FI/T SID ELYRIA, ELYRIA, OH AMRST THREE DEPARTURE...CARLETON TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CRL VORTAC UNUSABLE BEYOND 40 NM.

FOSTORIA

Fostoria Community Hospital

FDC 1/6986 99OI FI/T SPECIAL FOSTORIA COMMUNITY HOSPITAL, FOSTORIA, OH. (SPECIAL) COPTER GPS 279 DEPARTURE,, ORIG...PROCEED VISUALLY NA. PROCEED VFR. TRACK COURSE 299 DEGREES. CLIMB TO CROSS JAWXE AT OR ABOVE 1240/HAS 472 FT PRIOR TO ENTERING IMC. USE FOSTORIA ALTIMETER SETTING.

FDC 1/2936 99OI FI/T SPECIAL FOSTORIA COMMUNITY HOSPITAL, FOSTORIA, OH. (SPECIAL) COPTER GPS 279, ORIG...LNAV MDA 1240/HAS 472 PROCEED VISUALLY NA. PROCEED VFR FROM JAWXE OR CONDUCT THE SPECIFIED MISSED APPROACH. USE FOSTORIA ALTIMETER SETTING.

FREMONT

Memorial Hospital

FDC 1/6991 OI79 FI/T SPECIAL MEMORIAL HOSPITAL, FREMONT, OH. (SPECIAL) COPTER GPS 270 DEPARTURE,, ORIG...PROCEED VISUALLY NA. PROCEED VFR. TRACK COURSE 270 DEGREES. CLIMB TO CROSS RETKY AT OR ABOVE 1180/HAS 563 FT PRIOR TO ENTERING IMC.

FDC 1/2908 OI79 FI/T SPECIAL MEMORIAL HOSPITAL, FREMONT, OH. (SPECIAL) COPTER GPS 090, ORIG...LNAV MDA 1180/HAS 563 PROCEED VISUALLY NA. PROCEED VFR FROM RETKY OR CONDUCT THE SPECIFIED MISSED APPROACH.

HILLSBORO

Highland County

FDC 2/5796 HOC FI/T IAP HIGHLAND COUNTY, HILLSBORO, OH. VOR/DME OR GPS A, AMDT 1B...VOR/DME PORTION NA.

KELLEYS ISLAND

Kelleys Island Land Fld

FDC 1/6992 89D FI/T SPECIAL KELLEYS ISLAND LAND FLD, KELLEYS ISLAND, OH. (SPECIAL) COPTER GPS 090 DEPARTURE,, ORIG...CLIMB TO CROSS IXVAV AT OR ABOVE 1060/HAS 462 PRIOR TO ENTERING IMC.

FDC 1/2923 89D FI/T SPECIAL KELLEYS ISLAND LAND FLD, KELLEYS ISLAND, OH. (SPECIAL) COPTER GPS 270, ORIG...LNAV MDA 1060/HAS 462.

LANCASTER

Fairfield County

FDC 2/9461 LHQ FI/T IAP FAIRFIELD COUNTY, LANCASTER, OH. LOC RWY 28, AMDT 1B...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CASER (LH) LOM OTS.

LIMA

St Rita's Medical Center

FDC 1/2897 94OH FI/T SPECIAL ST RITA S MEDICAL CENTER, LIMA, OH. (SPECIAL) COPTER GPS 280, ORIG...USE LIMA ALTIMETER SETTING. FINDLAY ALTIMETER SETTING MINIMUMS NA.

LORAIN/ELYRIA

Lorain County Rgnl

FDC 2/3494 LPR FI/T SID LORAIN COUNTY RGNL, LORAIN/ELYRIA, OH. AMRST THREE DEPARTURE...CARLETON TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CRL VORTAC UNUSABLE BEYOND 40 NM.

MANSFIELD

Mansfield Lahm Rgnl

FDC 2/7183 MFD FI/T IAP MANSFIELD LAHM RGNL, MANSFIELD, OH. HI VOR/DME OR TACAN RWY 14, AMDT 5...TERMINAL ROUTE CARLETON (CRL) VORTAC TO BIARD/MFD 8 DME (IAF) NA.

FDC 2/0096 MFD FI/T IAP MANSFIELD LAHM REGIONAL, MANSFIELD, OH. ILS OR LOC RWY 32, AMDT 16A...VOR RWY 32, AMDT 7A...VOR RWY 14, AMDT 15...NDB RWY 32, AMDT 11D...ALTERNATE MINIMUMS NA.

MEDINA

Medina Muni

FDC 2/3491 1G5 FI/T SID MEDINA MUNI, MEDINA, OH. AMRST THREE DEPARTURE...CARLETON TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CRL VORTAC UNUSABLE BEYOND 40 NM.

MIDDLE BASS ISLAND

Middle Bass-East Point

FDC 1/6985 3W9 FI/T SPECIAL MIDDLE BASS-EAST POINT, MIDDLE BASS ISLAND, OH. (SPECIAL) COPTER RNAV GPS 270 DEPARTURE,, ORIG...CLIMB TO CROSS CEMKI AT OR ABOVE 1100/HAS 509 PRIOR TO ENTERING IMC.

FDC 1/2910 3W9 FI/T SPECIAL MIDDLE BASS-EAST POINT, MIDDLE BASS ISLAND, OH. (SPECIAL) COPTER RNAV (GPS) 090, ORIG...LNAV MDA 1100/HAS 509.

MIDDLEFIELD

Geauga County

FDC 2/3489 7G8 FI/T SID GEAUGA COUNTY, MIDDLEFIELD, OH AMRST THREE DEPARTURE...CARLETON TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CRL VORTAC UNUSABLE BEYOND 40 NM.

MIDDLETOWN

Middletown Regional/Hook Field

FDC 2/9095 MWO FI/T IAP MIDDLETOWN RGNL/HOOK FIELD, MIDDLETOWN, OH. NDB OR GPS RWY 23, AMDT 8E...NDB PORTION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ONIDA (MW) LOM OTS.

FDC 2/9094 MWO FI/T IAP MIDDLETOWN RGNL/HOOK FIELD, MIDDLETOWN, OH. LOC RWY 23, AMDT 7G...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ONIDA (MW) LOM OTS.

MOUNT GILEAD

Morrow County

FDC 2/8980 4I9 FI/T IAP MORROW COUNTY, MOUNT GILEAD, OH. VOR OR GPS A, AMDT 3...VOR PORTION NA, MFD VORTAC RESTRICTED.

NAPOLEON

Special Henry County Hospital

FDC 1/6984 OH06 FI/T SPECIAL HENRY COUNTY HOSPITAL, NAPOLEON, OH. (SPECIAL) COPTER GPS 126 DEPARTURE,, ORIG...PROCEED VISUALLY NA. PROCEED VFR. TRACK COURSE 126 DEGREES. CLIMB TO CROSS UFOFY AT OR ABOVE 1200/HAS 554 FT PRIOR TO ENTERING IMC. USE EXTREME CAUTION: 1055 (380 AGL) TOWER LOCATED ADJACENT TO HELIPOINT.

NORWALK

Special Fisher-Titus Medical Center Heliport

FDC 1/7070 OH08 FI/T SPECIAL FISHER-TITUS MEDICAL CENTER HELIPOINT, NORWALK, OH. (SPECIAL) COPTER 217 DEPARTURE, ORIG CLIMB TO CROSS ALUCO AT OR ABOVE 1340/HAS 592 PRIOR TO ENTERING IMC.

Special Fisher-Titus Medical Center Heliport

FDC 2/8193 OH08 FI/T SPECIAL FISHER-TITUS MEDICAL CENTER HELIPOINT, NORWALK, OH. (SPECIAL) GPS 037, ORIG...LNAV MDA 1340/HAS 592.

OH VTAC TO OBRLN

Fi/T Route Zid Zob. V435 Rosewood (Rod)

FDC 2/3810 ZID OH.. FI/T ROUTE ZID ZOB. V435 ROSEWOOD (ROD), OH VTAC TO OBRLN, OH, MEA 6000.

FDC 2/3807 ZOB OH.. FI/T ROUTE ZID ZOB. V435 ROSEWOOD (ROD), OH VTAC TO OBRLN, OH, MEA 6000.

PAINESVILLE

Concord Airpark

FDC 2/3495 2G1 FI/T SID CONCORD AIRPARK, PAINESVILLE, OH. AMRST THREE DEPARTURE...CARLETON TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CRL VORTAC UNUSABLE BEYOND 40 NM.

PORT CLINTON

Carl R Keller Field

FDC 2/3723 PCW FI/T ODP CARL R KELLER FIELD, PORT CLINTON, OH. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 6...NOTE: RWY 18, TEMPO DRILLING RIG 842 FEET FROM DEPARTURE END OF RWY, 460 FEET RIGHT OF CENTERLINE, 43 AGL/632 MSL. TEMPORARY MINING STRUCTURE 806 FEET FROM DEPARTURE END OF RWY, 638 FEET RIGHT OF CENTERLINE, 31 AGL/621 MSL.

Magruder Memorial

FDC 1/6993 2OH1 FI/T SPECIAL MAGRUDER MEMORIAL, PORT CLINTON, OH. (SPECIAL) COPTER GPS 187 DEPARTURE,, ORIG...PROCEED VISUALLY NA. PROCEED VFR TRACK COURSE 187 DEGREES. CLIMB TO CROSS LELUW AT OR ABOVE 1040/HAS 460 FT PRIOR TO ENTERING IMC.

FDC 1/2871 20H1 FI/T SPECIAL MAGRUDER MEMORIAL, PORT CLINTON, OH. (SPECIAL) COPTER GPS 007, ORIG...LNAV MDA 1040/HAS 460 PROCEED VISUALLY NA. PROCEED VFR FROM LELUW OR CONDUCT THE SPECIFIED MISSED APPROACH.

PUT IN BAY

Put In Bay

FDC 1/6988 3W2 FI/T SPECIAL PUT IN BAY, PUT IN BAY, OH. (SPECIAL) COPTER GPS 210 DEPARTURE,, ORIG...CLIMB TO CROSS GULKY AT OR ABOVE 1040/HAS 450 PRIOR TO ENTERING IMC.

FDC 1/2909 3W2 FI/T SPECIAL PUT IN BAY, PUT IN BAY, OH. (SPECIAL) COPTER GPS 030, ORIG...LNAV MDA 1040/HAS 450.

TOLEDO

St Vincent Hospital & Medical Center

FDC 2/4706 OI53 FI/T SPECIAL ST VINCENT HOSPITAL & MEDICAL CENTER, TOLEDO, OH. (SPECIAL) COPTER RNAV (GPS) 227, ORIG...LNAV MDA 1060/HAL 420 PROCEED VISUALLY NA. PROCEED VFR FROM ULZEP TO TEMPORARY HELIPAD OR CONDUCT THE SPECIFIED MISSED APPROACH. USE ST VINCENT HOSPITAL ALTIMETER SETTING, IF NOT RECEIVED USE METCALF FIELD ALTIMETER SETTING AND INCREASE MDA 20 FEET.

FDC 1/6995 OI53 FI/T SPECIAL ST VINCENT HOSPITAL & MEDICAL CENTER, TOLEDO, OH. (SPECIAL) COPTER RNAV GPS 047 DEPARTURE,, ORIG...CLIMB TO CROSS ULZEP AT OR ABOVE 1060/HAL 420 PRIOR TO ENTERING IMC. USE ST VINCENT HOSPITAL ALTIMETER SETTING.

FDC 1/2907 OI53 FI/T SPECIAL ST VINCENT HOSPITAL & MEDICAL CENTER, TOLEDO, OH. (SPECIAL) COPTER RNAV (GPS) 227, ORIG...LNAV MDA 1060/HAL 420 USE ST VINCENT HOSPITAL ALTIMETER SETTING, IF NOT RECEIVED USE METCALF FIELD ALTIMETER SETTING AND INCREASE MDA 20 FEET.

Toledo Express

FDC 2/6059 TOL FI/T IAP TOLEDO EXPRESS, TOLEDO, OH. HI TACAN RWY 25, AMDT 4...CIRCLING: CAT E MDA 1400/ HAA 717.

FDC 2/6045 TOL FI/T IAP TOLEDO EXPRESS, TOLEDO, OH. HI TACAN RWY 7, AMDT 6...S-7 MDA 1140/ HAT 457 ALL CATS, VISIBILITY CAT C RVR 4500. CIRCLING CAT E MDA 1400/ HAA 717.

FDC 2/6044 TOL FI/T IAP TOLEDO EXPRESS, TOLEDO, OH. VOR/DME RWY 34, AMDT 7A...S-34 MDA 1120/ HAT 452 ALL CATS. INCREASE CAT D VISIBILITY TO 1 1/2 MILE. NEW OBSTACLES IN FINAL AND MA SEGMENTS.

FDC 2/6043 TOL FI/T IAP TOLEDO EXPRESS, TOLEDO, OH. RADAR-1, AMDT 19A...S-7 MDA 1140/ HAT 457 ALL CATS, VISIBILITY CAT C RVR 4500. CIRCLING CAT E MDA 1400/ HAA 717.

Toledo Hospital

FDC 1/6989 6OI6 FI/T SPECIAL TOLEDO HOSPITAL, TOLEDO, OH. (SPECIAL) COPTER GPS 126 DEPARTURE,, ORIG...PROCEED VISUALLY NA. PROCEED VFR. TRACK COURSE 126 DEGREES. CLIMB TO CROSS INEBY AT OR ABOVE 1100 /HAS 492 FT PRIOR TO ENTERING IMC.

FDC 1/2894 6OI6 FI/T SPECIAL TOLEDO HOSPITAL, TOLEDO, OH. (SPECIAL) COPTER GPS 306, ORIG...LNAV MDA 1100 /HAS 492 PROCEED VISUALLY NA. PROCEED VFR FROM INEBY OR CONDUCT THE SPECIFIED MISSED APPROACH.

University Of Toledo Medical Center

FDC 1/6987 74OH FI/T SPECIAL UNIVERSITY OF TOLEDO MEDICAL CENTER, TOLEDO, OH. (SPECIAL) COPTER GPS 316 DEPARTURE,, ORIG...PROCEED VISUALLY NA. PROCEED VFR. TRACK COURSE 316 DEGREES. CLIMB TO CROSS VEBMY AT OR ABOVE 1080 FT PRIOR TO ENTERING IMC.

FDC 1/2896 74OH FI/T SPECIAL MEDICAL COLLEGE OF OHIO HOSPITAL, TOLEDO, OH. (SPECIAL) COPTER GPS 136, ORIG...PROCEED VISUALLY NA. PROCEED VFR FROM VEBMY OR CONDUCT THE SPECIFIED MISSED APPROACH.

WAUSEON

Fulton County Health Center

FDC 1/6996 OH73 FI/T SPECIAL FULTON COUNTY HEALTH CENTER, WAUSEON, OH. (SPECIAL) COPTER GPS 111 DEPARTURE ORIG...PROCEED VISUALLY NA. PROCEED VFR TRACK 113 DEGREES. CLIMB TO CROSS ASOBY AT OR ABOVE 1260/HAS 508 FT PRIOR TO ENTERING IMC. TWO HELIPORTS LOCATED AT HOSPITAL: ONE HELIPORT LOCATED ADJACENT TO EMERGENCY ROOM. ONE HELIPORT LOCATED ADJACENT TO PARKING LOT. USE CAUTION: 1068 (328 AGL) TOWER 100 FEET ESE OF THE HELIPORT ADJACENT TO EMERGENCY ROOM.

FDC 1/2906 OH73 FI/T SPECIAL FULTON COUNTY HEALTH CENTER, WAUSEON, OH. (SPECIAL) COPTER GPS 291, ORIG...LNAV MDA FROM 1260/HAS 508 PROCEED VISUALLY NA. PROCEED VFR FROM ASOBY OR CONDUCT THE SPECIFIED MISSED APPROACH. TWO HELIPORTS LOCATED AT HOSPITAL: ONE HELIPORT LOCATED ADJACENT TO EMERGENCY ROOM. ONE HELIPORT LOCATED ADJACENT TO PARKING LOT. USE CAUTION: 1068 (328 AGL) TOWER 100 FEET ESE OF THE HELIPORT ADJACENT TO EMERGENCY ROOM.

WILLOUGHBY

Willoughby Lost Nation Muni

FDC 2/3492 LNN FI/T SID WILLOUGHBY LOST NATION MUNI, WILLOUGHBY, OH. AMRST THREE DEPARTURE...CARLETON TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CRL VORTAC UNUSABLE BEYOND 40 NM.

WILMINGTON

Wilmington Air Park

FDC 2/3498 ILN FI/T IAP AIRBORNE AIRPARK, WILMINGTON, OH. ILS RWY 22R (CAT II), AMDT 5A...ILS RWY 22R (CAT III), AMDT 5A...PROCEDURE NA.

FDC 2/0235 ILN FI/T IAP AIRBORNE AIRPARK, WILMINGTON, OH. ILS OR LOC RWY 22R, AMDT 5A...ILS RWY 22R (CAT II), AMDT 5A...ILS RWY 22R (CAT III), AMDT 5A...ALTERNATE MINIMUMS NA.

YOUNGSTOWN/WARREN

Youngstown-Warren Rgnl

FDC 2/8972 YNG FI/T IAP YOUNGSTOWN-WARREN RGNL, YOUNGSTOWN/WARREN, OH. RADAR-1, AMDT 13A...ASR-23 MDA 1680/HAT 488, VISIBILITY CATS C/D 1 3/8. CIRCLING: CATS A/B/C MDA 1680/HAA 488.

OKLAHOMA

ARDMORE

Ardmore Downtown Executive

FDC 2/8545 1F0 FI/P IAP ARDMORE DOWNTOWN EXECUTIVE, ARDMORE, OK. RNAV (GPS) RWY 17, ORIG...CHART NOTE: WHEN RWY 17 VGSI INOP, STRAIGHT-IN/CIRCLING RWY 17 NA AT NIGHT. CHART NOTE: WHEN RWY 35 VGSI INOP, CIRCLING RWY 35 NA AT NIGHT. DELETE NOTE: PROCEDURE NA AT NIGHT. THIS IS RNAV (GPS) RWY 17, ORIG-A.

FDC 2/8543 1F0 FI/P IAP ARDMORE DOWNTOWN EXECUTIVE, ARDMORE, OK. RNAV (GPS) RWY 35, ORIG...CHART NOTE: WHEN RWY 35 VGSI INOP, STRAIGHT-IN/CIRCLING RWY 35 NA AT NIGHT. CHART NOTE: WHEN RWY 17 VGSI INOP, CIRCLING RWY 17 NA AT NIGHT. DELETE NOTE: PROCEDURE NA AT NIGHT. THIS IS RNAV (GPS) RWY 35, ORIG-A.

CHANDLER

Chandler Rgnl

FDC 2/0132 CQB FI/T IAP CHANDLER RGNL, CHANDLER, OK. NDB RWY 35, AMDT 11...PROCEDURE NA.

CLINTON

Clinton-Sherman

FDC 2/8596 CSM FI/T IAP CLINTON-SHERMAN, CLINTON, OK. ILS OR LOC RWY 17R, AMDT 7A...TERMINAL ROUTE FROM HBR VORTAC TO FOSSI (BZ) LOM, FOSSI (BZ) LOM NOT RECEIVED OUTSIDE OF 15 NM, DO NOT CHANGE OVER UNTIL 15 NM FROM FOSSI (BZ) LOM.

ELK CITY

Elk City Rgnl Business

FDC 2/0217 ELK FI/T ODP ELK CITY RGNL BUSINESS, ELK CITY, OK. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKEOFF MINIMUMS: RWY 35, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 432 FT PER NM TO 2400. NOTE: TEMPORARY DRILLING RIG 2211 MSL 1.25 NM NORTH OF AIRPORT. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/0216 ELK FI/T IAP ELK CITY RGNL BUSINESS, ELK CITY, OK. RNAV (GPS) RWY 17, AMDT 1...LPV AND LNAV/VNAV NA. CIRCLING CATS A/B/C MDA 2580/HAA 567. TEMPORARY DRILLING RIG 1.25 NM NORTH OF AIRPORT.

MUSKOGEE

Davis Field

FDC 2/6967 MKO FI/T IAP DAVIS FIELD, MUSKOGEE, OK. RNAV (GPS) RWY 13, ORIG...RIGHT BASE TAA 309/30 NM CW 039/30 NM TO 309/5 NM CW 039/5 NM MINIMUM ALTITUDE 3700.

FDC 2/6966 MKO FI/T IAP DAVIS FIELD, MUSKOGEE, OK. RNAV (GPS) RWY 22, ORIG...LEFT BASE TAA 309/30 NM CW 039/30 NM TO 309/5 NM CW 039/5 NM MINIMUM ALTITUDE 3700.

FDC 2/6838 MKO FI/T IAP DAVIS FIELD, MUSKOGEE, OK. RNAV (GPS) RWY 4, AMDT 1...STRAIGHT IN TAA 309/30 NM CW 129/30 NM TO 309/10 NM CW 129/10 NM MINIMUM ALTITUDE 3700. RIGHT BASE TAA 219/30 NM CW 309/30 NM TO 219/5 NM CW 309/5 NM MINIMUM ALTITUDE 3700.

NORMAN

University Of Oklahoma Westheimer

FDC 2/0105 OUN FI/T IAP UNIVERSITY OF OKLAHOMA WESTHEIMER, NORMAN, OK. ILS OR LOC RWY 17, AMDT 1A...NDB RWY 3, AMDT 1A...NDB RWY 35, ORIG-C...ALTERNATE MINIMUMS NA, IRW VORTAC UNMONITORED.

OKLAHOMA CITY

Clarence E Page Muni

FDC 2/0106 RCE FI/T IAP CLARENCE E PAGE MUNI, OKLAHOMA CITY, OK. VOR B, AMDT 3...ALTERNATE MINIMUMS NA, IRW VORTAC UNMONITORED.

Wiley Post

FDC 2/0107 PWA FI/T IAP WILEY POST, OKLAHOMA CITY, OK. ILS OR LOC RWY 17L, AMDT 11...VOR RWY 17L, AMDT 11A...ALTERNATE MINIMUMS NA, IRW VORTAC UNMONITORED.

Will Rogers World

FDC 2/9828 OKC FI/T IAP WILL ROGERS WORLD, OKLAHOMA CITY, OK. RADAR-1, AMDT 21...CIRCLING MDA 1940/HAA 645 CATS A/B/C/D, VIS CAT C 1 3/4. TEMPORARY CRANES 1580 MSL, 1.09 NM WEST OF AIRPORT.

FDC 2/9194 OKC FI/T IAP WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (GPS) RWY 13, AMDT 2...LP MDA 1760/ HATH 481 ALL CATS. VIS CATS C/D 1 3/8. LNAV MDA 1880/ HATH 601 ALL CATS, VIS CATS C/D 1 3/4. CIRCLING MDA 1940/HAA 645 ALL CATS, VIS CAT C 1 3/4. 4 TEMPORARY CRANES 1580 MSL, 1.09 NM WEST OF AIRPORT. TEMPORARY RIG 1443 MSL, 2.11 NM NW OF AIRPORT.

FDC 2/9054 OKC FI/T IAP WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (RNP) Z RWY 35R, AMDT 1A...RNP 0.16 DA 1566/HATH 283. RNP 0.30 DA 1667/HATH 384. 1533 MSL TEMPORARY CRANE LOCATED 1.06 NM EAST OF AIRPORT.

FDC 2/6410 OKC FI/T ODP WILL ROGERS WORLD, OKLAHOMA CITY, OK. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 35R, CLIMB HEADING 354.96 TO 2500 BEFORE TURNING EAST. TOWER 2163 MSL 6.03 MILES NORTHEAST OF AIRPORT. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/3501 OKC FI/T IAP WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (GPS) Y RWY 35R, AMDT 2A...LNAV/VNAV DA 1661/HATH 378 ALL CATS. VIS RVR 4000 ALL CATS. TEMPORARY CRANE 1583 MSL, 1.42 NM EAST OF AIRPORT.

FDC 2/1690 OKC FI/T IAP WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS OR LOC RWY 17L, AMDT 2...ILS OR LOC RWY 17R, AMDT 11A...ILS OR LOC/DME RWY 35L, AMDT 1A...ILS OR LOC RWY 35R, AMDT 9...RNAV (GPS) RWY 31, AMDT 1...RNAV (GPS) Y RWY 17L, AMDT 2A...RNAV (GPS) Y RWY 35R, AMDT 2A...CIRCLING MDA 1940/HAA 645 CATS A/B/C/D, VIS CAT C 1 3/4. TEMPORARY CRANES 1580 MSL, 1.09 NM WEST OF AIRPORT.

FDC 2/1231 OKC FI/T IAP WILL ROGERS WORLD, OKLAHOMA CITY, OK. RADAR-1, AMDT 21...ASR 17R: MDA 1760/HAT 478 ALL CATS, VIS CAT C RVR 5000, CAT D/E RVR 6000. CIRCLING: CATS A/B/C/D MDA 1940/HAA 645, VIS CAT C 1 3/4. FOR INOPERATIVE MALSR, INCREASE S-17R CATS A/B VISIBILITY TO 1 MILE AND CAT E VISIBILITY TO 1 3/4 MILE. TEMPORARY DRILLING RIG 1443 MSL 2.11 NM NORTHWEST OF AIRPORT AND TEMPORARY CRANES 1580 MSL, 1.09 NM WEST OF AIRPORT.

FDC 2/0108 OKC FI/T IAP WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS OR LOC RWY 17L, AMDT 2...ILS OR LOC RWY 17R, AMDT 11...ILS OR LOC/DME RWY 35L, AMDT 1...ILS RWY 35R (CAT II), AMDT 9...VOR RWY 17L, AMDT 2...ILS OR LOC RWY 35R, AMDT 9...ILS RWY 35R SA CAT I, AMDT 9...ALTERNATE MINIMUMS NA, IRW VORTAC UNMONITORED.

PERRY

Ditch Witch

FDC 2/4135 29OK FI/T IAP DITCH WITCH, PERRY, OK. GPS RWY 17, ORIG...MSA FROM RWY 17 25 NM 3600.

FDC 2/1086 29OK FI/T SPECIAL DITCH WITCH, PERRY, OK. (SPECIAL) RNAV (GPS) RWY 35, ORIG...MSA FROM RW35 25 NM 3600.

Perry Muni

FDC 2/0024 F22 FI/T IAP PERRY MUNI, PERRY, OK. VOR/DME RWY 17, AMDT 3A...PROCEDURE NA.

POTEAU

Robert S Kerr

FDC 2/1465 RKR FI/T IAP ROBERT S KERR, POTEAU, OK. RNAV (GPS) RWY 36, ORIG-A...LNAV MDA CATS A/B/C 1100/HAT 649. VIS CAT C 1 7/8. CIRCLING CATS A/B/C MDA 1100/HAA 649. VIS CAT C 1 7/8. VISIBILITY REDUCTION BY HELICOPTERS NA. VDP NA. PROCEDURE NA AT NIGHT.

FDC 2/1464 RKR FI/T IAP ROBERT S KERR, POTEAU, OK. VOR/DME A, ORIG...CIRCLING MDA CAT A/B/C 1560/HAA 1109. VIS CAT A 1 1/4, CAT B 1 1/2, CAT D 3. ALTERNATE MINIMUMS: CATS A/B 1200-2, CAT C 1200-3. ALTERNATE MINIMUMS NA WHEN LOCAL WEATHER NOT AVAILABLE. PROCEDURE NA AT NIGHT.

FDC 2/1463 RKR FI/T IAP ROBERT S KERR, POTEAU, OK. RNAV (GPS) RWY 18, ORIG-A...VISIBILITY REDUCTION BY HELICOPTERS NA. VDP NA. PROCEDURE NA AT NIGHT.

PRAGUE

Prague Muni

FDC 2/2596 O47 FI/T IAP PRAGUE MUNI, PRAGUE, OK. NDB RWY 17, AMDT 1A...GPS RWY 17, ORIG...CIRCLING RWY 35 NA AT NIGHT.

PRYOR

Mid-America Industrial

FDC 1/6531 H71 FI/T IAP MID-AMERICA INDUSTRIAL, PRYOR, OK. VOR/DME OR GPS A, ORIG...VOR/DME PORTION NA, TUL VORTAC OTS.

STIGLER

Stigler Rgnl

FDC 2/4945 GZL FI/T IAP STIGLER RGNL, STIGLER, OK. RNAV (GPS) RWY 35, ORIG...LPV DA NA. LNAV/VNAV DA NA. LNAV MDA NA.

STILLWATER

Stillwater Rgnl

FDC 2/8630 SWO FI/P IAP STILLWATER RGNL, STILLWATER, OK. ILS OR LOC RWY 17, AMDT 2...CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PONCA CITY RGNL ALTIMETER SETTING AND INCREASE ALL DA/MDA 80 FEET; INCREASE S-LOC 17 CAT C/D VISIBILITY 1/4 MILE. CHART NOTE: FOR INOPERATIVE MALSR WHEN USING PONCA CITY RGNL ALTIMETER SETTING, INCREASE S-ILS 17 ALL CATS VISIBILITY TO 1 MILE. CHART * AT VDP AND * LOC ONLY IN PROFILE. THIS IS ILS OR LOC RWY 17, AMDT 2A.

TULSA

Tulsa Intl

FDC 2/9049 TUL FI/P CHART TULSA INTL, TULSA, OK. VOR OR TACAN RWY 26, AMDT 24...CORRECT MINIMUMS: CHANGE HUKDO FIX MINIMUMS S-26 CEILING ALL CATS TO 400 VICE 500.

FDC 2/6222 TUL FI/P IAP TULSA INTL, TULSA, OK. VOR OR TACAN RWY 26, AMDT 24...S-26 HATH 567 ALL CATS, VIS CAT A/B 3/4, CAT C/D/E 1 1/4. CIRCLING CATS A/B/C HAA 522, CATS D/E HAA 622. VIS CAT C 1 5/8. HUKDO FIX MINIMUMS S-26 HATH 427 ALL CATS. VIS 3/4 ALL CATS. CIRCLING CAT A HAA 442, CATS B/C HAA 462, CATS D/E HAA 622. CHART NOTE: FOR INOPERATIVE MALSR, INCREASE ALL S-26 CATS A/B VISIBILITY 1/4 MILE AND CAT E 1/2 MILE. CHART MALSR RWY 26. AIRPORT ELEVATION 678, THRESHOLD ELEVATION 633. THIS IS VOR OR TACAN RWY 26, AMDT 24A.

FDC 2/3905 TUL FI/T ODP TULSA INTL, TULSA, OK. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...NOTE: RWY 18L, ROD ON OL GS, 832 FT FROM DER, 400 FT RIGHT OF CENTERLINE, 44 FT AGL/ 671 FT MSL. REST OF DATA REMAINS AS PUBLISHED.

FDC 2/3666 TUL FI/P IAP TULSA INTL, TULSA, OK. RNAV (GPS) Y RWY 26, AMDT 3...LPV DA 833/HATH 200 ALL CATS. LNAV/VNAV DA 1070/ HATH 437 ALL CATS, VIS 1 ALL CATS. LNAV HATH 527 ALL CATS, VIS CAT A/B 3/4, CATS C/D/E 1. CIRCLING CAT A/B/C HAA 482, CAT D/E HAA 622. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV DA. CHART NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV DA CAT E VISIBILITY TO 1 1/2 MILE, LNAV MDA CATS A/B VISIBILITY TO 1 MILE AND CAT E TO 1 1/2 MILE. CHART MALSR RWY 26. AIRPORT ELEVATION 678, THRESHOLD ELEVATION 633. THIS IS RNAV (GPS) Y RWY 26, AMDT 3A.

FDC 2/3664 TUL FI/P IAP TULSA INTL, TULSA, OK. RNAV (RNP) Z RWY 26, ORIG-A...RNP 0.30 DA 1134 HATH 501 ALL CATS. VIS 1 1/4 ALL CATS. CHART NOTE: FOR INOPERATIVE MALSR, INCREASE RNP 0.30 DA VISIBILITY TO 1 5/8 MILE. CHART MALSR RWY 26. AIRPORT ELEVATION 678, THRESHOLD ELEVATION 633. THIS IS RNAV (RNP) Z RWY 26, ORIG-B.

FDC 2/3402 TUL FI/T IAP TULSA INTL, TULSA, OK. HI VOR/DME OR TACAN RWY 26, AMDT 3...S-26 MDA 1060/HATH 427 ALL CATS. VIS 3/4 ALL CATS. CIRCLING CAT C MDA 1140/HAA 462, CATS D/E MDA 1300/HAA 622. CHART NOTE: WHEN ALS INOP, INCREASE CAT C/D/E VISIBILITY TO 1 1/4 MILE. CHART MALSR RWY 26. AIRPORT ELEVATION 678, THRESHOLD ELEVATION 633.

WEATHERFORD

Thomas P Stafford

FDC 2/5509 OJA FI/T IAP THOMAS P STAFFORD, WEATHERFORD, OK. RNAV (GPS) RWY 17, ORIG...PROCEDURE NA.

OREGON

LAKEVIEW

Lake County

FDC 2/5616 LKV FI/T ODP LAKE COUNTY, LAKEVIEW, OR. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...CHANGE ALL REFERENCE TO RWY 16-34 TO 17-35. REST OF DATA REMAINS AS PUBLISHED.

FDC 2/5615 LKV FI/T IAP LAKE COUNTY, LAKEVIEW, OR. GPS RWY 34, ORIG-A...VOR/DME A, ORIG...CHANGE ALL REFERENCE TO RWY 16-34 TO 17-35.

FDC 2/4024 LKV FI/T IAP LAKE COUNTY, LAKEVIEW, OR. GPS RWY 34, ORIG-A...CIRCLING CATS B/C MDA 5200/HAA 427, CAT D MDA 5320/HAA 587. TOWER 4967 MSL 2.82 NM NORTHWEST OF RWY 34.

LEXINGTON

Lexington

FDC 2/1807 9S9 FI/T IAP LEXINGTON, LEXINGTON, OR. RNAV (GPS) RWY 8, ORIG...LNAV HAT 502 ALL CATS. TDZE: 1618.

MEDFORD

Rogue Valley Intl - Medford

FDC 2/6205 MFR FI/T SID ROGUE VALLEY INTL - MEDFORD, MEDFORD, OR, JACKSON EIGHT DEPARTURE GNATS FOUR DEPARTURE EAGLE FOUR DEPARTURE CHANGE ALL REFERENCE TO RWY 10-28 TO 9-27. ALL OTHER DATA REMAINS AS PUBLISHED.

NEWPORT

Newport Muni

FDC 2/1884 ONP FI/T IAP NEWPORT MUNI, NEWPORT, OR. VOR/DME RWY 16, AMDT 8...S-16: CATS A/B/C MDA 700/HAT 549. CIRCLING TO RWY 20 AND RWY 34 NA AT NIGHT. VISIBILITY REDUCTION BY HELICOPTERS NA.

PORTLAND

Emanuel Hospital

FDC 2/5087 7OR5 FI/T IAP EMANUEL HOSPITAL, PORTLAND, OR. (SPECIAL) COPTER GPS RWY 098, ORIG...PROCEDURE NA.

Oregon Health Sciences University Emerg

FDC 2/7557 9OR6 FI/T IAP OREGON HEALTH SCIENCES UNIVERSITY EMERG, PORTLAND, OR. (SPECIAL) COPTER GPS RWY 253, ORIG...PROCEDURE NA.

Portland Intl

FDC 2/7112 PDX FI/T IAP PORTLAND INTL, PORTLAND, OR. RNAV (GPS) RWY 10L, AMDT 1...LNAV MDA 740/HAT 710 ALL CATS. VISIBILITY CAT A/B RVR 5000, CAT C 2, CAT D 2 1/4. CIRCLING MDA 740/ HAA 709 CAT A. TEMPORARY CRANE 437 MSL 4.48 NM NW OF RWY 10L.

FDC 2/4725 PDX FI/T IAP PORTLAND INTL, PORTLAND, OR. HI ILS OR LOC/DME RWY 10R, AMDT 7...CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 10L.

Portland-Hillsboro

FDC 2/6414 HIO FI/T IAP PORTLAND-HILLSBORO, PORTLAND, OR. RNAV (GPS) RWY 31, ORIG...MSA: RWY 31 5000. TERMINAL ROUTE: STEPDOWN FIX TO RWY, ZABAX 2 NM TO RWY 31. LPV DA NA.

FDC 2/6413 HIO FI/T IAP PORTLAND-HILLSBORO, PORTLAND, OR. RNAV (GPS) RWY 13, AMDT 1...MSA: RWY 13 5000. TERMINAL ROUTE: STEPDOWN FIX TO RWY, JIKIM 4.5 NM TO RWY 13. LPV DA NA.

PRINEVILLE

Prineville

FDC 2/6885 S39 FI/T IAP PRINEVILLE, PRINEVILLE, OR. RNAV (GPS) RWY 10, ORIG...PROCEDURE NA.

FDC 2/6884 S39 FI/T ODP PRINEVILLE, PRINEVILLE, OR. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS RWY 28, NA.

ROSEBURG

Roseburg Rgnl

FDC 2/7536 RBG FI/T ODP ROSEBURG RGNL, ROSEBURG, OR. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA AT NIGHT.

SALEM

Mcary Fld

FDC 2/7963 SLE FI/T IAP MCNARY FLD, SALEM, OR. LOC/DME RWY 31, AMDT 2B...MISSED APPROACH: CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 3000 DIRECT TURNO LOM AND HOLD SE, LT, 313.09 INBOUND (ADF REQUIRED). SLE LOCALIZER BC OTS.

FDC 2/7878 SLE FI/T IAP MCNARY FLD, SALEM, OR. ILS OR LOC RWY 31, AMDT 29...MISSED APPROACH: CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 3000 DIRECT SL LOM AND HOLD SE, LT, 313.09 INBOUND (ADF REQUIRED). SLE LOCALIZER BC OTS.

FDC 2/4361 SLE FI/T SID MCNARY FLD, SALEM, OR. SALEM THREE DEPARTURE...NOTE: RWY 16, POLE 862 FEET FROM DER, 150 FEET RIGHT OF CENTERLINE, 40 FEET AGL/254 FEET MSL. REST OF DATA REMAINS AS PUBLISHED.

FDC 2/0203 SLE FI/P ODP MCNARY FLD, SALEM, OR. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 8...CHANGE NOTE: RWY 16 TO READ. NOTE: RWY 16, TREES BEGINNING 554 FROM DER, 66 RIGHT OF CENTERLINE, UP TO 75 AGL/ 569 MSL. TREES BEGINNING 1202 FROM DER, 302 LEFT OF CENTERLINE, UP TO 95 AGL/ 534 MSL. POLE 750 FROM DER, 226 RIGHT OF CENTERLINE, 21 AGL/ 231 MSL. MONOPOLE 862 FEET FROM DER, 150 FEET RIGHT OF CENTERLINE, 40 FEET AGL/254 FEET MSL. BUILDING 1202 FEET FROM DER, 66 FEET LEFT OF CENTERLINE, 39 FEET AGL/255 FEET MSL. REST OF DATA REMAINS AS PUBLISHED. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 8A.

TILLAMOOK

Tillamook

FDC 2/7390 TMK FI/T SID TILLAMOOK, TILLAMOOK, OR, FETUJ TWO DEPARTURE TAKE-OFF RUNWAY 31: CLIMB TO 5000 VIA 316 TRACK TO FETUJ. NORTHBOUND AIRCRAFT CONTINUE ON COURSE TO ASSIGNED ALTITUDE. SOUTHBOUND AIRCRAFT CONTINUE CLIMB IN FETUJ HOLDING PATTERN (HOLD SOUTH, RIGHT TURNS, 345 INBOUND) TO MEA FOR ASSIGNED ROUTE OF FLIGHT BEFORE PROCEEDING ON COURSE.

PACIFIC

AGANA

Guam Intl

FDC 2/6985 GUM FI/T IAP GUAM INTL, AGANA, GQ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 6R, 500-1 1/4 WITH MINIMUM CLIMB OF 365 FT PER NM TO 900. DEPARTURE PROCEDURE: RWY 6R, CLIMB RUNWAY HEADING TO 1100 BEFORE TURNING. ALL OTHER DATA REMAINS AS PUBLISHED.

PAGO PAGO

Pago Pago Intl

FDC 2/7216 PPG FI/T PAGO PAGO INTL, PAGO PAGO, AQ. VOR D, AMDT 6...CHANGE TERMINAL ROUTE: TUT NDB TO TUT VORTAC 053/0.6 TO TUT NDB TO TUT VORTAC 080/0.7.

POHNPEI ISLAND

Pohnpei Intl

FDC 2/7226 PNI FI/T IAP POHNPEI INTL, POHNPEI ISLAND, FM. NDB OR GPS C, AMDT 3A...NDB PORTION NA.

FDC 2/7223 PNI FI/T IAP POHNPEI INTL, POHNPEI ISLAND, FM. NDB/DME OR GPS A, AMDT 1B...NDB/DME PORTION NA.

ROTA ISLAND

Rota Intl

FDC 2/8084 GRO FI/T IAP ROTA INTL, ROTA ISLAND, CQ. RNAV (GPS) RWY 9, ORIG...LNAV: MDA NA. ADD PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. VDP: NA.

PENNSYLVANIA

ALQUIPPA

Aliquippa Hospital

FDC 2/1096 76PA FI/T IAP ALQUIPPA HOSPITAL, ALQUIPPA, PA. (SPECIAL) COPTER GPS 099, ORIG...PROCEDURE NA.

ALLENTOWN

Lehigh Valley Intl

FDC 2/9326 ABE FI/T IAP LEHIGH VALLEY INTL, ALLENTOWN, PA. ILS OR LOC RWY 13, AMDT 6...S-ILS 13 DA 828/HAT 442, VIS 1 ALL CATS. RIVOC FIX MINIMUMS S-LOC 13 NA. RIVOC FIX MINIMUMS CIRCLING NA. NOTE: STRAIGHT-IN/CIRCLING RWY 13 PROCEDURE NA AT NIGHT.

ALTOONA

Altoona-Blair County

FDC 2/5202 AOO FI/T IAP ALTOONA-BLAIR COUNTY, ALTOONA, PA. RNAV (GPS) Z RWY 21, ORIG...TERMINAL ROUTE TYRONE VORTAC (TON) TO STNLY NA.

FDC 2/5201 AOO FI/T IAP ALTOONA-BLAIR COUNTY, ALTOONA, PA. ILS OR LOC RWY 21, AMDT 6...TERMINAL ROUTE TYRONE VORTAC (TON) TO STNLY INT NA. TERMINAL ROUTE STNLY INT TO KEWER INT NA. TERMINAL ROUTE REVLOC VOR/DME (REC) TO STNLY INT NA.

BEDFORD

Bedford County

FDC 2/8096 HMZ FI/T IAP BEDFORD COUNTY, BEDFORD, PA. RNAV (GPS) RWY 14, AMDT 1...PROFILE NOTE: VGS1 AND RNAV GLIDEPATH NOT COINCIDENT.

CARLISLE

Carlisle

FDC 2/1739 N94 FI/T ODP CARLISLE, CARLISLE, PA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...NOTE: RWY 28, MULTIPLE TEMPORARY CRANES BEGINNING 1153 FEET FROM DEPARTURE END OF RUNWAY, 49 FEET RIGHT OF CENTERLINE, UP TO 186 FEET AGL/636 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

CHAMBERSBURG

Franklin County Rgnl

FDC 2/3529 N68 FI/T IAP FRANKLIN COUNTY RGNL, CHAMBERSBURG, PA. RNAV (GPS) RWY 6, ORIG...CIRCLING MDA 1220/HAA 532 ALL CATS. NOTE: CIRCLING TO RWY 24 NA AT NIGHT.

FDC 2/3528 N68 FI/T IAP FRANKLIN COUNTY RGNL, CHAMBERSBURG, PA. VOR/DME B, AMDT 2...CIRCLING MDA 1220/HAA 532 ALL CATS. PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON THS VORTAC AIRWAY RADIALS 068 CW 095. NOTE: CIRCLING TO RWY 24 NA AT NIGHT. NOTE VISIBILITY REDUCTION BY HELICOPTERS NA. MISSED APPROACH: CLIMB TO 1400 THEN CLIMBING LEFT TURN TO 5000 ON THS R-068 TO BADDI INT/28 DME AND HOLD.

FDC 2/3527 N68 FI/T IAP FRANKLIN COUNTY RGNL, CHAMBERSBURG, PA. RNAV (GPS) RWY 24, ORIG...CIRCLING MDA 1220/HAA 532 ALL CATS. NOTE: STRAIGHT-IN/CIRCLING RWY 24 PROCEDURE NA AT NIGHT. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. MISSED APPROACH: CLIMB TO 4000 DIRECT AVOYO AND ON TRACK 282 TO THS VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000. VDP NA. 34:1 IS NOT CLEAR.

CLARION

Iap Clarion County Hospital Heliport

FDC 2/6274 91PA FI/T IAP CLARION COUNTY HOSPITAL HELIPORT, CLARION, PA. (SPECIAL) COPTER RNAV (GPS) 140, ORIG...MISSED APPROACH: CLIMBING LEFT TURN TO 3300 DIRECT FEBWO WP AND HOLD.

CLEARFIELD

Clearfield-Lawrence

FDC 2/9356 FIG FI/T IAP CLEARFIELD-LAWRENCE, CLEARFIELD, PA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKEOFF MINIMUMS: RWY 30, STANDARD WITH MINIMUM CLIMB OF 340 FEET PER NM TO 3500. RWY 12, STANDARD WITH A MINIMUM CLIMB OF 250 FT PER NM TO 2200. DEPARTURE PROCEDURE: RWY 12, CLIMB HEADING 119 TO 2500 BEFORE PROCEEDING ON COURSE. RWY 30, CLIMB HEADING 299 TO 3100 BEFORE PROCEEDING ON COURSE. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/5203 FIG FI/T IAP CLEARFIELD-LAWRENCE, CLEARFIELD, PA. RNAV (GPS) RWY 30, ORIG-A...TERMINAL ROUTE TYRONE VORTAC (TON) TO NUPCE NA. NOTE: RADAR REQUIRED FOR PROCEDURE ENTRY AT NUPCE.

COLLEGEVILLE

Perkiomen Valley

FDC 2/7173 N10 FI/T IAP PERKIOMEN VALLEY, COLLEGEVILLE, PA. VOR A, ORIG-A...PROCEDURE NA.

CONNELLSVILLE

Joseph A. Hardy Connelssville

FDC 2/5337 VVS FI/T ODP JOSEPH A. HARDY CONNELLSVILLE, CONNELLSVILLE, PA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 14 NA-OBSTACLES. DEPARTURE PROCEDURE: RWY 14, NA. RWY 5, CLIMB HEADING 049 TO 3100 BEFORE PROCEEDING ON COURSE. RWY 23, CLIMB HEADING 229 TO 3200 BEFORE PROCEEDING ON COURSE. RWY 32, CLIMB HEADING 319 TO 3000 BEFORE PROCEEDING ON COURSE.

DANVILLE

Geisinger Rooftop

FDC 2/6276 79PN FI/T IAP GEISINGER ROOFTOP, DANVILLE, PA. (SPECIAL) COPTER RNAV (GPS) 290, ORIG...PROCEED VISUALLY NA. PROCEED VFR FROM WUKAL OR CONDUCT THE SPECIFIED MISSED APPROACH. CAUTION: HIGH TERRAIN 1100 FT MSL WITH MULTIPLE ANTENNAS UP TO 1270 FT MSL LOCATED APPROXIMATELY 4,400 FT NORTH AND NORTHEAST OF LANDING AREA. TEMPORARY CRANE 820 FT MSL 600 FT EAST OF LANDING AREA. ANTENNA 1260 FT MSL 4,545 FT NORTH OF LANDING AREA.

DOYLESTOWN

Doylestown

FDC 2/6533 DYL FI/T IAP DOYLESTOWN, DOYLESTOWN, PA. VOR RWY 23, AMDT 7...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, AND VOR/DME RADIALS 300-353 UNUSABLE BELOW 5000.

EASTON

Braden Airpark

FDC 2/6341 N43 FI/T IAP BRADEN AIRPARK, EASTON, PA. VOR/DME OR GPS D, ORIG-C...VOR PORTION NA.

EMPORIUM

Cameron County Junior/Senior High School

FDC 2/8333 8PN7 FI/T SPECIAL CAMERON COUNTY JUNIOR/SENIOR HIGH SCHOOL, EMPORIUM, PA. (SPECIAL) COPTER RNAV (GPS) 144, ORIG...PROCEDURE NA.

ERIE

Erie Intl/Tom Ridge Field

FDC 2/6537 ERI FI/T IAP ERIE INTL/TOM RIDGE FIELD, ERIE, PA. VOR/DME RWY 24, AMDT 12...PROCEDURE NA.

FDC 2/4092 ERI FI/T IAP ERIE INTL/TOM RIDGE FIELD, ERIE, PA. RNAV (GPS) RWY 6, ORIG...VOR RWY 6, AMDT 16...NDB RWY 6, AMDT 1...STRAIGHT IN MINIMUMS NA.

FDC 2/4064 ERI FI/T IAP ERIE INTL/TOM RIDGE FIELD, ERIE, PA. ILS OR LOC RWY 6, AMDT 16B...PROCEDURE NA.

FRANKLIN

Venango Rgnl

FDC 2/6332 FKL FI/T IAP VENANGO RGNL, FRANKLIN, PA. ILS OR LOC RWY 21, AMDT 6...RNAV (GPS) RWY 3, AMDT 1...RNAV (GPS) RWY 21, AMDT 1...VOR RWY 3, AMDT 5...VOR RWY 21, AMDT 8...CIRCLING CATS A/B/C MDA 2020/HAA 480. TEMPORARY CRANE 1653 MSL 773 FEET NE OF RWY 03.

GROVE CITY

Grove City

FDC 2/9308 29D FI/T IAP GROVE CITY, GROVE CITY, PA. RNAV (GPS) RWY 28, ORIG...NOTE: PROCEDURE NA AT NIGHT.

FDC 2/9297 29D FI/T IAP GROVE CITY, GROVE CITY, PA. RNAV (GPS) RWY 10, ORIG...LNAV MDA NA. NOTE: CIRCLING TO RWY 28 NA AT NIGHT.

FDC 2/9287 29D FI/T IAP GROVE CITY, GROVE CITY, PA. VOR A, AMDT 6...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, YNG R-128 UNUSABLE. NOTE: CIRCLING TO RWY 28 NA AT NIGHT.

Grove City Medical Ctr

FDC 2/6534 PA57 FI/T IAP GROVE CITY MEDICAL CENTER, GROVE CITY, PA. (SPECIAL) COPTER GPS 244, ORIG...UNNAMED STEPDOWN FIX 1.0 NM FROM LIZHO WP MINIMUM ALTITUDE 1980. H-244 MDA 1740/HAS 369. LIZHO TO HELIPORT: 6.97/5 FT HOVER.

HARRISBURG

Capital City

FDC 2/1352 CXY FI/T IAP CAPITAL CITY, HARRISBURG, PA. ILS OR LOC RWY 8, AMDT 11...S-ILS 8 DA 971/HAT 629, VIS 1 3/4 ALL CATS. ADD NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS-8 ALL CATS VISIBILITY TO 2 1/4 MILE. DISREGARD INOP TABLE DOES NOT APPLY S-ILS-8.

HONESDALE

Sports Complex Of Honesdale

FDC 2/8339 44PN FI/T SPECIAL SPORTS COMPLEX OF HONESDALE, HONESDALE, PA. (SPECIAL) COPTER RNAV (GPS) 250, ORIG...PROCEDURE NA.

JOHNSTOWN

John Murtha Johnstown-Cambria Co

FDC 2/5384 JST FI/T IAP JOHN MURTHA JOHNSTOWN-CAMBRIA CO, JOHNSTOWN, PA. ILS OR LOC RWY 33, AMDT 6...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH WITH SUITABLE RNAV SYSTEM WITH GPS. AOO VOR UNUSABLE R-235 TO R-260.

LANCASTER

Lancaster

FDC 2/1675 LNS FI/T IAP LANCASTER, LANCASTER, PA. RNAV (GPS) RWY 8, AMDT 2...LPV MINIMUMS NA.

LATROBE

Arnold Palmer Rgnl

FDC 2/5142 LBE FI/T ODP ARNOLD PALMER REGIONAL, LATROBE, PA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWYS 3, 5, PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IHD VOR OTS.

FDC 2/5141 LBE FI/T SID ARNOLD PALMER RGNL, LATROBE, PA. HOMEE TWO DEPARTURE...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IHD VOR OTS.

FDC 2/5138 LBE FI/T IAP ARNOLD PALMER REGIONAL, LATROBE, PA. ILS OR LOC RWY 23, AMDT 16A...MISSED APPROACH: CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 5000 DIRECT AGC VOR/DME AND HOLD SW, RT, 056 INBOUND. IHD VOR OTS.

FDC 2/5137 LBE FI/T IAP ARNOLD PALMER REGIONAL, LATROBE, PA. NDB RWY 23, AMDT 13C...MISSED APPROACH: CLIMB TO 4000 VIA BHU 240 BRG, THEN RIGHT TURN DIRECT BHU NDB AND HOLD NE, RT, 233 INBOUND. IHD VOR OTS.

LEWISBURG

Evangelical Community Hospital East

FDC 2/6269 5PS7 FI/T IAP EVANGELICAL COMMUNITY HOSPITAL EAST, LEWISBURG, PA. (SPECIAL) COPTER RNAV (GPS) 360, ORIG...PROCEDURE NA.

MARIENVILLE

East Forest Junior/Senior High School

FDC 2/1204 7PN9 FI/T IAP EAST FORREST JUNIOR/SENIOR HIGH SCHOOL, MARIENVILLE, PA. (SPECIAL) COPTER RNAV (GPS) 047, ORIG...PROCEDURE NA.

MILFORD

Myer

FDC 2/8338 6PA0 FI/T SPECIAL MYER, MILFORD, PA. (SPECIAL) COPTER RNAV (GPS) 008, ORIG...PROCEDURE NA.

MONONGAHELA

Rostraver

FDC 2/6331 FWQ FI/T IAP ROSTRAVER, MONONGAHELA, PA. RNAV (GPS) RWY 8, ORIG-A...LPV DA NA.

MOUNT POCONO

Pocono Mountains Muni

FDC 2/6335 MPO FI/T IAP POCONO MOUNTAINS MUNI, MOUNT POCONO, PA. RNAV (GPS) RWY 31, AMDT 1...PROCEDURE NA.

FDC 2/0986 MPO FI/T IAP POCONO MOUNTAINS MUNI, MOUNT POCONO, PA. VOR RWY 13, AMDT 7...S-13 MINIMUMS NA.

NEW CASTLE

Jameson Memorial Hospital

FDC 2/6140 3PN4 FI/T SPECIAL JAMESON MEMORIAL HOSPITAL, NEW CASTLE, PA. (SPECIAL) COPTER GPS 054, ORIG...PROCEDURE NA.

PHILADELPHIA

Northeast Philadelphia

FDC 2/5407 PNE FI/T IAP NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. LOC BC RWY 6, AMDT 7A...S-6 CATS A/B/C VISIBILITY 1 1/2. CIRCLING CATS A/B VISIBILITY 1 1/2.

FDC 1/6778 PNE FI/T IAP NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. LOC BC RWY 6, AMDT 7A...VOR RWY 6, AMDT 12A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. ARD DME OTS.

FDC 1/4817 PNE FI/T STAR NORTHEAST PHILADELPHIA, PHILADELPHIA, PA., CEDAR LAKE 8 ARRIVAL - MINIMUM ENROUTE ALTITUDE (MEA) IS REVISED BETWEEN ROUTE SEGMENTS. THE MEA BETWEEN BRIGS INTERSECTION AND CEDAR LAKE VOR (VCN) AND BETWEEN VCN AND WOODSTOWN VOR (OOD) IS REVISED FROM 1900 FEET MSL TO 2100 FEET MSL.

Philadelphia Intl

FDC 2/9072 PHL FI/T STAR PHILADELPHIA INTL, PHILADELPHIA PA DUPONT FOUR ARRIVAL FAK TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OTT VOR OTS.

FDC 2/9069 PHL FI/T STAR PHILADELPHIA INTL, PHILADELPHIA PA DUPONT FOUR ARRIVAL GVE TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OTT VOR OTS.

FDC 2/7504 PHL FI/P CHART PHILADELPHIA INTL, PHILADELPHIA, PA. SPUDS TWO ARRIVAL (SPUDS.SPUDS2)...CORRECT ARRIVAL ROUTE DESCRIPTION TO READ FROM LVZ VORTAC VICE FROM LVC VORTAC.

FDC 2/4231 PHL FI/T IAP PHILADELPHIA INTL, PHILADELPHIA, PA. VOR/DME A, AMDT 3...CIRCLING MDA CAT A 600/HAA 564. TEMPORARY CRANE 298 MSL 1.76 NM S OF RWY 35.

FDC 2/4229 PHL FI/T IAP PHILADELPHIA INTL, PHILADELPHIA, PA. RNAV (GPS) RWY 35, AMDT 3...LP MDA 600/HAT 587 ALL CATS. VIS CATS C/D 1 3/4. LNAV MDA 600/HAT 587 ALL CATS. VIS CATS C/D 1 3/4. CIRCLING MDA CAT A 600/HAA 564. TEMPORARY CRANE 298 MSL 1.76 NM S OF RWY 35.

FDC 2/3202 PHL FI/T IAP PHILADELPHIA INTL, PHILADELPHIA, PA. RNAV (RNP) Z RWY 9R, ORIG-A...RNP 0.16 DA 274/HAT 254 ALL CATS.

FDC 2/3007 PHL FI/P IAP PHILADELPHIA INTL, PHILADELPHIA, PA. RNAV (RNP) Z RWY 9L, ORIG-A...RNP 0.11 DA 382/HATH 369 ALL CATS. VIS ALL CATS RVR 3500. RNP 0.30 DA 434/HATH 421 ALL CATS. VIS ALL CATS RVR 4600. DELETE UNCOMPENSATED BARO-VNAV SYSTEMS NOTE. CHART NOTE: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, PROCEDURE NA BELOW -12C (43F) OR ABOVE 54C (130F). DELETE INOPERATIVE MALSR NOTE. CHART NOTE: FOR INOPERATIVE MALSR, INCREASE RNP 0.11 ALL CATS VIS TO RVR 6000 AND RNP 0.30 ALL CATS VIS TO 1 3/8. CHART: THREE 13.2 CHART FAS OBST: 146 BLDG 395224N/0751629W THIS IS RNAV (RNP) Z RWY 9L, ORIG-B.

FDC 2/3006 PHL FI/P IAP PHILADELPHIA INTL, PHILADELPHIA, PA. RNAV (RNP) Z RWY 9R, ORIG-A...RNP 0.16 DA 283/HATH 263 ALL CATS. RNP 0.30 DA 459/HATH 439 ALL CATS. DELETE UNCOMPENSATED BARO-VNAV NOTE. CHART NOTE: FOR UNCOMPENSATED BARO-VNAV NOTE, PROCEDURE NA BELOW -12C (10F) OR ABOVE 54C (130F). DELETE INOPERATIVE ALSF NOTE. CHART NOTE: FOR INOPERATIVE ALSF, INCREASE RNP 0.16 ALL CATS VIS TO RVR 4500 AND RNP 0.30 ALL CATS VIS TO 1 1/2 MILE. DELETE PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT DQO VORTAC ON AIRWAY RADIALS 053 CW 080. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS AT DQO VORTAC ON AIRWAY RADIALS 358 CW 110. CHART: THREE 20.3 CHART FAS OBST: 184 TANK 395148N/0751733W. THIS IS RNAV (RNP) Z RWY 9R, ORIG-B.

FDC 2/1269 PHL FI/T IAP PHILADELPHIA INTL, PHILADELPHIA, PA. RNAV (RNP) Z RWY 9L, ORIG-A...RNP 0.11 DA 383/HAT 370, RVR 4000 ALL CATS. RNP 0.30 DA 434/HAT 421, RVR 4500 ALL CATS. CHANGE INOPERATIVE NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE RNP 0.11 VISIBILITY ALL CATS TO 1 1/4, AND RNP 0.30 VISIBILITY ALL CATS TO 1 3/8.

FDC 1/4811 PHL FI/T STAR PHILADELPHIA INTL, PHILADELPHIA, PA., CEDAR LAKE 8 ARRIVAL - MINIMUM ENROUTE ALTITUDE (MEA) IS REVISED BETWEEN ROUTE SEGMENTS. THE MEA BETWEEN BRIGS INTERSECTION AND CEDAR LAKE VOR (VCN) AND BETWEEN VCN AND WOODSTOWN VOR (OOD) IS REVISED FROM 1900 FEET MSL TO 2100 FEET MSL.

PHILIPSBURG

Mid-State

FDC 2/8373 PSB FI/T ODP MID-STATE, PHILIPSBURG, PA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 16, 400-1 WITH MINIMUM CLIMB OF 317 FEET PER NM TO 2500. RWY 24, 300-1 WITH MINIMUM CLIMB OF 308 FEET PER NM TO 2900.

PITTSBURGH

Allegheny County

FDC 2/6328 AGC FI/T IAP ALLEGHENY COUNTY, PITTSBURGH, PA. ILS OR LOC RWY 28, AMDT 28A...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. MKP NDB OTS.

READING

Reading Rgnl/Carl A Spaatz Field

FDC 2/5464 RDG FI/T ODP READING RGNL/CARL A SPAATZ FIELD, READING, PA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...CHANGE NOTE TO READ: RWY 13, MINIMUM CLIMB OF 436 FT PER NM TO 1700. ALL OTHER DATA REMAINS AS PUBLISHED.

RIDGWAY

Ridgway

FDC 2/8331 PN89 FI/T SPECIAL RIDGWAY, RIDGWAY, PA. (SPECIAL) COPTER RNAV (GPS) 100, ORIG...PROCEDURE NA.

SHAMOKIN

Northumberland County

FDC 2/7091 N79 FI/P IAP NORTHUMBERLAND COUNTY, SHAMOKIN, PA. RNAV (GPS) RWY 8, ORIG...CHANGE PROCEDURE NA PLANVIEW NOTE TO READ: NOPT FOR ARRIVALS ON SELINGROVE (SEG) VORTAC AIRWAY RADIALS 204, 287 AND 320. THIS IS RNAV (GPS) RWY 8, ORIG-A.

FDC 2/6836 N79 FI/T ODP NORTHUMBERLAND COUNTY, SHAMOKIN, PA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 8, NA. RWY 26, 400-2 1/2 OR STANDARD WITH MINIMUM CLIMB OF 266 FT PER NM TO 1400. TAKEOFF OBSTACLE NOTES: NOTE: RWY 26, TREES BEGINNING 10 FT FROM DER, 242 FT LEFT OF CENTERLINE, UP TO 13 FT AGL/865 FT MSL. TREES BEGINNING 84 FT FROM DER, 184 FT RIGHT OF CENTERLINE, UP TO 20 FT AGL/872 FT MSL. TREES BEGINNING 2.1 NM FROM DER, 2621 FT RIGHT OF CENTERLINE, UP TO 80 FT AGL/1240 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

SOMERSET

Somerset County

FDC 2/5546 2G9 FI/P CHART SOMERSET COUNTY, SOMERSET, PA. RNAV (GPS) RWY 7, ORIG...CORRECT BRIEFING BLOCK APPROACH CONTROL COMMUNICATIONS DATA: CHANGE JOHNSTOWN APP CON FREQUENCY TO 135.975 VICE 133.975.

STERLING

Spring Hill

FDC 2/6864 70N FI/T IAP SPRING HILL, STERLING, PA. RNAV (GPS) A, ORIG...VOR B, ORIG...PROCEDURE NA AT NIGHT. VISIBILITY REDUCTION BY HELICOPTERS NA.

UNIONTOWN

Uniontown Hospital

FDC 2/6266 22PA FI/T IAP UNIONTOWN HOSPITAL HELIPORT, UNIONTOWN, PA. (SPECIAL) COPTER GPS 109, ORIG...22PA/COM: CLEVELAND CENTER (ZOB) 124/4 22PA/NAV: FAF (UMOSE WP) TO MAP (ZANFY WP) DISTANCE 3.0 NM 22PA/NAV: LOCAL ALTIMETER MINIMUMS NA.

WARREN

Warren General Hospital

FDC 2/2196 PA97 FI/T SPECIAL WARREN GENERAL HOSPITAL, WARREN, PA. (SPECIAL) RNAV (GPS) 315, ORIG...H -315 MDA 2240/HAS 461.

FDC 2/2063 PA97 FI/T SPECIAL WARREN GENERAL HOSPITAL, WARREN, PA. (SPECIAL) COPTER RNAV (GPS) 315, ORIG...H -315 MDA 2240/HAS 461.

WASHINGTON

Washington County

FDC 2/5599 AFJ FI/T ODP WASHINGTON COUNTY, WASHINGTON, PA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 9, 700-2 1/2 OR STANDARD WITH MINIMUM CLIMB OF 475 FT. PER NM TO 2100. RWY 27, 300-1 1/2. ALL OTHER DATA REMAINS THE SAME.

FDC 2/3740 AFJ FI/T IAP WASHINGTON COUNTY, WASHINGTON, PA. RNAV (GPS) RWY 9, ORIG...RNAV (GPS) RWY 27, ORIG...PROCEDURE NA.

FDC 2/3739 AFJ FI/T IAP WASHINGTON COUNTY, WASHINGTON, PA. ILS OR LOC RWY 27, ORIG-A...GS/TCH 3.09/57. TERMINAL ROUTE FROM (IF/IAF) KEYRE INT/I-AFJ 12.37 DME TO (FAF) ANUYE INT I-AFJ/6.23 DME: DISTANCE 6.1 NM. (FAF) ANUYE INT I-AFJ 6.2 DME AND AGC R-225. DISTANCE ANUYE INT TO THLD 5.34 NM TIME/DISTANCE TABLE: 60=5:20, 90=3:34, 120=2:40, 150=2:08, 180=1:47. DME MINIMUMS CIRCLING CAT A MDA 1800/HAA 616. DISTANCE CIYAK TO VDP 0.6 NM. VDP AT I-AFJ 2.6 DME (NUMBER SYMBOL); DISTANCE VDP TO THRESHOLD 1.7 MILES. PROFILE NOTE: (NUMBER SYMBOL) LOC ONLY. CHANGE MISSED APPROACH TO READ: CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 3000 DIRECT HLG VOR/DME AND HOLD. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

WILKES-BARRE

Wyoming Valley Medical Center

FDC 2/8328 PN45 FI/T SPECIAL WYOMING VALLEY MEDICAL CENTER, WILKES-BARRE, PA. (SPECIAL) COPTER RNAV (GPS) 188, ORIG...PROCEDURE NA.

WILKES-BARRE/SCRANTON

Wilkes-Barre/Scranton Intl

FDC 2/5433 AVP FI/T IAP WILKES-BARRE/SCRANTON INTL, WILKES-BARRE/SCRANTON, PA. ILS OR LOC/DME RWY 4, AMDT 35A...TERMINAL ROUTE RAVINE (RAV) VORTAC TO HAZLETON (HZL) VOR NA. TERMINAL ROUTE HAZLETON (HZL) VOR TO HEAPP I-AVP 16.8 DME NA. NOTE: RADAR REQUIRED FOR PROCEDURE ENTRY. S-LOC 4 NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. AVP DME OTS. FAF TO MAP 8.82 NM KNOTS / MIN:SEC 60 / 8:49, 90 / 5:53, 120 / 4:25, 150 / 3:32, 180 / 2:56 MISSED APPROACH: CLIMB TO 3300 THEN CLIMBING RIGHT TURN TO 4000 VIA HEADING 180 AND LVZ R-045 TO LVZ VORTAC AND HOLD. HOLD S, RT, 010.00 INBOUND. LHY FACILITY RESTRICTION.

FDC 2/5432 AVP FI/T IAP WILKES-BARRE/SCRANTON INTL, WILKES-BARRE/SCRANTON, PA. ILS OR LOC/DME RWY 22, AMDT 6...TERMINAL ROUTE LAKE HENRY (LHY) VORTAC TO COSBY INT I-IZK 12.4 DME NA. TERMINAL ROUTE COSBY INT I-IZK 12.4 DME TO JULUT I-IZK 9 DME NA. NOTE: RADAR REQUIRED FOR PROCEDURE ENTRY. S-LOC 22 NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. IZK DME OTS. FAF TO MAP 5.68 NM KNOTS / MIN:SEC 60 / 5:41, 90 / 3:47, 120 / 2:50, 150 / 2:16, 180 / 1:54.

FDC 2/1228 AVP FI/T ODP WILKES-BARRE/SCRANTON INTL, WILKES-BARRE/SCRANTON, PA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 4, NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LHY FACILITY RESTRICTION.

PUERTO RICO

PONCE

Mercedita

FDC 2/9933 PSE FI/T ODP MERCEDITA, PONCE, RQ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 12, CHANGE TO READ: CLIMB TO 3300 DIRECT PSE VOR/DME...REST OF ROUTE UNCHANGED. RWY 30: CHANGE TO READ: IMMEDIATE CLIMBING LEFT TURN TO 3300 DIRECT PSE VOR/DME...REST OF ROUTE UNCHANGED.

FDC 2/5398 PSE FI/T IAP MERCEDITA, PONCE, RQ. VOR RWY 30, AMDT 10A...S-30 NA. CHANGE NOTE 2 TO READ: S-30 MINIMUMS NOT AUTHORIZED; INCREASE ALL CIRCLING MDA TO 1420 AND VISIBILITIES TO 3 MILES. CHANGE PROFILE VIEW MINIMUM PROCEDURE TURN ALTITUDE TO 2900. CHANGE PROFILE VIEW MINIMUM MINIMUM FAF ALTITUDE TO 1000.

FDC 2/5385 PSE FI/T ODP MERCEDITA, PONCE, RQ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 12, 200-1 1/4. NOTE: RWY 12, POLES BEGINNING 169 FT FROM DEPARTURE END OF RUNWAY, 283 FT RIGHT OF CENTERLINE UP TO 64 FT AGL/84 FT MSL. TREES BEGINNING 297 FT FORM DEPARTURE END OF RUNWAY, 96 FT LEFT AND RIGHT OF CENTERLINE UP TO 75 FT AGL/89 FT MSL. STACKS BEGINNING 5519 FT FROM DEPARTURE END OF RUNWAY, 1770 FT RIGHT OF CENTERLINE, 204 FT AGL/ 240 FT MSL. RWY 30 500-1 1/2. NOTE: RWY 30, POLES BEGINNING 145 FT FROM DEPARTURE END OF RUNWAY, 119 FT LEFT AND RIGHT OF CENTERLINE UP TO 405 FT AGL/426 FT MSL. BUILDING 1.5NM FOR DEPARTURE END OF RUNWAY 158 FT AGL/219 FT MSL.

SAN JUAN

Fernando Luis Ribas Dominicci

FDC 2/5400 SIG FI/T ODP FERNANDO LUIS RIBAS DOMINICCI, SAN JUAN, RQ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 7...TAKE-OFF MINIMUMS: RWY 27, 300 - 1 AND A MINIMUM CLIMB OF 257 FT PER NM TO 5400.

Luis Munoz Marin Intl

FDC 2/9671 SJU FI/T SID LUIS MUNOZ MARIN INTL, SAN JUAN, RQ, VERMO FIVE DEPARTURE...DME REQUIRED EXCEPT FOR AIRCRAFT WITH SUITABLE RNAV SYSTEM WITH GPS, BQN R-037 UNUSABLE.

FDC 2/6361 SJU FI/T SID LUIS MUNOZ MARIN INTL, SAN JUAN, RQ, CRSTL ONE DEPARTURE PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. DDP NDB OTS.

FDC 2/5392 SJU FI/T IAP LUIS MUNOZ MARIN INTL, SAN JUAN, RQ. RNAV (GPS) RWY 26, ORIG-B...LNAV/VNAV NA. LNAV MDA 500/HAT 493 ALL CATS. VISIBILITY CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 600/HAA 591 ALL CATS.

RHODE ISLAND

NORTH KINGSTOWN

Quonset State

FDC 2/9292 OQU FI/T ODP QUONSET STATE, NORTH KINGSTOWN, RI. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF MINIMUMS: RWY 5, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 449 FT PER NM TO 300. RWY 16, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 365 FT PER NM TO 300. NOTE: RWY 23, VEHICLES ON ROAD 393 FT FROM DEPARTURE END OF RWY, 5 FT LEFT OF CENTERLINE, 15 FT AGL/24 FT MSL. RAILROAD 398 FT FROM DEPARTURE END OF RUNWAY, 139 FT LEFT OF CENTERLINE, 23 FT AGL/31 FT MSL. CRANE 1826 FT FROM DEPARTURE END OF RUNWAY, 925 FT RIGHT OF CENTERLINE, 106 FT AGL/112 FT MSL. RWY 34, TERRAIN BEGINNING 51 FT FROM DEPARTURE END OF RUNWAY, 128 FT RIGHT OF CENTERLINE, UP TO 52 FT MSL. TREES BEGINNING 1220 FT FROM DEPARTURE END OF RWY, 492 FT RIGHT OF CENTERLINE, UP TO 34 FT AGL/74 FT MSL. TERRAIN BEGINNING 63 FT FROM DEPARTURE END OF RUNWAY, 59 FT LEFT OF CENTERLINE, UP TO 45 FT MSL. TREES BEGINNING 1043 FT FROM DEPARTURE END OF RUNWAY, 420 FT LEFT OF CENTERLINE, UP TO 68 FT AGL/112 FT MSL.

SOUTH CAROLINA

ANDERSON

Anderson Rgnl

FDC 2/7497 AND FI/T IAP ANDERSON RGNL, ANDERSON, SC. RNAV (GPS) RWY 35, ORIG...LNAV MDA 1240/HAT 503 ALL CATS. TEMPORARY CRANE 940 MSL 1.53 NM S OF RWY 35.

FDC 2/0612 AND FI/T IAP ANDERSON RGNL, ANDERSON, SC. RNAV (GPS) RWY 35, ORIG...LNAV MDA 1300/HAT 538 ALL CATS, VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1300/HAA 518 CATS A/B/C. TEMPORARY CRANE 984 FT MSL 2.1 NM SE OF RWY 35.

BENNETTSVILLE

Marlboro County Jetport - H.E. Avent Field

FDC 2/7974 BBP FI/T IAP MARLBORO COUNTY JETPORT - H.E. AVENT FIELD, BENNETTSVILLE, SC. VOR/DME A, AMDT 5...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. FLO VORTAC UNUSABLE FROM 345 TO 360 BYD 10 NM.

CHARLESTON

Charleston AFB/Intl

FDC 2/8711 CHS FI/T IAP CHARLESTON AFB/INTL, CHARLESTON, SC. VOR/DME OR TACAN RWY 21, AMDT 14...S-21 MDA 500/HAT 457 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. VDP AT 1.77 DME; DISTANCE VDP TO THLD 1.29 MILES. TEMPORARY CRANE 187 MSL 5096 FT W OF RWY 21.

FDC 2/5391 CHS FI/T IAP CHARLESTON AFB/INTL, CHARLESTON, SC. VOR/DME OR TACAN RWY 3, AMDT 14A...S-3 MDA 520/HAT 485 ALL CATS, CAT C VIS 1 1/4, CAT D VIS 1 1/2, CAT E VIS 1 3/4. VDP 1.40 NM TO RWY 3/CHS 2.09 DME. DISREGARD NOTES: INOPERATIVE TABLE DOES NOT APPLY TO S-3 CATS A, B AND C. FOR INOPERATIVE SSALR, INCREASE S-3 CATS D AND E VISIBILITY TO 1 1/4.

FDC 2/5216 CHS FI/T IAP CHARLESTON AFB/INTL, CHARLESTON, SC. VOR/DME OR TACAN RWY 21, AMDT 14...S-21 MDA 500/HAT 457 ALL CATS, VIS CAT C 1 1/4, CAT D 1 1/2. VDP AT 1.77 DME; DISTANCE VDP TO THRESHOLD 1.29 MILES. TEMPORARY CRANE 187 MSL 5096 FT W OF RWY 21.

FDC 2/3027 CHS FI/T IAP CHARLESTON AFB/INTL, CHARLESTON, SC. ILS OR LOC RWY 15, AMDT 24...S-LOC 15 MDA 560/HATH 517 ALL CATS. VIS CATS C/D/E RVR 5500. CIRCLING CATS A/B/C MDA 560/HAA 514. WENEX MINIMUM FIX ALTITUDE 560. WENEX FIX MINIMUMS: CIRCLING CATS A/B/C 560/HAA 514. DIREGARD NOTE: FOR INOPERATIVE ALS, INCREASE CAT E VISIBILITY TO RVR 4000. TEMPORARY CRANE 3.5 NM NORTHEAST OF RWY 15.

FDC 2/2928 CHS FI/T IAP CHARLESTON AFB/INTL, CHARLESTON, SC. RNAV (GPS) Y RWY 3, AMDT 2...LNAV MDA 520/HATH 499 ALL CATS. VDP 1.41 NM TO RWY 3. TEMPORARY CRANE 217 MSL, 5570 FEET SE OF RWY 3.

CLEMSON

Oconee County Rgnl

FDC 2/5587 CEU FI/T IAP OCONEE COUNTY RGNL, CLEMSON, SC. RNAV (GPS) RWY 25, AMDT 2...STRAIGHT-IN MINIMUMS NA.

DARLINGTON

Darlington County Jetport

FDC 2/3959 UDG FI/T ODP DARLINGTON COUNTY JETPORT, DARLINGTON, SC. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURES: RWY 34 NA. DISREGARD NOTE: RWY 10/28 AND RWY 16/34.

FLORENCE

Florence Rgnl

FDC 2/6014 FLO FI/T IAP FLORENCE RGNL, FLORENCE, SC. RADAR-1, AMDT 1...ASR PROCEDURES NA.

FDC 2/5800 FLO FI/T IAP FLORENCE RGNL, FLORENCE, SC. ILS OR LOC RWY 9, AMDT 12...RNAV (GPS) RWY 1, ORIG...RNAV (GPS) RWY 9, ORIG-A...RNAV (GPS) RWY 19, ORIG...RNAV (GPS) RWY 27, ORIG...VOR OR TACAN A, AMDT 6...CIRCLING CAT B AND C MDA 740/HAA 593. TEMPORARY CRANE 389 FT MSL 1.4 NM NORTHWEST OF RWY 9.

GEORGETOWN

Georgetown County

FDC 2/8947 GGE FI/T IAP GEORGETOWN COUNTY, GEORGETOWN, SC. RNAV (GPS) RWY 23, AMDT 1...LPV DA 288/HATH 255, VIS 7/8 ALL CATS.

FDC 2/5209 GGE FI/T ODP GEORGETOWN COUNTY, GEORGETOWN, SC. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY 34, NA. REST OF DATA REMAINS AS PUBLISHED.

GREER

Greenville Spartanburg Intl

FDC 2/2331 GSP FI/T IAP GREENVILLE SPARTANBURG INTL, GREER, SC. ILS OR LOC/DME RWY 4, AMDT 23A...DISTANCE MULDE TO MAP 4.10 NM OR AT 1.94 DME. TIME/DISTANCE TABLE: 60=4:06, 90=2:44, 120=2:03, 150=1:38, 180=1:22.

MANNING

Santee Cooper Rgnl

FDC 2/5468 MNI FI/T IAP SANTEE COOPER RGNL, MANNING, SC. VOR/DME OR GPS A, AMDT 4...VOR/DME PORTION NA.

FDC 0/8744 MNI FI/T SANTEE COOPER REGIONAL, MANNING, SC. NDB OR GPS RWY 2, AMDT 2...NDB PORTION NA.

MARION

Marion County

FDC 2/8059 MAO FI/T IAP MARION COUNTY, MARION, SC. VOR/DME A, AMDT 4...CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON FLO VORTAC AIRWAY RADIALS 043 CW 121.

PAGELAND

Pageland

FDC 2/9019 PYG FI/T IAP PAGELAND, PAGELAND, SC. NDB OR GPS RWY 23, ORIG-B...TDZE 575. S-23 MDA 1400/HAT 825 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/2. CIRCLING MDA 1420/HAA 825 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/2. NOTE: PROCEDURE NA AT NIGHT. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 2/8206 PYG FI/T IAP PAGELAND, PAGELAND, SC. NDB OR GPS RWY 23, ORIG-B...S-23 CAT C NA. CIRCLING CAT C NA.

ST GEORGE

St George

FDC 2/5409 6J2 FI/T IAP ST GEORGE, ST GEORGE, SC. VOR/DME A, AMDT 2...PROCEDURE NA.

SOUTH DAKOTA

SIOUX FALLS

Joe Foss Field

FDC 2/8334 FSD FI/T IAP JOE FOSS FIELD, SIOUX FALLS, SD. RNAV (GPS) RWY 3, AMDT 1...LPV DA 1673/HAT 250, VISIBILITY RVR 4000 ALL CATS. LNAV/VNAV DA 1710/HAT 287, VISIBILITY RVR 4000 ALL CATS. LNAV CATS A/B VISIBILITY RVR 4000. INOPERATIVE TABLE DOES NOT APPLY TO LPV. FOR INOPERATIVE MALSR INCREASE LNAV/VNAV VISIBILITY TO 7/8, AND LNAV CATS A/B TO 1. VISIBILITY REDUCTION BY HELICOPTERS NA. CIRCLING CATS A/B/C MDA 1980/HAA 551.

FDC 2/8332 FSD FI/T IAP JOE FOSS FIELD, SIOUX FALLS, SD. HI ILS RWY 21, AMDT 6A...HI TACAN RWY 15, AMDT 8A...CIRCLING CAT C MDA 1980/HAA 551.

FDC 2/8330 FSD FI/T IAP JOE FOSS FIELD, SIOUX FALLS, SD. RNAV (GPS) RWY 15, ORIG-D...RNAV (GPS) RWY 21, AMDT 1...RNAV (GPS) RWY 33, ORIG-C...VOR/DME OR TACAN RWY 33, AMDT 12B...VOR OR TACAN RWY 15, AMDT 21B...RADAR-1, AMDT 10A...CIRCLING CATS A/B/C MDA 1980/HAA 551.

FDC 2/8329 FSD FI/T IAP JOE FOSS FIELD, SIOUX FALLS, SD. HI ILS OR LOC RWY 3, AMDT 9...S-ILS 3 MDA 1673/HAT 250, VISIBILITY RVR 4000 ALL CATS. CIRCLING CAT C MDA 1980/HAA 551. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 3. MAREY FIX MINIMUMS: S-LOC 3 CAT C VISIBILITY RVR 4000. FOR INOPERATIVE MALSR, INCREASE S-LOC CAT C VISIBILITY TO 1. DISREGARD NOTE: RVR1800 AUTHORIZED WITH THE USE OF FLIGHT DIRECTOR OR AUTO PILOT OR HEADS UP DISPLAY TO DA.

FDC 2/8327 FSD FI/T IAP JOE FOSS FIELD, SIOUX FALLS, SD. RNAV (GPS) RWY 9, ORIG-B...RNAV (GPS) RWY 27, ORIG-B...CIRCLING CATS A/B MDA 1980/HAA 551.

FDC 2/8314 FSD FI/T IAP JOE FOSS FIELD, SIOUX FALLS, SD. ILS OR LOC RWY 3, AMDT 27D...S-ILS 3 DA 1673/HAT 250, VISIBILITY RVR 4000 ALL CATS. S-LOC 3 VISIBILITY CATS A/B RVR 4000. CIRCLING CATS A/B/C MDA 1980/HAA 551. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 3. FOR INOPERATIVE MALSR INCREASE S-LOC 3 CATS A/B VISIBILITY TO 1. MAREY FIX MINIMUMS: S-LOC 3 CATS A/B/C VISIBILITY RVR 4000. CIRCLING CATS A/B/C MDA 1980/HAA 551. FOR INOPERATIVE MALSR, INCREASE S-LOC 3 CATS A/B/C VIS TO 1. DISREGARD NOTE: RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 2/7723 FSD FI/T ODP JOE FOSS FIELD, SIOUX FALLS, SD. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 7...TAKE-OFF MINIMUMS: RWY 33, 300-1 1/4 OR STANDARD WITH A MINIMUM CLIMB OF 526 FEET PER NM TO 1800 FEET. NOTE: RWY 33, TEMPORARY CRANE 3595 FEET FROM DEPARTURE END OF RWY, 940 FEET LEFT OF CENTERLINE, 80 FEET AGL/ 1600 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/4121 FSD FI/T IAP JOE FOSS FIELD, SIOUX FALLS, SD. RADAR-1, AMDT 10A...ASR 3 CATS A/B VISIBILITY RVR 4000. FOR INOPERATIVE MALSR, INCREASE ASR 3 CATS A/B VISIBILITY TO 1. VISIBILITY REDUCTION BY HELICOPTERS NA.

SPEARFISH

Black Hills-Clyde Ice Field

FDC 2/1408 SPF FI/T ODP BLACK HILLS-CLYDE ICE FIELD, SPEARFISH, SD. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...PROCEDURE NA. SPF NDB OTS.

WATERTOWN

Watertown Rgnl

FDC 2/4714 ATY FI/T IAP WATERTOWN RGNL, WATERTOWN, SD. RNAV (GPS) RWY 30, AMDT 1...PROCEDURE NA.

TENNESSEE

ATHENS

Mcminn County

FDC 2/7296 MMI FI/T IAP MCMINN COUNTY, ATHENS, TN. RNAV (GPS) RWY 2, ORIG...LPV AND LNAV/VNAV: MINIMUMS N/A.

FDC 2/7293 MMI FI/T IAP MCMINN COUNTY, ATHENS, TN. RNAV (GPS) RWY 20, AMDT 1...PROCEDURE NA AT NIGHT.

BRISTOL/JOHNSON/KINGSPORT

Tri-Cities Rgnl Tn/Va

FDC 2/8429 TRI FI/T ODP TRI-CITIES RGNL TN/VA, BRISTOL/JOHNSON/KINGSPORT, TN, TRICITIES ONE DEPARTURE...DEPARTURE ROUTES RWY 5 AND RWY 9 NA, GZG VOR/DME OTS.

CENTERVILLE

Centerville Muni

FDC 2/7532 GHM FI/T IAP CENTERVILLE MUNI, CENTERVILLE, TN. VOR RWY 2, AMDT 6...VOR/DME OR GPS RWY 2, AMDT 2...NOTE: PROCEDURE NA AT NIGHT.

CHATTANOOGA

Lovell Field

FDC 2/6437 CHA FI/T ODP LOVELL FIELD, CHATTANOOGA, TN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 11...TAKEOFF OBSTACLE NOTE: NOTE: RWY 33, TEMPORARY CRANE 2115 FT FROM DER, 663 FT LEFT OF CENTERLINE, 130 FT AGL/809 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

CLARKSVILLE

Outlaw Field

FDC 2/7639 CKV FI/T IAP OUTLAW FIELD, CLARKSVILLE, TN. RNAV (GPS) RWY 17, ORIG...RNAV (GPS) RWY 35, ORIG...LOC RWY 35, AMDT 5E...VOR RWY 35, AMDT 15E...CIRCLING TO RWY 23 NA AT NIGHT.

CLEVELAND

Hardwick Field

FDC 2/6823 HDI FI/T IAP HARDWICK FIELD, CLEVELAND, TN. NDB RWY 3, AMDT 2...S-3 MDA 1800/HAT 926 ALL CATS, VIS CAT A 1 1/4, CAT C 2 3/4. CIRCLING MDA 1800/HAA 926 ALL CATS, VIS CAT A 1 1/4, CAT C 2 3/4. ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 2/4845 HDI FI/T IAP HARDWICK FIELD, CLEVELAND, TN. RNAV (GPS) RWY 3, ORIG...ADD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. DISREGARD NOTE: PROCEDURE NA AT NIGHT.

COLUMBIA/MOUNT PLEASANT

Maury County

FDC 2/5458 MRC FI/T ODP MAURY COUNTY, COLUMBIA/MOUNT PLEASANT, TN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 6, 400-1 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 286 FEET PER NM TO 1100. RWY 24, 400-2 1/4 OR STANDARD WITH A MINIMUM CLIMB OF 326 FEET PER NM TO 1300.

COPPERHILL

Copper Basin Medical Center

FDC 2/1141 23TN FI/T SPECIAL COPPER BASIN MEDICAL CENTER HELIPORT, COPPER HILL, TN. (SPECIAL) COPTER RNAV (GPS) 330, ORIG...MISSED APPROACH: CLIMB TO 6400 DIRECT EPYAP WP AND HOLD.

DICKSON

Dickson Muni

FDC 2/6139 M02 FI/T ODP DICKSON MUNI, DICKSON, TN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...CHANGE TAKEOFF MINIMUMS TO READ: RWY 17, 400-2 OR STANDARD WITH A MINIMUM CLIMB OF 362 FT PER NM TO 1400. CHANGE NOTE TO READ: RWY 17, TREES 1230 FT FROM DER, 809 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/1019 FT MSL. TOWER 9464 FT FROM DER, 2386 FT RIGHT OF CENTERLINE, 306 FT AGL/1246 FT MSL. RWY 35, TREES BEGINNING 85 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100 FT AGL/1039 FT MSL. VEHICLE ON ROAD 203 FT FROM DER, 266 FT LEFT OF CENTERLINE, 15 FT AGL/920 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

DUNLAP

Sequatchie County

FDC 1/3239 18TN FI/T IAP NORTH VALLEY MEDICAL CENTER HELIPORT, DUNLAP, TN. (SPECIAL) COPTER RNAV (GPS) 221 ORIG MISSED APPROACH: CLIMBING LEFT TURN TO 4000 DIRECT TO ENOGY WP AND HOLD.

GALLATIN

Sumner County Rgnl

FDC 2/7551 M33 FI/T ODP SUMNER COUNTY RGNL, GALLATIN, TN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...TAKEOFF OBSTACLE NOTE: RWY 35, TRANSMISSION LINE/STRUCTURE 1630 FT FROM DER, 475 FT LEFT OF CENTERLINE, 88 FT AGL/698 FT MSL. TRANSMISSION LINE/STRUCTURE 2018 FT FROM DER, 472 FT LEFT OF CENTERLINE, 88 FT AGL/690 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

HARRIMAN

Roane Medical Center

FDC 2/1184 TN19 FI/T SPECIAL ROANE MEDICAL CENTER, HARRIMAN, TN. (SPECIAL) COPTER RNAV (GPS) 264, ORIG...MDA 1360/HAS 260 SURFACE ELEVATION 1100 MSL.

HUNTINGDON

Carroll County

FDC 2/9430 HZD FI/T IAP CARROLL COUNTY, HUNTINGDON, TN. RNAV (GPS) RWY 1, ORIG...RNAV (GPS) RWY 19, ORIG...VGS1 AND RNAV GLIDEPATH NOT COINCIDENT.

KNOXVILLE

Knoxville Downtown Island

FDC 2/0001 DKX FI/T IAP KNOXVILLE DOWNTOWN ISLAND, KNOXVILLE, TN. VOR/DME B, AMDT 7...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VXV TACAN OTS.

Mc Ghee Tyson

FDC 2/0832 TYS FI/T ODP MC GHEE TYSON, KNOXVILLE, TN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...TAKE-OFF MINIMUMS: RWY 5L, 300 - 1 3/4 OR STANDARD WITH MINIMUM CLIMB OF 221 FT PER NM TO 1300. NOTE: RWY 5L, TREES BEGINNING 2282 FT FROM DER, 891 FT LEFT OF CENTERLINE, 100 FT AGL/1059 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/0680 TYS FI/T IAP MC GHEE TYSON, KNOXVILLE, TN. HI VOR/DME OR TACAN RWY 5L, AMDT 3...NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT.

FDC 2/0679 TYS FI/T IAP MC GHEE TYSON, KNOXVILLE, TN. HI ILS OR LOC RWY 5L, AMDT 4...S-ILS 5L: VIS RVR 2400 ALL CATS. NOTE: (ASTERISK)RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT.

FDC 2/0333 TYS FI/T IAP MC GHEE TYSON, KNOXVILLE, TN. ILS OR LOC RWY 5L, AMDT 8B...ADD PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. CHANGE MISSED APPROACH HOLDING TO READ: HOLD NORTHEAST, LT, 233.00 INBOUND.

FDC 2/0004 TYS FI/T IAP MC GHEE TYSON, KNOXVILLE, TN. VOR RWY 23R, AMDT 7...VOR RWY 23L, AMDT 5...VDP NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEMS WITH GPS, VXV TACAN OTS.

FDC 2/0003 TYS FI/T IAP MC GHEE TYSON, KNOXVILLE, TN. ILS OR LOC RWY 5L, AMDT 8B...S-LOC 5L QUICK FIX MINIMUMS NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEMS WITH GPS, VXV TACAN OTS.

MC MINNVILLE

Warren County Memorial

FDC 2/5460 RNC FI/T IAP WARREN COUNTY MEMORIAL, MC MINNVILLE, TN. LOC RWY 23, AMDT 1...PROCEDURE NA.

MEMPHIS

Memphis Intl

FDC 2/5851 MEM FI/T IAP MEMPHIS INTL, MEMPHIS, TN. RNAV (GPS) Z RWY 18R, AMDT 2A...LPV DA 692/HAT 397 ALL CATS, VIS RVR 5000 ALL CATS. NOTE: FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VIS TO 1 1/2. TEMPORARY CRANES 513 MSL 1407 FT SE OF RWY 18R.

FDC 2/5849 MEM FI/T IAP MEMPHIS INTL, MEMPHIS, TN. RNAV (RNP) X RWY 18R, ORIG-C...PROCEDURE NA.

FDC 2/5292 MEM FI/T IAP MEMPHIS INTL, MEMPHIS, TN. RNAV (RNP) Y RWY 18C, ORIG-B...RNP 0.30 DA (ASTERISK) 639/HAT 349 ALL CATS.

FDC 2/5287 MEM FI/T IAP MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 18R, AMDT 14B...S-ILS 18R DA 692/HAT 397 ALL CATS, VIS RVR 5000 ALL CATS. SAAMM FIX MINIMUMS: S-LOC 18R MDA 760/HAT 465 ALL CATS. VIS CAT D RVR 5000, CAT E RVR 6000. NOTE: FOR INOPERATIVE MALSR, INCREASE S-ILS 18R ALL CATS VISIBILITY TO 1 1/2, S-LOC 18R CAT E VISIBILITY TO 2, SAAMM FIX MINIMUMS, INCREASE S-LOC 18R CAT E VISIBILITY TO 1 1/2. TEMPORARY CRANES 513 MSL 1407 FT SE OF RWY 18R.

FDC 2/3766 MEM FI/T STAR MEM INTL, MEMPHIS, TN DAWGG ONE ARRIVAL: DELETE 290 KNOT SPEED RESTRICTION AT HORIS AND ARG (WALNUT RIDGE VORTAC) WEF 1207260901-1209200900.

FDC 2/3102 MEM FI/T SID MEMPHIS INTL, MEMPHIS, TN, ELVIS ONE DEPARTURE...NOTE: TURBOJETS: ACCELERATE TO 250 KIAS IMMEDIATELY UNTIL REACHING 10,000 MSL, IF UNABLE, ADVISE ATC.

FDC 2/1202 MEM FI/T SID MEMPHIS INTL, MEMPHIS, TN AZONE ONE DEPARTURE...DEPARTURE ROUTE DESCRIPTION: TAKEOFF RWY 9, 18L, 18C, 18R, 27, 36L, 36C, 36R, CHANGE MAINTAIN 7000 TO READ MAINTAIN 5000. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/0444 MEM FI/T STAR MEM INTL, MEMPHIS, TN LUGOH ONE ARRIVAL: DELETE 290 KNOT SPEED RESTRICTION AT FASON AND ERASE WEF 1207260901-1209200900.

FDC 2/0441 MEM FI/T STAR MEM INTL, MEMPHIS, TN UJM FOUR ARRIVAL: DELETE 290 KNOT SPEED RESTRICTION AT OGONY, FENUR, AND ELLIN WEF 1207260901-1209200900.

FDC 2/0438 MEM FI/T STAR MEM INTL, MEMPHIS, TN WLDER SEVEN ARRIVAL: DELETE 290 KNOT SPEED RESTRICTION AT CASOT, AXCEL, AND KELNE WEF 1207260901-1209200900.

MILLINGTON

Millington Rgnl Jetport

FDC 2/6639 NQA FI/T IAP MILLINGTON RGNL JETPORT, MILLINGTON, TN. ILS OR LOC RWY 22, AMDT 4...S-ILS 22 DA 715/HAT 395 ALL CATS, VISIBILITY 1 ALL CATS. S-LOC 22 VISIBILITY CAT A/B/C 1. CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MEMPHIS ALTIMETER SETTING AND INCREASE DA TO 764 FT AND ALL MDA 60 FT, AND S-LOC 22 VISIBILITY CATS D/E AND CIRCLING CAT E 1/4 MILE. FOR INOPERATIVE MALSR, INCREASE S-ILS 22 CAT E VISIBILITY TO 1 1/4 AND S-LOC 22 CAT E VISIBILITY TO 1 1/2. FOR INOPERATIVE MALSR WHEN USING MEMPHIS ALTIMETER SETTING, INCREASE S-ILS 22 VISIBILITY TO 1 1/2 ALL CATS, S-LOC 22 CAT E TO 1 3/4. INOPERATIVE TABLE DOES NOT APPLY TO S-LOC 22 CAT A/B. VISIBILITY REDUCTION BY HELICOPTERS NA. VDP NA.

FDC 2/6636 NQA FI/T IAP MILLINGTON RGNL JETPORT, MILLINGTON, TN. RNAV (GPS) RWY 22, AMDT 1A...LPV DA 745/HAT 425 ALL CATS, VISIBILITY 1 ALL CATS. CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MEMPHIS ALTIMETER SETTING AND INCREASE ALL DAS/MDAS 60 FT, INCREASE LPV ALL CATS, LNAV/VNAV CAT E, LNAV CAT D AND CIRCLING CAT E VIS 1/4 MILE. FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VIS TO 1 1/2, LNAV/VNAV CAT E TO 1 3/4, LNAV CAT C TO 1 1/4, CAT E TO 1 3/4. FOR INOPERATIVE MALSR WHEN USING MEMPHIS ALTIMETER SETTING, INCREASE LPV ALL CATS VIS TO 1 3/4, LNAV/VNAV CAT E TO 2. INOPERATIVE TABLE DOES NOT APPLY TO LNAV CAT A/B. VISIBILITY REDUCTION BY HELICOPTERS NA. 34:1 IS NOT CLEAR. VDP NA.

NASHVILLE

Nashville Intl

FDC 2/8213 BNA FI/T SID NASHVILLE INTL, NASHVILLE, TN, TITAN ONE DEPARTURE TAKEOFF MINIMUMS: RWY 20C: STANDARD WITH MINIMUM OF 260 FT PER NM TO 2600. RWY 31: STANDARD WITH MINIMUM OF 240 FT PER NM TO 2600. DEPARTURE ROUTE DESCRIPTION: TAKE-OFF RUNWAY 2R: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, BNA R-068 UNUSABLE. ALL OTHER DATA REMAINS AS PUBLISHED.

NEWPORT

Cocke County Baptist Hospital

FDC 2/9784 26TN FI/T ODP COCKE COUNTY BAPTIST HOSPITAL HELIPORT, NEWPORT, TN. (SPECIAL) RNAV (GPS) 008 DEPARTURE, ORIG...CHANGE VISUAL SEGMENT MINIMUM ALTITUDE NOTE TO READ: CLIMB AT MINIMUM 245 FT/NM TO CROSS WAKUR WP AT OR ABOVE 1880 FEET PRIOR TO ENTERING IMC.

FDC 2/9783 26TN FI/T IAP COCKE COUNTY BAPTIST HOSPITAL HELIPORT, NEWPORT, TN. (SPECIAL) COPTER RNAV (GPS) 188, ORIG...H-188 MDA 1880/HAS 580. CHANGE MISSED APPROACH TO READ: CLIMBING LEFT TURN TO 4900 DIRECT ZILOL WP AND HOLD.

PIKEVILLE

Bledsoe County Hospital

FDC 2/6544 29TN FI/T SPECIAL BLEDSOE COUNTY HOSPITAL HELIPORT, PIKEVILLE, TN. (SPECIAL) COPTER RNAV 245, ORIG...MISSED APPROACH: CLIMBING LEFT TURN TO 4600 DIRECT AKOYU WP AND HOLD.

ROGERSVILLE

Hawkins County

FDC 2/5477 RVN FI/T IAP HAWKINS COUNTY, ROGERSVILLE, TN. GPS RWY 7, ORIG-A...S-7 MINIMUMS NA. TRI-CITIES RGNL ALTIMETER SETTING S-7 MINIMUMS NA.

SEVIERVILLE

Gatlinburg-Pigeon Forge

FDC 2/0249 GKT FI/T ODP GATLINBURG-PIGEON FORGE, SEVIERVILLE, TN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...TAKEOFF MINIMUMS: RWY 10, STANDARD WITH MINIMUM CLIMB OF 320 FT PER NM TO 2300. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/0002 GKT FI/T IAP GATLINBURG-PIGEON FORGE, SEVIERVILLE, TN. VOR/DME RWY 10, AMDT 6...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VXV TACAN OTS.

SHELBYVILLE

Bomar Field-Shelbyville Muni

FDC 2/3587 SYI FI/T IAP BOMAR FIELD-SHELBYVILLE MUNI, SHELBYVILLE, TN. VOR RWY 18, AMDT 5A...PROCEDURE NA.

SMITHVILLE

Dekalb Baptist Hospital

FDC 2/6557 35TN FI/T SPECIAL DEKALB BAPTIST HOSPITAL HELIPORT, SMITHVILLE, TN. (SPECIAL) COPTER RNAV (GPS) 198, ORIG...PROCEDURE NA AT NIGHT.

WINCHESTER

Southern Tennessee Medical Center

FDC 2/6549 32TN FI/T IAP SOUTHERN TENNESSEE MEDICAL CENTER, WINCHESTER, TN. (SPECIAL) COPTER RNAV 215, ORIG...MISSED APPROACH: CLIMBING LEFT TURN TO 4500 DIRECT ISVIF WP AND HOLD. MINIMUM ALTITUDE AT IAF ISVIF 4500 FT.

TEXAS

ALICE

Alice Intl

FDC 2/1085 ALI FI/P IAP ALICE INTL, ALICE, TX. LOC/DME RWY 31, ORIG-B...CIRCLING MDA CAT C MDA 660/HAA 482. CHART NOTE: FOR INOPERATIVE MALS, INCREASE S-31 CATS C,D VISIBILITY TO 1 MILE. CHART NOTE: FOR INOPERATIVE MALS WITH NUERES COUNTY ALTIMETER SETTING INCREASE S-31 CATS C,D VISIBILITY TO 1/8 MILE. THIS IS LOC/DME RWY 31, ORIG-C.

FDC 2/1083 ALI FI/P IAP ALICE INTL, ALICE, TX. VOR RWY 31, AMDT 13B...CIRCLING MDA CAT C MDA 660/HAA 482 CHART NOTE: FOR INOPERATIVE MALS, INCREASE S-31 CATS C,D VISIBILITY TO 1 3/8 MILE. CHART NOTE: FOR INOPERATIVE MALS WITH NUECES COUNTY ALTIMETER SETTING, INCREASE S-31 CATS C,D VISIBILITY TO 1 3/8 MILE. THIS IS THIS IS VOR RWY 31, AMDT 13 C.

AMARILLO

Rick Husband Amarillo Intl

FDC 2/8170 AMA FI/P CHART RICK HUSBAND AMARILLO INTL, AMARILLO, TX. RNAV (RNP) Z RWY 4, ORIG-A...CORRECT PLANVIEW ALTITUDES TO READ: CROSS MOZFO AT OR ABOVE 5700. CROSS WESTX AT OR ABOVE 5200. CROSS VERRO AT OR ABOVE 5200.

FDC 2/7768 AMA FI/P IAP RICK HUSBAND AMARILLO INTL, AMARILLO, TX. ILS OR LOC RWY 4, AMDT 22A...DELETE NOTE: #S-ILS-4 RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. DELETE # SYMBOL FROM S-ILS-4 LINE OF MINIMUMS. THIS IS ILS OR LOC RWY 4, AMDT 22B.

ANGLETON/LAKE JACKSON

Texas Gulf Coast Rgnl

FDC 2/8398 LBX FI/T SID TEXAS GULF COAST RGNL, ANGLETON/LAKE JACKSON, TX, LEONA SEVEN DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/6951 LBX FI/T IAP TEXAS GULF COAST RGNL, ANGLETON/LAKE JACKSON, TX. ILS OR LOC RWY 17, AMDT 4...TERMINAL ROUTE FROM VUH VORTAC TO FREEP (LB) LOM NA. MISSED APPROACH: CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 2000 DIRECT FREEP LOM AND HOLD N, RT, 174.93 INBOUND (ADF REQUIRED). DISREGARD VUH R-256 AT FREEP; VUH VORTAC RADIAL 243-256 UNUSABLE. VUH VORTAC RESTRICTED.

FDC 2/6517 LBX FI/T SID TEXAS GULF COAST RGNL, ANGLETON/LAKE JACKSON, TX. PALACIOS FOUR DEPARTURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSX VORTAC OTS.

FDC 2/5245 LBX FI/T SID TEXAS GULF COAST RGNL, ANGLETON/LAKE JACKSON, TX, GIFFA FOUR DEPARTURE GIFFA INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/5244 LBX FI/T SID TEXAS GULF COAST RGNL, ANGLETON/LAKE JACKSON, TX, EL DORADO THREE DEPARTURE VELCO INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/1787 LBX FI/T SID TEXAS GULF COAST RGNL, ANGLETON/LAKE JACKSON, TX, LEONA SEVEN DEPARTURE EXCEPT FOR AIRCRAFT DESTINED ACT OR THE DFW TERMINAL AREA, ALL AIRCRAFT FILING THE LOA7 SID MUST FILE ONE OF THE PUBLISHED TRANSITIONS VIA ADM (LOA7.ADM), BYP (LOA7.BYP), OR FUZ (LOA7.FUZ).

ARLINGTON

Arlington Muni

FDC 2/8389 GKY FI/T SID ARLINGTON MUNI, ARLINGTON, TX JOE POOL FOUR DEPARTURE...BILEE TRANSITION: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/4087 GKY FI/T STAR ARLINGTON MUNICIPAL AIRPORT, ARLINGTON, TX. SASIE TWO ARRIVAL...MCALESTER TRANSITION: DISTANCE FROM PRIZZ TO RABOO TWENTY ONE MILES.

FDC 2/3535 GKY FI/T STAR ARLINGTON MUNI,ARLINGTON,TX. SASIE TWO ARRIVAL...REGIONAL APP CON FREQUENCY SHOULD BE 282.275.

AUSTIN

Austin Executive

FDC 2/5756 EDC FI/T STAR AUSTIN EXECUTIVE, AUSTIN, TX. WLEEE ONE RNAV ARRIVAL...ADD NOTE: WAILN TRANSITION FOR HOUSTON TERMINAL AREA DEPARTURES ONLY.

Austin-Bergstrom Intl

FDC 9/0908 AUS FI/T AUSTIN-BERGSTROM INTL, AUSTIN, TX. ILS RWY 17L, AMDT 1...ILS RWY 17L (CAT II), AMDT 1...ILS RWY 17L (CAT III), AMDT 1...MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 3000 VIA HEADING 080 FOR RADAR VECTORS (RADAR REQUIRED).

FDC 2/9115 AUS FI/T IAP AUSTIN-BERGSTROM INTL, AUSTIN, TX. ILS OR LOC RWY 17R, AMDT 4...CIRCLING CATS A/B/C/D MDA 1160/HAA 618, VISIBILITY CAT C 1 3/4. WUPGA FIX MINIMUMS: S-LOC 17R MDA 1000/HATH 458 ALL CATS, VIS CAT C/D/E RVR 5500. CIRCLING CATS A/B/C/D MDA 1160/HAA 618, VISIBILITY CAT C 1 3/4. VDP NA ALTERNATE MINIMUMS: ILS, CATS A/B/C 700-2. TEMPORARY CRANES: 795 MSL, 1.18 NM NORTHWEST OF AIRPORT.

FDC 2/9114 AUS FI/T IAP AUSTIN-BERGSTROM INTL, AUSTIN, TX. RNAV (GPS) RWY 17R, AMDT 1...LNAV/VNAV DA 925/HATH 383 ALL CATS, VISIBILITY ALL CATS RVR 5000. LNAV MDA 940/HATH 398 ALL CATS. VIS CAT C/D/E RVR 4500. CIRCLING CATS A/B/C/D MDA 1160/HAA 618, VISIBILITY CAT C 1 3/4. VDP NA. TEMPORARY CRANES: 795 MSL, 1.18 NM NORTHWEST OF AIRPORT.

FDC 2/9112 AUS FI/T IAP AUSTIN-BERGSTROM INTL, AUSTIN, TX. ILS OR LOC RWY 17L, AMDT 2...CIRCLING CATS A/B/C/D MDA 1160/ HAA 618. SIGTE FIX MINIMUMS: CIRCLING CATS A/B/C/D MDA 1160/ HAA 618. VIS CAT C 1 3/4. TEMPORARY CRANES: 795 MSL, 1.18 NM NW OF AIRPORT.

FDC 2/9111 AUS FI/T IAP AUSTIN-BERGSTROM INTL, AUSTIN, TX. ILS OR LOC RWY 35L, AMDT 5...CIRCLING CATS A/B/C/D MDA 1160/HAA 618, VIS CAT C 1 3/4. WINKS FIX MINIMUMS: CIRCLING CATS A/B/C/D MDA 1160/HAA 618, VIS CAT C 1 3/4. ALTERNATE MINIMUMS: ILS, CATS A/B/C/D 700-2. TEMPORARY CRANES: 795 MSL, 1.18 NM NORTHWEST OF AIRPORT.

FDC 2/9109 AUS FI/T IAP AUSTIN-BERGSTROM INTL, AUSTIN, TX. RNAV (GPS) RWY 17L, AMDT 1...RNAV (GPS) RWY 35R, AMDT 1...RNAV (GPS) RWY 35L, AMDT 1...ILS OR LOC RWY 35R, AMDT 2...CIRCLING CATS A/B/C/D MDA 1160/HAA 618, VISIBILITY CAT C 1 3/4. TEMPORARY CRANES: 795 MSL, 1.18 NM NORTHWEST OF AIRPORT.

FDC 2/8648 AUS FI/T SID AUSTIN-BERGSTROM INTL, AUSTIN, TX. PALMS ONE DEPARTURE...RADAR REQUIRED OR PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CWK 124R-175R UNUSABLE BEYOND 10 NM, BELOW 6000 FEET.

FDC 2/8119 AUS FI/T SID AUSTIN-BERGSTROM INTL, AUSTIN, TX AUSTIN THREE DEPARTURE...BEVOH (RNAV) ONE DEPARTURE...TAKE-OFF MINIMUMS: RWYS 35L/R: STANDARD WITH A MINIMUM CLIMB OF 240 FEET PER NM TO 2600. ALL OTHER DATA REMAINS A PUBLISHED.

FDC 2/6672 AUS FI/T SID AUSTIN-BERGSTROM INTL, AUSTIN, TX, AUSTIN THREE DEPARTURE...SAN ANGELO TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SJT VORTAC OTS.

FDC 2/5739 AUS FI/T STAR AUSTIN-BERGSTROM INTL, AUSTIN, TX. WLEEE ONE RNAV ARRIVAL...ADD NOTE: WAILN TRANSITION FOR HOUSTON TERMINAL AREA DEPARTURES ONLY.

FDC 2/2629 AUS FI/T IAP AUSTIN-BERGSTROM INTL, AUSTIN, TX. ILS RWY 17L (CAT II), AMDT 1B...ILS RWY 17L (CAT III), AMDT 1B...ILS OR LOC RWY 17L, AMDT 1B...MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 3000 VIA HEADING 080 FOR RADAR VECTORS (RADAR REQUIRED). CWK VOR R-124-175 UNUSABLE BYD 10 NM BELOW 6000.

FDC 2/2624 AUS FI/T IAP AUSTIN-BERGSTROM INTL, AUSTIN, TX. ILS OR LOC RWY 35R, AMDT 1B...MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3000 VIA HEADING 100 FOR RADAR VECTORS (RADAR REQUIRED). CWK VOR R-124-175 UNUSABLE BYD 10 NM BELOW 6000.

Lakeway Airpark

FDC 2/8777 3R9 FI/P IAP LAKEWAY AIRPARK, AUSTIN, TX. RNAV (GPS) RWY 16, ORIG...CHANGE PLANVIEW NOTE TO READ: PROCEDURE NA FOR ARRIVALS AT CENTEX VORTAC ON AIRWAY RADIALS 222 CW 300. CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL AT AMUSE ON V163 SOUTHBOUND. THIS IS RNAV (GPS) RWY 16,, ORIG-A.

FDC 2/5760 3R9 FI/T STAR LAKEWAY AIRPARK, AUSTIN, TX. WLEEE ONE RNAV ARRIVAL...ADD NOTE: WAILN TRANSITION FOR HOUSTON TERMINAL AREA DEPARTURES ONLY.

AZ TO EL PASO (ELP)

Route Zab. J2 Tucson (Tus)

FDC 2/8053 ZAB FI/T ROUTE ZAB. J2 TUCSON (TUS), AZ TO EL PASO (ELP), TX MEA 25000. MEA GAP.

BAY CITY

Bay City Muni

FDC 2/6515 BYY FI/T IAP BAY CITY MUNI, BAY CITY, TX. NDB RWY 13, AMDT 4A...ISWIZ MINIMUMS NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSX VORTAC OTS.

BEAUMONT

Beaumont Muni

FDC 2/0013 BMT FI/T IAP BEAUMONT MUNI, BEAUMONT, TX. RNAV (GPS) RWY 13, ORIG-C...RNAV (GPS) RWY 31, ORIG-C...VOR/DME RWY 13, AMDT 3C...VOR/DME RWY 31, AMDT 4C...CIRCLING CATS A/B MDA 620/HAA 588. TEMPORARY CRANE 227 MSL 1.24 NM EAST OF AIRPORT.

BRENHAM

Brenham Muni

FDC 2/6395 11R FI/T IAP BRENHAM MUNI, BRENHAM, TX. VOR/DME RWY 16, AMDT 2...PROCEDURE NA.

CENTER

Center Muni

FDC 2/8556 F17 FI/P IAP CENTER MUNI, CENTER, TX. RNAV (GPS) RWY 17, ORIG...LNAV MDA 800/HAT 481 ALL CATS. CIRCLING MDA 860/HAA 541 ALL CATS. THIS IS RNAV (GPS) RWY 17, ORIG-A.

CLEBURNE

Cleburne Rgnl

FDC 2/6816 CPT FI/T IAP CLEBURNE MUNI, CLEBURNE, TX. LOC/DME RWY 15, ORIG-B...S-15 MDA 1380/HAT 526 ALL CATS. VISIBILITY CAT C/D 1 1/2. CIRCLING CAT A/B/C MDA 1400/HAA 546. FORT WORTH MEACHAM ALTIMETER SETTING MINIMUMS: S-15 MDA 1460/HAT 606 ALL CATS. VISIBILITY CAT C/D 1 3/4. CIRCLING MDA 1480/HAA 626 ALL CATS. VISIBILITY CAT C 1 3/4. TEMPORARY DRILLING RIG 2.84 NM NORTH RWY 15.

FDC 2/6815 CPT FI/T ODP CLEBURNE MUNI, CLEBURNE, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKEOFF MINIMUMS: RWY 33, 300-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 422 FT PER NM TO 1200. NOTE: RWY 33, TEMPORARY DRILLING RIG, 3518 FT FROM DER, 133 FT LEFT OF CENTERLINE, 104 FT AGL/976 FT MSL. TEMPORARY DRILLING RIG, 1.2 NM FROM DER, 638 FT LEFT OF CENTERLINE, 174 FT \ AGL/1043 FT MSL. ALL OTHER DATA REMAINS THE SAME. TEMPORARY DRILLING RIG 3268 FT NW RWY 15.

FDC 2/6813 CPT FI/T IAP CLEBURNE MUNI, CLEBURNE, TX. RNAV (GPS) RWY 15, ORIG...LNAV MDA 1360/HAT 506 ALL CATS. VISIBILITY CAT C/D 1 3/8. CIRCLING CAT A/B/C MDA 1400/HAA 546. TEMPORARY DRILLING RIG 1.94 NM NORTH RWY 15.

FDC 2/6812 CPT FI/T IAP CLEBURNE MUNI, CLEBURNE, TX. RNAV (GPS) RWY 33, ORIG...CIRCLING CAT A/B/C MDA 1400/HAA 546. TEMPORARY DRILLING RIG 1.17 NM NORTH RWY 15.

COLLEGE STATION

Easterwood Field

FDC 2/8390 CLL FI/T IAP EASTERWOOD FIELD, COLLEGE STATION, TX. ILS OR LOC RWY 34, AMDT 13A...LOC BC RWY 16, AMDT 7...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/2134 CLL FI/T IAP EASTERWOOD FIELD, COLLEGE STATION, TX. RNAV (GPS) RWY 10, AMDT 1...LPV MINIMUMS NA. LNAV/VNAV MINIMUMS NA.

CORPUS CHRISTI

Corpus Christi Intl

FDC 2/7578 CRP FI/T IAP CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. ILS OR LOC RWY 13, AMDT 27...ILS OR LOC RWY 35, AMDT 12...RNAV (GPS) Y RWY 31, AMDT 3...RNAV (GPS) Y RWY 35, AMDT 1A...LOC RWY 31, AMDT 7...CIRCLING CAT A/B MDA 540/HAA 496. TOWER 185 MSL 1.74 NM NORTHEAST OF AIRPORT.

FDC 2/2681 CRP FI/T IAP CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. RNAV (RNP) Z RWY 13, ORIG-A...RNP 0.30 DA* NA RNP 0.30 DA 531/ HATH 488 ALL CATS. VISIBILITY ALL CATS 1 1/4. TEMPORARY DRILLING RIG, 166 MSL, 1.8 NM NW OF AIRPORT.

COTULLA

Cotulla-La Salle County

FDC 2/4786 COT FI/T IAP COTULLA-LA SALLE COUNTY, COTULLA, TX. VOR A, AMDT 13...CIRCLING CAT A/B/C MDA 980/HAA 506. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PLEASANTON MUNI ALTIMETER SETTING AND INCREASE ALL MDA 120 FT AND CAT C VISIBILITY 1/4 MILE. TEMPORARY DRILLING RIG 2.59 NM EAST OF AIRPORT.

CYPRESS

Dry Creek

FDC 2/5958 TS07 FI/T SPECIAL DRY CREEK, CYPRESS, TX. RNAV (GPS) RWY 17, AMDT 1...LNAV MDA 740/HAT 588 CATS A/B.

DALLAS

Addison

FDC 2/9811 ADS FI/T STAR ADDISON AIRPORT, DALLAS, TEXAS, DUMPY THREE ARRIVAL: REVISE ARRIVAL ROUTE DESCRIPTION:...FROM OVER DUMPY INT. LANDING SOUTH: DEPART DUMPY INT HEADING 315 FOR VECTORS TO FINAL APPROACH COURSE. LANDING NORTH: EXPECT VECTORS TO FINAL APPROACH COURSE.

FDC 2/9791 ADS FI/T STAR ADDISON AIRPORT, ADDISON, TX FINGER THREE ARRIVAL...TEXARKANA TRANSITION: HEADING FROM TXK TO GLOVE SHOULD READ 286.

FDC 2/8388 ADS FI/T SID ADDISON, DALLAS, TX JOE POOL FOUR DEPARTURE...BILEE TRANSITION: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

Baylor University Medical Center Dallas

FDC 0/0979 XA61 FI/T BAYLOR UNIVERSITY MEDICAL CENTER, DALLAS, TX. (SPECIAL) COPTER RNAV (GPS) 250, ORIG. PROCEED VISUALLY NA PROCEED VFR FROM HALUD OR CONDUCT THE SPECIFIED MISSED APPROACH.

Collin County Rgnl At Mc Kinney

FDC 2/9810 TKI FI/T STAR COLLIN COUNTY REGIONAL AIRPORT AT MCKINNEY, DALLAS, TEXAS, DUMPY THREE ARRIVAL: REVISE ARRIVAL ROUTE DESCRIPTION:...FROM OVER DUMPY INT. LANDING SOUTH: DEPART DUMPY INT HEADING 315 FOR VECTORS TO FINAL APPROACH COURSE. LANDING NORTH: EXPECT VECTORS TO FINAL APPROACH COURSE.

FDC 2/8394 TKI FI/T SID COLLIN COUNTY RGNL AT MC KINNEY, DALLAS, TX. JOE POOL FOUR DEPARTURE...BILEE TRANSITION DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/0989 TKI FI/T IAP COLLIN COUNTY RGNL AT MC KINNEY, DALLAS, TX. ILS OR LOC RWY 18, AMDT 3A...PROCEDURE NA.

Dallas Executive

FDC 2/9792 RBD FI/T STAR DALLAS EXECUTIVE AIRPORT, DALLAS, TX. FINGER THREE ARRIVAL...TEXARKANA TRANSITION: HEADING FROM TXK TO GLOVE SHOULD READ 286.

FDC 2/8393 RBD FI/T SID DALLAS EXECUTIVE, DALLAS, TX JOE POOL FOUR DEPARTURE...BILEE TRANSITION: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/6127 RBD FI/T SID DALLAS EXECUTIVE, DALLAS, TX DALLAS NINE DEPARTURE...GARLAND THREE DEPARTURE...JOE POOL FOUR DEPARTURE...TEXOMA ONE DEPARTURE...WORTH FIVE DEPARTURE...TAKE-OFF MINIMUMS: RWY 17, 400-2 3/4 OR STANDARD WITH A MINIMUM CLIMB OF 275 FT PER NM TO 1200. DEPARTURE PROCEDURE: RWY 13, CLIMB HEADING 129 TO 2600 BEFORE TURNING WESTBOUND. RWY 17, CLIMB HEADING 174 TO 2600 BEFORE TURNING WESTBOUND. RWY 31, CLIMB HEADING 309 TO 1600 BEFORE TURNING SOUTHBOUND. RWY 35, CLIMB HEADING 354 TO 1600 BEFORE TURNING SOUTHBOUND. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/6126 RBD FI/T SID DALLAS EXECUTIVE, DALLAS, TX WYLIE FIVE DEPARTURE...TAKE-OFF MINIMUMS: RWY 17, 400-2 3/4 OR STANDARD WITH A MINIMUM CLIMB OF 275 FT PER NM TO 1200. ALL OTHER DATA REMAINS AS PUBLISHED.

Dallas Love Field

FDC 2/9962 DAL FI/T SID DALLAS LOVE FIELD, DALLAS, TX. KRUMM FOUR DEPARTURE...LOVE TWO DEPARTURE...TRINITY SIX DEPARTURE...VENUS SEVEN DEPARTURE...DEPARTURE TAKE-OFF MINIMUMS: RWY 13L, 18, 31L, 31R AND 36: NA. RWY 13R STANDARD WITH A MINIMUM CLIMB OF 315 FT PER NM TO 1700. TAKEOFF OBSTACLE NOTES: RWY 13R, POLES AND FENCES BEGINNING 693 FT FROM DER, 601 FT RIGHT OF CENTERLINE, UP TO 29 FT AGL/ 501 FT MSL. SIGN 779 FT FROM DER, 669 FT LEFT OF CENTERLINE, 30 FT AGL/ 503 FT MSL. TREES BEGINNING 1122 FT FROM DER, 670 FT LEFT AND RIGHT OF CENTERLINE, UP TO 40 FT AGL/514 FT MSL. SIGN 1424 FT FROM DER, 763 FT LEFT OF CENTERLINE, 45 FT AGL/ 516 FT MSL. ROD ON STAKE 2234 FT FROM DER, 979 FT LEFT OF CENTERLINE, 65 FT AGL/ 537 FT MSL. OTHER DATA REMAINS AS PUBLISHED.

FDC 2/9934 DAL FI/T SID DALLAS LOVE FIELD, DALLAS, TX. BACHMAN SIX DEPARTURE TAKE-OFF MINIMUMS: RWY 13R, STANDARD WITH A MINIMUM CLIMB OF 315 FT PER NM TO 1700. TAKEOFF OBSTACLES: RWY 13R, POLES AND FENCES BEGINNING 693 FT FROM DER, 601 FT RIGHT OF CENTERLINE, UP TO 29 FT AGL/ 501 FT MSL. SIGN 779 FT FROM DER, 669 FT LEFT OF CENTERLINE, 30 FT AGL/ 503 FT MSL. TREES BEGINNING 1122 FT FROM DER, 670 FT LEFT AND RIGHT OF CENTERLINE, UP TO 40 FT AGL/514 FT MSL. SIGN 1424 FT FROM DER, 763 FT LEFT OF CENTERLINE, 45 FT AGL/516 FT MSL. ROD ON STAKE 2234 FT FROM DER, 979 FT LEFT OF CENTERLINE, 65 FT AGL/ 537 FT MSL. OTHER DATA REMAINS AS PUBLISHED.

FDC 2/9918 DAL FI/T SID DALLAS LOVE FIELD, DALLAS, TX. DALLAS NINE DEPARTURE...TEXOMA ONE DEPARTURE...TAKE-OFF MINIMUMS: RWY 13L, STANDARD WITH A MINIMUM CLIMB OF 290 FT PER NM TO 1700. RWY 13R, STANDARD WITH A MINIMUM CLIMB OF 315 FT PER NM TO 1700. DEPARTURE ROUTE DESCRIPTION, JETS: TAKE-OFF RUNWAYS 13L, 13R: CLIMB VIA HEADING 130 DEGREES, EXPECT VECTORS TO APPROPRIATE ROUTE. MAINTAIN 5000 FEET AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. OTHER DATA REMAINS AS PUBLISHED.

FDC 2/9812 DAL FI/T STAR DALLAS LOVE FIELD AIRPORT, DALLAS, TEXAS, DUMPY THREE ARRIVAL: REVISE ARRIVAL ROUTE DESCRIPTION:...FROM OVER DUMPY INT. LANDING SOUTH: DEPART DUMPY INT HEADING 315 FOR VECTORS TO FINAL APPROACH COURSE. LANDING NORTH: EXPECT VECTORS TO FINAL APPROACH COURSE.

FDC 2/9790 DAL FI/T STAR DALLAS LOVE FIELD AIRPORT, DALLAS, TX FINGER THREE ARRIVAL.....TEXARKANA TRANSITION: HEADING FROM TXK TO GLOVE SHOULD READ 286.

FDC 2/8392 DAL FI/T SID DALLAS LOVE FIELD, DALLAS, TX. JOE POOL FOUR DEPARTURE...VENUS SEVEN DEPARTURE...BILEE TRANSITION DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/5490 DAL FI/T IAP DALLAS LOVE FIELD, DALLAS, TX. ILS RWY 31R (SA CAT II), AMDT 5A...PROCEDURE NA.

FDC 2/4936 DAL FI/T IAP DALLAS LOVE FIELD, DALLAS, TX. RNAV (GPS) RWY 31R, AMDT 1A...CIRCLING CATS A/B/C MDA 1160/ HAA 673. VIS CAT C 2. TEMPORARY TOWER CRANE 799 MSL, 1.76 NM S OF AIRPORT.

FDC 2/4932 DAL FI/T IAP DALLAS LOVE FIELD, DALLAS, TX. ILS OR LOC RWY 31R, AMDT 5A...BOKLE FIX MINIMUMS CIRCLING MDA CATS A/B/C 1160/ HAA 673. VIS CAT C 2. TEMPORARY TOWER CRANE 799 MSL 1.76 NM S OF AIRPORT.

FDC 2/4433 DAL FI/T ODP DALLAS LOVE FIELD, DALLAS, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 16...TAKE-OFF MINIMUMS: RWY 18, 400-2 OR STANDARD WITH MINIMUM CLIMB OF 345 FEET PER NM TO 1000. NOTE: RWY 18 TEMPORARY TOWER CRANE 1.3 NM FROM DEPARTURE END OF RUNWAY, 2443 FEET LEFT OF CENTERLINE 370 FEET AGL/799 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/3866 DAL FI/T SID DALLAS LOVE FIELD, DALLAS, TX. GARLAND THREE DEPARTURE...HUBBARD SIX DEPARTURE...JOE POOL FOUR DEPARTURE...WYLIE FIVE DEPARTURE...KINGDOM SEVEN DEPARTURE...COYOTE FIVE DEPARTURE...TAKE-OFF MINIMUMS: RWY 13L, STANDARD WITH A MINIMUM CLIMB OF 290 FT PER NM TO 1700. RWY 13R, STANDARD WITH A MINIMUM CLIMB OF 315 FT PER NM TO 1700. OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1839 DAL FI/T IAP DALLAS LOVE FIELD, DALLAS, TX. RNAV (GPS) Y RWY 13L, ORIG...RNAV (GPS) Y RWY 13R, ORIG...RNAV (GPS) Z RWY 13L, AMDT 1A...CIRCLING CATS A/B/C MDA 1160/ HAA 673. VIS CAT C 2. TEMPORARY TOWER CRANE 799 MSL, 1.76 NM S OF AIRPORT.

FDC 2/1838 DAL FI/T IAP DALLAS LOVE FIELD, DALLAS, TX. ILS OR LOC Y RWY 13L, AMDT 31C...ILS OR LOC Y RWY 13R, AMDT 4E...CIRCLING MDA CATS A/B/C 1160/ HAA 673. VIS CAT C 2. ALTERNATE MINIMUMS: ILS, CATS A/B/C 700/2. TEMPORARY TOWER CRANE 799 MSL 1.76 NM S OF AIRPORT.

FDC 2/0620 DAL FI/T IAP DALLAS LOVE FIELD, DALLAS, TX. RNAV (GPS) Z RWY 13L, AMDT 1...WHEN VGSI INOP, CIRCLING RWY 18/36 NA AT NIGHT. SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 13R. LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS. MISSED APPROACH: CLIMB TO 3000 DIRECT DATLE AND ON TRACK 111.89 TO DUMPY AND HOLD.

FDC 2/0619 DAL FI/T IAP DALLAS LOVE FIELD, DALLAS, TX. RNAV (GPS) Z RWY 13R, ORIG-A...WHEN VGSI INOP, CIRCLING RWY 18/36 NA AT NIGHT. SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 13L. LNAV PROCEDURE NA DURING SIMULTANEOUS OPERATIONS. USE OF FD OR AP PROVIDING RNAV TRACK GUIDANCE REQUIRED DURING SIMULTANEOUS OPERATIONS. MISSED APPROACH: CLIMB TO 3000 DIRECT ENAVE AND ON TRACK 149.59 TO TACKE AND HOLD.

FDC 2/0617 DAL FI/P IAP DALLAS LOVE FIELD, DALLAS, TX. ILS RWY 13L, AMDT 31B...CHART NOTE: WHEN VGSI INOP, CIRCLING TO RWY 18/36 NA AT NIGHT. CHANGE SIMULTANEOUS NOTE TO READ: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 13R. SIMULTANEOUS APPROACH AUTHORIZED WITH DFW ILS OR LOC RWY 17L. CHART NOTE: DME REQUIRED. MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 100 AND CVE R-118 TO DUMPY/CVE 24.4 DME AND HOLD. THIS IS ILS OR LOC Y RWY 13L, AMDT 31C.

FDC 2/0613 DAL FI/P IAP DALLAS LOVE FIELD, DALLAS, TX. ILS RWY 13R, AMDT 4D...CHART NOTE: WHEN VGSI INOP, CIRCLING TO RWY 18/36 NA AT NIGHT. CHANGE SIMULTANEOUS NOTE TO READ: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 13L. SIMULTANEOUS APPROACH AUTHORIZED WITH DFW ILS OR LOC RWY 17L. CHART NOTE: DME REQUIRED. MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 150 AND CVE R-142 TO TACKE/CVE 23.2 DME AND HOLD SE, RT, 322 INBOUND. THIS IS ILS OR LOC Y RWY 13R, AMDT 4E.

Methodist Dallas Medical Center

FDC 1/3234 XA62 FI/T SPECIAL METHODIST DALLAS MEDICAL CENTER, DALLAS, TX. (SPECIAL)COPTER RNAV (GPS) 294, ORIG...LPV DA 898/HAL 299 LNAV MDA 1040/HAL 441. 760 MSL CRANE 5037 FT SOUTH OF HELIPORT.

DALLAS-FORT WORTH

Dallas/Fort Worth Intl

FDC 2/9824 DFW FI/T IAP DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. VOR RWY 31L, ORIG...S-31L MDA 1040/HAT 459 ALL CATS. TEMP CRANE 740 MSL 1564 FT SW OF RW31L.

FDC 2/9809 DFW FI/T STAR DALLAS/FORT WORTH INTERNATIONAL AIRPORT, DALLAS-FORT WORTH, TEXAS, DUMPY THREE ARRIVAL: REVISE ARRIVAL ROUTE DESCRIPTION:...FROM OVER DUMPY INT. LANDING SOUTH: DEPART DUMPY INT HEADING 315 FOR VECTORS TO FINAL APPROACH COURSE. LANDING NORTH: EXPECT VECTORS TO FINAL APPROACH COURSE.

FDC 2/9108 DFW FI/T ODP DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...NOTE: RWY 35R, TEMPORARY CRANE 3064 FEET FROM DEPARTURE END OF RWY, 174 FEET RIGHT OF CENTERLINE 75 FEET AGL/ 601 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/9028 DFW FI/T IAP DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 17C, AMDT 1A...LPV DA 884/HAT 322 ALL CATS. VIS RVR 4000 ALL CATS. LNAV/VNAV DA 1082/HAT 520 ALL CATS. LNAV MDA 1040/HAT 478 ALL CATS. VDP AT 1.27 MILES TO RW 17C TEMPORARY CRANE 782 MSL 1.61 NM NW OF RWY 17C. TEMPORARY CRANE 782 MSL 1.53 NM NW OF RWY 17C. TEMPORARY CRANE 780 MSL 5409 FT NE OF RWY 17C.

FDC 2/8731 DFW FI/T IAP DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (RNP) Z RWY 13R, ORIG-E...RNP 0.14 DA 1033/HAT 442 ALL CATS, VIS RVR 5000 ALL CATS. #RNP 0.30 DA NA. RNP 0.30 DA 1217/HAT 626 ALL CATS, VIS 2 ALL CATS. FOR INOPERATIVE MALSR, INCREASE RNP 0.14 ALL CATS VISIBILITY TO 1 1/2. TEMPORARY CRANES 781 MSL, 4176 FT NW AND 1.54 NM NW OF RWY 13R.

FDC 2/8396 DFW FI/T SID DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX JOE POOL FOUR DEPARTURE...BILEE TRANSITION: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/8317 DFW FI/T IAP DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) Y RWY 31L, ORIG-A...LPV DA 895/ DA 314 ALL CATS, VISIBILITY RVR 5000 ALL CATS. TEMPORARY CRANE 747 MSL 527 FEET SW OF RWY 31L. ADDITIONAL CRANE 740 MSL 1564 FEET SW OF RWY 31L.

FDC 2/8316 DFW FI/T IAP DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (RNP) Z RWY 31L, ORIG-D...RNP 0.30 (ASTERISK) DA NA. RNP 0.30 DA 981 /HAT 404 ALL CATS, VISIBILITY 1 3/8 ALL CATS. TEMP CRANES 747 MSL 527 FT SW OF RWY 31L AND 740 MSL 1564 FT SW OF RWY 31L.

FDC 2/8242 DFW FI/T IAP DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) Y RWY 13R, AMDT 1B...LNAV MDA 1160/HAT 569 ALL CATS, VIS CAT A/B RVR 4000, CAT C RVR 5000, CAT D RVR 6000. FOR INOPERATIVE MALSR, INCREASE LNAV CAT A/B VISIBILITY TO 1 MILE. TEMPORARY CRANE 842 MSL 1.54 NW OF RWY 13R.

FDC 2/5806 DFW FI/T STAR DALLAS/FORT WORTH INTERNATIONAL AIRPORT, DALLAS-FORT WORTH, TEXAS, BONHAM FIVE ARRIVAL: REVISE GRAPHIC SPEED RESTRICTION AT STONZ: 210 KIAS.

FDC 2/5366 DFW FI/T IAP DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 17C, AMDT 1A...LPV DA 884/HAT 322 ALL CATS. VIS RVR 4000 ALL CATS. LNAV/VNAV DA 1082/HAT 520 ALL CATS. LNAV MDA 1040/HAT 478 ALL CATS. VDP AT 1.27 MILES TO RW 17C TEMPORARY CRANE 782 MSL 1.61 NM NW OF RWY 17C. TEMPORARY CRANE 782 MSL 1.53 NM NW OF RWY 17C. TEMPORARY CRANE 780 MSL 5409 FT NE OF RWY 17C.

FDC 2/5364 DFW FI/T IAP DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 18L, ORIG-A...LNAV/VNAV DA 1073/HAT 471 ALL CATS. VIS ALL CATS RVR 6000. TEMPORARY CRANES 780 MSL 1.15 NM NE AND 4985 FEET NE OF RWY 18L. TEMPORARY CRANES 782 MSL 1.45 NM N AND 1.51 NM NE OF RWY 18L.

FDC 2/5363 DFW FI/T IAP DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 17R, AMDT 1A...LPV DA 878/HAT 311 ALL CATS. LNAV/VNAV DA 1081/HAT 514 ALL CATS. LNAV MDA 1040/HAT 473 ALL CATS. VDP AT 1.28 MILES TO RW 17R. TEMP CRANES 782 MSL 1.52 NM NW AND 1.45 NM NW OF RWY 17R. TEMP CRANES 780 MSL 4569 FEET NW AND 604 MSL 3391 FEET N OF RWY 17R.

FDC 2/5260 DFW FI/T IAP DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. ILS OR LOC RWY 17L, AMDT 5D...ILS RWY 17L (CAT II), AMDT 5D...ILS RWY 17L (CAT III), AMDT 5D...SIMULTANEOUS APPROACH AUTHORIZED WITH DAL ILS RWY 13L/R.

FDC 2/5226 DFW FI/T IAP DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 36R, AMDT 2A...LNAV: MDA 1060 /479 HAT ALL CATS, VISIBILITY CAT C RVR 4000. VDP 1.31 NM TO RWY 36R. TEMPORARY CRANE 747 MSL 5768 FEET NW OF RWY 36R. ADDITIONAL CRANE 740 MSL 5024 FEET NW OF RWY 36R.

FDC 2/0886 DFW FI/T IAP DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (RNP) Z RWY 31R, AMDT 1C...RNP 0.16 DA 916/HAT 393 ALL CATS, VIS RVR 5000 ALL CATS. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE RNP 0.16 VISIBILITY TO RVR 5000. TEMPORARY CRANE 2.43 NM EAST OF AIRPORT.

FDC 2/0883 DFW FI/T IAP DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) Y RWY 31R, AMDT 1A...LNAV MDA 960/HAT 437 ALL CATS, VIS CAT A/B RVR 4000. TEMPORARY CRANE 650 MSL 2.43 NM EAST OF AIRPORT.

FDC 2/0882 DFW FI/T ODP DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...TAKEOFF MINIMUMS: RWY 31R, 200-1 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 253 FT PER NM TO 900. NOTE: RWY31R, TEMPORARY CRANE 1.2 NM FROM DER, 562 FT LEFT OF CENTERLINE, 175 FT AGL/780 FT MSL. NOTE: RWY 13L, TEMPORARY CRANE 3516 FT FROM DER, 1210 FT LEFT OF CENTERLINE, 120 FT AGL/650 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/0111 DFW FI/T SID DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. SLOTT FOUR DEPARTURE DEPARTURE ROUTE DESCRIPTION: TAKE-OFF RWY 18R: CLIMB HEADING 174 TO INTERCEPT COURSE 190 TO BPARK, THEN ON TRACK 253 TO YAMEL, CROSS YAMEL AT OR ABOVE 5000, THEN ON DEPICTED ROUTE TO SLOTT. THENCE...ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/0110 DFW FI/T SID DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. LOWGN FOUR DEPARTURE DEPARTURE ROUTE DESCRIPTION: TAKE-OFF RWY 18R: CLIMB HEADING 174 TO INTERCEPT COURSE 190 TO BPARK, THEN ON TRACK 253 TO YAMEL, CROSS YAMEL AT OR ABOVE 5000, THEN ON DEPICTED ROUTE TO LOWGN. THENCE...ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/0109 DFW FI/T SID DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. GRABE FOUR DEPARTURE DEPARTURE ROUTE DESCRIPTION: TAKE-OFF RWY 18R: CLIMB HEADING 174 TO INTERCEPT COURSE 190 TO BPARK, THEN ON TRACK 253 TO YAMEL, CROSS YAMEL AT OR ABOVE 5000, THEN ON DEPICTED ROUTE TO GRABE. THENCE...ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 1/4420 DFW FI/T STAR DALLAS/FORT WORTH INTERNATIONAL AIRPORT, DALLAS-FORT WORTH, TEXAS, BOWIE ONE ARRIVAL: REVISE ARRIVAL ROUTE DESCRIPTION:...PROPS LANDING NORTH: TO HIKAY INT, DEPART HIKAY INT HEDING 160 FOR VECTOR TO FINAL APPROACH COURSE.

DENTON

Denton Muni

FDC 2/8397 DTO FI/T SID DENTON MUNI, DENTON, TX. JOE POOL FOUR...DEPARTURE BILEE TRANSITION DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/4081 DTO FI/T STAR DENTON MUNICIPAL, DENTON, TX. SASIE TWO ARRIVAL...MCALESTER TRANSITION: DISTANCE CORRECTION, DISTANCE FROM PRIZZ TO RABOO, TWENTY ONE MILES NAUTICAL MILES.

FDC 2/3530 DTO FI/T STAR DENTON MUNI, DENTON, TX. SASIE TWO ARRIVAL REGIONAL APP CON FREQUENCY SHOULD BE 282.275.

FDC 2/3331 DTO FI/T IAP DENTON MUNI, DENTON, TX. RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 36, AMDT 1...ILS OR LOC RWY 18, AMDT 9...CIRC CATS A/B/C MDA 1240/ HAA 598. TEMPORARY CRANE 875 MSL 5415 FEET EAST OF AIRPORT.

Denton Rgnl Medical Ctr - Flow Campus

FDC 1/2837 TS58 FI/T SPECIAL DENTON RGNL MEDICAL CTR - FLOW CAMPUS, DENTON, TX. (SPECIAL) COPTER RNAV (GPS) 090, ORIG...LNAV MDA 1180/HAS 466.

EL PASO

El Paso Intl

FDC 2/7210 ELP FI/P CHART EL PASO INTL, EL PASO, TX. SAMMR TWO ARRIVAL (RNAV) (SAMMR.SAMMR2)...CORRECT CHART BY CHANGING SPELLING OF THE FINAL WAYPOINT TO SARRT VICE SAART.

FDC 2/4133 ELP FI/T IAP EL PASO INTL, EL PASO, TX. RADAR-1, AMDT 14...ASR RWY 26L PROCEDURE NA.

FDC 2/3537 ELP FI/T SID EL PASO INTL, EL PASO, TX. ATKNN TWO DEPARTURE...TAKEOFF MINIMUMS: RWY 26L, STANDARD WITH MINIMUM CLIMB OF 570 FT PER NM TO 6700. TCS TRANSITION STANDARD WITH MINIMUM CLIMB OF 570 FT PER NM TO 10600. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1072 ELP FI/T IAP EL PASO INTL, EL PASO, TX. RNAV (RNP) Z RWY 4, ORIG-A...RNAV (RNP) Y RWY 4, ORIG-A...PROCEDURES NA TEMPORARY DRILLING RIG, 1.53 NM SW OF AIRPORT, 67 AGL/ 3987 MSL.

FDC 2/1070 ELP FI/T ODP EL PASO INTL, EL PASO, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 22, DRILLING RIG 2003 FEET FROM DEPARTURE END OF RWY, 501 FEET LEFT OF CENTERLINE, 67 FEET AGL/ 3987 FEET MSL, ALL OTHER DATA REMAINS AS PUBLISHED.

FORT HOOD(KILLEEN)

Hood AAF

FDC 2/8412 HLR FI/T SID HOOD AAF, FORT HOOD(KILLEEN), TX. CONRA ONE DEPARTURE...LEONA TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FORT HOOD/KILLEEN

Robert Gray AAF

FDC 2/8395 GRK FI/T SID ROBERT GRAY AAF, FORT HOOD/KILLEEN, TX, CONRA ONE DEPARTURE...LEONA TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FORT WORTH

Bourland Field

FDC 2/5324 50F FI/T ODP BOURLAND FIELD, FORT WORTH, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKEOFF MINIMUMS RWY 17, NA. REST OF PROCEDURE REMAINS AS PUBLISHED.

FDC 2/3748 50F FI/T IAP BOURLAND FIELD, FORT WORTH, TX. RNAV (GPS) RWY 35, ORIG...PROCEDURE NA.

Fort Worth Alliance

FDC 2/9947 AFW FI/T SID FORT WORTH ALLIANCE, FORT WORTH, TX. DALLAS NINE DEPARTURE...GARLAND THREE DEPARTURE...TEXOMA ONE DEPARTURE...TAKEOFF MINIMUMS: RWY 34L, 34R STANDARD. RWY 16L, 300-2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 208 FT PER NM TO 1100, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT PER NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1400 FT PRIOR TO DEPARTURE END OF RUNWAY. RWY 16R, 300-2 1/4 OR STANDARD WITH A MINIMUM CLIMB OF 210 PER NM TO 1100, OR ALTERNATIVELY WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT PER NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1500 FT PRIOR TO DEPARTURE END OF RUNWAY. DEPARTURE PROCEDURE: RWY 16R, CLIMB HEADING 163 DEGREES TO 1200 BEFORE TURNING RIGHT. OTHER DATA REMAINS AS PUBLISHED.

FDC 2/8399 AFW FI/T SID FORT WORTH ALLIANCE, FORT WORTH, TX JOE POOL FOUR DEPARTURE...BILEE TRANSITION: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/4082 AFW FI/T STAR FORT WORTH ALLIANCE AIRPORT, FORT WORTH, TX. SASIE TWO ARRIVAL...MCALESTER TRANSITION: DISTANCE CORRECTION, DISTANCE FROM PRIZZ TO RABOO TWENTY ONE MILES.

FDC 2/3524 AFW FI/T STAR FORT WORTH ALLIANCE, FORT WORTH, TX. SASIE TWO ARRIVAL...REGIONAL APP CON FREQUENCY SHOULD BE 282.275.

Fort Worth Meacham Intl

FDC 2/8400 FTW FI/T SID FORT WORTH MEACHAM INTL, FORT WORTH, TX. JOE POOL FOUR DEPARTURE...BILEE TRANSITION DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/4083 FTW FI/T STAR FORT WORTH MEACHAM AIRPORT, FORT WORTH, TX. SASIE TWO ARRIVAL...MCALESTER TRANSITION: DISTANCE CORRECTION, DISTANCE FROM PRIZZ TO RABOO, TWENTY ONE MILES.

FDC 2/3532 FTW FI/T STAR FORT WORTH MEACHAM, FORT WORTH, TX. SASIE TWO ARRIVAL...REGIONAL APP CON FREQUENCY SHOULD BE 282.275.

Fort Worth NAS Jrb/Carswell Field

FDC 2/8405 NFW FI/T SID FORT WORTH NAS JRB/CARSWELL FIELD, FORT WORTH, TX. JOE POOL FOUR DEPARTURE...BILEE TRANSITION DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/4088 NFW FI/T STAR FORT WORTH NAS JRB/CARSWELL FIELD, FORT WORTH, TX. SASIE TWO ARRIVAL...MCALESTER TRANSITION: DISTANCE CORRECTION, DISTANCE FROM PRIZZ TO RABOO, TWENTY ONE MILES.

FDC 2/3534 NFW FI/T STAR FORT WORTH NAS JRB/CARSWELL FIELD, FORT WORTH, TX. SASIE TWO ARRIVAL...REGIONAL APP CON FREQUENCY SHOULD BE 282.275.

Fort Worth Spinks

FDC 2/8403 FWS FI/T SID FORT WORTH SPINKS, FORT WORTH, TX JOE POOL FOUR DEPARTURE...BILEE TRANSITION: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/5355 FWS FI/T IAP FORT WORTH SPINKS, FORT WORTH, TX. RNAV (GPS) RWY 35L, ORIG...LPV DA NA. LNAV/VNAV DA NA. LNAV VIS CAT A/B 1, CAT C 1 3/4, CAT D 2.

FDC 2/5352 FWS FI/T IAP FORT WORTH SPINKS, FORT WORTH, TX. RNAV (GPS) RWY 17R, ORIG...LPV DA NA. LNAV/VNAV DA NA.

FDC 2/5351 FWS FI/T IAP FORT WORTH SPINKS, FORT WORTH, TX. ILS RWY 35L, AMDT 1A...S-ILS 35L DA NA. S-LOC 35L VIS CAT A/B 1, CAT C 1 1/2, CAT D 1 3/4. FORT WORTH MEACHUM ALTIMETER SETTING MINIMA S-ILS 35L DA NA. S-LOC 35L VIS CAT A/B 1, CAT C 1 1/2, CAT D 1 3/4.

FDC 2/4084 FWS FI/T STAR FORT WORTH SPINKS AIRPORT, FORT WORTH, TX. SASIE TWO ARRIVAL...MCALESTER TRANSITION: DISTANCE CORRECTION, DISTANCE FROM PRIZZ TO RABOO TWENTY ONE MILES.

FDC 2/3533 FWS FI/T STAR FORT WORTH SPINKS, FORT WORTH, TX. SASIE TWO ARRIVAL REGIONAL APP CON FREQUENCY SHOULD BE 282.275.

Kenneth Copeland

FDC 2/6411 4T2 FI/T SPECIAL KENNETH COPELAND, FORT WORTH, TX. (SPECIAL) SPECIAL RNAV (GPS) RWY 35, AMDT 1...CHANGE "PROCEDURE NA AT NIGHT" NOTE TO READ: CIRCLING NA AT NIGHT TO RWY 12/30.

FDC 2/6409 4T2 FI/T SPECIAL KENNETH COPELAND, FORT WORTH, TX. (SPECIAL) SPECIAL RNAV (GPS) RWY 17, AMDT 1...CHANGE PROCEDURE NA AT NIGHT NOTE TO READ: CIRCLING NA AT NIGHT TO RWY 12/30. VDP 1.61 NM TO RW17.

FREDERICKSBURG

Gillespie County

FDC 9/1771 T82 FI/T GILLESPIE COUNTY, FREDERICKSBURG, TX. VOR/DME A, AMDT 3...PROCEDURE NA AT NIGHT. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 9/1770 T82 FI/T GILLESPIE COUNTY, FREDERICKSBURG, TX. RNAV (GPS) RWY 14, ORIG...RNAV (GPS) RWY 32, ORIG...PROCEDURE NA AT NIGHT. VDP NA. VISIBILITY REDUCTION BY HELICOPTERS NA. VGSI AND DESCENT ANGLES NOT COINCIDENT.

GAINESVILLE

Gainesville Muni

FDC 0/6910 GLE FI/T GAINESVILLE MUNI, GAINESVILLE, TX. NDB RWY 17, AMDT 9A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, GLE NDB OTS.

GALVESTON

Scholes Intl At Galveston

FDC 2/8418 GLS FI/T SID SCHOLES INTL AT GALVESTON, GALVESTON, TX. LEONA SEVEN DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/7744 GLS FI/T IAP SCHOLES INTL AT GALVESTON, GALVESTON, TX. ILS OR LOC RWY 13, AMDT 11...PROCEDURE NA. GLS LOC AND VUH VORTAC OTS.

FDC 2/6499 GLS FI/T SID SCHOLES INTL AT GALVESTON, GALVESTON, TX, PALACIOS FOUR DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSX VORTAC OTS.

FDC 2/5228 GLS FI/T SID SCHOLES INTL AT GALVESTON, GALVESTON, TX, EL DORADO THREE DEPARTURE VELCO INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/5200 GLS FI/T SID SCHOLES INTL AT GALVESTON, GALVESTON, TX. GIFFA FOUR DEPARTURE...GIFFA INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/2641 GLS FI/T IAP SCHOLES INTL AT GALVESTON, GALVESTON, TX. RNAV (GPS) RWY 13, ORIG...LNAV MDA 560/HAT 555 ALL CATS. VIS CAT C 1. VIS CAT D 1 1/4. VIS CAT E 1 1/2. CIRCLING CATS A/B/C MDA 560/HAA 554, CAT D MDA 600/HAA 594, CAT E MDA 740/HAA 734. VIS CAT E 2 1/2. CIRCLING RWY 35 NA AT NIGHT. VDP AT 1.62 MILES TO RWY 13. ALTERNATE MINIMUMS: CAT E 800-2 1/2. CHANGE NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE VISIBILITY LPV CAT E TO 3/4, LNAV/VNAV ALL CATS TO 1 3/4, AND LNAV CAT E TO 2. TEMPORARY CRANE 250 MSL 1.77 NM NORTHWEST OF RWY 13.

FDC 2/2640 GLS FI/T IAP SCHOLES INTL AT GALVESTON, GALVESTON, TX. RNAV (GPS) RWY 17, AMDT 1...LNAV/VNAV DA 555/HAT 549 ALL CATS. VIS 2 ALL CATS. LNAV MDA 480/HAT 474 ALL CATS. VIS CAT D 1 1/2. VIS CAT E 1 3/4. CIRCLING CAT D MDA 600/HAA 594, CAT E MDA 740/HAA 734. VIS CAT E 2 1/2. CIRCLING RWY 35 NA AT NIGHT. ALTERNATE MINIMUMS: CAT E 800-2 1/2. VDP AT 1.34 MILES TO RWY 17. TEMPORARY CRANE 250 MSL 1.29 NM NORTH OF RWY 17.

FDC 2/1800 GLS FI/T SID SCHOLES INTL AT GALVESTON, GALVESTON, TX PALACIOS FOUR DEPARTURE TAKEOFF MINIMUMS: RWY 31, STANDARD WITH A MINIMUM CLIMB OF 250 FT PER NM TO 700. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1799 GLS FI/T SID SCHOLES INTL AT GALVESTON, GALVESTON, TX, TRUAX TWO DEPARTURE TAKEOFF MINIMUMS: RWY 31, STANDARD WITH A MINIMUM CLIMB OF 250 FT PER NM TO 700. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1798 GLS FI/T SID SCHOLES INTL AT GALVESTON, GALVESTON, TX LEONA SEVEN DEPARTURE TAKEOFF MINIMUMS: RWY 31, STANDARD WITH A MINIMUM CLIMB OF 250 FT PER NM TO 700. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1797 GLS FI/T SID SCHOLES INTL AT GALVESTON, GALVESTON, TX, INDUSTRY FOUR DEPARTURE TAKEOFF MINIMUMS: RWY 31, STANDARD WITH A MINIMUM CLIMB OF 250 FT PER NM TO 700. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1796 GLS FI/T SID SCHOLLES INTL AT GALVESTON, GALVESTON, TX, LUFKIN SIX DEPARTURE TAKEOFF MINIMUMS: RWY 31, STANDARD WITH A MINIMUM CLIMB OF 250 FT PER NM TO 700. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1795 GLS FI/T SID SCHOLLES INTL AT GALVESTON, GALVESTON, TX EL DORADO THREE DEPARTURE TAKEOFF MINIMUMS: RWY 31, STANDARD WITH A MINIMUM CLIMB OF 250 FT PER NM TO 700. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1794 GLS FI/T SID SCHOLLES INTL AT GALVESTON, GALVESTON, TX, ALEXANDRIA FIVE DEPARTURE TAKEOFF MINIMUMS: RWY 31, STANDARD WITH A MINIMUM CLIMB OF 250 FT PER NM TO 700. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1793 GLS FI/T SID SCHOLLES INTL AT GALVESTON, GALVESTON, TX, CRIED FOUR DEPARTURE TAKEOFF MINIMUMS: RWY 31, STANDARD WITH A MINIMUM CLIMB OF 250 FT PER NM TO 700. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1792 GLS FI/T SID SCHOLLES INTL AT GALVESTON, GALVESTON, TX GIFFA FOUR DEPARTURE TAKEOFF MINIMUMS: RWY 31, STANDARD WITH A MINIMUM CLIMB OF 250 FT PER NM TO 700. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1777 GLS FI/T SID SCHOLLES INTL AT GALVESTON, GALVESTON, TX, LEONA SEVEN DEPARTURE EXCEPT FOR AIRCRAFT DESTINED ACT OR THE DFW TERMINAL AREA, ALL AIRCRAFT FILING THE LOA7 SID MUST FILE ONE OF THE PUBLISHED TRANSITIONS VIA ADM (LOA7.ADM), BYP (LOA7.BYP), OR FUZ (LOA7.FUZ).

FDC 2/1774 GLS FI/T SID SCHOLLES INTL AT GALVESTON, GALVESTON, TX, SCHOLLES FOUR DEPARTURE TAKEOFF MINIMUMS: RWY 31, STANDARD WITH A MINIMUM CLIMB OF 250 FT PER NM TO 700. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1773 GLS FI/T SID SCHOLLES INTL AT GALVESTON, GALVESTON, TX, SABINE PASS (RNAV) TWO DEPARTURE TAKEOFF MINIMUMS: RWY 31, STANDARD WITH A MINIMUM CLIMB OF 250 FT PER NM TO 700. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1772 GLS FI/T SID SCHOLLES INTL AT GALVESTON, GALVESTON, TX BOWFN (RNAV) THREE DEPARTURE TAKEOFF MINIMUMS: RWY 31, STANDARD WITH A MINIMUM CLIMB OF 250 FT PER NM TO 700. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1771 GLS FI/T SID SCHOLLES INTL AT GALVESTON, GALVESTON, TX, WAILN (RNAV) ONE DEPARTURE TAKEOFF MINIMUMS: RWY 31, STANDARD WITH A MINIMUM CLIMB OF 250 FT PER NM TO 700. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/1770 GLS FI/T ODP SCHOLLES INTL AT GALVESTON, GALVESTON, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...TAKEOFF MINIMUMS: RWY 31, STANDARD WITH A MINIMUM CLIMB OF 250 FT PER NM TO 700. DEPARTURE PROCEDURE: RWY 31, CLIMB HEADING 314 TO 700 BEFORE TURNING LEFT. ALL OTHER DATA REMAINS AS PUBLISHED.

GEORGE WEST

Live Oak County

FDC 2/3352 8T6 FI/T IAP LIVE OAK COUNTY, GEORGE WEST, TX. RNAV (GPS) RWY 13, ORIG...PROCEDURE NA AT NIGHT. VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 2/3351 8T6 FI/T IAP LIVE OAK COUNTY, GEORGE WEST, TX. VOR/DME A, AMDT 2...CIRCLING TO RWY 31 NA AT NIGHT. VISIBILITY REDUCTION BY HELICOPTERS NA.

GEORGETOWN

Georgetown Muni

FDC 2/5757 GTU FI/T STAR GEORGETOWN MUNI, GEORGETOWN, TX. WLEEE ONE RNAV ARRIVAL...ADD NOTE: WAILN TRANSITION FOR HOUSTON TERMINAL AREA DEPARTURES ONLY.

GLEN ROSE

Glen Rose Medical Center

FDC 1/2845 XA54 FI/T SPECIAL GLEN ROSE MEDICAL CENTER, GLEN ROSE, TX. (SPECIAL) COPTER RNAV (GPS) 320, ORIG...LNAV MDA 1320/HAS 495.

GRAND PRAIRIE

Grand Prairie Muni

FDC 2/8406 GPM FI/T SID GRAND PRAIRIE MUNI, GRAND PRAIRIE, TX JOE POOL FOUR DEPARTURE...BILEE TRANSITION: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/4085 GPM FI/T STAR GRAND PRAIRIE MUNICIPAL AIRPORT, GRAND PRAIRIE, TX. SASIE TWO ARRIVAL...MCALESTER TRANSITION: DISTANCE CORRECTION, DISTANCE FROM PRIZZ TO RABOO TWENTY ONE MILES.

FDC 2/3531 GPM FI/T STAR GRAND PRAIRIE MUNI, GRAND PRAIRIE, TX. SASIE TWO ARRIVAL REGIONAL APP CON FREQUENCY SHOULD BE 282.275.

GREENVILLE

Hunt Rgnl Medical Center

FDC 1/2856 XA56 FI/T SPECIAL PRESBYTERIAN HOSPITAL OF GREENVILLE, GREENVILLE, TX. (SPECIAL) COPTER RNAV (GPS) 066, ORIG...LNAV MDA 1040/HAS 461.

GUTHRIE

6666 Ranch

FDC 2/8813 6TE6 FI/T IAP 6666 RANCH, GUTHRIE, TX. (SPECIAL) VOR/DME RNAV RWY 1, AMDT 2...S-1 MDA 2660/HAT 891 ALL CATS, VISIBILITY CATS A/B 1 1/4, CAT C 2 3/4. CIRCLING MDA 2700/HAA 923 ALL CATS, VISIBILITY CAT A 1 1/4, CAT C 2 3/4.

FDC 2/8812 6TE6 FI/T IAP 6666 RANCH, GUTHRIE, TX. (SPECIAL) VOR/DME RWY 19, AMDT 3...CIRCLING MDA 2700/HAA 923 ALL CATS, VISIBILITY CAT A 1 1/4, CAT C 2 3/4.

FDC 2/8811 6TE6 FI/T IAP 6666 RANCH, GUTHRIE, TX. (SPECIAL) VOR/DME RNAV RWY 19, AMDT 2...S-19 MDA 2580/HAT 803 ALL CATS, VISIBILITY CAT B 1 1/4, CAT C 2 1/2. CIRCLING MDA 2700/HAA 923 ALL CATS, VISIBILITY CAT A 1 1/4, CAT C 2 3/4.

HARLINGEN

Valley Intl

FDC 2/6614 HRL FI/P CHART VALLEY INTL, HARLINGEN, TX. LOC/DME BC RWY 35L, ORIG...CORRECT PLANVIEW: ADD CALL LETTERS HRL AND MORSE CODE TO THE FACILITY BOX FOR HARLINGER VOR/DME.

FDC 2/4728 HRL FI/T IAP VALLEY INTL, HARLINGEN, TX. RNAV (GPS) RWY 17R, AMDT 1...LNAV MDA 440/HAT 406 ALL CATS. VIS CAT C RVR 4000. VDP AT 1.10 NM.

FDC 2/2961 HRL FI/T IAP VALLEY INTL, HARLINGEN, TX. VOR/DME OR TACAN Y RWY 31, AMDT 1...VOR/DME S-31: MDA 1000/HAT 964 ALL CATS. CAT A VISIBILITY 1 1/4, CAT B VISIBILITY 1 1/2, CAT C/D VISIBILITY 3. VOR/DME CIRCLING: MDA 1000/HAA 964 ALL CATS. CAT A VISIBILITY 1 1/4, CAT B VISIBILITY 1 1/2, CAT C/D VISIBILITY 3.

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.

HOUSTON

Dan Jones Intl

FDC 2/8966 T51 FI/T IAP DAN JONES INTL, HOUSTON, TX. VOR/DME C, ORIG...PROCEDURE NA.

David Wayne Hooks Memorial

FDC 2/8419 DWH FI/T SID DAVID WAYNE HOOKS MEMORIAL, HOUSTON, TX. LEONA SEVEN DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/7917 DWH FI/T IAP DAVID WAYNE HOOKS MEMORIAL, HOUSTON, TX. LOC RWY 17R, AMDT 2...PROCEDURE NA.

FDC 2/6532 DWH FI/T SID DAVID WAYNE HOOKS MEMORIAL, HOUSTON, TX. PALACIOS FOUR DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSX VORTAC OTS.

FDC 2/5252 DWH FI/T SID DAVID WAYNE HOOKS MEMORIAL, HOUSTON, TX. EL DORADO THREE DEPARTURE VELCO INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/5247 DWH FI/T SID DAVID WAYNE HOOKS MEMORIAL, HOUSTON, TX. GIFFA FOUR DEPARTURE GIFFA INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/4036 DWH FI/T SID DAVID WAYNE HOOKS MEMORIAL, HOUSTON, TX, LEONA SEVEN DEPARTURE EXCEPT FOR AIRCRAFT DESTINED ACT OR THE DFW TERMINAL AREA, ALL AIRCRAFT FILING THE LOA7 SID MUST FILE ONE OF THE PUBLISHED TRANSITIONS VIA ADM (LOA7.ADM), BYP (LOA7.BYP), OR FUZ (LOA7.FUZ).

Ellington Field

FDC 2/8407 EFD FI/T SID ELLINGTON FIELD, HOUSTON, TX, LEONA SEVEN DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/6521 EFD FI/T SID ELLINGTON FIELD, HOUSTON, TX, PALACIOS FOUR DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSX VORTAC OTS.

FDC 2/5235 EFD FI/T SID ELLINGTON FIELD, HOUSTON, TX, EL DORADO THREE DEPARTURE VELCO INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/5208 EFD FI/T SID ELLINGTON FIELD, HOUSTON, TX, GIFFA FOUR DEPARTURE...GIFFA INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/2152 EFD FI/T SID ELLINGTON FIELD, HOUSTON, TX ALEXANDRIA FIVE DEPARTURE...BOWFN THREE DEPARTURE...CRIED FOUR DEPARTURE...ELDORADO THREE DEPARTURE...GIFFA FOUR DEPARTURE...INDUSTRY FOUR DEPARTURE...LEONA SEVEN DEPARTURE...LUFKIN SIX DEPARTURE...PALACIOS FOUR DEPARTURE...SABINE PASS TWO DEPARTURE...SCHOLLS FOUR DEPARTURE...TRUAX TWO DEPARTURE...WALN ONE DEPARTURE...RWY 22, 300-1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 214 FT PER NM TO 300. NOTE: RWY 04, TREE 1526 FT FROM DER, 737 FT RIGHT OF CENTERLINE, 39 FT AGL/69 FT MSL. NOTE: RWY 22, SIGN 213 FT FROM DER, 472 FT RIGHT OF CENTERLINE, 7 FT AGL/32 FT MSL. ANTENNA ON BLDG, 1998 FT FROM DER, 598 FT RIGHT OF CENTERLINE, 54 FT AGL/83 FT MSL. OBSTRUCTION LIGHT ON GS 327 FT FROM DER, 543 FT LEFT OF CENTERLINE, 39 FT AGL/58 FT MSL. OBSTRUCTION LIGHT ON WATER TOWER, 6114 FT FROM DER, 1635 FT RIGHT OF CENTERLINE, 158 FT AGL/192 FT MSL. NOTE: RWY 35R, TREE 1597 FT FROM DER, 32 FT LEFT OF CENTERLINE, 50 FT AGL/80 FT MSL. TANK 2639 FT FROM DER, 1157 FT RIGHT OF CENTERLINE, 77 FT AGL/109 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/2151 EFD FI/T ODP ELLINGTON FIELD, HOUSTON, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...RWY 22, 300-1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 214 FT PER NM TO 300. NOTE: RWY 04, TREE 1526 FT FROM DER, 737 FT RIGHT OF CENTERLINE, 39 FT AGL/69 FT MSL. NOTE: RWY 22, SIGN 213 FT FROM DER, 472 FT RIGHT OF CENTERLINE, 7 FT AGL/32 FT MSL. ANTENNA ON BLDG, 1998 FT FROM DER, 598 FT RIGHT OF CENTERLINE, 54 FT AGL/83 FT MSL. OL ON GS 327 FT FROM DER, 543 FT LEFT OF CENTERLINE, 39 FT AGL/58 FT MSL. OL ON WATER TOWER, 6114 FT FROM DER, 1635 FT RIGHT OF CENTERLINE, 158 FT AGL/19 FT MSL. NOTE: RWY 35R, TREE 1597 FT FROM DER, 32 FT LEFT OF CENTERLINE, 50 FT AGL/80 FT MSL. TANK 2639 FT FROM DER, 1157 FT RIGHT OF CENTERLINE, 77 FT AGL/109 FT MSL. REST OF PROCEDURE REMAINS AS PUBLISHED.

FDC 2/1783 EFD FI/T SID ELLINGTON FIELD, HOUSTON, TX, LEONA SEVEN DEPARTURE EXCEPT FOR AIRCRAFT DESTINED ACT OR THE DFW TERMINAL AREA, ALL AIRCRAFT FILING THE LOA7 SID MUST FILE ONE OF THE PUBLISHED TRANSITIONS VIA ADM (LOA7.ADM), BYP (LOA7.BYP), OR FUZ (LOA7.FUZ).

George Bush Intercontinental/Houston

FDC 9/5679 IAH FI/T GEORGE BUSH INTERCONTINENTAL AIRPORT/HOUSTON, HOUSTON, TX. EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE. PURSUANT TO A SPECIAL DELEGATION OF AUTHORITY TO GRANT WAIVERS, THE FAA AIR TRAFFIC OPERATIONS TERMINAL SAFETY AND OPERATIONS SUPPORT DIRECTOR (AJT-2) HAS GRANTED A WAIVER TO FAA ORDER 7110.65 THAT HAS AUTHORIZED HOUSTON TRACON TO CONDUCT PARALLEL DEPENDENT AND SIMULTANEOUS INDEPENDENT INSTRUMENT LANDING SYSTEM 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 PROCEDURES, AREA NAVIGATION RNAV GLOBAL POSITIONING SYSTEM (GPS) Y OR RNAV REQUIRED NAVIGATION PERFORMANCE (RNP) Y TO ADJACENT RUNWAYS SIMULTANEOUSLY. QUESTIONS SHOULD BE DIRECTED TO HOUSTON APPROACH CONTROL, AIRSPACE AND PROCEDURES DEPARTMENT, PHONE 281-230-8400.

FDC 2/8423 IAH FI/T SID GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. LEONA SEVEN DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/6516 IAH FI/T SID GEORGE BUSH
INTERCONTINENTAL/HOUSTON, HOUSTON, TX,
PALACIOS FOUR DEPARTURE...NA EXCEPT FOR
AIRCRAFT EQUIPPED WITH SUITABLE RNAV
SYSTEM WITH GPS, PSX VORTAC OTS.

FDC 2/5420 IAH FI/T IAP GEORGE BUSH
INTERCONTINENTAL/HOUSTON, HOUSTON, TX.
GLS RWY 8L, ORIG...GLS RWY 8R, ORIG...GLS RWY
9, ORIG...GLS RWY 26L, ORIG...GLS RWY 26R,
ORIG...GLS RWY 27, ORIG...PROCEDURE NA.

FDC 2/5249 IAH FI/T SID GEORGE BUSH
INTERCONTINENTAL/HOUSTON, HOUSTON, TX,
GIFFA FOUR DEPARTURE GIFFA INTERSECTION, TX
MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH
SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY
RESTRICTION.

FDC 2/5238 IAH FI/T SID GEORGE BUSH
INTERCONTINENTAL/HOUSTON, HOUSTON, TX, EL
DORADO THREE DEPARTURE ALEXANDRIA FIVE
DEPARTURE VELCO INTERSECTION, TX MRA 8500
EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE
RNAV SYSTEM WITH GPS, IAH FACILITY
RESTRICTION.

FDC 2/1785 IAH FI/T SID GEORGE BUSH
INTERCONTINENTAL/HOUSTON, HOUSTON, TX,
LEONA SEVEN DEPARTURE EXCEPT FOR
AIRCRAFT DESTINED ACT OR THE DFW TERMINAL
AREA, ALL AIRCRAFT FILING THE LOA7 SID MUST
FILE ONE OF THE PUBLISHED TRANSITIONS VIA
ADM (LOA7.ADM), BYP (LOA7.BYP), OR FUZ
(LOA7.FUZ).

FDC 1/0930 IAH FI/T HOUSTON
INTERCONTINENTAL ATC TOWER AND HOUSTON
TRACON EFFECTIVE 1103150001-1104072359 VISUAL
SEPARATION PROCEDURES AT GEORGE BUSH
INTERCONTINENTAL AIRPORT (IAH)
BACKGROUND: THE PURPOSE OF THIS NOTAM IS
TO INFORM PILOTS OPERATING TO/FROM IAH
AIRPORT OF VISUAL SEPARATION PROCEDURES
BETWEEN THE HOUSTON INTERCONTINENTAL
ATC TOWER AND HOUSTON TRACON. HOUSTON
INTERCONTINENTAL ATC TOWER AND HOUSTON
TRACON ARE AUTHORIZED TO APPLY VISUAL
SEPARATION BETWEEN AIRCRAFT UNDER THE
CONTROL OF EITHER FACILITY IN ORDER TO
MAINTAIN EFFICIENCY AT IAH AIRPORT. BOTH
FACILITIES MUST 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.
HOUSTON TRACON: 281-230-8400 HOUSTON
INTERCONTINENTAL ATC TOWER: 281-209-8600.

Houston Executive

FDC 2/8424 TME FI/T SID HOUSTON EXECUTIVE,
HOUSTON, TX LEONA SEVEN DEPARTURE...NA
EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE
RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/6520 TME FI/T SID HOUSTON EXECUTIVE,
HOUSTON, TX, PALACIOS FOUR DEPARTURE...NA
EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE
RNAV SYSTEM WITH GPS, PSX VORTAC OTS.

FDC 2/5242 TME FI/T SID HOUSTON EXECUTIVE,
HOUSTON, TX, EL DORADO THREE DEPARTURE
VELCO INTERSECTION, TX MRA 8500 EXCEPT FOR
AIRCRAFT EQUIPPED WITH SUITABLE RNAV
SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/5221 TME FI/T SID HOUSTON EXECUTIVE,
HOUSTON, TX. GIFFA FOUR DEPARTURE
GIFFA...INTERSECTION, TX MRA 8500 EXCEPT FOR
AIRCRAFT EQUIPPED WITH SUITABLE RNAV
SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/1790 TME FI/T SID HOUSTON EXECUTIVE,
HOUSTON, TX, LEONA SEVEN DEPARTURE EXCEPT
FOR AIRCRAFT DESTINED ACT OR THE DFW
TERMINAL AREA, ALL AIRCRAFT FILING THE LOA7
SID MUST FILE ONE OF THE PUBLISHED
TRANSITIONS VIA ADM (LOA7.ADM), BYP
(LOA7.BYP), OR FUZ (LOA7.FUZ).

Houston-Southwest

FDC 2/8404 AXH FI/T SID HOUSTON-SOUTHWEST,
HOUSTON, TX, LEONA SEVEN DEPARTURE...NA
EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE
RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/6518 AXH FI/T SID HOUSTON-SOUTHWEST,
HOUSTON, TX, PALACIOS FOUR DEPARTURE...NA
EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE
RNAV SYSTEM WITH GPS, PSX VORTAC OTS.

FDC 2/5251 AXH FI/T SID HOUSTON-SOUTHWEST,
HOUSTON, TX, EL DORADO THREE DEPARTURE
VELCO INTERSECTION, TX MRA 8500 EXCEPT FOR
AIRCRAFT EQUIPPED WITH SUITABLE RNAV
SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/5246 AXH FI/T SID HOUSTON-SOUTHWEST,
HOUSTON, TX, GIFFA FOUR DEPARTURE GIFFA
INTERSECTION, TX MRA 8500 EXCEPT FOR
AIRCRAFT EQUIPPED WITH SUITABLE RNAV
SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/1780 AXH FI/T SID HOUSTON-SOUTHWEST,
HOUSTON, TX, LEONA SEVEN DEPARTURE EXCEPT
FOR AIRCRAFT DESTINED ACT OR THE DFW
TERMINAL AREA, ALL AIRCRAFT FILING THE LOA7
SID MUST FILE ONE OF THE PUBLISHED
TRANSITIONS VIA ADM (LOA7.ADM), BYP
(LOA7.BYP), OR FUZ (LOA7.FUZ).

Lone Star Executive

FDC 2/8401 CXO FI/T SID LONE STAR EXECUTIVE, HOUSTON, TX, LEONA SEVEN DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/6497 CXO FI/T SID LONE STAR EXECUTIVE, HOUSTON, TX, PALACIOS FOUR DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSX VORTAC OTS.

FDC 2/5229 CXO FI/T SID LONE STAR EXECUTIVE, HOUSTON, TX, EL DORADO THREE DEPARTURE VELCO INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/5204 CXO FI/T SID LONE STAR EXECUTIVE, HOUSTON, TX. GIFFA FOUR DEPARTURE.. GIFFA INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/1781 CXO FI/T SID LONE STAR EXECUTIVE, HOUSTON, TX, LEONA SEVEN DEPARTURE EXCEPT FOR AIRCRAFT DESTINED ACT OR THE DFW TERMINAL AREA, ALL AIRCRAFT FILING THE LOA7 SID MUST FILE ONE OF THE PUBLISHED TRANSITIONS VIA ADM (LOA7.ADM), BYP (LOA7.BYP), OR FUZ (LOA7.FUZ).

Sugar Land Rgnl

FDC 2/8421 SGR FI/T SID SUGAR LAND RGNL, HOUSTON, TX, LEONA SEVEN DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/8058 SGR FI/P ODP SUGAR LAND RGNL, HOUSTON, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 7...ADD TO RWY 17, NOTE: BUILDING 1036 FEET FROM DER, 743 FEET RIGHT OF CENTERLINE, 26 FEET AGL/102 FEET MSL. REST OF PROCEDURE REMAINS AS PUBLISHED. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES , AMDT 7A.

FDC 2/6651 SGR FI/T ODP SUGAR LAND RGNL, SUGAR LAND, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 7...NOTE: RWY 17, TEMPORARY CRANES 1176 FEET FROM DEPARTURE END OF RWY, BEGINNING 700 FEET RIGHT OF CENTERLINE, 30 FEET AGL/106 FEET MSL. ALL OTHER DATA REMAINS THE SAME.

FDC 2/6529 SGR FI/T SID SUGAR LAND RGNL, HOUSTON, TX, PALACIOS FOUR DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSX VORTAC OTS.

FDC 2/5250 SGR FI/T SID SUGAR LAND RGNL, HOUSTON, TX, GIFFA FOUR DEPARTURE GIFFA INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/5241 SGR FI/T SID SUGAR LAND RGNL, HOUSTON, TX, EL DORADO THREE DEPARTURE VELCO INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/1788 SGR FI/T SID SUGAR LAND RGNL, HOUSTON, TX, LEONA SEVEN DEPARTURE EXCEPT FOR AIRCRAFT DESTINED ACT OR THE DFW TERMINAL AREA, ALL AIRCRAFT FILING THE LOA7 SID MUST FILE ONE OF THE PUBLISHED TRANSITIONS VIA ADM (LOA7.ADM), BYP (LOA7.BYP), OR FUZ (LOA7.FUZ).

Weiser Air Park

FDC 2/8649 EYQ FI/T SID WEISER AIR PARK, HOUSTON, TX. ALEXANDRIA FIVE DEPARTURE...CRIED FOUR DEPARTURE...GIFFA FOUR DEPARTURE...BOWFN THREE DEPARTURE...EL DORADO THREE DEPARTURE...INDUSTRY FOUR DEPARTURE...LEONA SEVEN DEPARTURE...LUFKIN SIX DEPARTURE...PALACIOS FOUR DEPARTURE...SABINE PASS TWO DEPARTURE...SCHOLLES FOUR DEPARTURE...PROCEDURE NA.

FDC 2/8410 EYQ FI/T SID WEISER AIR PARK, HOUSTON, TX, LEONA SEVEN DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/6519 EYQ FI/T SID WEISER AIR PARK, HOUSTON, TX, PALACIOS FOUR DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSX VORTAC OTS.

FDC 2/5253 EYQ FI/T SID WEISER AIR PARK, HOUSTON, TX, EL DORADO THREE DEPARTURE VELCO INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/5248 EYQ FI/T SID WEISER AIR PARK, HOUSTON, TX, GIFFA FOUR DEPARTURE GIFFA INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/4200 EYQ FI/T ODP WEISER AIR PARK, HOUSTON, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...PROCEDURE NA.

FDC 2/2637 EYQ FI/T IAP WEISER AIR PARK, HOUSTON, TX. NDB F, ORIG...RNAV (GPS) G, AMDT 1...PROCEDURE NA.

FDC 2/1779 EYQ FI/T SID WEISER AIR PARK, HOUSTON, TX, LEONA SEVEN DEPARTURE EXCEPT FOR AIRCRAFT DESTINED ACT OR THE DFW TERMINAL AREA, ALL AIRCRAFT FILING THE LOA7 SID MUST FILE ONE OF THE PUBLISHED TRANSITIONS VIA ADM (LOA7.ADM), BYP (LOA7.BYP), OR FUZ (LOA7.FUZ).

West Houston

FDC 2/8977 IWS FI/T IAP WEST HOUSTON, HOUSTON, TX. RNAV (GPS) Y RWY 33, ORIG-A...LNAV MINIMUMS NA. CIRCLING CAT A/B/C MDA 660/HAT 549. GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING LNAV MINIMUMS NA. CIRCLING CATS A/B/C MDA 720/HAT 609, VIS CAT C 1 3/4. NOTE: WHEN VGSI INOP PROCEDURE NA. NOTE: CIRCLING RWY 33 NA AT NIGHT.

FDC 2/8963 IWS FI/T IAP WEST HOUSTON, HOUSTON, TX. VOR/DME RNAV RWY 15, AMDT 4...VOR/DME RNAV RWY 33, AMDT 4...PROCEDURE NA.

FDC 2/8953 IWS FI/T IAP WEST HOUSTON, HOUSTON, TX. RNAV (GPS) Z RWY 33, ORIG...LNAV/VNAV MINIMUMS NA. LNAV MINIMUMS NA. CIRCLING CAT A/B/C MDA 660/HAT 549. NOTE: WHEN VGSI INOP PROCEDURE NA. NOTE: CIRCLING RWY 33 NA AT NIGHT.

FDC 2/8951 IWS FI/T IAP WEST HOUSTON, HOUSTON, TX. RNAV (GPS) RWY 15, ORIG...LNAV/VNAV MINIMUMS NA. LNAV MINIMUMS NA. CIRCLING CAT A/B/C MDA 660/HAT 549. NOTE: WHEN VGSI INOP PROCEDURE NA. NOTE: CIRCLING RWY 33 NA AT NIGHT.

FDC 2/8417 IWS FI/T SID WEST HOUSTON, HOUSTON, TX, LEONA SEVEN DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/6491 IWS FI/T SID WEST HOUSTON, HOUSTON, TX, PALACIOS FOUR DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSX VORTAC OTS.

FDC 2/5240 IWS FI/T SID WEST HOUSTON, HOUSTON, TX, EL DORADO THREE DEPARTURE VELCO INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/5220 IWS FI/T SID WEST HOUSTON, HOUSTON, TX. GIFFA FOUR DEPARTURE...GIFFA INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/3814 IWS FI/T IAP WEST HOUSTON, HOUSTON, TX. VOR D, ORIG-B...PROCEDURE NA.

FDC 2/1786 IWS FI/T SID WEST HOUSTON, HOUSTON, TX, LEONA SEVEN DEPARTURE EXCEPT FOR AIRCRAFT DESTINED ACT OR THE DFW TERMINAL AREA, ALL AIRCRAFT FILING THE LOA7 SID MUST FILE ONE OF THE PUBLISHED TRANSITIONS VIA ADM (LOA7.ADM), BYP (LOA7.BYP), OR FUZ (LOA7.FUZ).

William P Hobby

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.

FDC 2/8965 HOU FI/T IAP WILLIAM P HOBBY, HOUSTON, TX. ILS OR LOC RWY 12R, AMDT 12A...MISSED APPROACH: CLIMB TO 800 THEN CLIMBING LEFT TURN TO 2000 VIA HEADING 360 AND HUB VOR/DME R-040 TO RAYCI INT/HUB 15 DME AND HOLD NE, RT, 220 INBOUND.

FDC 2/8414 HOU FI/T SID WILLIAM P HOBBY, HOUSTON, TX, LEONA SEVEN DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/6493 HOU FI/T SID WILLIAM P HOBBY, HOUSTON, TX, PALACIOS FOUR DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSX VORTAC OTS.

FDC 2/5236 HOU FI/T SID WILLIAM P HOBBY, HOUSTON, TX, EL DORADO THREE DEPARTURE VELCO INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/5215 HOU FI/T SID WILLIAM P HOBBY, HOUSTON, TX. GIFFA FOUR DEPARTURE...GIFFA INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/3447 HOU FI/T IAP WILLIAM P HOBBY, HOUSTON, TX. LOC RWY 22, AMDT 1...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VUH VORTAC OTS.

FDC 2/1866 HOU FI/T IAP WILLIAM P HOBBY, HOUSTON, TX. ILS OR LOC RWY 4, AMDT 40B...S-LOC 4: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VUH VORTAC OTS.

FDC 2/1778 HOU FI/T SID WILLIAM P HOBBY, HOUSTON, TX, LEONA SEVEN DEPARTURE EXCEPT FOR AIRCRAFT DESTINED ACT OR THE DFW TERMINAL AREA, ALL AIRCRAFT FILING THE LOA7 SID MUST FILE ONE OF THE PUBLISHED TRANSITIONS VIA ADM (LOA7.ADM), BYP (LOA7.BYP), OR FUZ (LOA7.FUZ).

KAUFMAN

Presbyterian Hospital

FDC 1/7702 XA55 FI/T PRESBYTERIAN HOSPITAL, KAUFMAN, TX COPTER RNAV (GPS) 056, ORIG...LNAV MDA 900/HAS 427.

KENEDY

Karnes County

FDC 2/4356 2R9 FI/T ODP KARNES COUNTY, KENEDY, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKE-OFF MINIMUMS: RWY 34, 400 - 2 OR STANDARD WITH MINIMUM CLIMB OF 406 FEET PER NM TO 900. NOTE: RWY 34, TEMPORARY DRILLING RIG 1.09 NM FROM DEPARTURE END OF RUNWAY, 1503 FEET RIGHT OF CENTERLINE, 170 AGL/567 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

KERRVILLE

Kerrville Muni/Louis Schreiner Field

FDC 2/2053 ERV FI/T IAP KERRVILLE MUNI/LOUIS SCHREINER FIELD, KERRVILLE, TX. NDB RWY 30, AMDT 4...PROCEDURE NA.

FDC 2/1396 ERV FI/T IAP KERRVILLE MUNI/LOUIS SCHREINER FIELD, KERRVILLE, TX. LOC RWY 30, AMDT 4A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ER LOM OTS.

KILLEEN

Skylark Field

FDC 2/8416 ILE FI/T SID SKYLARK FIELD, KILLEEN, TX CONRA ONE DEPARTURE...LEONA TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

LA PORTE

La Porte Muni

FDC 2/8964 T41 FI/T IAP LA PORTE MUNI, LA PORTE, TX. VOR A, ORIG...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VUH VORTAC OTS.

FDC 2/8425 T41 FI/T SID LA PORTE MUNI, LA PORTE, TX. LEONA SEVEN DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/6522 T41 FI/T SID LA PORTE MUNI, LA PORTE, TX. PALACIOS FOUR DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSX VORTAC OTS.

FDC 2/5243 T41 FI/T SID LA PORTE MUNI, LA PORTE, TX, EL DORADO THREE DEPARTURE VELCO INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/5225 T41 FI/T SID LA PORTE MUNI, LA PORTE, TX. GIFFA FOUR DEPARTURE...GIFFA INTERSECTION, TX MRA 8500 EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IAH FACILITY RESTRICTION.

FDC 2/1789 T41 FI/T SID LA PORTE MUNI, LA PORTE, TX, LEONA SEVEN DEPARTURE EXCEPT FOR AIRCRAFT DESTINED ACT OR THE DFW TERMINAL AREA, ALL AIRCRAFT FILING THE LOA7 SID MUST FILE ONE OF THE PUBLISHED TRANSITIONS VIA ADM (LOA7.ADM), BYP (LOA7.BYP), OR FUZ (LOA7.FUZ).

LAGO VISTA

Lago Vista Tx - Rusty Allen

FDC 2/5758 RYW FI/T STAR LAGO VISTA TX-RUSTY ALLEN, LAGO VISTA, TX. WLEEE ONE RNAV ARRIVAL...ADD NOTE: WAILN TRANSITION FOR HOUSTON TERMINAL AREA DEPARTURES ONLY.

FDC 2/4340 RYW FI/T IAP LAGO VISTA TX - RUSTY ALLEN, LAGO VISTA, TX. GPS RWY 15, ORIG-A...S-15 CAT C MINIMUMS NA. CIRCLING CAT C MINIMUMS NA. PROCEDURE NA AT NIGHT.

LANCASTER

Lancaster Rgnl

FDC 2/9793 LNC FI/T STAR LANCASTER RGNL AIRPORT, LANCASTER, TX FINGER THREE ARRIVAL...TEXARKANA TRANSITION: HEADING FROM TXK TO GLOVE SHOULD READ 286.

FDC 2/8408 LNC FI/T SID LANCASTER RGNL, LANCASTER, TX. JOE POOL FOUR DEPARTURE...BILEE TRANSITION DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

LAREDO

Laredo Intl

FDC 2/5493 LRD FI/P IAP LAREDO INTL, LAREDO, TX. RNAV (GPS) RWY 35L, AMDT 1...CHART PROFILE NOTE: VGS1 AND DESCENT ANGLES NOT COINCIDENT. THIS IS RNAV (GPS) RWY 35L, AMDT 1A.

LIVINGSTON

Livingston Muni

FDC 2/6825 00R FI/T IAP LIVINGSTON MUNI, LIVINGSTON, TX. RNAV (GPS) RWY 30, ORIG-A...LNAV MDA 620/HAT 469 ALL CATS, VIS CAT C 1 3/8. PROCEDURE NA AT NIGHT. VISIBILITY REDUCTION BY HELICOPTERS NA.

LUBBOCK

Lubbock Preston Smith Intl

FDC 9/6141 LBB FI/T LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. RNAV (GPS) RWY 17R, AMDT 1...LNAV MDA 3660/HAT 378 ALL CATS. VDP 1.01 MILES TO RW17R TEMPORARY CRANE 3346 MSL 1.06 MILES NW OF RWY 17R.

FDC 9/2733 LBB FI/T LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. ASR RWY 26, AMDT 7...MISSED APPROACH: CLIMBING LEFT TURN TO 5200 VIA LBB R-114 TO HYDRO INT AND HOLD.

FDC 9/2732 LBB FI/T LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. ASR RWY 35L, AMDT 7...MISSED APPROACH: CLIMBING RIGHT TURN TO 5200 VIA LBB R-114 TO HYDRO INT AND HOLD.

FDC 9/2731 LBB FI/T LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. ASR RWY 17R, AMDT 7...MISSED APPROACH: CLIMBING LEFT TURN TO 5200 VIA LBB R-114 TO HYDRO INT AND HOLD.

FDC 2/8581 LBB FI/P IAP LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. VOR A, AMDT 6B...MSA FROM LUBBOCK (LBB) VORTAC 25 NM 5300. PROCEDURE TURN COMPLETION MIN ALT 5000. THIS IS VOR A, AMDT 6C.

FDC 2/8555 LBB FI/P IAP LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. LOC BC RWY 35L, AMDT 18B...MSA FROM LUBBOCK (LBB) VORTAC 25 NM 5300. CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-LOC 35L CAT C VISIBILITY (WITHOUT ENZIE FIX). THIS IS LOC BC RWY 35L, AMDT 18C.

FDC 2/8553 LBB FI/T IAP LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. HI VOR/DME OR TACAN RWY 26, ORIG...MSA FROM LUBBOCK (LBB) VORTAC 25 NM 5300.

FDC 2/8552 LBB FI/T IAP LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. HI LOC/DME BC RWY 35L, ORIG...MSA FROM LUBBOCK (LBB) VORTAC 25 NM 5300.

FDC 2/3434 LBB FI/T IAP LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. RNAV (GPS) RWY 26, AMDT 1...PROCEDURE NA.

FDC 2/3021 LBB FI/T IAP LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. HI VOR/DME OR TACAN RWY 26, ORIG...PROCEDURE NA. RWY 26 CLOSED UFN.

MESQUITE

Mesquite Metro

FDC 2/9807 HQZ FI/T STAR MESQUITE METRO AIRPORT, MESQUITE, TEXAS, DUMPY THREE ARRIVAL: REVISE ARRIVAL ROUTE DESCRIPTION:...FROM OVER DUMPY INT. LANDING SOUTH: DEPART DUMPY INT HEADING 315 FOR VECTORS TO FINAL APPROACH COURSE. LANDING NORTH: EXPECT VECTORS TO FINAL APPROACH COURSE.

FDC 2/9794 HQZ FI/T STAR MESQUITE METRO AIRPORT, MESQUITE, TX FINGER THREE ARRIVAL...TEXARKANA TRANSITION: HEADING FROM TXK TO GLOVE SHOULD READ 286.

FDC 2/8409 HQZ FI/T SID MESQUITE METRO, MESQUITE, TX JOE POOL FOUR DEPARTURE...BILEE TRANSITION: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LOA VORTAC OTS.

FDC 2/0266 HQZ FI/T SID MESQUITE METRO, MESQUITE, TX. JOE POOL FOUR DEPARTURE...DEPARTURE PROCEDURE: RWY 17, CLIMB HEADING 175 DEGREES TO 900 BEFORE TURNING LEFT. OTHER DATA REMAINS AS PUBLISHED.

MIDLAND

Midland Intl

FDC 2/6070 MAF FI/T IAP MIDLAND INTL, MIDLAND, TX. ILS OR LOC RWY 10, AMDT 14D...S-LOC 10 MDA 3420/ HAT 551 ALL CATS. VIS CAT C/D/E RVR 6000. CIRCLING CATS A/B/C MDA 3440/ HAA 568, CAT D MDA 3520/ HAA 648. TEMP DRILLING RIG 150 AGL/ 3102 MSL 3.77 NM NW OF AIRPORT. NUMEROUS RIGS WITHIN 3NM OF AIRPORT UP TO 3163 MSL.

FDC 2/5642 MAF FI/T IAP MIDLAND INTL, MIDLAND, TX. RNAV (GPS) RWY 28, AMDT 1...CIRCLING CATS A/B/C MDA 3440/HAA 569, CAT D MDA 3520/HAA 649. NUMEROUS DRILLING RIGS WITHIN 3 NM OF AIRPORT, UP TO 3163 MSL.

FDC 2/4933 MAF FI/T IAP MIDLAND INTL, MIDLAND, TX. RNAV (GPS) RWY 4, ORIG...CIRC CATS A/B/C MDA 3440/HAA 569, CAT D MDA 3520/HAA 649. NUMEROUS DRILLING RIGS WITHIN 3NM OF AIRPORT, UP TO 3163 MSL.

FDC 2/4908 MAF FI/T IAP MIDLAND INTL, MIDLAND, TX. RNAV (GPS) RWY 22, ORIG...LNAV MDA 3320/HAT 467 ALL CATS, CATS C/D VIS 1 3/8. CIRCLING MDA CATS A/B/C 3440/HAA 569, CAT D MDA 3520/HAA 649. VDP AT 1.32 MILES TO RW 22. NUMEROUS DRILLING RIGS WITHIN 3 NM OF AIRPORT, UP TO 3163 MSL.

FDC 2/4907 MAF FI/T IAP MIDLAND INTL, MIDLAND, TX. HI VOR/DME OR TACAN RWY 34L, AMDT 1...S-34L CATS C/D/E MDA 3320/HAT 463, VIS CATS C/D 1 3/8, CIRCLING CAT C MDA 3440/HAA 568, CAT D MDA 3520/HAA 648. ODESSA-SCHLEMEYER ALTIMETER MINIMA: S-34L CATS C/D/E/ MDA 3380/HAT 523, VIS CAT C 1 1/2, CIRCLING CAT C MDA 3480/HAA 608, CAT D MDA 3560/HAA 688, VIS CAT C 1 3/4, VIS CAT D 2 1/4. NUMEROUS DRILLING RIGS WITHIN 3 NM OF AIRPORT, UP TO 3163 MSL.

FDC 2/4906 MAF FI/T IAP MIDLAND INTL, MIDLAND, TX. HI VOR/DME OR TACAN RWY 16R, AMDT 2...S-16R CATS C/D/E MDA 3400/HAT 528, VIS CATS C/D/E 1 1/2. CIRCLING CAT C MDA 3440/HAA 568, CAT D MDA 3520/HAA 648. ODESSA-SCHLEMEYER ALTIMETER MINIMA: S-16R CATS C/D/E MDA 3460/HAT 588, VIS CATS C/D/E 1 3/4. CIRCLING CAT C MDA 3480/HAA 608, CAT D MDA 3560/HAA 688, VIS CAT C 1 3/4, VIS CAT D 2 1/4. NUMEROUS DRILLING RIGS WITHIN 3 NM OF AIRPORT, UP TO 3163 MSL.

FDC 2/4905 MAF FI/T IAP MIDLAND INTL, MIDLAND, TX. RNAV (GPS) RWY 34L, ORIG...CIRCLING CATS A/B/C MDA 3440/HAA 569, CAT D MDA 3520/HAA 649. NUMEROUS DRILLING RIGS WITHIN 3 NM OF AIRPORT, UP TO 3163 MSL.

FDC 2/4904 MAF FI/T IAP MIDLAND INTL, MIDLAND, TX. RNAV (GPS) RWY 10, AMDT 1A...LNAV/VNAV DA 3394/HATH 525 ALL CATS, VIS RVR 6000 ALL CATS. LNAV MDA 3480/HATH 611 ALL CATS, VIS CATS C/D 1 3/8. CIRCLING CATS A/B/C MDA 3480/HAA 608, CAT D 3520/HAA 648, VIS CAT C 1 3/4. WHEN USING ODESSA ALTIMETER SETTING, INCREASE LNAV CATS C/D VIS TO 1 1/2. VDP AT 1.75 MILES TO RW 10. NUMEROUS DRILLING RIGS WITHIN 3 NM OF AIRPORT, UP TO 3163 MSL.

FDC 2/4899 MAF FI/T IAP MIDLAND INTL, MIDLAND, TX. RNAV (GPS) RWY 16R, ORIG...LNAV MDA 3360/HAT 489 ALL CATS, VIS CATS C/D 1 3/8. CIRCLING CATS A/B/C MDA 3440/HAA 569, CAT D MDA 3520/HAA 649. VDP AT 1.38 MILES TO RW 16L. NUMEROUS DRILLING RIGS WITHIN 3 NM OF AIRPORT, UP TO 3163 MSL.

FDC 2/4894 MAF FI/T IAP MIDLAND INTL, MIDLAND, TX. VOR OR TACAN RWY 16R, AMDT 22B...S-16R MDA 3400/HAT 529 ALL CATS, VIS CATS C/D/E 1 1/2. CIRCLING CATS A/B/C MDA 3440/HAA 569, CAT D MDA 3520/HAA 649. NUMEROUS DRILLING RIGS WITHIN 3 NM OF AIRPORT, UP TO 3163 MSL.

FDC 2/4893 MAF FI/T IAP MIDLAND INTL, MIDLAND, TX. LOC BC RWY 28, AMDT 12B...CIRCLING CATS A/B/C MDA 3440/HAA 569, CAT D MDA 3520/HAA 649. NUMEROUS DRILLING RIGS WITHIN 3 NM OF AIRPORT, UP TO 3163 MSL.

FDC 2/4892 MAF FI/T IAP MIDLAND INTL, MIDLAND, TX. VOR/DME OR TACAN RWY 34L, AMDT 9C...S-34L MDA 3320/ HAT 463 ALL CATS, VIS CATS C/D 1 3/8. CIRCLING CATS A/B/C MDA 3440/HAA 569, CAT D MDA 3520/HAA 649. NUMEROUS DRILLING RIGS WITHIN 3NM OF AIRPORT, UP TO 3163 MSL.

FDC 2/4418 MAF FI/T ODP MIDLAND INTL, MIDLAND, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF MINIMUMS: RWY 16L, NA. RWY 34L, 300--1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 430 FT PER NM TO 3200. NOTE: RWY 34L, TEMPORARY DRILLING RIGS STARTING 4519 FROM DEPARTURE END OF RWY, 1441 FT LEFT AND RIGHT OF CENTERLINE, 165 AGL/UP TO 3056 MSL. RWY 34R, 300-1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 320 FT PER NM TO 3200. NOTE: RWY 34R, TEMPORARY DRILLING RIG 5540 FROM DEPARTURE END OF RWY, 267 FT LEFT OF CENTERLINE, 165 AGL/3025 MSL. NOTE: RWY 4, TEMPORARY DRILLING RIG 1711 FT FROM DEPARTURE END OF RWY, 648 FT RIGHT OF CENTERLINE, 78 FT AGL/2942 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/3088 MAF FI/T IAP MIDLAND INTL, MIDLAND, TX. RADAR-1, AMDT 5...ASR-10 MDA 3480/HAT 612 ALL CATS, VIS CATS C/D/E 1 3/8. ASR-16R MDA 3440/HAT 569 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4, CAT E 2. ASR-34L MDA 3320/HAT 463 ALL CATS, VIS CATS C/D 1 3/8. NUMEROUS DRILLING RIGS WITHIN 3 NM OF AIRPORT, UP TO 3163 MSL.

MONAHANS

Roy Hurd Memorial

FDC 2/3240 E01 FI/P CHART ROY HURD MEMORIAL, MONAHANS, TX. RNAV (GPS) RWY 30, ORIG...CORRECT PLANVIEW: IN THE MISSED APPROACH INSET BOX, FLIP THE HOLDING PATTERN TO SHOW AS HOLD NW, LEFT TURN, 134 INBOUND.

ODESSA

Odessa-Schlemeyer Field

FDC 2/5106 ODO FI/T IAP ODESSA-SCHLEMEYER FIELD, ODESSA, TX. NDB RWY 20, AMDT 5...VOR A, AMDT 7...ALTERNATE MINIMUMS NA, MAF VORTAC UNMONITORED.

OLNEY

Olney Muni

FDC 2/4375 ONY FI/T IAP OLNEY MUNI, OLNEY, TX. GPS RWY 17, ORIG...MSA RWY 17 3000 1907 MSL WIND TURBINE 26.7NM SE OF RWY 17.

PAMPA

Mesa Vista Ranch

FDC 2/9077 TX13 FI/T SPECIAL MESA VISTA RANCH, PAMPA, TX. (SPECIAL) RNAV (GPS) RWY 1, ORIG...RNAV (GPS) RWY 19, ORIG...LPV MINIMUMS NA.

PORT ARANSAS

Mustang Beach

FDC 2/9652 RAS FI/P IAP MUSTANG BEACH, PORT ARANSAS, TX. RNAV (GPS) RWY 30, ORIG-B...CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. THIS IS RNAV (GPS) RWY 30, ORIG-C.

REALITOS

O S Wyatt

FDC 2/7599 14TS FI/T SPECIAL O S WYATT, REALITOS, TX. (SPECIAL) NDB RWY 15, AMDT 1...PROCEDURE NA.

ROBSTOWN

Nueces County

FDC 2/9698 RBO FI/T ODP NUECES COUNTY, ROBSTOWN, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF MINIMUMS: RWY 13, STANDARD WITH MINIMUM CLIMB OF 390 FT PER NM NM TO 1400. DEPARTURE PROCEDURES: RWY 13, CLIMB HEADING 128.93 TO 1400 BEFORE TURNING LEFT. RWY 31, CLIMB HEADING 308.93 TO 800 BEFORE TURNING. NOTE: RWY 13, POLES BEGINNING 345 FEET FROM DEPARTURE END OF RUNWAY, 370 FEET LEFT OF CENTERLINE, UP TO 39 FEET AGL/112 FEET MSL. TOWER 342 FEET FROM DEPARTURE END OF RUNWAY, 510 FEET LEFT OF CENTERLINE, 35 FEET AGL/109 FEET MSL. ROAD BEGINNING 226 FEET FROM DEPARTURE END OF RUNWAY, 254 FEET LEFT OF CENTERLINE, UP TO 15 FEET AGL/92 FEET MSL. POLES BEGINNING 1203 FEET FROM DEPARTURE END OF RUNWAY, 352 FEET RIGHT OF CENTERLINE, UP TO 33 FEET AGL/112 FEET MSL. RWY 31, ROAD 178 FEET FROM DEPARTURE END OF RUNWAY, 467 FEET RIGHT OF CENTERLINE, 15 FEET AGL/93 FEET MSL.

ROCKPORT

Aransas Co

FDC 2/3981 RKP FI/T IAP ARANSAS CO, ROCKPORT, TX. RNAV (GPS) RWY 36, ORIG...LPV CATS A/B/C DA 489/HAT466. VIS CATS A/B/C 1 3/4.

FDC 2/3977 RKP FI/T IAP ARANSAS CO, ROCKPORT, TX. RNAV (GPS) RWY 32, ORIG...LNAV CATS A/B/C MDA 480/HAT 456. VIS CAT C 1 1/4. VDP AT 1.36 NM TO RWY 32.

FDC 2/3975 RKP FI/T IAP ARANSAS CO, ROCKPORT, TX. RNAV (GPS) RWY 14, AMDT 3...LNAV/VNAV CATS A/B/C DA 378/HAT 357. VIS CAT A/B/C 1 1/4.

FDC 2/3974 RKP FI/T IAP ARANSAS CO, ROCKPORT, TX. RNAV (GPS) RWY 18, ORIG...LNAV/VNAV CATS A/B/C DA 459/HAT 437. VIS CAT A/B/C 1 1/2. LNAV CATS A/B/C MDA 440/HAT 418. VIS CAT C 1 1/4.. VDP AT 1.20 NM TO RW18.

ROCKSPRINGS

Edwards County

FDC 2/1707 ECU FI/T IAP EDWARDS COUNTY, ROCKSPRINGS, TX. RNAV (GPS) RWY 14, ORIG...DISREGARD NOTE: USE KIMBLE CO. ALTIMETER SETTING.

ROCKWALL

Rockwall Muni

FDC 2/7848 F46 FI/T IAP ROCKWALL MUNI, ROCKWALL, TX. RNAV (GPS) RWY 35, ORIG-A...CIRCLING CAT A/B MDA 1280/HAA 706. PROCEDURE NA AT NIGHT. TOWER 1.23 NM EAST OF AIRPORT, 280 FT AGL/855 FT MSL.

FDC 2/7846 F46 FI/T IAP ROCKWALL MUNI, ROCKWALL, TX. RNAV (GPS) RWY 17, ORIG-A...LNAV CAT A/B/C MDA 1220/HAT 646. CAT C VIS 1 3/4. CIRCLING CAT A/B MDA 1280/HAA 706. PROCEDURE NA AT NIGHT. TOWER 1.23 NM EAST OF AIRPORT 250 FT AGL/866 FT MSL.

SAN ANGELO

San Angelo Rgnl/Mathis Field

FDC 2/6677 SJT FI/T IAP SAN ANGELO REGIONAL/MATHIS FLD, SAN ANGELO, TX. ILS OR LOC RWY 3, AMDT 21A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SJT VORTAC OTS.

FDC 2/6673 SJT FI/T IAP SAN ANGELO REGIONAL/MATHIS FLD, SAN ANGELO, TX. LOC BC RWY 21, AMDT 14A...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SJT VORTAC OTS.

FDC 2/6670 SJT FI/T IAP SAN ANGELO REGIONAL/MATHIS FLD, SAN ANGELO, TX. HI ILS RWY 3, AMDT 5A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SJT VORTAC OTS.

SAN ANTONIO

San Antonio Intl

FDC 2/6674 SAT FI/T SID SAN ANTONIO INTL, SAN ANTONIO, TX. ALISS ONE DEPARTURE...GPS REQUIRED, SJT VORTAC OTS.

FDC 2/6513 SAT FI/T SID SAN ANTONIO INTL, SAN ANTONIO, TX. HUBEE ONE DEPARTURE...GPS REQUIRED, PSX VORTAC OTS.

FDC 2/3703 SAT FI/T SID SAN ANTONIO INTL, SAN ANTONIO, TX. ALISS ONE DEPARTURE GPS REQUIRED, CSI VORTAC OTS.

Stinson Muni

FDC 2/6676 SSF FI/T SID STINSON MUNI, SAN ANTONIO, TX, ALISS ONE DEPARTURE...GPS REQUIRED, SJT VORTAC OTS.

FDC 2/6523 SSF FI/T SID STINSON MUNI, SAN ANTONIO, TX, HUBEE ONE DEPARTURE...GPS REQUIRED, PSX VORTAC OTS.

FDC 2/3697 SSF FI/T SID STINSON MUNI, SAN ANTONIO, TX. ALISS ONE DEPARTURE GPS REQUIRED, CSI VORTAC OTS.

SAN MARCOS

San Marcos Muni

FDC 2/5754 HYI FI/T STAR SAN MARCOS MUNI, SAN MARCOS, TX. WLEEE ONE RNAV ARRIVAL...ADD NOTE: WAILN TRANSITION FOR HOUSTON TERMINAL AREA DEPARTURES ONLY.

SHERMAN

Texas Health Presbyterian Hospital-Wnj

FDC 1/2834 51TS FI/T SPECIAL TEXAS HEALTH PRESBYTERIAN HOSPITAL-WNJ, SHERMAN, TX. (SPECIAL) COPTER RNAV (GPS) 312, ORIG...LNAV MDA 1280/HAS 469.

SHERMAN/DENISON

North Texas Rgnl/Perrin Field

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.

TYLER

Tyler Pounds Rgnl

FDC 2/3375 TYR FI/T IAP TYLER POUNDS RGNL, TYLER, TX. RNAV (GPS) RWY 4, AMDT 1A...VOR/DME RWY 4, AMDT 3E...RNAV (GPS) RWY 22, AMDT 1...PROCEDURE NA.

VERNON

Wilbarger County

FDC 2/3205 F05 FI/P CHART WILBARGER COUNTY, VERNON, TX. RNAV (GPS) RWY 2, ORIG...CORRECT BRIEFING STRIP MISSED APPROACH INSTRUCTIONS: CHANGE ALTITUDE TO 3300 VICE 3000. CORRECT PROFILE MISSED APPROACH ICON BOX: CHANGE ALTITUDE TO 3300 VICE 3000.

VICTORIA

Victoria Rgnl

FDC 2/6524 VCT FI/T IAP VICTORIA RGNL, VICTORIA, TX. VOR RWY 13L, AMDT 17...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSX VORTAC OTS.

FDC 2/6514 VCT FI/T IAP VICTORIA RGNL, VICTORIA, TX. ILS OR LOC/DME RWY 13L, AMDT 12...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSX VORTAC OTS. TACAN AIRCRAFT: PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PSX VORTAC OTS.

WACO

Tstc Waco

FDC 2/4199 CNW FI/T IAP TSTC WACO, WACO, TX. ILS OR LOC RWY 17L, AMDT 12...TERMINAL ROUTE WACO VORTAC (ACT) TO LEROI LOM (CN) NA. TERMINAL ROUTE SATTY INTERSECTION TO ROBINSON (ROB) NDB (IAF) NA. TERMINAL ROUTE ROBINSON (NDB) TO LEROI LOM (CN) NA. PROCEDURE TURN NA.

Waco Rgnl

FDC 2/9022 ACT FI/T IAP WACO RGNL, WACO, TX. RNAV (GPS) RWY 1, ORIG...LPV DA NA. LNAV/VNAV DA NA.

WAXAHACHIE

Baylor Medical Center

FDC 1/2802 02TE FI/T SPECIAL BAYLOR MEDICAL CENTER, WAXAHACHIE, TX. (SPECIAL) COPTER RNAV (GPS) 247, ORIG...PROCEED VISUALLY NA. PROCEED VFR FROM MIKME OR CONDUCT THE SPECIFIED MISSED APPROACH. INCREASE MDA FROM 960 MSL TO 1080 MSL.

UTAH

HEBER

Heber City Muni - Russ Mcdonald Field

FDC 2/6596 36U FI/T ODP HEBER CITY MUNI - RUSS MCDONALD FIELD, HEBER, UT. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...CHANGE ALL REFERENCE TO RWY 03/21 TO RWY 04/22.

FDC 2/6595 36U FI/T SID HEBER CITY MUNI - RUSS MCDONALD FIELD, HEBER, UT, COOLI TWO DEPARTURE CHANGE ALL REFERENCE TO RWY 03/21 TO 04/22.

PROVO

Provo Muni

FDC 2/3064 PVU FI/T SID PROVO MUNI, PROVO, UT. PROVO FOUR DEPARTURE...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FFU VOR OTS.

FDC 2/3061 PVU FI/T IAP PROVO MUNI, PROVO, UT. ILS OR LOC/DME RWY 13, AMDT 2...VOR/DME RWY 13, AMDT 2...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. FFU VOR OTS.

SALT LAKE CITY

Salt Lake City Intl

FDC 2/6675 SLC FI/T SID SALT LAKE CITY INTL, SALT LAKE CITY, UT, EDETH ONE DEPARTURE LEETZ TWO DEPARTURE NSIGN ONE DEPARTURE PECOP TWO DEPARTURE TWIN FALLS ONE DEPARTURE WEVIC ONE DEPARTURE LOST COMMUNICATIONS: CONTINUE ON SID. COMPLY WITH PUBLISHED ALTITUDE RESTRICTIONS.

FDC 2/3063 SLC FI/T IAP SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS OR LOC/DME RWY 35, AMDT 3A...RADAR REQUIRED FOR PROCEDURE ENTRY, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FFU VOR OTS.

FDC 2/3062 SLC FI/T IAP SALT LAKE CITY INTL, SALT LAKE CITY, UT. VOR/DME OR TACAN RWY 16L, AMDT 2...VOR/DME OR TACAN RWY 17, AMDT 2A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FFU VOR OTS.

FDC 2/3060 SLC FI/T SID SALT LAKE CITY INTL, SALT LAKE CITY, UT. FAIRFIELD SEVEN DEPARTURE...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FFU VOR OTS.

FDC 2/3058 SLC FI/T IAP SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS OR LOC RWY 16L, AMDT 3A...ILS RWY 16L (CAT II), AMDT 3A...ILS RWY 16L (CAT III), AMDT 3A...ILS OR LOC RWY 17, AMDT 13A...MISSED APPROACH: CLIMB TO 11000 VIA TCH R-161 TO JAURN/TCH 22.22 DME THEN VIA PVU VOR/DME R-311 TO PVU VOR/DME AND HOLD (DME REQUIRED). FFU VOR OTS.

South Valley Rgnl

FDC 2/8576 U42 FI/T IAP SOUTH VALLEY RGNL, SALT LAKE CITY, UT. RNAV (GPS) Y RWY 34, ORIG...CIRCLING: CAT B MDA 5200/HAA 593, CAT C MDA 5360/HAA 753, VISIBILITY CAT C 2 1/4,.

VERNAL

Vernal Rgnl

FDC 2/7472 VEL FI/T IAP VERNAL RGNL, VERNAL, UT. VOR RWY 34, AMDT 8...S-34 MDA 5980/HAT 715 ALL CATS. VIS CAT C 2, CAT D 2 1/4. CIRCLING MDA 5980/HAA 702 CAT A/B/C, MDA 6020/HAA 742 CAT D. VISIBILITY CAT C 2, CAT D 2 1/2.

VERMONT

BARRE/MONTPELIER

Edward F Knapp State

FDC 2/7265 MPV FI/T IAP EDWARD F KNAPP STATE, BARRE/MONTPELIER, VT. RNAV (GPS) RWY 17, ORIG-A...TERMINAL ROUTE FROM MPV VOR/DME TO REGGI NA. HOLDING AT (IF/IAF) REGGI NA. NOTE: CIRCLING TO RWYS 5 AND 35 NA AT NIGHT. CHANGE FOR INOPERATIVE MALSR NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VISIBILITY TO 1 1/4 MILE AND LNAV CAT A AND B TO 1 MILE.

FDC 2/5329 MPV FI/T IAP EDWARD F KNAPP STATE, BARRE/MONTPELIER, VT. ILS OR LOC RWY 17, AMDT 6A...S-LOC 17: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED SUITABLE RNAV WITH GPS, BTV VOR OTS.

BURLINGTON

Burlington Intl

FDC 2/7698 BTV FI/T IAP BURLINGTON INTL, BURLINGTON, VT. RNAV (GPS) Y RWY 33, ORIG...LNAV MDA 760/HAT 425 ALL CATS. VIS CATS A/B RVR 5000, CATS C/D RVR 6000, CAT E 1-1/2. TEMPORARY CRANE 458 MSL 3005 FT W OF RWY 33.

FDC 2/5436 BTV FI/T IAP BURLINGTON INTL, BURLINGTON, VT. HI TACAN RWY 15, AMDT 2...HI ILS Z RWY 15, ORIG...PROCEDURE NA.

FDC 2/5435 BTV FI/T IAP BURLINGTON INTL, BURLINGTON, VT. ILS OR LOC/DME RWY 33, AMDT 1...NOTE: WHEN VGSI INOP, CIRCLING RWY 1 NA AT NIGHT.

FDC 2/5340 BTV FI/T IAP BURLINGTON INTL, BURLINGTON, VT. ILS OR LOC/DME RWY 15, AMDT 23C...MISSED APPROACH: CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 3000 DIRECT PLB VORTAC AND HOLD. BTV VOR OTS.

FDC 2/5338 BTV FI/T IAP BURLINGTON INTL, BURLINGTON, VT. ILS OR LOC/DME RWY 33, AMDT 1...MISSED APPROACH: CLIMB TO 3000 DIRECT PLB VORTAC AND HOLD, BTV VOR OTS.

LYNDONVILLE

Caledonia County

FDC 2/5438 CDA FI/T ODP CALEDONIA COUNTY, LYNDONVILLE, VT. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LLX NDB OTS.

RUTLAND

Rutland - Southern Vermont Rgnl

FDC 2/5444 RUT FI/T ODP RUTLAND - SOUTHERN VERMONT RGNL, RUTLAND, VT. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...TAKEOFF MINIMUMS: RWY 31, NA. ALL OTHER DATA REMAINS AS PUBLISHED.

VIRGINIA

ABINGDON

Virginia Highlands

FDC 2/3029 VJI FI/T IAP VIRGINIA HIGHLANDS, ABINGDON, VA. LOC RWY 24, AMDT 4...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, GZG VOR/DME OTS.

FDC 2/1053 VJI FI/T IAP VIRGINIA HIGHLANDS, ABINGDON, VA. RNAV (GPS) RWY 24, AMDT 1...PROCEDURE NA.

CHARLOTTESVILLE

Charlottesville-Albemarle

FDC 0/0583 CHO FI/T
CHARLOTTESVILLE-ALBEMARLE,
CHARLOTTESVILLE, VA. ILS OR LOC RWY 3, AMDT
14 .. ALTERNATE MINIMUMS NA.

CHASE CITY

Chase City Muni

FDC 2/8573 CXE FI/T IAP CHASE CITY MUNI, CHASE
CITY, VA. RNAV (GPS) RWY 18, ORIG-A...NOTE:
VISIBILITY REDUCTIONS BY HELICOPTERS NA
MISSED APPROACH: CLIMBING LEFT TURN TO 3000
DIRECT DOCMO AND HOLD, CONTINUE
CLIMB-IN-HOLD TO 3000.

FDC 2/8572 CXE FI/T IAP CHASE CITY MUNI, CHASE
CITY, VA. RNAV (GPS) RWY 36, ORIG-B...NOTE:
VISIBILITY REDUCTIONS BY HELICOPTERS NA
MISSED APPROACH: CLIMBING RIGHT TURN TO
3000 DIRECT HARVY AND HOLD, CONTINUE
CLIMB-IN-HOLD TO 3000.

CLARKSVILLE

Lake Country Regional

FDC 2/5889 W63 FI/T IAP LAKE COUNTRY
REGIONAL, CLARKSVILLE, VA. VOR/DME A AMDT,
ORIG-A...PROCEDURE NA.

CREWE

Crewe Muni

FDC 2/5885 W81 FI/T IAP CREWE MUNI, CREWE, VA.
RNAV (GPS) RWY 15, ORIG...RNAV (GPS) RWY 33,
ORIG...LNAV MDA NA.

DANVILLE

Danville Rgnl

FDC 2/5397 DAN FI/T IAP DANVILLE RGNL,
DANVILLE, VA. ILS OR LOC RWY 2, AMDT
4A...RNAV (GPS) RWY 2, ORIG...RNAV (GPS) RWY 20,
ORIG...VOR RWY 2, AMDT 14...VOR RWY 20, AMDT
2...DISREGARD NOTE: CIRCLING NA AT NIGHT TO
RWY 31. NOTE: CIRCLING NA TO RWY 31. NOTE:
CIRCLING TO RWY 13 NA AT NIGHT.

FORT BELVOIR

Davison AAF

FDC 2/5609 DAA FI/T IAP DAVISON AAF, FORT
BELVOIR, VA. RADAR-1, AMDT 11...PAR 14: DA
693/HAT 641, VIS 2 1/4 ALL CATS. PAR 32: DA
364/HAT 298 ALL CATS.

FDC 2/5601 DAA FI/T ODP(DOD) DAVISON AAF,
FORT BELVOIR, VA. TAKEOFF MINIMUMS AND
(OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF
MINIMUMS: RWY 32, 300-1 OR STANDARD WITH
MINIMUM CLIMB OF 415 FEET PER NM TO 500.
REST OF DATA REMAINS AS PUBLISHED.

FDC 2/3683 DAA FI/T STAR DAVISON AAF ELDEE
FIVE ARRIVAL: PROCEDURE NOT AUTHORIZED
WEF 1208060900-1211150900.

JONESVILLE

Lee County

FDC 2/6528 0VG FI/T IAP LEE COUNTY,
JONESVILLE, VA. RNAV (GPS) RWY 25, AMDT
1...CHANGE NOTE TO READ: WHEN LOCAL
ALTIMETER SETTING NOT RECEIVED, USE
MIDDLESBORO, KY ALTIMETER SETTING.
DISREGARD: MORRISTOWN AWOS. ADD: LEE
COUNTY AWOS-3 FREQ 120.125.

FDC 2/6525 0VG FI/T IAP LEE COUNTY,
JONESVILLE, VA. RNAV (GPS) RWY 7, ORIG...LNAV
MDA 2140/HAT 746 ALL CATS. VIS CAT B 1 1/4, CAT
C 2 1/4, CAT D 2 1/2. CHANGE NOTE TO READ: WHEN
LOCAL ALTIMETER SETTING NOT RECEIVED, USE
MIDDLESBORO, KY ALTIMETER SETTING. VDP 1.45
NM TO LOBYI; 2.31 NM FROM THLD. DISREGARD:
MORRISTOWN AWOS. ADD: LEE COUNTY AWOS-3
FREQ 120.125. CHANGE TDZE TO 1394.

LEESBURG

Leesburg Executive

FDC 2/8249 JYO FI/P CHART LEESBURG
EXECUTIVE, LEESBURG, VA. GIBBZ ONE ARRIVAL
(RNAV)(GIBBZ.GIBBZ1)...CORRECT CHART BY
CHANGING HOLDING AT IGGY TO 293 DEGREES
VICE 193 DEGREES.

FDC 2/4474 JYO FI/T STAR LEESBURG EXECUTIVE
SHNON TWO ARRIVAL: PROCEDURE NOT
AUTHORIZED WEF 1208060900-1211150900.

FDC 2/4473 JYO FI/T STAR LEESBURG EXECUTIVE
ROYIL TWO ARRIVAL: PROCEDURE NOT
AUTHORIZED WEF 1208060900-1211150900.

MARTINSVILLE

Blue Ridge

FDC 2/3887 MTV FI/T IAP BLUE RIDGE,
MARTINSVILLE, VA. LOC RWY 30, AMDT
1A...PROFILE NOTE: VGSI AND DESCENT ANGLES
NOT COINCIDENT.

MELFA

Accomack County

FDC 2/5515 MFV FI/T IAP ACCOMACK COUNTY, MELFA, VA. LOC RWY 3, ORIG...PROCEDURE NA.

MONETA

Smith Mountain Lake

FDC 2/2165 W91 FI/T ODP SMITH MOUNTAIN LAKE, MONETA, VA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: RWY 5, CLIMB ON HEADING 054 DEGREES TO 2500 BEFORE PROCEEDING ON COURSE. RWY 23, CLIMB ON HEADING 234 DEGREES TO 1800 BEFORE PROCEEDING ON COURSE.

NEWPORT NEWS

Newport News/Williamsburg Intl

FDC 9/2073 PHF FI/T NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. NDB RWY 20, AMDT 4...NDB RWY 2, AMDT 5...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, HCM VOR OTS.

FDC 9/2072 PHF FI/T NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. ILS OR LOC RWY 7, AMDT 32...DME REQUIRED, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, HCM VOR OTS.

NORFOLK

Hampton Roads Executive

FDC 2/7115 PVG FI/T IAP HAMPTON ROADS EXECUTIVE, NORFOLK, VA. RNAV (GPS) RWY 10, AMDT 1...CIRCLING TO RWY 02 NA AT NIGHT.

Norfolk Intl

FDC 9/2071 ORF FI/T NORFOLK INTL, NORFOLK, VA. VOR RWY 23, AMDT 8C...VOR/DME RWY 32, AMDT 4D...VOR/DME RWY 14, AMDT 2D...VOR/DME RWY 5, AMDT 4C...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, HCM VOR OTS.

FDC 2/7353 ORF FI/T ODP NORFOLK INTL, NORFOLK, VA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...RWY5: STANDARD WITH MINIMUM CLIMB OF 297 FT PER NM TO 400. NOTE: RWY 5, TEMPORARY CRANE 1971 FT FROM DER, 428 FT LEFT OF CENTERLINE, 140 AGL/148 MSL. TEMPORARY CRANE 6758 FT FROM DER, 2244 FT RIGHT OF CENTERLINE 215 AGL/215 MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 2/4614 ORF FI/T IAP NORFOLK INTL, NORFOLK, VA. RNAV (GPS) RWY 14, ORIG-B...RNAV (GPS) RWY 32, ORIG-B...RNAV (GPS) Z RWY 5, AMDT 1A...VOR/DME RWY 5, AMDT 4D...VOR/DME RWY 14, AMDT 2E...VOR/DME RWY 32, AMDT 4E...CIRCLING CAT A/B/C MDA 580/HAA 554. TEMPORARY CRANE 215 MSL 1.17 NM NE RWY 23.

FDC 2/4613 ORF FI/T IAP NORFOLK INTL, NORFOLK, VA. VOR RWY 23, AMDT 8D...S-23 MDA 520/HAT 504, VISIBILITY 1 ALL CATS. CIRCLING CAT A/B/C MDA 580/HAA 554. VDP NA. TEMPORARY CRANE 215 MSL 1.17 NM NE RWY 23.

FDC 2/4612 ORF FI/T IAP NORFOLK INTL, NORFOLK, VA. RNAV (GPS) Z RWY 23, AMDT 1...LPV DA 406/HAT 390, VISIBILITY 1 ALL CATS. LNAV/VNAV DA 572/HAT 556, VISIBILITY 1 3/8 ALL CATS. LNAV MDA 520/HAT 504, VISIBILITY 1 ALL CATS. CIRCLING CAT A/B/C MDA 580/HAA 554. VDP NA. DISREGARD NOTE: FOR INOPERATIVE MALSR INCREASE LNAV CAT A AND B VISIBILITY TO 1 MILE. TEMPORARY CRANE 148 MSL 2017 FT NE OF RWY 23. TEMPORARY CRANE 215 MSL 1.17 NM NE OF RWY 23.

FDC 2/4611 ORF FI/T IAP NORFOLK INTL, NORFOLK, VA. ILS OR LOC RWY 23, AMDT 7...S-ILS 23 DA 407/HAT 391, VISIBILITY 1 ALL CATS. S-LOC 23 VISIBILITY 1 ALL CATS. CIRCLING CAT A/B/C MDA 580/HAA 554. CHANGE INOP NOTE TO READ: FOR INOPERATIVE MALSR INCREASE S-LOC 23 CAT C AND D VISIBILITY TO 1 1/4 MILE. TEMPORARY CRANE 148 MSL 2017 FT NE OF RWY 23. TEMPORARY CRANE 215 MSL 1.17 NM NE OF RWY 23.

RICHLANDS

Tazewell County

FDC 2/8430 JFZ FI/T IAP TAZEVELL COUNTY, RICHLANDS, VA. LOC/DME RWY 25, AMDT 1...MISSED APPROACH: CLIMB TO 7000 VIA HEADING 032 AND BLF VORTAC R-277 TO KENYA/BLF 16.9 DME AND HOLD W, RT, 097 INBOUND, CONTINUE CLIMB-IN-HOLD TO 7000. (DME REQUIRED), GZG VOR/DME OTS.

RICHMOND

Chesterfield County

FDC 2/5455 FCI FI/T ODP CHESTERFIELD COUNTY, RICHMOND, VA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES.TAKEOFF MINIMUMS: RWY 33: STANDARD WITH MINIMUM CLIMB OF 259 FEET PER NM TO 2100. DEPARTURE PROCEDURE: RWY 15, CLIMB HEADING 151.10 TO 1200 BEFORE PROCEEDING ON COURSE. RWY 33, CLIMB HEADING 331.11 TO 1700 BEFORE PROCEEDING ON COURSE. NOTE: RWY 15, TREES BEGINNING 33 FEET FROM DEPARTURE END OF RWY, 260 FEET RIGHT OF CENTERLINE, UP TO 30 FEET AGL/249 FEET MSL. ROAD AND VEHICLE 508 FEET FROM DEPARTURE END OF RWY, 585 FEET RIGHT OF CENTERLINE, 15 FEET AGL/220 FEET MSL. TREES BEGINNING 99 FEET FROM DEPARTURE END OF RWY, 289 FEET LEFT OF CENTERLINE, UP TO 58 FEET AGL/257 FEET MSL. NOTE: RWY 33, TREES 64 FEET FROM DEPARTURE END OF RWY, 273 FEET RIGHT OF CENTERLINE, UP TO 9 FEET AGL/238 FEET MSL. POLE 1545 FEET FROM DEPARTURE END OF RWY, 703 FEET RIGHT OF CENTERLINE, 29 FEET AGL/278 FEET MSL. TREES 1844 FEET FROM DEPARTURE END OF RWY, 660 FEET LEFT OF CENTERLINE, UP TO 87 FEET AGL/306 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

Richmond Intl

FDC 2/6937 RIC FI/T IAP RICHMOND INTL, RICHMOND, VA. VOR RWY 34, AMDT 23A...DISTANCE VDP TO RWY 34 0.95 NM. VDP 1.7 DME. DISTANCE FAF TO VDP 4.3 NM. MISSED APPROACH POINT 0.8 DME.

FDC 2/2304 RIC FI/T SID RICHMOND INTL, RICHMOND, VA. YEAST ONE DEPARTURE...RADAR AND DME REQUIRED. LYNCHBURG TRANSITION: MOCA 2700.

ROANOKE

Roanoke Rgnl/Woodrum Field

FDC 2/7273 ROA FI/T IAP ROANOKE RGNL/WOODRUM FIELD, ROANOKE, VA. RNAV (GPS) RWY 6, AMDT 1...PROCEDURE NA.

FDC 2/1264 ROA FI/T IAP ROANOKE RGNL/WOODRUM FIELD, ROANOKE, VA. ILS OR LOC RWY 34, AMDT 13...CHANGE MISSED APPROACH TO READ: CLIMB TO 2100 THEN CLIMBING LEFT TURN TO 5000 ON HEADING 180 AND ROA VOR R-149 TO JEXOV/ROA 22.00 DME AND HOLD N, RT, 148.83 INBOUND. (DME REQUIRED).

SMITHFIELD

Aberdeen Field

FDC 2/9313 31VA FI/T IAP ABERDEEN FIELD, SMITHFIELD, VA. RNAV (GPS) RWY 2, ORIG...PROCEDURE NA.

FDC 2/5453 31VA FI/T ODP ABERDEEN FIELD, SMITHFIELD, VA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NA.

STAFFORD

Stafford Rgnl

FDC 2/9815 RMN FI/T IAP STAFFORD RGNL, STAFFORD, VA. ILS OR LOC RWY 33, ORIG...S-LOC CAT C VIS 1. CHART VDP AT 2.15 DME; DISTANCE VDP TO THLD 1.14 NM. (ASTERISK) CHANGE SDF CROSSING ALTITUDE NOTE TO READ: (DAGGER) 980 WHEN USING SHANNON, FREDERICKSBURG, VA ALTIMETER SETTING.

FDC 2/5892 RMN FI/T IAP STAFFORD RGNL, STAFFORD, VA. RNAV (GPS) RWY 33, AMDT 1...LNAV/VNAV: DA 523/HAT 327, VIS 1 ALL CATS .

FDC 2/5093 RMN FI/T ODP STAFFORD RGNL, STAFFORD, VA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS RWY 33 400-2 OR STANDARD WITH MINIMUM CLIMB OF 300 FT PER NM TO 600. ALL OTHER DATA REMAINS AS PUBLISHED.

SUFFOLK

Suffolk Executive

FDC 2/1223 SFQ FI/T IAP SUFFOLK EXECUTIVE, SUFFOLK, VA. RNAV (GPS) RWY 22, ORIG...PROCEDURE NA.

FDC 2/1206 SFQ FI/T IAP SUFFOLK EXECUTIVE, SUFFOLK, VA. RNAV (GPS) RWY 4, AMDT 2...PROCEDURE NA.

FDC 2/1203 SFQ FI/T IAP SUFFOLK EXECUTIVE, SUFFOLK, VA. LOC RWY 4, AMDT 3...STRAIGHT-IN MINIMUMS NA.

WASHINGTON

Manassas Rgnl/Harry P. Davis Field

FDC 2/4476 HEF FI/T STAR MANASSAS RGNL/HARRY P. DAVIS FIELD SHNON TWO ARRIVAL: PROCEDURE NOT AUTHORIZED WEF 1208060900-1211150900.

FDC 2/4475 HEF FI/T STAR MANASSAS RGNL/HARRY P. DAVIS FIELD ROYIL TWO ARRIVAL: PROCEDURE NOT AUTHORIZED WEF 1208060900-1211150900.

WILLIAMSBURG

Williamsburg-Jamestown

FDC 9/2070 JGG FI/T WILLIAMSBURG-JAMESTOWN, WILLIAMSBURG, VA. VOR OR GPS B, AMDT 2...VOR PORTION NA. HCM VOR OTS.

WISE

Lonesome Pine

FDC 2/8432 LNP FI/T IAP LONESOME PINE, WISE, VA. LOC/DME RWY 24, ORIG-A...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, GZG VOR/DME OTS.

WASHINGTON

AUBURN

Auburn Muni

FDC 2/7089 S50 FI/T SID AUBURN MUNI, AUBURN, WA, AUBURN ONE DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

EPHRATA

Ephrata Muni

FDC 0/8113 EPH FI/T EPHRATA MUNI, EPHRATA, WA. VOR RWY 21, AMDT 19...VOR/DME RWY 3, AMDT 4...ALTERNATE MINIMUMS NA, EPH VORTAC UNMONITORED.

EVERETT

Snohomish County (Paine Fld)

FDC 2/5619 PAE FI/P CHART SNOHOMISH COUNTY (PAINE FIELD), EVERETT, WA. ILS OR LOC/DME Z RWY 16R, ORIG...ILS OR LOC/DME Y RWY 16R, AMDT 22...CORRECT PROFILE: ADD PAE 0.3 DME FOR LOCALIZER MISSED APPROACH.

FDC 2/0776 PAE FI/T IAP SNOHOMISH COUNTY (PAINE FLD), EVERETT, WA. VOR/DME RWY 16R, ORIG-A...VOR RWY 16R, ORIG-A...S-16R MDA 1180/HAT 610 ALL CATS. VISIBILITY CAT C RVR 6000, CAT D 1 1/2. CIRCLING CATS A/B/C MDA 1180/HAA 574. VISIBILITY CAT C 1 3/4. VDP NA. TEMPORARY CRANE 830 FT MSL, 5239 FT EAST OF RUNWAY 16R.

FDC 2/0596 PAE FI/T IAP SNOHOMISH COUNTY (PAINE FLD), EVERETT, WA. RNAV (GPS) RWY 34L, ORIG...RNAV (GPS) RWY 16R, ORIG-A...ILS OR LOC/DME RWY 16R, AMDT 21A...CIRCLING CATS A/B/C/D MDA 1180/HAA 574 TEMPORARY CRANE 830 FT MSL, 5239 FT EAST OF RUNWAY 16R.

FDC 2/0450 PAE FI/T ODP SNOHOMISH COUNTY (PAINE FLD), EVERETT, WA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...RWY 34R, STANDARD WITH MINIMUM CLIMB OF 316 FT PER NM TO 1000. NOTE: TEMPORARY CRANE 1.12 NM FROM DER 1454 FT RIGHT OF CENTERLINE. 255 FT AGL/830FT MSL. ALL OTHER DATA REMAINS THE SAME.

FDC 1/7001 PAE FI/T IAP SNOHOMISH COUNTY (PAINE FLD), EVERETT, WA. ILS OR LOC/DME RWY 16R, AMDT 21A...ALTERNATE MINIMUMS NA.

MOSES LAKE

Grant Co Intl

FDC 2/0506 MWH FI/P ODP GRANT CO INTL, MOSES LAKE, WA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...CHANGE NOTE: RWY 32L TO READ, NOTE: RWY 32L, ANTENNA 660 FEET FROM DER, 401 FEET LEFT OF CENTERLINE, 11 FEET AGL/1191 FEET MSL. POLE 1317 FEET FROM DER, 369 FEET LEFT OF CENTERLINE, 22 FEET AGL/1202 FEET MSL. REST OF DATA REMAINS AS PUBLISHED. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, ORIG-A.

FDC 0/8112 MWH FI/T GRANT CO INTL, MOSES LAKE, WA. VOR-1 RWY 14L, AMDT 1A...ALTERNATE MINIMUMS NA, EPH VORTAC UNMONITORED.

PASCO

Tri-Cities

FDC 2/2935 PSC FI/T ODP TRI-CITIES, PASCO, WA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 3R, ANTENNA TWR 1431 FEET FROM DER, 664 FEET RIGHT OF CENTERLINE, 40 FEET AGL/473 FEET MSL. REST OF DATA REMAINS AS PUBLISHED.

FDC 0/8483 PSC FI/T TRI-CITIES, PASCO, WA. ILS OR LOC RWY 21R, AMDT 11B...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PDT VORTAC OTS.

RICHLAND

Richland

FDC 2/2411 RLD FI/T IAP RICHLAND, RICHLAND, WA. LOC RWY 19, AMDT 7A...PROCEDURE NA.

SEATTLE

Boeing Field/King County Intl

FDC 2/7973 BFI FI/T SID BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. KENT SIX DEPARTURE...PROCEDURE NA.

FDC 2/7090 BFI FI/T IAP BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. ILS RWY 13R, AMDT 30...DME REQUIRED, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

FDC 2/5293 BFI FI/T ODP BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 13L, 500- 2 3/4 WITH MINIMUM CLIMB OF 250 FEET PER NM TO 800, OR 1100-3 FOR CLIMB IN VISUAL CONDITIONS. RWY 13R, 500- 1 3/4 WITH MINIMUM CLIMB OF 386 FEET PER NM TO 900, OR 1100- 3 FOR CLIMB IN VISUAL CONDITIONS.

TACOMA

Tacoma Narrows

FDC 2/1041 TIW FI/T IAP TACOMA NARROWS, TACOMA, WA. ILS RWY 17, AMDT 8A...S-ILS 17 VISIBILITY 3/4 ALL CATS. S-LOC 17 VISIBILITY CATS A/B 3/4. MCCHORD AFB ALTIMETER SETTING MINIMUMS S-ILS 17 VISIBILITY 3/4 ALL CATS. S-LOC 17 VISIBILITY CATS A/B 3/4. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS-17 FOR INOPERATIVE MALSR, INCREASE S-LOC-17 CAT A/B VISIBILITY TO 1 MILE. VISIBILITY REDUCTION BY HELICOPTERS NA.

VANCOUVER

Pearson Field

FDC 2/7120 VUO FI/T VANCOUVER/PEARSON FIELD, VANCOUVER, WA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...NOTE: RWY 26, TEMP CRANE 8463 FEET FROM END OF RUNWAY, 2620 FEET RIGHT OF CENTERLINE, 400 AGL/437 MSL. ALL OTHER DATA REMAINS AS PUBLISHED. TEMPORARY CRANE 437 MSL 1.98 NM NW OF RWY 26.

FDC 2/7119 VUO FI/T VANCOUVER/PEARSON FIELD, VANCOUVER, WA. LDA A, AMDT 1...ZEZJI FIX MINIMUMS NA. TEMPORARY CRANE 437 MSL 1.72 NM NW OR AIRPORT.

WEST VIRGINIA

BECKLEY

Raleigh County Memorial

FDC 2/0275 BKW FI/T IAP RALEIGH COUNTY MEMORIAL, BECKLEY, WV. ILS OR LOC RWY 19, AMDT 6...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. ZIDNA FIX MINIMUMS NA, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, BKW VORTAC OTS.

BLUEFIELD

Mercer County

FDC 2/8237 BLF FI/T IAP MERCER COUNTY, BLUEFIELD, WV. RNAV (GPS) RWY 23, ORIG...LPV HAT 285 ALL CATS. LNAV HAT 783 ALL CATS. TDZE: 2857.

FDC 2/8236 BLF FI/T IAP MERCER COUNTY, BLUEFIELD, WV. VOR/DME RWY 23, AMDT 5...S-23 HAT 583 ALL CATS. TDZE: 2857.

FDC 2/8232 BLF FI/T IAP MERCER COUNTY, BLUEFIELD, WV. ILS OR LOC RWY 23, AMDT 15...S-ILS 23 HAT 285 ALL CATS. S-LOC 23 HAT 663 ALL CATS. TDZE: 2857.

FDC 2/8231 BLF FI/T IAP MERCER COUNTY, BLUEFIELD, WV. VOR RWY 23, AMDT 9...S-23 HAT 903 ALL CATS. TDZE: 2857.

CLARKSBURG

North Central West Virginia

FDC 2/4067 CKB FI/T IAP NORTH CENTRAL WEST VIRGINIA, CLARKSBURG, WV. RNAV (GPS) RWY 21, ORIG...STRAIGHT-IN MINIMUMS NA.

FDC 2/3386 CKB FI/T IAP NORTH CENTRAL WEST VIRGINIA, CLARKSBURG, WV. RNAV (GPS) RWY 3, ORIG...STRAIGHT-IN MINIMUMS NA.

ELKINS

Elkins-Randolph Co-Jennings Randolph Fld

FDC 2/6191 EKN FI/T IAP ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FLD, ELKINS, WV. RNAV (GPS) RWY 14, ORIG...PROCEDURE NA.

HUNTINGTON

Tri-State/Milton J. Ferguson Field

FDC 2/6238 HTS FI/T IAP TRI-STATE/MILTON J. FERGUSON FIELD, HUNTINGTON, WV. RADAR-1, AMDT 7...RWY 12 MISSED APPROACH: CLIMBING RIGHT TURN TO 3000 DIRECT ECB VORTAC AND HOLD E, LT, 286 INBOUND. RWY 30 MISSED APPROACH: CLIMB TO 1300 THEN CLIMBING LEFT TURN TO 3000 DIRECT ECB VORTAC AND HOLD E, LT, 286 INBOUND.

FDC 2/6211 HTS FI/T IAP TRI-STATE/MILTON J. FERGUSON FIELD, HUNTINGTON, WV. ILS OR LOC RWY 12, AMDT 13...MISSED APPROACH: CLIMBING RIGHT TURN TO 3000 DIRECT ECB VORTAC AND HOLD E, LT, 286 INBOUND.

LEWISBURG

Greenbrier Valley

FDC 2/0509 LWB FI/T IAP GREENBRIER VALLEY, LEWISBURG, WV. ILS OR LOC RWY 4, AMDT 10A...FAF TO MAP 4.74 NM KNOTS / TIME 60 / 4:44 90 / 3:10 120 / 2:22 150 / 1:54 180 / 1:35.

MORGANTOWN

Morgantown Muni-Walter L. Bill Hart Fld

FDC 0/3083 MGW FI/T MORGANTOWN MUNI-WLB HART FIELD, MORGANTOWN, WV. VOR A, AMDT 13...TERMINAL ROUTE: CLARKSBURG (CKB) VORTAC (IAF) TO SKYLO INT/MGW 8.1 DME NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

MOUNDSVILLE

Marshall County

FDC 2/0878 MPG FI/T ODP MARSHALL COUNTY, MOUNDSVILLE, WV. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 6, STANDARD WITH MINIMUM CLIMB OF 227 FT PER NM TO 1900. RWY 24, STANDARD WITH MINIMUM CLIMB OF 383 FT PER NM TO 1600. DEPARTURE PROCEDURE: RWY 24-CLIMB HEADING 240 TO 1900 BEFORE TURNING LEFT. NOTE: RWY 6, TOWER, 3.0 NM FROM DER, 3226 RIGHT OF CENTERLINE, 288 FT AGL/1706 FT MSL. RWY 24, TRANSMISSION TOWER 5534 FT FROM DER, 123 FT RIGHT OF CENTERLINE, 99 FT AGL/1479 FT MSL.

PETERSBURG

Grant County

FDC 2/8378 W99 FI/T ODP GRANT COUNTY, PETERSBURG, WV. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 13, 31, 2400-3 FOR CLIMB IN VISUAL CONDITIONS. DEPARTURE PROCEDURE: RWY 13, 31, FOR CLIMB IN VISUAL CONDITIONS CROSS GRANT COUNTY AIRPORT AT OR ABOVE 3200 THEN CLIMB TO 5000 ON HEADING 033 AND ESL VOR/DME R-213 TO ESL VOR/DME. NOTE: RWY 13, VEHICLES ON ROAD AND TREES BEGINNING 64 FEET FROM DER, 368 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/1425 FEET MSL. TREES BEGINNING 517 FEET FROM DER, 445 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/1551 FEET MSL.

FDC 2/8375 W99 FI/T IAP GRANT COUNTY, PETERSBURG, WV. GPS RWY 31, AMDT 1A...NOTE: STRAIGHT-IN/CIRCLING PROCEDURE TO RWY 31 NA AT NIGHT. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.

PINEVILLE

Kee Field

FDC 2/7722 I16 FI/T ODP KEE FIELD, PINEVILLE, WV. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA.

POINT PLEASANT

Mason County

FDC 2/5411 3I2 FI/T ODP MASON COUNTY, POINT PLEASANT, WV. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 7, 300-1 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 280 FT PER NM TO 1000. DEPARTURE PROCEDURE: RWY 25, CLIMB HEADING 252 TO 2000 BEFORE PROCEEDING ON COURSE. ALL OTHER DATA REMAINS THE SAME.

WISCONSIN

ASHLAND

John F Kennedy Memorial

FDC 2/5541 ASX FI/T IAP JOHN F KENNEDY MEMORIAL, ASHLAND, WI. LOC/DME RWY 2, ORIG...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. ASHLAND (ASX) VOR/DME OTS.

BOYCEVILLE

Boyceville Muni

FDC 2/7937 3T3 FI/P IAP BOYCEVILLE MUNI, BOYCEVILLE, WI. RNAV (GPS) RWY 8, AMDT 1...LNAV CATS A/B/C MDA 1580/HAT 616, VISIBILITY CAT C 1 3/4. THIS IS RNAV (GPS) RWY 8, AMDT 1A.

FDC 2/7936 3T3 FI/P IAP BOYCEVILLE MUNI, BOYCEVILLE, WI. RNAV (GPS) RWY 26, AMDT 1...LNAV CATS A/B/C MDA 1560/HAT 593. THIS IS RNAV (GPS) RWY 26, AMDT 1A.

EAU CLAIRE

Mayo Clinic Health System-Eau Claire

FDC 2/7250 WS38 FI/T SPECIAL MAYO CLINIC HEALTH SYSTEM-EAU CLAIRE, EAU CLAIRE, WI. (SPECIAL) COPTER GPS 065, ORIG...PROCEED VFR FROM CULBI OR CONDUCT SPECIFIED MISSED APPROACH PROCEDURE.

GRANTSBURG

Grantsburg Muni

FDC 2/9383 GTG FI/T ODP GRANTSBURG MUNI, GRANTSBURG, WI. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKEOFF MINIMUMS: RWY 05/23 NA-ENVIRONMENTAL. NOTE: RWY 12, TREES BEGINNING 154 FT FROM DER, 4 FT LEFT OF CENTERLINE, UP TO 102 FT AGL/1026 FT MSL. VEHICLE ON ROAD BEGINNING 178 FT FROM DER, 48 FT LEFT OF CENTERLINE, 15 FT AGL/938 FT MSL. TREES BEGINNING 331 FT FROM DER, 34 FT RIGHT OF CENTERLINE, UP TO 106 FT AGL/1030 FT MSL. VEHICLE ON ROAD BEGINNING 204 FT FROM DER, 306 FT RIGHT OF CENTERLINE, 15 FT AGL/943 FT MSL. NOTE: RWY 30, TREES BEGINNING 164 FT FROM DER, 181 FT LEFT OF CENTERLINE, UP TO 69 FT AGL/993 FT MSL. VEHICLE ON ROAD BEGINNING 375 FT FROM DER, 451 FT LEFT OF CENTERLINE, 15 FT AGL/940 FT MSL. TREES BEGINNING 112 FT FROM DER, 199 FT RIGHT OF CENTERLINE, UP TO 24 FT AGL/948 FT MSL. VEHICLE ON ROAD BEGINNING 59 FT FROM DER, 30 FT RIGHT OF CENTERLINE, 15 FT AGL/937 FT MSL.

GREEN BAY

Austin Straubel Intl

FDC 2/6821 GRB FI/T IAP AUSTIN STRAUBEL INTL, GREEN BAY, WI. RADAR-1, AMDT 9C...ASR RWY 24 MDA 1380/HAT 699 ALL CATS, VIS CATS A/B 1, CATS C/D 2. CIRCLING CATS A/B/C MDA 1380/HAA 685, CAT D MDA 1420/HAA 725, VIS CATS A/B 1, CAT C 2, CAT D 2 1/4. ALTERNATE MINIMUMS CAT D 2 1/4. TEMPORARY CRANE 965 MSL 3.03 NM NE OF AIRFIELD.

FDC 2/6820 GRB FI/T IAP AUSTIN STRAUBEL INTL, GREEN BAY, WI. RNAV (GPS) RWY 24, AMDT 1...LNAV MDA 1200/HAT 519 ALL CATS, VISIBILITY CATS C/D 1 3/8. CIRCLING MDA CAT D 1420/HAA 725, CAT D VISIBILITY 2 1/4, VDP 1.47 NM TO RW 24. ALTERNATE MINIMUMS: CAT D VIS 800-2 1/4. TEMPORARY CRANE 965 MSL 3.03 NM NE OF AIRFIELD.

FDC 2/6819 GRB FI/T IAP AUSTIN STRAUBEL INTL, GREEN BAY, WI. LOC BC RWY 24, AMDT 19...RNAV (GPS) RWY 18, AMDT 1A...VOR A, ORIG-A...VOR/DME OR TACAN RWY 36, AMDT 10...RNAV (GPS) RWY 36, AMDT 3...RNAV (GPS) RWY 6, AMDT 2...ILS OR LOC RWY 6, AMDT 21B...CIRCLING CAT D MDA 1420/HAA 725, VISIBILITY 2 1/4. ALTERNATE MINIMUMS: CAT D 2 1/4. TEMPORARY CRANE 965 MSL 3.03 NM NE OF AIRFIELD.

FDC 2/6817 GRB FI/T IAP AUSTIN STRAUBEL INTL, GREEN BAY, WI. ILS OR LOC RWY 36, AMDT 9...CIRCLING CAT D MDA 1420/HAA 725, VISIBILITY 2 1/4. TEMPORARY CRANE 965 MSL 3.03 NM NE OF AIRFIELD.

LA CROSSE

La Crosse Muni

FDC 2/7567 LSE FI/T IAP LA CROSSE MUNI, LA CROSSE, WI. VOR RWY 13, AMDT 30...TERMINAL ROUTE BOOTY (IAF) TO WUXER NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. LA CROSSE (LSE) DME UNUSABLE 326-179.

FDC 2/7566 LSE FI/T IAP LA CROSSE MUNI, LA CROSSE, WI. VOR RWY 36, AMDT 31...TERMINAL ROUTE BOOTY (IAF) TO KAYGE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. LA CROSSE (LSE) DME UNUSABLE 326-179.

FDC 2/6152 LSE FI/T IAP LA CROSSE MUNI, LA CROSSE, WI. ILS OR LOC RWY 18, AMDT 20...S-LOC 18: ADF REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. LSE DME UNUSBL 326-179. JULOR FIX MINIMUMS NA. LSE DME UNUSBL 326-179. MISSED APPROACH: CLIMB TO 2400 THEN CLIMBING RIGHT TURN TO 3400 DIRECT ODI VORTAC AND HOLD S, RT, 357.54 INBOUND. LSE DME UNUSBL 326-179.

MADISON

Dane County Rgnl-Truax Field

FDC 2/9666 MSN FI/T IAP DANE COUNTY
RGNL-TRUAX FIELD, MADISON, WI. HI TACAN RWY
36, AMDT 1...S-36 CATS C/D/E MDA 1380/HATH 518,
VIS CATS C/D/E RVR 5500. VDP 2.5 DME; DISTANCE
VDP TO THLD 1.44 MILES. TEMPORARY CRANE
1070 MSL, 3545 FT EAST OF RWY 36.

FDC 2/9665 MSN FI/T IAP DANE COUNTY
RGNL-TRUAX FIELD, MADISON, WI. RNAV (GPS)
RWY 36, AMDT 2...LNAV MDA 1380/HATH 518 ALL
CATS. VIS CATS C/D RVR 5500. TEMPORARY CRANE
1070 MSL, 3545 FT EAST OF RWY 36.

FDC 2/9663 MSN FI/T IAP DANE COUNTY
RGNL-TRUAX FIELD, MADISON, WI. VOR RWY 36,
ORIG...ISMUZ FIX MINIMUMS S-36 MDA 1380/HATH
518 ALL CATS. TEMPORARY CRANE 1070 MSL, 3545
FT EAST OF RWY 36.

MOSINEE

Central Wisconsin

FDC 2/0488 CWA FI/T ODP CENTRAL WISCONSIN,
MOSINEE, WI. TAKEOFF MINIMUMS AND
(OBSTACLE) DEPARTURE PROCEDURES
ORIG...NOTE: RWY 8, ANTENNA AND
OBSTRUCTION LIGHT 369 FT FROM DER, 193 FT
LEFT OF CENTERLINE, 30FT AGL/1239 FT MSL. TREE
567 FT FROM DER, 557 FT LEFT OF CENTERLINE, 36
FT AGL/1275 FT MSL. TREES BEGINNING 454 FT
FROM DER, 520 FT RIGHT OF CENTERLINE, UP TO
67 FT AGL/1296 FT MSL. NOTE: RWY 26, ROD ON
POLE 1065 FT FROM DER, 723 FT LEFT OF
CENTERLINE, 50 FT AGL/1310FT MSL. NOTE: RWY
35, ANTENNAS, TREES, AND OBSTRUCTION LIGHTS
BEGINNING 1042 FT FROM DER, 250 FT LEFT OF
CENTERLINE, UP TO 100 FT AGL/1382 FT MSL.
POLES, TANKS, TREES, OBSTRUCTION LIGHTS,
AND CHIMNEY BEGINNING 507 FT FROM DER, 436
FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/1359
FT MSL. ALL OTHER DATA REMAINS AS
PUBLISHED.

NEW RICHMOND

New Richmond Rgnl

FDC 2/7374 RNH FI/T STAR NEW RICHMOND RGNL,
NEW RICHMOND, WI. AGUDE THREE
ARRIVAL...REVISE TURBOPROP VERTICAL
NAVIGATION PLANNING INFORMATION AT
AGUDE; TURBOPROPS: EXPECT CLEARANCE TO
CROSS AGUDE AT 6000. TURBOJET UNCHANGED.

OSCEOLA

L O Simenstad Muni

FDC 2/7368 OEO FI/T STAR OSCEOLA/L.O.
SIMENSTAD MUNI, OSCEOLA, WI. AGUDE THREE
ARRIVAL...REVISE TURBOPROP VERTICAL
NAVIGATION PLANNING INFORMATION AT
AGUDE; TURBOPROPS: EXPECT CLEARANCE TO
AGUDE CROSS AT 6000. TURBOJET UNCHANGED.

OSHKOSH

Wittman Rgnl

FDC 2/1917 OSH FI/T IAP WITTMAN RGNL,
OSHKOSH, WI. VOR RWY 27, AMDT 4C...S-27 MDA
1300/HAT 519 ALL CATS, VIS CAT C 1 1/2, CAT D 1
3/4. CIRCLING CATS A/B MDA 1300/HAA 492. VDP
1.72 DME FROM OSH VORTAC; 1.49 NM TO RWY 27.
TEMPORARY FLOATING CRANE 947 MSL 1.36 NM
NORTH OF RWY 27.

PHILLIPS

Price County

FDC 2/1680 PBH FI/T IAP PRICE COUNTY, PHILLIPS,
WI. RNAV (GPS) RWY 1, ORIG-A...LPV DA 1809/HATH
344 ALL CATS. LNAV/VNAV DA 1945/HATH 480 ALL
CATS. LNAV MDA 1940/HATH 475 ALL CATS.

PORTAGE

Portage Muni

FDC 2/6154 C47 FI/T IAP PORTAGE MUNI, PORTAGE,
WI. VOR/DME OR GPS A, AMDT 6...VOR/DME OR
GPS RWY 17, AMDT 4...PROCEDURE NA AT NIGHT.
VISIBILITY REDUCTION BY HELICOPTERS NA.

FDC 2/2638 C47 FI/T IAP PORTAGE MUNI, PORTAGE,
WI. VOR/DME OR GPS A, AMDT 6...VOR/DME
PORTION NA.

PRAIRIE DU CHIEN

Prairie Du Chien Muni

FDC 2/1139 PDC FI/P PRAIRIE DU CHIEN MUNI,
PRAIRIE DU CHIEN, WI. CHART TAKE-OFF
MINIMUMS AND (OBSTACLE) DEPARTURE
PROCEDURES, AMDT 3A...CORRECT AMDT
NUMBER AND JDATE TO READ AMDT 4 12208 VICE
AMDT 3A 10322.

RACINE

John H Batten

FDC 2/4434 RAC FI/T IAP JOHN H BATTEN, RACINE,
WI. VOR RWY 4, AMDT 1A...S-4 MDA 1180/HAT 512
ALL CATS. CIRCLING CATS A/B/C MDA 1180/HAA
506.

RHINELANDER

Rhinelanders-Oneida County

FDC 2/7714 RHI FI/T IAP RHINELANDER-ONEIDA COUNTY, RHINELANDER, WI. ILS OR LOC RWY 9, AMDT 8...ZINGI FIX MINIMUMS CIRCLING CAT A MDA 2060HAA/436.

FDC 2/7713 RHI FI/T IAP RHINELANDER-ONEIDA COUNTY, RHINELANDER, WI. RNAV (GPS) RWY 15, AMDT 1...CIRCLING CAT A MDA 2060/HAA 436.

FDC 2/7712 RHI FI/T IAP RHINELANDER-ONEIDA COUNTY, RHINELANDER, WI. RNAV (GPS) RWY 27, AMDT 1...BARO-VNAV NA.

FDC 2/7711 RHI FI/T IAP RHINELANDER-ONEIDA COUNTY, RHINELANDER, WI. RNAV (GPS) RWY 9, AMDT 1...LNAV/VNAV DA 1990/HAT 366 ALL CATS, VISIBILITY 3/4 ALL CATS. LNAV MDA 2020/HAT 396 ALL CATS, VISIBILITY CATS C/D 5/8. CIRCLING MDA CAT A 2060/HAA 436. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TOMAHAWK ALTIMETER SETTING AND INCREASE ALL DA 59 FT AND ALL MDA 60 FT, INCREASE LNAV/VNAV ALL CATS, LNAV CATS C/D AND CIRCLING CATS C/D VISIBILITY 1/4 MILE. DISREGARD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LNAV CAT D. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV CAT D VISIBILITY TO 1 MILE. DISREGARD NOTE: FOR INOPERATIVE MALSR WHEN USING TOMAHAWK ALTIMETER SETTING, INCREASE LNAV CAT D VISIBILITY BY 1/4 MILE. VDP AT 1.08 NM.

SOLDIERS GROVE

Leeward Farm

FDC 2/9499 WS51 FI/T IAP LEEWARD FARM, SOLDIERS GROVE, WI. (SPECIAL) GPS RWY 11, AMDT 1...GPS RWY 29, AMDT 1...PROCEDURE NA AT NIGHT.

STEVENS POINT

Stevens Point Muni

FDC 2/8976 STE FI/T IAP STEVENS POINT MUNI, STEVENS POINT, WI. ILS OR LOC RWY 21, ORIG-A...TERMINAL ROUTE WAUSAU (AUW) VORTAC TO JUVOP INT (IF) NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

VIROQUA

Viroqua Muni

FDC 2/7309 Y51 FI/T IAP VIROQUA MUNI, VIROQUA, WI. RNAV (GPS) RWY 11, ORIG-A...PROCEDURE NA.

WAUKESHA

Waukesha County

FDC 2/6225 UES FI/T ODP WAUKESHA COUNTY, WAUKESHA, WI. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 6...NOTE: RWY18, TEMPORARY CRANE 4220 FT FROM DEP END OF RWY, 1200 FT LEFT OF CENTERLINE, 140 FT AGL/1054 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

WAUSAU

Wausau Downtown

FDC 2/8962 AUW FI/T IAP WAUSAU DOWNTOWN, WAUSAU, WI. VOR OR GPS A, AMDT 18A...VOR PORTION NA.

WEST BEND

West Bend Muni

FDC 2/4505 ETB FI/T IAP WEST BEND MUNI, WEST BEND, WI. VOR RWY 13, AMDT 5A...TERMINAL ROUTE FROM FALLS (FAH) VOR/DME TO WEST BEND (BJB) VOR 212.18 DEGREES/24.04 NM.

WYOMING

CASPER

Casper/Natrona County Intl

FDC 2/7181 CPR FI/T ODP CASPER/NATRONA COUNTY INTL, CASPER, WY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3A...DEPARTURE PROCEDURE RWY 12 NA. RWY 12-30 CLOSED.

FDC 2/6637 CPR FI/T SID CASPER/NATRONA COUNTY INTL, CASPER, WY, ALCOS THREE DEPARTURE TAKE-OFF RWY 17 NA.

CHEYENNE

Cheyenne Rgnl/Jerry Olson Field

FDC 2/6932 CYS FI/T ODP CHEYENNE RGNL/JERRY OLSON FIELD, CHEYENNE, WY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 31, STANDARD WITH A MINIMUM CLIMB OF 230 FT PER NM TO 6800. ALL OTHER DATA REMAINS THE SAME.

FDC 2/6032 CYS FI/T IAP CHEYENNE RGNL/JERRY OLSON FIELD, CHEYENNE, WY. ILS OR LOC RWY 27, AMDT 34C...TACAN AIRCRAFT: PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CYS TACAN OTS. RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CYS TACAN OTS.

FDC 2/6031 CYS FI/T IAP CHEYENNE RGNL/JERRY OLSON FIELD, CHEYENNE, WY. VOR OR TACAN A, AMDT 10A...TACAN PORTION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CYS TACAN OTS.

CODY

Yellowstone Rgnl

FDC 7/3015 COD FI/T YELLOWSTONE REGIONAL, CODY, WY. VOR OR GPS A, AMDT 7...ALTERNATE MINIMUMS NA.

DOUGLAS

Converse County

FDC 2/2216 DGW FI/T ODP CONVERSE COUNTY, DOUGLAS, WY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKE-OFF MINIMUMS: RWY 5, 300-2 OR STD WITH A MINIMUM CLIMB OF 271 TO 5400. NOTE: RWY 5, DRILLING RIG 10,465 FEET FROM DER, 1486 FEET RIGHT OF CENTERLINE, 174 FEET AGL/ 5201 FEET MSL. REST OF DATA REMAINS AS PUBLISHED.

FDC 2/2207 DGW FI/T ODP CONVERSE COUNTY, DOUGLAS, WY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...DEPARTURE PROCEDURE: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IPP VOR/DME OTS.

GREYBULL

South Big Horn County

FDC 2/3633 GEY FI/T IAP SOUTH BIG HORN COUNTY, GREYBULL, WY. RNAV (GPS) RWY 34, ORIG...PROCEDURE NA.

NEWCASTLE

Mondell Field

FDC 2/7373 ECS FI/T IAP MONDELL FIELD, NEWCASTLE, WY. RNAV (GPS) RWY 13, ORIG...MISSED APPROACH HOLDING AT WAMAK; HOLD SE, RT, 313.03 INBOUND.

WORLAND

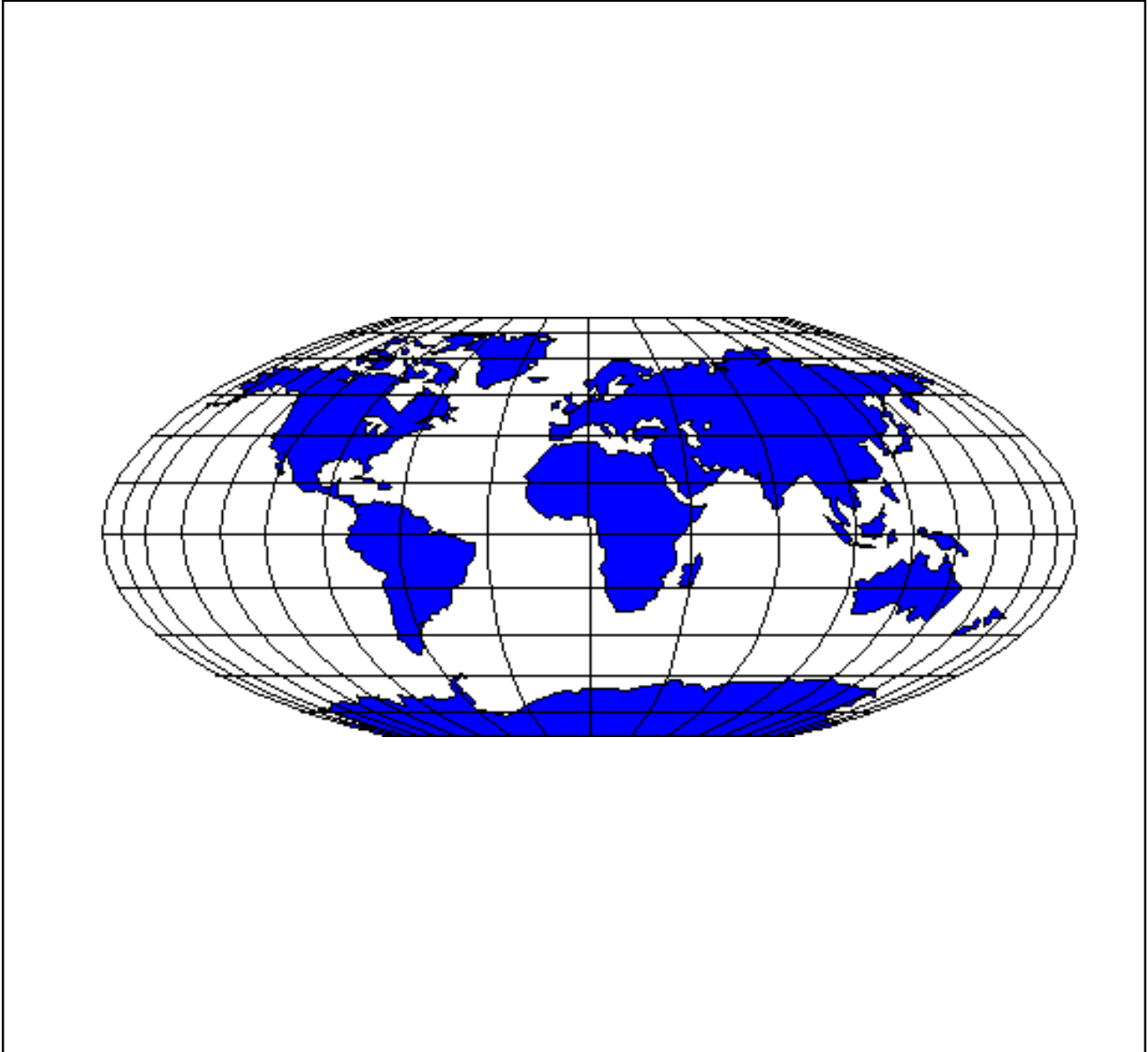
Worland Muni

FDC 2/6869 WRL FI/T IAP WORLAND MUNI, WORLAND, WY. VOR OR GPS RWY 16, AMDT 5C...CIRCLING NA. DME MINIMUMS: CIRCLING NA.

FDC 2/6868 WRL FI/T WORLAND MUNI, WORLAND, WY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...PROCEDURE NA.

Part 1. FDC NOTAMs

Section 3. General NOTAMs



Shaded text indicates new or revised NOTAMs.

FDC 2/0951 FDC FI/P CHART CORRECT US GOVT IFR LOW ALTITUDE CHART L-27, PANEL C, EFFECTIVE 26 JUL 2012: CHANGE RADIAL FROM BRADFORD (BDF) VORTAC TO SKUTR FIX (N40 04 06.1 W090 03 39.1) FROM 194RADIAL/94DME TO 198RADIAL/69DME.

FDC 2/9289 FDC FI/P CHART CORRECTION US GOVT IFR LOW ALTITUDE CHART L-7, PANEL C, EFFECTIVE 26 JUL 2012:CHANGE RADIAL TEXT FOR FIX DAGGS (N34 58 7.81 W116 57 43.44) TO 116.4 EDW 111.

FDC 2/6189 FDC FI/P CHART CORRECTION US GOVT IFR LOW ALTITUDE CHART L-16, PANELS F&G, EFFECTIVE 26 JUL 2012:CHANGE MEA&MOCA TO 6000/*2600 BETWEEN FIX ROACH (N38 12 23.49 W92 45 31.95) AND FIX BARTI (N38 21 48.41 W92 39 3.76).

FDC 2/6159 FDC FI/P CHART CORRECTION US GOVT IFR LOW ALTITUDE CHART L-10, PANEL H, EFFECTIVE 26 JUL 2012:ADD AIRWAY T-286 BETWEEN FIX BOKKI (N41 39 54.99 W99 52 17.00) AND GRAND ISLAND (GRI) VORTAC. ADD BEARING 296 AT GRAND RAPIDS, ADD MEA 4600G ADD SEGMENT MILEAGE 81.

FDC 2/4951 FDC FI/P CHART CORRECT US GOVT IFR HIGH ALTITUDE CHART H-10, PANEL G, EFFECTIVE 26 JUL 2012: AT FLINT (FNT) VORTAC (N42 58 00.4 W83 44 49.1) ADD NAVAID FREQUENCY 116.9 WITH UNDERLINE.

FDC 2/2111 FDC FI/P CHART CORRECTION US GOVT IFR LOW ALTITUDE CHART ALASKA L-4, PANEL G, EFFECTIVE 26 JUL 2012:DELETE MEA GAP NOTE ON V-438 BETWEEN BIG LAKE (BGQ) VORTAC AND FIX SURES (N62 16 18.78 W149 34 45.15). ADD MEA GAP NOTE FOR V-438 BETWEEN FIX SURES AND FIX CAWIN(N63 16 51.22 W148 59 17.56).

FDC 2/1736 FDC FI/P CHART CORRECTION US GOVT IFR LOW ALTITUDE CHART ALASKA L-3, PANEL D, EFFECTIVE 26 JUL 2012:DELETE MEA GAP NOTE ON V-438 BETWEEN BIG LAKE (BGQ) VORTAC AND FIX SURES (N62 16 18.78 W149 34 45.15). ADD MEA GAP NOTE FOR V-438 BETWEEN FIX SURES AND FIX LIBER (N64 02 57.64 W148 30 29.65).

FDC 2/1125 FDC FI/P CHART CORRECTION US GOVT IFR LOW ALTITUDE CHART L-14, PANEL G, EFFECTIVE 26 JUL 2012: ADD EXCLUSION NOTE FOR RESTRICTED AREA-5402 STATING, R-5402 EXCLUDES THE AIRSPACE WITHING R-5401 AND R-5403 WHEN ACTIVE.

FDC 2/5564 ZZZ YEMEN ... SPECIAL NOTICE... EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE. SECURITY THREATS TO UNITED STATES (U.S.) FLIGHT OPERATIONS IN YEMEN. DUE TO TERRORIST ACTIVITIES AND CIVIL UNREST, THERE IS A SIGNIFICANT RISK TO CIVIL FLIGHT OPERATIONS IN YEMEN. SANAA INTERNATIONAL AIRPORT (OYSN) IS, IN PARTICULAR, A REGULAR TARGET. U.S. OPERATORS PLANNING TO FLY IN YEMEN ARE ADVISED TO OBTAIN CURRENT THREAT INFORMATION AND MUST COMPLY WITH ALL APPLICABLE FAA REGULATIONS AND OPERATIONS SPECIFICATIONS. ADDITIONALLY, U.S. OPERATORS ARE ENCOURAGED TO REPORT SECURITY INCIDENTS TO THE FAA AT +1 202-493-5833 OR +1 202-267-3333. THE SECURITY CONDITIONS IN YEMEN FOR U.S. OPERATORS AND THE NEED FOR THIS SPECIAL NOTICE WILL BE RE-EVALUATED BY 1 OCTOBER 2012. THE FAA HAS PROVIDED ADDITIONAL INFORMATION IN THE INTERNATIONAL FLIGHT INFORMATION MANUAL AT [HTTP://WWW.FAA.GOV/AIR_TRAFFIC/PUBLICATIONS/IFIM/US_RESTRICTIONS/](http://www.faa.gov/air_traffic/publications/ifim/us_restrictions/).

FDC 2/5598 FDC PART 1 OF 2 ... SPECIAL NOTICE ... PROHIBITION OF VISUAL FLIGHT RULES (VFR) OPERATIONS FOR STATE DEPARTMENT DESIGNATED SPECIAL INTEREST FLIGHTS EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE. 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. VFR FLIGHT OPERATIONS ARE PROHIBITED IN UNITED STATES (U.S.) TERRITORIAL AIRSPACE FOR ANY AIRCRAFT REQUIRING AN FAA ROUTING AUTHORIZATION AS A STATE DEPARTMENT DESIGNATED SPECIAL INTEREST FLIGHT. STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRIES ARE: CUBA, IRAN, NORTH KOREA, THE PEOPLES REPUBLIC OF CHINA, RUSSIA, SUDAN, AND SYRIA. A STATE DEPARTMENT DESIGNATED SPECIAL INTEREST FLIGHT IS ANY FLIGHT OPERATING IN U.S. TERRITORIAL AIRSPACE THAT MEETS ANY ONE OF THE FOLLOWING CONDITIONS: 1) AN AIRCRAFT REGISTERED IN A STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRY; 2) A COMMERCIAL FLIGHT USING A CALL SIGN WITH AN INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO) THREE-LETTER DESIGNATOR ASSIGNED TO A COMPANY IN A STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRY; 3) A DIPLOMATIC FLIGHT FROM A STATE DEPARTMENT DESIGNATED SPECIAL END PART 1 OF 2

FDC 2/5598 FDC PART 2 OF 2 ... SPECIAL NOTICE ... INTEREST COUNTRY. ALL STATE DEPARTMENT DESIGNATED SPECIAL INTEREST FLIGHTS MUST OPERATE ON FAA AUTHORIZED ROUTING. FAA ROUTING

AUTHORIZATION IN U.S. TERRITORIAL AIRSPACE MAY BE GRANTED ONLY FOR INSTRUMENT FLIGHT RULES(IFR) OPERATIONS. 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. CONTACT THE FAA AT 202-267-8115 FOR INFORMATION CONCERNING FAA ROUTING AUTHORIZATION REQUIREMENTS FOR STATE DEPARTMENT DESIGNATED SPECIAL INTEREST FLIGHTS. END PART 2 OF 2

FDC 2/5085 FDC FI/P CHART CORRECT U.S. GOVT SAN FRANCISCO VFR SECTIONAL AERONAUTICAL CHART, 88TH EDITION, EFF 8 MAR 2012. CHG CTAF TO 122.725 AT RIO VISTA AP (O88), RIO VISTA, CA LCTD AT 38 11 36N, 121 42 13W.

FDC 2/2422 FDC PART 1 OF 2 SPECIAL ADVISORY NOTICE. A WARNING SIGNAL FOR COMMUNICATING WITH AIRCRAFT IS DEPLOYED AND IS OPERATING WITHIN THE WASHINGTON DC SPECIAL FLIGHT RULES AREA (SFRA), 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 SFRA/FRZ AND ARE ON A HEADING OR FLIGHT PATH THAT MAY BE INTERPRETED AS A THREAT OR AT THE REQUEST OF THE FAA. 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/SFRA 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. BE ADVISED THAT FAILURE TO FOLLOW THE RECOMMENDED PROCEDURES OUTLINED ABOVE MAY RESULT IN INTERCEPTION BY MILITARY AIRCRAFT AND/OR THE USE OF FORCE. END PART 1 OF 2

FDC 2/2422 FDC PART 2 OF 2 SPECIAL ADVISORY NOTICE. THIS NOTICE ONLY APPLIES TO VFR AIRCRAFT OPERATING WITHIN THE SFRA/FRZ, 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. "THIS SIGNAL MAY BE DIRECTED AT SPECIFIC AIRCRAFT SUSPECTED OF MAKING UNAUTHORIZED ENTRY INTO THE SFRA/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 SFRA/FRZ". END PART 2 OF 2

FDC 1/6386 ZDC PART 1 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC EFFECTIVE 1111300501 UTC UNTIL FURTHER NOTICE. THIS NOTICE REPLACES NOTAM 0/4965 DUE TO FLIGHT PLAN REQUIREMENT CHANGE. PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AND IN 14 CFR SECTION 93.339 AS 'NATIONAL DEFENSE AIRSPACE'. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. ANY OF THE FOLLOWING ADDITIONAL ACTIONS MAY ALSO BE TAKEN AGAINST A PILOT WHO DOES NOT COMPLY WITH THE REQUIREMENTS OR ANY SPECIAL INSTRUCTIONS OR PROCEDURES ANNOUNCED IN THIS NOTAM: A) THE FAA MAY TAKE ADMINISTRATIVE ACTION, INCLUDING IMPOSING CIVIL PENALTIES AND THE SUSPENSION OR REVOCATION OF AIRMEN CERTIFICATES; OR B) THE UNITED STATES GOVERNMENT MAY PURSUE CRIMINAL CHARGES, INCLUDING CHARGES UNDER TITLE 49 OF THE UNITED STATES CODE, SECTION 46307; OR C) THE UNITED STATES GOVERNMENT MAY USE DEADLY FORCE AGAINST THE AIRBORNE AIRCRAFT, IF IT IS DETERMINED THAT THE AIRCRAFT POSES AN IMMINENT SECURITY THREAT. PURSUANT TO 14 CFR SECTIONS 99.7, SPECIAL SECURITY INSTRUCTIONS AND 91.139, EMERGENCY AIR TRAFFIC RULES, FLIGHT OPERATIONS ARE PROHIBITED: WITHIN THE LEESBURG MANEUVERING AREA END PART 1 OF 7

FDC 1/6386 ZDC PART 2 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC EXCEPT AS SPECIFIED BELOW, AND/OR UNLESS AUTHORIZED BY THE AIR TRAFFIC SECURITY COORDINATOR AT THE NATIONAL CAPITAL REGION COORDINATION CENTER (NCRCC). PART I. OVERVIEW. A. THE PROCEDURES AS DESCRIBED BELOW ARE SUPPLEMENTAL TO 14 CFR PART 93 AND THE CORRESPONDING SUPPLEMENTAL NOTAM ISSUED FOR OPERATIONS WITHIN THE DC SFRA. THEY DO NOT AUTHORIZE AIRCRAFT TO CONDUCT ANY OTHER FLIGHT OPERATIONS OUTSIDE OF THE LEESBURG MANEUVERING AREA. ALL AIRCRAFT OPERATING OUTSIDE OF THE LEESBURG MANEUVERING AREA, WITHIN THE WASHINGTON DC SPECIAL FLIGHT RULES AREA (DC SFRA), MUST COMPLY WITH ALL THE PROCEDURES PROSCRIBED WITHIN 14 CFR PART 93 AND THE SUPPLEMENTAL NOTAM FOR THE DC SFRA. B. THE LEESBURG MANEUVERING AREA IS THE AREA DEFINED AS WITHIN THE DC SFRA AND IS THE AIRSPACE AROUND THE LEESBURG EXECUTIVE AIRPORT (JYO)

BOUNDED BY A LINE BEGINNING AT THE WASHINGTON /DCA/ VOR/DME 299 DEGREE RADIAL AT 30 NM 390139.1N/0773826.7W, THENCE CLOCKWISE ALONG THE DCA 30 NM ARC TO THE 391242N/0772930W OR THE ARMEL /AML/ VORTAC 004 DEGREE RADIAL AT 16.6 NM, THENCE SOUTH VIA A LINE DRAWN TO THE 390303N/0772837W OR THE ARMEL /AML/ VORTAC 004 DEGREE RADIAL AT 7 NM, THENCE COUNTERCLOCKWISE ALONG THE AML 7 NM ARC TO THE AML 331 DEGREE RADIAL AT 7 NM 390139.3N/0773325.5W, THENCE WEST VIA A LINE DRAWN TO THE POINT OF END PART 2 OF 7

FDC 1/6386 ZDC PART 3 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC BEGINNING. PART II. OPERATING REQUIREMENTS IN THE LEESBURG MANEUVERING AREA: A. FLIGHT OPERATIONS, INCLUDING ULTRA LIGHT VEHICLES AND UNMANNED AIRCRAFT SYSTEMS (UAS), EACH AIRCRAFT MUST: 1. BE EQUIPPED WITH AT LEAST ONE OPERABLE TWO-WAY RADIO CAPABLE OF COMMUNICATING WITH POTOMAC TRACON (PCT) ON APPROPRIATE RADIO FREQUENCIES. 2. BE EQUIPPED WITH AN OPERATING TRANSPONDER WITH AUTOMATIC ALTITUDE REPORTING CAPABILITY AS SPECIFIED UNDER 14 CFR SECTION 91.215. 3. MONITOR VHF GUARD 121.5 OR UHF GUARD 243.0, IF ABLE. 4. SQUAWK THE ATC ASSIGNED TRANSPONDER CODE OR APPROPRIATE LEESBURG MOVEMENT AREA BEACON CODE AT ALL TIMES. CODE 1200 IS NOT PERMITTED AT ANY TIME WITHIN THE LEESBURG MANEUVERING AREA OR SFRA. B. EXCEPT FOR FAA APPROVED DOD, FAA APPROVED LAW ENFORCEMENT, AND WAIVERED LIFEGUARD/AIR AMBULANCE OPERATIONS FLIGHTS, ALL AIRCRAFT OPERATING UNDER VISUAL FLIGHT RULES ARE RESTRICTED TO AN INDICATED AIRSPEED OF 180 KNOTS OR LESS. IF UNABLE, THE PILOT MUST CONTACT POTOMAC TRACON ON (PCT) AND ADVISE THEM OF THE AIRCRAFT'S OPERATIONAL LIMITATIONS PRIOR TO ENTERING THE LMA OR SFRA. PART III. VFR DC SFRA OPERATIONS AT JYO. A. EGRESS/ INGRESS PROCEDURES FOR JYO. 1. EGRESS PROCEDURES FOR LEESBURG MANEUVERING AREA 1) AIRCRAFT MUST SQUAWK TRANSPONDER CODE 1226 2) PILOTS DEPARTING JYO MUST ANNOUNCE THE END PART 3 OF 7

FDC 1/6386 ZDC PART 4 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC AIRCRAFT CALL SIGN, AIRCRAFT TYPE AND INTENDED DEPARTURE RUNWAY ON THE PUBLISHED CTAf PRIOR TO DEPARTURE. 3) PILOTS MUST EXIT THE LEESBURG MANEUVERING AREA VIA THE MOST DIRECT LATERAL ROUTE WHILE AVOIDING THE SFRA. 4) PILOTS NEED NOT COMMUNICATE WITH POTOMAC TRACON (PCT) UNLESS OTHERWISE DIRECTED. 2. INGRESS PROCEDURES FOR LEESBURG MANEUVERING AREA 1) AIRCRAFT MUST SQUAWK TRANSPONDER CODE 1227 PRIOR TO ENTERING THE LEESBURG MANEUVERING AREA TO INDICATE THE PILOT'S INTENT TO LAND AT JYO. 2) BEFORE ENTERING THE LEESBURG MANEUVERING AREA, PILOTS MUST ANNOUNCE THE AIRCRAFT CALL SIGN, AIRCRAFT TYPE AND RUNWAY OF INTENDED LANDING ON THE PUBLISHED CTAf. 3) PILOTS MUST ENTER THE LEESBURG MANEUVERING AREA VIA THE MOST DIRECT ROUTE. 4) PILOTS NEED NOT COMMUNICATE WITH POTOMAC TRACON (PCT) UNLESS OTHERWISE DIRECTED. B. TRAFFIC PATTERN OPERATIONS AT JYO. 1. PILOTS WISHING TO CONDUCT TRAFFIC PATTERN OPERATIONS AT JYO MUST: 1) FILE A DC SFRA FLIGHT PLAN. 2) OBTAIN AND SQUAWK THE ASSIGNED TRANSPONDER CODE FROM POTOMAC TRACON (PCT). 3) ESTABLISH AND MAINTAIN TWO-WAY RADIO COMMUNICATIONS ON THE PUBLISHED CTAf FREQUENCY. 4) OBTAIN ATC AUTHORIZATION TO PERFORM PRACTICE APPROACHES FROM POTOMAC TRACON (PCT); AUTHORIZATIONS WILL BE WORKLOAD PERMITTING. PART IV. RADIO OR TRANSPONDER FAILURE: 1. ANY PERSON OPERATING AN AIRCRAFT UNDER VFR END PART 4 OF 7

FDC 1/6386 ZDC PART 5 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC WITHIN THE DC SFRA WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO MAINTAIN RADIO CONTACT WITH ATC SHALL IMMEDIATELY CHANGE THE TRANSPONDER CODE TO 7600 AND EXIT THE DC SFRA BY THE MOST DIRECT LATERAL ROUTE OR IF THE AIRCRAFT DEPARTURE POINT IS CLOSER, RETURN TO THE DEPARTURE POINT BY THE MOST DIRECT ROUTE. THESE PROCEDURES DO NOT AUTHORIZE PENETRATION OF RESTRICTED OR PROHIBITED AIRSPACE. 2. ANY PERSON OPERATING AN AIRCRAFT UNDER IFR WITHIN THE DC SFRA WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO MAINTAIN RADIO CONTACT WITH ATC SHALL CONTINUE THE FLIGHT VIA THE TWO-WAY RADIO COMMUNICATIONS FAILURE PROCEDURES FOUND IN THE FAA AERONAUTICAL INFORMATION MANUAL. THESE PROCEDURES DO NOT AUTHORIZE PENETRATION OF RESTRICTED OR PROHIBITED AIRSPACE. 3. ANY PERSON OPERATING AN AIRCRAFT WITHIN THE DC SFRA WHO BECOMES AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO CONTINUOUSLY SQUAWK THE ATC ASSIGNED TRANSPONDER CODE MUST IMMEDIATELY ADVISE ATC AND COMPLY WITH ALL INSTRUCTIONS FROM ATC. IF UNABLE TO CONTACT ATC, PILOTS SHALL FOLLOW THE PROCEDURES LISTED IN PART IV PARAGRAPH 1 AND 2 ABOVE. THESE PROCEDURES DO NOT AUTHORIZE PENETRATION OF RESTRICTED AREAS OR PROHIBITED AREAS. PART V. DEFINITION: FOR PURPOSES OF THIS NOTAM, A DC SFRA FLIGHT PLAN IS DEFINED IN 14 CFR PART 93.335. PART END PART 5 OF 7

FDC 1/6386 ZDC PART 6 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC VI. INFORMATION: 1) DIRECT ANY QUESTIONS ON THE LEESBURG MANEUVERING AREA OR DC SFRA TO THE FAA REPRESENTATIVE AT THE

NATIONAL CAPITAL REGION COORDINATION CENTER (NCRCC), TELEPHONE 866-598-9522. 2) INFORMATION ABOUT WAIVER APPLICATIONS AND TSA SECURITY AUTHORIZATIONS CAN BE FOUND AT [HTTP://WWW.TSA.GOV/WHAT_WE_DO/TSNM/GENERAL_AVIATION/AIRSPACE_WAIVERS](http://www.tsa.gov/what_we_do/tsnm/general_aviation/airspace_waivers). SHTM (CASE SENSITIVE USE LOWER CASE ONLY) OR BY CONTACTING 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). 3) THE TRANSPONDER REQUIREMENTS DESCRIBED IN THIS NOTICE ARE SOLELY FOR SECURITY TRACKING PURPOSES AND DO NOT IMPLY ATC RADAR SERVICES, UNLESS ATC SERVICES ARE REQUESTED AND APPROVED. 4) THE COMMUNICATIONS REQUIREMENTS DESCRIBED IN THIS NOTICE ARE FOR MAINTAINING THE ABILITY TO IMMEDIATELY COMMUNICATE SECURITY-BASED INSTRUCTIONS, NOT FOR ATC SERVICES, UNLESS ATC SERVICES ARE REQUESTED AND APPROVED. 5) IT IS STRONGLY RECOMMENDED THAT ALL PILOTS FLYING UNDER VISUAL FLIGHT RULES (VFR) WITHIN 100 NM OF THE DCA VOR/DME COMPLETE SPECIAL AWARENESS TRAINING FOR THE WASHINGTON DC METROPOLITAN AREA, THIS TRAINING IS MANDATORY FOR ALL PILOTS THAT FLY UNDER VFR WITHIN 60 NM OF THE DCA VOR/DME (14 CFR PARTS 61 AND 91, EFFECTIVE FEBRUARY 9, 2009). THIS TRAINING IS END PART 6 OF 7

FDC 1/6386 ZDC PART 7 OF 7 FLIGHT RESTRICTIONS, WASHINGTON, DC AVAILABLE IN THE AVIATION LEARNING CENTER AT [HTTP://WWW.FAASAFETY.GOV](http://www.faa.gov). END PART 7 OF 7

FDC 1/4277 FDC FI/P CHART CORRECT U.S. GOVT LOS ANGELES VFR TERMINAL AREA CHART (TAC), 64TH EDITION, EFF 15 DEC 2011. ADD LAX VORTAC SYMBOL LCTD AT 33 55 59N, 118 25 55W.

FDC 1/4274 FDC FI/P CHART CORRECT U.S. GOVT LOS ANGELES VFR SECTIONAL AERONAUTICAL CHART, 90TH EDITION, EFF 15 DEC 2011. ADD LAX VORTAC SYMBOL LCTD AT 33 55 59N, 118 25 55W.

FDC 1/3820 FDC FI/P CHART CORRECT U.S. GOVT SEATTLE VFR SECTIONAL AERONAUTICAL CHART, 82ND EDITION, EFF 15 DEC 2011. CHG AP IDENT FOR ARLINGTON MUNI (AWO), ARLINGTON, WA LCTD AT 48 09 39N, 122 09 32W TO AWO VICE AWC.

FDC 1/2679 FDC PART 1 OF 2 .. SPECIAL NOTICE ... SPECIAL FEDERAL AVIATION REGULATION NO. 112 - PROHIBITION AGAINST CERTAIN FLIGHTS WITHIN THE TRIPOLI (HLLL) FLIGHT INFORMATION REGION (FIR). A. APPLICABILITY. THIS SPECIAL FEDERAL AVIATION REGULATION (SFAR) APPLIES TO THE FOLLOWING PERSONS:(1) ALL U.S. AIR CARRIERS AND U.S. COMMERCIAL OPERATORS;(2) ALL PERSONS EXERCISING THE PRIVILEGES OF AN AIRMAN CERTIFICATE ISSUED BY THE FAA, EXCEPT WHEN SUCH PERSONS ARE OPERATING A U.S.-REGISTERED AIRCRAFT FOR A FOREIGN AIR CARRIER; AND(3) ALL OPERATORS OF AIRCRAFT REGISTERED IN THE UNITED STATES, EXCEPT OPERATORS OF SUCH AIRCRAFT THAT ARE FOREIGN AIR CARRIERS. B. FLIGHT PROHIBITION. EXCEPT AS PROVIDED IN PARAGRAPHS (C) AND (D) OF THIS NOTAM, NO PERSON DESCRIBED IN PARAGRAPH (A) OF THIS NOTAM MAY CONDUCT FLIGHT OPERATIONS WITHIN THE HLLL FIR. C. PERMITTED OPERATIONS. THIS SFAR DOES NOT PROHIBIT PERSONS DESCRIBED IN PARAGRAPH (A) OF THIS NOTAM FROM CONDUCTING FLIGHT OPERATIONS WITHIN THE HLLL FIR WHEN SUCH OPERATIONS ARE AUTHORIZED END PART 1 OF 2

FDC 1/2679 FDC PART 2 OF 2 .. SPECIAL NOTICE ... EITHER BY A DEPARTMENT, AGENCY, OR INSTRUMENTALITY OF THE UNITED STATES GOVERNMENT WITH THE APPROVAL OF THE FAA, OR BY A FLIGHT EXEMPTION ISSUED BY THE FAA ADMINISTRATOR. D. EMERGENCY SITUATIONS. IN AN EMERGENCY THAT REQUIRES IMMEDIATE DECISION AND ACTION FOR THE SAFETY OF THE FLIGHT, THE PILOT IN COMMAND OF THE AFFECTED AIRCRAFT MAY DEVIATE FROM THE SUBJECT FLIGHT PROHIBITION 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 119, 121, 125, OR 135, EACH PERSON WHO DEVIATES FROM THIS SECTION MUST, WITHIN 10 DAYS OF THE DEVIATION, EXCLUDING SATURDAYS, SUNDAYS, AND FEDERAL HOLIDAYS, SUBMIT TO THE NEAREST FAA FLIGHT STANDARDS DISTRICT OFFICE A COMPLETE REPORT ON THE OPERATIONS OF THE AIRCRAFT INVOLVED IN THE DEVIATION, INCLUDING A DESCRIPTION OF THE DEVIATION AND THE REASONS FOR IT. E. EXPIRATION. THIS SFAR IS EFFECTIVE IMMEDIATELY AND WILL REMAIN IN EFFECT UNTIL RESCINDED. END PART 2 OF 2

FDC 1/2534 FDC PART 1 OF 2 SPECIAL ADVISORY FOR NORTH AFRICA...INSTRUCTIONS CONCERNING CERTAIN FLIGHTS WITHIN THE TRIPOLI FLIGHT INFORMATION REGION (HLLL) A. APPLICABILITY. THIS ADVISORY APPLIES TO ALL U.S. AIR CARRIERS AND COMMERCIAL OPERATORS AND 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, AND ALL OPERATORS OF AIRCRAFT REGISTERED IN THE UNITED STATES EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER. B. UNITED NATIONS SECURITY RESOLUTION 1973 HAS BANNED ALL FLIGHT OPERATIONS WITHIN THE TRIPOLI (HLLL) FIR WITH THE EXCEPTION OF THOSE OPERATIONS SPECIFICALLY AUTHORIZED BY THE RESOLUTION.

ADDITIONALLY, EUROCONTROL HAS SUSPENDED FLIGHT PLANS FOR ALL FLIGHT OPERATIONS WITHIN THE TRIPOLI HLLL FIR. C. CAUTION FOR HLLL. NO PERSON DESCRIBED IN PARAGRAPH A SHOULD CONDUCT FLIGHT OPERATIONS WITHIN HLLL. D. ADDITIONAL CAUTION. ALL PERSONS DESCRIBED IN PARAGRAPH A ARE URGED END PART 1 OF 2

FDC 1/2534 FDC PART 2 OF 2 SPECIAL ADVISORY FOR NORTH AFRICA...INSTRUCTIONS TO EXERCISE EXTREME VIGILANCE WHEN OPERATING IN THE FLIGHT INFORMATION REGIONS ADJACENT TO HLLL. E. 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 SPECIAL NOTICE TO THE EXTENT REQUIRED BY THAT EMERGENCY. F. EXPIRATION. THIS SPECIAL ADVISORY WILL REMAIN IN EFFECT UNTIL FURTHER NOTICE. FAA AIR TRAFFIC SYSTEM OPERATIONS SECURITY (202-267-8276) IS THE POINT OF CONTACT. END PART 2 OF 2

FDC 1/1155 ZDC DC .. FLIGHT RESTRICTIONS, WASHINGTON, DC. EFFECTIVE 1101102040 UTC UNTIL FURTHER NOTICE. THIS NOTICE WILL REPLACE NOTAM 0/9463 DUE TO TECHNICAL ERROR, NO CHANGES IN RESTRICTIONS. PURSUANT TO TITLE 14 CFR SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS. A. EXCEPT FOR FAA APPROVED DOD, LAW ENFORCEMENT, AND WAIVERED LIFEGUARD/AIR AMBULANCE FLIGHTS, ALL VFR AIRCRAFT OPERATIONS WITHIN 30NM OF 385134N/0770211W OR THE WASHINGTON /DCA/ VOR/DME, FROM THE SURFACE UP TO BUT NOT INCLUDING FL180, ARE RESTRICTED TO AN INDICATED AIRSPEED OF 180 KNOTS OR LESS, IF CAPABLE. IF UNABLE, THE PILOT MUST CONTACT THE APPROPRIATE ATC FACILITY AND ADVISE THEM OF THE AIRCRAFT'S OPERATIONAL LIMITATIONS. B. ALL VFR AIRCRAFT OPERATIONS WITHIN THE AIRSPACE BETWEEN 30 NMR AND 60 NMR OF 385134N/0770211W OR THE WASHINGTON /DCA/ VOR/DME, FROM THE SURFACE UP TO BUT NOT INCLUDING FL180, ARE RESTRICTED TO AN INDICATED AIRSPEED OF 230 KNOTS OR LESS, IF CAPABLE. IF UNABLE THE PILOT MUST CONTACT THE APPROPRIATE ATC FACILITY AND ADVISE THEM OF THE AIRCRAFT'S OPERATIONAL LIMITATIONS PRIOR TO ENTERING THE 60 NMR OF THE WASHINGTON /DCA/ VOR/DME.

FDC 0/8326 ZDC PART 1 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, EFFECTIVE 1012010401 UTC UNTIL FURTHER NOTICE. THIS NOTICE WILL REPLACE NOTAM 0/9477 DUE TO A CHANGE IN RESTRICTIONS. THIS NOTAM AND A NOTAM FOR THE LEESBURG MANEUVERING AREA SUPPLEMENT SUBPART V, 14 CFR PART 93 FOR THE WASHINGTON, D.C. SPECIAL FLIGHT RULES AREA (DC SFRA). PURSUANT TO 49 USC 40103(B), THE FAA HAS ESTABLISHED THE DC SFRA AREA AS 'NATIONAL DEFENSE AIRSPACE. ANY PERSON WHO DOES NOT COMPLY WITH THE REQUIREMENTS APPLICABLE TO THE DC SFRA MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. ANY OF THE FOLLOWING ADDITIONAL ACTIONS MAY ALSO BE TAKEN AGAINST A PILOT WHO DOES NOT COMPLY WITH THE REQUIREMENTS OR ANY SPECIAL INSTRUCTIONS OR PROCEDURES ANNOUNCED IN THIS NOTAM: A) THE FAA MAY TAKE ADMINISTRATIVE ACTION, INCLUDING IMPOSING CIVIL PENALTIES AND THE SUSPENSION OR REVOCATION OF AIRMEN CERTIFICATES; B) THE UNITED STATES GOVERNMENT MAY PURSUE CRIMINAL CHARGES, INCLUDING CHARGES UNDER TITLE 49 OF THE UNITED STATES CODE, SECTION 46307; C) THE UNITED STATES GOVERNMENT MAY USE DEADLY FORCE AGAINST THE AIRBORNE AIRCRAFT, IF IT IS DETERMINED THAT THE AIRCRAFT POSES AN IMMINENT SECURITY THREAT. 1. THIS NOTICE SUPPLEMENTS THE DC SFRA WITH ADDITIONAL GUIDANCE AND INFORMATION. 2. APPLICATION OF DEFINITIONS IN SUBPART V, 14 CFR SECTION 93.335: A. THE DC FLIGHT RESTRICTED ZONE END PART 1 OF 10

FDC 0/8326 ZDC PART 2 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, EFFECTIVE (DC FRZ) FLIGHT PLAN FULFILLS THE REQUIREMENT FOR A DC SFRA FLIGHT PLAN. A DC FRZ FLIGHT PLAN MUST BE FILED WITH FLIGHT SERVICE AT 866-225-7410. THE INITIATOR/PILOT MUST IDENTIFY THEMSELVES AND USE THE CONFIDENTIAL PILOT IDENTIFICATION CODE OR THEIR WAIVER NUMBER. B. A DC SFRA FLIGHT PLAN DOES NOT FULFILL THE REQUIREMENTS FOR VISUAL FLIGHT RULES (VFR) OPERATIONS IN THE DC FRZ. A DC FRZ FLIGHT PLAN IS REQUIRED FOR VFR OPERATIONS IN THE DC FRZ. C. PILOTS MAY NOT FILE A DC FRZ FLIGHT PLAN WHILE AIRBORNE. 3. ADDITIONS TO OPERATING IN THE DC SFRA 14 CFR SECTION 93.339: A. AIRCRAFT OPERATING IN THE DC SFRA MUST BE EQUIPPED WITH AN OPERABLE TWO WAY RADIO CAPABLE OF COMMUNICATING WITH ATC ON APPROPRIATE RADIO FREQUENCIES OR UNICOM. IT IS HIGHLY RECOMMENDED THAT A PILOT CONTINUOUSLY MONITOR VHF FREQUENCY 121.5 OR UHF FREQUENCY 243.0 FOR EMERGENCY INSTRUCTIONS WHEN OPERATING AN AIRCRAFT IN THE DC SFRA, EITHER IN AN AIRCRAFT THAT IS SUITABLY EQUIPPED, OR BY USE OF PORTABLE EQUIPMENT. B. ANY PERSON OPERATING AN AIRBORNE AIRCRAFT UNDER VFR WITHIN OR TRANSITING THE DC SFRA/FRZ WHO IS AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO MAINTAIN RADIO CONTACT WITH ATC MUST IMMEDIATELY SQUAWK 7600 AND EXIT THE DC SFRA/FRZ BY THE MOST DIRECT LATERAL ROUTE UNLESS; 1) THE DEPARTURE POINT IS WITHIN THE SFRA AND THE DEPARTURE POINT IS CLOSER END PART 2 OF 10

FDC 0/8326 ZDC PART 3 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, EFFECTIVE THAN THE SFRA BOUNDARY, THE PILOT MAY RETURN TO THE DEPARTURE POINT BY THE MOST DIRECT ROUTE. 2) IF THE DEPARTURE POINT IS WITHIN THE FRZ AND THE AIRCRAFT IS WITHIN 5 NM OF THE DEPARTURE POINT, THE PILOT MAY RETURN TO THE DEPARTURE POINT BY THE MOST DIRECT ROUTE. OTHERWISE, THE PILOT MUST EXIT THE FRZ VIA THE MOST DIRECT ROUTE. C. ANY PERSON OPERATING AN AIRBORNE AIRCRAFT UNDER INSTRUMENT FLIGHT RULES (IFR) WITHIN OR TRANSITING THE DC SFRA/FRZ WHO IS AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO MAINTAIN RADIO CONTACT WITH ATC MUST CONTINUE THE FLIGHT VIA THE TWO-WAY RADIO COMMUNICATIONS FAILURE PROCEDURES FOUND IN THE FAA AERONAUTICAL INFORMATION MANUAL (AIM) OR APPLICABLE FEDERAL AVIATION REGULATIONS (FAR). D. AIRCRAFT DEPARTING AIRPORTS WITHIN THE SFRA WITH LIMITED TWO-WAY RADIO COMMUNICATIONS MUST ESTABLISH TWO-WAY COMMUNICATIONS AS SOON AS FEASIBLE, NORMALLY WITHIN 2NM OF THE DEPARTURE POINT. E. PATTERN WORK OPERATIONS AT NON-CONTROLLED TOWER AIRPORTS WITHIN THE SFRA (BUT NOT WITHIN THE DC FRZ) MUST BE CONDUCTED IN ACCORDANCE WITH 14 CFR SECTION 93.339 (C) AND THE PROCEDURES SPECIFIED IN THE MOST CURRENT POTOMAC TRACON LETTER TO AIRMEN ON THE SUBJECT. THE LETTER CAN BE FOUND AT: END PART 3 OF 10

FDC 0/8326 ZDC PART 4 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, EFFECTIVE [HTTP://WWW.FAA.GOV/ABOUT/OFFICE_ORG/HEADQUARTERS_OFFICES/ATO/TRACON/PCT/](http://www.faa.gov/about/office_org/headquarters_offices/ato/tracon/pct/) 4. ADDITIONS TO OPERATING IN THE DC FRZ 14 CFR SECTION 93.341. ALL OPERATIONS ARE PROHIBITED WITHIN THE FRZ (INCLUDING TRANSIT) UNLESS OUTLINED BELOW: A. THE FOLLOWING OPERATIONS ARE NOT AUTHORIZED WITHIN THE DC FRZ: FLIGHT TRAINING, AEROBATIC FLIGHT, PRACTICE INSTRUMENT APPROACHES, GLIDER OPERATIONS, PARACHUTE OPERATIONS, ULTRA LIGHT, HANG GLIDING, BALLOON OPERATIONS, TETHERED BALLOONS, AGRICULTURE/CROP DUSTING, ANIMAL POPULATION CONTROL FLIGHT OPERATIONS, BANNER TOWING OPERATIONS, MAINTENANCE TEST FLIGHTS, MODEL AIRCRAFT OPERATIONS, MODEL ROCKETRY, FLOAT PLANE OPERATIONS, UNMANNED AIRCRAFT SYSTEMS (UAS) AND AIRCRAFT/HELICOPTERS OPERATING FROM A SHIP OR PRIVATE/CORPORATE YACHT. B. IT IS HIGHLY RECOMMENDED THAT A PILOT CONTINUOUSLY MONITOR VHF FREQUENCY 121.5 OR UHF FREQUENCY 243.0 FOR EMERGENCY INSTRUCTIONS WHEN OPERATING AN AIRCRAFT IN THE DC FRZ, EITHER IN AN AIRCRAFT THAT IS SUITABLY EQUIPPED, OR BY USE OF PORTABLE EQUIPMENT. C. ALL AIR AMBULANCE FLIGHTS MUST OBTAIN AND COMPLY WITH AN FAA/TSA WAIVER FOR OPERATIONS WITHIN THE FRZ. D. ALL END PART 4 OF 10

FDC 0/8326 ZDC PART 5 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, EFFECTIVE U.S. STATE AND LOCAL LAW ENFORCEMENT AIRCRAFT MUST OBTAIN AND COMPLY WITH AN FAA/TSA WAIVER FOR OPERATIONS WITHIN THE FRZ. E. DOD OPERATORS CONDUCTING VFR, ROTARY WING FLIGHTS WITHIN THE FRZ MUST CONTACT THE NCRCC AT 866-598-9525 PRIOR TO ENTERING THE FRZ. F. APPROVED DOD, LAW ENFORCEMENT, AND LIFEGUARD/AIR AMBULANCE OPERATORS MAY CONDUCT TRAINING/MAINTENANCE FLIGHTS WITHIN THE DC FRZ WITH PRIOR APPROVAL AND COORDINATION WITH THE TSA NCRCC AT 866-598-9520. THESE OPERATIONS ARE TO BE KEPT TO A MINIMUM CONSISTENT WITH FLIGHT SAFETY AND PILOT PROFICIENCY. G. THE FAA OFFICE OF SYSTEM OPERATIONS SECURITY MAY EXEMPT OPERATORS FROM RESTRICTIONS BASED ON SAFETY, CRITICALITY AND TIMELINESS OF THE MISSION REQUIREMENTS BEING PERFORMED. 5. ADDITIONS TO OPERATING IN THE DC FRZ 14 CFR SECTION 93.341, OPERATIONS AT RONALD REAGAN WASHINGTON NATIONAL AIRPORT (DCA): A. PART 121 AND 129 REGULARLY SCHEDULED AIR CARRIER FLIGHTS WITH TSA APPROVED AIRCRAFT OPERATOR STANDARD SECURITY PROGRAM, FULL ALL CARGO AIRCRAFT OPERATOR STANDARD SECURITY PROGRAM OR MODEL SECURITY PROGRAM (MSP) AND HAVE SPECIFIC AUTHORIZATION FROM THE DEPARTMENT OF TRANSPORTATION (DOT), MAY LAND AND DEPART RONALD REAGAN WASHINGTON NATIONAL AIRPORT (DCA) HEREIN REFERRED TO AS DCA APPROVED CARRIERS. B. DCA APPROVED AIR CARRIERS, OPERATING UNSCHEDULED, END PART 5 OF 10

FDC 0/8326 ZDC PART 6 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, EFFECTIVE CHARTER OR ADDITIONAL SECTIONS MAY OPERATE WITHOUT A WAIVER UNDER THE FOLLOWING CONDITIONS: 1) ALL OPERATIONS MUST BE CONDUCTED IN ACCORDANCE WITH THEIR TSA AIRCRAFT OPERATORS STANDARD SECURITY PROGRAM (AOSSP) AND MUST DEPART A TSA OR EQUIVALENT SCREENED TERMINAL GATE. 2) THE TSA NCRCC MUST BE NOTIFIED BY TELEPHONE AT LEAST ONE HOUR PRIOR TO DEPARTURE AT 866-598-9520. 3) UNSCHEDULED OPERATIONS AT DCA REQUIRE A SLOT RESERVATION PER 14 CFR PART 93, SUBPART K. ADDITIONAL INFORMATION MAY BE OBTAINED IN ADVISORY CIRCULAR (AC) 93-1. C. ALL OTHER FLIGHTS MUST OBTAIN AN FAA/TSA WAIVER OR DCA ACCESS STANDARD SECURITY PROGRAM (DASP) SECURITY AUTHORIZATION. ELIGIBLE OPERATIONS FOR A FAA/TSA WAIVER ARE LIMITED TO: U.S. GOVERNMENT OPERATIONS (GOV), ELECTED OFFICIALS (ELO), SPECIAL OPERATIONS (SPO), DOD, LAW ENFORCEMENT, AIR AMBULANCE FLIGHTS OR TSA AIRCRAFT OPERATORS STANDARD SECURITY PROGRAM (AOSSP). UNSCHEDULED OPERATIONS AT DCA REQUIRE A SLOT RESERVATION PER 14 CFR PART 93, SUBPART K. ADDITIONAL INFORMATION MAY BE OBTAINED IN ADVISORY CIRCULAR (AC) 93-1. D. DOD AND FEDERALLY OWNED AND OPERATED AIRCRAFT ON AN OPERATIONAL MISSION, WITH PRIOR FAA

APPROVAL, MAY LAND AND DEPART DCA WITHOUT A WAIVER. APPROVAL FROM THE FAA NCRCC MUST BE OBTAINED AT LEAST ONE HOUR PRIOR TO DEPARTURE VIA TELEPHONE AT END PART 6 OF 10

FDC 0/8326 ZDC PART 7 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, EFFECTIVE 866-598-9522. D. DOD AND FEDERALLY OWNED AND OPERATED AIRCRAFT ON A TRAINING OR FERRY FLIGHT MAY NOT LAND OR DEPART DCA UNLESS THE OPERATOR HAS APPLIED AND RECEIVED AN FAA/TSA WAIVER. E. FOREIGN STATE OR DIPLOMATIC AIRCRAFT ARE NOT AUTHORIZED TO LAND OR DEPART AT DCA. 6. ADDITIONS TO OPERATING IN THE DC FRZ 14 CFR SECTION 93.341, OPERATIONS AT ANDREWS AFB (ADW) AND DAVISON ARMY AIRFIELD (DAA): A. DOD OWNED AND OPERATED AIRCRAFT MAY OPERATE AT ADW OR DAA WITHOUT AN FAA/TSA WAIVER AND ARE RESPONSIBLE FOR THE SECURITY OF THEIR AIRCRAFT, CREW AND PASSENGERS. B. FEDERALLY OWNED AND OPERATED AIRCRAFT MAY OPERATE AT ADW OR DAA WITHOUT AN FAA/TSA WAIVER. THESE APPROVED GOVERNMENT OPERATORS ARE RESPONSIBLE FOR THE SECURITY OF THEIR AIRCRAFT, CREW AND PASSENGERS AND ARE REQUIRED TO NOTIFY THE FAA NCRCC ONE HOUR PRIOR TO DEPARTURE AT 866-598-9522. C. DCA APPROVED CARRIERS, OPERATING UNSCHEDULED OR CHARTER FLIGHTS INTO ADW OR DAA, IN SUPPORT OF U.S. GOVERNMENT OPERATIONS MAY OPERATE WITHOUT A WAIVER UNDER THE FOLLOWING CONDITIONS: 1) ALL OPERATIONS MUST BE CONDUCTED IN ACCORDANCE WITH THEIR TSA AIRCRAFT OPERATORS STANDARD SECURITY PROGRAM (AOSSP), INCLUDING DEPARTING FROM A TSA OR EQUIVALENT SCREENED TERMINAL. 2) NOTIFICATION TO THE TSA NCRCC VIA TELEPHONE AT 866-598-9520 IS REQUIRED AT LEAST ONE HOUR PRIOR TO END PART 7 OF 10

FDC 0/8326 ZDC PART 8 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, EFFECTIVE DEPARTURE. D. AN FAA/TSA WAIVER IS REQUIRED FOR ALL STATE, LOCAL GOVERNMENT AIRCRAFT, DOD CONTRACT (INCLUDING CONTRACT AIRCRAFT USING MILITARY CALL SIGNS), ON DEMAND PASSENGER OR CARGO OPERATIONS INCLUDING ALL PART 121, 125, 129, 135 FLIGHTS LANDING AND DEPARTING ADW OR DAA NOT LISTED AS A DCA APPROVED CARRIER. NOTIFICATION TO THE TSA NCRCC VIA TELEPHONE AT 866-598-9520 IS REQUIRED AT LEAST ONE HOUR BEFORE DEPARTURE. E. 14 CFR SECTION 93.341 (C)(4) STATES THAT PRIOR PERMISSION MAY BE REQUIRED TO LAND OR DEPART ANDREWS AIR FORCE BASE, MD (ADW) OR DAVISON ARMY AIRFIELD (DAA). A PRIOR PERMISSION REQUIRED (PPR) APPROVAL DOES NOT AUTHORIZE ENTRY INTO THE FRZ OR SUPERSEDE THE REQUIREMENTS OF THIS NOTAM. F. FOREIGN OPERATED MILITARY OR FOREIGN STATE AIRCRAFT OPERATIONS WITH A U.S. STATE DEPARTMENT DIPLOMATIC CLEARANCE, AND A PPR, MAY LAND AND DEPART ONLY AT ADW WITHIN THE DC FRZ. DAA IS NOT AUTHORIZED FOR ARRIVAL OR DEPARTURE OF FOREIGN DIPLOMATIC FLIGHTS. 7. IN SUBPART V, 14 CFR SECTION 93.343 (A)(2) A DC SFRA FLIGHT PLAN WILL NOT FULFILL THE REQUIREMENTS OF A DC FRZ FLIGHT PLAN. 8. RESOURCES: A. THE CODE OF FEDERAL REGULATIONS CAN BE FOUND ON THE GOVERNMENT PRINTING OFFICE WEBSITE AT A. [HTTP://WWW.GPOACCESS.GOV/CFR/INDEX.HTML](http://www.gpoaccess.gov/cfr/index.html). B. DIRECT ANY PILOT PROCEDURAL QUESTIONS ON THE DC SFRA OR FRZ TO FAA SYSTEM OPERATIONS END PART 8 OF 10

FDC 0/8326 ZDC PART 9 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, EFFECTIVE SECURITY AT 9-AWA-ATS-NCRCC@FAA.GOV. C. FOR THOSE WAIVERS AND SECTIONS THAT REQUIRE NOTIFICATION TO THE TSA NCRCC CALL 866-598-9520. D. FOR THOSE SECTIONS THAT REQUIRE NOTIFICATION TO THE FAA NCRCC CALL 866-598-9522. E. THE LATEST POTOMAC TRACON LETTER TO AIRMEN CAN BE FOUND AT: [HTTP://WWW.FAA.GOV/ABOUT/OFFICE_ORG/HEADQUARTERS_OFFICES/ATO/TRACON/PCT/](http://www.faa.gov/about/office_org/headquarters_offices/ato/tracon/ptcf) F. 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 CONTACTING 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). G. AFTER NORMAL BUSINESS HOURS, FOR END PART 9 OF 10

FDC 0/8326 ZDC PART 10 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, EFFECTIVE EMERGENCY OR SHORT NOTICE REQUESTS, CONTACT TSA NCRCC AT 866-598-9520. H. FOR OPERATIONS IN THE DC FRZ PILOTS WITH A WAIVER OR CONFIDENTIAL PILOT IDENTIFICATION CODE, MUST CALL FLIGHT SERVICE AT 866-225-7410 TO FILE A DC FRZ FLIGHT PLAN. I. INFORMATION ON U.S. DIPLOMATIC CLEARANCE AND LANDING AUTHORIZATION PROCEDURES CAN BE FOUND AT [HTTP://USEG.ORG/USEG.HTML](http://useg.org/useg.html). 9. IT IS STRONGLY RECOMMENDED THAT ALL PILOTS FLYING UNDER VISUAL FLIGHT RULES (VFR) WITHIN 100 NM OF THE DCA VOR/DME COMPLETE SPECIAL AWARENESS TRAINING FOR THE WASHINGTON DC METROPOLITAN AREA, THIS TRAINING IS MANDATORY FOR ALL PILOTS THAT FLY UNDER VFR WITHIN 60 NM OF THE DCA VOR/DME (14 CFR PARTS 61 AND 91, EFFECTIVE FEBRUARY 9, 2009). THIS TRAINING IS AVAILABLE IN THE AVIATION LEARNING CENTER AT [HTTP://WWW.FAASAFETY.GOV](http://www.faa.gov). END PART 10 OF 10

FDC 0/6499 FDC PART 1 OF 3 SPECIAL NOTICE ... THIS NOTICE IS THE DEFINITIONS FOR FDC SPECIAL NOTICE NOTAMS 0/6432 AND 0/6433 SEPARATE SPECIAL NOTICES FOR INTERNATIONAL AIRCRAFT THAT OPERATE TO OR FROM OR WITHIN OR TRANSIT TERRITORIAL AIRSPACE OF THE UNITED STATES (U.S.). EFFECTIVE

1009010001 UTC UNTIL FURTHER NOTICE. 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. 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. END PART 1 OF 3

FDC 0/6499 FDC PART 2 OF 3 SPECIAL NOTICE ... 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 TERRITORIAL AIRSPACE OF THE U.S. ENROUTE TO A LOCATION INSIDE THE U.S., ITS TERRITORIES OR POSSESSIONS. NOTE 1: AIRCRAFT CONDUCTING TEST OPERATIONS THAT DEPART AND RETURN TO US AIRPORTS, WITHOUT ANY INTERMEDIATE STOPS, ARE CONSIDERED AIRCRAFT OPERATING WITHIN US TERRITORIAL AIRSPACE. NOTE 2: AIRCRAFT OPERATIONS THAT DEPART U.S. AIRPORTS AND TRANSIT CANADIAN, MEXICAN, OR INTERNATIONAL AIRSPACE ENROUTE TO ANOTHER U.S. AIRPORT, WITHOUT ANY INTERMEDIATE STOPS OUTSIDE OF THE UNITED STATES, ARE CONSIDERED AIRCRAFT OPERATING WITHIN US TERRITORIAL AIRSPACE. E. FEDERAL AVIATION ADMINISTRATION (FAA)/TRANSPORTATION SECURITY ADMINISTRATION (TSA) AIRSPACE WAIVER MEANS 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 WAIVER. F. STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRIES ARE CUBA, END PART 2 OF 3

FDC 0/6499 FDC PART 3 OF 3 SPECIAL NOTICE ... IRAN, NORTH KOREA, THE PEOPLES REPUBLIC OF CHINA, RUSSIA, SUDAN, AND SYRIA. G. COMMERCIAL AIRCRAFT. A COMMERCIAL AIRCRAFT IS ANY AIRCRAFT TRANSPORTING PASSENGERS AND/OR CARGO FOR SOME PAYMENT OR OTHER CONSIDERATION, INCLUDING MONEY OR SERVICES RENDERED. END PART 3 OF 3

FDC 0/6433 FDC 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 100901 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 NOTAMS 9/2786 AND 9/2788. 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. IN ADDITION, AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT MORE THAN 100,309 POUNDS (45,500 KGS), ARE NOT AUTHORIZED TO ENTER UNITED STATES (U.S.) TERRITORIAL AIRSPACE ENROUTE TO PLANNED ALTERNATES END PART 1 OF 8

FDC 0/6433 FDC PART 2 OF 8 ...SPECIAL NOTICE... UNLESS THE OPERATOR MEETS THE REQUIREMENTS LISTED IN THIS NOTICE PRIOR TO LISTING U.S. AIRPORTS AS ALTERNATE LANDING AIRPORTS IN THE AIRCRAFT FLIGHT PLAN. 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 REAGAN AIRPORT (DCA) IS NOT AUTHORIZED FOR ARRIVAL OR DEPARTURE OF FOREIGN DIPLOMATIC FLIGHTS. B. AIRCRAFT REGISTERED IN THE UNITED STATES ARE AUTHORIZED TO OPERATE WITHIN THE TERRITORIAL AIRSPACE OF THE U.S. IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS. AIRCRAFT REGISTERED IN THE UNITED STATES ARE ALSO AUTHORIZED TO OPERATE VFR IN AIRPORT TRAFFIC PATTERN AREAS OF UNITED STATES AIRPORTS NEAR THE UNITED STATES BORDER. HOWEVER, IF THE AIRCRAFT DEPARTS THE AIRPORT VFR PATTERN AT ANY TIME AND TRANSITS CANADIAN, MEXICAN, OR INTERNATIONAL AIRSPACE ENROUTE TO ANOTHER AIRPORT, THE REQUIREMENTS OF PARAGRAPHS E. AND F. APPLY. C. U.S. MILITARY, AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, RESCUE RECOVERY, AND EMERGENCY EVACUATION AIRCRAFT ENGAGED IN OPERATIONS WITHIN 50 NM OF THE BORDER ARE AUTHORIZED ONLY WITH AN END PART 2 OF 8

FDC 0/6433 FDC PART 3 OF 8 ...SPECIAL NOTICE... ATC-ASSIGNED DISCRETE BEACON CODE. THIS REQUIREMENT IS APPLICABLE IF CONDUCTING OPERATIONS THAT EXIT AND REENTER OR CROSS IN AND OUT OF TERRITORIAL AIRSPACE OF THE UNITED STATES. D. CANADIAN AND MEXICAN AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, RESCUE RECOVERY, AND EMERGENCY EVACUATION AIRCRAFT ENGAGED IN OPERATIONS WITHIN 50 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 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 CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE; 3. MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC; 4. COMPLY WITH ALL U.S. CUSTOMS REQUIREMENTS INCLUDING ADVANCE PASSENGER INFORMATION SYSTEM (APIS) REQUIREMENTS IN 19 CFR PART 122 F. U.S REGISTERED AIRCRAFT ARE AUTHORIZED TO TRANSIT TERRITORIAL AIRSPACE OF THE U.S. IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 4: 1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN (DVFR INCLUDED); END PART 3 OF 8

FDC 0/6433 FDC PART 4 OF 8 ...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. ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR ARE OPERATING WITH AN FAA/TSA AIRSPACE WAIVER G. FOREIGN REGISTERED AIRCRAFT OPERATING TO OR FROM THE TERRITORIAL AIRSPACE OF THE U.S. NOT SPECIFICALLY AUTHORIZED IN PARAGRAPHS A-F OF THIS PART, ARE AUTHORIZED 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 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 INCLUDING APIS REQUIREMENTS IN 19 CFR PART 122; 5. ARE ALSO IN RECEIPT OF AN FAA ROUTING AUTHORIZATION IF THE AIRCRAFT IS REGISTERED IN A STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRY OR IS OPERATING WITH THE ICAO THREE LETTER DESIGNATOR OF A COMPANY IN A COUNTRY LISTED AS A STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRY END PART 4 OF 8

FDC 0/6433 FDC PART 5 OF 8 ...SPECIAL NOTICE... H. FOREIGN REGISTERED AIRCRAFT TRANSITING OR OPERATING WITHIN THE TERRITORIAL AIRSPACE OF THE U.S. NOT SPECIFICALLY AUTHORIZED IN PARAGRAPHS A-G OF THIS PART, ARE AUTHORIZED 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 CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE; 3. MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC; 4. FOREIGN REGISTERED AIRCRAFT ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR ARE OPERATING WITH AN FAA/TSA AIRSPACE WAIVER; 5. ARE ALSO IN RECEIPT OF AN FAA ROUTING AUTHORIZATION IF THE AIRCRAFT IS REGISTERED IN A STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRY OR IS OPERATING WITH THE ICAO THREE LETTER DESIGNATOR OF A COMPANY IN A COUNTRY LISTED AS A STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRY PART II. FAA/TSA AIRSPACE WAIVERS, TSA AVIATION SECURITY PROGRAMS, FAA ROUTING AUTHORIZATIONS, APIS, AND STATE DIPLOMATIC CLEARANCES A. FAA/TSA AIRSPACE WAIVERS 1. OPERATORS MAY SUBMIT REQUESTS FOR FAA/TSA AIRSPACE WAIVERS AT END PART 5 OF 8

FDC 0/6433 FDC PART 6 OF 8 ...SPECIAL NOTICE... [HTTPS://WAIVER.C3.FAA.GOV](https://waiver.c3.faa.gov). (CASE SENSITIVE-USE LOWER CASE ONLY) BY SELECTING INTERNATIONAL AS THE WAIVER TYPE. 2. INFORMATION 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. 4. ALL EXISTING FAA/TSA WAIVERS UNDER FDC NOTAM 9/2786 REMAIN VALID FOR THE SPECIFIED END DATE IN WAIVER. HOWEVER, OPERATIONS TO AND FROM THE UNITED STATES MUST ALSO COMPLY WITH ALL U.S. CUSTOMS REQUIREMENTS INCLUDING ADVANCE PASSENGER INFORMATION SYSTEM (APIS) REQUIREMENTS IN 19 CFR PART 122 B. TSA AVIATION SECURITY PROGRAMS 1. INFORMATION REGARDING TSA AVIATION SECURITY PROGRAMS FOR GENERAL AVIATION CAN IS AVAILIABLE AT: END PART 6 OF 8

FDC 0/6433 FDC PART 7 OF 8 ...SPECIAL NOTICE... [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 COUNTRY AT: [HTTP://WWW.FAA.GOV/AIRPORTS_AIRTRAFFIC/AIR_TRAFFIC/PUBLICATIONS/IFIM/US_RESTRICTIONS/\(CASE SENSITIVE-USE LOWER CASE ONLY\)](http://www.faa.gov/airports_airtraffic/air_traffic/publications/ifim/us_restrictions/(case_sensitive-use_lower_case_only)) OR BY CONTACTING THE FAA AT 202-267-8115. D. U.S. CUSTOMS AND BORDER PROTECTION ADVANCE PASSENGER INFORMATION SYSTEM (APIS) REQUIREMENTS ARE AVAILABLE AT: [HTTP://WWW.CBP.GOV](http://www.cbp.gov) E. STATE DEPARTMENT DIPLOMATIC CLEARANCE INFORMATION APPLICABLE TO END PART 7 OF 8

FDC 0/6433 FDC PART 8 OF 8 ...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. D. SEPARATE SPECIAL NOTICE NOTAM ISSUED FOR DEFINITIONS. END PART 8 OF 8

FDC 0/6432 FDC PART 1 OF 11 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 1009010001 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 NOTAMS 9/2786 AND 9/2788. 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. IN ADDITION, AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS (45,500 KGS) OR LESS, ARE NOT AUTHORIZED TO ENTER UNITED STATES (U.S.) TERRITORIAL AIRSPACE ENROUTE TO PLANNED ALTERNATES END PART 1 OF 11

FDC 0/6432 FDC PART 2 OF 11 SPECIAL NOTICE ... UNLESS THE OPERATOR MEETS THE REQUIREMENTS LISTED IN THIS NOTICE PRIOR TO LISTING U.S. AIRPORTS AS ALTERNATE LANDING AIRPORTS IN THE AIRCRAFT FLIGHT PLAN. 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 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. AIRCRAFT REGISTERED IN THESE COUNTRIES ARE ALSO AUTHORIZED TO OPERATE VFR IN AIRPORT TRAFFIC PATTERN AREAS OF UNITED STATES AIRPORTS NEAR THE UNITED STATES BORDER. HOWEVER, IF THE AIRCRAFT DEPARTS THE AIRPORT VFR PATTERN AT ANY TIME AND TRANSITS CANADIAN, MEXICAN, OR INTERNATIONAL AIRSPACE ENROUTE TO ANOTHER AIRPORT, THE REQUIREMENTS OF PARAGRAPHS F. THROUGH J. APPLY. C. U.S. MILITARY, AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, END PART 2 OF 11

FDC 0/6432 FDC PART 3 OF 11 SPECIAL NOTICE ... RESCUE RECOVERY, AND EMERGENCY EVACUATION AIRCRAFT ENGAGED IN OPERATIONS WITHIN 50 NM OF THE BORDER ARE AUTHORIZED ONLY WITH AN ATC-ASSIGNED DISCRETE BEACON CODE. THIS REQUIREMENT IS APPLICABLE IF CONDUCTING OPERATIONS THAT EXIT AND REENTER OR CROSS IN AND OUT OF TERRITORIAL AIRSPACE OF THE UNITED STATES. D. CANADIAN AND MEXICAN AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, RESCUE RECOVERY, AND EMERGENCY EVACUATION AIRCRAFT ENGAGED IN OPERATIONS WITHIN 50 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; 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; END PART 3 OF 11

FDC 0/6432 FDC PART 4 OF 11 SPECIAL NOTICE ... 6. MAINTENANCE FLIGHT IS INCLUDED IN THE REMARKS SECTION OF THE FLIGHT PLAN. F. AIRCRAFT REGISTERED IN THE UNITED STATES ARE AUTHORIZED TO OPERATE TO OR FROM THE TERRITORIAL AIRSPACE OF THE U.S., IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 4: 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 INCLUDING ADVANCE PASSENGER INFORMATION SYSTEM (APIS) REQUIREMENTS IN 19 CFR PART 122. G. AIRCRAFT REGISTERED IN THE UNITED STATES ARE AUTHORIZED TO TRANSIT THE TERRITORIAL AIRSPACE OF THE U.S., IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 3: 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. H. AIRCRAFT REGISTERED IN MEXICO, CANADA, BAHAMAS, BERMUDA, CAYMAN END PART 4 OF 11

FDC 0/6432 FDC PART 5 OF 11 SPECIAL NOTICE ... ISLANDS, AND BRITISH VIRGIN ISLANDS ARE AUTHORIZED TO TRANSIT THE TERRITORIAL AIRSPACE OF THE U.S., IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 3: 1. FILE AND ARE ON AN ACTIVE DIRECT FLIGHT PLAN (DVFR INCLUDED) THAT ENTERS U.S. TERRITORIAL AIRSPACE DIRECTLY FROM ANY OF THE COUNTRIES 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 L 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. I. 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 THE U.S. TERRITORIAL AIRSPACE IN ALASKA, IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 4: 1. ENTER AND EXIT ALASKAN AIRSPACE BETWEEN CANADA AND ALASKA NORTH OF THE FIFTY-FOURTH PARALLEL; 2. FILE AND ARE ON AN ACTIVE FLIGHT PLAN; END PART 5 OF 11

FDC 0/6432 FDC PART 6 OF 11 SPECIAL NOTICE ... 3. SQUAWK 1200 IF VFR AND EQUIPPED WITH A TRANSPONDER; 4. COMPLY WITH ALL U.S. CUSTOMS AND BORDER PROTECTION REQUIREMENTS INCLUDING APIS REQUIREMENTS IN 19 CFR PART 122. J. 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 TRANSIT THE U.S. TERRITORIAL AIRSPACE IN ALASKA, IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 3: 1. ENTER AND EXIT ALASKAN AIRSPACE BETWEEN CANADA AND ALASKA NORTH OF THE FIFTY-FOURTH PARALLEL; 2. FILE AND ARE ON AN ACTIVE FLIGHT PLAN; 3. SQUAWK 1200 IF VFR AND EQUIPPED WITH A TRANSPONDER; K. FOREIGN REGISTERED AIRCRAFT OPERATING TO OR FROM THE TERRITORIAL AIRSPACE OF THE U.S. NOT SPECIFICALLY AUTHORIZED IN PARAGRAPHS A-J OF THIS PART, ARE AUTHORIZED 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 CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE; 3. MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC; END PART 6 OF 11

FDC 0/6432 FDC PART 7 OF 11 SPECIAL NOTICE ... 4. COMPLY WITH ALL U.S. CUSTOMS AND BORDER PROTECTION REQUIREMENTS INCLUDING APIS REQUIREMENTS IN 19 CFR PART 122; 5. ARE ALSO IN RECEIPT OF AN FAA ROUTING AUTHORIZATION IF THE AIRCRAFT IS REGISTERED IN A STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRY OR IS OPERATING WITH THE ICAO THREE LETTER DESIGNATOR OF A COMPANY IN A COUNTRY LISTED AS A STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRY L. FOREIGN REGISTERED AIRCRAFT TRANSITING OR OPERATING WITHIN THE TERRITORIAL AIRSPACE OF THE U.S. NOT SPECIFICALLY AUTHORIZED IN PARAGRAPHS A-K OF THIS PART, ARE AUTHORIZED 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 CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE; 3. MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC; 4. FOREIGN REGISTERED AIRCRAFT ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR ARE OPERATING WITH AN FAA/TSA AIRSPACE WAIVER; 5. ARE ALSO

IN RECEIPT OF AN FAA ROUTING AUTHORIZATION IF THE AIRCRAFT IS REGISTERED IN A STATE DEPARTMENT DESIGNATED SPECIAL END PART 7 OF 11

FDC 0/6432 FDC PART 8 OF 11 SPECIAL NOTICE ... INTEREST COUNTRY OR IS OPERATING WITH THE ICAO THREE LETTER DESIGNATOR OF A COMPANY IN A COUNTRY LISTED AS A STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRY PART II. FAA/TSA AIRSPACE WAIVERS, TSA AVIATION SECURITY PROGRAMS, FAA ROUTING AUTHORIZATIONS, APIS, AND STATE DIPLOMATIC CLEARANCES A. FAA/TSA AIRSPACE WAIVERS 1. OPERATORS MAY SUBMIT REQUESTS FOR FAA/TSA AIRSPACE WAIVERS AT [HTTPS://WAIVER.C3.FAA.GOV](https://waiver.c3.faa.gov). (CASE SENSITIVE-USE LOWER CASE ONLY) BY SELECTING INTERNATIONAL AS THE WAIVER TYPE. 2. INFORMATION 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. 4. ALL EXISTING FAA/TSA WAIVERS UNDER FDC NOTAM 9/2788 REMAIN VALID END PART 8 OF 11

FDC 0/6432 FDC PART 9 OF 11 SPECIAL NOTICE ... FOR THE SPECIFIED END DATE IN WAIVER. HOWEVER, OPERATIONS TO AND FROM THE UNITED STATES MUST ALSO COMPLY WITH ALL U.S. CUSTOMS REQUIREMENTS INCLUDING ADVANCE PASSENGER INFORMATION SYSTEM (APIS) REQUIREMENTS IN 19 CFR PART 122 B. TSA AVIATION SECURITY PROGRAMS 1. INFORMATION REGARDING TSA AVIATION SECURITY PROGRAMS FOR GENERAL AVIATION OPERATIONS IS AVAILABLE 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. U.S. CUSTOMS AND BORDER PROTECTION ADVANCE PASSENGER INFORMATION SYSTEM (APIS) REQUIREMENTS ARE AVAILABLE AT [HTTP://WWW.CBP.GOV](http://www.cbp.gov) END PART 9 OF 11

FDC 0/6432 FDC PART 10 OF 11 SPECIAL NOTICE ... E. 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 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. END PART 10 OF 11

FDC 0/6432 FDC PART 11 OF 11 SPECIAL NOTICE ... D. SEPARATE SPECIAL NOTICE NOTAM ISSUED FOR DEFINITIONS. END PART 11 OF 11

FDC 9/5151 FDC 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

FDC 9/5151 FDC 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

FDC 9/5145 ZLA PART 1 OF 2 CA.. FLIGHT RESTRICTIONS. DISNEYLAND THEME PARK, ANAHEIM, CA, FEBRUARY 17, 2009 LOCAL. THIS NOTAM REPLACES NOTAM 3/2123 DUE TO THE WAIVER WEBSITE CHANGE AND LANGUAGE CLARIFICATION. THIS NOTAM COMPLIES 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 TITLE 14 CFR SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS, ALL AIRCRAFT FLIGHT OPERATIONS ARE PROHIBITED WITHIN A 3 NMR OF 334805N/1175517W OR THE SLI066006.8 UP TO AND INCLUDING 3000 FT AGL EFFECTIVE 0902170801 UTC (0001 LOCAL 02/17/09) UNTIL FURTHER NOTICE. 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. FLIGHTS CONDUCTED FOR OPERATIONAL PURPOSES OF ANY DISNEY END PART 1 OF 2

FDC 9/5145 ZLA PART 2 OF 2 CA.. FLIGHT RESTRICTIONS. DISNEYLAND THEME PARK, EVENT AND VENUE ARE AUTHORIZED WITH AN APPROVED WAIVER. ALL PREVIOUSLY ISSUED WAIVERS TO FDC NOTAM 3/2123 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

FDC 9/4985 ZJX PART 1 OF 2 FL.. FLIGHT RESTRICTIONS. DISNEY WORLD THEME PARK, ORLANDO, FL, FEBRUARY 17, 2009 LOCAL. THIS NOTAM REPLACES NOTAM 3/2122 DUE TO THE WAIVER WEBSITE CHANGE AND LANGUAGE CLARIFICATION. THIS NOTAM COMPLIES 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 TITLE 14 CFR SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS, ALL AIRCRAFT FLIGHT OPERATIONS ARE PROHIBITED WITHIN A 3 NMR OF 282445N/0813420W OR THE ORL238014.8 UP TO AND INCLUDING 3000 FT AGL. EFFECTIVE 0902170501 UTC (0001 LOCAL 02/17/09) UNTIL FURTHER NOTICE. 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. FLIGHTS CONDUCTED FOR OPERATIONAL PURPOSES OF ANY DISNEY EVENT AND VENUE ARE AUTHORIZED WITH AN APPROVED WAIVER. ALL END PART 1 OF 2

FDC 9/4985 ZJX PART 2 OF 2 FL.. FLIGHT RESTRICTIONS. DISNEY WORLD THEME PARK, PREVIOUSLY ISSUED WAIVERS TO FDC NOTAM 3/2122 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

FDC 8/5631 FDC 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.

FDC 8/2435 FDC ... 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.

FDC 8/0880 FDC .. SPECIAL NOTICE .. AFGHANISTAN EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE. AFGHANISTAN ADVISORY: POTENTIALLY HAZARDOUS SITUATION. ATTENTION: OPERATORS WITHIN THE TERRITORY AND AIRSPACE OF AFGHANISTAN ARE ADVISED THAT INSURGENT ACTIVITY AND COALITION MILITARY OPERATIONS CONTINUE IN VARIOUS PARTS OF THE COUNTRY. OPERATORS ARE ADVISED TO BE CAUTIOUS AND ALERT, ESPECIALLY WHEN OPERATING BELOW 24,000 FEET AGL. BE PREPARED TO USE APPROPRIATE PROCEDURES IN RESPONSE TO ATTACKS AFFECTING AIR OPERATIONS, INCLUDING BUT NOT LIMITED TO GROUND FIRE AGAINST FLIGHTS BELOW 24,000 FEET AGL AND ATTACKS ON AIRPORTS IN AFGHANISTAN. ALSO, BE PREPARED TO USE APPROPRIATE PROCEDURES IN RESPONSE TO POTENTIAL HAZARDS POSED BY COALITION MILITARY OPERATIONS, INCLUDING FLIGHTS AT ALL ALTITUDES.

FDC 7/2992 FDC ...SPECIAL NOTICE... THE IRANIAN GOVERNMENT HAS ISSUED NOTAMS SPECIFIC TO RESTRICTED AREAS TO INCREASE THE RADIUS OF THE RESTRICTED AIRSPACE, CLOSE AIR CORRIDORS AND OPEN TEMPORARY AIR CORRIDORS TO MOVE CIVIL AIR TRAFFIC AWAY FROM THESE AREAS. DESPITE THESE SAFETY PRECAUTIONS, IRANIAN MILITARY ELEMENTS HAVE BEEN KNOWN TO FIRE AT CIVIL AIRCRAFT OPERATING NEAR OR ADJACENT TO RESTRICTED AREAS. AIRMEN ARE REMINDED TO REMAIN CURRENT ON ALL NOTAMS BEFORE OPERATING AN AIRCRAFT OVER IRAN, PARTICULARLY THOSE PERTAINING TO RESTRICTED AIRSPACE REQUIREMENTS.

FDC 7/8072 FDC ..SPECIAL NOTICE.. EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE. THIS NOTICE IS TO EMPHASIZE THAT BEFORE OPERATING IN OR ADJACENT TO IRANIAN AIRSPACE ALL U.S. AIRMEN AND OPERATORS SHOULD BE FAMILIAR WITH CURRENT CONDITIONS IN THE MIDDLE EAST. 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. ANY U.S. OPERATOR PLANNING A FLIGHT THROUGH IRANIAN AIRSPACE SHOULD PLAN IN ADVANCE AND HAVE ALL CURRENT NOTAM'S AND AERONAUTICAL INFORMATION FOR ANY PLANNED FLIGHT.

FDC 7/7201 FDC PART 1 OF 3 .. SPECIAL NOTICE .. SPECIAL FEDERAL AVIATION REGULATION NO. 107 - PROHIBITION AGAINST CERTAIN FLIGHTS WITHIN THE TERRITORY AND AIRSPACE OF SOMALIA. A. APPLICABILITY. THIS SPECIAL FEDERAL AVIATION REGULATION (SFAR) NO. 107 APPLIES TO ALL U.S. AIR CARRIERS OR COMMERCIAL OPERATORS, 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, AND 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 BELOW, OR IN PARAGRAPHS C AND D OF THIS SFAR, NO PERSON DESCRIBED IN PARAGRAPH A MAY CONDUCT FLIGHT OPERATIONS WITHIN THE TERRITORY AND AIRSPACE OF SOMALIA AT OR BELOW FLIGHT LEVEL (FL) 200. (1) OVERFLIGHTS OF SOMALIA MAY BE CONDUCTED ABOVE FL200 SUBJECT TO THE APPROVAL OF, AND IN ACCORDANCE WITH THE CONDITIONS ESTABLISHED BY, THE APPROPRIATE AUTHORITIES OF SOMALIA. END PART 1 OF 3

FDC 7/7201 FDC PART 2 OF 3 .. SPECIAL NOTICE .. (2) FLIGHTS DEPARTING FROM COUNTRIES ADJACENT TO SOMALIA WHOSE CLIMB PERFORMANCE WILL NOT PERMIT OPERATION ABOVE FL200 PRIOR TO ENTERING SOMALI AIRSPACE MAY OPERATE AT ALTITUDES BELOW FL200 TO THE EXTENT NECESSARY TO PERMIT A CLIMB ABOVE FL200, SUBJECT TO THE APPROVAL OF, AND IN ACCORDANCE WITH THE CONDITIONS ESTABLISHED BY, THE APPROPRIATE AUTHORITIES OF SOMALIA. C. PERMITTED OPERATIONS. THIS SFAR DOES NOT PROHIBIT PERSONS DESCRIBED IN PARAGRAPH A FROM CONDUCTING FLIGHT OPERATIONS WITHIN THE TERRITORY AND AIRSPACE OF SOMALIA BELOW FL200 WHEN 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. 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 OR COMMERCIAL OPERATORS THAT ARE SUBJECT TO THE REQUIREMENTS OF TITLE 14 CFR PARTS 119, 121, OR 135, EACH PERSON WHO DEVIATES FROM THIS RULE MUST, WITHIN 10 DAYS OF THE DEVIATION, EXCLUDING SATURDAYS, SUNDAYS, AND FEDERAL END PART 2 OF 3

FDC 7/7201 FDC PART 3 OF 3 .. SPECIAL NOTICE .. 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 FOR IT. E. EXPIRATION. THIS SPECIAL FEDERAL AVIATION REGULATION WILL REMAIN IN EFFECT UNTIL FURTHER NOTICE. FAA FLIGHT STANDARDS 202-267-8166, IS THE POINT OF CONTACT. END PART 3 OF 3

FDC 5/4122 FDC 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

FDC 5/4122 FDC 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

FDC 4/0811 FDC ...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.

FDC 4/4386 FDC 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.

FDC 3/0778 ZZZ KENYA ADVISORY. ATTENTION U.S. OPERATORS: RECENT, CREDIBLE INFORMATION INDICATES A POTENTIAL NEAR-TERM TERRORIST ATTACK AGAINST U.S. AND WESTERN INTERESTS IN KENYA. WHILE SPECIFIC DETAILS ARE NOT AVAILABLE, ONE POSSIBLE TACTIC WOULD BE AN ATTACK USING MAN-PORTABLE AIR DEFENSE SYSTEMS (MANPADS), SUCH AS THOSE USED AGAINST AN ISRAELI AIR CARRIER DEPARTING FROM MOMBASA, KENYA ON NOVEMBER 28, 2002. THE DEPARTMENT OF STATE HAS ISSUED A TRAVEL WARNING REGARDING A POTENTIAL MANPADS THREAT.

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

Part 2.

REVISIONS TO MINIMUM ENROUTE

IFR ALTITUDES & CHANGEOVER POINTS



**REVISIONS TO IFR ALTITUDES § CHANGEOVER POINTS
AMENDMENT 502
EFFECTIVE DATE September 20, 2012**

§95.3000 LOW ALTITUDE RNAV ROUTES

§95.3310 RNAV ROUTE T310

FROM	TO	MEA	MAA
IS AMENDED TO READ IN PART			
TUCSON, AZ VORTAC	**SULLI, AZ FIX	*8000	17500
**9200 - MCA SULLI, AZ FIX , E BND			
*7200 - MOCA			

§95.6001 VICTOR ROUTES-U.S.

§95.6001 VOR FEDERAL AIRWAY V1

FROM	TO	MEA
IS AMENDED TO READ IN PART		
HARTFORD, CT VOR/DME	DVANY, CT FIX	3000
DVANY, CT FIX	GRAYM, MA FIX	*4000
*2500 - MOCA		

§95.6003 VOR FEDERAL AIRWAY V3

FROM	TO	MEA
IS AMENDED TO READ IN PART		
PALM BEACH, FL VORTAC	TREASURE, FL VORTAC	*3000
*2100 - MOCA		
TREASURE, FL VORTAC	MELBOURNE, FL VOR/DME	2000

§95.6004 VOR FEDERAL AIRWAY V4

FROM	TO	MEA
IS AMENDED TO READ IN PART		
LOUISVILLE, KY VORTAC	LEXINGTON, KY VORTAC	2800

§95.6010 VOR FEDERAL AIRWAY V10

FROM	TO	MEA
IS AMENDED TO READ IN PART		
EMPORIA, KS VORTAC	WETZL, KS FIX	*5000
*2600 - MOCA		
*3000 - GNSS MEA		
WETZL, KS FIX	NAPOLEON, MO VORTAC	3100

§95.6012 VOR FEDERAL AIRWAY V12

FROM	TO	MEA
IS AMENDED TO READ IN PART		
EMPORIA, KS VORTAC	WETZL, KS FIX	*5000
*2600 - MOCA		
*3000 - GNSS MEA		
WETZL, KS FIX	NAPOLEON, MO VORTAC	3100

§95.6026 VOR FEDERAL AIRWAY V26

FROM	TO	MEA
IS AMENDED TO READ IN PART		
CHEROKEE, WY VOR/DME	ALCOS, WY FIX	11700
ALCOS, WY FIX	MUDDY MOUNTAIN, WY VOR/DME	*10000
*9400 - MOCA		

§95.6027 VOR FEDERAL AIRWAY V27

FROM	TO	MEA
IS AMENDED TO READ IN PART		
FORTUNA, CA VORTAC	CRESCENT CITY, CA VORTAC	3000

§95.6035 VOR FEDERAL AIRWAY V35

FROM	TO	MEA
IS AMENDED TO READ IN PART		
HOLSTON MOUNTAIN, TN VORTAC	GLADE SPRING, VA VOR/DME	6700

§95.6037 VOR FEDERAL AIRWAY V37

FROM	TO	MEA
IS AMENDED TO READ IN PART		
CLARKSBURG, WV VOR/DME	TEDDS, WV FIX	*4000
*3400 - MOCA		
TEDDS, WV FIX	CETPU, PA FIX	*5000
*3400 - MOCA		
*4000 - GNSS MEA		
CETPU, PA FIX	ELLWOOD CITY, PA VORTAC	*4000
*3200 - MOCA		

§95.6051 VOR FEDERAL AIRWAY V51

FROM	TO	MEA
IS AMENDED TO READ IN PART		
*SHEDS, FL FIX	TREASURE, FL VORTAC	**2000
*3000 - MRA		
**1400 - MOCA		
TREASURE, FL VORTAC	OVIDO, FL FIX	*4000
*2800 - MOCA		

	§95.6053 VOR FEDERAL AIRWAY V53	
FROM	TO	MEA
IS AMENDED TO READ IN PART		
LEXINGTON, KY VORTAC	LOUISVILLE, KY VORTAC	2800
	§95.6054 VOR FEDERAL AIRWAY V54	
FROM	TO	MEA
IS AMENDED TO READ IN PART		
FAYETTEVILLE, NC VOR/DME *1900 - MOCA	KINSTON, NC VORTAC	*2000
	§95.6066 VOR FEDERAL AIRWAY V66	
FROM	TO	MEA
IS AMENDED TO READ IN PART		
ANIMA, NM FIX	DARCE, NM FIX	9000
	§95.6068 VOR FEDERAL AIRWAY V68	
FROM	TO	MEA
IS AMENDED TO READ IN PART		
CHISUM, NM VORTAC	HAGER, NM FIX	6000
	§95.6070 VOR FEDERAL AIRWAY V70	
FROM	TO	MEA
IS AMENDED TO READ IN PART		
WILMINGTON, NC VORTAC *1600 - MOCA *2000 - GNSS MEA	BEULA, NC FIX	*8000
	§95.6094 VOR FEDERAL AIRWAY V94	
FROM	TO	MEA
IS AMENDED TO READ IN PART		
BLYTHE, CA VORTAC *9000 - MRA	*VICKO, AZ FIX	6000
	§95.6114 VOR FEDERAL AIRWAY V114	
FROM	TO	MEA
IS AMENDED TO READ IN PART		
GREGG COUNTY, TX VORTAC *1900 - MOCA	CARTH, TX FIX	*2300
COVEX, LA FIX *1900 - MOCA	NUBOY, LA FIX	*5000
NUBOY, LA FIX	ALEXANDRIA, LA VORTAC	
	W BND	5000
	E BND	2000

§95.6121 VOR FEDERAL AIRWAY V121

FROM	TO	MEA
IS AMENDED TO READ IN PART		
ROSEBURG, OR VOR/DME	NORTH BEND, OR VORTAC	5300

§95.6133 VOR FEDERAL AIRWAY V133

FROM	TO	MEA
IS AMENDED TO READ IN PART		
*TRAVERSE CITY, MI VORTAC	ESCANABA, MI VOR/DME	5000
*TRAVERSE CITY R-301 - R-002 UNUSABLE BYD 10 NM BLO 5000		

§95.6144 VOR FEDERAL AIRWAY V144

FROM	TO	MEA
IS AMENDED TO READ IN PART		
FORT WAYNE, IN VORTAC	BUZZI, OH FIX	*6000
*3000 - MOCA		

§95.6152 VOR FEDERAL AIRWAY V152

FROM	TO	MEA
IS AMENDED TO READ IN PART		
KIZER, FL FIX	ORMOND BEACH, FL VORTAC	*3600
	NE BND	*5000
	SW BND	
*2800 - MOCA		

§95.6157 VOR FEDERAL AIRWAY V157

FROM	TO	MEA
IS AMENDED TO READ IN PART		
FAYETTEVILLE, NC VOR/DME	KINSTON, NC VORTAC	*2000
*1900 - MOCA		

§95.6159 VOR FEDERAL AIRWAY V159

FROM	TO	MEA
IS AMENDED TO READ IN PART		
JUPEM, FL FIX	TREASURE, FL VORTAC	2600
TREASURE, FL VORTAC	*PRESK, FL FIX	3000
*2500 - MRA		
WALNUT RIDGE, AR VORTAC	DOGWOOD, MO VORTAC	*3400
*3000 - MOCA		

§95.6184 VOR FEDERAL AIRWAY V184

FROM	TO	MEA
IS AMENDED TO READ IN PART		
ATLANTIC CITY, NJ VORTAC	PANZE, NJ FIX	2100

§95.6190 VOR FEDERAL AIRWAY V190

FROM	TO	MEA
IS AMENDED TO READ IN PART		
MARION, IL VOR/DME *2000 - MOCA *2300 - GNSS MEA	POCKET CITY, IN VORTAC	*5000

§95.6193 VOR FEDERAL AIRWAY V193

FROM	TO	MEA
IS AMENDED TO READ IN PART		
WHITE CLOUD, MI VOR/DME *TRAVERSE CITY R-188 - R-207 UNUSABLE BYD 10 NM BLO 4000	*TRAVERSE CITY, MI VORTAC	*4000

§95.6203 VOR FEDERAL AIRWAY V203

FROM	TO	MEA
IS AMENDED TO READ IN PART		
DINNY, NY FIX **SARANAC LAKE, NY VOR/DME *5100 - MOCA *6000 - GNSS MEA **MASSENA R-159 UNUSABLE, USE SARANAC LAKE R-339	SARANAC LAKE, NY VOR/DME **MASSENA, NY VORTAC	7000 *10000

§95.6213 VOR FEDERAL AIRWAY V213

FROM	TO	MEA
IS AMENDED TO READ IN PART		
WILMINGTON, NC VORTAC *1600 - MOCA *5000 - GNSS MEA	WALLO, NC FIX	*8000
WALLO, NC FIX	JOSCH, NC FIX	*8000
	S BND	*6000
	N BND	
*1700 - MOCA *2000 - GNSS MEA		
JOSCH, NC FIX	ESTER, NC FIX	*6000
	S BND	*3000
	N BND	
*1700 - MOCA *2000 - GNSS MEA		

§95.6225 VOR FEDERAL AIRWAY V225

FROM	TO	MEA
IS AMENDED TO READ IN PART		
DIDDY, FL FIX	TREASURE, FL VORTAC	2000

§95.6229 VOR FEDERAL AIRWAY V229

FROM	TO	MEA
IS AMENDED TO READ IN PART		
ATLANTIC CITY, NJ VORTAC	PANZE, NJ FIX	2100
HARTFORD, CT VOR/DME	GARDNER, MA VOR/DME	3000

§95.6232 VOR FEDERAL AIRWAY V232

FROM	TO	MEA
IS AMENDED TO READ IN PART		
KEATING, PA VORTAC	WATSO, PA FIX	4700
WATSO, PA FIX	MILTON, PA VORTAC	*4000
*2900 - MOCA		
MILTON, PA VORTAC	SOLBERG, NJ VOR/DME	4000
SOLBERG, NJ VOR/DME	TYKES, NJ FIX	2300
TYKES, NJ FIX	COLTS NECK, NJ VOR/DME	2000

§95.6265 VOR FEDERAL AIRWAY V265

FROM	TO	MEA
IS AMENDED TO READ IN PART		
JAMESTOWN, NY VOR/DME	*DUNKIRK, NY VORTAC	4000
*3400 - MCA DUNKIRK, NY VORTAC , S BND		
DUNKIRK, NY VORTAC	U.S. CANADIAN BORDER	*3400
*2000 - MOCA		

§95.6285 VOR FEDERAL AIRWAY V285

FROM	TO	MEA
IS AMENDED TO READ IN PART		
MANISTEE, MI VOR/DME	*TRAVERSE CITY, MI VORTAC	*2800
*TRAVERSE CITY R-228 - R260 UNUSABLE BYD 10 NM BLO 4000		

§95.6295 VOR FEDERAL AIRWAY V295

FROM	TO	MEA
IS AMENDED TO READ IN PART		
STOOP, FL FIX	TREASURE, FL VORTAC	2000
TREASURE, FL VORTAC	ORLANDO, FL VORTAC	*2600
*1600 - MOCA		

§95.6320 VOR FEDERAL AIRWAY V320

FROM TO MEA

IS AMENDED TO READ IN PART

*TRAVERSE CITY, MI VORTAC MOUNT PLEASANT, MI VOR/DME *5000
*TRAVERSE CITY R-077 - R-187 UNUSABLE BYD 10 NM BLO 5000

§95.6370 VOR FEDERAL AIRWAY V370

FROM TO MEA

IS AMENDED TO READ IN PART

BANDS, CA FIX *PALM SPRINGS, CA VORTAC 13000
*11800 - MCA PALM SPRINGS, CA VORTAC , W BND
*6200 - MCA PALM SPRINGS, CA VORTAC , N BND

§95.6402 VOR FEDERAL AIRWAY V402

FROM TO MEA

IS AMENDED TO READ IN PART

TUCUMCARI, NM VORTAC MOSER, TX FIX 6300
MOSER, TX FIX PANHANDLE, TX VORTAC *6000
*5500 - MOCA

§95.6418 VOR FEDERAL AIRWAY V418

FROM TO MEA

IS AMENDED TO READ IN PART

SALEM, MI VORTAC BEWEL, OH FIX #*4000
*2700 - MOCA
#FOR THAT AIRSPACE OVER U.S. TERRITORY.

§95.6420 VOR FEDERAL AIRWAY V420

FROM TO MEA

IS AMENDED TO READ IN PART

GREEN BAY, WI VORTAC *TRAVERSE CITY, MI VORTAC 3500
*TRAVERSE CITY R-261 - R-300 UNUSABLE BYD 10 NM BLO 3500

§95.6429 VOR FEDERAL AIRWAY V429

FROM TO MEA

IS AMENDED TO READ IN PART

MARION, IL VOR/DME BIBLE GROVE, IL VORTAC *5000
*2100 - MOCA
*2300 - GNSS MEA

§95.6437 VOR FEDERAL AIRWAY V437

FROM	TO	MEA
IS AMENDED TO READ IN PART		
MELBOURNE, FL VOR/DME *1600 - MOCA	AWINY, FL FIX	*3000
AWINY, FL FIX	OVIDO, FL FIX	
	NW BND	5000
	SE BND	3000
OVIDO, FL FIX *2800 - MOCA	KIZER, FL FIX	*5000
KIZER, FL FIX	ORMOND BEACH, FL VORTAC	
	SW BND	*5000
	NE BND	*3600
*2800 - MOCA		

§95.6508 VOR FEDERAL AIRWAY V508

FROM	TO	MEA
IS AMENDED TO DELETE		
RUGBB, KS FIX	JOHNSON COUNTY, KS VOR/DME	2600

§95.6537 VOR FEDERAL AIRWAY V537

FROM	TO	MEA
IS AMENDED TO READ IN PART		
STOOP, FL FIX	TREASURE, FL VORTAC	2000
TREASURE, FL VORTAC *2500 - MRA	*PRESK, FL FIX	3000

§95.6566 VOR FEDERAL AIRWAY V566

FROM	TO	MEA
IS AMENDED TO READ IN PART		
KNELT, LA FIX *1800 - MOCA	COVEX, LA FIX	*3500
COVEX, LA FIX *1900 - MOCA	NUBOY, LA FIX	*5000
NUBOY, LA FIX	ALEXANDRIA, LA VORTAC	
	W BND	5000
	E BND	2000

§95.6589 VOR FEDERAL AIRWAY V589

FROM	TO	MEA
IS AMENDED TO READ IN PART		
MEDICINE BOW, WY VOR/DME	ALCOS, WY FIX	10100
ALCOS, WY FIX	MUDDY MOUNTAIN, WY VOR/DME	*10000
*9400 - MOCA		

§95.6438 ALASKA VOR FEDERAL AIRWAY V438

FROM	TO	MEA
IS AMENDED TO READ IN PART		
BIG LAKE, AK VORTAC	*SURES, AK FIX	7500
*10000 - MRA		
SURES, AK FIX	LIBER, AK FIX	#**10000
**8900 - MOCA		
#MEA IS ESTABLISHED WITH A GAP IN NAVIGATION SIGNAL COVERAGE.		

§95.7001 JET ROUTES

§95.7045 JET ROUTE J45

FROM	TO	MEA	MAA
IS AMENDED TO READ IN PART			
VIRGINIA KEY, FL VOR/DME	TREASURE, FL VORTAC	18000	45000
TREASURE, FL VORTAC	ORMOND BEACH, FL VORTAC	18000	45000

§95.7075 JET ROUTE J75

FROM	TO	MEA	MAA
IS AMENDED TO READ IN PART			
*CARMEL, NY VOR/DME	*NELIE, CT FIX	18000	45000
*RADAR REQUIRED BETWEEN CARMEL AND NELIE			
NELIE, CT FIX	BOSTON, MA VOR/DME	18000	45000

§95.7079 JET ROUTE J79

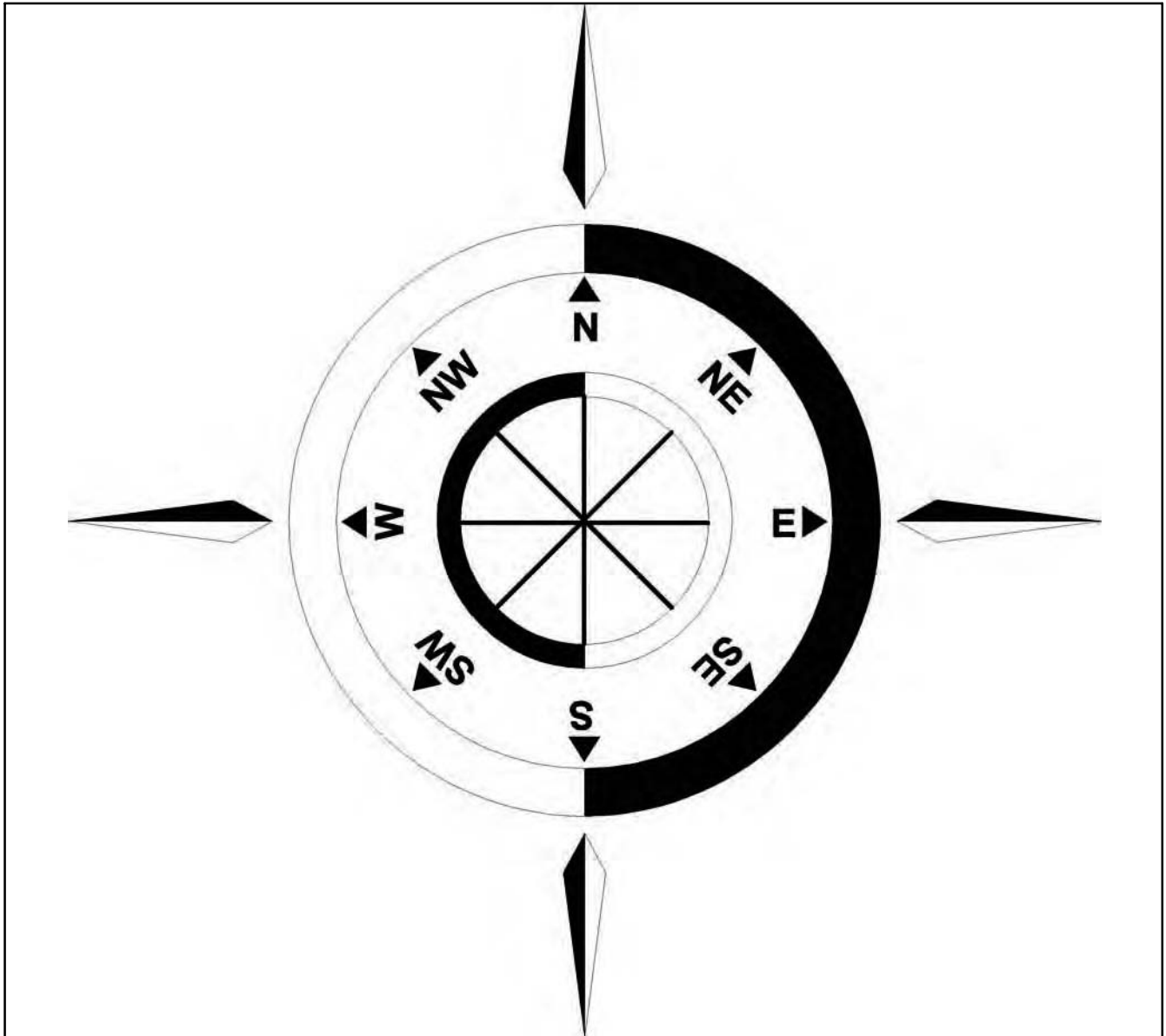
FROM	TO	MEA	MAA
IS AMENDED TO READ IN PART			
PALM BEACH, FL VORTAC	TREASURE, FL VORTAC	18000	45000
TREASURE, FL VORTAC	ORMOND BEACH, FL VORTAC	18000	45000

§95.8003 VOR FEDERAL AIRWAY CHANGEOVER POINTS

AIRWAY SEGMENT		CHANGEOVER POINTS	
FROM	TO	DISTANCE	FROM
V10			
IS AMENDED TO DELETE CHANGEOVER POINT			
EMPORIA, KS VORTAC	JOHNSON COUNTY, KS VOR/DME	49	EMPORIA
V12			
IS AMENDED TO DELETE CHANGEOVER POINT			
EMPORIA, KS VORTAC	JOHNSON COUNTY, KS VOR/DME	49	EMPORIA
V159			
IS AMENDED TO DELETE CHANGEOVER POINT			
TREASURE, FL VORTAC	ORLANDO, FL VORTAC	32	TREASURE
V203			
IS AMENDED TO DELETE CHANGEOVER POINT			
SARANAC LAKE, NY VOR/DME	MASSENA, NY VORTAC	11	SARANAC LAKE
V26			
IS AMENDED TO ADD CHANGEOVER POINT			
MONTROSE, CO VOR/DME	GRAND JUNCTION, CO VOR/DME	23	MONTROSE
V27			
IS AMENDED TO DELETE CHANGEOVER POINT			
FORTUNA, CA VORTAC	CRESCENT CITY, CA VORTAC	30	FORTUNA
V285			
IS AMENDED TO ADD CHANGEOVER POINT			
MANISTEE, MI VOR/DME	TRAVERSE CITY, MI VORTAC	29	MANISTEE

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/air_traffic/publications/ifim/ 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 published 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.

INTERNATIONAL NOTICES TO AIRMEN

SECTION 1

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.

For more information on flight prohibitions and potentially hostile situations, please check the International Flight Information Manual, U.S. Prohibitions, Restrictions and Notices, available on the FAA Web site at http://www.faa.gov/air_traffic/publications/ifim/us_restrictions

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.

BAHAMAS, THE

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 2/20/2010)

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 2/22/2010)

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.

(FAA/AJR-2 System Operations Security 4/12/2010)

**CONGO, DEMOCRATIC REPUBLIC OF
FDC 8/7569**

The Democratic Republic of the Congo (DROC) (Formerly Zaire) Advisory - Potential Hostile Situation. Attention U.S. Operators: The DROC has been involved in a civil war since 1996. In September 2009, the Department of State continued to warn U.S. citizens of the risks of traveling to the Democratic Republic of the Congo (Congo-Kinshasa). This reflects the continued instability in North Kivu province and the surrounding area, as well as a critical crime threat in Kinshasa.

Aircraft operating below 15,000 feet AGL in the DROC may come within weapons range as the fighting continues. Last known reported incident was in Eastern Zaire, a civilian B-727 was shot down by a

man-portable missile in 1998. This demonstrated that the rebel forces in the DROC can and will shoot down civil aircraft they believe to be carrying government soldiers or weaponry. Operators considering flights within the DROC should familiarize themselves with the current situation.

(FAA/AJR-2 System Operations Security 3/9/2010)

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.

(FAA/AJR-2 System Operations Security 4/12/2010)

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/AJR-2 System Operations Security 5/26/2010)

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/AJR-2 System Operations Security 6/15/2010)

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 and associated messages for all IFR flights, including the IFR portions of mixed IFR/VFR flights, entering, over flying or departing the IFPZ, shall be addressed only to the two IFPS addresses for that portion of the flight within the IFPZ. The IFPS addresses to be included in flight plans and associated messages submitted by operators that intend to fly into or through the IFPZ are as follows:

Network	IFPS Unit Addresses			
IFPU1				
Haren, Belgium	AFTN	EUCHZMFP	SITA	BRUEP7X
IFPU2				
Brétigny, France	AFTN	EUCBZMFP	SITA	PAREP7X

IFPS will ensure distribution of the accepted flight plan to all relevant ATS units within their area of responsibility. Flight plan message originators filing to IFPS are responsible for ensuring that the flight plan and any modifications made thereto are addressed to all the relevant ATS units outside the IFPZ. In order to ensure consistency between the flight plan data distributed within the IFPZ and that distributed outside the IFPZ, the EUROCONTROL CFMU has established a "re-addressing function". The "re-addressing function" is intended primarily for flights originating within the IFPZ and proceeding outside the IFPZ.

Note.— Detailed procedures and information applicable to flight plan addressing and distribution are contained in the EUROCONTROL “Basic CFMU Handbook”.

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- 745-1950, FAX: 32-2- 729-9041 and on the EUROCONTROL Web site: www.eurocontrol.int.

NOTE—IFPS Zone Countries – Albania, Armenia, Austria, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Lithuania, Luxembourg, Former Yugoslav Republic of Macedonia, Malta, Monaco, Morocco, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Romania, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, United Kingdom, Serbia and Montenegro.

(AEU-500 6/7/2010)

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/AJR-2 System Operations Security 6/15/2010)

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)

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.

(FAA/AJR-2 System Operations Security 4/12/2010)

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)

KOREA (NORTH), DEMOCRATIC REPUBLIC OF 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/AJR-2 System Operations Security 6/8/2010)

KOREA (NORTH), DEMOCRATIC REPUBLIC OF FDC 9/8281

The North Korean government stated on March 5, 2009 that it cannot guarantee the security of South Korean civil aircraft operating in the territory and airspace of North Korea or in airspace above the East Sea of Korea (Sea of Japan).

The exact nature of the potential danger, the extent to which it may pose a hazard to non–South Korean civil aircraft operations, and the exact area within which a potential hazard may exist are not clear.

All operators operating in the aforementioned area are urged to exercise caution. Additionally, U.S. operators are reminded of the provisions of Special Federal Aviation Regulation 79.

(FAA/AJR-2 System Operations Security 6/8/2010)

KOREA (NORTH), DEMOCRATIC REPUBLIC OF

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.

(FAA/AJR-2 System Operations Security 4/12/2010)

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.

(FAA/AJR-2 System Operations Security 4/12/2010)

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.

(FAA/AJR-2 System Operations Security 4/12/2010)

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.

(FAA/AJR-2 System Operations Security 4/12/2010)

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.

Failure To Comply With ATC Clearances In Oceanic Airspace

The FAA has identified a number of events that have occurred in recent months in oceanic operations. During these events pilots either did not comply with an ATC clearance or did not adhere to Weather Deviation Procedures published in ICAO Document 4444 (Procedures For Air Navigation Services, Air Traffic Management). The following are examples of events observed:

1. Failure to comply with Conditional Clearances. The pilot did not comply with the provisions of a conditional clearance. The pilot was cleared to climb to a new flight level at a specified time but instead climbed when the clearance was received.
2. Failure to Request Revised Clearance. The pilot did not obtain an ATC clearance prior to changing flight level.
3. Non-adherence To Weather Deviation Procedures. The pilot did not contact ATC to request a revised clearance to avoid convective weather or to inform ATC of the pilot's intention to maneuver under the provisions of the ICAO Doc 4444 Weather Deviation Procedures.
4. Non-compliance With Revised Clearance. After receiving a revised route clearance, the pilot failed to re-program navigation computers with the revised route of flight. In another event, the pilot failed to clearly understand the revised clearance and did not comply with it.

Failure to comply with ATC clearances is a major cause of risk in oceanic airspace. Requirements to comply with ATC clearances are published in paragraph 3.6.2 (Adherence to flight plan) of ICAO Annex 2 (Rules of the Air) and 14 CFR (Code Of Federal Regulations), Part 91, Section 91.123 (Compliance with ATC clearances and instructions).

Operators must stress in pilot training and operations manuals the necessity to:

1. Comply fully with an ATC clearance.
2. Obtain a revised clearance prior to deviating from cleared track or flight level or, if unable to obtain a clearance prior to deviating, follow the appropriate deviation procedure for oceanic airspace (weather deviation or in-flight contingency).
3. Adhere to the provisions of published Weather Deviation Procedures. (A recommended pilot bulletin for these procedures is published under "Emphasis Items" on the WATRS Plus Webpage). http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/WATRS_Plus

Questions on this Notice may be directed to one of the following:

- Madison Walton (FAA Flight Standards Performance Based Flight Systems Branch),
Phone (1) 202-385-4596; E-mail: Madison.Walton@faa.gov
Steve Smoot (CSSI, Inc., FAA Separation Standards Program Support).
Phone (1) 202-863-0865; E-mail: Steve.Smoot@cssiinc.com

(Performance Based Flight Systems Branch, AFS-470, 3/11/10)

GENERAL**Revised In-flight Contingency Procedures To Be Used In Oceanic Operations
Effective: Immediately**

FAA Domestic/International NOTAM Book. This notice will be posted in the March 11, 2010, edition of the FAA Domestic/International NOTAM book. It will be located in: Part 3 (International), Section 2 (International Oceanic Airspace Notices). It will also be posted on the Oceanic Operations Standards Group Web page:

(http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/).

Effective Date/Time and Airspace. On 19 November, 2009 Amendment No. 2 of ICAO Document 4444 became applicable. The guidance for special procedures for in-flight contingencies in oceanic airspace Chapter 15.2 had slight modifications. These procedures are applicable in all Pacific and Atlantic oceanic FIRs including Oakland, Anchorage, and New York Oceanic.

Discussion. The only **significant** procedural change from in-flight contingency procedures previously published in ICAO Regional Supplementary Procedures (Doc 7030) and this publication is to the distance away from centerline to initiate a climb or descent. In the "General Procedures" section below, see paragraph 3b (2) and 4b (2).

NOTE: If prior ATC Clearance cannot be obtained, the climb or descent is initiated once the aircraft has deviated from the assigned track centerline at **10 Nautical Miles (NM)**; and if the turnback is in a 30 NM lateral separation route structure any climb or descent should be **completed preferably before approaching within 10 NM of any adjacent ATS route.**

NOTE: The track offset for in-flight contingencies was harmonized to 15NM in February 2006.

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 comply with assigned clearance 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. With regard to 1a and 1b, the procedures are applicable primarily when descent and/or turnback or diversion is required. The pilot shall take action as necessary to ensure the safety of the aircraft, and 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, until a revised clearance is received the following contingency procedures should be employed and the pilot shall advise air traffic control as soon as practicable, reminding them of the type of aircraft involved and the nature of the problem. In general terms, the aircraft should be flown at a flight level and on an offset track where other aircraft are least likely to be encountered. Specifically, the pilot shall:

a. leave the assigned route or track by initially turning at least 45 degrees to the right or to the left, in order to acquire a same or opposite direction track offset 15 NM (28 km) from the assigned track centerline. 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;
- (2) terrain clearance;
- (3) any strategic lateral offset being flown, and;
- (4) the flight levels allocated on adjacent routes or tracks;

b. having initiated the turn:

(1) if unable to maintain the assigned flight level, initially minimize the rate of descent to the extent that is operationally feasible (pilots should take into account the possibility that aircraft below on the same track may be flying a 1 or 2 NM strategic lateral offset procedure (SLOP)) and select a final altitude which differs from those normally used by 500 ft (150 m) if at or below FL 410, or by 1,000 ft (300 m) if above FL 410; or;

(2) if able to maintain the assigned flight level, **once the aircraft has deviated 10 NM (19 km) from the assigned track centerline**, climb or descend to select a flight level which differs from those normally used by 500 ft (150 m), if at or below FL 410, or by 1,000 ft (300m) if above FL 410.

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

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

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

f. keep the SSR transponder on at all times.

4. When leaving the assigned track:

a. if the intention is to acquire a same direction offset track, the pilot should consider limiting the turn to a 45 degree heading change, in order not to overshoot the offset contingency track; or

b. if the intention is to acquire and maintain an opposite direction offset track, then:

(1) operational limitations on bank angles at cruising altitudes will normally result in overshooting the track to be acquired. In such cases a continuous turn should be extended beyond 180 degrees heading change, in order to re-intercept the offset contingency track as soon as operationally feasible; and

(2) furthermore, if executing such a turnback in a 30 NM (56km) lateral separation route structure, extreme caution pertaining to opposite direction traffic on adjacent routes must be exercised and **any climb or descent, as specified in 3b (2) above, should be completed preferably before approaching within 10 NM (19km) of any adjacent ATS route.**

EXTENDED RANGE OPERATIONS BY AEROPLANES 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.

WEATHER DEVIATION PROCEDURES GENERAL

Note: The following procedures are intended for deviations around adverse meteorological conditions.

1. When the pilot initiates communications with ATC, a rapid response may be obtained by stating “WEATHER DEVIATION REQUIRED” to indicate that priority is desired on the frequency and for ATC response. When necessary, the pilot should initiate the communications using the urgency call “PAN PAN” (preferably spoken three times).
2. The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route

ACTIONS TO BE TAKEN WHEN CONTROLLER–PILOT COMMUNICATIONS ARE ESTABLISHED

3. The pilot should notify ATC and request clearance to deviate from track, advising, when possible, the extent of the deviation expected.
4. ATC should take one of the following actions:
 - a. when appropriate separation can be applied, issue clearance to deviate from track; or
 - b. if there is conflicting traffic and ATC is unable to establish appropriate separation, ATC shall:
 - (1) advise the pilot of inability to issue clearance for the requested deviation;
 - (2) advise the pilot of conflicting traffic; and
 - (3) request the pilot’s intentions.
5. The pilot should take the following actions:
 - a. comply with the ATC clearance issued; or
 - b. advise ATC of intentions and execute the procedures detailed in the section below on “Actions to be taken if a revised ATC Clearance cannot be obtained”.

ACTIONS TO BE TAKEN IF A REVISED ATC CLEARANCE CANNOT BE OBTAINED

NOTE: The provisions of this section apply to situations where a pilot needs to exercise the authority of a pilot-in-command under the provisions of ICAO Annex 2, 2.3.1.

If the aircraft is required to deviate from track to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:

- a. if possible, deviate away from an organized track or route system;
- b. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including ATS route designator or the track code) and intentions, on the frequency in use and on 121.5 MHz (or, as a backup, on the inter-pilot air-to-air frequency 123.45 MHz);

- c. watch for conflicting traffic both visually and by reference to ACAS (if equipped);

NOTE: If, as a result of actions taken under the provisions of items b and c above, the pilot determines that there is another aircraft at or near the same flight level with which a conflict may occur, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.

- d. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

- e. for deviations of less than 10 NM (19 km) remain at a level assigned by ATC;
- f. for deviations greater than 10 NM (19 km), when the aircraft is approximately 10 NM (19 km) from track, initiate a level change in accordance with Table 15-1;
- g. when returning to track, be at its assigned flight level when the aircraft is within approximately 10 NM (19 km) of the centerline; and
- h. 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.

Table 15-1

<i>Route centre line track</i>	<i>Deviations > 10 NM (19 km)</i>	<i>Level change</i>
EAST 000 ^o - 179 ^o magnetic	LEFT RIGHT	DESCEND 300 ft (90 m) CLIMB 300 ft (90 m)
WEST 180 ^o - 359 ^o magnetic	LEFT RIGHT	CLIMB 300 ft (90 m) DESCEND 300 ft (90m)

(Performance Based Flight Systems Branch, AFS-470 2/12/10)

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

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

**OAKLAND OCEANIC CTA/FIR
National Winter Storm Operations**

On behalf of the National Weather Service (NWS), aircraft fly winter storm reconnaissance missions during the winter season. Mission aircraft will fly at altitudes between FL180 – FL450. At designated points, the aircraft will release dropsondes, 16-inch cardboard weather cylinders weighing one pound, each with an attached parachute. Five minutes prior to release, the mission aircraft commander will broadcast on 121.5 and 123.45, when in areas with no direct pilot-controller communications, the time, and position of the intended drop. The dropsonde falls at a rate of approximately 2,500 feet per minute. Aircraft commanders are directly responsible for the release of any objects from the aircraft. ATC shall provide traffic advisories, when feasible, to the aircraft. **ATC will provide separation between the mission aircraft and any**

nonparticipating aircraft. ATC cannot provide separation between aircraft and the dropsonde. NOTAMs will be issued as early as possible prior to each mission. Airspace operators should take into consideration any national winter storm operations during flight planning in the affected area(s). Non-participating pilots should be especially alert to broadcasts on 121.5 or 243.45 during national winter storm operations. (ATO Oceanic Ops, 4/12/07)

SPECIAL NOTICE -- CUSTOMS

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

SPECIAL NOTICE -- IFR/VFR OPERATIONS

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

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

SPECIAL NOTICE -- LOST COMMUNICATIONS

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

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

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

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

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

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

ARINC

SATCOM VOICE BACKUP SERVICES

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

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

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

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

REGION SPECIFIC

ATLANTIC HIGH OFFSHORE AIRSPACE OFFSHORE ROUTES SUPPORTING FLORIDA AIRSPACE OPTIMIZATION

On 27 October 2005, nine new directional offshore Class I area navigation (RNAV) Atlantic Routes (ARs) were 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, were established between FL240 and FL600 inclusive. Additionally, ATS Route A761 was realigned. Associated with these new/revised routes, new waypoints were 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 is 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.

(AFS–470 1/30/11)

NORTH ATLANTIC FANS 1/A DATA LINK MANDATE

1. Objective of Notice. The objective of this Notice is to inform United States (U.S.) operators that Phase 1 of the North Atlantic Data Link Mandate (NAT DLM) plan will be implemented on 7 February 2013 and to advise them of the related program plans and requirements. (For the purpose of this Notice, U.S. operators are operators conducting operations under Title 14 of the U.S. Code of Federal Regulations (14 CFR), part 91, part 91 subpart K and parts 121, 125, 125M, or 135).

2. Background. On 4 January 2012, the ICAO Council approved a Proposal for Amendment (PFA) of NAT Regional Supplementary Procedures (Regional SUPPS) to mandate, in phases, aircraft equipage with and operation of FANS 1/A (or equivalent) CPDLC (Controller-Pilot Data Link Communication) and ADS-C (Automatic Dependent Surveillance-Contract) systems. Paragraphs 3.3.1 and 5.4.1 of the approved amendment to the NAT Regional SUPPS now call for aircraft intending to conduct operations in specified NAT airspace to be fitted with and operating FANS 1/A (or equivalent) CPDLC and ADS-C:

- a. from 7 Feb 2013, on specified tracks and flight levels within the NAT organized track system (OTS); and...
- b. from 5 Feb 2015, in specified portions of NAT minimum navigation performance specifications (NAT MNPS) airspace.

It is the objective of the NAT DLM plan to enhance communications and surveillance capabilities in NAT operations and thereby, enhance operational safety in the NAT by increasing the number and percentage of NAT flights conducted by aircraft using FANS 1/A (or equivalent) CPDLC and ADS-C.

3. NAT DLM Implementation Plan – Phase 1 (7 February 2013). The ICAO NAT SPG (North Atlantic System Planning Group) has agreed that for the 7 February 2013 phase of the DLM implementation plan, carriage and operation of FANS 1/A (or equivalent) data link systems will be mandatory:

- a. Between flight levels 360-390 (inclusive) on no more than two NAT OTS tracks that are identified in the NAT OTS message.
- b. During the OTS validity period and will apply to those flights crossing 30 degrees west longitude during the published track times.

Note 1: NAT SPG has agreed that the two OTS tracks where the DLM will apply will be established with the provision that at an OTS Track where the requirements of the DLM will not apply will be made available one degree north and one degree south of the specified DLM tracks.

Note 2: normally the two specified DLM tracks will be adjacent to each other in the OTS.

4. Required Flight Plan Entries. Operators planning to operate in NAT airspace where the DLM is applied shall indicate FANS 1/A (or equivalent) CPDLC communications and ADS-C surveillance capabilities in the ICAO flight plan in accordance with ICAO Document 4444 (Air Traffic Management), Appendix 2 (Flight Plan). In addition, operators are reminded of the NAT SUPPS, Chapter 2 requirement that all aircraft intending to operate in the NAT Region shall insert the aircraft registration in Item 18 of the ICAO flight plan, following the “REG/” indicator.

Note: for information on the new ICAO Flight Plan entries that will be required on 15 November 2012 and on the related ICAO and FAA implementation programs, see the FAA webpage “Planned Changes to Filed Flight Plans in 2012”:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/flight_plan_filing/general/icao_2012/

5. Status of Planning for Phase 2 of the NAT DLM (5 February 2015). Firm plans and provisions for the implementation of the 5 February 2015 phase of the NAT DLM have not yet been developed. As noted above, however, the airspace where equipage with and operation of Data Link systems will be mandated is intended to expand in Phase 2 to “specified portions of NAT MNPS airspace”. The NAT DLM Implementation Plan currently calls for the NAT SPG groups to continue discussion of the Phase 2 NAT DLM airspace boundaries in their Fall 2012 meetings and to complete their discussions during the June 2013 NAT SPG meeting.

6. Operational Authorization To Use FANS 1/A (or equivalent) Data Link Systems.

a. U.S operators are required to obtain operational authorization prior to using FANS 1/A data link systems. U.S. FAA guidance on the process and procedures for operational authorization and aircraft data link system approval can be found in the following documents:

- (1) AC 20-140 (as amended) (Guidelines for Design Approval of Aircraft Data Link Communication Systems Supporting Air Traffic Services (ATS)).

NY ACC - SJU ACC

- (2) AC 120-70 (as amended) (Operational Authorization Process for Use of Data Link Communication System)

b. These documents are posted on the Data Link Webpage that can be found at the URL below:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/data_link/

c. The U.S. FAA will grant operational authorization for operators to use FANS 1/A data link by issuing an Operational Specifications or Management Specifications paragraph A056 (Data Link Communications), as appropriate, or a part 91 Letter of Authorization A056 (Data Link Communications).

d. It is the objective of U.S. FAA documents containing guidance on operational authorization to ensure that operators and aircraft for which the U.S. FAA is responsible meet provisions called for in the following documents cited in Chapter 3 (Communications) and Chapter 5 (Surveillance) of the NAT SUPPS:

(1) RTCA DO-258/ED-100 (Interoperability Requirements for ATS Applications Using ARINC 622 Data Communications) or equivalent, capable of operating outside VHF data link coverage.

(2) RTCA/DO-306/ED-122 (Safety and Performance Standard for Air Traffic Data Link Services in Oceanic and Remote Airspace (Oceanic SPR Standard).

7. Iridium Short Burst Data (SBD) and Inmarsat I3 Classic Aero Eligibility for NAT FANS 1/A Data Link Services; Status of Inmarsat I4 Classic Aero Sub-network

a. The June 2012 NAT SPG meeting concluded that FANS 1/A (or equivalent) data link communications conducted over Inmarsat I3 Classic Aero, Iridium Short Burst Data and Very High Frequency (VHF) sub-networks have demonstrated acceptable performance for the use of data link services. (Reference NAT SPG/48 report Conclusion 48/10).

b. The NAT SPG/48 report noted that consistent with the “NAT Performance Based Communication and Surveillance Implementation Plan”, eligibility for data link operations conducted under current aircraft separation standards would not constitute an automatic eligibility for reduced aircraft separation standards. (Reference report paragraph 3.2.7).

c. Status of FANS 1/A Over Inmarsat I4 Classic Aero (FOICA) Sub-network. The FAA has sponsored a PARC CWG (Performance Based Operations Aviation Rulemaking Committee) project to evaluate FOICA performance. The PARC CWG plans to submit a report to the FAA in August 2012. The FAA will keep operators informed on the status of the report.

8. Exemption to European Aeronautical telecommunications network (ATN)/VHF Data Link Requirements For FANS 1/A Equipped Aircraft. European Regional Supplementary Procedures state in paragraph 3.3. that: Aircraft with an individual certificate of airworthiness first issued before 1 January 2014 and fitted with data link equipment certified against requirements specified in RTCA DO-258A/EUROCAE ED-100A (or ED-100) are exempted for the life of that particular airframe. (See the Eurocontrol Link 2000+ Programme Website including Frequently Asked Questions (FAQ) at the URL listed below:

<http://www.eurocontrol.int/programmes/link-2000-programme>

9. Aircraft Data Link System Failure. Operators are reminded of the guidance provided in GOLD paragraph 5.8 (Emergency and non-routine procedures) that calls for the flight crew to inform the Air Traffic Service Unit in the event of aircraft data link system failure using the following voice phraseology:

Flight crew	DATA LINK FAILED. SELECTING ATC COMM OFF. CONTINUING ON VOICE
Controller	ROGER. CONTINUE ON VOICE

In addition, the flight crew should continue to use voice until the functionality of the aircraft system can be re-established.

10. Reference Document. NAV CANADA Aeronautical Information Circular 24/12 (Notice of Mandate For Data Link Services In The North Atlantic Region) (28 June 2012) was consulted when developing this Notice).

(Performance Based Flight Systems Branch, AFS-470, 07/31/12)

24 AUGUST 2012 UPDATE

WATRS PLUS ROUTE STRUCTURE REDESIGN & SEPARATION REDUCTION **OPERATIONAL POLICY AND PROCEDURES**

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). This Notice provides information on operational policies and procedures applied in WATRS Plus CTAs.

FAA ICAO Flight Plan (FPL) 2012 Implementation. This 24 August 2012 update includes information on implementation of FAA ICAO FPL 2012. ICAO FPL 2012 implements a NEW ICAO flight plan format and entries in accordance with Amendment 1 to ICAO Document 4444 (Procedures for Air Navigation Services – Air Traffic Management). Amendment 1 revises Doc 4444, Appendix 2 (Flight Plan) to provide the NEW flight plan format and NEW entries to indicate aircraft communication, navigation and surveillance capabilities.

Note: “PRESENT” in FAA ICAO FPL 2012 documents refers to current provisions for ICAO flight plans. “NEW” refers to the Amendment 1 provisions for ICAO flight plans.

ICAO FPL 2012 Webpage Information. For up to date information on FAA ICAO FPL 2012 implementation, see the “Planned Changes to Filed Flight Plans in 2012” webpage at: <http://www.faa.gov/go/fpl2012>. The webpage includes an “ICAO 2012 Quick Reference Brochure” or guide for NEW ICAO flight plan entries.

FAA ICAO FPL 2012 Transition Mode. On or about 15 September 2012, the FAA anticipates entering a transition mode. During the transition period, ICAO flight plans can be filed in either the PRESENT or NEW ICAO flight plan format. The start of the transition mode will be announced in a NOTAM. The transition period will terminate on 15 November 2012.

15 November 2012 0000 UTC Implementation Date. IFR or VFR flight plans using the PRESENT ICAO flight plan content and format that are filed after 15 November 2012 0000 UTC will not be accepted. See the “FAA Implementation of the Amendment” section of the ICAO FPL webpage for more details of the implementation plan.

Flight Plan Entries for NonRNP 10 Aircraft. Paragraph 4 provides information on PRESENT (current) and NEW flight plan flight plan entries and pilot reports for aircraft not authorized Required Navigation Performance 10 (NonRNP 10 aircraft) or RNP 4.

Flight Plan Entries for RNP 10 and RNP 4 Aircraft. Paragraph 7 (Flight Plan Requirements) provides information on PRESENT and NEW flight plan entries for RNP 10 and RNP 4 aircraft.

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. 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). In WATRS Plus airspace, RNP 10 and RNP 4 authorization requires equipment with at least two Long Range Navigation Systems (LRNS). The content of and effective date for the change is planned to be coordinated with the U.S. and international aviation community and will probably require a revision to FAA regulations.

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

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

OPERATIONAL POLICY AND PROCEDURES

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

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

www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/

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

2. Lateral Separation Standards To Be Applied

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

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

- a. Routes that are flown by reference to ICAO standard ground-based navigation aids (VOR, VOR/DME, NDB), such as the routes in the airspace between Florida and Puerto Rico.
- b. Routes that are located within radar and VHF coverage. 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. **When filing an ICAO flight plan under PRESENT (current) ICAO FPL provisions**, operators of NonRNP10 aircraft shall annotate ICAO flight plan Item 18 as follows:

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

b. **When filing an ICAO flight plan under NEW ICAO FPL 2012 provisions**, operators of NonRNP10 aircraft shall annotate ICAO flight plan Item 18 as follows:

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

Note: see page 1 for information on dates when NEW and PRESENT ICAO flight plan entries can and cannot be used.

c. **Pilot Report to ATC.** 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).

d. Operators of NonRNP10 aircraft shall **not** annotate ICAO flight plan Item 18 (Other Information) indicating RNP 10 or RNP 4 capability as shown in paragraph 7, if they have **not** obtained RNP 10 or RNP 4 authorization.

e. 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.

f. 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.

g. 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). For WATRS Plus operations, 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.

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

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

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

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

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

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

c. **When filing an ICAO flight plan under PRESENT (current) ICAO FPL provisions**, 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**).

d. **When filing an ICAO flight plan under NEW ICAO FPL 2012 provisions**, 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 10a (Equipment) with the letter “R” and...
- (2) Annotate Item 18 (Other Information) with, as appropriate, “PBN/A1” for RNP 10 aircraft or “PBN/L1” for RNP 4 aircraft (**no space between letters and numbers**). (“PBN” is “Performance-based Navigation”).

Note 1: see page 1 for information on dates when NEW and PRESENT ICAO flight plan entries can and cannot be used.

Note 2: **under PRESENT ICAO flight plan provisions**, 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.

Note 3: **under NEW ICAO FPL 2012 provisions**, letter “R” indicates that the performance-based navigation specification (e.g., RNP 10 or RNP 4) is specified in Item 18 following the indicator “PBN/”.

Note 4: **see paragraph 7g, 7h and 7i below!** The paragraphs provide information on filing practices for domestic U.S. RNAV operations.

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

f. **Operators that have not obtained RNP 10 or RNP 4 authorization shall not annotate ICAO flight plan Item 18 (Other information) indicating RNP 10 or RNP 4 capabilities, but shall follow the practices detailed in paragraph 4 of this notice.**

g. **Information On Filing Under NEW ICAO FPL 2012 Provisions To Show Domestic U.S. RNAV Capabilities.** For information on filing practices under the NEW ICAO FPL 2012 to indicate domestic U.S. RNAV capabilities, please consult the “Planned Changes to Filed Flight Plans in 2012” webpage at: <http://www.faa.gov/go/fpl2012>.

h. **Recommendation For Filing Under the PRESENT ICAO Flight Plan Provisions 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/ato?k=fpl>

(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”

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

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

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

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

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

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

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

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

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

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

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

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

- i. the pilot shall advise ATC of the situation and coordinate a course of action
- ii. the pilot shall: consider the best option to maintain the safety of the operation (e.g., continuing on route or turning back); whenever possible obtain an ATC clearance before deviating from cleared route or flight level and keep ATC advised.
- iii. ATC will establish an alternative separation standard as soon as practicable, coordinate the safest course of action with the pilot and monitor the situation.
- iv. if coordination with ATC cannot be accomplished within a reasonable period of time, the pilot should consider climbing or descending 500 feet, broadcasting action on 121.5 and advising ATC as soon as possible.

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

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

- Pilot training/knowledge programs and operations manuals or comparable operations documents must emphasize weather deviation procedures as published in FAA Notices and ICAO Document 4444 and

posted under “**Operating Policy**” in Section 2 of the WATRS Plus Website. Weather deviation procedures are addressed in the RNP 10 and RNP 4 Job Aids. In addition, a pilot bulletin/aid for understanding and executing weather deviation procedures is posted under “Operating Policy” in Section 2 of the WATRS Plus Webpage.

- It is imperative that pilots keep ATC advised of their intentions during the initial weather avoidance maneuver and any subsequent maneuvers to avoid convective weather.
- For distress or urgent situations, direct Air/Ground and Ground/Air satellite telephone service (SATVOICE) is available for communication with New York Oceanic, San Juan Center and ARINC. (See the WATRS Plus Webpage for details).
- Pilots must be aware of the provision to climb or descend 300 feet (depending on the direction of flight and direction of deviation from track) to mitigate the chance of conflict with other aircraft **when forced to deviate without a clearance.**
- It is recommended that, if equipped, the Airborne Collision Avoidance System (ACAS (TCAS)) be operational. ACAS provides a valuable tool to alert the pilot to the presence and proximity of nearby aircraft in weather deviation situations.

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

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

- When the operator/aircraft is not authorized RNP 10 or RNP 4. **See paragraph 4.**
- If approval status is requested by the controller in accordance with paragraph 8h below.
- When an operator/aircraft previously granted RNP 10 or RNP 4 authorization is operating with only one operational LRNS. **See paragraph 9.**

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

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

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

a. To the maximum extent possible, operators that are authorized RNP 10 or RNP 4 should operate on WATRS Plus oceanic routes in compliance with those standards. If the situation warrants, however, operators may fly an aircraft on WATRS Plus oceanic routes with one LRNS operational. The intent of this policy is to allow an aircraft to complete the flight to its destination and/or be flown to a location for repair. For U.S.

operators conducting operations under Part 121, 125 or 135 of the Code of Federal Regulations, Operations Specifications paragraph B054 (Class II (Oceanic) Navigation Using Single Long-Range Navigation System) applies.

b. One LRNS Operational Prior to Takeoff For Flight Into WATRS Plus Oceanic Routes or Areas.

In the situation where only one LRNS is determined to be operational prior to takeoff, operators shall follow the practices detailed in paragraph 4 (Provisions For Accommodation of NonRNP10 Aircraft) (i.e., ICAO flight plan item 18 annotation and pilot report to ATC of aircraft NonRNP10 status). The aircraft will be treated as NonRNP10 aircraft and appropriate lateral separation will be applied.

c. Failure or Malfunction of LRNS Enroute, One LRNS Operational Prior to Entering a WATRS Plus CTA.

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

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

Roy Grimes	FAA Support. Flight Standards Specialist, CSSI, Inc.	+1 202-863-3692	RGrimes@cssiinc.com
Susan Horn	FAA Oceanic and Offshore Operations (AJE-32)	+1 202-385-8461	Susan.E.Horn@faa.gov
Steve Smoot	FAA Support. CSSI, Inc.	+1 202-863-0132	SSmoot@cssiinc.com

Flig11. FAA Project Leads. The FAA project leads are:

Karen Chiodini	Manager, Oceanic and Offshore Operations (AJE-32)	+1 202-385-8931	Karen.L.Chiodini@faa.gov
Madison Walton	ht Standards Service, Flight Technologies & Procedures Division (AFS-400)	+1 202-385-4596	Madison.Walton@faa.gov
Dale Livingston	ATO Separation Standards Analysis Group (AJP-7141)	+1 609-485-4163	Dale.Livingston@faa.gov

(AJE-32, 09/20/12)

WATRS PLUS/NEW YORK OCEANIC ROUTING PROCEDURES

EFFECTIVE 5 JUNE 2008, 1000Z

NEW YORK CENTER NOTAM A0285/08 (6 May 2008)

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

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

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/WATRS_Plus/

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

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

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

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

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

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

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

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

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

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

ATS ROUTE	WATRS ACCESS ROUTING (SOUTHBOUND ONLY)
For L453;	...LINND–AZEZU–L453..

For L453 VIA B24;	...B24-AZEU-L453...
For L454;	...LINND-ROLLE-ATUGI-L454...
For L454 VIA B24;	...B24-WEBBB-ROLLE-ATUGI-L454...
For L455;	...LINND-RESQU-UMEDA-L455...
For L455 VIA B24;	...B24-WEBBB-RESQU-UMEDA-L455...
For L456;	...LINND-SQUAD-DARUX-L456...
For L456 VIA B24;	...B24-WEBBB-RESQU-DARUX-L456...
For L457;	...LINND-RESQU-UMEDA-L457...
For L457 VIA B24;	...B24-WEBBB-RESQU-UMEDA-L457...
For L459;	...LINND-SQUAD-DARUX-L459...
For L459 VIA B24;	...B24-WEBBB-RESQU-DARUX-L459...
For L461;	...LINND-KINGG-KINER-L461...
For L462;	...LINND-KAYYT-L462...
For L462 VIA ACK;	...ACK-J97-LACKS-KAYYT-L462...

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

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

VIA: ORF AR9 ZIBUT

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

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

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

NOTE- This route may be filed bi-directionally

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

VIA: KAYYT [DCT] 0600W Longitude

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

LINND-KAYYT-[TO 3800N/06000W or South, e.g. 3800N/06000W or 3700N/06000W or 3600N/06000W] – flight planned route.

NOTE- This route may be filed bi-directionally

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

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

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

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

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

(AJE-32, 5/8/08)

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

1. On 5 June 2008, the FAA will implement a redesigned route structure and reduced lateral separation in the West Atlantic Route System (WATRS Plus) CTAs. 50 NM lateral separation will be applied between aircraft authorized Required Navigation Performance (RNP) 10 or RNP 4 in WATRS Plus CTAs. The WATRS Plus Control Areas are: the entire New York Oceanic CTA, the Atlantic portion of the Miami Oceanic CTA and the San Juan CTA/FIR.

2. Based on operator surveys and analysis of aircraft types that operate in the airspace, the FAA projects that, on the 5 June 2008 implementation date, approximately 5% of flights will be conducted by operators/aircraft that are NOT authorized RNP 10 or RNP 4.

3. The FAA objective remains to accommodate aircraft that are not RNP 10 or RNP 4 authorized (NonRNP 10 aircraft) in WATRS Plus CTAs, as has been stated in the FAA WATRS Plus Operational Policy & Procedures Notice. The FAA has, however, determined that on a limited number of WATRS Plus routes, NonRNP10 aircraft will need to file and fly special routing. For 10 routes, on average the special routing will be approximately 20 NM longer. For 3 routes, the routing will be on average 13 NM shorter. One routing from WATRS Plus route M329 will be 64 NM longer, however, NonRNP 10 aircraft types are projected to operate on that routing only about two times per month based on our analysis. (These aircraft may opt to fly on M328 or M330 to avoid the longer routing).

4. The need for NonRNP10 routing was generated by an unforeseen ground automation issue related to the necessity to apply a 90 NM lateral separation standard to NonRNP 10 aircraft. The FAA is working, as a high priority, on procedural and automation solutions to mitigate the need for NonRNP 10 aircraft routing and will keep the operators informed on its progress. The FAA has determined that there will be overall benefits to all users due to the more efficient altitudes available on the new WATRS Plus route structure.

5. NonRNP 10 operators will file and fly NonRNP 10 routings, as shown in the table below, for operations in WATRS Plus CTAs, until further notice.

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

WATRS Plus Route	Standard WATRS Plus Routing	NonRNP 10 Aircraft Reroute	*Miles Diff.	Projected Monthly Reroute Use
M593	EXTER M329 GRATX M593 RUDLI	EXTER CNNOR RUDLI	+13	0
M595	MUSSH MILLE M330 RABAL	MUSSH 25 47N / 073 38W RABAL	-7	0

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

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

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/WATRS_Plus/

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

New York Oceanic: Peter.C.Ehrlein@faa.gov; Ph. 631–468–1021

Miami Center: Jim.McGrath@faa.gov; Ph. 305–716–1592

San Juan Center: Jose.Arcadia@faa.gov; Ph. 787–253–8695

Jacksonville Center: Stephen.Willett@faa.gov; Ph 904–549–1573

(AJE–32, 5/8/08)

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

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

Background:

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

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

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

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

Operational Policy and Procedures:

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

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

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

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

- A. Communications: Direct controller-pilot communications via VHF 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 Navigation Satellite 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; E-mail: Jim.McGrath@faa.gov
- B. Madison Walton (Flight Standards Service, Flight Technologies and Procedures Division (AFS-400)). Phone: +1-202-385-4596; E-mail: Madison.Walton@faa.gov
- C. Roy Grimes (FAA Separation Standards Program Support, CSSI, Inc). Phone: +1-202-863-3692; E-mail: RGrimes@cssiinc.com

(AJE-32, 6/5/08)

NORTH ATLANTIC (NAT) SAFETY ALERT

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

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

NAT SAFETY ALERT (10 August 2007)

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

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

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

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

1. if your aircraft can be programmed to fly an offset, fly a one nm or a two nm offset to the right of the centre line

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

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

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

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

Adherence to Oceanic Clearance

As a key part of ensuring the overall safety in the NAT Region, pilots are reminded of the importance of strict adherence to the oceanic clearance. The NAT oceanic clearance provides separation from all known aircraft from the oceanic entry point to the oceanic exit point. This separation can only be assured if all aircraft enter oceanic airspace in accordance with their oceanic clearance.

Although it may be desirable to defer climb or descent to the cleared oceanic flight level, delaying the request to domestic ATC for a clearance may result in entering oceanic airspace at an incorrect flight level. This has an extremely negative impact on the overall safety situation. In practical terms:

1. flights must enter oceanic airspace level at the cleared oceanic flight level
2. flights must enter oceanic airspace at the cleared oceanic entry point
3. flights must maintain the assigned true Mach number
4. if a pilot cannot comply with any part of the oceanic clearance, ATC must be informed immediately
5. pilots must ensure that their aircraft performance enables them to maintain the cleared oceanic flight level for the entire oceanic crossing
6. if a pilot discovers that the aircraft is not able to reach or remain at a cleared flight level, ATC must be informed immediately

Further information regarding recommended practices in the NAT Region can be found in the NAT MNPS Airspace Operations Manual and the “On the Right Track” presentations, available on the ICAO NAT PCO Website at: www.nat-pco.org.

(AJE-32/AFS-400, 9/27/07)

NEW YORK FIR

ICAO Flight Plan Addressing in the New York Oceanic FIR:

All flights entering the New York Oceanic CTA/FIR should address flight plans to KZWYZOZX. Flights entering the New York Oceanic CTA/FIR from domestic United States airspace or Bermuda should address flight plans to both KZWYZOZX and KZNYZQZX. (ATO-E, 21 Dec 06)

BEACON CODE PROCEDURES IN THE WESTERN ATLANTIC ROUTE SYSTEM (WATRS) AREA

Effective immediately, all aircraft transitioning into the West Atlantic Route System (WATRS) via fixed ATS routes shall remain on the last ATC-assigned beacon code.

NEW YORK OCEANIC FIR DATA LINK PROCEDURES

New York ARTCC provides full Controller Pilot Data Link Communications (CPDLC) and Automatic Dependant Surveillance-Contract (ADS-C) services throughout its Oceanic Airspace to FANS-1/A capable flights. The New York Oceanic FIR FANS LOGON address is "KZWY". CADS LOGON is **not** supported. Flights should use ADS for position reporting and CPDLC for all other ATC communications while in the New York Oceanic Area. See section 4 of this NOTAM for more information.

1. LOGON/Entry Procedures For Aircraft Entering the KZWY Data Link Service Area From Non-Data Link Airspace:

1) LOGON to KZWY at least 15 minutes but not more than 45 minutes prior to entering the New York Oceanic CTA/FIR.

2) **PRIOR** to entering the New York Oceanic FIR contact ARINC on HF or VHF providing the information as outlined in section 7 below.

2. Aircraft entering the New York Oceanic FIR from adjacent CPDLC airspace:

CPDLC and ADS services will be forwarded automatically between New York, Santa Maria, and Gander OCA's. CPDLC connections will be transferred approximately 5 minutes prior to the boundary crossing point. Pilots should determine the status of the FANS connection when crossing the New York Oceanic FIR boundary.

(1) If "KZWY" is the active connection, when crossing the New York Oceanic FIR boundary the pilot shall;

[a] Contact ARINC on HF providing the information as outlined in section 7 below.

(2) If "KZWY" is not the active center, when crossing the New York Oceanic FIR boundary the pilot shall;

[a] Terminate the CPDLC connection, then log-on to "KZWY".

[b] Contact ARINC on HF providing the information as outlined in section 7 below.

3. Flights Over Flying New York Bermuda RADAR Airspace

Prior to entering New York Bermuda RADAR airspace, aircraft will receive an END SERVICE message that will result in termination of CPDLC. Aircraft shall re-log-on to "KZWY" prior to re-entering the New York Oceanic CTA/FIR when they are advised by ATC to contact ARINC on HF.

4. Position Reports

Position reports should be made via ADS. The two types of ADS contracts that will be established with each aircraft are a twenty (20) minute Periodic Report Rate and a five (5) mile Lateral Deviation Event. This is in addition to normal waypoint reports. Operators should **not** use CPDLC for position reports but it should

be used for all other ATC communications. Position reports should be made via HF if ADS is not available. KZWW 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 KZWW 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 KZWW Oceanic Area

- 1) Contact New York Radio (ARINC) on HF or VHF and identify the frequency which calls are being made on.
- 2) Identify the flight as ADS and/or CPDLC connected.
- 3) State the name of the next CTA/FIR to be entered along with the latitude and longitude or waypoint exit point leaving the ZNY FIR.
- 4) Request a SELCAL check.
- 5) Expect to receive primary and secondary HF frequency assignments from New York Radio for the route of flight within the Data Link Service Area.

If the Flight Will Exit ZNY Oceanic Airspace Into Domestic Airspace (Including Overhead New York Bermuda RADAR)

- 1) Identify the flight as ADS and/or CPDLC connected.
- 2) State the track letter if operating on the Organized Track System (OTS).
- 3) State the name of the next CTA/FIR to be entered along with the latitude and longitude or waypoint exit point leaving the ZNY FIR.
- 4) Request a SELCAL check.

NOTE 1: ARINC May require flights to contact them at 60 West for HF frequency updates.

NOTE 2: HF frequency updates are required due to frequency propagation.

NOTE 3: Pilots must maintain SELCAL watch at all times within the New York Oceanic FIR.

Example Transmissions

Random Route:

”New York Radio, (N12345), on (11396). ADS and CPDLC connected, exit point (SUMRS), (Miami) next, SELCAL (AB-CD).”

Organized Track:

”New York Radio, (N12345), NAT Track (Whiskey), exit point (44N50W), (Gander) next, SELCAL (AB-CD)”

8. Questions

Direct questions to the New York Center Airspace and Procedures Office, telephone: 001-631-468-1018, fax 001-631-468-4229 during normal business hours, Monday – Friday. During all other times, contact the New York Center North Atlantic Supervisor: +1-631-468-1496, or Aeronautical Radio Supervisor: +1-631-244-2483. Additional information concerning CPDLC can be found at:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/

(AJE-32, 6/5/08)

SATVOICE CAPABILITY – NEW YORK FIR

New York Center oceanic control now has capability for direct Air/Ground and Ground/Air satellite telephone service (SATVOICE). SATVOICE contact between the pilot and New York Center shall be limited to distress and urgency situations.

New York Center oceanic control may initiate SATVOICE calls to aircraft when other means are not available and communication is essential.

NOTE–

Aircraft should be logged onto the Atlantic Ocean Region West (AOR–W) satellite while operating in the New York Fir in order for New York Center to be able to initiate calls to the aircraft.

The INMARSAT Codes for New York Oceanic FIR are 436695 (MNPSA and AIRSPACE East of 60W and South of 27N) and 436696 (WATRS Area).

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)

10 JANUARY 2013 IMPLEMENTATION OF AREA NAVIGATION (RNAV) ROUTES IN GULF OF MEXICO OCEANIC CONTROL AREAS

Implementation Plan. On 10 January 2013 at approximately 0900 UTC, Area Navigation (RNAV) routes will be implemented in Gulf of Mexico (GoMex) Oceanic Control Areas (CTA). The Federal Aviation

Administration (FAA), Servicios a la Navegacion en el Espacio Aéreo Mexicano (SENEAM) and the Direccion General de Aeronautica Civil (DGAC) Mexico will implement RNAV routes in the GoMex CTA's identified in the paragraph below. 50 Nautical Mile (NM) lateral separation was implemented in GoMex CTA's in October 2011 and will continue to be applied between aircraft authorized Required Navigation Performance 10 (RNP 10) or RNP 4. RNP 10 is the minimum navigation specification (NavSpec) required for the application of 50 NM lateral separation.

Implementation Sequence of Events. The FAA, SENEAM and DGAC Mexico will provide a coordinated sequence of events and specific timing for transitioning to the new GoMex RNAV routes later this year (2012).

Clarification of RNP 10 Versus RNAV 10 Terminology. "RNP 10" has the same meaning and application as "RNAV 10". The ICAO Performance-based Navigation (PBN) Manual (ICAO Doc 9613), Volume II, Part B, Chapter 1 (Implementing RNAV 10, Designated and Authorized as RNP 10) explains that the term "RNP 10" was in use before the publication of the ICAO PBN Manual and the manual has "grandfathered in" its continued use.

Operator Responsibilities.

a. To the maximum extent possible, **operators should obtain RNP 10 or RNP 4 authorization** from the appropriate State (country) authority prior to 10 January 2013. This will enable project benefits to be maximized in terms of operator access to user preferred flights levels and tracks and maximizing air traffic management flexibility.

b. Aircraft that are not authorized RNP 10 or RNP 4 diminish the overall benefits of the project. Such aircraft will be accommodated in GoMex airspace, however, 50 NM lateral separation cannot be applied to them and, therefore, their operation is not conducive to the smooth flow of traffic.

c. Aircraft equipped with a Single Long-Range Navigation System (S-LRNS) can qualify for

RNP 10 operations in the Gulf of Mexico, in accordance with the ICAO PBN Manual and the appropriate FAA and DGAC documents. This provision provides an option for obtaining RNP 10 authorization that should enable the vast majority of GoMex operators to obtain RNP 10 authorization.

Control Areas (CTA) Affected. RNAV routes will be implemented and 50 NM lateral separation will be applied in the following CTAs/FIRs/Upper Control Areas (UTA) on

10 January 2013:

- The Houston Oceanic CTA/FIR and the Gulf of Mexico portion of the Miami Oceanic CTA/FIR.
- The Monterrey CTA and Merida High CTA within the Mexico FIR/UTA

Access To Project Information. Information on plans, policies and procedures for 50 NM lateral separation and GoMex RNAV routes is posted on the "Gulf of Mexico 50 NM Lateral Separation/RNAV Routes Project Webpage":

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/gomex/

The web page contains detailed guidance on operator and aircraft authorization for RNP 10 or RNP 4 and includes Job Aids with FAA and ICAO document references. Operators are encouraged to review the policies concerning use of Strategic Lateral Offsets (SLOP), weather deviation procedures and in-flight contingency procedures contained in the Gulf of Mexico 50 NM Lateral Separation Initiative Operational Policy and Procedures on the web page.

Summary of Project Objectives. The project objectives are to:

- Apply 50 NM lateral separation between aircraft authorized RNP 10 (minimum) or RNP 4.
- Implement RNAV routes in the GoMex Oceanic CTA's.

- Have close to 100% of flights conducted by operators/aircraft operating in GoMex Oceanic CTA's authorized for RNP 10 or RNP 4 by the appropriate State authority.
- Accommodate the operation of the small percentage of flights not authorized RNP 10.
- Continue to apply the policy that aircraft equipped with a Single Long-Range Navigation System (S-LRNS) can qualify for RNP 10 operations in the Gulf of Mexico in accordance with the ICAO PBN Manual and the appropriate FAA and DGAC documents.

Contacts for Questions. The following individuals may be contacted:

FAA Headquarters Contacts

Name	Title	Phone	E-mail
Roy Grimes	Project Support, CSSI, Inc.	+1 202-863-3692	rgrimes@cssiinc.com
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Madison Walton	Flight Standards, Performance Based Flight Systems Branch (AFS-470)	+1 202-385-4596	madison.walton@faa.gov

U.S. FAA ATC Center Contacts

Name	Title	Phone	E-mail
John Beckman	Airspace Specialist, Houston ARTCC	+1 281-230-5521	john.beckman@faa.gov
Mike McGhee	Airspace Manager, Houston ARTCC	+1 281-230-5520	mike.mcgee@faa.gov
Mark Palazzo	Manager, Operations Support, Miami ARTCC	+1 305-716-1547	mark.palazzo@faa.gov
Juan Almanzar	Airspace Specialist, Miami ARTCC	+1 305-7161531	juan.almanzar@faa.gov

Project Leads For DGAC Mexico

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Oscar Vargas Antonio	Air Traffic Inspector	+52-55-57-23-9300 Extension 18074	ovargasa@sct.gob.mx

SENEAM Project Leads.

Name	Title	Phone	E-mail
Martin Fuentes	Director - Navigation and Aeronautical Information	+52 55-57-86-55-19	ais_pcr@sct.gob.mx
Bruce Magallon	Air Traffic Director	+52 55-57-86-55-13	dta_seneam@sct.gob.mx
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(Oceanic and Offshore Operations, AJE-32, 07/31/12)

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)

SPECIAL NOTICE -- SONOBOUY DROPS

Sonobouy drop activity 5 NM radius of St. Croix (COY) 300 degree radial 11 DME (300/11) surface to 1200 feet MSL, sunrise to sunset, 7 days a week. (SJU IFSS 7/87)

SPECIAL NOTICE -- ROOSEVELT ROADS, PUERTO RICO

The U.S. Navy conducts intermittent year-round drone launch and recovery operations between sunrise and sunset in the RPV ALTRV defined below:

NORTHEAST CORRIDOR:

5 NM on each side of a line from Cabras Island
to lat. 18° 15' 00" N., long. 65° 30' 00" W.;

to lat. 18° 14 ' 30 " N., long. 65° 24 ' 00 " W.;

to lat. 18° 14 ' 00 " N., long. 65° 10 ' 00 " W.;

to lat. 18° 30 ' 00 " N., long. 65° 08 ' 00 " W.;

to lat. 18° 45 ' 00 " N., long. 65° 06 ' 00 " W.

SOUTHEAST CORRIDOR:

5 NM on each side of a line from Cabras Island

to lat. 18° 15 ' 00 " N., long. 65° 30 ' 00 " W.;

to lat. 18° 14 ' 00 " N., long. 65° 24 ' 00 " W.;

to lat. 18° 14 ' 00 " N., long. 65° 10 ' 00 " W.;

to lat. 17° 35 ' 00 " N., long. 65° 16 ' 00 " W.

SOUTHWEST CORRIDOR:

5 NM on each side of a line from Cabras Island

to lat. 18° 13 ' 00 " N., long. 65° 36 ' 00 " W.;

to lat. 17° 50 ' 00 " N., long. 65° 38 ' 00 " W.

NORTHWEST CORRIDOR:

5 NM on each side of a line

from lat. 18° 45 ' 00 " N., long. 65° 36 ' 00 " W.;

to lat. 18° 18 ' 00 " N., long. 65° 33 ' 00 " W.;

to lat. 18° 07 ' 00 " N., long. 65° 36 ' 00 " W.

ALTITUDES:

Operating altitudes vary from the surface up to and including FL450. The drone operations are conducted with due regard to aircraft operations. Nonparticipating aircraft, therefore, are not prohibited from flying within the areas; however, extreme vigilance should be exercised when conducting through or near the areas when in use. Pilots should contact the San Juan International Flight Service Station on 123.65 or 255.4 to obtain real-time use information. (FAA ZSU-3.4 - CERAP HUB Revised 8/91)

**SPECIAL NOTICE -- GULF OF MEXICO
COMMUNICATIONS REQUIREMENTS AND POSITION REPORTING
WITHIN HOUSTON OCEANIC CONTROL AREA**

Position reports and the ability to communicate at any point of the route of flight is vital to the air traffic safety and control process. When flight planning, users are responsible to ensure that they will be capable of compliance. Inability to comply is in violation of ICAO requirements. The communication requirements for IFR flights within the Houston Oceanic Control Area are:

- a. Functioning two-way radio communications equipment capable of communicating with at least one ground station from any point on the route.
- b. Maintaining a continuous listening watch on the appropriate radio frequency.
- c. Reporting of mandatory points.

The following describes an area in the Houston CTA/FIR where reliable VHF air-to-ground communications below FL180, are not available:

26 30 00N 86 00 00W TO 26 30 00N 92 00 00W

TO 24 30 00N 93 00 00W TO 24 30 00N 88 00 00W

TO 24 00 00N 86 00 00W TO BEGINNING POINT.

Communications within this area are available for all oceanic flights via HF.

The attention of pilots planning flights within the Houston CTA/FIR is directed to the communications and position reports requirements specified in the following ICAO Documents:

ANNEX 2, PARAGRAPHS 3.6.3 AND 3.6.5

ANNEX 11, PARAGRAPH 6.1.2

PANS-RAC 4444, PART 2, PARAGRAPH 14

DOC 7030, CAR, PARAGRAPH 3. (FAA)

NOTAM: FOR RNAV ROUTES Q100, Q102, AND Q105

This NOTAM defines RNAV equipment requirements for operators filing Q100, Q102, and Q105 through Gulf of Mexico airspace. Only aircraft approved for IFR Area Navigation operations will be cleared to operate on Q100, Q102, and Q105 between the surface and FL600 (inclusive).

Operator Determination of RNAV Equipment Eligibility

In accordance with Federal Aviation Regulations 91.511, 121.351, 125.203, and 135.165 (as applicable) an approved Long-Range Navigation System (INS, IRS, GPS or Loran C) is required for operation on these routes.

In addition, operators will not flight plan or operate on these routes unless their aircraft are equipped with RNAV systems that are approved for IFR navigation and the pilots are qualified to operate them. Aircraft may be considered eligible to operate on these routes if they fall under one of the following categories:

a. The Airplane Flight Manual shows that the navigation system installation has received airworthiness approval in accordance with one of the following FAA ACs:

- 1.** AC 90-45A (RNAV system approval).
- 2.** AC 20-121A (LORAN C approval).
- 3.** AC 20-130, as amended (Multi-Sensor Navigation system approval).
- 4.** AC 20-138 (GPS approval).
- 5.** AC 25-15 (Flight Management System [FMS] approval).

NOTE-

INS LIMITATIONS. See paragraph f, below.

b. The aircraft qualify for the /E, /G, /R, /J, /L, or /Q equipment suffix, as defined in the Aeronautical Information Manual (AIM).

Operational Requirements and Procedures

a. Class I Navigation: operations on Q-routes 100, 102, 105 will continue to be categorized as Class I navigation, as defined in FAA Order 8900.1, Vol. 4, Chapter 1, Section 3, Class I Navigation.

b. Operations Specifications: operators are considered eligible to conduct operations on the Q-routes provided that aircraft are equipped with the appropriate equipment in accordance with the “Operator Determination of RNAV Equipment Eligibility” paragraph above and operations are conducted in accordance with paragraph (c), (d), (e) and (f) below. Title 14 CFR Parts 121, 125, 135 operators are authorized to operate on the Q-routes when they are issued Operations Specifications (OpSpecs) paragraph B034 (Class I Navigation Using Area Navigation Systems). In addition, OpSpecs B034 must be annotated in OpSpecs paragraph B050 (Enroute Authorizations, Limitations and Procedures), for the Gulf of Mexico High Offshore Airspace.

c. Pilots in command filing on RNAV routes are certifying that the crews and equipment are qualified to conduct RNAV operations.

d. Pilots in command shall be responsible for navigating along route centerline (as defined by the aircraft navigation system) in accordance with the requirements of Title 14 CFR 91, section 181 (course to be flown) and ICAO Annex 2, paragraph 3.6.2.1.1. (Annex 2, paragraph 3.6.2.1 states that flights shall “in so far as practical, when on an established ATS route, operate on the defined centerline of that route.”)

e. Pilots in command shall notify the Air Route Traffic Control Center (ARTCC) of any loss of navigation capability that affects the aircraft’s ability to navigate within the lateral limits of the route.

f. INS or IRS LIMITATION. For the purposes of operating on the following RNAV routes, Q100, Q102, and Q105, aircraft equipped with Inertial Navigation Systems (INS) or Inertial Reference Systems (IRS) that cannot receive automatic position updates (e.g., DME/DME update) for the entire length of the route, are limited to 1.5 consecutive hours of un-updated operation. In preparation for take-off, this time starts at the time that the INS or IRS is placed in the navigation mode. En route, the maximum time allowed between automatic position updates is 1.5 hours. Systems that perform updating after the pilot has manually selected the navigation aid are considered to have “automatic update” capability.

g. Radar monitoring will normally be provided. In the event of loss of radar, aircraft will be advised. ATC will ensure that the appropriate nonradar separation is applied during these time periods.

FAA Websites and Contacts: Information and contacts on oceanic and offshore operations can be found on the FAA Oceanic and Offshore Operations Web Site. To access the FAA web site, type:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/

(Central En Route & Oceanic Operations, AJE-C14, 8/28/08)

HOUSTON, SAN JUAN, AND MIAMI FIRS AIR-TO-AIR FREQUENCY

Effective 0001 UTC, May 18, frequency 123.45 MHz will be the approved air-to-air VHF channel within the above FIRs. This frequency will be used for flights operating over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems. Frequency 123.45 MHz replaces the previously published frequencies used within the Houston, San Juan, and Miami FIRs. This change is necessary to comply with Amendment 74 to ICAO Annex 10, Volume II that took effect on November 4, 1999, which designated 123.45 as the global standard VHF air-to-air frequency.

Effective 0001 UTC, May 18, 2000, frequency 123.45 MHz will be the approved air-to-air VHF.
(ATP-130.6 4/10/2000)

SPECIAL NOTICE -- SAN JUAN CTA/FIR FLIGHT PLAN VERIFICATION

Effective immediately, all aircraft transitioning through San Juan FIR/CTA from a foreign facility that will operate in MNPS airspace shall forward the full route of flight for flight plan verification. This shall be accomplished prior to exiting the San Juan FIR/CTA, by one of the following means:

- a. Via Direct pilot–controller communication.
- b. Via Aeronautical Radio, Inc. (ARINC), when requested by ATC.

This requirement does not apply to aircraft operating in non–MNPS airspace. (San Juan CERAP 2/10/99)

SAN JUAN CTA/FIR

SPECIAL NOTICE -- VFR TRAFFIC

All VFR aircraft entering and departing the San Juan FIR/CTA will provide San Juan Radio with an ICAO flight plan. All aircraft must establish 2 way communications with San Juan on 126.7, 122.2, 123.65, or 255.4. Communication can also be established by using the VOR frequency for receiving and transmitting on 122.1 for Borinquen (BQN), Mayaguez (MAZ), Ponce (PSE), St Croix (COY). The St. Thomas (STT) transmitting frequency is 123.6. If unable to contact San Juan Radio, the pilot is responsible for notifying adjacent ATS units and request that a position report be relayed to San Juan Radio for search and rescue purposes and flight following. This is in accordance with ICAO Doc 4444, Part II, paras. 14.1.1, 14.1.4; Part VI, paras 1.2.1, 2.2.2; Annex 11, chapter 6, paras. 6.1.2.1, 5.1.1, 5.2.1, 5.2.2, 5.2.2.3, 5.3.2.4, 5.4.1

(San Juan IFSS 9/86)

MIAMI CTA/FIR HAVANA CTA/FIR -- MIAMI CTA/FIR

Aircraft on IFR flight plans entering the Miami CTA/FIR at FL240 and above from the Havana CTA/FIR are requested to establish communication with Miami Oceanic CTA/FIR boundary (Long. 2400N) on the frequencies listed below for airways/direct routes:

between 8100W–8300W 132.2 VHF/323.1 UHF

between 8000W–8100W 124.7 VHF/323.0 UHF

between 7810W–8000W 135.22 VHF/381.45 UHF

between 7810W–Southeast to 2200N/7500 W 127.22 VHF/239.02 UHF

Aircraft on IFR flight plans entering the Miami CTA/FIR below FL240 from the Havana CTA/FIR are requested to establish communication with Miami ARTCC 10 minutes prior to the Miami Oceanic CTA/FIR boundary (Long. 2400N) on the frequencies listed below:

B646 & G765 – 132.2 VHF/323.1 UHF

B503 – 127.22 VHF/239.02 UHF

G437 – 125.7 VHF/307.9 UHF

A301 & R628 – 135.6 VHF/269.05 UHF.

NOTE–

This information should appear on all applicable Domestic and Latin American High/Low En Route Charts.

RADAR SEPARATION

Miami ARTCC is utilizing limited radar procedures with Havana Center. Aircraft should not anticipate these services unless they are specifically provided. Aircraft must contact Miami ARTCC 10 minutes prior to reaching the Miami CTA/FIR boundary, regardless of radar services being provided.

Miami ARTCC is utilizing a secondary radar system from an antenna located on the island of Grand Turk, British West Indies. IFR aircraft within 200 NM of the antenna above FL240 can expect radar separation from other IFR aircraft. Radar air traffic service will be provided below FL240 by Miami Center to those participating aircraft within the antenna coverage.

Miami ARTCC is also utilizing a secondary radar system from an antenna located on the New Providence Island, Nassau, Bahamas. IFR aircraft within 200 NM of the antenna above FL240 can expect radar

separation from other IFR aircraft. Radar air traffic service will be provided below FL240 to those participating aircraft within the antenna coverage.

Above FL240, some overlap occurs in radar coverage between the Nassau and Grand Turk systems and between the Grand Turk and Pico Del Este, Puerto Rico, systems.

There is no primary radar data or weather information available from the Grand Turk and Nassau radar systems. Since radar separation is dependent upon the receipt of transponder returns, all aircraft within antenna coverage of either system are required to squawk transponder codes as assigned by ATC, or, if none assigned, squawk the appropriate stratum code.

Aircraft departing and overflying the Santo Domingo and Port Au Prince FIRs can expect ATC assigned codes from those agencies. If a code is not assigned by either Santo Domingo or Port Au Prince, pilots should request a code. The assigned codes should be squawked prior to crossing the Miami CTA/FIR boundary north or west bound. Initial call up to Miami Center prior to crossing the CTA/FIR boundary will permit early radar identification. Radar flight following of VFR aircraft is available on a workload permitting basis. The primary ATC frequency is 132.3 and 307.2. Secondary frequency is 135.2 and 327.0. (ZMA 7/17/03)

Aircraft on IFR flight plan entering Miami CTA/FIR from Port Au Prince or Santo Domingo CTA/FIR contact Miami ARTCC at least 10 minutes prior to reaching Miami CTA/FIR boundary for ATC clearance.

(FAA)

FLIGHT PLANNING INTO OR THROUGH THE MIAMI CTA/FIR AND SAN JUAN CTA/FIRs

In an effort to eliminate erroneous or duplicate flight plans that may be received from diverse locations, and to increase the safety of flight within the Miami and San Juan CTA/FIRs, operators shall adhere to the following procedures when filing flight plans for departing flights from foreign aerodromes entering the United States National Airspace System:

a. All changes to an IFR flight must be submitted as soon as possible to the Air Traffic Service unit having authority for the departure aerodrome. Change/Modification (CHG) or Cancel (CNL) messages must be sent PRIOR to submitting a current or new flight plan.

b. Operators participating in the Repetitive Flight Plan/Bulk Storage Program (RPL) with Miami Center/San Juan CERAP are reminded of their responsibility to maintain accurate flight plan information on file. Failure to comply with this agreement may result in cancellation of the RPL agreement.

These references are contained in ICAO DOC 4444 and FAAO 7210.3, *Facility Operation and Administration*. Operators should be aware that failure to adhere to these procedures could result in an operational delay or pilot deviation.

If you have any questions, please do not hesitate to call the Miami Center Operations Office at 305-716-1530. (ZMA 9/15/99)

PANAMA: SPECIAL NOTICE

En route IFR flights operating within the Panama CTA and outside the effective range of published Panama Center VHF/UHF frequencies are required to establish and maintain communications with Panama Radio. IFR aircraft entering the Panama CTA shall make a standard position report at the CTA boundary to Panama ARTCC through Panama Radio. Primary and alternate frequencies: primary 6649 kHz, alternate 2944 kHz when operating south of 09-00N/TBG. Primary 6577 kHz, alternate 8918 kHz when operating north of 09-00N/TBG. Additional frequencies available are 5520 kHz, and 11396 kHz. U.S. military flights and civil aircraft unable to establish communications with Panama Radio may utilize Albrook Airways on USB frequencies 5710 kHz (0200-1200 UTC), 6683 kHz (0000-1400 UTC), 8993/11176 kHz (24 hrs daily), 15015 kHz (1200-0200 UTC), 18019 kHz (1400-2400 UTC). When operating within the effective range of published Panama Center VHF/UHF frequencies, en route IFR aircraft are required to maintain direct

pilot/controller communications utilizing 125.5 or 352.0 MHz, alternates 120.3 or 317.7 MHz. All aircraft operating within the Panama CTA/FIR equipped with functioning transponder should set transponders to reply on the following modes/codes in accordance with type of flight plan and altitude stratum. IFR aircraft below flight level 200 Mode A/3 code 1100. At and above flight level 200 Mode A/3 code 2100. VFR aircraft Mode A/3 code 1200. Other transponder replies will be assigned by Panama ACC as necessary. (FAA)

PACIFIC

ARINC VHF Site in Guam

ARINC, Inc. has installed a VHF Aeronautical Ground station in Guam that will provide enhanced coverage within a 300 NM radius (at FL350) of the GUM airport. The site will be operational January 31, 2009, and will provide ARINC VHF coverage within the Guam CERAP airspace and also provide on ground coverage at the GUM airport. The site will be controlled and operated by the ARINC San Francisco Communications Center.

Guam VHF
131.95

Note 1: This is the first ARINC Voice Services Operational Notification for 2009; the last was ARINC Operational Notification 08-01.

Note 2: Questions regarding this Notification should be directed to the ARINC Service Desk 800-633-6882 or 703-637-6360. (ARINC 2/12/09)

<p>HF Long Distance Operational Control (LDOC) Coverage Improvement in Western Pacific Region</p>
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ARINC, Inc. has upgraded the HF LDOC coverage in the Western Pacific. The station located on Guam operates on a common group of HF LDOC frequencies operated by ARINC at other Pacific based radio sites. The LDOC frequencies are listed on current aeronautical charts and in other aeronautical publications for the Pacific Ocean. The site is controlled and operated by the ARINC San Francisco Communications Center. Effective 1 June 2009, the LDOC frequencies are:

Pacific LDOC
3494
6640
8933
11342
13348
17925
21964

Note 1: Questions regarding this Notification should be directed to the ARINC Service Desk at 800-633-6882 or 703-637-6360. (ARINC 05/19/09)

**HF Long Distance Operational Control (LDOC) Coverage Improvement
in Western Pacific Region**

ARINC, Inc. has upgraded the HF LDOC coverage in the Western Pacific with the installation of a high power HF site in Thailand. The station located at Hat Yai, Thailand operates on a common group of HF LDOC frequencies operated by ARINC at other Pacific based radio sites. The LDOC frequencies are listed on current aeronautical charts and in other aeronautical publications for the Pacific Ocean. The site is controlled and operated by the ARINC San Francisco Communications Center. Effective immediately, the LDOC frequencies are:

Thailand LDOC
3494
6640
*8933
11342
13348
17925
21964

*8933 is not currently authorized for operation.

Note 1: Questions regarding this Notification should be directed to the ARINC Service Desk at 800-633-6882 or 703-637-6360.

(ARINC 2/11/10)

Oakland Oceanic Control Area (CTA) Nautical Mile (nm)

Lateral/30 nm Longitudinal Separation (30/30) 50 nm

Longitudinal Separation (D50)

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 (D50) between appropriately authorized and equipped aircraft throughout the Oakland Oceanic CTA. Oakland ARTCC will continue to accommodate operators that are not eligible for 30/30 throughout Oakland Oceanic CTA. Lateral, longitudinal and vertical separation minima for aircraft not eligible for 30/30 will not change.

This notice provides operational policies, requirements and recommendations for operators planning for 30/30 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 FAA Oceanic and Offshore Operations Group homepage:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/pacific_cns/

Operator requirements for the application of D50 (D50) are not addressed in that they have been previously published.

2. FAA Planning for Phased Expansion of 30/30 Separation. The FAA continues to assess safety and operational issues and will coordinate plans and schedules for safe expansion of 30/30 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 Ocean 21, are required for 30/30 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 30/30 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 data link 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 D50 Separation. Oakland ARTCC will apply the following policies to the use of 30/30 and D50:

- 30/30 and D50 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 or D50.
- 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. 30/30 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 30/30, 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 ICAO Global Operational Data Link Document (GOLD), as amended, and maintained for the

duration of the flight in the applicable Pacific FIRs. (See paragraph below for Web page access to the GOLD); and

- Pilots and, if applicable, dispatchers must be trained on policies and procedures applicable to 30/30 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” Web page (see paragraph 1). Basic reference documents for RNP-4, CPDLC and ADS-C operations are discussed below:

- Operators should use the ICAO Global Operational Data Link Document (GOLD) to develop policy and procedures for CPDLC and ADS-C operations, which can be found at the following link:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/data_link/

- 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)); or
 - 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 30/30 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); and
- 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 30/30 Environment. Pilots should be aware that during the trial, 30 nm 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 the “Pacific CNS Requirements/Options” Web page.

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 15 nm 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 30 nm 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 30/30 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 30 nm. 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 30/30 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 30/30 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 30 nm 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 Notice “Operational Policy/Procedures: Pacific Ocean and Offshore Airspace.” The notice is posted on the “Pacific CNS Requirements/Options” Web page.
- 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 30/30 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:

Martin Adams, Acting Manager, Oceanic and Offshore Operations,
FAA Headquarters, AJE-32;
Phone: 202-267-3448; E-mail: martin.w.adams@faa.gov

Karen Chiodini, Oceanic and Offshore Operations,
FAA Headquarters, AJE-32;
Phone: 202-493-5248; E-mail: Karen.L.Chiodini@faa.gov

Dennis Addison, Acting Support Manager, International Airspace & Procedures,
Oakland Center;
Phone: 510-745-3258; E-mail: 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;
Phone: 202-385-4581; E-mail: Robert.M.Tegeder@faa.gov.

Madison Walton, Flight Technologies and Procedures Division, AFS-400;
Phone: 202-385-4596; E-Mail: Madison.Walton@faa.gov.

Roy Grimes (FAA Separation Standards Program Support, CSSI, Inc.);
Phone: 202-863-3692; E-Mail: RGrimes@cssiinc.com

(Oceanic and Offshore Operations, AJE-32, 11/16/10)

**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)

EET REQUIREMENTS

In accordance with ICAO 4444, flight plans with routes entering the Oakland Oceanic Flight Information Region (KZAK) must contain among the elapsed time (EET) in Field 18, an entry point for KZAK and an estimated time. It is not mandatory to file the boundary crossing point in Field 15 of the route of flight, but it is permitted. The omission of a KZAK EET in flight plans causes the KZAK computer to reject such flight plans.

(ATP-130 12/4/00)

POSITION REPORTS FOR AIRCRAFT UTILIZING PACIFIC ORGANIZED TRACK SYSTEM (PACOTS) ROUTES

Aircraft filed on PACOTS routes with Oakland Oceanic CTA/FIR airspace shall make position reports using latitude/longitude coordinates or named fixes as specified in the track definition messages (TDM). Position reports shall comprise information on present position, estimated next position, and ensuing position. Reporting points of reference not specified in the TDM and/or rounding off geographical coordinates is prohibited.

(ATP-130 12/4/00)

SPECIAL NOTICE – REQUIRED NAVIGATION PERFORMANCE 10 (RNP-10) IN THE OAKLAND CENTER FIR

A minimum of 50 NM lateral separation standard will be applied to all aircraft that are RNP-10 approved. RNP-10 is required for all aircraft operating in the Central East Pacific (CEP) and PACOTS.

RNP-10 approved: all RNP-10 approved aircraft entering the Oakland FIR shall file an “/R” equipment suffix in their ICAO flight plan in accordance with ICAO Doc. 4444, Appendix 2, provided they will maintain RNP-10 eligibility for the entire route segment within the Oakland FIR.

Non RNP-10 approved: may file via random track, at any altitude, at least 100 NM from any PACOTS track, or the NOPAC. Aircraft entering the NOPAC should flight plan in accordance with Notices contained in the Alaska Chart Supplement. Oakland Center may apply 50 NM lateral separation between RNP-10 approved aircraft, as defined by ICAO regional supplementary procedures Doc 7030/4 PAC/RAC, Part 1, Chapter 6. Operators are required to obtain an approval by State of registry or State of operator, as appropriate, to be qualified as RNP-10 capable. RNP-10 approval criteria can be found in FAA Order 8400.12, as amended, which can be obtained on the Internet at: www.faa.gov/ats/ato/rnp/htm.

Approval information should be submitted to the following:

Federal Aviation Administration
William J. Hughes Technical Center, ACT-520
Atlantic City Airport, NJ 08405, USA
ATTN: RNP-10 approval

This information can also be transmitted via the Internet to Bennett_D_Flux@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)

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)

ARCTIC 50 NM LATERAL SEPARATION AND PERFORMANCE BASED NAVIGATION

OPERATIONAL POLICY AND PROCEDURES

Introduction. On 18 November 2010 at 0900 UTC, the FAA will apply a 50 Nautical Mile (NM) lateral separation standard between aircraft authorized Required Navigation Performance 10 (RNP 10) or RNP 4

and operating in the Anchorage Arctic Flight Information Region (FIR). Advance notice of this plan was published in FAA Domestic/International Notices To Airmen in November 2009. This notice is intended to provide operators and State authorities with the applicable operational policies and procedures.

Background. 50 NM lateral separation was first applied between RNP 10 aircraft operating on the North Pacific Route System in April 1998 and expanded to the Anchorage FIR in August 1998. Since that time, 50 NM lateral separation has been expanded throughout the Pacific Flight Information Regions (FIR) and been applied in other airspace, including, in June 2008, to the West Atlantic Route System. The Arctic 50 NM lateral separation initiative is applying the experience gained in those operations.

Project Objectives. The project objectives are:

- Reduce lateral separation from 90 NM to 50 NM between aircraft authorized RNP 10 and/or RNP 4.
- Have approximately 90% of Arctic flights conducted by operators/aircraft that have been authorized RNP 10 or RNP 4 by the appropriate State (country) authority.
- Accommodate operation of the small percentage of flights not meeting the RNP 10 minimum requirement.

Control Area (CTA) Affected. The Anchorage Arctic FIR is that airspace bounded by: 90N 141W, 72N 141W, 72N 158W, 68N 168 58 23W, 90N 168 58 23W. **The vertical boundaries are:** flight level (FL) FL230 to FL600 inclusive.

Note: NAV CANADA is progressing plans to implement 50 NM lateral separation between aircraft authorized RNP 10 or RNP 4 in the Edmonton FIR/CTA during the first quarter of 2011. These plans will be coordinated between the FAA and NAV CANADA to enable harmonized policies to be applied.

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

1. Arctic 50 NM Lateral Separation/Performance-based Navigation (PBN) Webpage: Policy, Procedures and Guidance for Operators and Regulators
2. Lateral Separation Standards To Be Applied
3. Operation In Areas or On Routes Within Arctic 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. Contacts for Questions
10. FAA Project Leads

OPERATIONAL POLICY AND PROCEDURES

1. Arctic 50-lateral/PBN Webpage: Policy, Procedures and Guidance For Operators and Regulators.

Information on plans for 50 NM lateral separation and PBN is posted on the “Arctic 50 NM Lateral Separation/Performance-based Navigation (PBN) Webpage”. The Webpage is linked to the “Oceanic and Offshore Operations” Homepage. The address for the Homepage is:

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.

- 50 NM lateral separation will be applied in the Anchorage Arctic FIR between aircraft authorized RNP 10 and/or RNP 4.
- Within the Anchorage Arctic FIR the lateral separation standard applicable to aircraft not authorized RNP 10 and/or RNP 4 is 90 NM.
- Policies for application of other lateral separation standards in airspace outside the Anchorage Arctic FIR will not be affected.

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

- a. Northern Control Area (NCA) Tracks and Laterals
- b. UPRs when not restricted by NOTAM

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 in the Anchorage Arctic FIR shall report the lack of authorization by stating “**Negative RNP 10**”:

- 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 8g 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 can file any route at any altitude in the Anchorage Arctic FIR. They will be cleared to operate on their preferred routes and altitudes as traffic permits. 50 NM lateral separation will not be 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 0500 to 1700 UTC.

5. Operator Action. In order to maximize operational flexibility provided by 50 NM lateral separation, operators capable of meeting RNP 10 or RNP 4 that operate on oceanic routes or areas in the Anchorage Arctic FIR should obtain authorization for RNP 10 or RNP 4 and annotate the ICAO flight plan accordingly.

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 (NavSpecs) applicable to oceanic and remote area operations. (See note below). Other RNAV and RNP NavSpecs 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 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 8400.12B (29 Jan 2009) is the current version). 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 Arctic Webpage.

d. **ICAO PBN Manual (ICAO 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.

e. **RNP 10 and RNP 4 Job Aids.** Operators and authorities should use the RNP 10 or RNP 4 Job Aids posted on the Arctic 50-lateral/PBN Reduction Webpage. These Job Aids address the operational and airworthiness elements of aircraft and operator authorization and provide references to appropriate 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 Arctic 50-lateral/PBN 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 RNP 10.

Note: see paragraph 8b 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. See paragraph 13d of FAA 8400.12 for information concerning extending time limits.

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 Arctic CTAs.

b. **To inform ATC 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 7e and 7f below! They provide recommended filing practices for domestic U.S. RNAV operations and filing with Eurocontrol.

c. 50 NM lateral separation will only be applied to operators/aircraft that annotate the ICAO flight plan in accordance with this policy. See 7b (1)(2) above.

d. 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.

e. 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 U.S. RNAV capabilities to ATC by requiring an entry following the NAV/ indicator in item 18 of the ICAO flight plan. The initiative has provisions for showing RNAV capabilities for departure (“D”), enroute (“E”) and arrival (“A”) with RNAV accuracy values. An example item 18 entry is: NAV/RNVD1E2A1. The numerals in the example indicate RNAV 1 and RNAV 2 accuracy. The website for this initiative is at:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/flight_plan_filing/

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

f. 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/RNVD1E2A1” and “NAV/RNP10” are entered, only “NAV/RNP10” will be forwarded. **Multiple “NAV/” entries should, therefore, be consolidated following a single “NAV/” indicator.**

(3) **Recommendation.** Item 18 entries made in accordance with paragraph 7e (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. **Basic Pilot Procedures.** The RNP 10 and RNP 4 Job Aids contain references to pilot and, if applicable, dispatcher procedures contained in:

- FAA Order 8400.12B (RNP 10), Appendix D (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)
 - ICAO PBN Manual, Volume II, Part C, Chapter 1 (RNP 4)
- b. **LRNS Failure or Malfunction On Arctic Oceanic Routes or Areas Where 50 NM Lateral Separation Is Applied.** The FAA Alaska Supplement provides guidance for situations where an aircraft experiences a LRNS failure or malfunction. See “**Partial or Complete Loss of Navigation Capability**” in Section C of the supplement. This paragraph is also posted on the Arctic 50-lateral/PBN Webpage.
- c. **In-flight Contingency Procedures (e.g., Rapid Descent, Turn-back, Diversion).** In-flight contingency procedures for oceanic airspace published in Chapter 15 of ICAO Document 4444 apply. The full text of the in-flight contingency procedures is published in Section 2 of the Arctic 50-lateral/PBN Webpage.
- d. **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 Arctic Separation Reduction Webpage and published on ICAO Document 4444. SLOP is addressed in the RNP 10 and RNP 4 Job Aids.
- e. **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 8f below.
- f. **Pilot Statement of RNP 10 or RNP 4 Approval Status, If Requested.** If requested by the controller, the pilot shall communicate approval status using the following phraseology:

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

9. 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:

Susan Horn	FAA Oceanic and Offshore Operations (AJE-32)	+1 202-385-8461	Susan.E.Horn@faa.gov
Ronnie Parks	FAA Support, CSSI, Inc.	+1 202-863-7421	rparks@cssiinc.com
Steve Smoot	FAA Support, CSSI, Inc.	+1 202-863-0865	SSmoot@cssiinc.com
Roy Grimes	FAA Support, CSSI, Inc.	+1 202-863-3692	RGrimes@cssiinc.com

10. FAA Project Leads. The FAA project leads are:

Susan Horn (Project Lead)	Oceanic and Offshore Operations (AJE-32)	+1 202-385-8461	Susan.E.Horn@faa.gov
Bob Tegeder	Flight Standards Service, Flight Technologies & Procedures Division (AFS-400)	+1 202-385-4581	Robert.M.Tegeder@faa.gov
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24 AUGUST 2012 UPDATE

GULF OF MEXICO 50 NM LATERAL SEPARATION / RNAV ROUTES PROJECT OPERATIONAL POLICY AND PROCEDURES

Phase 1 Implementation – 20 October 2011. On 20 October 2011, the Federal Aviation Administration (FAA), Servicios a la Navegacion en el Espacio Aéreo Mexicano (SENEAM) and the Direccion General de Aeronautica Civil (DGAC) Mexico implemented 50 Nautical Mile (NM) lateral separation between aircraft authorized Required Navigation Performance 10 (RNP 10) or RNP 4 operating in the Gulf of Mexico (GoMex) Oceanic Control Areas (CTA). **For Phase 1 implementation, existing Air Traffic Service (ATS) routes and route operating policies did not change.**

Phase 2 Implementation – 10 January 2013. On 10 January 2013 at approximately 0900 UTC, Area Navigation (RNAV) routes will be implemented in GoMex Oceanic CTAs to replace most of the existing ATS routes. The FAA, SENEAM and DGAC Mexico will implement RNAV routes in the GoMex CTA's identified in the paragraphs below. 50 Nautical Mile (NM) lateral separation will continue to be applied between aircraft authorized RNP 10 or RNP 4. RNP 10 is the minimum navigation specification (NavSpec) required for the application of 50 NM lateral separation.

FAA ICAO Flight Plan (FPL) 2012. The next page and paragraph 4 (Provisions for Accommodation of NonRNP10 Aircraft) and paragraph 7 (Flight Planning Requirements) contain information on the new ICAO flight plan including the anticipated start to a transition mode on or about 15 September 2012.

Phase 2 Implementation Sequence of Events. In the November-December timeframe, the FAA, SENEAM and DGAC Mexico will provide a coordinated sequence of events and specific timing for transitioning to the new GoMex RNAV routes on 10 January 2013.

Policy and Procedures Coordination With SENEAM and DGAC Mexico. The policies and procedures contained in this Notice have been coordinated with SENEAM and DGAC Mexico. They will be applied in the GoMex CTA's where the FAA and SENEAM provide Air Traffic Control.

RNP 10 Versus RNAV 10 Terminology. "RNP 10" has the same meaning and application as "RNAV 10". The ICAO Performance-based Navigation (PBN) Manual (ICAO Doc 9613), Volume II, Part B, Chapter 1 (Implementing RNAV 10, Designated and Authorized as RNP 10) explains that the term "RNP 10" was in use before the publication of the ICAO PBN Manual and the manual has "grandfathered in" its continued use when implementing an "RNAV 10" navigation specification.

Control Areas (CTA) Affected. On 10 January 2013, new RNAV routes will be implemented and 50 NM lateral separation will continue to be applied in the following CTAs/FIRs/Upper Control Areas (UTA).

- The Houston Oceanic CTA/FIR and the Gulf of Mexico portion of the Miami Oceanic CTA/FIR.
- The Monterrey CTA and Merida High CTA within the Mexico FIR/UTA

Summary of Phase 2 Project Objectives. The Phase 2 project objectives are to:

- Implement RNAV routes in the GoMex Oceanic CTA's on 10 January 2013.
- Continue to apply 50 NM lateral separation between aircraft authorized RNP 10 (minimum) or RNP 4.
- Have close to 100% of flights operating in GoMex Oceanic CTA's authorized for RNP 10 or RNP 4 by the appropriate State authority.

- Accommodate the operation of the small percentage of flights not authorized RNP 10.
- Continue to apply the policy that aircraft equipped with a **Single Long-Range Navigation System (S-LRNS)** can qualify for RNP 10 operations in the Gulf of Mexico in accordance with the ICAO PBN Manual and the appropriate FAA and DGAC documents.

ICAO Flight Plan (FPL) 2012 Implementation. ICAO FPL 2012 implements a NEW ICAO flight plan format and entries in accordance with Amendment 1 to ICAO Document 4444 (Procedures for Air Navigation Services – Air Traffic Management). Amendment 1 revises

Doc 4444, Appendix 2 (Flight Plan) to provide the NEW flight plan format and NEW entries to indicate aircraft communication, navigation and surveillance capabilities.

Note: “**PRESENT**” in FAA ICAO FPL 2012 documents refers to current provisions for ICAO flight plans. “**NEW**” refers to the Amendment 1 ICAO FPL 2012 provisions for ICAO flight plans.

FAA ICAO FPL 2012 Webpage Information. For up to date information on FAA ICAO FPL 2012 implementation, see the “Planned Changes to Filed Flight Plans in 2012” webpage at: <http://www.faa.gov/go/fpl2012>. The webpage includes an “ICAO 2012 Quick Reference Brochure” or guide for NEW ICAO flight plan entries.

FAA ICAO FPL 2012 Transition Mode. On or about 15 September 2012, the FAA anticipates entering a transition mode. During the transition period, ICAO flight plans can be filed in either the NEW or PRESENT flight plan format. The start of the transition mode will be announced in a NOTAM. The transition period will terminate on 15 November 2012.

SENEAM ICAO FPL 2012 Transition Mode. SENEAM will also accept ICAO flight plans filed in either the NEW or PRESENT flight plan format during the transition period (on or about 15 September 2012 to 15 November 2012).

15 November 2012 0000 UTC Implementation Date. IFR or VFR flight plans using the PRESENT ICAO flight plan content and format that are filed after 15 November 2012 0000 UTC will **not** be accepted. See the “FAA Implementation of the Amendment” section of the ICAO FPL webpage for more details of the implementation plan.

Flight Plan Entries for NonRNP 10 Aircraft. Paragraph 4 provides information on PRESENT (current) and NEW flight plan flight plan entries and pilot reports for aircraft not authorized Required Navigation Performance 10 or RNP 4 (NonRNP 10 aircraft).

Flight Plan Entries for RNP 10 and RNP 4 Aircraft. Paragraph 7 (Flight Plan Requirements) provides information on PRESENT and NEW flight plan entries for RNP 10 and RNP 4 aircraft.

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

1. Gulf of Mexico 50 NM Lateral Separation / RNAV Routes Project Web Page: Policy, Procedures and Guidance for Operators and Regulators
2. Lateral Separation Minima to be Applied
3. Operation in Areas or on Routes within the Gulf of Mexico not affected by the project.
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. FAA Hq, Houston and Miami Center Contacts
10. FAA Project Leads
11. DGAC - Mexico Leads
12. SENEAM Project Leads

OPERATIONAL POLICY AND PROCEDURES

1. Gulf of Mexico 50 NM Lateral Separation / RNAV Routes Project Web Page: Policy, Procedures and Guidance for Operators and Regulators

Information on plans, policies and procedures for 50 NM lateral separation is posted on the “Gulf of Mexico 50 NM Lateral Separation / RNAV Routes Project Web Page”:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/gomex/

The web page contains detailed guidance on operator and aircraft authorization for RNP 10 or RNP 4 and includes Job Aids with FAA and ICAO document references.

2. Lateral Separation Minima To Be Applied

- 50 NM lateral separation will continue to be applied in the GoMex CTA’s between aircraft authorized RNP 10 or RNP 4 at all altitudes above the published MEA.
- A lateral separation minima of 100 NM in the Houston, Monterrey and Merida CTAs, and 90 NM in the Miami Oceanic CTA will continue to be applied between aircraft not authorized RNP 10 or RNP 4.

3. Operation on Routes on the periphery of the Gulf of Mexico CTAs

Operations on certain routes that fall within the boundaries of affected CTAs will not be affected by the introduction of 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).
- b. Special Area Navigation (RNAV) routes Q100, Q102 and Q105 in the Houston, Jacksonville and Miami CTA’s.

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 or 4b, as appropriate, and 4c below.

- a. **When filing an ICAO flight plan under PRESENT (current) ICAO FPL provisions**, operators of NonRNP10 aircraft shall annotate ICAO flight plan Item 18 as follows:

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

- b. **When filing an ICAO flight plan under NEW ICAO FPL 2012 provisions**, operators of NonRNP10 aircraft shall annotate ICAO flight plan Item 18 as follows:

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

Note: see page 2 for information on dates when NEW and PRESENT ICAO flight plan entries can and cannot be used.

- c. Pilots of NonRNP10 aircraft that operate in GoMex CTA’s shall report the lack of authorization by stating “**Negative RNP 10**”:

- on initial call to ATC in a GoMex CTA:
- during read back of a clearance to climb to or descend from cruise altitude. (See paragraph 4e below); and
- when approval status is requested by the controller. (See paragraph 8e below).

- d. Operators of NonRNP10 aircraft shall **not** indicate RNP 10 or RNP 4 capabilities in ICAO flight plan Item 18 (Other Information) if they have **not** obtained RNP 10 or RNP 4 authorization.

- e. NonRNP10 operators/aircraft may file any route at any altitude in a GoMex CTA. They will be cleared to operate on their preferred routes and altitudes as traffic permits. 50 NM lateral separation will not be applied to NonRNP10 aircraft.
- f. NonRNP10 aircraft should plan on completing their climb to or descent from higher FLs within radar coverage, if possible.

5. **Operator Action**

In order to maximize operational flexibility provided by 50 NM lateral separation, operators capable of meeting RNP 10 or RNP 4 that operate on oceanic routes or areas in the GoMex CTA's should obtain authorization for RNP 10 or RNP 4 and annotate the ICAO flight plan accordingly.

Note 1: RNP 10 is the minimum "Navigation Specification (NavSpec)" required for the application of 50 NM lateral separation. RNP 4 is an operator option. Operators/aircraft authorized RNP 4 are not required to also obtain RNP 10 authorization.

Note 2: "RNP navigation specification" (e.g., RNP 10) is the term adopted in the ICAO Performance-based Navigation (PBN) Manual (Doc 9613). It replaces the term "RNP type".

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

- a. **RNP NavSpecs Applicable To Oceanic Operations.** In accordance with ICAO guidance, RNP 10 and RNP 4 are the only NavSpecs applicable to oceanic and remote area operations. Other RNAV and RNP NavSpecs are applicable to continental en route, terminal area and approach operations.
- 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 Authorization) 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 FAA Gulf of Mexico 50 NM Lateral Separation Initiative Web Page.
- d. **ICAO Performance-based Navigation (PBN) Manual (ICAO Doc 9613).** Guidance for authorization of RNP 10 and RNP 4 is provided in ICAO Doc 9613. RNP 10 is addressed in Volume II, Part B; Chapter 1. RNP 4 is addressed in Volume II, Part C; Chapter 1.
- e. **RNP 10 and RNP 4 Job Aids.** Operators and authorities are encouraged to use the RNP 10 or RNP 4 Job Aids posted on the Gulf of Mexico 50 NM Lateral Separation / RNAV Routes Project Web Page. For U.S. operators, one set of RNP 10 and RNP 4 Job Aids provides references to FAA documents.

For international operators, a second set of Job Aids provide references to the ICAO PBN Manual. These Job Aids address the operational and airworthiness elements of aircraft and operator authorization and provide references to appropriate document paragraphs. 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. **Qualification of Aircraft Equipped With a Single Long-Range Navigation System (S-LRNS) For RNP 10 Operations In GoMex CTA's.**

(1) **Background.** S-LRNS operations in the Gulf of Mexico, the Caribbean Sea and the other designated areas have been conducted for at least 25 years. Provisions allowing aircraft equipage with a S-LRNS for operations in specified oceanic and off-shore areas are contained in the following sections of 14 Code Of Federal Regulations (CFR): 91.511, 121.351, 125.203 and 135.165.

(2) **ICAO PBN Manual Reference.** In reference to RNP 10 authorization, the ICAO PBN Manual, Volume II, Part B, Chapter 1, paragraph 1.3.6.2 states that: “A State authority may approve the use of a single LRNS in specific circumstances (e.g., North Atlantic MNPS and 14 CFR 121.351 (c) refer). An RNP 10 approval is still required.”

(3) **Policy Development.** The FAA has worked with the ICAO NACC Office (North American, Central American and Caribbean), State regulators and ATS providers in the GoMex and Caribbean areas to implement a policy for S-LRNS equipped aircraft to qualify for RNP 10 for GoMex operations. Allowing S-LRNS equipped aircraft to qualify for RNP 10 will enable more operator aircraft to be authorized RNP 10, thereby creating a more uniform operating environment for the application of 50 NM lateral separation. The factors considered were: the shortness of the legs outside the range of ground navigation aids, the availability of radar and VHF coverage in a large portion of GoMex airspace and the absence of events attributed to S-LRNS in GoMex operations.

(4) **Document Revision.** The following documents have been revised or created to enable implementation of the S-LRNS/RNP 10 qualification policy:

- FAA Order (FAAO) 8400.12
- FAA Order 8900.1 (Flight Standards Information Management System (FSIMS))
- Paragraph B054 of FAA Operations Specifications and Management Specifications (Class II Navigation Using Single Long-Range Navigation System)
- LOA B054 (Class II Navigation Using Single Long-Range Navigation System (S-LRNS) Equipped Airplane Authorized RNP 10) (LOA's are applicable to International General Aviation operators.)
- FAA RNP 10 Job Aid with FAAO 8400.12 references
- RNP 10 Job Aid with ICAO PBN Manual references

(5) **S-LRNS/RNP 10 Authorization Limited To GoMex.** At this time, S-LRNS qualification for RNP 10 will only apply to GoMex operations. Any expansion of this provision will require assessment and agreement by the appropriate State authorities.

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.** FAA Order 8400.12 contains provisions for extending RNP 10 time limits

7. **Flight Planning Requirements.** Operators shall make ICAO flight plan annotations in accordance with this paragraph **and**, if applicable, paragraph 4 (Provisions For Accommodation of NonRNP 10 Aircraft). (See the introductory paragraphs of this notice for information on ICAO Flight Plan (FPL) 2012 implementation).

a. **ICAO Flight Plan Requirement.** ICAO flight plans are required to operate on oceanic routes and areas in the Houston Oceanic CTA/FIR, the Gulf of Mexico portion of the Miami CTA/FIR, the Monterrey CTA and Merida High CTA.

b. **When filing an ICAO flight plan under PRESENT (current) ICAO FPL provisions**, to inform ATC 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**).

c. **When filing an ICAO flight plan under NEW ICAO FPL 2012 provisions**, to inform ATC and 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 10a (Equipment) with the letter “R” and...
- (2) annotate Item 18 (Other Information) with, as appropriate, “PBN/A1” for RNP 10 aircraft or “PBN/L1” for RNP 4 aircraft (**no space between letters and numbers**). (“PBN” is the acronym for “Performance-based Navigation”).

Note 1: see page 2 for information on dates when NEW and PRESENT ICAO flight plan entries can and cannot be used.

Note 2: under PRESENT ICAO flight plan provisions, 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.

Note 3: under NEW ICAO FPL 2012 provisions, letter “R” indicates that the performance-based navigation specification (e.g., RNP 10 or RNP 4) is specified in Item 18 following the indicator “PBN/”.

d. 50 NM lateral separation will only be applied to operators/aircraft that annotate the ICAO flight plan in accordance with this policy. See 7b (1)(2) above.

e. Operators that have not obtained RNP 10 or RNP 4 authorization shall not annotate ICAO flight plan Item 18 (Other information) to indicate RNP 10 or RNP 4 capabilities, but shall follow the practices detailed in paragraph 4 of this notice.

f. **Filing to Show Domestic U.S. RNAV Capabilities.** The FAA program to enhance operators’ capability to communicate their domestic U.S. RNAV capabilities to ATC has been in place since 2008. Detailed instructions are available on the following web page: <http://www.faa.gov/ato?k=fpl>

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

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

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

b. **ICAO Doc 4444, Chapter 15, In-flight Contingency Procedures.** Doc 4444 Chapter 15 contains important guidance for pilot training programs. For ease of reference, significant Chapter 15 paragraphs are posted on the Gulf of Mexico 50 NM Lateral Separation Web Page. Chapter 15 paragraphs posted on the website include:

(1) **Paragraph 15.2 (Special Procedures For In-Flight Contingencies in Oceanic Airspace).** Paragraph 15.2.2 (General Procedures) provides guidance for in-flight diversions, turn-backs and for loss of, or significant reduction in, required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations.

(2) **Paragraph 15.2.3 (Weather Deviation Procedures).** Paragraph 15.2.3 provides guidance for events where the pilot is able to obtain a clearance prior to deviating from track to avoid convective weather and for events where the pilot is unable to obtain clearance prior to deviating.

c. **Strategic Lateral Offset Procedures (SLOP).** Pilots should use SLOP procedures in the course of regular oceanic operations. SLOP procedures are published in ICAO Document 4444, 15th Edition, Amendment 2, paragraph 16.5 and FAA Notices. They are posted on the Gulf of Mexico 50 NM Lateral Separation Web Page and are addressed in the RNP 10 and RNP 4 Job Aids.

d. **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 8e below.

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

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

f. **Pilot action when navigation system malfunctions.** In addition to the actions suggested in ICAO Doc. 4444, Chapter 15, when pilots suspect a navigation system malfunction, the following actions should be taken:

- Immediately inform ATC of navigation system malfunction or failure
- Accounting for wind drift, fly magnetic compass heading to maintain track
- Request radar vectors from ATC, when available

9. Contacts for Questions. The following individuals may be contacted with questions or requests. A response will be coordinated with the appropriate FAA subject matter expert, if necessary:

U.S. FAA Hq Contacts

Name	Title	Phone	E-mail
Roy Grimes	FAA Separation Standards Program Support, CSSI, Inc.	+1 202-863-3692	rgrimes@cssiinc.com
Keith Dutch	Air Traffic Oceanic and Offshore Operations (AJE-32)	+1 202-385-8459	Keith.Dutch@faa.gov

U.S. FAA Center Contacts

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John Beckman	Airspace Specialist, Houston ARTCC	+1 281-230-5521	john.beckman@faa.gov
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FAA Project Leads

Name	Title	Phone	E-mail
Karen Chiodini	Manager, Air Traffic Oceanic and Offshore Operations (AJE-32)	+1 202-385-8931	karen.l.chiodini@faa.gov
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Project Leads For DGAC Mexico

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SENEAM Project Leads

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(AJE-32, 09/20/12)

Oakland Oceanic Control Area (CTA)
Operational Trials for
Automatic Dependent Surveillance – Climb Descend Procedure (ADS-C CDP)

1. Introduction. Effective 15 February 2011, Oakland Air Route Traffic Control Center (ARTCC) will apply reduced longitudinal separation aircraft-to-aircraft during altitude change maneuvers between appropriately authorized and equipped aircraft throughout the Oakland Oceanic CTA.

The ADS-C CDP was conceived as a result of industry and FAA collaboration to allow appropriately certified and authorized oceanic flights to safely climb or descend thru the altitude of a blocking aircraft to achieve more optimal flight levels over long distance flights; thus, reducing fuel burn and environmental impact. In addition, the ADS-C CDP provides Air Traffic Control (ATC) with an additional instrument to aid in the most effective and efficient movement of air traffic.

The FAA developed the new ADS-C CDP oceanic ATC procedure to utilize existing user equipage and ATC capabilities to allow more oceanic flights to achieve their preferred vertical profiles. Integral to ADS-C CDP is the use of advanced communication, navigation, and surveillance (CNS) capabilities; e.g., ADS-C, Controller-Pilot Data Link Communications (CPDLC), and Required Navigation Performance (RNP). To apply ADS-C CDP, oceanic controllers will utilize manual procedures, as well as Ocean21 automation system capabilities developed for the Advanced Technologies and Oceanic Procedures (ATOP) program. This procedure is based on in-trail Distance Measuring Equipment (DME) rules in ICAO Doc 4444, paragraph 5.4.2.3.2. Aircraft pair distance verification is performed by Ocean21, using near simultaneous ADS-C demand contract reports. As with the existing DME procedure, responsibility for separation assurance remains with air traffic control.

To achieve early benefits, ADS-C CDP will be demonstrated in operational trials by manually applying ADS-C CDP requirements without changes to Ocean21 and will be limited for use between RNP-4 qualified aircraft. Upon conclusion of the operational trial, ADS-C CDP may be implemented as an enhancement to Ocean21 software as an automated procedure.

Figure 1 shows a basic depiction of the associated procedure. During execution of the procedure, the controller is responsible for ensuring separation with all aircraft at the blocking altitude and target CDP altitude by using the ATOP/Ocean 21 conflict probe decision support tool. Lateral, longitudinal and vertical separation minima for aircraft not eligible for ADS-C CDP will not change.

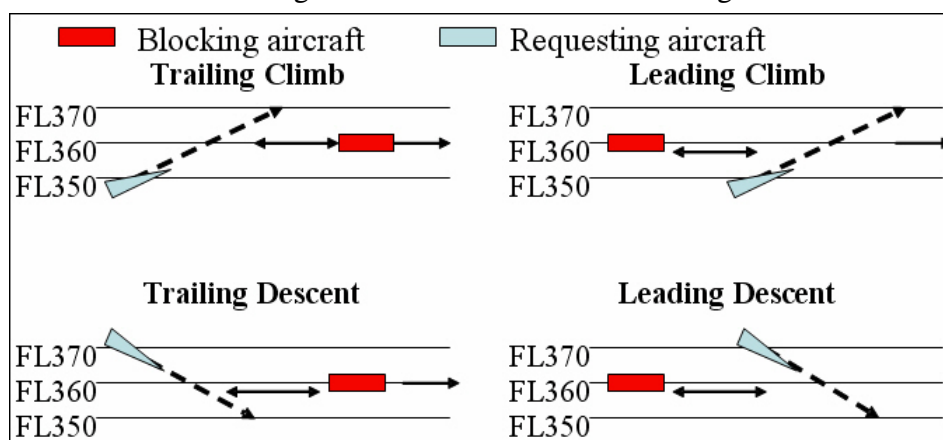


Figure 1: ADS-C Climb Descend Procedure

This notice provides operational policies, requirements and recommendations for operators planning for ADS-C CDP in the Oakland Oceanic CTA. The notice is posted on the “Pacific Comm/Nav/Surveillance (CNS) Requirements/Options” webpage that is linked to the Oceanic and Operations homepage: http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/

Operator requirements for the application of 30nm lateral/30nm longitudinal separation and 50nm longitudinal separation are not addressed in that they have been previously published.

2. FAA Planning for ADS-C CDP. The FAA will assess safety and operational issues during the operational trial. When those issues are successfully addressed, the FAA will consider expansion of ADS-C CDP operational trials 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 ADS-C CDP 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 ADS-C CDP 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 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 ADS-C CDP. Oakland ARTCC will apply ADS-C CDP separation to "targets of opportunity" throughout the Oakland Oceanic CTA. "Targets of Opportunity" are proximate pairs of aircraft that are eligible for ADS-C CDP separation. To allow qualified aircraft to climb or descend through the altitude of a blocking aircraft when less than standard separation exists ADS-C CDP requirements are as follows:

- Maneuvering and blocking aircraft are qualified and approved for RNP-4.
- Maneuvering and blocking aircraft have active FANS-1/A ADS-C and CPDLC connections.
- Maneuvering aircraft is flying level prior to executing ADS-C CDP.
- Blocking aircraft is flying level.
- Blocking aircraft has an assigned altitude that is 1,000 feet above or below maneuvering aircraft assigned flight level.
- Maneuvering and blocking aircraft are on same track, same direction.
- Maneuvering and blocking aircraft are eligible for distance-based separation.
- Neither the maneuvering nor blocking aircraft are on a deviation from course or are requesting a deviation from course. Strategic Lateral Offset Procedure (SLOP) allows aircraft to be laterally offset right of route up to 2 NM. SLOP is a normal oceanic procedure. A lateral offset is not estimated to affect ADS-C CDP.
- Neither the maneuvering nor blocking aircraft are out of conformance.
- Maneuvering aircraft will execute an altitude change of 2000 feet.
- Minimum ADS-C-based lateral and longitudinal separation between 30/30 eligible aircraft and Required Navigation Performance 10 (RNP 10) aircraft remains unchanged. Lateral and longitudinal separation standards applied between RNP-10 and non-RNP aircraft also remains unchanged.

5. Operator Flight Planning. Other than the flight plan annotation requirements discussed in paragraph 10, application of ADS-C CDP does not affect operators' planning processes or procedures for filing flight plans.

6. Operational Benefits. The oceanic ADS-C CDP procedure is a controller-initiated procedure in response to a request from an aircraft for a change of level that can only take place with reduced separation minima to 16 nm. The standard rules would require 30 nm or more separation between the climbing or descending aircraft and the aircraft at intermediate flight levels. Reducing the required separation criteria should result in many more available opportunities that will allow the controller to climb or descend aircraft to their desired efficient flight levels. By utilizing ADS-C CDP in oceanic airspace the FAA looks to achieve the following preliminary objectives:

- Reduce the number of blocking conditions by temporarily reducing the separation minimum thus increasing the opportunities that allow aircraft to transition to their preferred altitudes. Altitude changes are primarily expected to be climbs to maximize fuel efficiency but may include changes for turbulence avoidance, etc.
- Compute a preliminary estimate of fuel savings for oceanic operations.

7. Safety Benefits. The oceanic ADS-C CDP procedure 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.

8. ADS-C CDP Requirements for Aircraft and Operators. For aircraft/operators to be eligible for application of ADS-C CDP, 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 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*);

9. 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)

10. ADS-C CDP Flight Planning Requirements. To inform ATC and to key Ocean21 automation that they have appropriate authorizations and are eligible for ADS-C CDP, 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”.

11. ADS-C CDP In-Flight Environment. Pilots should be aware that during the trial, ADS-C CDP 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).

12. Contacts

ATC questions or comments should be directed to:

- John Mineo, Manager, Oceanic and Offshore Operations, FAA Headquarters;
Phone 202-385-8322; Email: john.mineo@faa.gov
- Karen Chiodini, Oceanic and Offshore Operations, FAA Headquarters.

Ph 202-385-8931; Email: karen.l.chiodini@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 should be directed to:

- Robert M. Tegeder, Flight Technologies and Procedures Division, AFS-400
Ph 202-385-4581; Email: Robert.M.Tegeder@faa.gov
- Madison Walton, Flight Technologies and Procedures Division, AFS-400
Ph 202-385-4596; Email: Madison.Walton@faa.gov
- Roy Grimes (FAA Separation Standards Program Support, CSSI, Inc.)
Ph 202-863-3692; Email: RGrimes@cssiinc.com

(Oceanic and Offshore Operations, AJE-32, 5/26/11)

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)

DISCONTINUANCE OF 121.5 & 243 MHz FOR SATELLITE DISTRESS ALERTS

The Cospas–Sarsat Program has announced plans to terminate satellite processing of distress signals from 121.5 and 243 MHz emergency beacons on February 1, 2009. Users of the system will have to switch to emergency beacons operating at 406 MHz, which are more reliable and provide search and rescue agencies complete information that they need to do their job, in order to be detected by satellites.

Reasons for the Cospas–Sarsat program to discontinue use are driven by guidance from the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO). These two agencies are responsible for regulating the safety of ships and aircraft on international transits and handle international standards for maritime and aeronautical search and rescue missions. In addition, 121.5 MHz false alerts inundate search and rescue resources which impact the effectiveness of lifesaving services.

Individuals who plan on buying a new distress beacon may wish to take the Cospas–Sarsat decision into account. For further information please see www.sarsat.noaa.gov.

(U.S. NOAA Corps 7/7/07)

Revised Terminal, Flight Service, and Air Route Traffic Control Center Weather Radar Phraseology

Effective May 11, terminal facilities with digitized radar weather displays and flight service stations using NEXRAD radar presentations will provide radar precipitation information to pilots in four intensity levels. Air route traffic control centers will continue to provide radar precipitation information based on WARP radar presentations displayed to controllers in three levels. Air traffic controllers will use the term “precipitation” when describing radar-derived weather.

For terminal and flight service facilities the four levels are as follows:

The lowest intensity, corresponding to a radar return level of less than 30 dBZ will be described as “LIGHT.”

The next intensity, corresponding to a radar return level of 30 to 40 dBZ will be described as “MODERATE.”

– The next higher intensity, corresponding to a radar return level of greater than 40 to 50 dBZ will be described as “HEAVY.”

– The highest intensity, corresponding to a radar return level of greater than 50 dBZ will be described as “EXTREME.”

If the precipitation intensity can not be determined, the controller shall issue “INTENSITY UNKNOWN.”

For air route traffic control centers utilizing WARP, the three levels displayed are as follows:

–The lowest intensity, corresponding to a radar return level of 30 to 40 dBZ will be described as “MODERATE.”

– The middle intensity, corresponding to a radar return level of greater than 40 to 50 dBZ will be described as “HEAVY.”

– The highest intensity, corresponding to a radar return level of greater than 50 dBZ will be described as “EXTREME.”

NOTE: LIGHT intensity (corresponding to a radar return level of less than 30 dBZ) is not depicted on the en-route controller’s display.

In lieu of WARP, en route facilities may utilize long range radar weather (ARSR) information that only displays two precipitation intensity levels. When issuing ARSR precipitation intensity:

–The lowest displayable precipitation intensity is described as “MODERATE.”

–The highest displayable precipitation intensity is described as “HEAVY” TO “EXTREME.”

As radar returns increase in strength, the likelihood of occurrence of turbulence, severe updrafts and downdrafts, wind shear, hail, icing, lightning, heavy rain and tornadoes increases. Pilots are urged to exercise caution around any radar return and especially avoid areas of Heavy and Extreme intensity radar returns.

This NOTAM supersedes all published weather phraseology for radar displayed precipitation for air traffic specialists and controllers. (Safety & Operations Support Office, ATO-E 4/10/06)

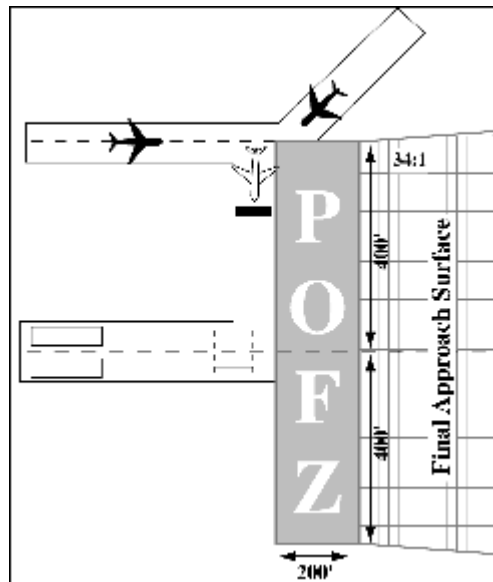
Precision Object Free Zone

The Precision Object Free Zone (POFZ) is a volume of airspace above an area beginning at the runway threshold, at the threshold elevation, and centered on the extended runway centerline. The standard POFZ is 200 feet (60 meters) long and 800 feet (240 meters) wide. The POFZ must be kept clear when an aircraft on a vertically guided final approach is within two nautical miles (NM) of the runway threshold and the reported ceiling is below 250 feet and/or visibility less than $\frac{3}{4}$ statute miles (SM) (or runway visual range below 4,000 feet). The POFZ is considered clear even if the wing of the aircraft holding on a taxiway waiting for runway clearance penetrates the POFZ; however, neither the fuselage nor the tail may infringe on the POFZ. See Figure 1.

For approaching aircraft, in the event that a taxiing/parked aircraft or vehicle is not clear of the POFZ, air traffic control will provide advisories to the approaching aircraft regarding the position of the offending aircraft/vehicle. In this case the pilot of the approaching aircraft must decide to continue or abort the approach. When the reported ceiling is below 800 feet or visibility less than two SM, departing aircraft must do the following. When there is an air traffic control tower (ATCT) in operation, plan to hold at the ILS hold line and hold as directed by air traffic control. When there is no operating ATCT, honor the ILS hold line and do not taxi into position and takeoff if there is an approaching aircraft within 2 NM of the runway threshold.

Fig. 1

Precision Obstacle Free Zone (POFZ)



(AFS-400 10/30/06)

Altitude and Speed Constraints Published on Area Navigation (RNAV) Procedures

Purpose: To emphasize that separation and sequencing of airplanes by air traffic control (ATC) depends on uniform performance by pilots with respect to published mandatory (not “expect”) altitude and speed constraints, especially when conducting RNAV procedures.

Background: Adherence to published altitude and speed constraints is essential in conducting conventional (non-RNAV) procedures. But adherence has taken on additional importance with the widespread implementation of RNAV procedures, which generally involve more constraints. Published constraints are shown on charts and may be amended by Notices to Airmen (NOTAMs).

Discussion: ATC clears pilots to fly departure, arrival, and approach procedures using phraseology such as “join”, “resume”, “proceed via”, “descend via”, and “climb via.” Pending more explicit language to be included in an upcoming revision to the Aeronautical Information Manual (AIM) pilots should understand the following key points regarding published altitude and speed constraints in order to fully comply with the intent of ATC clearances.

1. Cancellation of Constraints.

- **Altitude Constraints.** Cancellation of one or more altitude restrictions will normally include the use of “maintain” and/or “except” phraseology, which *does not* cancel published speed constraints associated with the procedure.
- **Speed Constraints.** Cancellation of published speed constraints will be indicated by the use of “speed your discretion” or “cancel speed restriction(s)/constraint(s)” phraseology. The use of “except” phraseology may also be used, for example, “except cross MAVVS at 250 knots.”

2. Resume Normal Speed. The phraseology “resume normal speed” *does not* cancel published speed constraints; rather, per Air Traffic Order 7110.65, Air Traffic Control, it cancels speed constraints previously issued by ATC and returns the aircraft to the published speed for the procedure.

3. Speeds between Waypoints with Published Speed Constraints.

- **Departure and Missed Approach Procedures.** Pilots should not exceed the published speed associated with a waypoint until passing that waypoint.
- **Arrival and Instrument Approach Procedures (Excluding Missed Approach Procedures).** Pilots should plan to cross waypoints with a published speed restriction in accordance with the published speed and should not exceed this speed after passing the associated waypoint unless authorized by ATC or published note to do so.
- **Departure and Missed Approach Procedures.** Pilots should not exceed the published speed associated with a waypoint until passing that waypoint.
- **Arrival and Instrument Approach Procedures (Excluding Missed Approach Procedures).** Pilots should plan to cross waypoints with a published speed restriction in accordance with the published speed and should not exceed this speed after passing the associated waypoint unless authorized by ATC or published note to do so.

AREA NAVIGATION FLIGHT PLAN FILING REQUIREMENTS

Area Navigation (RNAV) Preferential Route Assignment Overview: Effective **June 29, 2008**, FAA will implement a change to all Air Route Traffic Control Center (ARTCC) Host automation systems to automatically assign RNAV preferential Standard Terminal Arrival (STAR), Standard Instrument Departure (SID) or Point to Point (PTP) routes based on the equipment capability filed in ICAO FPL Item 10 (Equipment) and an RNAV value specified by the user in ICAO FPL Item 18 (Other Information). The Host currently makes this assignment based on the aircraft navigation equipment suffix found in the National Airspace System (NAS) FP block 3, or derived from the ICAO FPL and translated into the NAS suffix by the Host. The change to use ICAO FPL processing is being effected as a risk reduction measure for implementation of the En Route Automation Modernization (ERAM) system commencing in October 2008. Subsequent to **June 29, 2008**, users filing the NAS FP will no longer be guaranteed assignment of RNAV STAR, SID or PTP procedures. Once the change is implemented, users who file a NAS FP will be eligible for the automated assignment of conventional procedures only.

En Route Automation Modernization (ERAM): ERAM is the largest NAS equipment replacement program in FAA history, replacing legacy Host computer processing systems at 20 Air Route Traffic Control Centers (ARTCC). The first operational use of ERAM is scheduled for October 2008 at the Salt Lake City ARTCC. The implementation schedule for all ARTCC systems will extend through December 2009. Once complete, ERAM will make the U.S. NAS ARTCC automation system ICAO compatible. ERAM will also automatically assign preferential routes using the ICAO FPL Item 10 (Equipment) and the RNAV value specified in ICAO FPL Item 18 (Other Information) as discussed above.

Sources of Additional Information: The FAA has established a website to assist users in effecting this change to flight plan filing procedures. The website is available at <http://www.faa.gov/ato?k=fpl>. The site contains several areas, including General Information, Filing Instructions and Frequently Asked Questions (FAQ). Points of contact within the FAA regarding this change are listed in the FAQ section.

Filing Requirements for Assignment of Area Navigation (RNAV) Routes: This section provides guidance on information required by FAA for automatic assignment of RNAV STAR, SID and/or PTP routes. RNAV capability in the domestic U.S. is defined as:

- RNAV 1 and/or RNAV 2 capability per Advisory Circular (AC) 90-100A, U.S. Terminal and En Route Area Navigation (RNAV) Operations, is required for assignment of RNAV SIDs and STARs (RNAV 1). The en route capability requirement is RNAV 2.
- Point to Point (PTP) capability per AC 90-45A, Approval of Area Navigation Systems for Use in the U.S. National Airspace System.

Effective June 29, 2008: Users must file in accordance with FAA Form 7233-4 for automatic assignment of RNAV SIDs, STARs and/or PTP routes in U.S. domestic airspace and include additional information per the below guidance:

1. For RNAV 1 and/or RNAV 2 capable flights:

- **Item 10, Equipment** – In addition to identifying all available and serviceable communication, navigation, approach aid and surveillance equipment carried, **insert the character “Z”**.

• **Item 18, Other Information** – Insert “NAV/RNV” followed by the appropriate RNAV accuracy value(s) per the following:

- a. To be assigned an RNAV 1 SID, **insert the characters “D1”**.
- b. To be assigned an RNAV 1 STAR, **insert the characters “A1”**.
- c. To be assigned en route extensions and/or RNAV PTP, **insert the characters “E2”**.

Examples:

NAV/RNVD1
NAV/RNVA1
NAV/RNVE2
NAV/RNVD1A1
NAV/RNVD1E2A1

2. Flights RNAV PTP capable but not RNAV 1 and/or RNAV 2 capable:

• **Item 10, Equipment** – In addition to identifying all available and serviceable communication, navigation, approach aid and surveillance equipment carried, **insert the character “Z”**.

• **Item 18, Other Information** – Insert “RMK/PTP” and “NAV/RNVE99”

Example: RMK/PTP NAV/RNVE99

3. Special Notes:

a. The following variations will be accepted in Host/ERAM for automatic assignment of RNAV routes:

– One or more spaces may follow “NAV/”.

Example:

NAV/ RNVD1A1

– The “D”, “E” and “A” characters may appear in any order following “NAV/RNV”.

Examples:

NAV/RNVD1A1E2
NAV/RNVA1D1E2

– Additional items required by other automation systems may be filed after NAV/, in any order.

Examples:

NAV/RNP10 RNVD1E2A1
NAV/RNVD1E2A1 RNP4
NAV/RNAV1 RNAV5 RNVD1E2A1

b. When the Item 18 entries following “NAV/” **do not follow the above instructions**, the flight plan may be accepted by Host/ERAM but **RNAV routes will not be automatically assigned**. Common errors include:

– Putting spaces between RNV, D1, A1 and/or E2 – no spaces are allowed between the segments.

– Filing “RNAV” instead of “RNV” – RNAV is not acceptable in the U.S. domestic string after “NAV/”

(AJV-14 1/17/08)

Operation on U.S. Area Navigation (RNAV) Routes, Standard Terminal Arrivals, and Departure Procedures

Background: Advisory Circular (AC) 90-100A, *U.S. Terminal and En Route Area Navigation (RNAV) Operations*, provides guidance for operation on Area Navigation (RNAV) terminal procedures and routes. It also reflects ICAO Performance Based Navigation (PBN) Manual guidance for RNAV 1 and RNAV 2 operations, as well as lessons learned from the initial implementation of US RNAV terminal procedures and routes.

Applicability: AC 90-100A applies to U.S. RNAV routes (Q-routes and Tango routes), Departure Procedures (Obstacle Departure Procedures and Standard Instrument Departures), and Standard Terminal Arrivals (STARs). It does not apply to overwater RNAV routes (ref 14 CFR 91.511, including the Q-routes in the Gulf of Mexico and the Atlantic routes) or Alaska VOR/DME RNAV routes ("JxxxR"). It does not apply to off-route RNAV operations.

List of Compliant Equipment: In developing AC 90-100A, industry and the FAA defined the minimum criteria for RNAV systems to operate on RNAV routes and procedures. Manufacturers evaluate their systems against these criteria and the FAA maintains a current list of compliant equipment, along with AC 90-100A, on the FAA Flight Standards Service, Flight Technologies and Procedures Division, Performance-based Operations Branch (AFS-470) website :

http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs470/media/AC90-100compliance.xls

From this list, pilots and operators can confirm the capability of their equipment without additional airworthiness documentation, or obtain information from the relevant manufacturer. RNAV systems incorporating GPS and DME/DME positioning, but not complying with the criteria for DME/DME-based RNAV, may receive RNAV eligibility based solely on GPS.

Database Integrity: Navigation databases should be obtained from a database supplier holding an FAA Letter of Acceptance (LOA) in accordance with AC 20-153. This LOA provides recognition of a data supplier's compliance with the data quality, integrity and quality management practices of RTCA DO-200A, Standards for Processing Aeronautical Data. The operator's supplier (e.g., Flight Management System (FMS) manufacturer) must have a Type 2 LOA. AC 20-153 contains procedures for database LOAs.

GPS RAIM Prediction: As described in AC 90-100A, paragraph 10.a.(5), if TSO-C129() equipment is used to solely satisfy the RNAV requirement, GPS RAIM availability must be confirmed for the intended route of flight (route and time) using current GPS satellite information. The availability of Space Based Augmentation System (SBAS) or Airborne Based Augmentation System (ABAS) fault detection can be determined through NOTAMs (if available) or through prediction for the intended RNAV 1 or RNAV 2 operation.

NOTE: For multi-sensor aircraft with operating GPS and DME/DME/IRU positioning, a RAIM check is not required as long as critical DME's are functioning normally.

Operators may satisfy the predictive RAIM requirement through any one of the following methods:

1. Operators may monitor the status of each satellite in its plane/slot position, by accounting for the latest GPS constellation status (e.g., NOTAMs or NANUs), and compute RAIM availability using model-specific RAIM prediction software; or,
2. Operators may use the FAA en route and terminal RAIM prediction website: **www.raimprediction.net**; or,
3. Operators may contact a Flight Service Station (not DUATS) to obtain non-precision approach RAIM; or,
4. Operators may use a third party interface, incorporating FAA/VOLPE RAIM prediction data without altering performance values, to predict RAIM outages for the aircraft's predicted flight path and times; or,
5. Operators may use the receiver's installed RAIM prediction capability (for TSO-C129a/Class A1/B1/C1 equipment) to provide non-precision approach RAIM, accounting for the latest GPS constellation status (e.g., NOTAMs or NANUs). Receiver non-precision approach RAIM should be checked at airports spaced at intervals not to exceed 60 NM along the RNAV 1 procedures flight track. Terminal or Approach RAIM must be available at the ETA over each airport checked; or,
6. Operators not using model-specific software or FAA/VOLPE RAIM data will need FAA operational approval.

In the event of a predicted, continuous loss of RAIM of more than five (5) minutes for any part of the intended flight, the flight should be delayed, canceled, or re-routed where RAIM requirements can be met. Pilots should assess their capability to navigate (potentially to an alternate destination) in case of failure of GPS navigation.

If TSO-C145/C146 equipment is used to satisfy the RNAV requirement, the pilot/operator need not perform the prediction if WAAS coverage is confirmed to be available along the entire route of flight.

NOTE: Outside the U.S. or in areas where WAAS coverage is not available, operators using TSO-C145/C146 receivers are required to check GPS RAIM availability.

The current RAIM prediction website is graphic-based and the FAA is developing automation improvements to this prediction service.

NOTE: Until September 27, 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 September 28, 2009, operators filing RNAV 2 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, 7/22/09)

Expansion of RNAV Off-the-Ground Phraseology Evaluation for Standard Instrument Departures (SIDs)

Purpose: Effective April 22, 2010, the FAA expanded evaluation of RNAV Off-the-Ground phraseology to Philadelphia International Airport (PHL). The ongoing phraseology evaluation initially focused on locations conducting simultaneous departures from parallel runways at Dallas Fort Worth International (DFW), Hartsfield–Jackson Atlanta International (ATL), and Charlotte Douglas International (CLT) airports.

Philadelphia is the first use of the phraseology at a location not conducting simultaneous departures from parallel runways. 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, “*Cactus 123, RNAV to GIRGY, Runway 18C, 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, “*Cactus 123, RNAV to GIRGY, Runway 18C, Cleared for takeoff*”. Any read-back of ATC instructions must be verbatim. 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

–CLT: Mike Schmidt, mike.schmidt@faa.gov, 704-359-1010

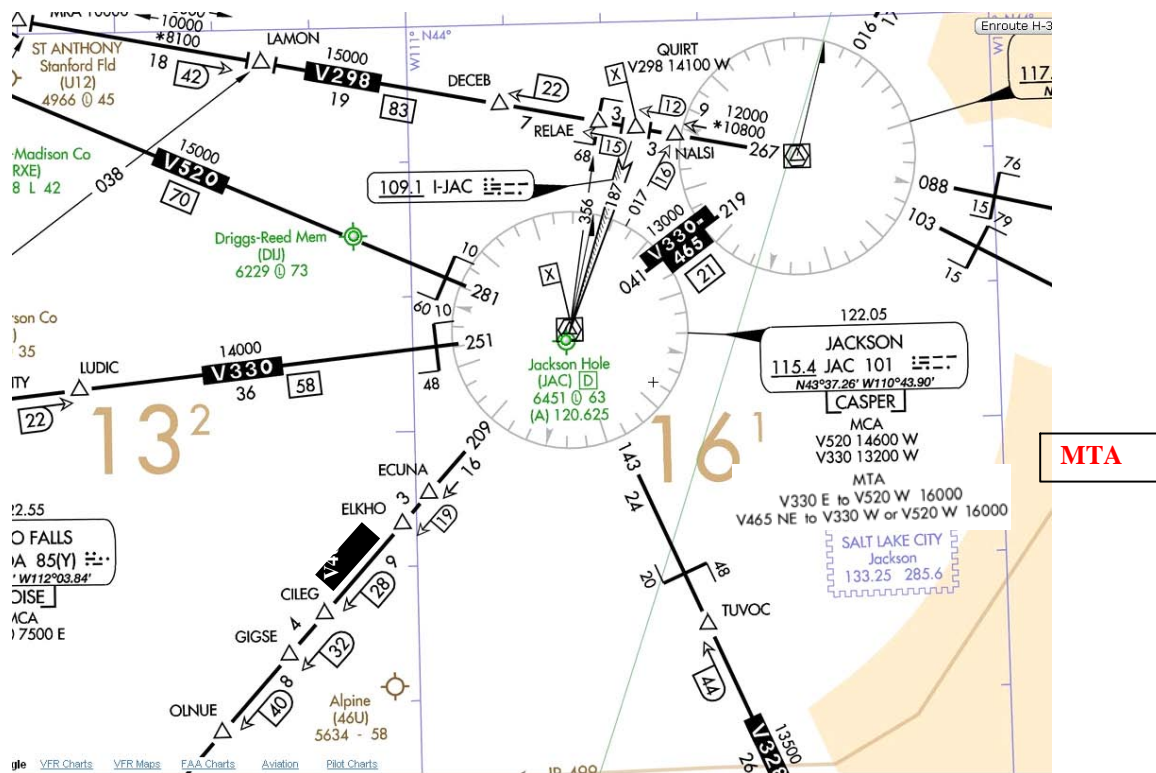
–DFW: Greg Juro, greg.juro@faa.gov, 972-615-2550

–FAA RNAV/RNP Group: James Arrighi, james.arrighi@faa.gov, 202-385-4680

(AJV-14 07/01/2010)

Minimum Turning Altitude (MTA)

Due to increased airspeeds at 10,000 ft MSL or above, the published minimum enroute altitude (MEA) may not be sufficient for obstacle clearance when a turn is required over a fix, NAVAID, or waypoint. In these instances, an expanded area in the vicinity of the turn point is examined to determine whether the published MEA is sufficient for obstacle clearance. In some locations (normally mountainous), terrain/obstacles in the expanded search area may necessitate a higher minimum altitude while conducting the turning maneuver. Turning fixes requiring a higher minimum turning altitude (MTA) will be denoted on government charts by the minimum crossing altitude (MCA) icon ("x" flag) and an accompanying note describing the MTA restriction. An MTA restriction will normally consist of the air traffic service (ATS) route leading to the turn point, the ATS route leading from the turn point, and the required altitude; e.g., MTA V330 E TO V520 W 16000. When an MTA is applicable for the intended route of flight, pilots must ensure they are at or above the charted MTA not later than the turn point and maintain at or above the MTA until joining the centerline of the ATS route following the turning fix. Once established on the centerline following the turning fix, the MEA/MOCA determines the minimum altitude available for assignment. An MTA may also preclude the use of a specific altitude or a range of altitudes during a turn. For example, the MTA may restrict the use of 10,000 through 11,000 ft MSL. In this case, any altitude greater than 11,000 ft MSL is unrestricted, as are altitudes less than 10,000 ft MSL provided MEA/MOCA requirements are satisfied.



(AFS-420 1/7/11)

Publication of ATC Altitude Restrictions On Standard Instrument Departures

Purpose: To clarify and modify Aeronautical Information Manual (AIM), Paragraph 5–2–8 *Instrument Departure Procedures (DP) – Obstacle Departure Procedures (ODP) and Standard Instrument Departures (SID)* guidance on Air Traffic Control (ATC) and procedure required altitude restrictions on Standard Instrument Departure (SID) procedures.

Background:

In early 2010, the FAA changed charting of ATC altitude restrictions on SIDs in response to ongoing industry concerns, first voiced in 1992, about ATC directed changes to published altitudes on SIDs. Those concerns include:

- Pilot ability to discern the required climb gradient/ aircraft performance to comply with published crossing restrictions when ATC has issued an interim altitude lower than the published altitude or vectored an aircraft off of a procedure and then cleared the aircraft to re-join the procedure at a fix or waypoint with a published restriction.
- Pilot ability to discern appropriate lost communications procedures when an aircraft is removed from the lateral/vertical path of a departure procedure.
- Pilot ability to discern altitude restrictions that provide terrain obstruction clearance.

The charting specification change identified ATC procedural restrictions with an “(ATC)” annotation, e.g., 9000 (ATC). Altitude restrictions on the updated charts without an (ATC) annotation, e.g., 8000 are deemed procedure required restrictions which cannot be modified or lowered. The intent of the (ATC) annotation or absence thereof is to indicate to aircrew and ATC which restrictions are published to support obstacle clearance, airspace restrictions, navaid reception, or other reason(s) that mandated compliance. More importantly the annotation delineates for the pilot and controller which restrictions can be modified by ATC.

A limited number of the over 1,200 SIDs published have been updated to the revised (ATC) specification. However, the vast majority of procedures currently published still comply with the previous charting specification. In response to questions regarding the new specifications, the following guidance is provided. The FAA is also re-evaluating the (ATC) altitude charting specification through the Aeronautical Charting Forum.

Guidance:

The intent of this guidance is to expand upon that in the Aeronautical Information Manual (AIM), Paragraph 5–2–8 *Instrument Departure Procedures (DP) – Obstacle Departure Procedures (ODP) and Standard Instrument Departures (SID)*.

1. On procedures with a published crossing restriction at a fix or waypoint depicted with an (ATC) annotation, aircrew should verify that the altitude for the fix or waypoint programmed in the onboard navigation system is the (ATC) altitude. On procedures with a published crossing restriction at a fix or waypoint with no (ATC) annotation depicted, aircrew should verify that the altitude for the fix or waypoint programmed in the onboard navigation system is the charted altitude.

2. Pilots must comply with all charted altitudes unless explicitly amended/cancelled by ATC. Additionally, prior to or after takeoff, if an altitude restriction is issued by ATC, all previously issued altitude restrictions are cancelled including those published on a SID. Altitudes issued by ATC will assure IFR obstruction clearance. ATC is responsible for obstacle clearance to the point where the aircraft is established laterally

and vertically on a segment of a published SID at or above the minimum depicted altitude for that segment altitude.

3. After an aircraft is established on a SID and subsequently vectored or cleared off of the SID, the SID is considered canceled. The controller may clear the aircraft to resume the SID or advise the aircraft to expect to resume SID at a subsequent fix or waypoint. However, in any case, the pilot should expect to rejoin the SID and plan accordingly.

4. ATC will not vector an aircraft off of an ODP until it is at or above the MVA/MIA. When an aircraft is vectored off of an ODP the ODP is canceled and cannot be resumed.

5. Examples of (ATC) annotation:

Example 1: The charted altitude of 7000 (ATC) at FITON is the altitude referenced in paragraph 1 (first sentence) and should be displayed in the onboard navigation system at FITON. The altitude of 4000 charted at FITON is the obstacle clearance/navigation reception altitude and is displayed for pilot reference.



Example 2: The charted altitude of 3000 at BEICH is the altitude referenced in paragraph 1 (second sentence) and should be displayed in the onboard navigation system at BEICH.



REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MONITORING REQUIREMENTS

BACKGROUND

1. The height-keeping performance of aircraft is a key element in ensuring the safe operations of RVSM airspace. The RVSM monitoring standards established in paragraph 3 are considered the minimum requirement needed to maintain the safety of operations in RVSM designated airspace.

2. In conjunction with internationally agreed upon changes to ICAO Annex 6, Operation of Aircraft, Parts I & II, applicable on 18 November 2010, the following standard and recommended practice was adopted by ICAO:

Operators that have been issued an U.S. RVSM approval shall ensure that a minimum of two airplanes of each [RVSM] aircraft type grouping of the operator have their height-keeping performance monitored, at least once every two years or within intervals of 1,000 flight hours per airplane, whichever period is longer. If an operator aircraft type grouping consists of a single airplane, monitoring of that airplane shall be accomplished within the specified period.

RVSM LONG TERM MONITORING REQUIREMENTS

1. The Federal Aviation Administration will implement the standard above for RVSM Monitoring requirements. Operators that have been issued an U.S. RVSM authorization will be required to conduct initial monitoring within six months of date of issue and must conduct monitoring every two years or within intervals of 1,000 flight hours per aircraft, whichever period is longer, in accordance with the aircraft categories as presented in the current version of the (North American) RVSM Minimum Monitoring Requirements chart.

2. The RVSM Minimum Monitoring Requirements chart is coordinated with the North American Approvals Registry and Monitoring Organization (NAARMO) and updated periodically to reflect changes in aircraft data. The RVSM Minimum Monitoring Requirements Chart is posted to the FAA RVSM Webpage in documentation section “Monitoring Requirements/Procedures”.

EFFECTIVE DATE

1. The Monitoring requirements become applicable on 18 May 2011 and operators have until 18 Nov 2012 to comply.

COMPLIANCE

1. Operators found not in compliance will be required to show reason for not meeting the requirements including flight hour data to justify the 1000 flight hour provision if last successful monitoring exceeds a two year period.

2. Operators found not in compliance with the minimum monitoring requirements risk suspension of their RVSM authorization. Reinstatement of RVSM authorization will be granted upon the operator demonstrating they have met the minimum monitoring requirements.

REFERENCES:

14 CFR 91.706, Operation within airspace designed as Reduced Vertical Separation

14 CFR Appendix G to Part 91, Section 3, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace

14 CFR 91.180, Operations within airspace designated as Reduced Vertical Separation Minimum airspace

ICAO ANNEX 6, Parts I and II (7.27 and 2.5.27 respectively), Operation of Aircraft

ICAO ANNEX 11, 3.3.5.1 –3.3.5.2, Air Traffic Services

FAA Advisory Circular 91–85, Reduced Vertical Separation Minimum (RVSM) Authorizations

POINTS OF CONTACT

1. Information concerning the FAA implementation will be posted to the RVSM Webpage at: http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/rvsm/documentation/#req under the RVSM Documentation section titled: Monitoring Requirements / Procedures

2. For questions or concerns regarding the new changes, the following points of contacts for the FAA have been established below:

Steve Smoot
FAA Support, Flight Standards, CSSI, Inc.
+ 1 202–863–0865

Stephanie Beritsky
FAA Support, FAA Technical Center, CSSI, Inc.
+ 609–485–7851

Madison Walton
FAA Flight Standards Service, AFS–470
+ 202–385–4596

United States Implementation of the ICAO Flight Plan (FPL) 2012

1. Overview of the Change

1.1 The International Civil Aviation Organization (ICAO) has agreed to make changes to the content and format of the ICAO flight plan form (FPL). These changes become globally applicable on 15 November 2012, although many States will accept the NEW format prior to that date. Coincident with these changes the FAA is amending its flight planning requirements.

In this notice, PRESENT refers to the current ICAO flight planning provisions, which will no longer be applicable after 15 November 2012. NEW refers to the ICAO flight planning provisions, as detailed in Amendment 1 to the *Procedures for Air Navigation Services – Air Traffic Management* (PANS-ATM, Doc 4444), 15th Edition.

1.2 Operators who file a NAS flight plan/FAA Form 7233-1 today may continue to do so. Operators are reminded that flights requesting assignment of RNAV routing, Reduced Vertical Separation Minima, or routing outside of domestic United States airspace must file an ICAO flight plan/FAA Form 7233-4.

1.3 Starting 15 November at 0000 UTC, operators who file an ICAO flight plan/FAA Form 7233-4 will be required to file using the NEW format. See paragraph 2 below.

1.4 FAA-specific information regarding the amendment, including updated guidance on filing an ICAO flight plan, can be found at <http://www.faa.gov/go/fpl2012>.

1.5 Information from ICAO regarding Amendment 1 to the *Procedures for Air Navigation Services – Air Traffic Management*, Fifteenth Edition (PANS-ATM, Doc 4444) is available at <http://www2.icao.int/en/FITS/FITSLibrary/>

1.6 An ICAO website, called the Flight Plan Implementation Tracking System (FITS), has been created to help Air Navigation Service Providers and airspace users by providing information about the amendment and a means to monitor the implementation status of Air Navigation Service Providers (ANSPs): <http://www2.icao.int/en/FITS/Pages/home.aspx>

2. Requirement

2.1 For flights operating within FAA airspace:

- Beginning **12 November 2012 at 0000 UTC**, all ICAO flight plans for Instrument Flight Rules (IFR) or Visual Flight Rules (VFR) flights, should be filed using the NEW content and format that is described at <http://www.faa.gov/go/fpl2012>.
- Flight plans filed using the PRESENT content and format will continue to be accepted until **0000 UTC on 15 November 2012**.
- IFR or VFR flight plans using the PRESENT content and format, which are filed after 15 November 2012 0000 UTC, will not be accepted.

2.2 Operators are reminded that **the FAA Air Traffic Control System** accepts IFR flight plans filed up to **24** hours in advance of the Estimated Off-Block Time (EOBT). This requirement will remain valid after 15 November 2012. Flight plans filed with ATC more than 24 hours in advance will be rejected.

3. Preparation for Implementation

3.1 The FAA will conduct several test periods. Flight plan filers can find information on registering for test activities at <http://www.faa.gov/go/fpl2012>. Operators are strongly encouraged to take advantage of the provided test opportunities to ensure their flight plans will be accepted in the operational system.

3.2 Starting on or about September 15th, the FAA anticipates entering transition mode for FPL 2012. In transition mode, flight plans can be filed in either NEW or PRESENT format. Specific details will be provided when they become available at <http://www.faa.gov/go/fpl2012> and in a revision to this notice.

During the transition period (prior to 15 November 2012), operators are responsible for transmitting the appropriate flight plan content and format accepted by the Air Navigation Services Providers (ANSP) that will provide services in the airspace where the flight will take place. To obtain this information, consult the ICAO Flight Plan Implementation Tracking System (FITS) website (<http://www2.icao.int/en/FITS/Pages/home.aspx>). Also, consult the applicable Aeronautical Information Publications (AIP) for the official notifications provided by States.

3.3 By 12 November 2012, filers should transition to the NEW format to ensure that their flight plans will be accepted in NEW format, and to ensure that no PRESENT format plans will be in the system on 15 November.

(AJE – 36, Technical Performance Group 07/27/12)

PUBLICATION OF CHANGE TO AERONAUTICAL INFORMATION MANUAL – ICAO 2012 FLIGHT PLAN FILING REQUIREMENTS

Purpose: To modify the following Aeronautical Information Manual (AIM) paragraphs:

- 4-2-4. Aircraft Call Signs
- 4-6-1. Applicability and RVSM Mandate (Date/Time and Area)
- 4-6-5. Pilot RVSM Operating Practices and Procedures
- 4-6-10. Procedures for Accommodation of Non-RVSM Aircraft
- 5-1-9. International Flight Plan (FAA Form 7233-4) - IFR Flights (For Domestic or International Flights)

Background:

ICAO 2012 introduces significant changes to the information required for IFR and VFR flight plans. These changes were introduced as Amendment 1 to the 15th Edition of the Procedures for Air Navigation Services / Air Traffic Management (PANS/ATM), ICAO Document 4444.

The changes for filers are summarized as follows:

1. The FAA will require the use of the MEDEVAC for civilian air ambulance flights in the Special Handling Section of the ICAO flight plan. To maintain consistency between ICAO and HOST flight plan filing, all civilian air ambulance flights will be required to file as MEDEVAC instead of the previous term Lifeguard. The previous meaning of the term MEDEVAC has been removed. The term HOSP has been added. These changes are reflected in AIM sections 4-2-4, 4-6-1, 4-6-5 and 4-6-10.
2. The Equipment and Capabilities section (ICAO Flight Plan Item 10) and the Other Information section (ICAO Flight Plan Item 18) incorporate new and changed items. These changes are reflected in AIM section 5-1-9.

Guidance:

These changes to the AIM take effect on November 15th, 2012. After that date, ICAO flight plans must conform to the new format.

Starting on or about September 15th, flight plans may be filed using either the existing format or the new format. A notice will confirm the exact date when filers can start using the new format.

The modifications to AIM Sections 4-2-4, 4-6-1, 4-6-5, 4-6-10, and 5-1-9 can be found on the following web page:

<http://www.faa.gov/go/fpl2012/>

Reference: Notices to Airmen, ICAO 2012, United States Implementation of the ICAO Flight Plan (FPL) 2012, August 23, 2012 (page 4–GEN–18).

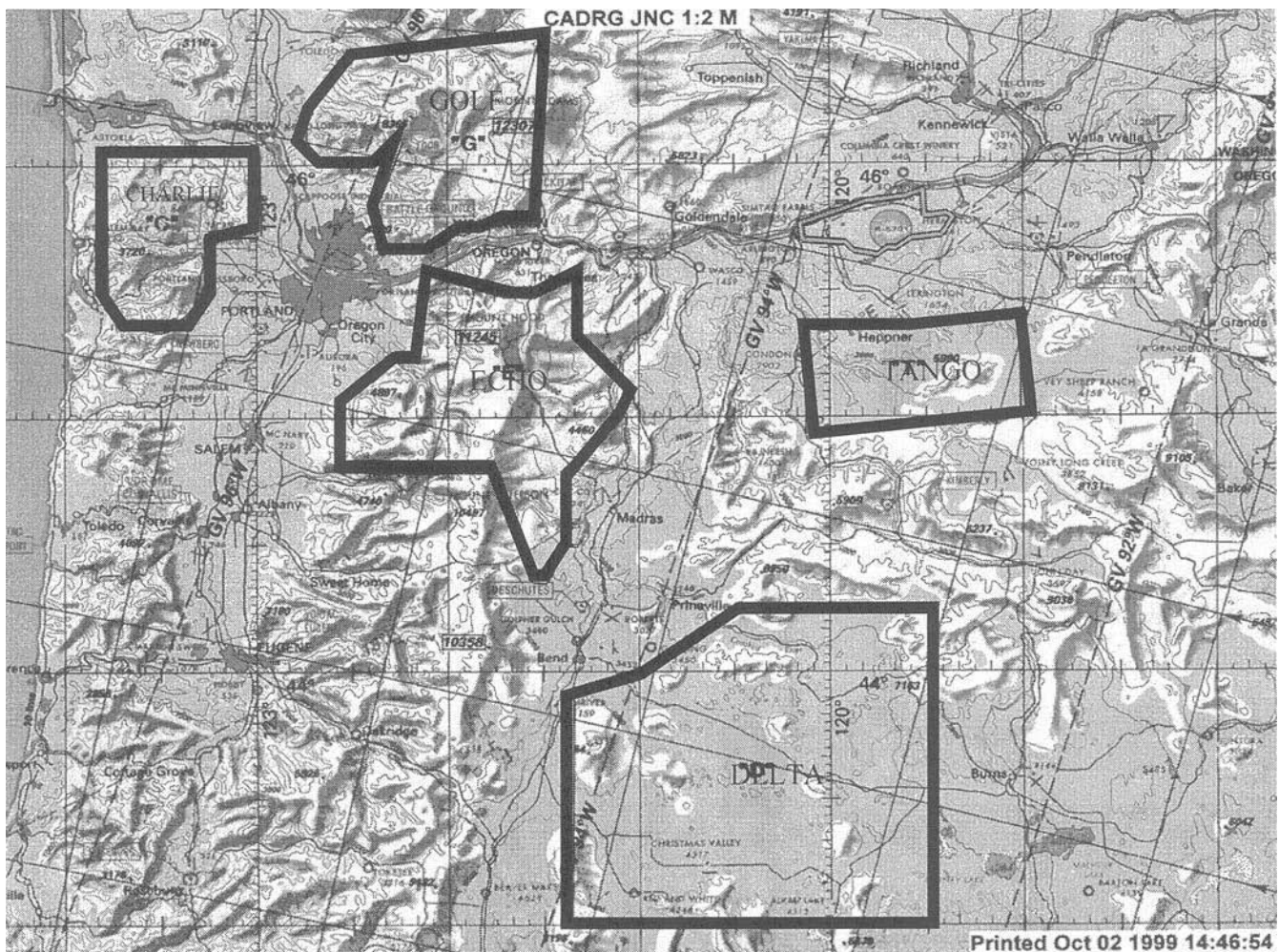
Section 2. Special Military Operations

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.

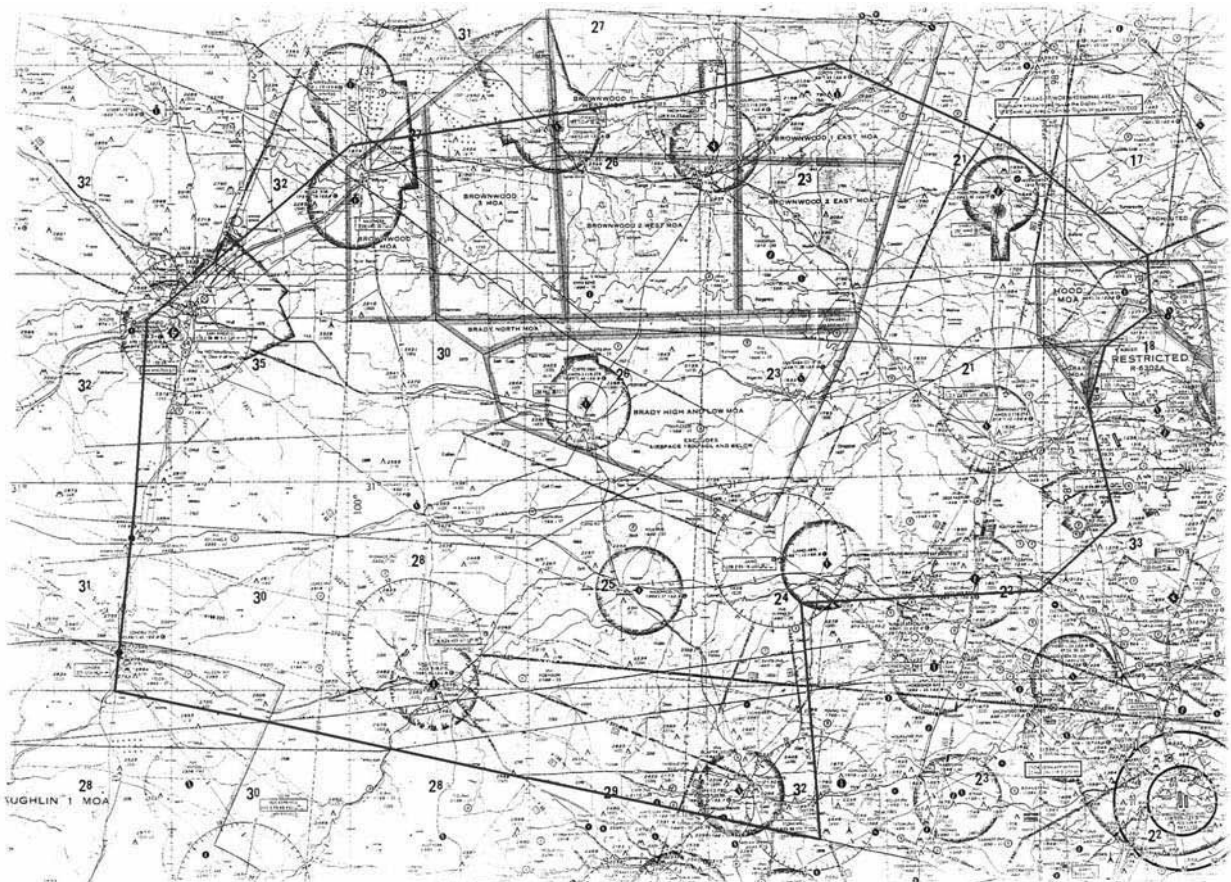


(ANM-520.6 3/2/2000)

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

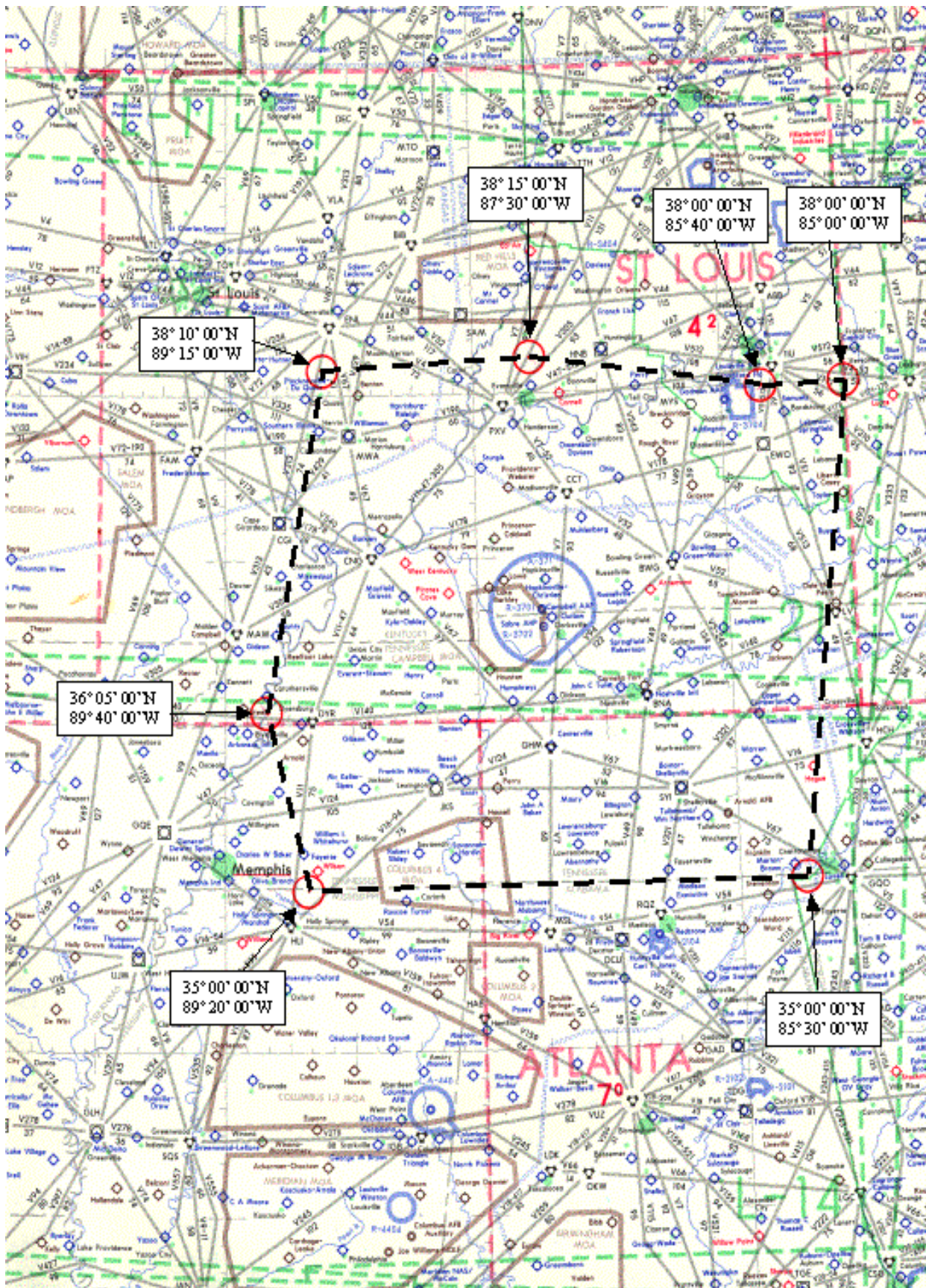
Notice to Pilots and Interested Persons in KY, TN, Southern IL, IN and Northern AL

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)



RIM OF THE PACIFIC (RIMPAC) 2012 MILITARY EXERCISE

Rim of the Pacific (**RIMPAC**), a biennial multinational military exercise, will take place for the twenty-third time in the sea and airspace in and around the Hawaiian Islands from July 10, 2012, through August 1, 2012. **RIMPAC 2012** activities will take place primarily within Special Use Airspace (**SUA**), which includes Warning Areas, Restricted Areas, Altitude Reservations (**ALTRV**), and Air Traffic Control Assigned Airspace (**ATCAA**). The nature of the exercise requires that various portions of the RIMPAC SUA's be activated and released independent of, or in combination with other SUA's on a real time basis as operations permit. Generally, high altitude (surface to unlimited) operations will take place between 1600-0900 UTC (0600L-2300 HST) daily. Between 0900-1600 UTC (2300L-0600 HST) the operations will normally be at or below 9,000 feet MSL. Check the daily NOTAMS for specific times and altitudes.

Warning Areas and Restricted Areas are described in FAA order 7400.8.

Following is a table containing descriptions of the ALTRVs and ATCAAs scheduled for RIMPAC 2012 along with a graphic depiction of the airspace.

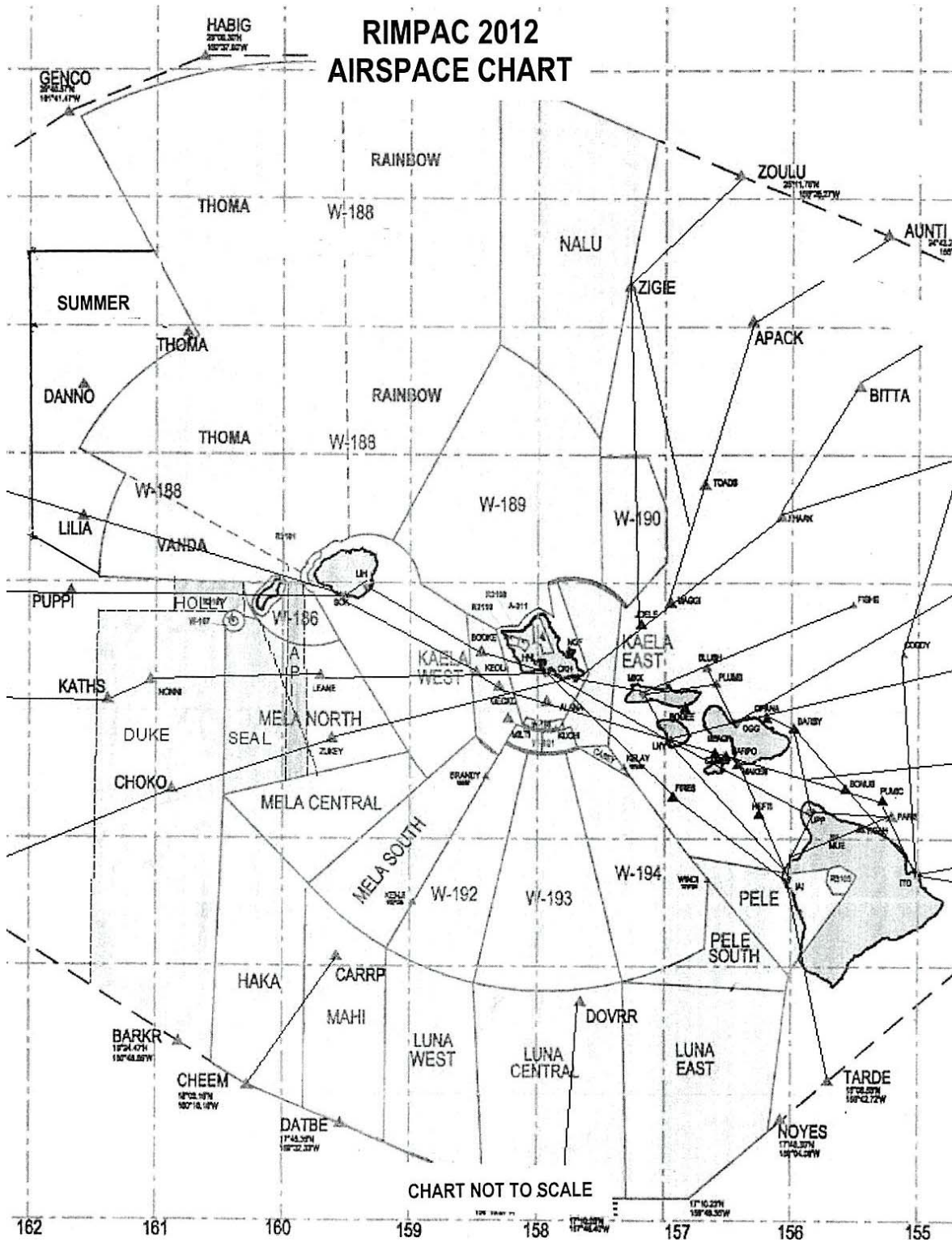
Honolulu Control Facility (HCF), is the controlling facility. For further information, contact the HCF Traffic Management Unit at 808-840-6204 between 1600-0500 UTC (0600-1900 HST) or 808-840-6201 from 0501-1559 UTC (1900-0559 HST.)

1. ALTRV DUKE	LATITUDE	LONGITUDE
ALTITUDE: FCA-FL180	21°44' N	161°35' W
TIMES: 1600-0200 UTC (0600-1600 HST)	21°43' N	160°38' W
	18°13' N	160°38' W
ALTITUDE: FCA-FL280	18°23' N	161°02' W
TIMES: 0200-0900 UTC (1600-2300 HST)	18°48' N	161°35' W
2. ALTRV SEAL	LATITUDE	LONGITUDE
ALTITUDE: FCA - FL180	21°39' N	160°38' W
TIMES: 1600-0200 UTC (0600-1600 HST)	Thence clockwise along boundary of W-187 to	
	21°44' N	160°30' W
ALTITUDE: FCA-FL280	21°42' 05" N	160°13' 44" W
TIMES: 0200-0900 UTC (1600-2300 HST)	20°29' N	159°46' W
	20°18' N	160°38' W
3. ATCAA MELA NORTH	LATITUDE	LONGITUDE
ALTITUDE: FCA – FL150 TIMES: as NOTAMED.	21°39' N	160°38' W
	Thence clockwise along boundary of W-187 to	
	21°44' N	160°30' W
	21°42' 05" N	160°13' 44" W
	Then counterclockwise along W-186 boundary to	
	21°33' 18" N	159°33' 50" W
	20°41' N	159°05' W
20°18' N	160°38' W	
4. ATCAA MELA CENTRAL	LATITUDE	LONGITUDE
ALTITUDE: FCA – UNL TIMES: as NOTAMED.	20°41' N	159°05' W
	21°31' 45" N	158°49' 40" W
	19°36' N	159°53' W
	20°18' N	160°38' W

5. ATCAA MELA SOUTH		LATITUDE	LONGITUDE
ALTITUDE: FCA – UNL TIMES: as NOTAMED		20°48' N	158°31' W
		20°41' 14" N	158°18' 39" W
		19°07' 50" N	159°15' W
		19°36' N	159°53' W
6. ATCAA HAKA		LATITUDE	LONGITUDE
ALTITUDE: FCA – UNL TIMES: as NOTAMED		20°18' N	160°38' W
		19°36' N	159°53' W
		17°53' 26" N	159°53' W
		18°03' 09" N	160°16'11" W
		18°16' 06" N	160°35'58" W
7. ATCAA MAHI		LATITUDE	LONGITUDE
ALTITUDE: FCA – UNL TIMES: as NOTAMED.		19°36' N	159°53' W
		Then counterclockwise along the HNL 150 nm Arc to	
		19°07' 50" N	159°15' W
		17°37' 56" N	159°15' W
		17°53' 26" N	159°53' W
8. ATCAA LUNA WEST		LATITUDE	LONGITUDE
ALTITUDE: FCA – UNL TIMES: as NOTAMED		19°07' 50" N	159°15' W
		Then clockwise along the HNL 150 nm Arc to	
		18°50' 42" N	158°26' W
		17°17' 55" N	158°26' W
		17°37' 56" N	159°15' W
9. ATCAA LUNA CENTRAL		LATITUDE	LONGITUDE
ALTITUDE: FCA – UNL TIMES: as NOTAMED		18°50' 42" N	158°26' W
		Thence counter-clockwise along HNL 150NM Arc to	
		18°52' 23" N	157°17' 34" W
		17°10' 17" N	157°17' 34" W
		17°10' 14" N	157°45' 24" W
		17°13' 28" N	158°15' 04" W
	17°17' 55" N	158°26' W	
10. ATCAA LUNA EAST		LATITUDE	LONGITUDE
ALTITUDE: FCA – UNL TIMES: as NOTAMED		18°52' 23" N	157°17' 34" W
		18°51' 50" N	156°00' 05" W
		17°42' 50" N	156°10' 20" W
		17°10' 14" N	156°48' 21" W
		17°10' 17" N	157°17' 34" W
11. ATCAA PELE SOUTH		LATITUDE	LONGITUDE
ALTITUDE: FCA - UNL TIMES: as NOTAMED		19°41' 14" N	156°35' 50" W
		18°58' 00" N	156°00' 00" W
		18°51' 50" N	156°00' 05" W
		18°52' 23" N	157°17' 34" W
		Then counter clockwise along HNL 150 NM Arc to	
		19°08' 15" N	156°35' 50" W

12. ATCAA PELE		LATITUDE	LONGITUDE
ALTITUDE: FL160 - FL290 TIMES: as NOTAMED.		19° 51' 24" N	156° 44' 06" W
		19°44' 00" N	156°01'00" W
		19°46' 29" N	155°42' 10" W
		Then southwest along R3103 west boundary to	
		19°40' 04" N	155°43' 35"
		19°34' 49" N	155°40'15"W
		19°34' 49" N	155°34' 20" W
		18°58' 00" N	156°00' W
			(South tip of R3103)
		Then northwest along HNL 131 radial to	
	19°52' N	156°45' W (NW corner)	
13. ATCAA NALU		LATITUDE	LONGITUDE
ALTITUDE: FCA – FL290 TIMES: as NOTAMED		25°47' 00" N	158°15' 00" W
		25°47' 03" N	157°46' 26" W
		25°28' 38" N	157°03' 47" W
		23°19' 00" N	157°29' 50" W
		Then counter clockwise via LIH 130 NM Arc to	
		23°53' 30" N	158°15' 00" W
14. ATCAA KAELA WEST		LATITUDE	LONGITUDE
ALTITUDE: FL250 - FL290 TIMES: as NOTAMED		21°45' 18"N	158° 33' 48"W
		21°35' 48"N	158° 19' 50"W
		20° 52'12"N	158° 06' 30"W
		Then counter-clockwise along HNL 28 NM Arc to	
		20° 50'32"N	157°58' 03"W
		20° 40'30"N	157° 58' 00"W
		Then clockwise along the HNL 38 NM Arc to	
		20° 45'27"N	158° 16' 06"W
		20° 41' 14"N	158° 18' 39"W
	20° 48'N	158° 31' W	
15. ATCAA KAELA EAST		LATITUDE	LONGITUDE
ALTITUDE: FL250 - FL290 TIMES: as NOTAMED		22° 01' 42"N	157° 51' 42"W
		Then clockwise along the NGF 35 NM Arc to	
		21° 53' 30"N	157° 21' 06"W
		20° 42'05"N	157° 25' 37"W
		20° 42'53"N	157° 41' 18"W
		Then clockwise along the HNL 38 NM Arc to	
		20° 40'30"N	157° 58' 00"W
		20° 50'32"N	157° 58' 03"W
		Then counter-clockwise along HNL 28 NM Arc to	
		20° 50' 43"N	157° 51' 06"W
	21°18' 39" N	157° 37' 53" W	

16. ALTRV JIMMY	LATITUDE	LONGITUDE
<p>ALTITUDE: FL190 – FL270</p> <p>TIMES: as NOTAMED</p>	21° 35' 48" N	158° 19' 50" W
	21° 33' 04" N	158° 58' 05" W
	21° 32' 19" N	158° 14' 20" W
	21° 30' 49" N	158° 13' 50" W
	21° 28' 59" N	158° 07' 24" W
	21° 27' 17" N	158° 05' 44" W
	21° 29' 12" N	158° 04' 50" W
	21° 30' 18" N	158° 03' 59" W
	Thence clockwise via the 3-mile-radius centered on Wheeler AFB (21 28'49" N / 158 02' 20" W) excluding the airspace over the township of Wahiawa to	
	21° 29' 13" N	157 59' 28" W
	21° 29' 13" N	157 58' 26" W
	21° 26' 37" N	157 57' 30" W
	21° 26' 34" N	157 52' 54" W
	21° 46' 42" N	158 00' 35" W
	21° 46' 48" N	157 59' 46" W
	21° 43' 48" N	158 03' 50" W
	21° 3.7' 49" N	158 08' 50" W
	Thence counterclockwise 3nm from and parallel to the shoreline of Oahu Island to point of origin.	
17. ALTRV PARKER EAST	LATITUDE	LONGITUDE
<p>ALTITUDE: FL160 – FL290</p> <p>TIMES: as NOTAMED</p>	19° 44' 24" N	155° 30' 54" W
	19° 42' 18" N	155° 16' 18" W
	19° 34' 36" N	155° 16' 18" W
	19° 31' 36" N	155° 36' 15" W
	19° 43' 19" N	155° 29' 10" W
18. ALTRV PARKER NORTH	LATITUDE	LONGITUDE
<p>ALTITUDE: FL160 – FL290</p> <p>TIMES: as NOTAMED</p>	19° 44' 00" N	156° 01' 00" W
	19° 55' 00" N	155° 36' 00" W
	19° 46' 50" N	155° 35' 00" W
	19° 48' 14" N	155° 37' 20" W
	19° 46' 29" N	155° 42' 10" W
19. ALTRV SUMMER	LATITUDE	LONGITUDE
<p>ALTITUDE: FCA – UNL</p> <p>TIMES: 1800Z – 0400Z</p> <p>DATES: JULY 11, 13, 14, 15, 17, 18, 20, 21. Other times as NOTAMED</p>	22° 05' N	161° 35' W
	22° 20' N	162° 00' W
	24° 30' N	162° 00' W
	24° 30' N	160° 55' W
	23° 57' N	160° 40' W
	23° 56' N	160° 43' W



SPECIAL USE AIRSPACE

Military Operations Areas Paradise North OR, Paradise South NV, Owyhee North ID, Owyhee South NV, Jarbidge North ID, Jarbidge South NV

Effective Date: July 26, 2012.

The Federal Aviation Administration (FAA) has amended the Paradise/Owyhee/Jarbidge Military Operating Areas (Mountain Home Range Complex) for additional access to airspace in order to provide a spatially viable combat training environment. This expansion is in support of the United States Air Force (USAF) mission requirements by increasing aircrew capabilities and readiness, thus resulting in the achievement of national military objectives while ensuring the safe and efficient use of the National Airspace System.

Expanding the lateral boundaries outward opens up new air-to-air training lanes in the six military operating areas. The vertical and lateral airspace expansions allow aircrew to practice required mission tactical training in a much more efficient manner. The expansion enables full use of F-15E model capabilities and associated avionics packages over the required set up lengths for aircraft engagements.

Paradise North MOA, OR

Boundaries. Beginning at lat. 42°45'00"N., long. 117°00'00"W.;
to lat. 42°00'00"N., long. 117°00'00"W.;
to lat. 42°00'00"N., long. 117°44'38"W.;
to lat. 42°25'00"N., long. 117°42'00"W.;
to lat. 42°45'00"N., long. 117°09'00"W.;
to the point of beginning.

Altitudes. 3,000 feet AGL or 10,000 feet MSL whichever is higher, to 17,999 feet MSL.

Times of Use. 0730-2200 Monday through Friday; other times by NOTAM (Expected use 230 days/year, 12 hours/day).

Controlling Agency. FAA, Salt Lake City, ARTCC.

Using Agency. USAF, Commander, 366th Fighter Wing, Mountain Home, AFB, ID.

Paradise South MOA, NV

Boundaries. Beginning at lat. 42°00'00"N., long. 117°00'00"W.;
to lat. 41°20'00"N., long. 117°00'00"W.;
to lat. 41°20'00"N., long. 117°15'00"W.;
to lat. 41°47'00"N., long. 117°46'00"W.;
to lat. 42°00'00"N., long. 117°44'38"W.;
to the point of beginning.

Altitudes. 3,000 feet AGL or 10,000 feet MSL whichever is higher, to 17,999 feet MSL.

Times of Use. 0730-2200 Monday through Friday; other times by NOTAM (Expected use 230 days/year, 12 hours/day)

Controlling Agency. FAA, Salt Lake City, ARTCC.

Using Agency. USAF, Commander, 366th Fighter Wing, Mountain Home, AFB, ID.

Owyhee North MOA, ID

Boundaries. Beginning at lat. 42°45'00"N., long. 116°00'00"W.;

to lat. 42°00'00"N., long. 116°00'00"W.;

to lat. 42°00'00"N., long. 117°00'00"W.;

to lat. 42°45'00"N., long. 117°00'00"W.;

to the point of beginning.

Excluding that airspace 500 feet AGL and below

encompassed by the coordinates

Beginning at: lat. 42°45'00"N., long. 116°40'00"W.;

to lat. 42°45'00"N., long. 116°00'00"W.;

to lat. 42°39'00"N., long. 116°00'00"W.;

to lat. 42°30'00"N., long. 116°21'15"W.;

to lat. 42°32'45"N., long. 116°28'45"W.;

to the point of beginning.

Altitudes. 100 feet AGL to 17,999 feet MSL.

Times of Use. 0730-2200 Monday through Friday; other times by NOTAM (Expected use 230 days/year, 12 hours/day)

Controlling Agency. FAA, Salt Lake City, ARTCC.

Using Agency. USAF, Commander, 366th Fighter Wing, Mountain Home, AFB, ID

Owyhee South MOA, NV

Boundaries. Beginning at lat. 42°00'00"N., long. 116°00'00"W.;

to lat. 41°26'12"N., long. 116°00'00"W.;

to lat. 41°20'00"N., long. 116°14'00"W.;

to lat. 41°20'00"N., long. 117°00'00"W.;

to lat. 42°00'00"N., long. 117°00'00"W.;

to the point of beginning.

Altitudes. 3,000 feet AGL or 10,000 feet MSL whichever is higher up to 17,999 feet MSL.

Times of Use. 0730-2200 Monday through Friday; other times by NOTAM (Expected use 230 days/year, 12 hours/day)

Controlling Agency. FAA, Salt Lake City, ARTCC.

Using Agency. USAF, Commander, 366th Fighter Wing, Mountain Home, AFB, ID.

Jarbidge North MOA, ID

Boundaries. Beginning at lat. 42°53'00"N., long. 115°24'15"W.;
to lat. 42°53'00"N., long. 115°23'00"W.;
to lat. 42°39'50"N., long. 115°02'00"W.;
to lat. 42°00'00"N., long. 115°02'00"W.;
to lat. 42°00'00"N., long. 116°00'00"W.;
to lat. 42°45'00"N., long. 116°00'00"W.;
to lat. 42°45'00"N., long. 115°42'20"W.;
to lat. 42°36'00"N., long. 115°42'20"W.;
to lat. 42°36'00"N., long. 115°24'15"W.;
to the point of beginning.

Excluding that airspace

(1) 1,500 feet AGL and below within a 3NM radius of the Grasmere Airport, ID centered at lat. 42°22'00"N., long. 115°53'03"W.;

(2) 2,000 feet AGL and below beginning at lat. 42°07'00"N., long. 115°02'00"W.;

to lat. 42°00'00"N., long. 115°02'00"W.;

to lat. 42°00'00"N., long. 115°26'00"W.;

to lat. 42°04'00"N., long. 115°26'00"W.;

to lat. 42°07'00"N., long. 115°20'00"W.;

to the point of beginning

(3) 500 feet AGL and below beginning at lat. 42°45'00"N., long. 116°00'00"W.;

to lat. 42°45'00"N., long. 115°46'40"W.;

to lat. 42°39'00"N., long. 116°00'00"W.;

to the point of beginning

Altitudes. 100 feet AGL to 17,999 feet MSL.

Times of Use. 0730-2200 Monday through Friday; other times by NOTAM (Expected use 230 days/year, 12 hours/day)

Controlling Agency. FAA, Salt Lake City, ARTCC.

Using Agency. USAF, Commander, 366th Fighter Wing, Mountain Home, AFB, ID

Jarbidge South MOA, NV

Boundaries. Beginning at lat. 42°00'00"N., long. 116°00'00"W.;

to lat. 42°00'00"N., long. 115°02'00"W.;

to lat. 41°47'00"N., long. 115°13'00"W.;

to lat. 41°26'12"N., long. 116°00'00"W.;

to the point of beginning.

Altitudes. 3,000 feet AGL or 10,000 feet MSL whichever is higher up to 17,999 feet MSL.

Times of Use. 0730-2200 Monday through Friday; other times by NOTAM (Expected use 230 days/year, 12 hours/day)

Controlling Agency. FAA, Salt Lake City, ARTCC.

Using Agency. USAF, Commander, 366th Fighter Wing, Mountain Home, AFB, ID.

SPECIAL USE AIRSPACE

Restricted Areas R-5402, R-5403A, R-5403B, R-5403C, R-5403D, R-5403E, and R-5403F, Devils Lake, ND

Effective Dates: July 26, 2012.

Resulting from the 2005 Base Realignment and Closure Commission (BRAC) decisions, Grand Forks Air Force Base (AFB) mission was changed from an aerial refueling mission to an unmanned aerial system (UAS) mission. To accommodate this mission change, the U.S. Air Force is establishing an operational MQ-1, Predator, squadron at Hector International Airport, ND, with eight Predator aircraft located at Grand Forks AFB. The launch and recovery operations and maintenance support activities for these aircraft are accomplished at Grand Forks AFB. Additionally, the U.S. Air Force is establishing a second Global Hawk Main Operating Base for RQ-4, Global Hawk, operations, with six to eight Global Hawk aircraft assigned at Grand Forks AFB, as well. The UAS aircraft at Grand Forks AFB have mission and training requirements that include employing Intelligence/Reconnaissance/Surveillance (ISR), Close Air Support (CAS), and Time Sensitive Targeting (TST) tactics.

Restricted areas R-5402 and R-5403A-F are established overlying R-5401 and the Camp Grafton Range, in the vicinity of Devils Lake, ND. The restricted areas provide additional restricted airspace necessary to contain hazardous non-eye safe laser training conducted by Predator UAS aircraft operating from Grand Forks AFB. The new restricted areas permit realistic training in modern tactics, using the Camp Grafton Range, while ensuring the safe and efficient use of the National Airspace System (NAS) in the Devils Lake, ND, area.

Additionally, the Devils Lake East Military Operations Area (MOA) is amended to incorporate exclusionary language for the new R-5402 and R-5403A-F areas in the boundary portion of that legal description, as well as updating the using agency to match the restricted area complex using agency. The Devils Lake West MOA using agency was also amended for the same reason.

R-5402 Devils Lake, ND [New]

Boundaries. Beginning at lat. 47°45'00"N., long. 98°47'19"W.;
to lat. 47°45'00"N., long. 98°31'25"W.;
then clockwise on a 7 NM arc centered
on lat. 47°40'31"N., long. 98°39'22"W.;
to the point of beginning, excluding the
airspace within R-5401 when active, and
R-5403A when active.

Designated altitudes. 500 feet AGL to, but not including, 10,000 feet MSL.

Time of designation. 0700-2000 daily, by NOTAM 6 hours in advance; other times by NOTAM.

Controlling agency. FAA, Minneapolis ARTCC.

Using agency. U.S. Air Force, 119th Operations Support Squadron, Hector International Airport, Fargo, ND.

R-5403A Devils Lake, ND [New]

Boundaries. Beginning at lat. 47°45'00"N., long. 99°15'00"W.;
to lat. 47°45'00"N., long. 98°15'00"W.;
to lat. 47°35'39"N., long. 98°15'00"W.;
to lat. 47°15'00"N., long. 99°15'00"W.;
to the point of beginning.

Designated altitudes. 8,000 feet MSL to, but not including, 10,000 feet MSL.

Time of designation. 0700-2000 daily, by NOTAM 6 hours in advance; other times by NOTAM.

Controlling agency. FAA, Minneapolis ARTCC.

Using agency. U.S. Air Force, 119th Operations Support Squadron, Hector International Airport, Fargo, ND.

R-5403B Devils Lake, ND [New]

Boundaries. Beginning at lat. 47°45'00"N., long. 99°15'00"W.;
to lat. 47°45'00"N., long. 98°15'00"W.;
to lat. 47°35'39"N., long. 98°15'00"W.;
to lat. 47°15'00"N., long. 99°15'00"W.;
to the point of beginning.

Designated altitudes. 10,000 feet MSL to, but not including, 14,000 feet MSL.

Time of designation. 0700-2000 daily, by NOTAM 6 hours in advance; other times by NOTAM.

Controlling agency. FAA, Minneapolis ARTCC.

Using agency. U.S. Air Force, 119th Operations Support Squadron, Hector International Airport, Fargo, ND.

R-5403C Devils Lake, ND [New]

Boundaries. Beginning at lat. 47°45'00"N., long. 99°15'00"W.;
to lat. 47°45'00"N., long. 98°15'00"W.;
to lat. 47°35'39"N., long. 98°15'00"W.;
to lat. 47°15'00"N., long. 99°15'00"W.;
to the point of beginning.

Designated altitudes. 14,000 feet MSL to, but not including, FL 180.

Time of designation. 0700-2000 daily, by NOTAM 6 hours in advance; other times by NOTAM.

Controlling agency. FAA, Minneapolis ARTCC.

Using agency. U.S. Air Force, 119th Operations Support Squadron, Hector International Airport, Fargo, ND.

R-5403D Devils Lake, ND [New]

Boundaries. Beginning at lat. 47°35'39"N., long. 98°15'00"W.;
to lat. 47°15'00"N., long. 98°15'00"W.;
to lat. 47°15'00"N., long. 99°15'00"W.;
to the point of beginning.

Designated Altitudes. 10,000 feet MSL to, but not including, 12,000 feet MSL.

Time of designation. 0700-2000 daily, by NOTAM 6 hours in advance; other times by NOTAM.

Controlling agency. FAA, Minneapolis ARTCC.

Using agency. U.S. Air Force, 119th Operations Support Squadron, Hector International Airport, Fargo, ND.

R-5403E Devils Lake, ND [New]

Boundaries. Beginning at lat. 47°35'39"N., long. 98°15'00"W.;
to lat. 47°15'00"N., long. 98°15'00"W.;
to lat. 47°15'00"N., long. 99°15'00"W.;
to the point of beginning.

Designated Altitudes. 12,000 feet MSL to, but not including, 14,000 feet MSL.

Time of designation. 0700-2000 daily, by NOTAM 6 hours in advance; other times by NOTAM.

Controlling agency. FAA, Minneapolis ARTCC.

Using agency. U.S. Air Force, 119th Operations Support Squadron, Hector International Airport, Fargo, ND.

R-5403F Devils Lake, ND [New]

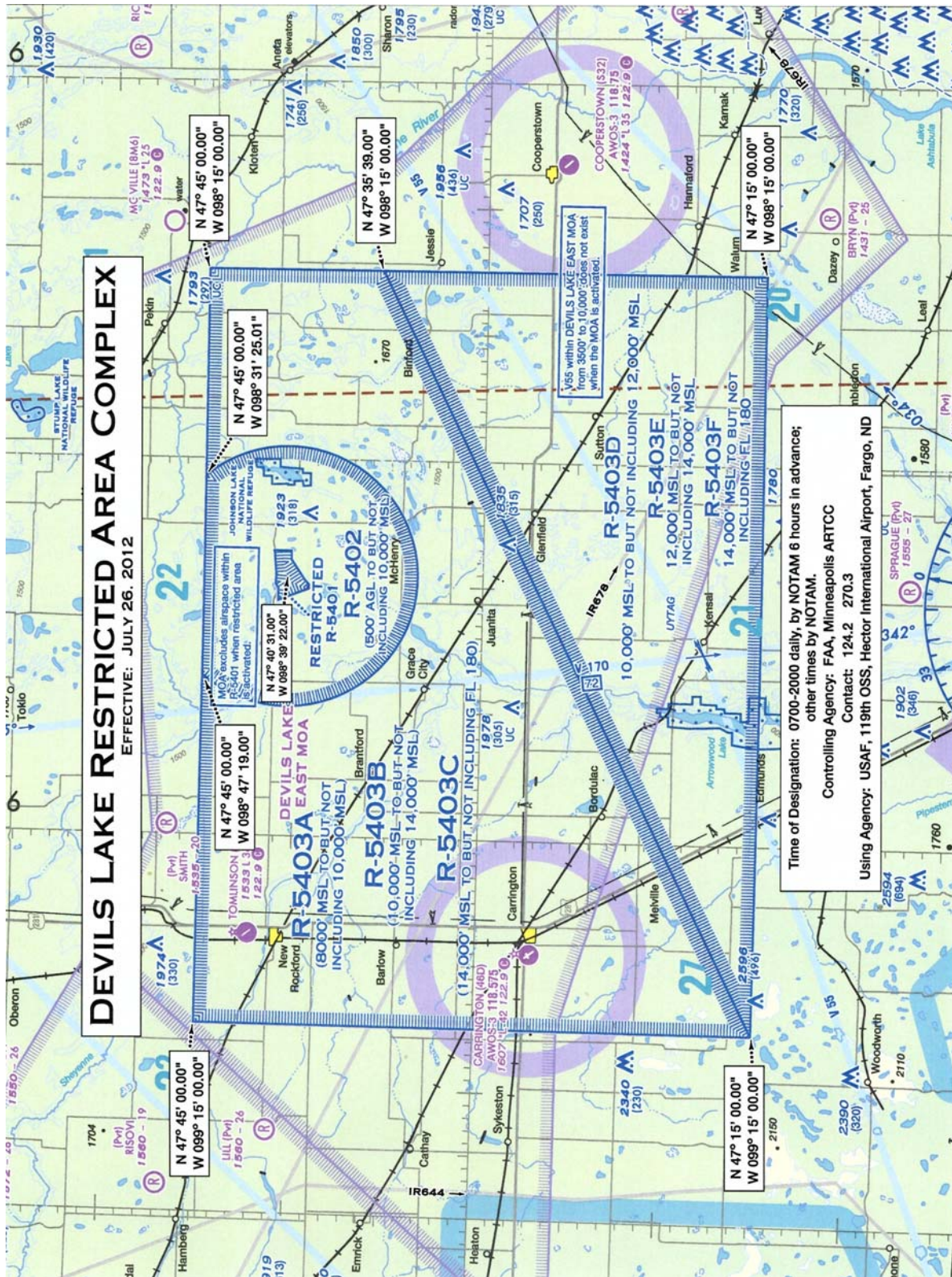
Boundaries. Beginning at lat. 47°35'39"N., long. 98°15'00"W.;
to lat. 47°15'00"N., long. 98°15'00"W.;
to lat. 47°15'00"N., long. 99°15'00"W.;
to the point of beginning.

Designated Altitudes. 14,000 feet MSL to, but not including, FL 180.

Time of designation. 0700-2000 daily, by NOTAM 6 hours in advance; other times by NOTAM.

Controlling agency. FAA, Minneapolis ARTCC.

Using agency. U.S. Air Force, 119th Operations Support Squadron, Hector International Airport, Fargo, ND.



SPECIAL USE AIRSPACE

HAWKI North, HAWKI Central, and HAWKI South Temporary Military Operations Areas, IA

Effective Dates: September 4-21, 2012.

The HAWKI North, HAWKI Central, and HAWKI South Temporary Military Operations Areas (MOAs), are established in western Iowa beneath the Crypt North, Crypt Central, and Crypt South MOAs, respectively, to support the Air National Guard conducting Operational Readiness Exercises (OREs). The OREs are designed to prepare combat aircrews, Joint Terminal Attack Controllers, intelligence personnel, battle managers and Ground Control Intercept controllers for an Air Combat Command-directed Operational Readiness Inspection. The execution of the OREs allows combat air forces to practice effective integration/application of air and space power in the Close Air Support (CAS), Interdiction, and air-to-air combat operations environment. Training events will include CAS simulated air-to-surface attacks and air-to-air tactical intercepts in the high/medium-to-low-altitude regimes within the Crypt North, Central, and South MOAs and the HAWKI North, Central, and South Temporary MOAs.

The Hawki Temporary MOAs will only be activated during the OREs for aircraft participating in the exercises. Aerial activities will consist of typical MOA flight operations to include non-standard formation flights and tactical combat maneuvering by fighter aircraft; involving abrupt, unpredictable changes in altitude, attitude, and direction of flight. Approximately 30 sorties per day (as listed in the "Times of Use") are expected to use the HAWKI Temporary MOAs during the OREs.

HAWKI North Temporary MOA, IA

Boundaries. Beginning at lat. 43°20'00"N., long. 95°37'01"W.;
to lat. 43°05'30"N., long. 94°17'26"W.;
to lat. 42°46'00"N., long. 94°22'01"W.;
to lat. 42°46'00"N., long. 95°54'12"W.;
to lat. 42°50'00"N., long. 95°55'01"W.;
to the point of beginning.

Altitudes. 4,500 feet MSL to, but not including, 8000 feet MSL.

Times of use. September 4-7 & September 11, 0900-1130, 1330-1600, & 1800-2030, by NOTAM 4 hours in advance.

September 16-18 & September 20-21, 0730-0930, 1130-1330, 1530-1730, 1930-2130, & 2330-0100 by NOTAM 4 hours in advance.

Controlling agency. FAA, Minneapolis ARTCC.

Using agency. Iowa Air National Guard, 132nd Fighter Wing, Des Moines, IA.

HAWKI Central Temporary MOA, IA

Boundaries. Beginning at lat. 42°46'00"N., long. 95°54'12"W.;
to lat. 42°46'00"N., long. 94°22'01"W.;
to lat. 42°25'27"N., long. 94°26'37"W.;
to lat. 42°20'48"N., long. 95°49'19"W.;
to the point of beginning.

Altitudes. 4,500 feet MSL to, but not including, 8000 feet MSL

Times of use. September 4-7 & September 11, 0900-1130, 1330-1600, &1800-2030, by NOTAM 4 hours in advance.

September 16-18 & September 20-21, 0730-0930, 1130-1330,1530-1730, 1930-2130, & 2330-0100, by NOTAM 4 hours in advance.

Controlling agency. FAA, Minneapolis ARTCC.

Using agency. Iowa Air National Guard, 132nd Fighter Wing, Des Moines, IA

HAWKI South Temporary MOA, IA

Boundaries. Beginning at lat. 42°20'48"N., long. 95°49'19"W.;
to lat. 42°25'27"N., long. 94°26'37"W.;
to lat. 41°56'47"N., long. 94°33'23"W.;
to lat. 42°03'39"N., long. 95°46'03"W.;
to the point of beginning.

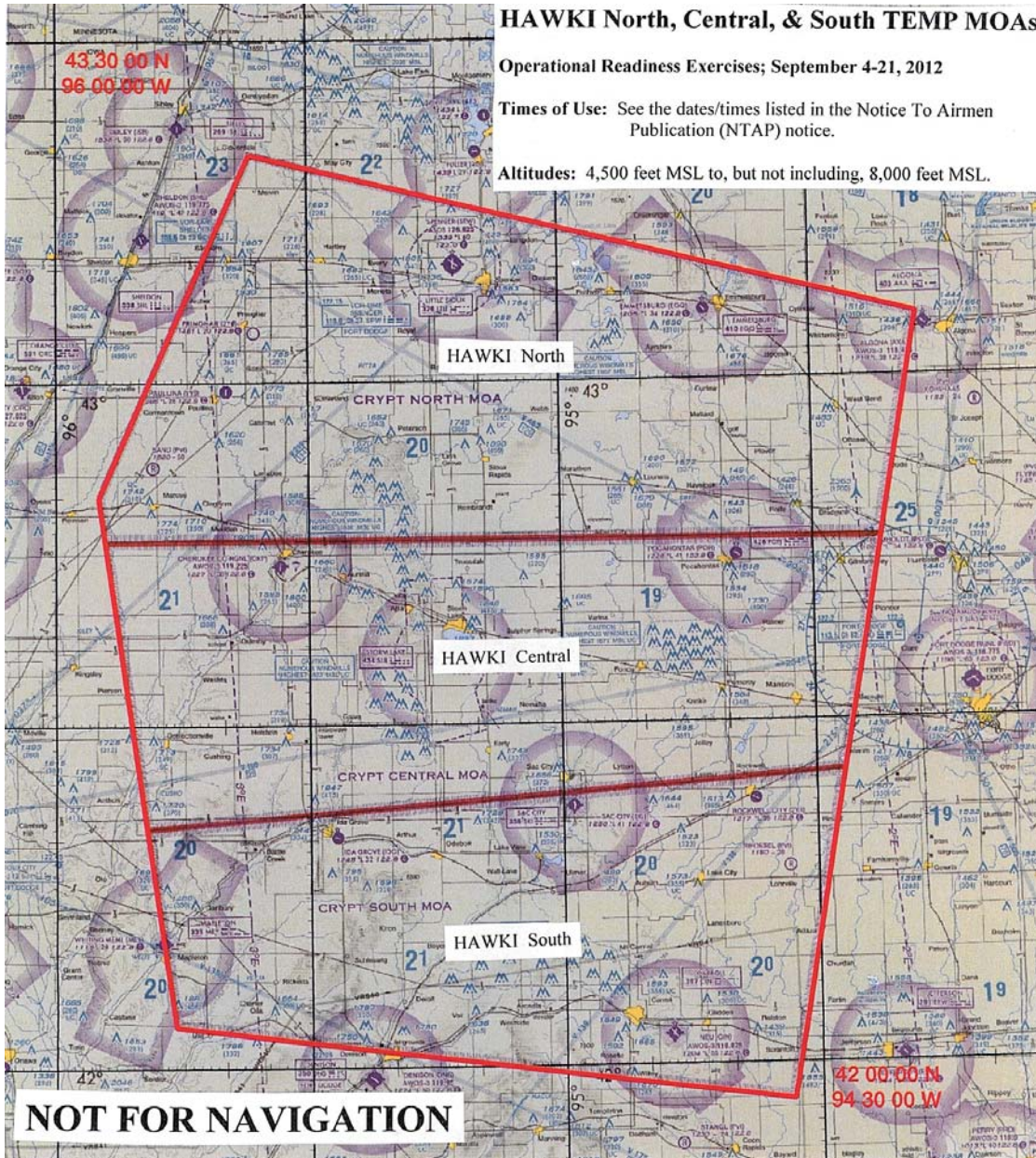
Altitudes. 4,500 feet MSL to, but not including, 8000 feet MSL

Times of use. September 4-7 & September 11, 0900-1130, 1330-1600, &1800-2030, by NOTAM 4 hours in advance.

September 16-18 & September 20-21, 0730-0930, 1130-1330,1530-1730, 1930-2130, & 2330-0100, by NOTAM 4 hours in advance.

Controlling agency. FAA, Minneapolis ARTCC.

Using agency. Iowa Air National Guard, 132nd Fighter Wing, Des Moines, IA



SPECIAL USE AIRSPACE

Establishment of the Meridian 2 East and Meridian 2 West Military Operations Areas Mississippi

Effective Date: September 20, 2012

Two new Military Operations Areas (MOA) are being established in southern Mississippi to provide additional pilot training airspace needed by the U.S. Navy, Training Air Wing One, stationed at Naval Air Station, Meridian, MS (see attached chart). Changes in the Navy's training syllabus have increased the required number of annual training sorties. The existing MOAs available to Training Air Wing One do not have the capacity to accommodate the increased sortie requirements.

The MOAs are described as follows:

Meridian 2 East MOA, MS

Boundaries. Beginning at lat. 32°16'34"N., long. 088°58'40"W.;
to lat. 31°42'00"N., long. 089°15'00"W.;
to lat. 32°09'10"N., long. 089°45'14"W.;
to lat. 32°18'00"N., long. 089°29'54"W.;
to the point of beginning.

Altitudes. 8,000 feet MSL to, but not including, FL 180.

Time of Use. 0700-2200, Monday-Friday; other times by NOTAM.

Controlling Agency. FAA, Memphis ARTCC.

Using Agency. Commander, Training Air Wing One, Naval Air Station, Meridian, MS

Meridian 2 West MOA, MS

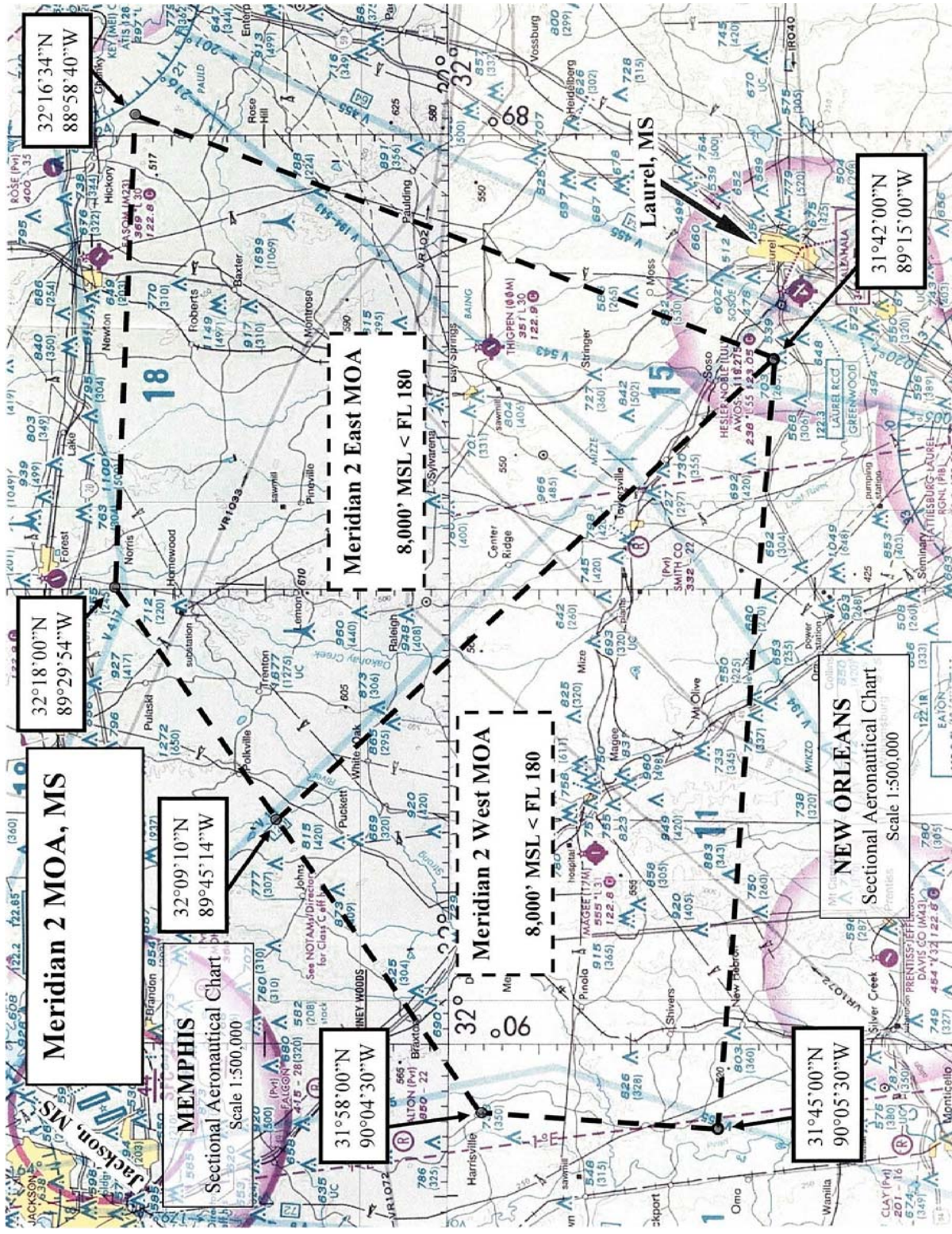
Boundaries. Beginning at lat. 32°09'10"N., long. 089°45'14"W.;
to lat. 31°42'00"N., long. 089°15'00"W.;
to lat. 31°45'00"N., long. 090°05'30"W.;
to lat. 31°58'00"N., long. 090°04'30"W.;
to the point of beginning.

Altitudes. 8,000 feet MSL to, but not including, FL 180.

Time of Use. 0700-2200, Monday-Friday; other times by NOTAM.

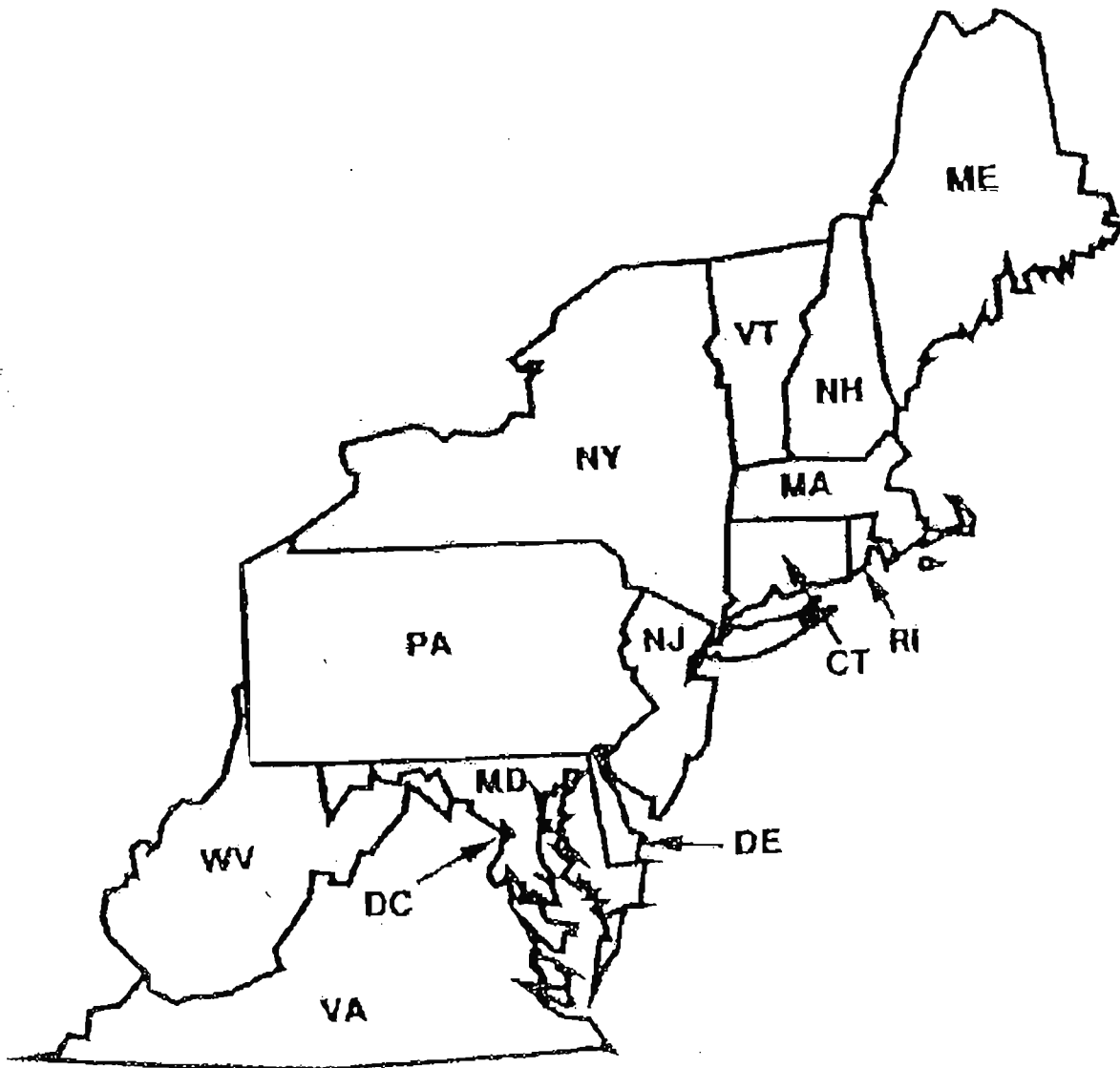
Controlling Agency. FAA, Memphis ARTCC.

Using Agency. Commander, Training Air Wing One, Naval Air Station, Meridian, MS



Section 3. Airport and Facility Notices

Northeast United States



NORTHEAST

PHILADELPHIA INTERNATIONAL AIRPORT

Special Authorization to Conduct Simultaneous Approaches to Runway 26 with Departures from Runway 27R

Philadelphia International Air Traffic Control Tower has been granted a waiver that authorizes air traffic personnel to conduct simultaneous ILS approaches to Runway 26 while aircraft simultaneously depart Runway 27R.

(PHL ATCT 3/25/2010)

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.

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.

**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, Runway 22L at intersection Whiskey, and Runway 29 at intersection Romeo. 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 05/11/09)

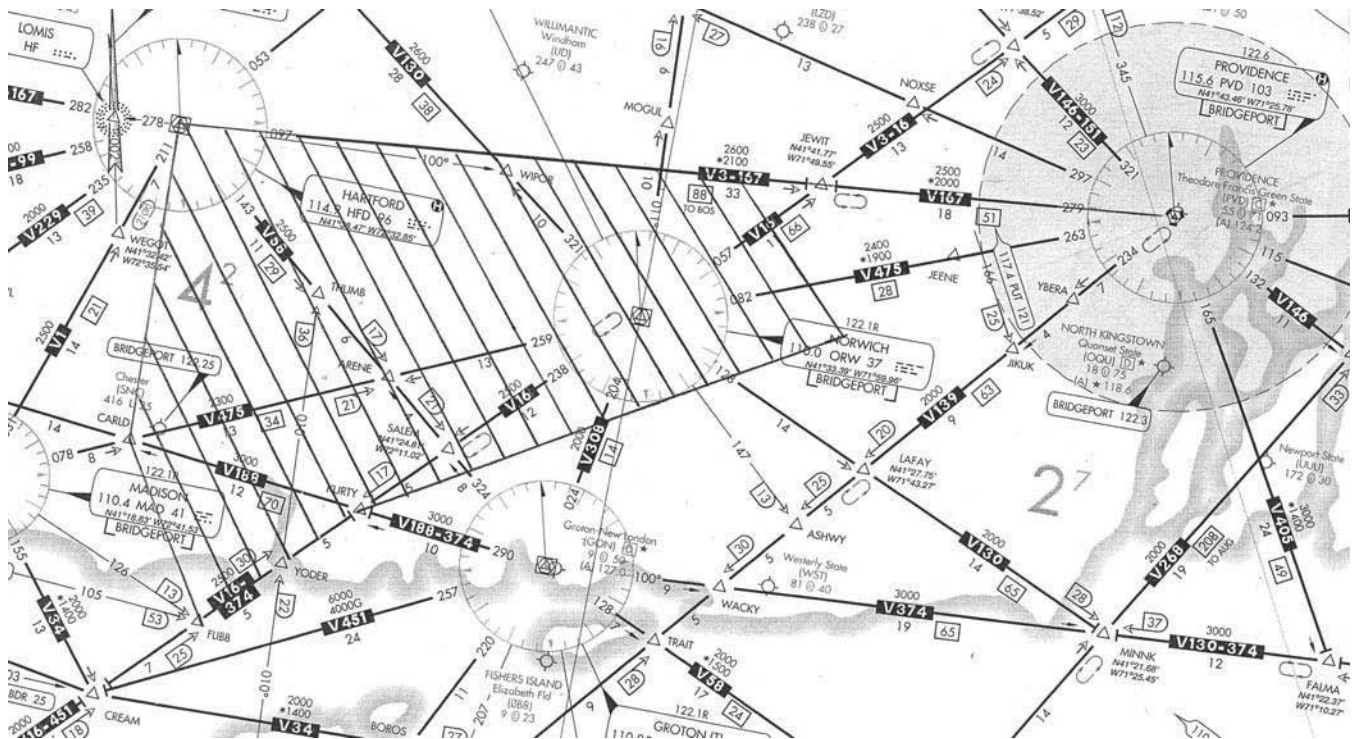
PROVIDENCE TERMINAL RADAR APPROACH CONTROL

Limited ASR-9 Radar Weather Coverage

Effective Until Further Notice

Providence Terminal Radar Approach Control ASR-9 radar weather services are limited as delineated in the diagram below. Air Traffic Control radar equipment may not be depicting all available weather in the area delineated in the diagram below. During periods of adverse weather conditions, vigilance is highly recommended.

(ANE, 8/26/09)



BOSTON-LOGAN INTERNATIONAL AIRPORT (KBOS)

Boston, Massachusetts

Land and Hold Short Operations (LAHSO)

Boston-Logan Airport (BOS) has received authorization to allow a Land and Hold Short Operation (LAHSO) to take place between an arriving and departing aircraft on certain runway pairs. This Arrival - Departure LAHSO is authorized at the following locations:

Arrivals on Rwy 15R (short of Rwy 9/27) - for aircraft departing on Rwy 9.

Arrivals on Rwy 27 (short of Rwy 22L/4R) - for aircraft departing on Rwy 22L.

A Rejected Landing Procedure (RLP) is required for the two LAHSO operations described above. A RLP is defined as: *“A published, predetermined heading to be used in the event of a rejected landing. Unless alternate instructions are given by ATC, pilots are expected to execute the procedure as published and remain clear of clouds.”*

The associated Rejected Landing Procedure (RLP) for each of the Arrival - Departure LAHSO configurations noted above is as follows:

Arrival - Departure LAHSO Configuration	Rejected Landing Procedure (RLP)
LAHSO on RWY 15R - Short of RWY 9 (when aircraft are departing Rwy 9)	<u>TURN RIGHT HEADING 180</u>
LAHSO on RWY 27 - Short of RWY 22L (when aircraft are departing Rwy 22L)	<u>TURN RIGHT HEADING 300</u>

It is important to note that at Boston-Logan Airport (KBOS), the RLP is only applicable if the intersecting runway is being utilized by a departing aircraft.

Arrival - Arrival LAHSO also takes place on Runway 15R (short of Rwy 9/27) to accommodate aircraft arriving on Runway 9, and, on Runway 27 (short of Rwy 22L/4R) to accommodate aircraft arriving on Runway 22L.

The Rejected Landing Procedures (RLP) noted above are not applicable when the intersecting runway is being utilized by an arriving aircraft.

OPERATIONAL EVALUATION OF RUNWAY STATUS LIGHTS (RWSL) LOGAN INTERNATIONAL AIRPORT (KBOS), Boston, Massachusetts

PURPOSE

The Federal Aviation Administration (FAA) will be conducting an assessment of **Takeoff Hold Lights (THLs), Runway Entrance Lights (RELs), and NEW Runway Intersection Lights (RILs)**, part of the Runway Status Lights (RWSL) system, at Logan International airport in Boston Massachusetts. The operational evaluation of RWSL at BOS will commence on or about May 24, 2010, and last three (3) months. If successful, the operational evaluation may be extended until the prototype RWSL system at BOS is replaced by a production system. RWSL at BOS 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 or enter a runway or runway/runway intersection or take off from a runway. RWSL is an automatic, advisory backup system designed to prevent or reduce the severity of runway incursions. RELs will be tested at selected taxiway-runway intersections on runways 4L/22R, 4R/22L, 15R/33L, and 9/27, THLs will be tested at full-length departure locations on runways 9 and 15R, and RILs will be tested at the runway/runway intersection of 15R and 9 at Logan International Airport (KBOS).

LIGHTING

RWSL conveys the **runway occupancy status**, indicating when a runway is unsafe to enter or cross through the use of in-pavement Runway Entrance Lights (RELs), when it is unsafe to take off through the use of in-pavement Takeoff Hold Lights (THLs), and when it is unsafe to enter or cross a runway/runway intersection through the use of Runway Intersection Lights (RILs). RELs, THLs, and RILs are installed only at selected intersections as described below.

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. 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 4L/22R:

- **Taxiways E and K on both sides of the runway**

RELs are operational at the following intersection of Runway 4R/22L:

- **Taxiway E on the east side of the runway only**

RELs are operational at the following intersection of Runway 15R/33L:

- **Taxiway D on the west side of the runway only**

RELs are operational at the following intersection of Runway 9/27:

- **Taxiway C on the north side of the runway only**

***Refer to Figure 1 in the ATTACHMENTS section for a diagram of RELs locations.**

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 short final approach to land. There are two sets of THLs, each comprising a series of sixteen, double-row, **red** in-pavement lights at 100' spacing straddling the runway centerline beyond the beginning of the runway takeoff threshold for a length of 1,500'. The two sets of THLs are operational at the full-length departure positions on runways 15R and 9 as follows:

- Runway 15R: from 375' beyond the beginning of the runway takeoff threshold for a length of 1500'**

- Runway 9: from 375' beyond the beginning of the runway takeoff threshold for a length of 1500'**

*Refer to Figure 2 in the ATTACHMENTS section for a diagram of THLs locations.

Runway Intersection Lights (RILs)

RILs are directed toward the approach end of the runway and are visible to 1) pilots in departure roll or landing roll out or 2) to all pilots and vehicle operators taxiing/driving on the runway approaching the runway/runway intersection. RILs are comprised of a series of double-row, **red**, in-pavement lights at 100' spacing straddling the runway centerline for a length of 3000' leading up to and stopping at the runway/runway intersection hold lines. RILs at BOS are operational at the runway/runway intersection of 15R and 9 as follows:

- Runway 15R: beginning at the LAHSO hold line on 15R for the 15R/9 intersection extending back toward the approach end of 15R for a length of 3000'**

- Runway 9: beginning at the runway/runway hold line on 9 for the 15R/9 intersection extending back toward the approach end of 9 for a length of 3000'**

*Refer to Figure 3 in the ATTACHMENTS section for a diagram of RILs locations.

OPERATION

RWSL is a visual advisory system for use by pilots and vehicle operators to increase and maintain situational awareness of high-speed aircraft or vehicles on runways. 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. These surveillance systems include airport surveillance radar (ASR), airport surface detection equipment radar (ASDE-3), 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. RILs that are ON (illuminated **red**) indicate that the runway/runway intersection ahead is not safe to enter or cross. Pilots and vehicle operators 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. Pilots and vehicle operators should remain clear of the runway/runway intersection ahead when RILs are illuminated on their runway.

RED RELs, THLs, and RILs MEAN STOP!

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, THLs, or RILs. In such a case, the crews should HOLD SHORT of the runway for RELs, STOP the aircraft for THLs and RILs (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 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. If pilots or vehicle operators notice illuminated **red** RILs and stopping is impossible, then crews should proceed according to their best judgment of safety (understanding that the illuminated RILs indicate the runway/runway intersection ahead is unsafe for entry or crossing) 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. 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 and RILs, except when directed otherwise

HOURS OF TESTING

During the current phase of testing, the RWSL system will be operational 24/7 except for short scheduled and non-scheduled maintenance periods. The current operational status of the RWSL system will be broadcast on the ATIS.

TEST CONFIGURATIONS AND RUNWAYS

RWSL testing of select light types at select locations will be conducted on runways 4L/22R, 4R/22L, 15R/33L, and 9/27 at BOS.

PILOT EVALUATION

An important part of the assessment includes collecting feedback from pilots. It is essential that pilots respond to brief surveys available on various venues including the RWSL website via the Internet, www.RWSL.net, in-flight operations offices and domiciles at the BOS airport. Voluntary interviews with pilots will be conducted during the test period. Pilots are encouraged to respond with comments by answering the surveys on the website or by e-mail to:

Peter V. Hwoschinsky
FAA, ATO-P
800 Independence Avenue
Washington, D.C. 20591 SW
Voice: (202) 493-4696 Fax: (202) 267-5111 Email: peter.hwoschinsky@faa.gov

Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.

ATTACHMENT

Runway diagram of BOS with RELs locations

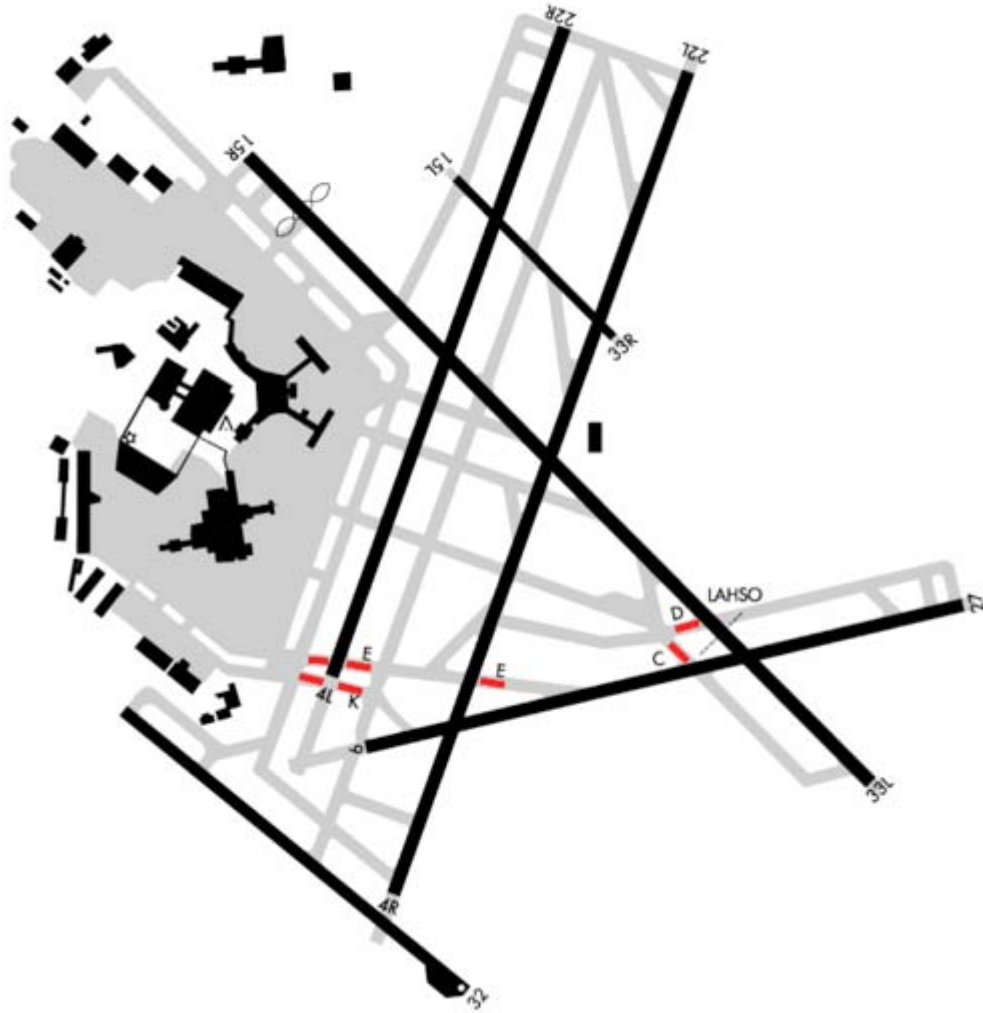


Figure 1. Runway Entrance Lights (RELs) Locations on 4L/22R, 4R/22L, 15R/33L, and 9/27

Runway Diagram of BOS with THLs Locations

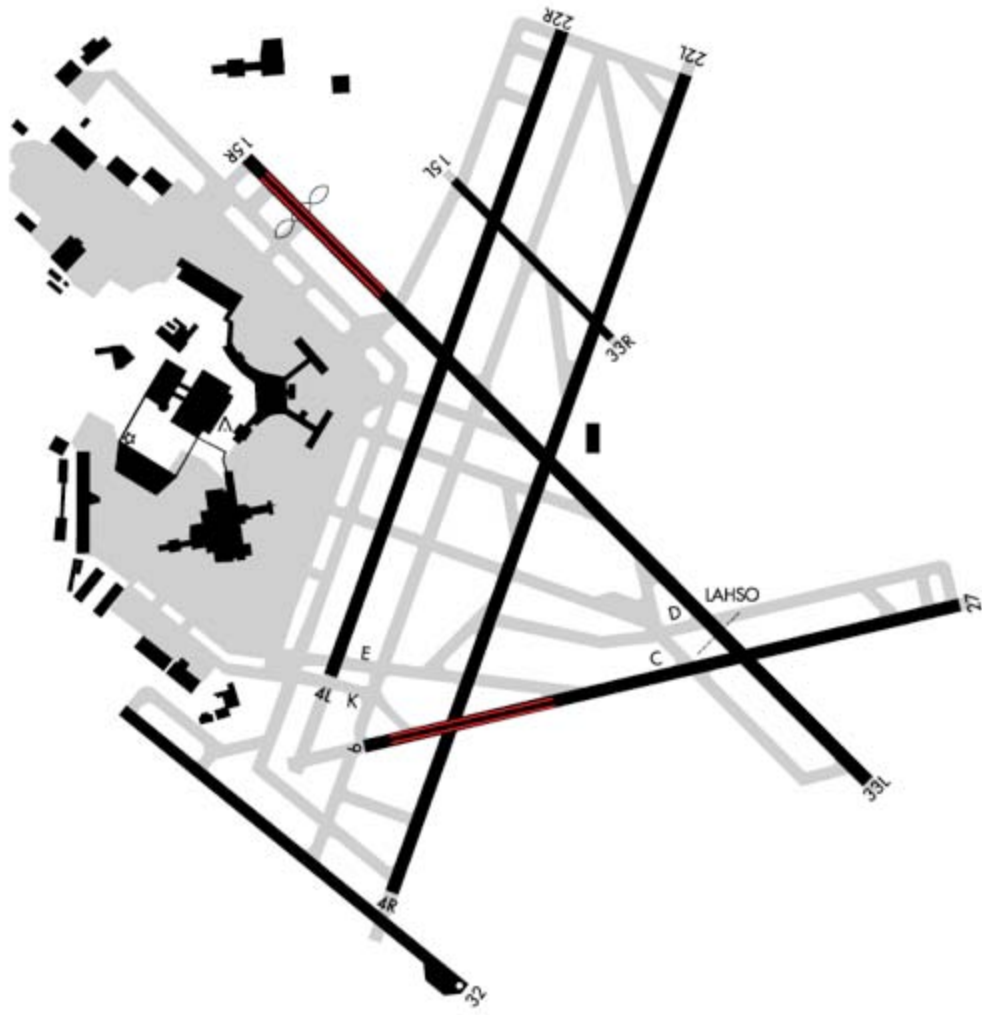


Figure 2. Takeoff Hold Lights (THLs) Locations on 15R and 9

Runway Diagram of BOS with RILs Locations

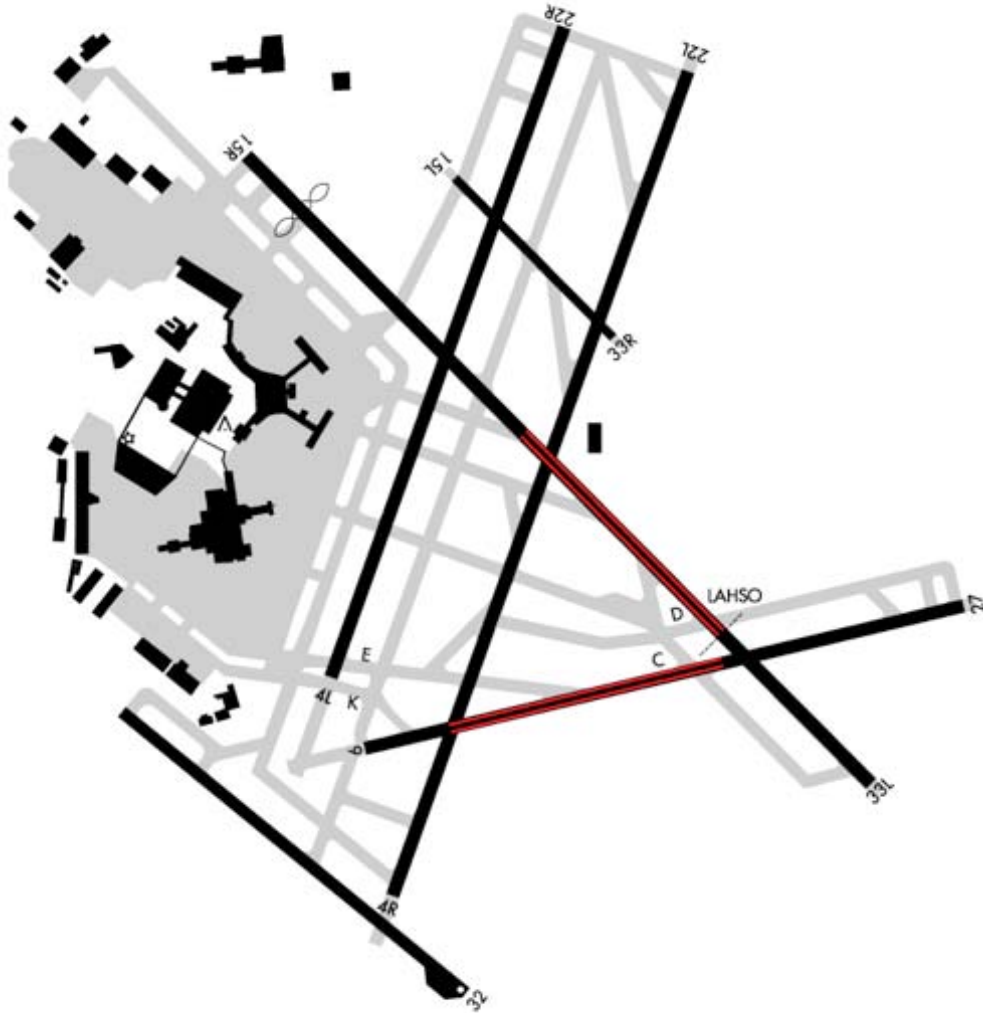


Figure 3. Runway Intersection Lights (RILs) Locations on 15R and 9

Runway Entrance Lights (RELs)

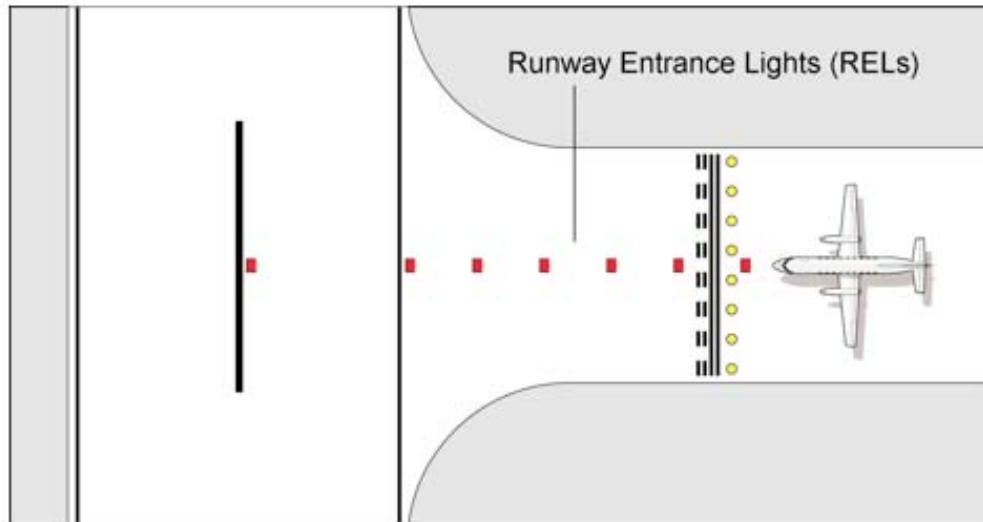


Figure 4. Generic illustration of Runway Entrance Lights (RELs) along a straight taxiway centerline (not to scale)

Takeoff Hold Lights (THLs)

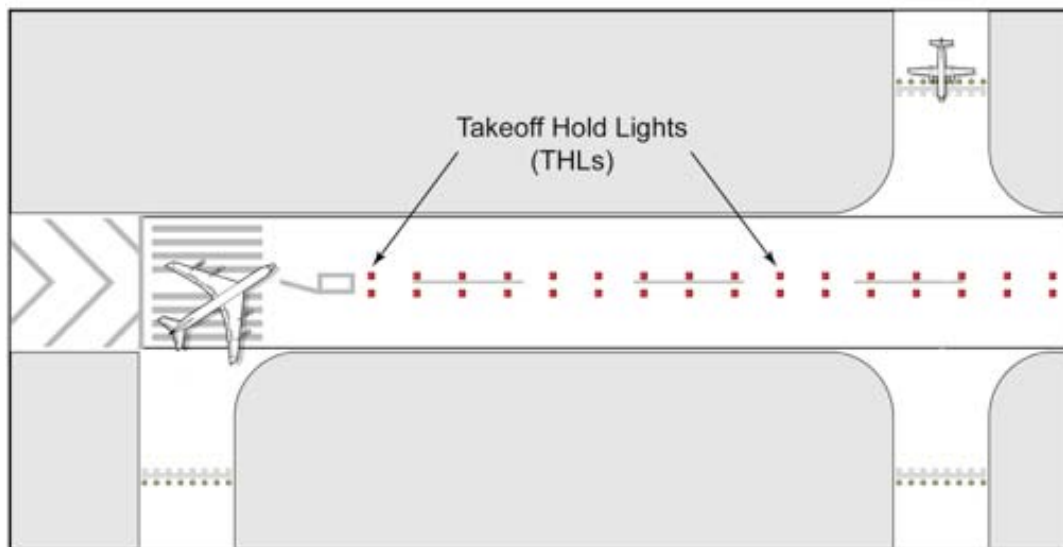


Figure 5. Generic illustration of double-row THLs straddling the runway centerline (not to scale)

Runway Intersection Lights (RILs)

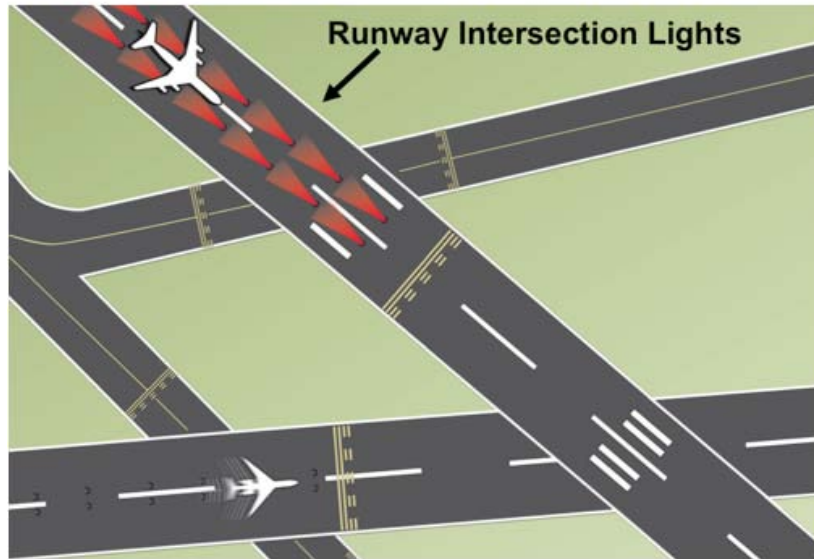


Figure 6. Generic illustration of double-row RILs straddling the runway centerline (not to scale)

Runway Status Lights (RWSL) Operational Concept with RELs, THLs, and RILs

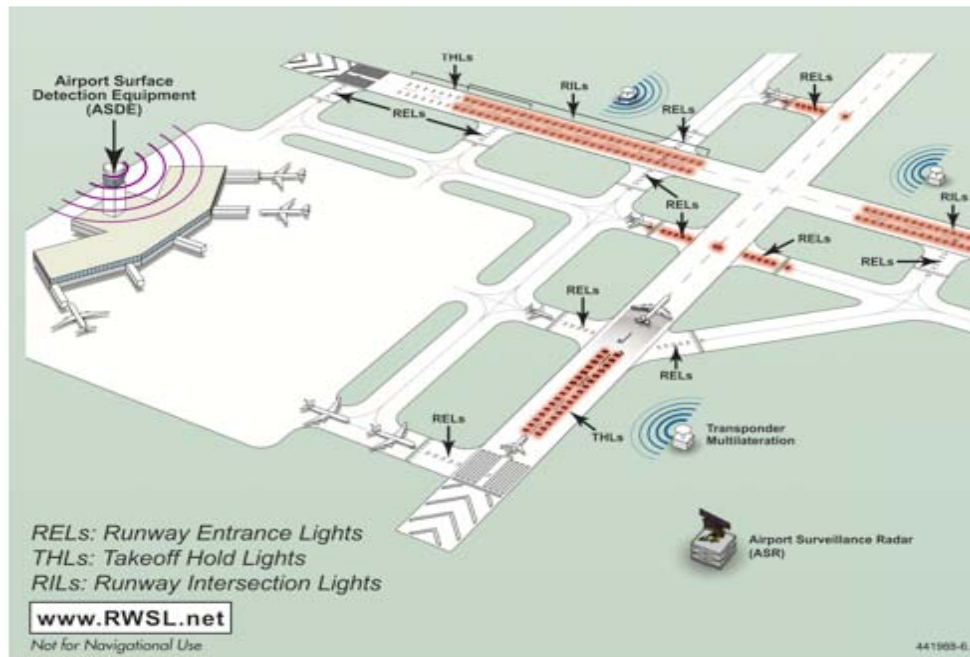


Figure 7. Conceptual diagram of the Runway Status Light System with surveillance sources driving RELs, THLs, and RILs shown illuminated in red

PHILADELPHIA INTERNATIONAL AIRPORT

Exiting Class Bravo Airspace on Extended Downwind Legs

Philadelphia International Air Traffic Control Tower (PHL) has been granted a waiver allowing an exemption to the requirement to advise pilots that they are exiting and re-entering the Philadelphia Class Bravo Airspace on extended downwind legs.

Due to extended Final Approach Courses during periods of heavy volume, aircraft may exit and re-enter the PHL Class Bravo Airspace on downwind legs and re-enter the Class Bravo on the Final Approach Course leg. Pilots are expected to maintain a situational awareness of their position using the DME associated with the Instrument Landing System (ILS) for the landing runway, except Runway 35, which must use the Runway 17 DME. Exit and re-entry points will be published in the Special Notices Section of the Airport/Facility Directory.

Aircraft will exit and re-enter the PHL CBA laterally and vertically as follows:

Runways 27R/L and Runway 26:

Exit on left downwind at	12 DME
Exit on right downwind at	19 DME
Re-enter on Final Approach Course at	16 DME

Below Class Bravo:

Beyond 12 DME and below 3000'
Beyond 16 DME and below 4000'

Runway 35:

Exit on left downwind at	20 DME
Exit on right downwind at	12 DME
Re-enter on Final Approach Course at	15 DME

Below Class Bravo:

Beyond 10 DME and below 3000'
Beyond 15 DME and below 4000'

Runways 9R/9L

Exit on right or left downwind at	21 DME
Re-enter on Final Approach Course at	21 DME

Below Class Bravo:

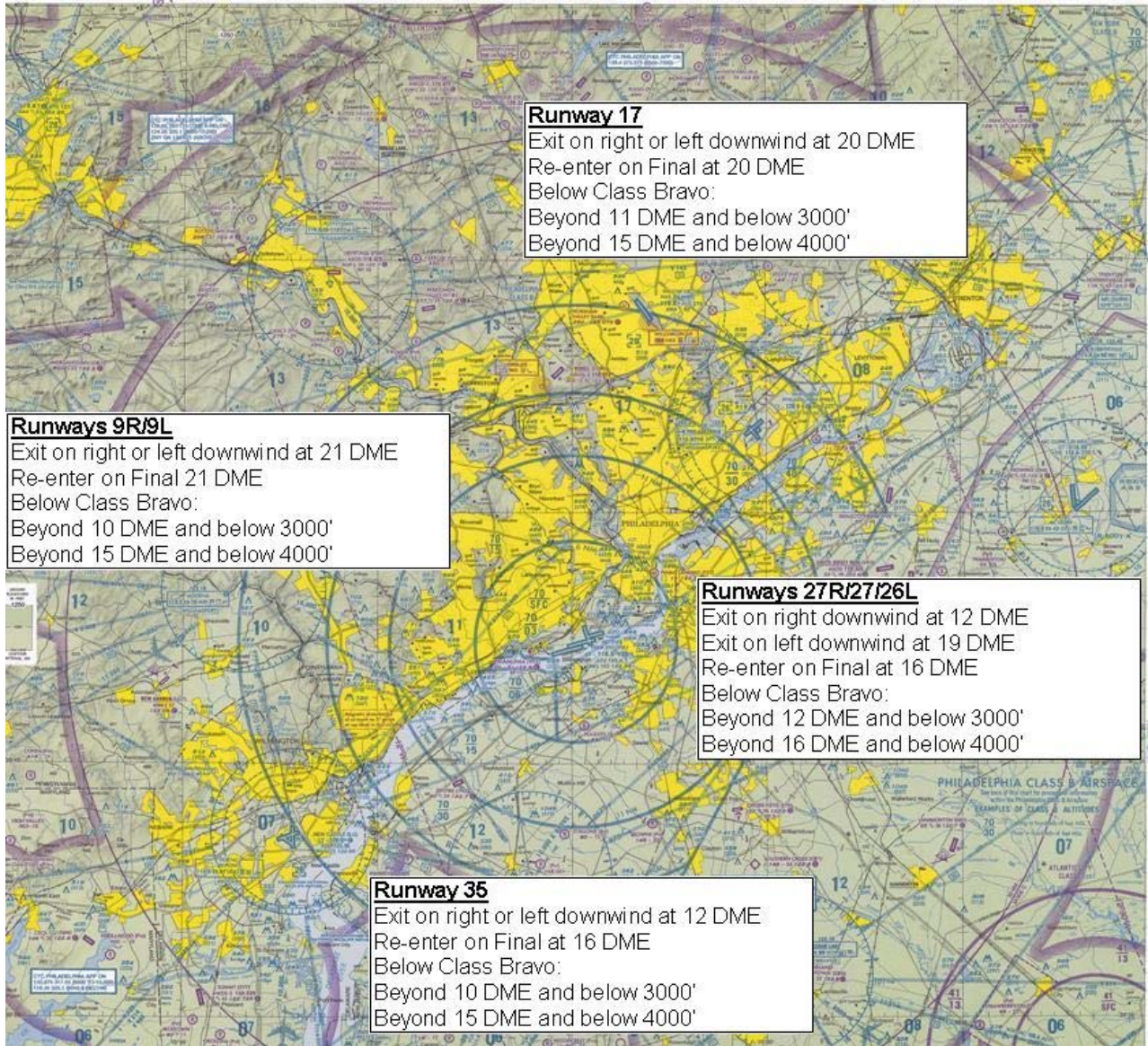
Beyond 11 DME and below 3000'
Beyond 15 DME and below 4000'

Runway 17:

Exit on right or left downwind at	20 DME
Re-enter on Final Approach Course at	20 DME

Below Class Bravo:

Beyond 10 DME and below 3000'
Beyond 15 DME and below 4000'



PHILADELPHIA INTERNATIONAL AIRPORT

RUNWAY 35 ARRIVALS PROCEDURES

“TALL SHIP” IN RIVER CHANNEL

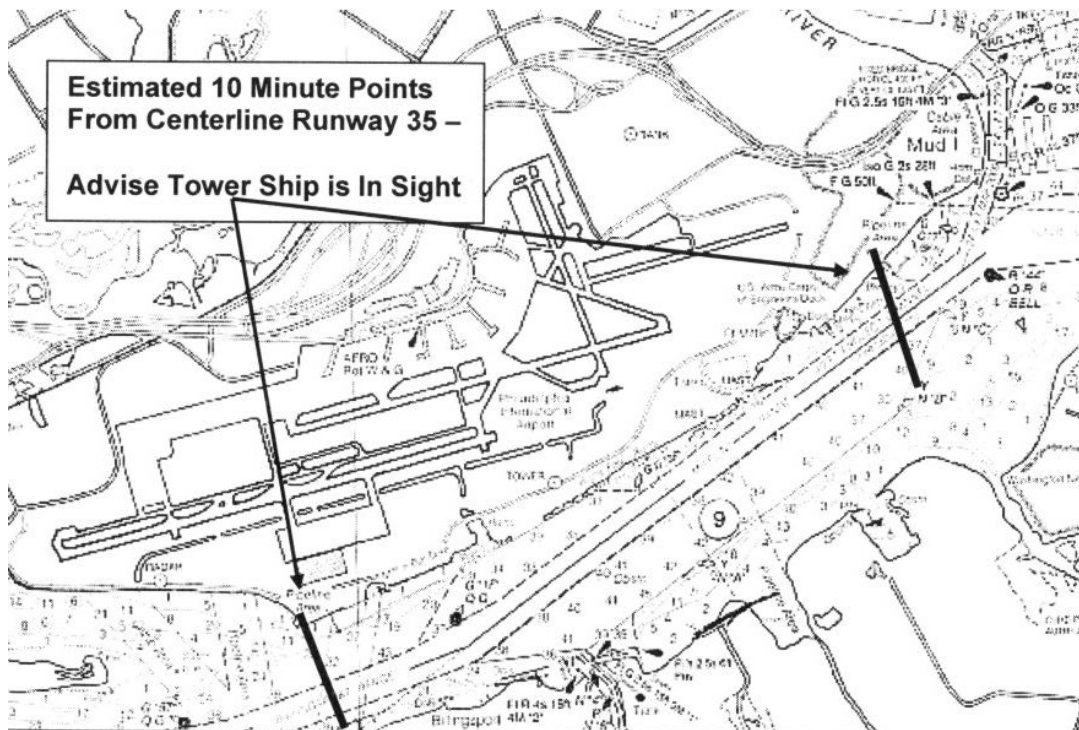
Ships with an air-draft (height above the water) of 125' or greater could be a penetration of the 20:1 Threshold Siting Surface, as referenced in the Federal Aviation Administration's (FAA) Advisory Circular AC 150/5300-13, *Airport Design*.

In 2004 procedures were put in place requiring the PHL TRACON to cease arrival operations to Runway 35 upon a 10 minute notification from the Department of Aviation “River Watch” when a “Tall Ship” is approaching the airport. Arrivals to Runway 35 may resume only upon notification from “River Watch” that the “Tall Ship” has cleared the Runway 35 Arrival Path.

When the time estimates are off even slightly, arrival aircraft that are lined up for Runway 35 must be re-routed into existing traffic flows to other runways.. At peak arrival periods there may be no available capacity on any other runway.

To reduce the impact on aircraft operations due to last minute re-sequencing to other runways and en-route holding of aircraft, on August 1, 2011 PHL ATCT will institute the following changes to Runway 35 “Tall Ship” arrival procedures:

From Sunrise to Sunset: From 10 minutes before a “Tall Ship” enters the Runway 35 Arrival Path, until the “Tall Ship” clears the Runway 35 Arrival Path; the PHL TRACON will clear aircraft for a Visual Approach Runway 35. The Approach Controller will advise the aircrew of the presence of a “Tall Ship” in the channel, and instruct the aircrew to report the ship “in sight” to the Tower Controller, then transfer the aircraft to the Tower. Once the aircrew reports that the “Tall Ship” is “in sight”, the Tower Controller will issue landing clearance. The Tower Controller would assist the pilot in acquiring the ship traffic by advising of direction of travel, or position if the vessel is pushing off the piers. Aircraft are not expected to directly over-fly a “Tall Ship”.



These procedures would be utilized from sunrise to sunset, during Visual Meteorological Conditions (VMC), utilizing Visual Approaches only. To conduct visual approaches, Air Traffic rules require cloud ceilings to be at least 500’ above the Minimum Vectoring Altitude (MVA). The MVA south of the airport is 1600’. This effectively restricts Air Traffic from conducting visual approaches to Runway 35 to periods with weather conditions greater than 2100’ ceilings, and assuming a standard rate of descent of 310’ per nautical mile, between 5-6 miles visibility. This procedure would give a pilot more than ample time to visually acquire both the airport and a “Tall Ship”.

BRADLEY INTERNATIONAL AIRPORT INSTALLATION OF IN-PAVEMENT LAND AND HOLD SHORT (LAHSO) LIGHTS

WINDSOR LOCKS, CONNECTICUT

The State of Connecticut has installed in pavement Land and Hold Short (LAHSO) Lights on Runway 24 at the hold short point of Runway 33. The available landing distance (ALD) remains unchanged at 5850 feet, allowing LAHSO Group 6 and below aircraft to utilize LAHSO procedures. In-Pavement LAHSO lights have also been installed on Runway 33 at the hold short point of Runway 24. The ALD remains unchanged at 4550 feet, allowing LAHSO Group 5 and below to utilize LAHSO procedures.

LAHSO lights appear as a bar of white pulsing lights in the pavement coincident with the painted hold short markings on the runway.

The LAHSO Lights will be illuminated whenever BDL is advertising that LAHSO operations are in use, when Runway 24 or Runway 33 is active and the airport is VFR, and when the runways are dry. Operators are advised that LAHSO lighting will remain illuminated regardless of whether a specific aircraft is instructed to land and hold short. Affected operators will be specifically instructed to LAHSO.

An ATIS message will broadcast when LAHSO is in use, which includes the ALD for each configuration.

The presence of LAHSO lights is a prerequisite condition that permits air-carrier and mixed LAHSO operations. Those operators that cannot accept LAHSO are expected to advise ATC on initial contact or as soon as practical thereafter.

Southeast United States



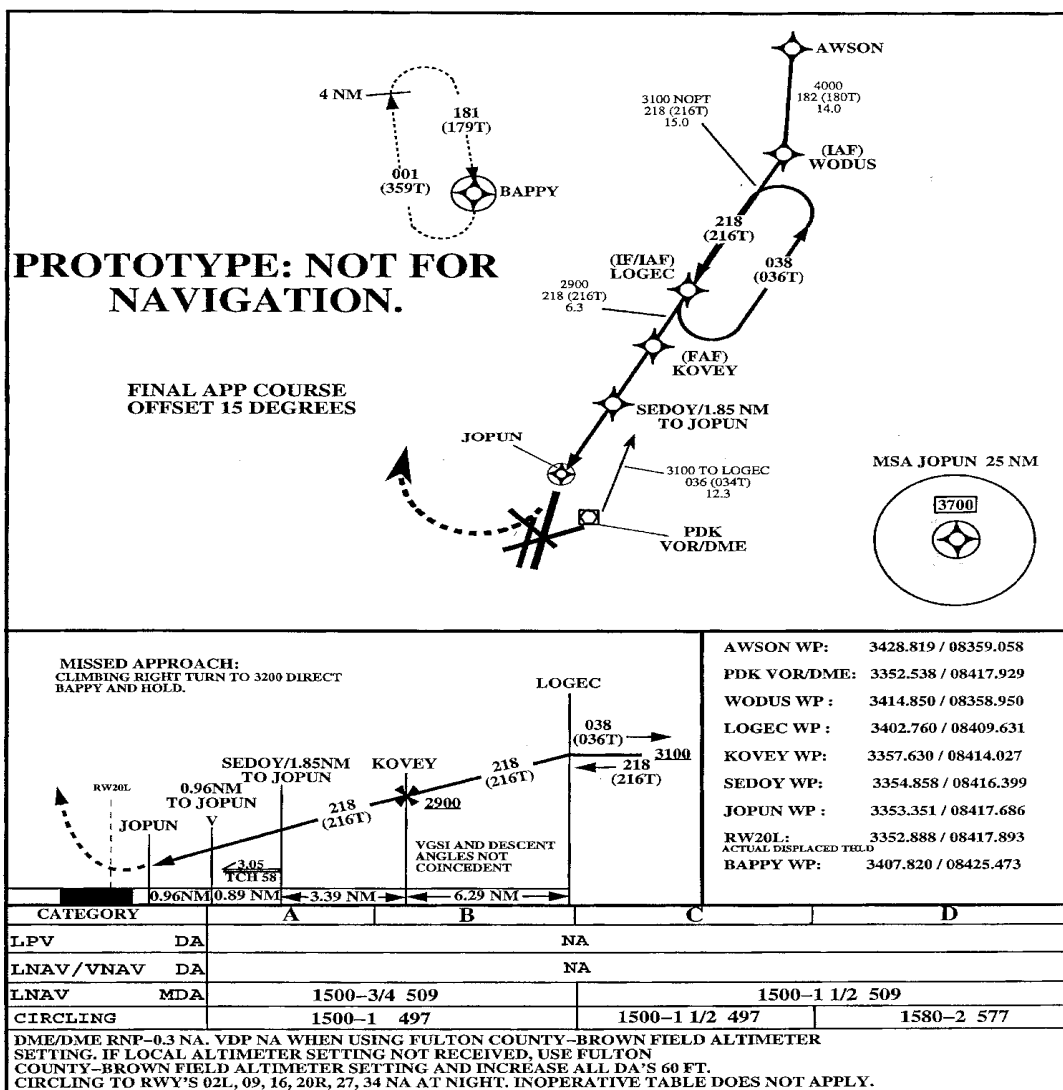
DEKALB-PEACHTREE AIRPORT (PDK)

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

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)

ATLANTA TRACON

PREFERRED ARRIVAL ROUTES - AIRCRAFT ARRIVING ATLANTA NORTH SATELLITE AIRPORTS FROM THE SOUTH

Effective July 29, 2010, two new STARs will be published for IFR aircraft arriving Atlanta North Satellite airports from the south. The STARs are the DIFFI and the JRAMS RNAV.

To the maximum extent possible, aircraft arriving the following airports should file either the DIFFI* or JRAMS RNAV STAR*:

<u>Airport</u>	<u>STAR(s)</u>
Canton, Cherokee County Airport (47A)	DIFFI/JRAMS
Cartersville Airport (VPC)	DIFFI/JRAMS
Cobb County, McCollum Field (RYY)	DIFFI/JRAMS
Dallas, Paulding County Regional Airport (PUJ)	DIFFI/JRAMS
DeKalb-Peachtree Airport (PDK)	DIFFI/JRAMS
Dobbins Air Reserve Base (MGE)	DIFFI/JRAMS
Fulton County Airport - Brown Field (FTY)	DIFFI/JRAMS
Gainesville, Lee Gilmer Memorial Airport (GVL)	DIFFI
Lawrenceville, Gwinnett County - Briscoe Field (LZU)	DIFFI/JRAMS
Monroe-Walton County Airport (D73)	JRAMS

*File the STAR that is most closely aligned with your route of flight.

Questions about these procedures should be referred to:

Jim Allerdice
Operations Support Specialist
Atlanta TRACON (A80)
Phone: 678-364-6169
E-mail: james.allerdice@faa.gov

ATLANTA TRACON

THE USE OF VISUAL SEPARATION FOR AIRCRAFT TRANSITIONING BETWEEN ATLANTA ATCT and ATLANTA APPROACH / DEPARTURE CONTROL

FAA JOINT ORDER 7110.65 authorizes the application and use of Visual Separation between aircraft under the control of the same facility. Historically in Terminal Facilities, Air Traffic Controllers worked in an Up/Down environment. They would rotate through the RADAR room and the Tower. In recent years, the Federal Aviation Administration has separated these functions at select locations and created a separate RADAR facility, know as a TRACON (Terminal RADAR Approach Control). This is the case in Atlanta, Georgia. Atlanta ATCT (ATL) and Atlanta TRACON (A80) are two separate and distinct air traffic facilities, each with their own employees.

In keeping with the spirit and intent of the regulations and rules governing the National Airspace System, the use and application of Visual Separation for aircraft transitioning between the two facilities will continue as if the two facilities remained one.

There will be no change in the use or application of Visual Separation in the Atlanta Terminal area, therefore the users of the National Airspace System should see no difference and this will have no effect on the flying community.

Questions about this procedure should be referred to:

Mark J. Dillon
Operations Support Specialist
Atlanta TRACON (A80)
Ph: 678-364-6175
E-mail: mark.dillon@faa.gov

**NOTICES TO AIRMEN (NOTAM)
FOR THE OPERATIONAL USE
OF RUNWAY STATUS LIGHTS (RWSL)
AT ORLANDO INTERNATIONAL AIRPORT (MCO),
ORLANDO, FL**

The Federal Aviation Administration (FAA) will operate the Runway Status Lights (RWSL) system at Orlando International Airport (MCO) commencing on May 31 2011.

Pilots are encouraged to learn more about the RWSL system at http://www.faa.gov/air_traffic/technology/rwsl/.

RWSL at MCO are operational, indicating when a runway is unsafe to enter, cross, or take-off through the use of in-pavement RELs and THLs, installed only at selected intersections and runways as described below.

RELs are operational at the following MCO runway intersections:

•**Runway 17R/35L**

- Taxiways F (east side), H1 and K**

•**Runway 18L/36R**

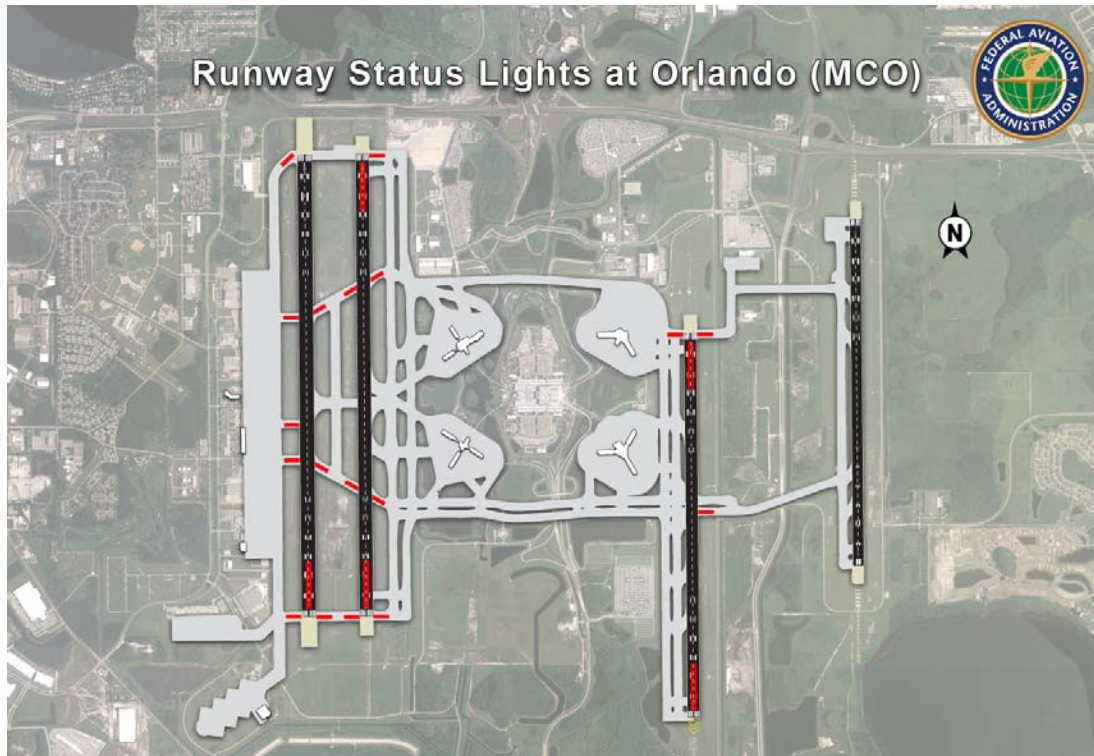
- Taxiways B10 (East and West), E (East and West), J (East and West), and B1 (east side)**

•**Runway 18R/36L**

- Taxiways A1, A2, A3, B10, E (East and West), and J (East and West)**

THLs are operational on the following MCO runways:

- 36L**
- 36R**
- 18L**
- 17R**
- 35L**



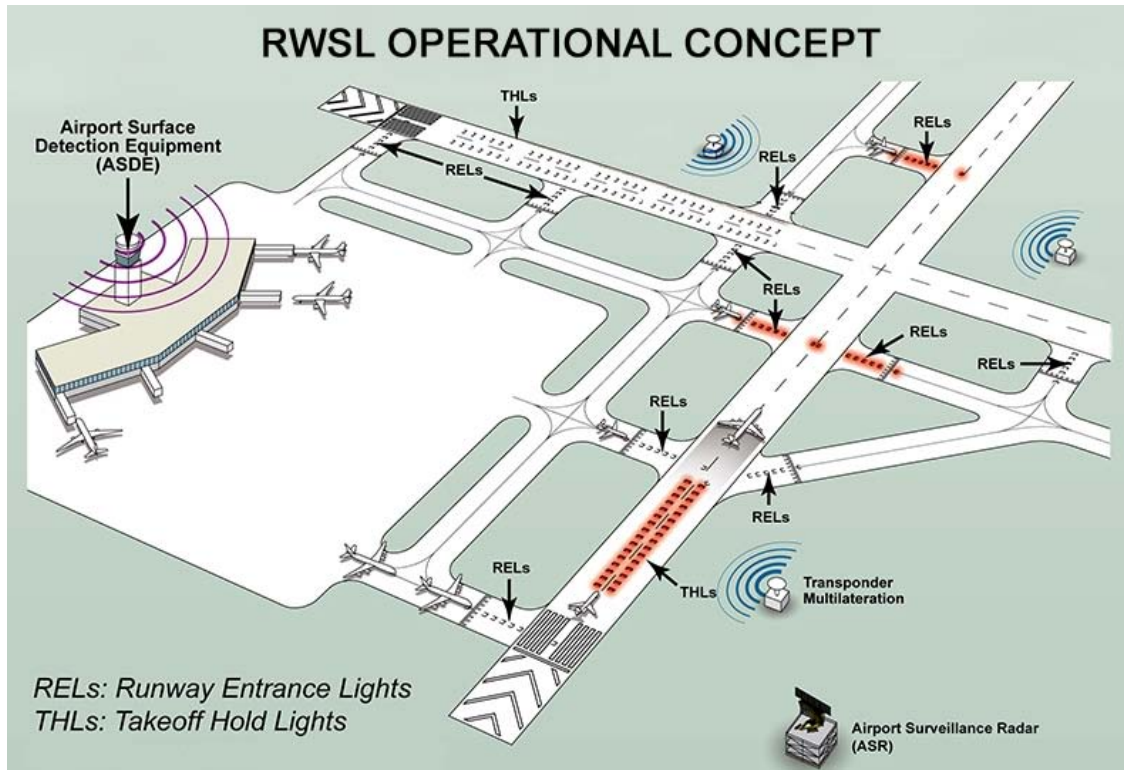
PURPOSE

The RWSL system will include Runway Entrance Lights (RELs) at certain intersections and Take-off Hold Lights (THLs) on certain runways. The RWSL system uses both primary and secondary surveillance to dynamically turn on/off lights indicating runway occupancy status directly to pilots. RWSL will improve airport safety by indicating when it is unsafe to cross or enter a runway. RWSL is an automatic, advisory backup system designed to prevent or reduce the severity of runway incursions.

When operating at airports with RWSL, pilots will operate with the transponder “On” when departing the gate or parking area until it is shutdown upon arrival at the gate or parking area. This ensures interaction with the FAA surveillance systems which provide information to the RWSL system.

LIGHTING

RWSL is an advisory system for use by pilots and vehicle operators to increase and maintain situational awareness of high-speed aircraft or vehicles on runways. 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. These surveillance systems include Airport Surveillance Radar (ASR), airport Surface Movement Radar (SMR) and Multilateration (MLAT) information from the ASDE-X surveillance system. **IT IS IMPORTANT THAT TRANSPONDERS BE TURNED ON AND KEPT ON WHILE TAXIING ON 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.



Runway Entrance Lights (RELs)

The RELs are a series of **red** lights, typically 6, 7 or up to 20+ 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.



REL Operation

RELs that are ON (illuminated **red**) indicate that the runway ahead is not safe to enter or cross. Pilots and vehicle operators should remain clear of a runway when RELs along their taxi route are illuminated. **RED RELS MEAN STOP!** 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 illuminated red RELs. In such a case, the crews should **HOLD SHORT** of the runway for RELs, 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. 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, except when directed otherwise, to preclude turning on the RELs unnecessarily.

A pilot at or approaching the hold line to a runway will observe REL illumination and extinguishing in reaction to an aircraft or vehicle operating on the runway, or an arriving aircraft operating less than 1 mile from the runway threshold.

Takeoff Hold Lights (THLs)

The THL system is composed of in-pavement, unidirectional fixtures in a double longitudinal row aligned either side of the runway centerline lighting. Fixtures are focused toward the arrival end of the runway at the "Line Up And Wait" point, and they extend in front of the holding aircraft beginning ~375' beyond the runway threshold and extend for 1,500'. Illuminated red lights provide a signal, to an aircraft in position for takeoff or rolling, that it is unsafe to takeoff because the runway is occupied or about to be occupied by another aircraft or ground vehicle. Two aircraft, or a surface vehicle and an aircraft, are required for the lights to illuminate. The departing aircraft must be in position for takeoff or beginning takeoff roll. Another aircraft or a surface vehicle must be on or about to cross the runway.



THL Operation

THLs that are ON (illuminated **red**) indicate that the runway ahead is not safe to takeoff. Pilots should refuse takeoff clearance if THLs are illuminated. **RED THLs MEAN DO NOT TAKEOFF.** Lights that are off convey no meaning. THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO TAKEOFF. Whenever a pilot observes the red lights of the THLs, the pilot will stop or remain stopped. The pilot will contact ATC for resolution if any clearance is in conflict with the lights. Should pilots note illuminated lights while in takeoff roll and under circumstances when stopping is impractical for safety reasons, the crew should proceed according to their best judgment while understanding the illuminated lights indicate that continuing the takeoff is unsafe. Contact ATC at the earliest possible opportunity.

Pilots remain obligated to comply with all ATC clearances, except when compliance would require taking off when THLs are illuminated. In such a case, the crews should **HOLD IN POSITION**, CONTACT ATC, and await further instructions. ATC may disable RWSL at any time if in their judgment the system is interfering with normal, safe operations.

THLs will illuminate for an aircraft in position for departure or departing when there is another aircraft or vehicle on the runway or about to enter the runway. Once that aircraft or vehicle exits the runway, the THLs

extinguish. A pilot may notice lights extinguish prior to the downfield aircraft or vehicle being completely clear of the runway but still moving. Like RELs, THLs have an “anticipated separation” feature.

NOTE-

When the THLs extinguish, this is not clearance to begin a takeoff roll. All takeoff clearances will be issued by ATC.

A pilot in position to depart from a runway, or has begun takeoff roll, will observe THL illumination in reaction to an aircraft or vehicle on the runway or about to enter or cross it. Lights will extinguish when the runway is clear. A pilot may observe several cycles of illumination and extinguishing depending on the amount of crossing traffic.

ATLANTA TRACON / ATLANTA ARTCC / AUGUSTA APPROACH CONTROL REALIGNMENT OF AIRSPACE

EFFECTIVE: August 25, 2011

In order to provide weather advisory services in the eastern part of the state of Georgia, a realignment of airspace between Atlanta ARTCC, Atlanta TRACON and Augusta Approach Control is being implemented.

The ATHENS sector of Atlanta TRACON will operate from **0615 Local to 2200 Local**. Air Traffic Control Services will be provided to the following airports on frequency 132.475 / 291.1. Clearances may be obtained via published frequencies or via telephone number: 678-364-6131.

Services during all other times will be provided by Atlanta ARTCC on 127.5 / 316.05 (2200L – 0615L)

Athens / Ben Epps Airport (AHN)

Gainesville / Lee Gilmer Memorial (GVL)

Greensboro / Green County Regional (3J7)

Jefferson / Jackson County (19A)

Madison Municipal (52A)

Winder / Barrow County (WDR)

Augusta Approach Control will operate from 0645 Local to 2300 Local. Air Traffic Control Services will be provided to the following airports on frequency 126.8 / 270.3, other times by Atlanta ARTCC on **128.1 / 323.0**

Washington / Wilkes County (IYY)

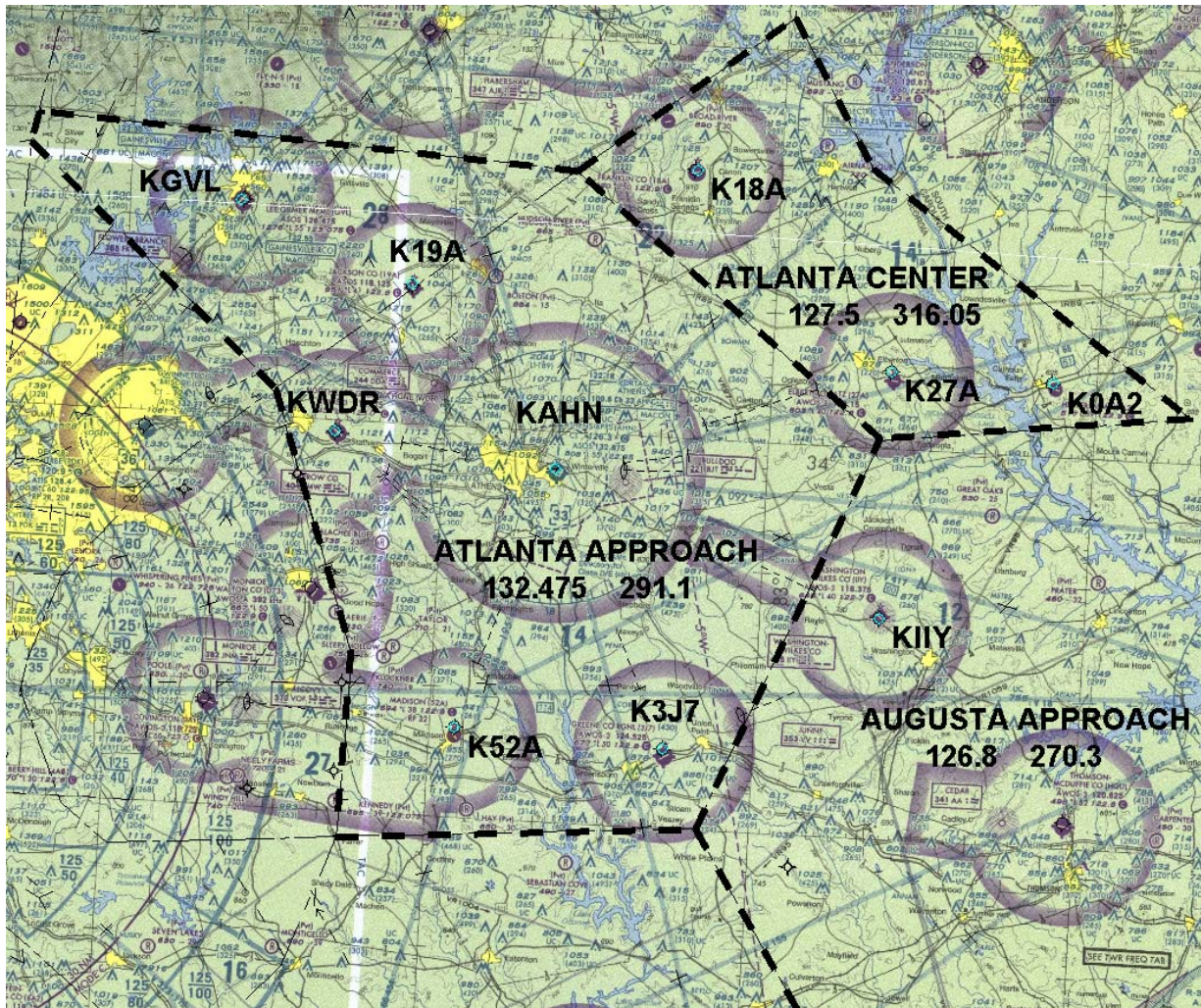
Atlanta ARTCC will provide Air Traffic Control Service to the following airports on frequency 127.5:

Calhoun Falls / Hester Memorial (0A2)

Canon / Franklin County (18A)

Elberton / Elbert County PATZ Field (27A)

A diagram depicting the geographical boundaries follows.



Questions about this realignment should be referred to:

Mark J. Dillon

Operations Support Specialist

Atlanta TRACON (A80)

Ph: 678-364-6175

Email: mark.dillon@faa.gov

ATLANTA HARTSFIELD-JACKSON INTERNATIONAL AIRPORT (ATL) REDUCED DIVERGENCE AREA NAVIGATION (RNAV) STANDARD INSTRUMENT DEPARTURES (SIDs)

EFFECTIVE: October 20, 2011

Beginning Thursday, October 20, 2011, ATL will implement new Reduced Divergence RNAV SIDs. These SIDs have been designed to aid in noise abatement and add departure capacity to the ATL airport while maintaining an equivalent level of safety when compared to existing separation standards. To achieve this, ATL will implement the Equivalent Lateral Spacing Operations (ELSO) standard developed by MITRE Corporation and approved for implementation by FAA Waiver 11-T-05.

1. Reduced Divergence RNAV SIDs will be conducted daily between 0700-2300 Local Time. Between 2300-0700 Local Time, aircraft will be issued noise abatement radar vectors.
2. Pilots must ensure that they are operating on the **current RNAV database** (dated 10/20/2011 or later) and that the **correct departure runway** is entered into the Flight Management Computer (FMC) prior to departure.

NOTE- Several fixes/waypoints on the new SIDs are new or have moved from their previous location.

3. ATL controllers will issue departure clearances to RNAV aircraft using the "RNAV to" phraseology. Example – "DAL123, RNAV to SNUFY, Runway 26L, Cleared for Takeoff." In this case, SNUFY would be the first named fix/waypoint on the SID to be flown. The pilot is expected to verify that the fix/waypoint displayed on the Flight Management System (FMS) corresponds to the fix/waypoint issued in the departure clearance. **If the fix/waypoint is not identical, pilots must request a vector from the Tower.**
4. Advise ATC immediately of any RNAV anomaly and request vectors as necessary.
5. Extra vigilance is required in order to ensure the highest level of safety. The ATL Reduced Divergence RNAV SIDs commonly use divergence less than 15-degrees as depicted in Figure #1 and #2 below. Departure tracks may be separated by as little as 10-degrees.

Figure #1

Normal Departure Operations Utilizing the ELSO Standard

(Dual Departures)

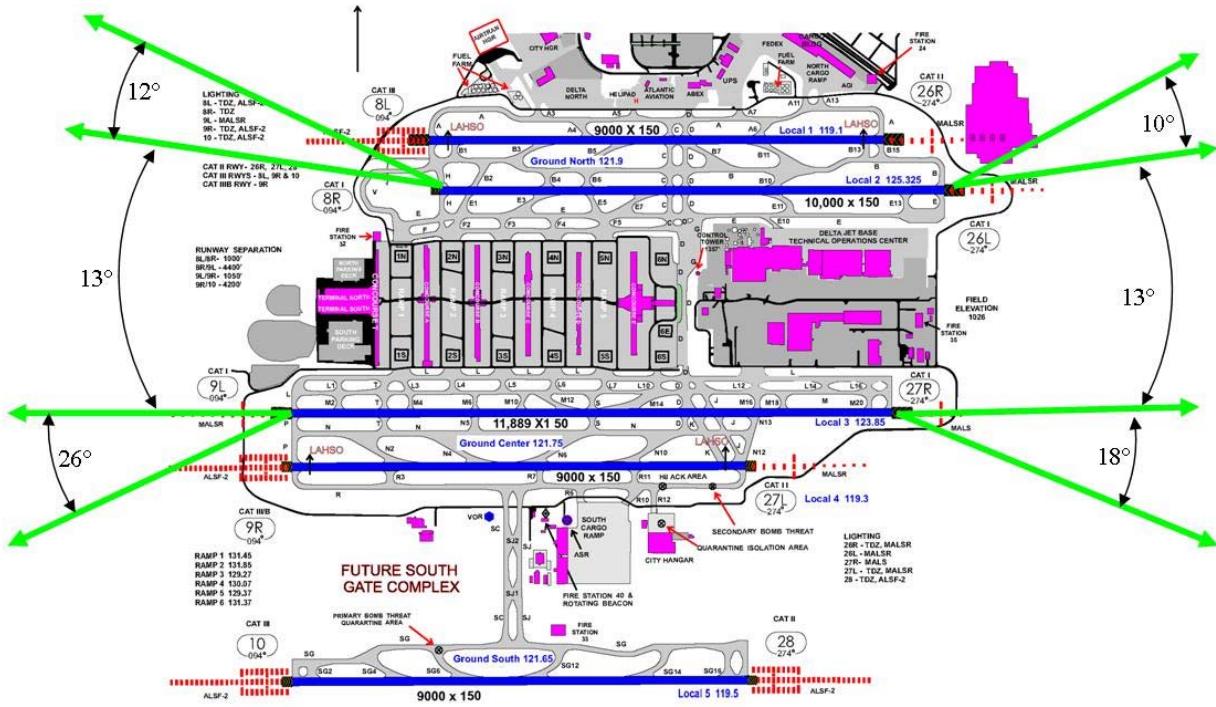
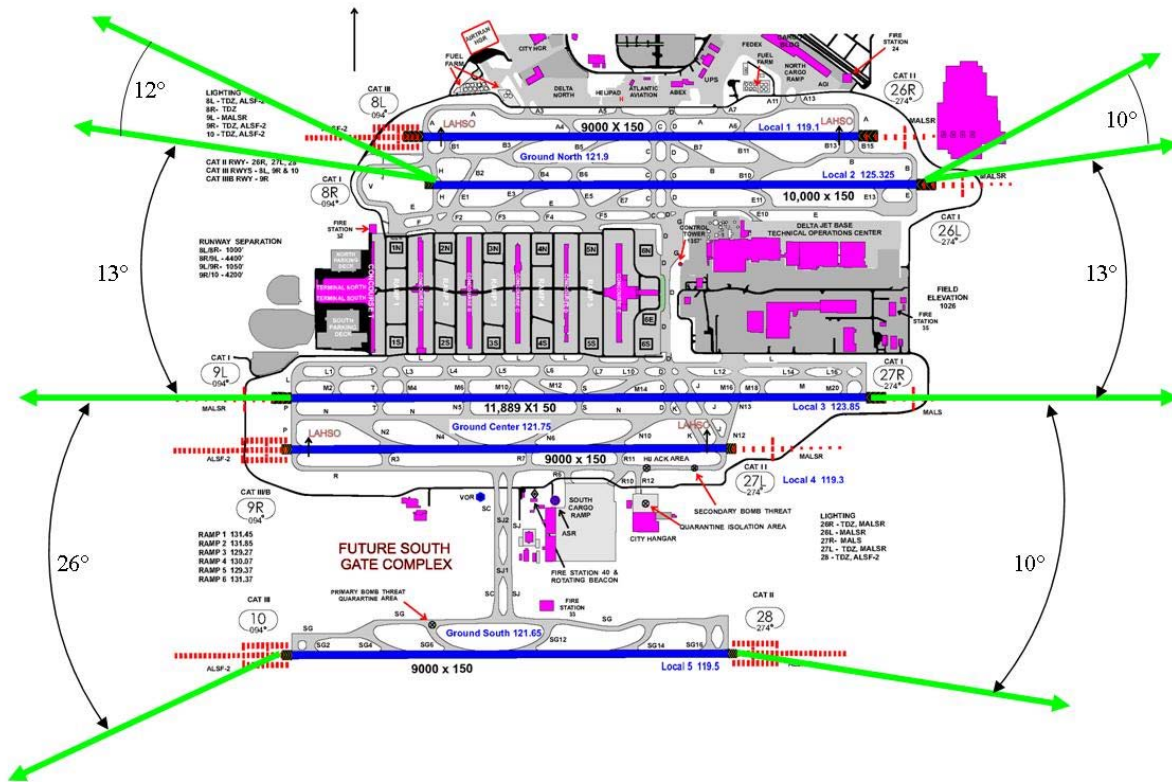


Figure #2

Normal Departure Operations Utilizing the ELSO Standard

(Triple Departures)



Questions about this operation should be referred to:

James K. Allerdice, Jr.

NEXTGEN Support Specialist

Atlanta TRACON (A80)

Ph: 678-364-6169

Email: james.allerdice@faa.gov

East Central United States



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)

CLEVELAND-HOPKINS INTERNATIONAL AIRPORT (CLE)

STANDARD (CODED) TAXI ROUTES

Effective: Until Further Notice

The Cleveland–Hopkins International Airport (CLE) has instituted standardized taxi routes to all runways for departure aircraft.

These standardized taxi routes will use color-coded designations for routings to various runways. The color-coded routes may be issued by the CLE ground controller instead of the normal traditional full taxiway routings. The routes and associated codes are published in text form below. Pilots who are unable to comply with standardized routes should advise ground control on initial contact.

READBACK ALL HOLD SHORT INSTRUCTIONS

Runway 6L		
Route ID	Start Point	Routing Via
Violet	All Terminal Parking Areas	Juliet, Kilo, Lima, November HOLD SHORT OF RUNWAY 6R and monitor 120.9, Golf. <i>(Monitor 124.5 when west of Runway 6R)</i>

Runway 6R		
Route ID	Start Point	Routing Via
Emerald	All Terminal Parking Areas	Juliet, Kilo and Lima.

Runway 6R, Intersection Tango		
Route ID	Start Point	Routing Via
Red	All Terminal Parking Areas	Juliet, Kilo, Lima and Tango

Runway 24L		
Route ID	Start Point	Routing Via
Blue	All Terminal Parking Areas	Juliet, Sierra, Lima, Whiskey

Runway 24R		
Route ID	Start Point	Routing Via
Grey	All Terminal Parking Areas	Juliet, Sierra, HOLD SHORT OF RUNWAY 24L and monitor 120.9, Sierra. <i>(Monitor 124.5 when west of Runway 24L)</i>

Runway 24R		
Route ID	Start Point	Routing Via
Orange	All Terminal Parking Areas	Juliet, Romeo HOLD SHORT OF RUNWAY 24L and monitor 120.9, Bravo, Golf, Sierra. <i>(Monitor 124.5 when west of Runway 24L)</i>

(CLE ATCT 10/23/08)

DETROIT METROPOLITAN WAYNE COUNTY (DTW)

STANDARD (CODED) TAXI ROUTES

RUNWAY 22L

Route ID	Starting Point	Routing Via
Green 1	South terminal circles 3N or 4N. CONTACT GROUND ON 121.8.	Uniform, K-10, Yankee.
Green 2	South terminal circle 2S. CONTACT GROUND ON 119.25.	J-8, Tango, Yankee. Hold short of Quebec and contact ground on 132.72. Hold short of K10 and contact ground on 121.8.
Green 3	North terminal circle 1. CONTACT GROUND ON 119.45.	Hotel, K-11, and Yankee. Hold short of Kilo and contact ground on 121.8.
Green 4	South terminal circle 2N. CONTACT GROUND ON 119.45.	Uniform, Foxtrot, Hotel, K-11, and Yankee. Hold short of Kilo and contact ground on 121.8.

RUNWAY 21R

Route ID	Starting Point	Routing Via
Blue 1	South terminal circles 3N or 4N. CONTACT GROUND ON 121.8.	TURN RIGHT on Uniform, Golf, RY 9L, Mike, and M-6. Hold short of U-8 and contact ground on 119.45.
Blue 2	South terminal circles 3N or 4N. CONTACT GROUND ON 121.8.	TURN RIGHT on Uniform, Golf, Victor, Mike, and M-6. Hold short of U-8 and contact ground on 119.45.
Blue 3	South terminal circle 2N CONTACT GROUND ON 119.45.	Uniform, Golf, Victor, Mike, M-6.
Blue 4	South terminal circle 2N. CONTACT GROUND ON 119.45.	Uniform, Golf, RY 9L, Mike, M-6.
Blue 5	South terminal circle 2S. CONTACT GROUND ON 119.25.	Juliet, Papa Papa, Foxtrot, Whiskey, P-4, and Papa.
Blue 6	South terminal circles 3N or 4N CONTACT GROUND ON 121.8.	TURN LEFT on Uniform, join Kilo, RY 9L, Golf, Victor, Mike, and M-6. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L.
Blue 11	South terminal circles 3N or 4N CONTACT GROUND ON 121.8	TURN LEFT on Uniform, join Kilo, RY 9L, Mike, and M-6. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L.

Route ID	Starting Point	Routing Via
Blue 12	South terminal Taxiway Kilo between K-4 and K-10. CONTACT GROUND ON 132.72.	Kilo, RY 9L, Mike, and M-6. Hold short of K-10 and contact ground on 121.8. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L.
Blue 13	South terminal Taxiway Kilo between K-4 and K-10. CONTACT GROUND ON 132.72.	Kilo, RY 9L, Golf, Victor, Mike, and M-6. Hold short of K-10 and contact ground on 121.8. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L.
Blue 14	North terminal circle 1 CONTACT GROUND ON 119.45	Foxtrot, Victor, Mike, and M-6.
Blue 15	North terminal circles 2 through 6 CONTACT GROUND ON 121.8	Kilo, Victor, Mike, and M-6. Hold short of Foxtrot and contact ground on 119.45.

RUNWAY 3L

Route ID	Starting Point	Routing Via
Brown 1	South terminal Taxiway Kilo between K-4 and Taxiway Uniform. CONTACT GROUND ON 132.72.	Kilo, RY 9L, Foxtrot, and Mike. Hold short of K-10 and contact ground on 121.8. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L.
Brown 2	South terminal circle 2S. CONTACT GROUND ON 119.25.	Juliet, Papa Papa. Hold short of PP-1 and MONITOR tower on 118.4.
Brown 4	North terminal circles 2 through 6 CONTACT GROUND ON 121.8.	Kilo, Victor, Foxtrot, Mike. Hold short of Foxtrot and contact ground on 119.45.
Brown 6	North terminal circle 1 CONTACT GROUND ON 119.45.	Foxtrot, Mike.
Brown 7	South terminal circle 2S. CONTACT GROUND ON 119.25.	Juliet, Papa Papa, PP1.

(DTW N7110.200 11/02/10)

CHICAGO O'HARE TOWER/CHICAGO TRACON

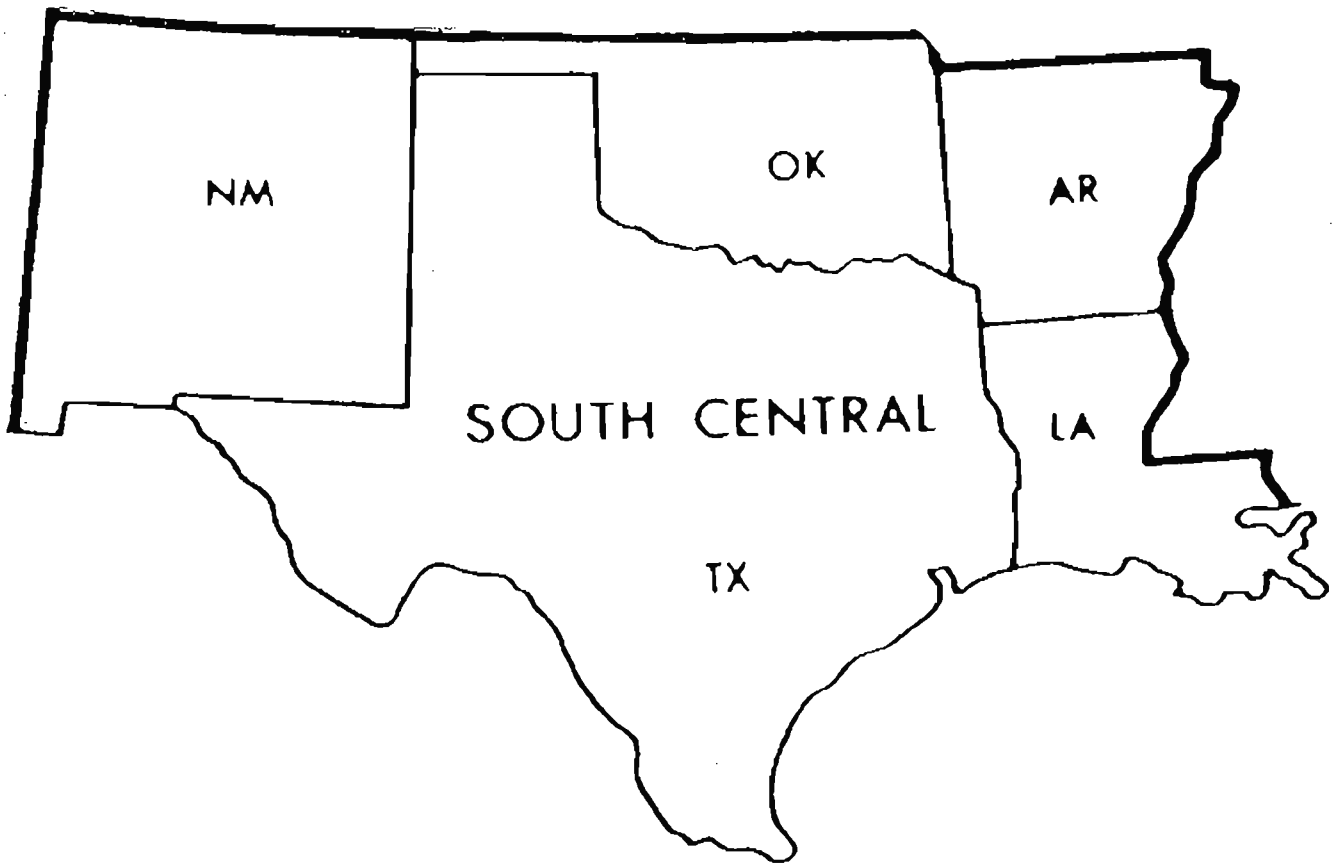
VISUAL SEPARATION PROCEDURES AT CHICAGO O'HARE (ORD)

INTERNATIONAL AIRPORT

BACKGROUND: The purpose of this NOTAM is to inform pilots operating from O'Hare International Airport of visual separation procedures between the tower and the Terminal Radar Approach Control (TRACON). O'Hare Tower and Chicago TRACON are authorized to apply visual separation between aircraft under the control of either facility in order to maintain efficiency.

There will be no change in the use or application of visual separation at O'Hare Airport, therefore users should see no difference or effect on their operations.

South Central United States



**NOTICES TO AIRMEN (NOTAM) FOR THE CONTINUED OPERATIONAL
EVALUATION OF RUNWAY STATUS LIGHTS (RWSL) AT THE
DALLAS/FORT WORTH INTERNATIONAL AIRPORT, DALLAS, TEXAS
WEST AIRFIELD**

PURPOSE

The Federal Aviation Administration (FAA) will be conducting an assessment of **Takeoff Hold Lights (THLs)**, part of the Runway Status Lights System (RWSL), on Runway 18L/36R at the Dallas/Fort Worth International Airport (DFW). The existing Runway Entrance Lights (RELs) will continue to operate along with the newly installed THLs. RWSL is an experimental system that uses both primary and secondary surveillance to dynamically turn on/off lights. RWSL seeks to improve airport safety by indicating when it is unsafe to cross, enter or take off from a runway. RWSL is an automatic, advisory backup system expected to prevent or reduce the severity of runway incursions.

LIGHTING

RWSL conveys the **runway occupancy status**, indicating when a runway is unsafe to enter through the use of in-pavement warning Runway Entrance Lights (RELs) and when it is unsafe to take off through the use of in-pavement warning Takeoff Hold Lights (THLs). RELs and THLs have been installed on Runway 18L/36R.

The RELs are a series of five **red**, in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One REL is placed just before the hold line and one REL is placed near the runway centerline. All RELs are directed toward the **runway hold line** and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location. RELs are operational at the following intersections of Runway 18L/36R:

- **West Side: at Taxiways Y, Z, WJ, WK, G8, WL, WM, B, and A**
- **East Side: at Taxiways Y, Z, B, and A**

THLs are directed toward the **approach end** of the runway and are visible to pilots 1) in position for takeoff, or 2) just commencing departure, or 3) on final approach to land. There are four sets of THLs, each comprising a series of eleven **red** in-pavement lights at 100' spacing along the runway centerline. The four sets of THLs are operational at the full-length and intersection departure positions on Runway 18L/36R, as follows:

- **Runway 18L: from 875' beyond the runway threshold for a length of 1000' and from 875' beyond the northern edge of the Y taxiway intersection for a length of 1000'**
- **Runway 36R: from 875' beyond the runway threshold for a length of 1000' and from 875' beyond the southern edge of the A taxiway intersection for a length of 1000'**

OPERATION

RWSL is an advisory system for use by pilots and vehicle operators and helps maintain situational awareness. It operates independently of Air Traffic Control. Status lights have two states: ON (lights are illuminated red) and OFF (lights are off) and are switched automatically based on information from the airport surface surveillance systems. These surveillance systems include airport surveillance radars (ASRs), surface detection radars (ASDE-3 or ASDE-X) and multilateration information from the ASDE-X surveillance system.

IT IS IMPORTANT THAT TRANSPONDERS BE TURNED ON AND KEPT ON WHILE TAXIING IN THE MOVEMENT AREA SO THAT BEACON-BASED POSITION AND AIRCRAFT IDENTIFICATION DATA ARE AVAILABLE TO RWSL.

Pilots should maintain an awareness of the Runway Status Lights. RELs that are ON (illuminated **red**) indicate that the runway ahead is not safe to enter or cross. THLs that are ON (illuminated **red**) indicate that the runway is not safe for takeoff. **RED MEANS STOP!** Pilots should remain clear of a runway when an REL along their taxi route is illuminated. Pilots should not take off when a THL on the runway ahead is illuminated. Lights that are off convey no meaning.

THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO PROCEED ONTO A RUNWAY OR TO TAKE OFF FROM A RUNWAY.

Pilots remain obligated to comply with all ATC clearances, except when compliance would require crossing an illuminated red REL or THL. In such a case, the crews should **HOLD SHORT** of the runway for RELs or **STOP the aircraft** for THLs (if possible), CONTACT ATC, and await further instructions.

If the pilots notice an illuminated red REL and remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated REL indicates the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity. If the pilots notice an illuminated red THL and aborting takeoff from the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated THLs indicate the runway is unsafe for takeoff) and contact ATC at the earliest opportunity. If the pilots are on short final and notice an illuminated red THL, then crews should inform ATC they are going around because of red lights on the runway.

ATC may disable RWSL at any time if in their judgment the system is interfering with normal, safe operations.

Pilots are requested when taxiing on the runway to limit taxi speed to below 30 knots so as not to unnecessarily turn on the RELs, except when directed otherwise.

HOURS OF TESTING

During the current phase of testing, the RWSL system will be operational 24/7 except for short maintenance periods. The current operational status of the RWSL system will be broadcast on the ATIS.

TEST CONFIGURATIONS AND RUNWAYS

Although the system has been designed to operate under all DFW operating configurations, testing will only be conducted on the West airfield when the runway instrumented with RWSL, Runway 18L/36R, is in use (i.e., during both South flow and North flow runway configurations).

PILOT EVALUATION

An important part of the assessment includes collecting feedback from pilots. A brief list of questions will be posted on the website. It is essential that pilots respond to surveys available on various venues including the RWSL website via the Internet, <http://www.RWSL.net>, in flight operations offices and domiciles at the DFW airport. Voluntary interviews with pilots will be conducted during the test period. Pilots are encouraged to respond with comments by e-mail to:

Peter V. Hwoschinsky
FAA, ATO-P
800 Independence Avenue
Washington, D.C. 20591 SW
Voice: 202 -493-4696
Fax : 202- 267-5111 e-mail: peter.hwoschinsky@faa.gov

Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.

(08/27/09)

Drawing of DFW runway diagram for west side with THLs and RELs on runway 18L/36R.

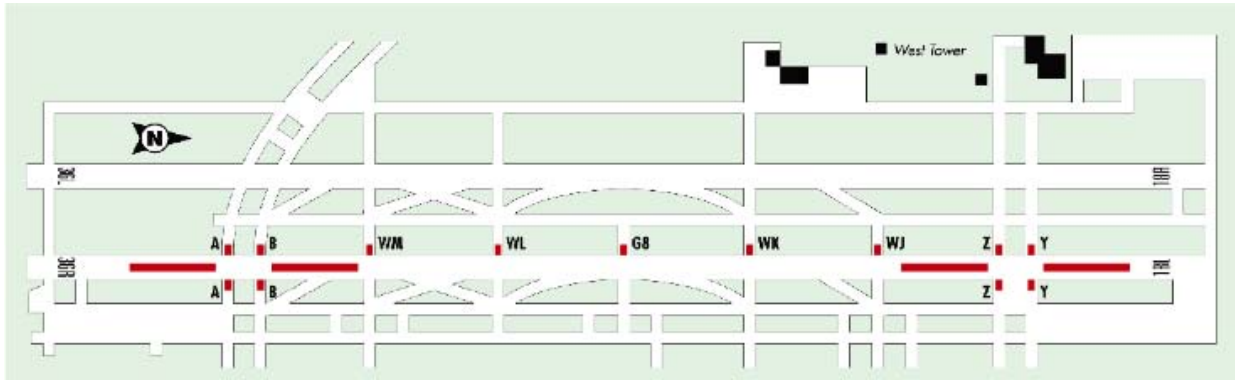


Figure 1. DFW west side with THLs and RELs on runway 18L/36R.

Drawing of Runway Entrance Lights (RELs) along a straight taxiway centerline.

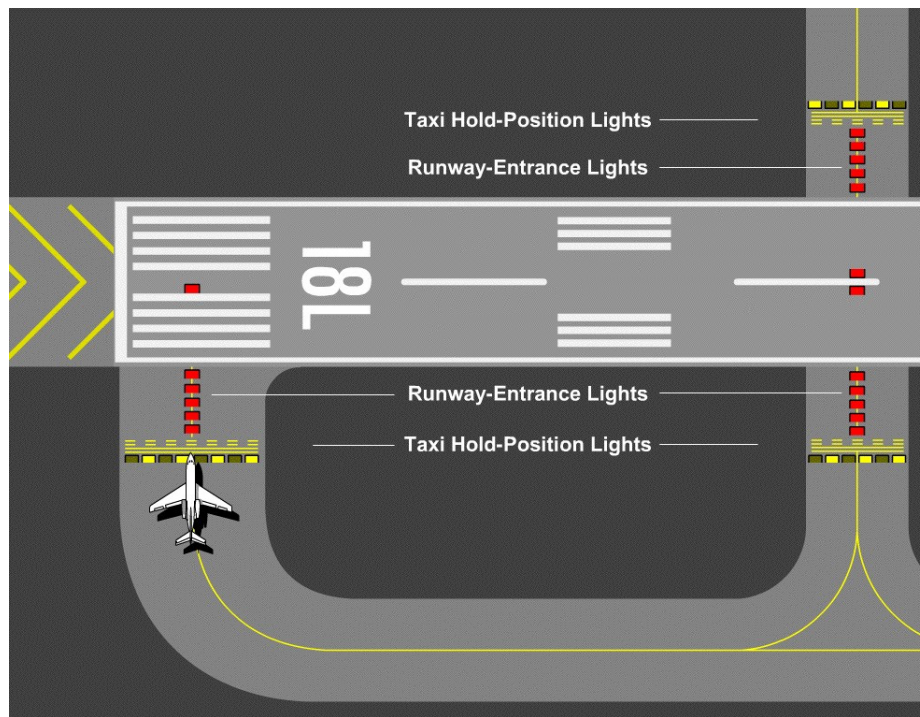


Figure 2. Illustration of Runway Entrance Lights (RELs) along a taxiway centerline.
(not to scale)

Drawing of Takeoff Hold Lights along a runway centerline

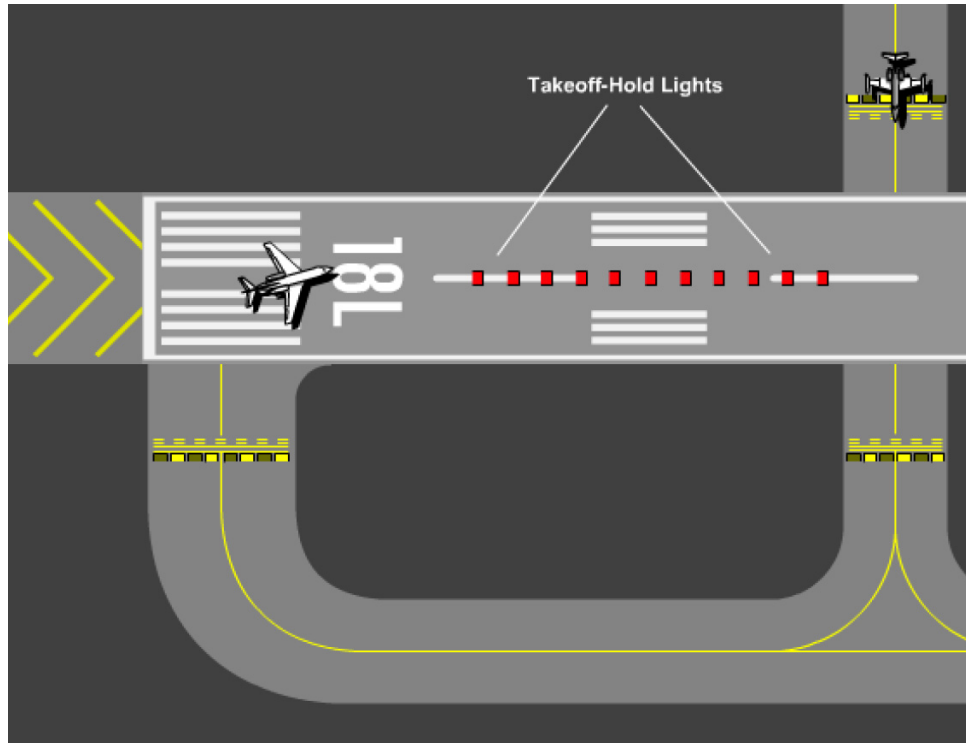


Figure 3. Illustration of Takeoff Hold Lights (THLs) along a runway centerline.
(not to scale)

Photograph of L861-S fixture



Figure 4. Photograph of L861-S fixture.

Drawing of generic runway with red THLs.

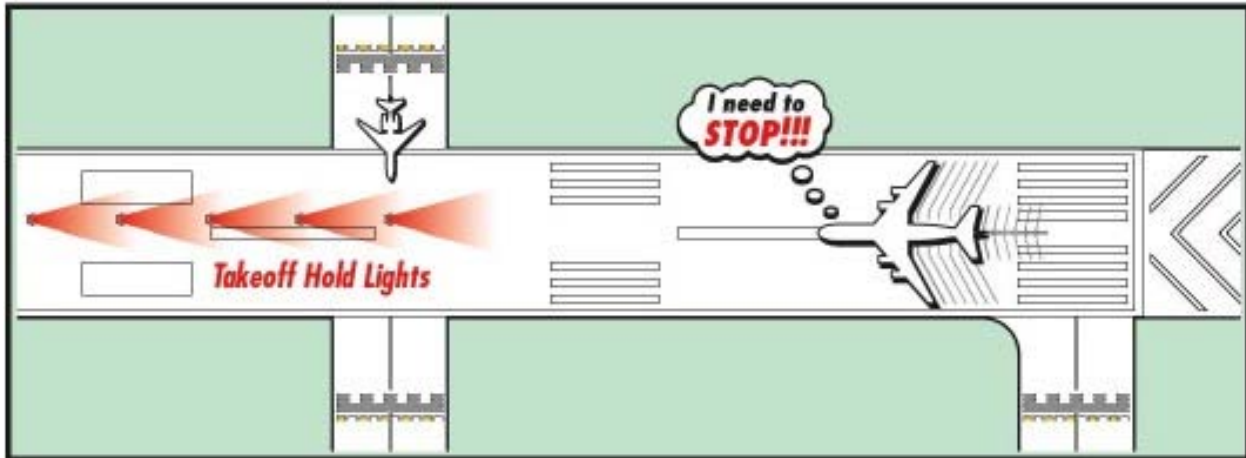


Figure 5. THL Operational Concept.

Drawing of RWSL at DFW with surveillance sources shown illuminated in red

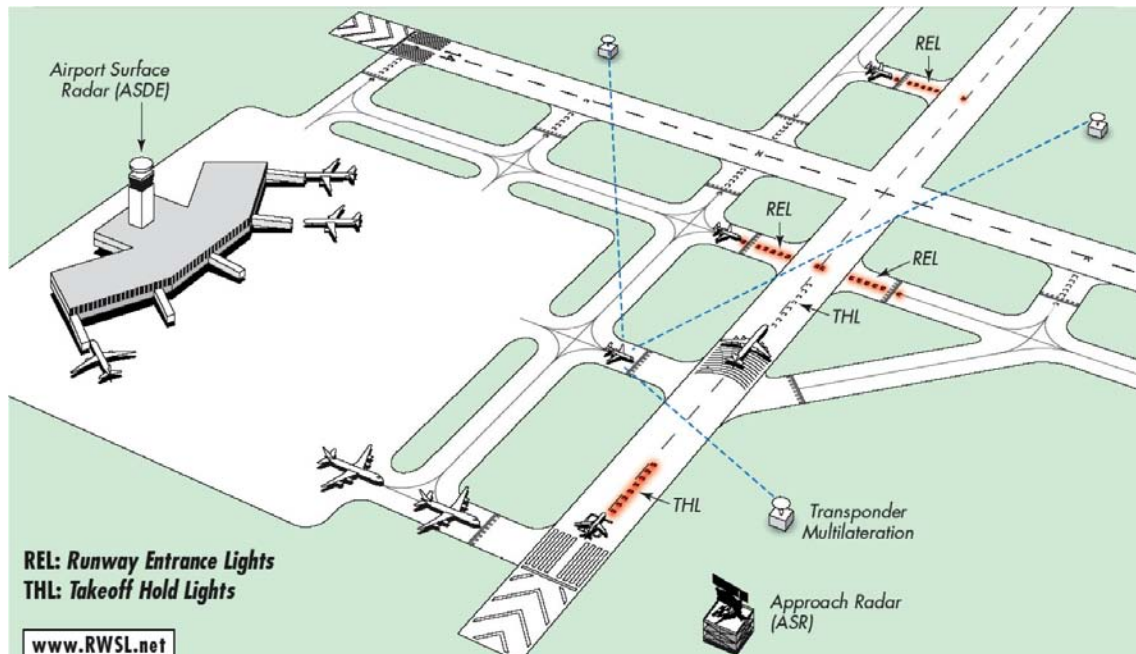


Figure 6. Conceptual diagram of the Runway Status Light System with surveillance sources driving RELs and THLs shown illuminated in red

**NOTICES TO AIRMEN (NOTAM) FOR THE CONTINUED OPERATIONAL
EVALUATION OF RUNWAY STATUS LIGHTS (RWSL) AT THE
DALLAS/FORT WORTH INTERNATIONAL AIRPORT, DALLAS, TEXAS
EAST AIRFIELD**

PURPOSE:

The Federal Aviation Administration (FAA) will be conducting an assessment of **Takeoff Hold Lights (THLs) and Runway Entrance Lights (RELs)**, part of the Runway Status Lights System (RWSL), on Runways 17R/35L and 17C/35C at the Dallas/Fort Worth International Airport (DFW). An operational evaluation of THLs and RELs on the DFW east side is scheduled to commence in September 2008 and will last approximately 3 months. The existing Runway Entrance Lights (RELs) and Takeoff Hold Lights on 18L/36R will continue to operate along with the newly installed lights on runways 17R/35L and 17C/35C. RWSL is an experimental system that uses both primary and secondary surveillance to dynamically turn on/off lights indicating runway occupancy status directly to pilots. RWSL seeks to improve airport safety by indicating when it is unsafe to cross, enter or take off from a runway. RWSL is an automatic, advisory backup system expected to prevent or reduce the severity of runway incursions.

LIGHTING:

RWSL conveys the **runway occupancy status**, indicating when a runway is unsafe to enter through the use of in-pavement warning Runway Entrance Lights (RELs) and when it is unsafe to take off through the use of in-pavement warning Takeoff Hold Lights (THLs). RELs and THLs have been installed on Runways 17R/35L and 17C/35C (Note: RELs and THLs are still in an extended operational evaluation on the west side runway, 18L/36R).

Runway Entrance Lights (RELs):

The RELs are a series of **red**, in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One REL is placed just before the hold line and one REL is placed near the runway centerline. All RELs are directed toward the **taxiway hold line** and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location. (Refer to Figure 1 in the ATTACHMENTS section for a diagram of RELs locations.)

RELs are operational at the following intersections of Runway 17R/35L:

- **West Side: at Taxiways Y, Z, EJ, EK, EL, EM, B, and A**
- **East Side: at Taxiways Y, Z, EJ, EK, K8, EL, EM, B, A, and ER**

RELs are operational at the following intersections of Runway 17C/35C:

- **West Side: at Taxiways Y, Z, EJ, EL, B, and A**
- **East Side: at Taxiways Y, Z, EJ, EL, B, A, and ER**

Takeoff Hold Lights (THLs):

THLs are directed toward the **approach end** of the runway and are visible to pilots 1) in position for takeoff, or 2) just commencing departure, or 3) on final approach to land. There are six sets of THLs, each comprising a series of sixteen, double-row **red** in-pavement lights at 100' spacing straddling the runway centerline. (Refer to Figure 2 in the ATTACHMENTS section for a diagram of THLs locations.) The six sets of THLs are operational at the full length and intersection departure positions on 17R/35L and 17C/35C, as follows:

- **Runway 17R: from 375' beyond the runway threshold for a length of 1500' and from 375' beyond the northern edge of the Y taxiway intersection for a length of 1500'**
- **Runway 35L: from 375' beyond the runway threshold for a length of 1500' and from 375' beyond the southern edge of the A taxiway intersection for a length of 1500'**
- **Runway 17C: from 375' beyond the northern edge of the Y taxiway intersection for a length of 1500'**
- **Runway 35C: from 375' beyond the southern edge of the A taxiway intersection for a length of 1500'**

Please Note: THLs installed on the west side of DFW are configured as a single row of 11 red lights. THLs installed on the east side of DFW are comprised of two rows of 16 in-pavement red lights straddling the centerline lights. THLs are directed toward the approach end of the runway and are visible to pilots in position for takeoff, just commencing departure, and on final approach to land.

OPERATION:

RWSL is an advisory system for use by pilots and vehicle operators and helps maintain situational awareness. It operates independently of Air Traffic Control. Status lights have two states: ON (lights are illuminated red) and OFF (lights are off) and are switched automatically based on information from the airport surface surveillance systems. These surveillance systems include airport surveillance radars (ASRs), surface detection radars (ASDE-3 or ASDE-X) and multilateration information from the ASDE-X surveillance system. **IT IS IMPORTANT THAT TRANSPONDERS BE TURNED ON AND KEPT ON WHILE TAXIING IN THE MOVEMENT AREA SO THAT BEACON-BASED POSITION AND AIRCRAFT IDENTIFICATION DATA ARE AVAILABLE TO RWSL.** Pilots should maintain an awareness of the Runway Status Lights. RELs that are ON (illuminated **red**) indicate that the runway ahead is not safe to enter or cross. THLs that are ON (illuminated **red**) indicate that the runway is not safe for takeoff. **RED MEANS STOP!** Pilots should remain clear of a runway when an REL along their taxi route is illuminated. Pilots should not take off when a THL on the runway ahead is illuminated. Lights that are off convey no meaning. THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO PROCEED ONTO A RUNWAY OR TO TAKE OFF FROM A RUNWAY. Pilots remain obligated to comply with all ATC clearances, except when compliance would require crossing an illuminated red REL or THL. In such a case, the crews should **HOLD SHORT** of the runway for RELs or **STOP the aircraft** for THLs (if possible), CONTACT ATC, and await further instructions. If the pilots notice an illuminated red REL and remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated REL indicates the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity. If the pilots notice an illuminated red THL and aborting takeoff from the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated THLs indicate the runway is unsafe for takeoff) and contact ATC at the earliest opportunity. If the pilots are on short final and notice an illuminated red THL, then crews should inform ATC they are going around because of red lights on the runway. ATC may disable RWSL at any time if in their judgment the system is interfering with normal, safe operations. Pilots are requested when taxiing on the runway to limit taxi speed to below 30 knots so as not to unnecessarily turn on the RELs, except when directed otherwise.

HOURS OF TESTING:

During the current phase of testing, the RWSL system will be operational 24/7 except for short maintenance periods. The current operational status of the RWSL system will be broadcast on the ATIS.

TEST CONFIGURATIONS AND RUNWAYS:

RWSL testing will be conducted on the East airfield on runways 17R/35L and 17C/35C. RWSL equipped runway 18L/36R on the West airfield will continue with the extended operational evaluation currently in progress.

PILOT EVALUATION:

An important part of the assessment includes collecting feedback from pilots. It is essential that pilots respond to brief surveys available on various venues including the RWSL website via the Internet, www.RWSL.net, in flight operations offices and domiciles at the DFW airport. Voluntary interviews with pilots will be conducted during the test period. Pilots are encouraged to respond with comments by e-mail to:

Peter V. Hwoschinsky
FAA, ATO-P
800 Independence Avenue
Washington, D.C. 20591 SW
Voice: 202- 493-4696
Fax: 202- 267-5111 e-mail: peter.hwoschinsky@faa.gov

Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.

(08/27/09)

Runway diagram of DFW East with RELs locations

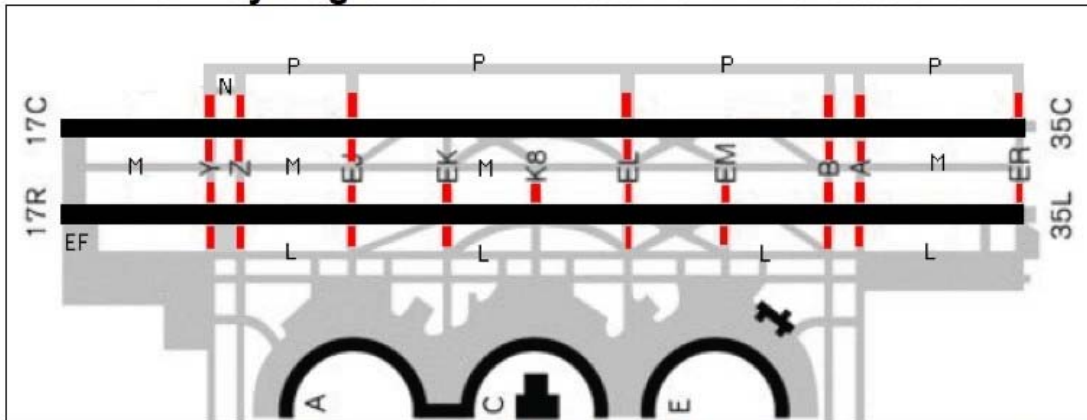


Figure 1. Runway Entrance Lights (RELs) Locations on 17R/35L and 17C/35C.

Runway Diagram of DFW East with THLs Locations

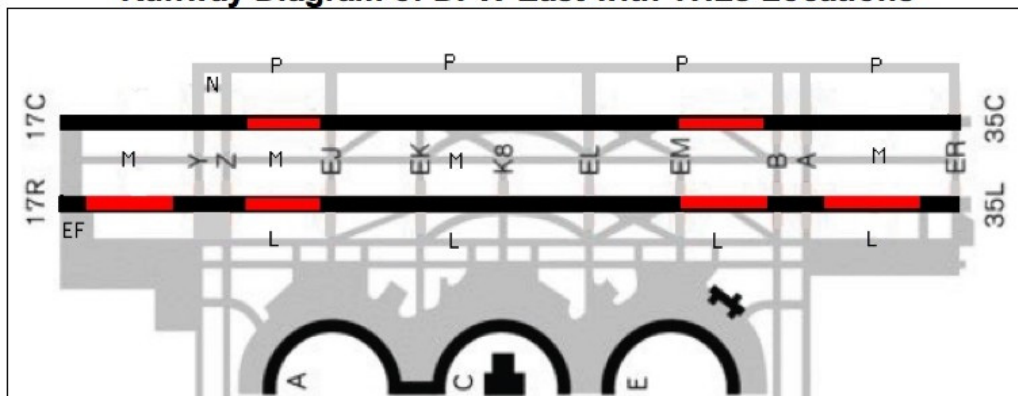
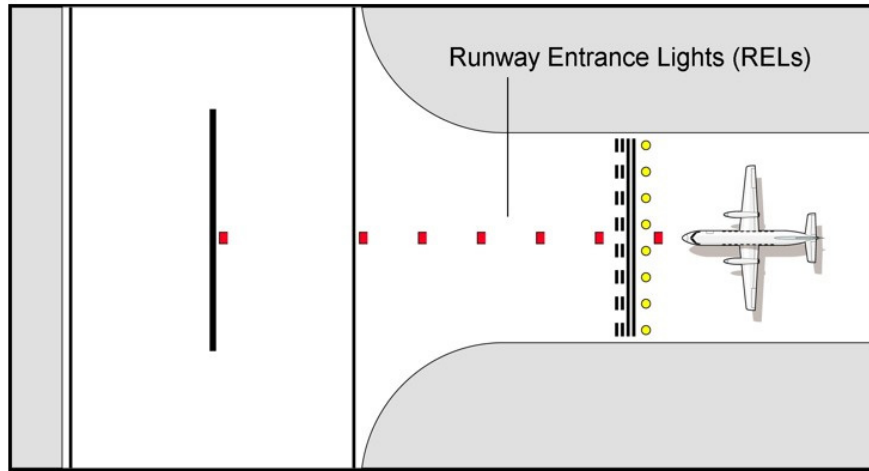


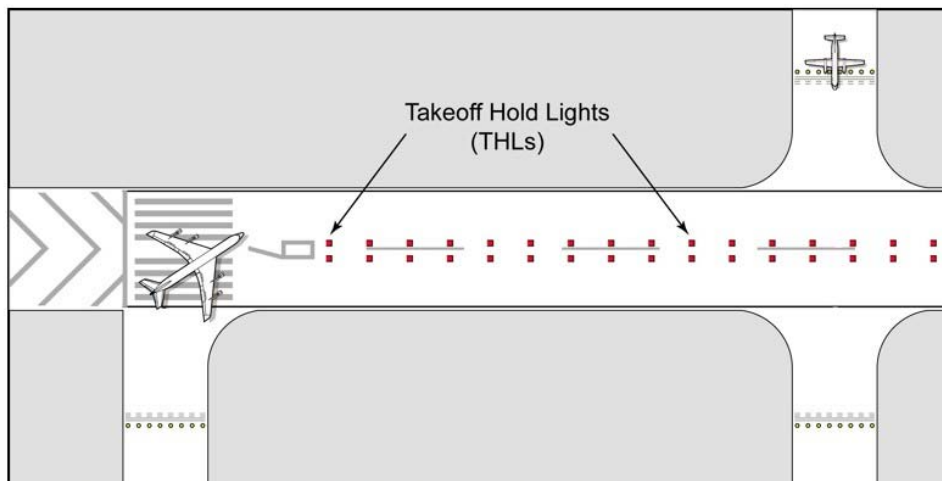
Figure 2. Takeoff Hold Lights (THLs) Locations on 17R/35L and 17C/35C.

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

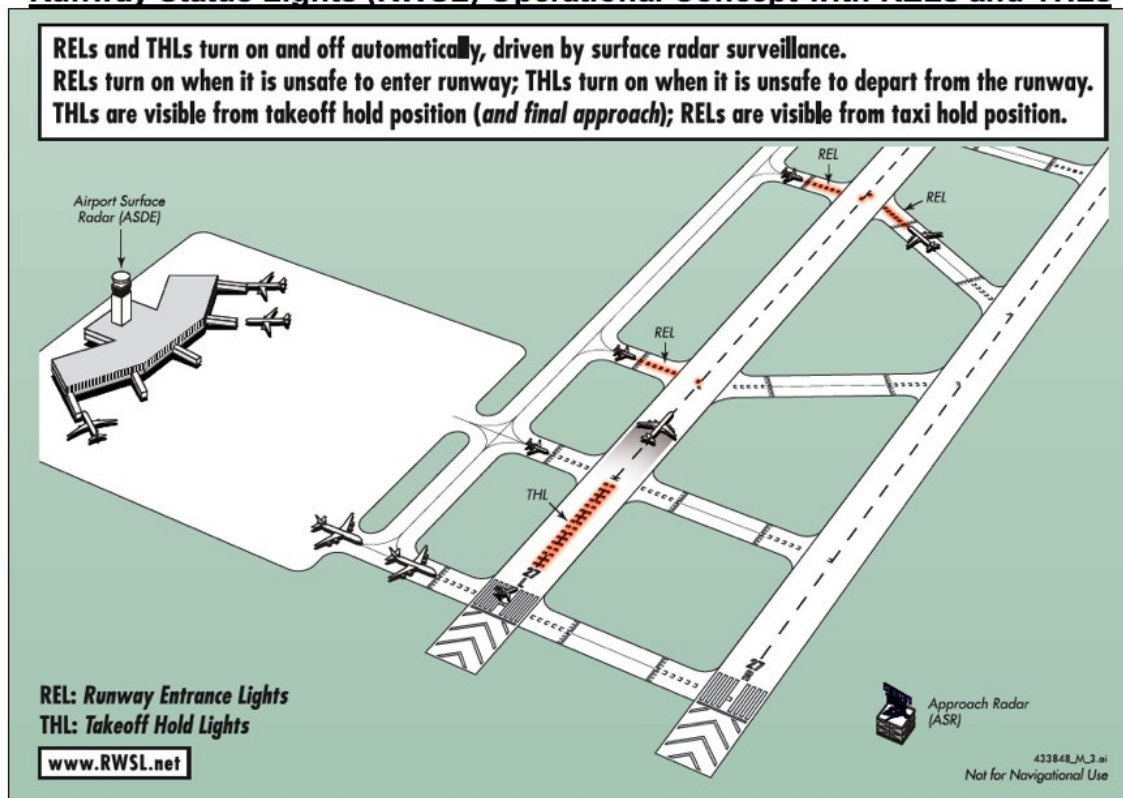


Figure 6. Conceptual diagram of the Runway Status Light System with surveillance sources driving RELs and THLs* shown illuminated in red

***THLs shown in Figure 6 have a double-row configuration as are installed on DFW east runways 17R/35L and 17C/35C**

**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 200 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 the southwest side of the River City Hangar Ramp to 200 feet southwest of the Runway 22L hold short line.

****MOVEMENT IN THIS AREA IS AT PILOTS OWN RISK.****

(Central Service Area, 9/2/09)

DALLAS/FORT WORTH TRACON/DALLAS LOVE FIELD

VISUAL SEPARATION PROCEDURES AT DALLAS LOVE FIELD

BACKGROUND: The purpose of this NOTAM is to inform pilots operating from DAL Field of visual separation procedures between DAL ATCT and D10 TRACON.

Dallas Love Field (DAL) and Dallas/Fort Worth TRACON (D10) are authorized to apply visual separation between aircraft under the control of either facility in order to maintain efficiency at DAL Field.

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 the facilities listed below during normal business hours:

D10 Approach Control 972-615-2530

DAL Field ATCT 214-353-1500

(2/17/11)

**HOUSTON INTERCONTINENTAL ATC TOWER AND HOUSTON
TRACON VISUAL SEPARATION PROCEDURES
AT GEORGE BUSH INTERCONTINENTAL AIRPORT (IAH)**

BACKGROUND: The purpose of this NOTAM is to inform pilots operating to/from IAH Airport of visual separation procedures between the Houston Intercontinental ATC Tower and Houston TRACON.

Houston Intercontinental ATC Tower and Houston TRACON are authorized to apply visual separation between aircraft under the control of either facility in order to maintain efficiency at IAH Airport.

Both facilities must 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:

Houston TRACON 281-230-8400

Houston Intercontinental ATC Tower 281-209-8600

OPERATIONAL EVALUATION OF THE FINAL APPROACH RUNWAY OCCUPANCY SIGNAL (FAROS) DALLAS FORT-WORTH AIRPORT (KDFW), DALLAS, TX

PURPOSE:

The Federal Aviation Administration (FAA) will be conducting an assessment of **Final Approach Runway Occupancy Signal (FAROS)**, part of the Runway Status Lights System (RWSL), at Dallas Fort/Worth International Airport (DFW) in Dallas, Texas. The operational evaluation of FAROS at DFW will commence on or about September 9th, 2011, last 3 months, and will continue indefinitely if successful. 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 FAA's assessment of FAROS at DFW will be conducted on runways: 18R/36L and 18L/36R on the West airfield, 17R/35L and 17C/35C on the East airfield. The existing PAPI lights have been modified to flash if runways 18R/36L, 18L/36R, 17R/35L, and 17C/35C are occupied and/or there is a potential conflict for the 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 CONSTITUTE 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, 18L/36R, 17R/35L, and 17C/35C indicates that runway is occupied and may be unsafe for landing.

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 except for short maintenance periods.

TEST CONFIGURATIONS AND RUNWAYS:

Testing of FAROS during operation evaluation will include equipped runways 18R/36L, 18L/36R, 17R/35L, and 17C/35C.

An ATIS message will broadcast current FAROS operational locations.

PILOT EVALUATION:

Pilot feedback is necessary in order to assess system acceptability of FAROS. It is essential that pilots respond to brief surveys available through various venues including the Runway Status Lights website, in flight operations offices, and domiciles at the DFW airport. Voluntary interviews with pilots will be conducted during the test period. Please participate by taking the FAROS survey via the Internet at www.RWSL.net. Pilots are also encouraged to respond with comments to Jason Coon:

Federal Aviation Administration
Project Manager: RWSL, eFAROS, FAROS
ATO-P, Advanced Technology Development & Prototyping Group (AJP-67)
Office: 202-267-9410
Cell: 571-334-2928
Email: jason.coon@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

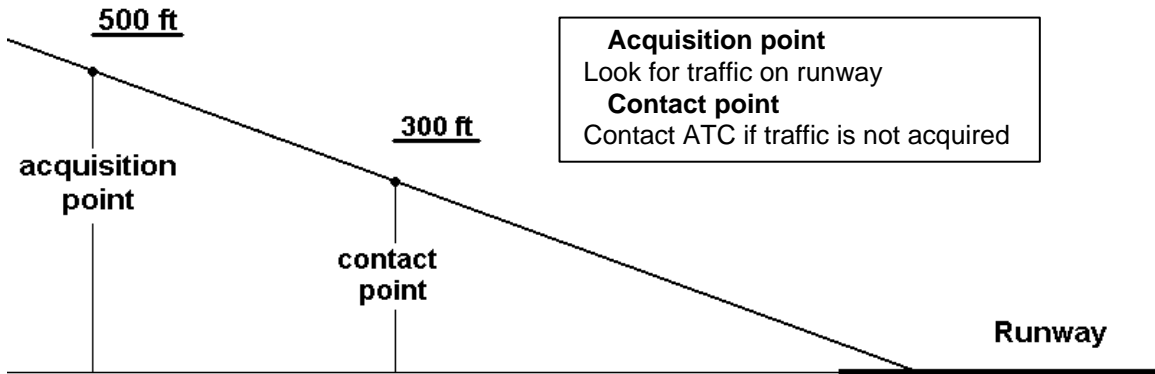


Figure 1. Pilot Action Points (not to scale)
Airport Diagram for DFW with FAROS Equipped Runways

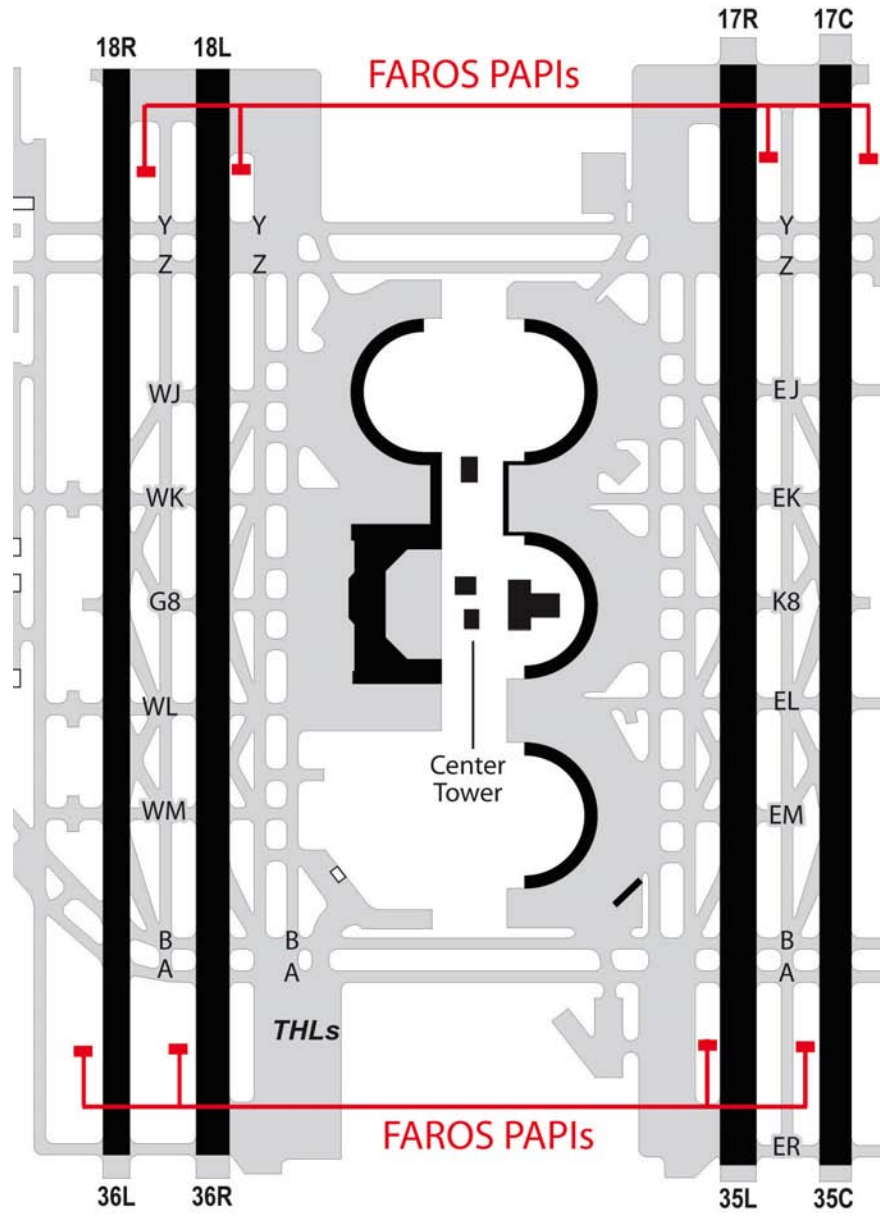


Figure 2. FAROS PAPI Locations (shown as red bars)
Precision Approach Path Indicator Light Fixture



Figure 3. PAPI Light Fixture showing glide path information

Operational Concept with FAROS, RELs, and THLs

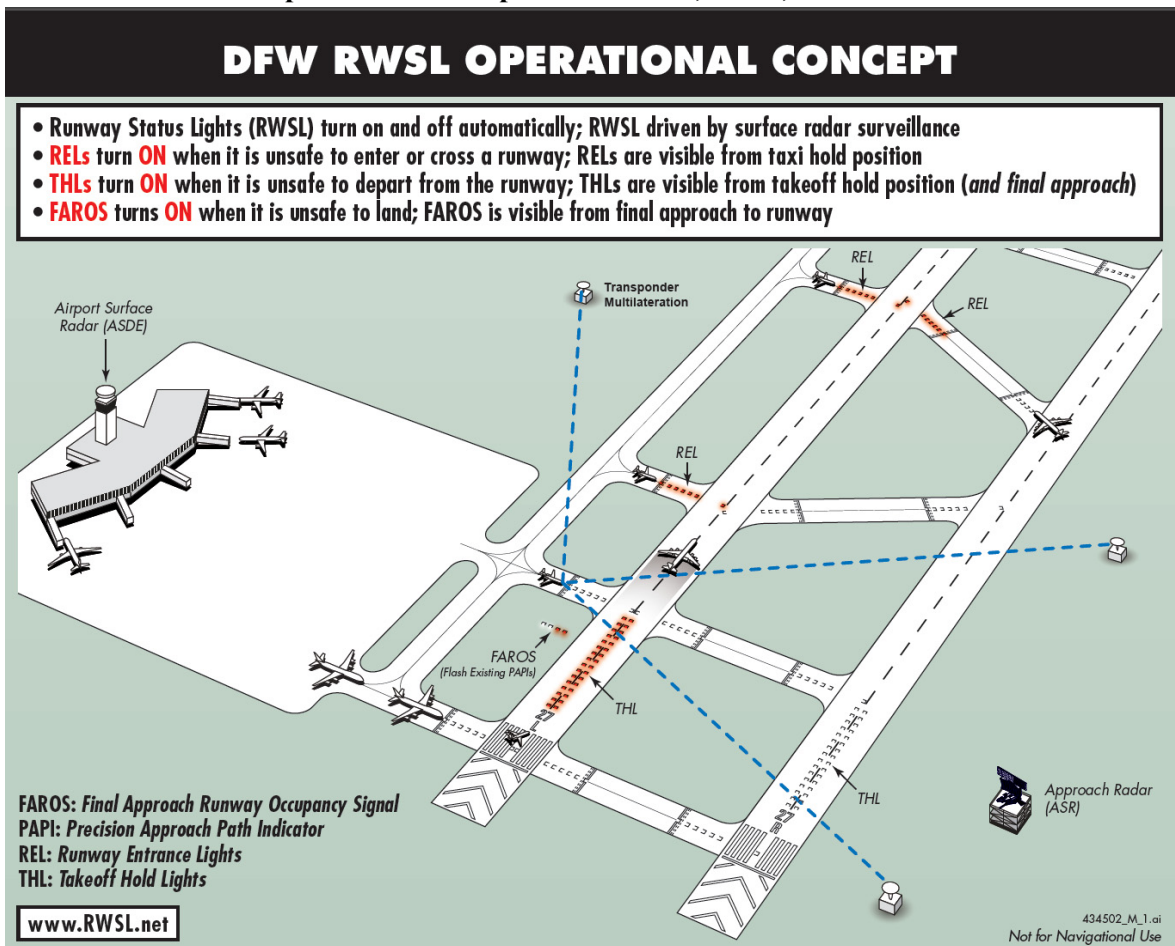


Figure 4. Conceptual diagram with surveillance sources driving FAROS, RELs and THLs shown illuminated in red

SPECIAL USE AIRSPACE

HOOD HIGH MILITARY OPERATIONS AREA

Effective Date: February 9, 2012.

The Hood High Military Operations Area (MOA), in the vicinity of Killeen, TX, supports fighter or bomber aircraft with more maneuvering airspace when training at Fort Hood in support of ground force activities providing close air support (CAS). This airspace will allow longer-look tactics and advanced targeting systems that use tactics developed and refined during operations over Kosovo and Afghanistan and overcomes significant limitations on “fast mover” jet aircraft due to the relatively small vertical dimensions of the Hood and Gray MOAs and the inability to transit in and out of restricted area R-6302 freely.

Although the Hood and Gray MOAs go up to 10,000 feet mean sea level (MSL), they do not provide the vertical distance from targets required by modern weapons systems and tactics. The Hood High MOA provides the vertical distance required today and allows combat air forces to practice effective integration/application of Basic Surface Attack, Surface Attack Tactics, Suppression/Destruction of Enemy Air Defense, Close Air Support, and Battlefield Air Interdiction training requirements.

The Hood High MOA will support 2 to 10 sorties per week, of any of the following type aircraft; F-16, AT-38, F/A-18, B-52, B-1, B-2, AC-130, A-10, F-22, F/A-35, AV-8, F-117, and F-15. Depending on the aircraft type, sorties may contain from one to four aircraft.

Hood High MOA, TX [NEW]

Boundaries. Beginning at lat. 31°30'01"N., long. 98°03'01"W.;
to lat. 31°30'01"N., long. 97°36'41"W.;
to lat. 31°28'01"N., long. 97°34'31"W.;
to lat. 31°14'01"N., long. 97°33'01"W.;
to lat. 31°20'01"N., long. 97°41'01"W.;
to lat. 31°21'01"N., long. 97°41'01"W.;
to lat. 31°22'08"N., long. 97°41'56"W.;
to lat. 31°23'01"N., long. 97°43'01"W.;
to lat. 31°24'01"N., long. 97°48'01"W.;
to lat. 31°19'01"N., long. 97°51'01"W.;
to lat. 31°16'01"N., long. 97°54'01"W.;
to lat. 31°19'01"N., long. 97°55'01"W.;
to lat. 31°19'01"N., long. 98°03'01"W.;
to the point of beginning.

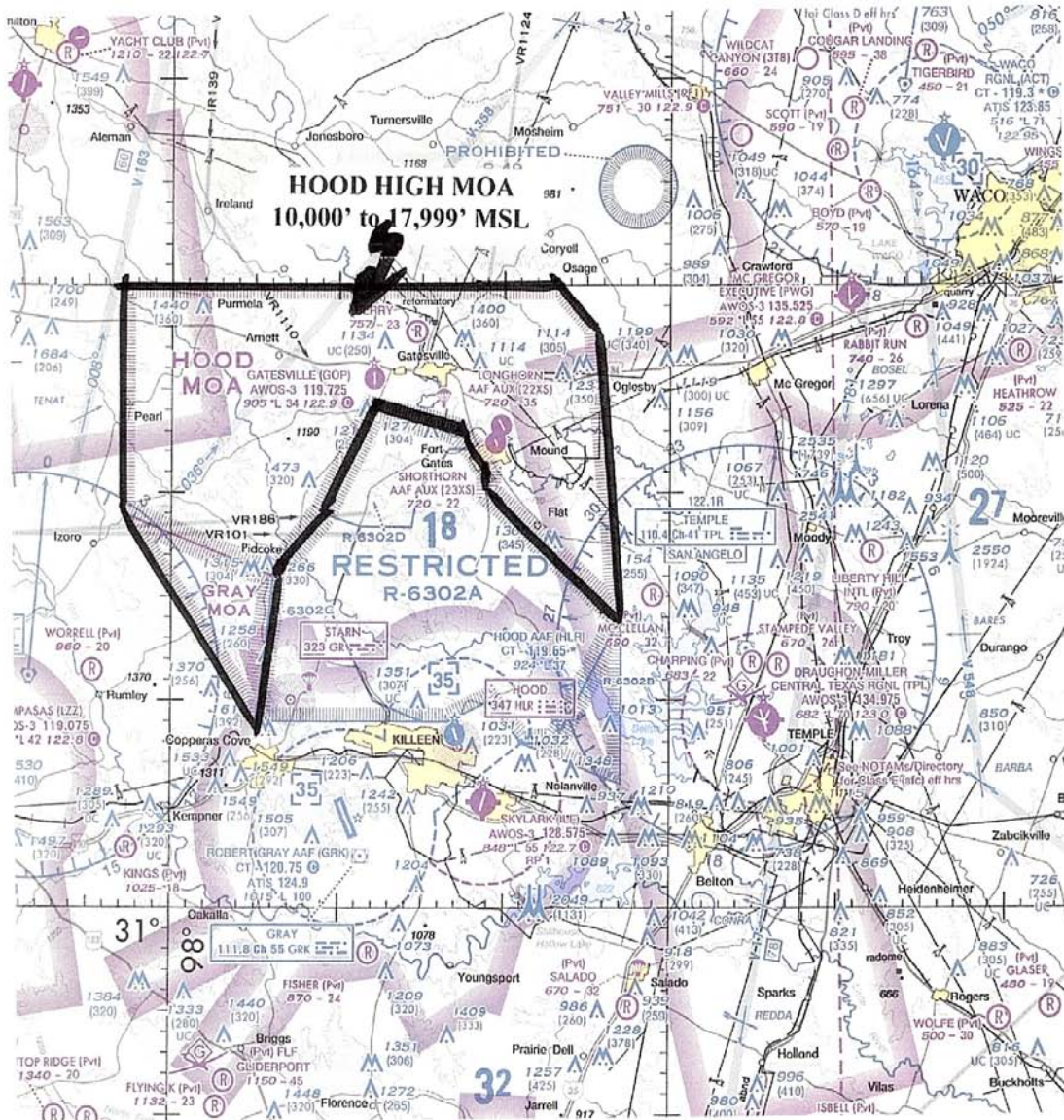
Altitudes. 10,000 feet MSL to but not including FL 180, excluding Hood MOA and Gray MOA when active.

Times of use. By NOTAM, 48 hours in advance.

Controlling agency. FAA, Houston ARTCC.

Using agency. U.S. Army, Commanding General, III Corps and Fort Hood, Fort Hood, TX.

(AJV-11; 12/5/11)



North Central United States



LAMBERT-ST. LOUIS INTERNATIONAL ATCT/TRACON

VISUAL SEPARATION PROCEDURES AT LAMBERT ST. LOUIS INTERNATIONAL AIRPORT (STL)

BACKGROUND. The purpose of the NOTAM is to inform pilots operating from Lambert-St. Louis International Airport of visual separation procedures between the ATCT and TRACON.

St. Louis ATCT and St. Louis TRACON are authorized to apply visual separation between aircraft under the control of either facility in order to maintain efficiency at STL Airport.

Both facilities must 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 below during normal business hours.

St. Louis Approach Control (314) 890-1003

St. Louis Tower (314) 890-4703

MINNEAPOLIS – ST. PAUL INTERNATIONAL ATCT/TRACON

BACKGROUND: The Use of Visual Separation for Aircraft Transitioning Between Minneapolis Air Traffic Control Tower and Minneapolis Terminal Radar Approach Control.

FAA Joint Order 7110.65 authorizes the application and use of Visual Separation between aircraft under the control of the same facility. Historically in Terminal Facilities, Air Traffic Controllers worked in an up/down environment. They would rotate through the RADAR room and the Tower. In recent years, the Federal Aviation Administration has separated these functions at select location and created a separate RADAR facility, known as a TRACON (Terminal RADAR Approach Control). This is the case in Minneapolis, Minnesota. Minneapolis ATCT (MSP) and Minneapolis TRACON (M98) are two separate and distinct air traffic facilities, each with their own employees.

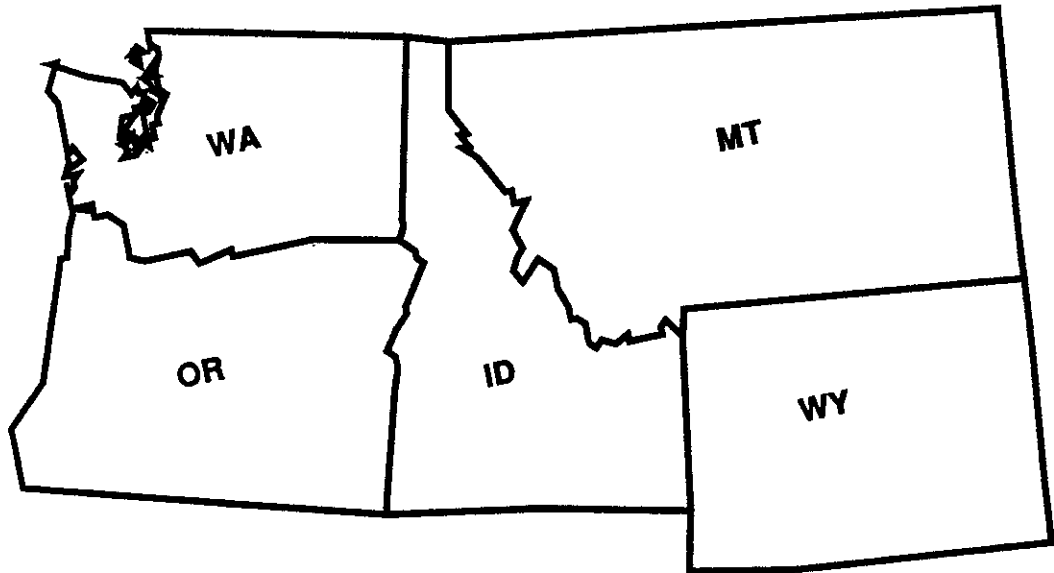
In keeping with the spirit and intent of the regulations and rules governing the National Airspace System, the use and application of Visual Separation for aircraft transitioning between the two facilities will continue as if the two facilities remained as one.

There will be no change in the use or application of Visual Separation in the Minneapolis Terminal area, therefore the users of the National Airspace System should see no difference and this will have no effect on the flying community.

Questions about this procedure should be referred to:

Jim Shadduck
Support Manager
Minneapolis TRACON (M98)
612-713-4000
E-mail: Jim.Shadduck@faa.gov

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

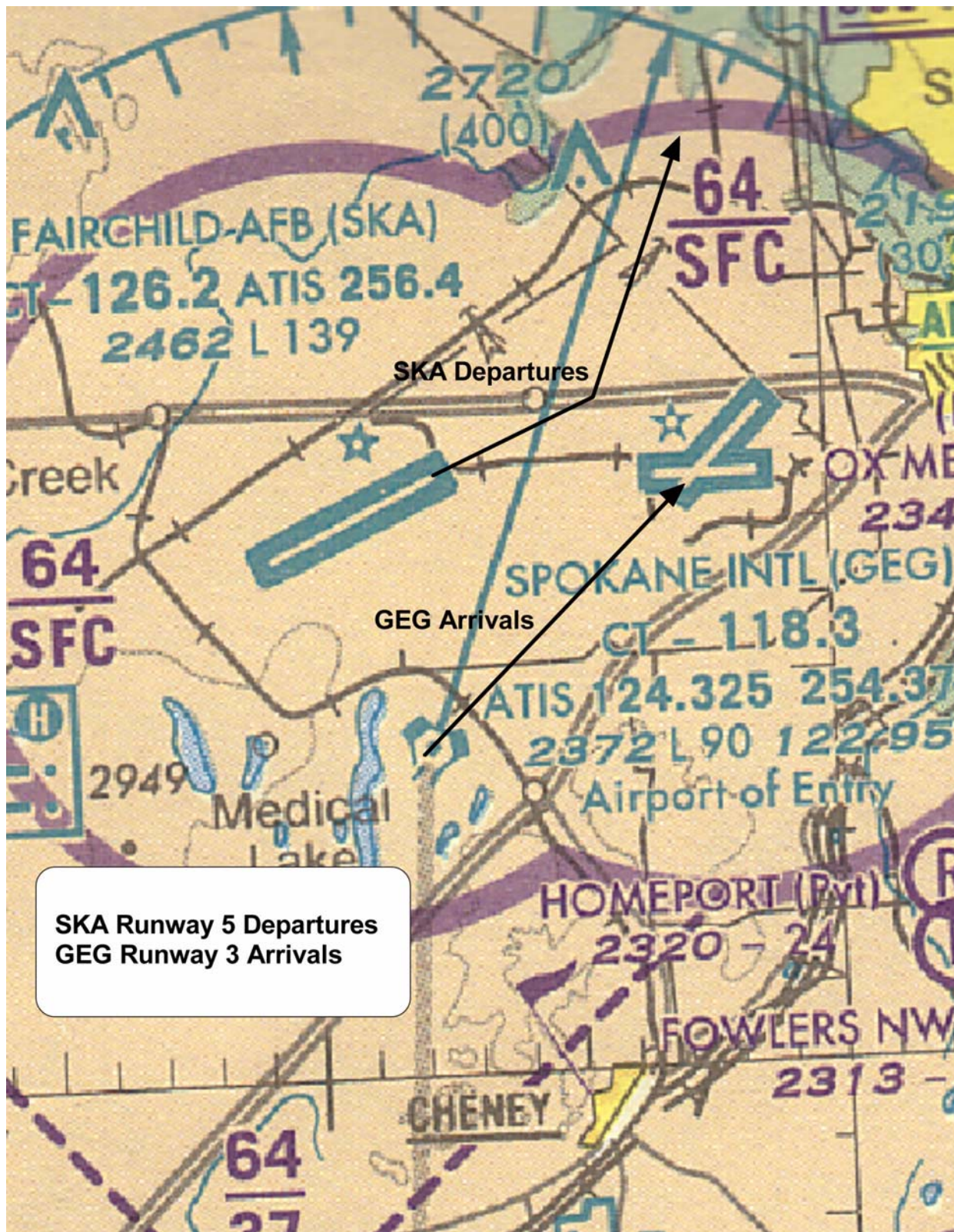
These procedures have proven to provide an equivalent level of safety compared to standard visual separation rules. This special use of visual separation procedures enables both airports to operate at or near capacity during periods of heavy demand.

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)

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 Runways 13R/L and SEA arrivals Runways 16L/C/R

IFR arrivals from BFI Runways 13R/L and IFR departures from SEA Runways
34L/C/R

IFR departures from BFI Runways 31L/R and IFR departures from SEA Runways
34L/C/R

IFR arrivals to SEA 16R/C/L and IFR departures from BFI Runways 31L/R

IFR arrivals to BFI Runways 31L/R and IFR arrivals to SEA Runways 16L/C/R

When weather/operational conditions permit, SEA Tower controllers will provide visual separation during the following operations:

IFR arrivals to BFI Runways 31L/R and IFR departures from SEA Runways 34L/C/R

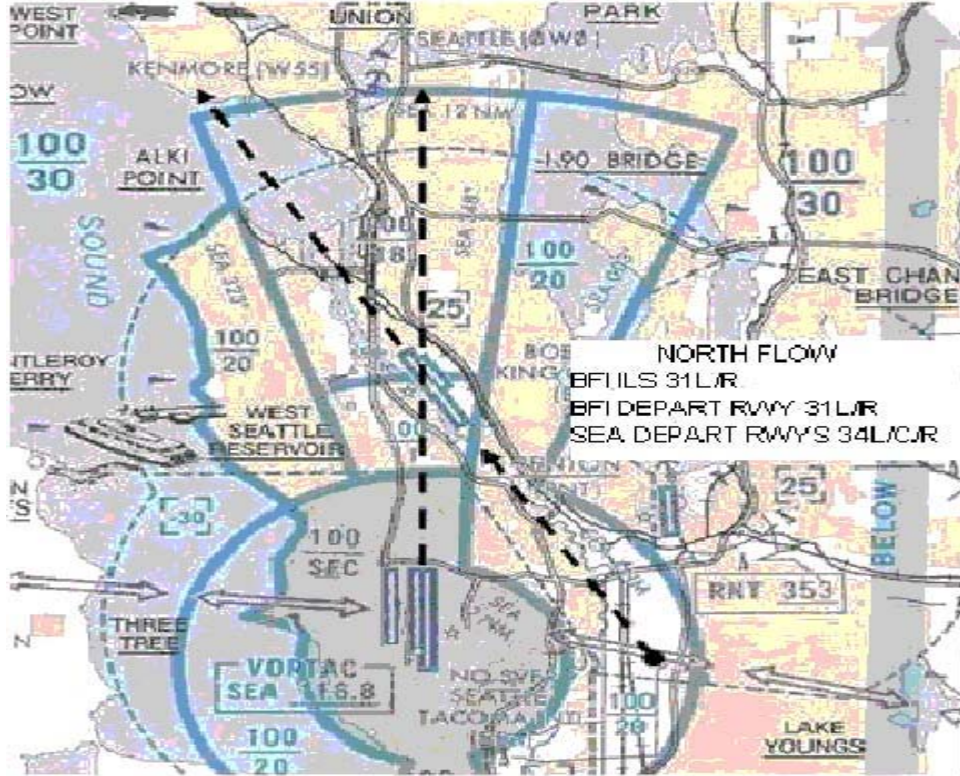
IFR arrivals to BFI Runways 31L/R and IFR arrivals to SEA Runways 16L/C/R

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.

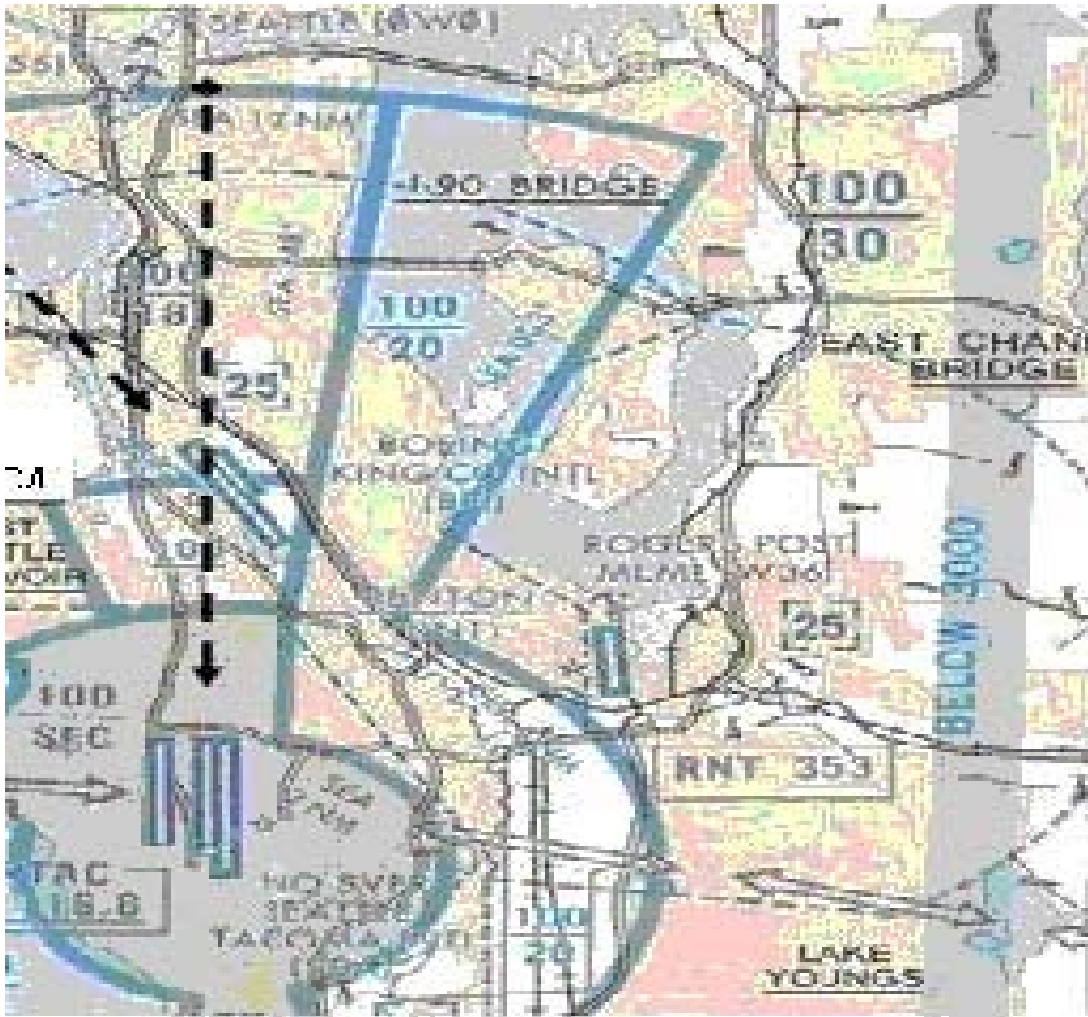
If you have any questions or concerns, please contact the manager or designee of one the facilities listed below during normal business hours.

Seattle Approach Control – 206-214-4600 Seattle Air Traffic Control Tower – 206-214-2500 Boeing Field Air Traffic Control Tower – 206-658-6400

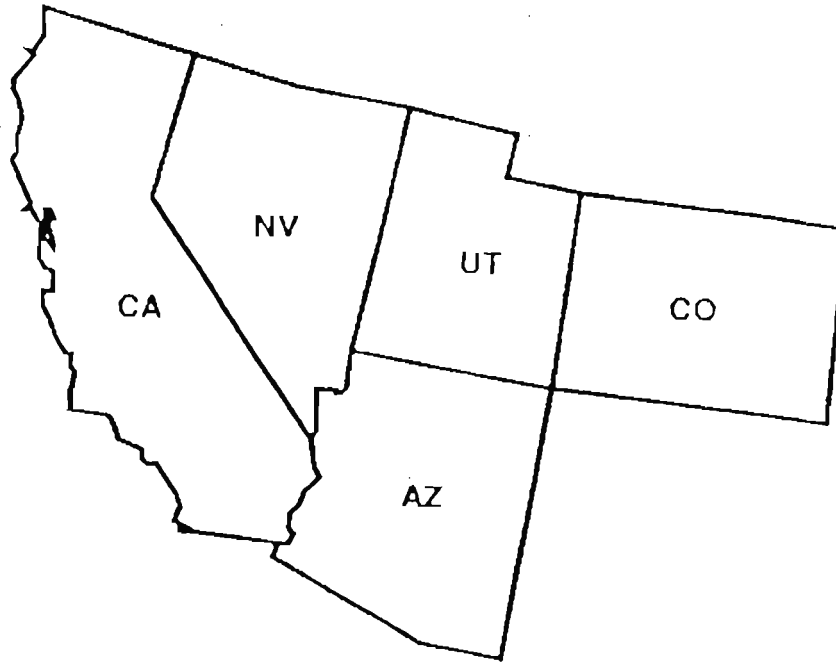
SEATAC (SEA) – BOEING FIELD (BFI) NORTH FLOW



SEATAC (SEA) – BOEING FIELD (BFI) SOUTH FLOW



Southwest United States

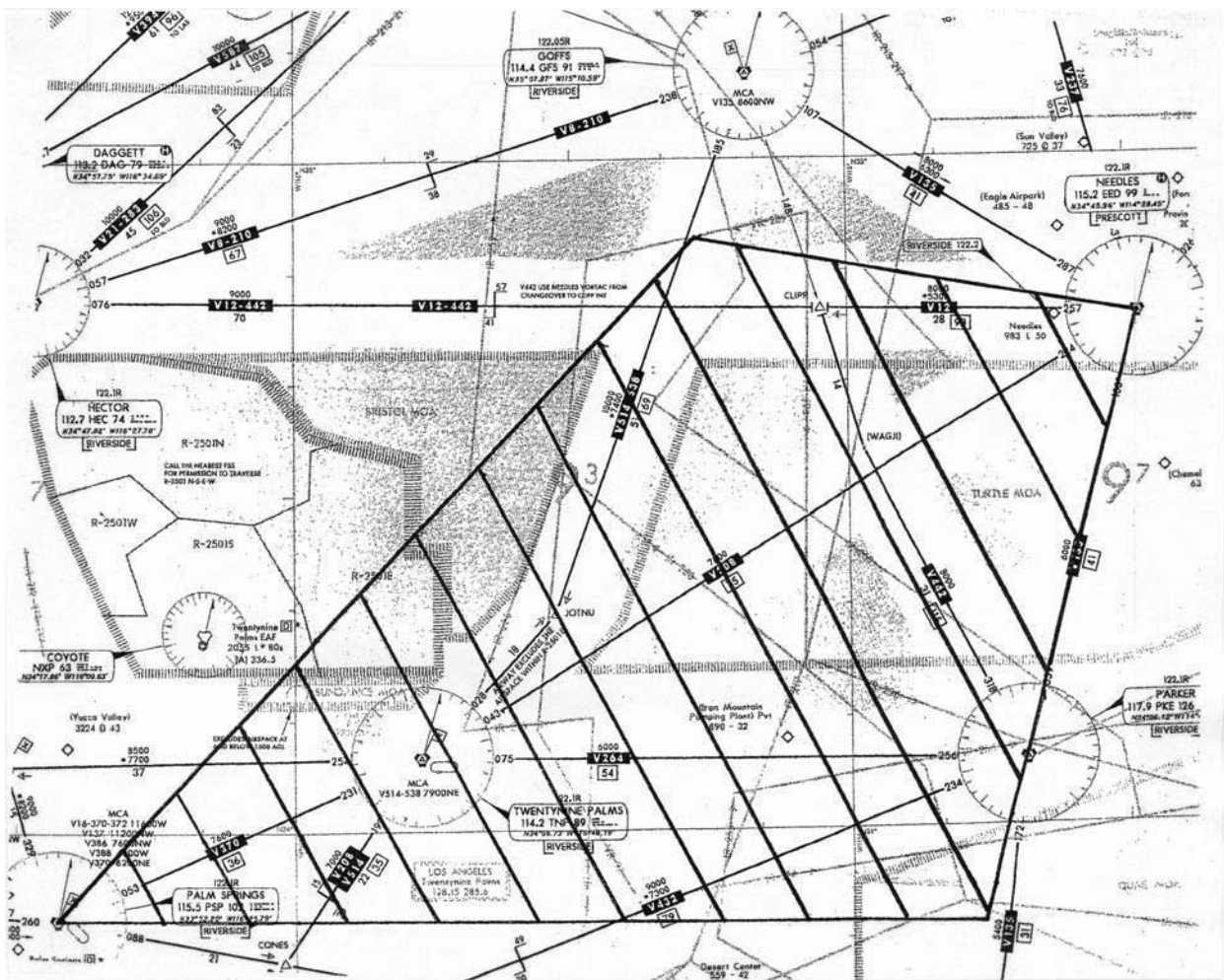


LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER

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 RUNWAY STATUS LIGHTS (RWSL) AT THE SAN DIEGO INTERNATIONAL AIRPORT (SAN), SAN DIEGO, CA

PURPOSE

The Federal Aviation Administration (FAA) is conducting an operational evaluation of Light Emitting Diode (LED) **Runway Entrance Lights (RELs)**, part of the Runway Status Lights (RWSL) system, at San Diego International Airport in San Diego, California. The RWSL system at SAN 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 at SAN seeks to improve airport safety by indicating when it is unsafe to cross or enter a runway. RWSL is an automatic, advisory backup system designed to prevent or reduce the severity of runway incursions. RELs are being tested at selected taxiway-runway intersections on runway 9/27.

LIGHTING

RWSL at SAN conveys the **runway occupancy status**, indicating when a runway is unsafe to enter or cross through the use of in-pavement RELs, installed only at selected intersections as described below.

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. 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 9/27:

- **Taxiways C1, C2, and C6 on the north side of the runway, and**
- **Taxiways B1, B6, and B10 on the south side of the runway.**

Refer to Figure 1 in the ATTACHMENTS section for a diagram of RELs locations at SAN

OPERATION

RWSL is an advisory system for use by pilots and vehicle operators to increase and maintain situational awareness of high-speed aircraft or vehicles on runways. 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. These surveillance systems include airport surveillance radar (ASR), airport surface detection radar (ASDE-3) 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. Pilots and vehicle operators should remain clear of a runway when RELs along their taxi route are illuminated. **RED RELs MEAN STOP!** 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 illuminated red RELs. In such a case, the crews should **HOLD SHORT** of the runway for RELs, 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. 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, except when directed otherwise, to preclude turning on the RELs unnecessarily.

HOURS OF TESTING

The RWSL system is operational 24/7 except for short maintenance periods.

TEST CONFIGURATIONS AND RUNWAYS

RWSL testing of RELs at select locations will be conducted on runway 9/27 at SAN.

PILOT EVALUATION

An important part of the assessment includes collecting feedback from pilots. It is essential that pilots respond to brief surveys available on various venues including the RWSL website via the Internet, www.RWSL.net, in flight operations offices and domiciles at the SAN airport. Voluntary interviews with pilots will be conducted during the test period. Pilots are encouraged to respond with comments by answering the surveys on the website or by email to:

Jason Coon
Federal Aviation Administration
Project Manager - RWSL, eFAROS, FAROS
ATO-P, Advanced Technology Development & Prototyping Group (AJP-67)
Work: 202-267-9410, Cell: 571-334-2928, email: jason.coon@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 SAN with RELs locations

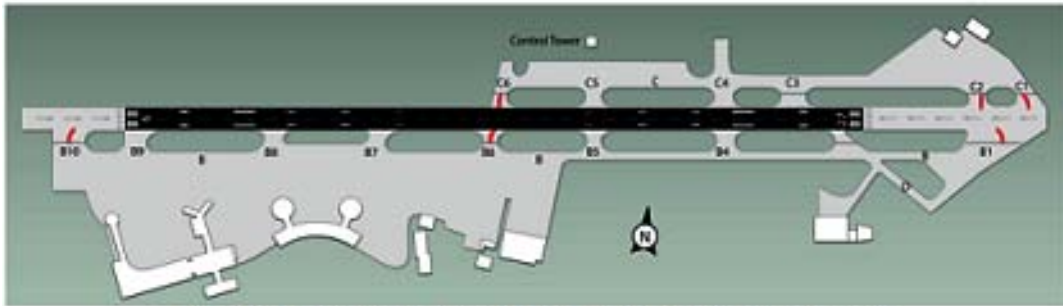


Figure 1. Runway Entrance Lights (RELs) Locations on 9/27

Runway Entrance Lights (RELs)

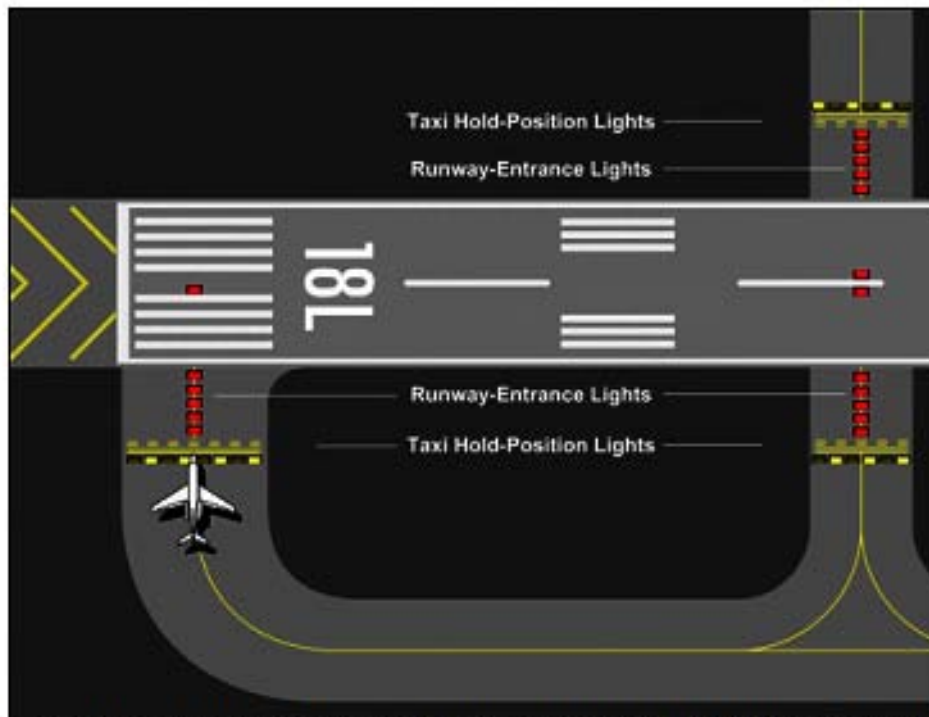


Figure 2. Generic illustration of Runway Entrance Lights (RELs) along a straight taxiway centerline (Not to scale)

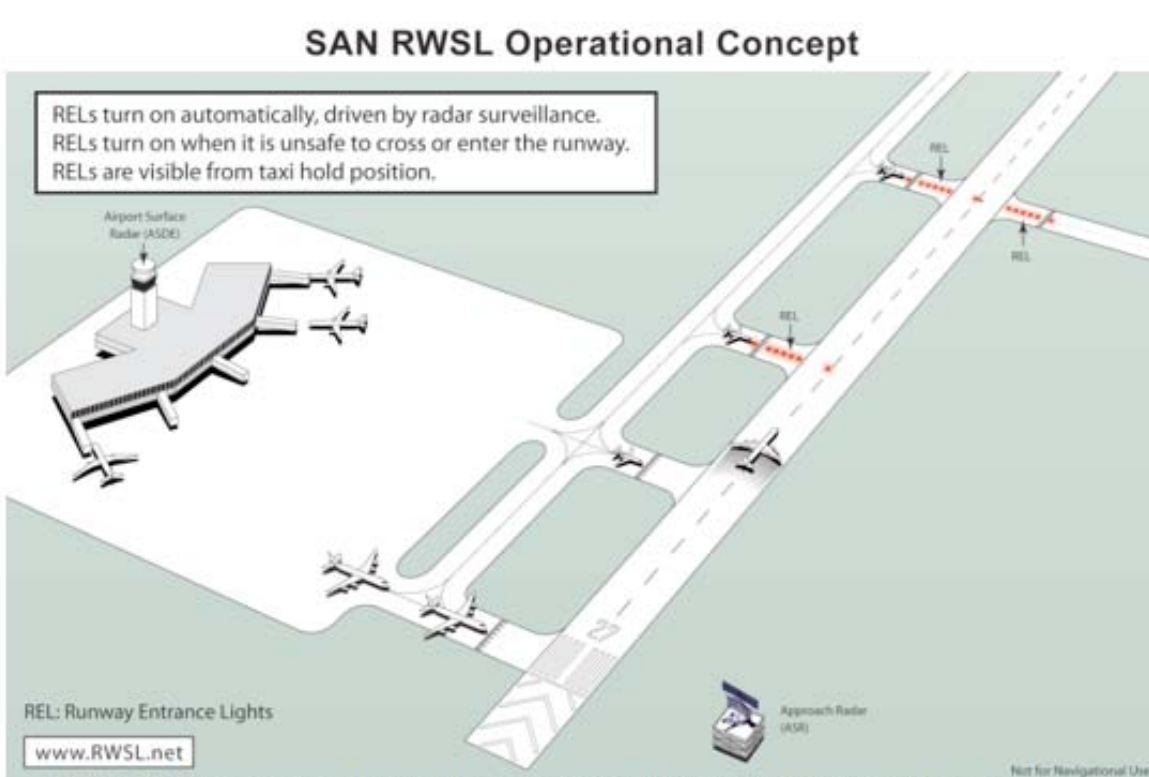


Figure 3. Conceptual diagram of the Runway Status Light System with RELs shown illuminated in red

**NOTICES TO AIRMEN (NOTAM) FOR THE OPERATIONAL
EVALUATION OF RUNWAY STATUS LIGHTS (RWSL) AT THE
LOS ANGELES INTERNATIONAL AIRPORT,
LOS ANGELES, CALIFORNIA**

PURPOSE:

The Federal Aviation Administration (FAA) will be conducting an assessment of **Takeoff Hold Lights (THLs) and Runway Entrance Lights (RELs)**, part of the Runway Status Lights System (RWSL), on Runways 24L/6R, 25R/7L, and 25L/7R at the Los Angeles International Airport (LAX). An operational evaluation of THLs and RELs will commence on or about March 31, 2009, and continue for approximately three (3) months with an option to extend it if successful. RWSL uses both primary and secondary surveillance to dynamically turn on/off lights indicating runway occupancy status directly to pilots. RWSL improves airport safety by indicating when it is unsafe to cross, enter, or take off from a runway. RWSL is an automatic, advisory backup system expected to prevent or reduce the severity of runway incursions. Similar RWSL systems installed at the Dallas/Fort Worth (DFW) and San Diego (SAN) airports are currently undergoing extended operational evaluations. The FAA is planning future deployments of RWSL at additional airports.

LIGHTING:

RWSL conveys the **runway status**, indicating when a runway is unsafe to enter (through the use of in-pavement RELs) and when it is unsafe to take off (through the use of in-pavement THLs). RELs have been installed at selected intersections on Runways 24L/6R, 25R/7L, and 25L/7R. THLs have been installed on Runway 24L only.

Runway Entrance Lights (RELs):

RELs are a series of **red**, in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. As part of this series, one REL is placed just before the hold line and one REL is placed near the runway centerline. All RELs are directed toward the **taxiway hold line** and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location.

RELs are operational at the following intersections of **Runway 24L/6R**:

- **North Side: at high-speed Taxiways Y, Z, and AA**
- **South Side: at Taxiways V and E8**

RELs are operational at the following intersections of **Runway 25R/7L**:

- **North and South Side: at Taxiways F, G, and U**

RELs are operational at the following intersections of **Runway 25L/7R**:

- **North Side: at Taxiways F, G, and U**
- **South Side: at Taxiways F and G**

Takeoff Hold Lights (THLs):

THLs are directed toward the **approach end** of the runway and are visible to pilots 1) in position for takeoff, or 2) just commencing departure, or 3) on final approach to land. THLs are comprised of a series of 16 double-row, **red**, in-pavement lights at 100' spacing on either side of the runway centerline. There are two overlapping arrays of THLs on Runway 24L protecting both the full-length and intersection departure positions as follows:

- Runway 24L: from 350' beyond the runway threshold for a length of 1500'
- Runway 24L: from the E8 taxiway intersection departure position for a length of 1500'

OPERATION:

RWSL is an advisory system for use by pilots and vehicle operators and helps maintain situational awareness. It operates independently of Air Traffic Control. Status lights have two states: ON (lights are illuminated red) and OFF (lights are off) and are switched automatically based on information from the airport surface surveillance systems. These surveillance systems include airport surveillance radars (ASRs), surface detection radars (ASDE-3 or ASDE-X), and secondary surveillance (transponder) multilateration information from the ASDE-X surveillance system.

IT IS IMPORTANT THAT TRANSPONDERS BE TURNED ON AND KEPT ON WHILE TAXIING IN THE MOVEMENT AREA SO THAT BEACON-BASED POSITION AND AIRCRAFT IDENTIFICATION DATA ARE AVAILABLE TO RWSL.

Pilots should maintain an awareness of the Runway Status Lights. RELs that are ON (illuminated **red**) indicate that the runway ahead is not safe to enter or cross. THLs that are ON (illuminated **red**) indicate that the runway is not safe for takeoff. **RED MEANS STOP!** Pilots should remain clear of a runway when RELs along their taxi route are illuminated. Pilots should not take off when THLs on the runway ahead are illuminated. Lights that are off convey no meaning. **THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO PROCEED ONTO A RUNWAY OR TO TAKE OFF FROM A RUNWAY.** Pilots remain obligated to comply with all ATC clearances, except when compliance would require crossing illuminated red RELs or THLs. In such a case, the crews should **HOLD SHORT** of the runway for RELs or **STOP the aircraft** for THLs (if possible), CONTACT ATC, and await further instructions. If the pilots notice illuminated red RELs and remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that illuminated RELs indicate the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity. If the pilots notice illuminated red THLs and aborting takeoff from the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that illuminated THLs indicate the runway is unsafe for takeoff) and contact ATC at the earliest opportunity. If the pilots are on short final and notice illuminated red THLs, then crews should inform ATC they are going around because of red lights on the runway. ATC may disable RWSL at any time if in their judgment the system is interfering with normal, safe operations. Pilots are requested when taxiing on the runway to limit taxi speed to below 25 knots so as not to unnecessarily turn on the RELs.

HOURS OF TESTING:

During the current phase of testing, the RWSL system will be operational 24/7 except for short maintenance periods. The current operational status of the RWSL system will be broadcast on the ATIS.

TEST CONFIGURATIONS AND RUNWAYS:

RWSL testing will be conducted on runways 24L/6R, 25R/7L, and 25L/7R.

PILOT EVALUATION:

An important part of the assessment includes collecting feedback from pilots. It is essential that pilots respond to brief surveys available on various venues including the RWSL website via the Internet, www.RWSL.net, in flight operations offices, and domiciles at the LAX airport. Voluntary interviews with pilots will be conducted during the test period. Pilots are encouraged to respond with comments to:

Peter V. Hwoschinsky and Vincent Chu

FAA, ATO-P

800 Independence Avenue, SW.

Washington, D.C. 20591

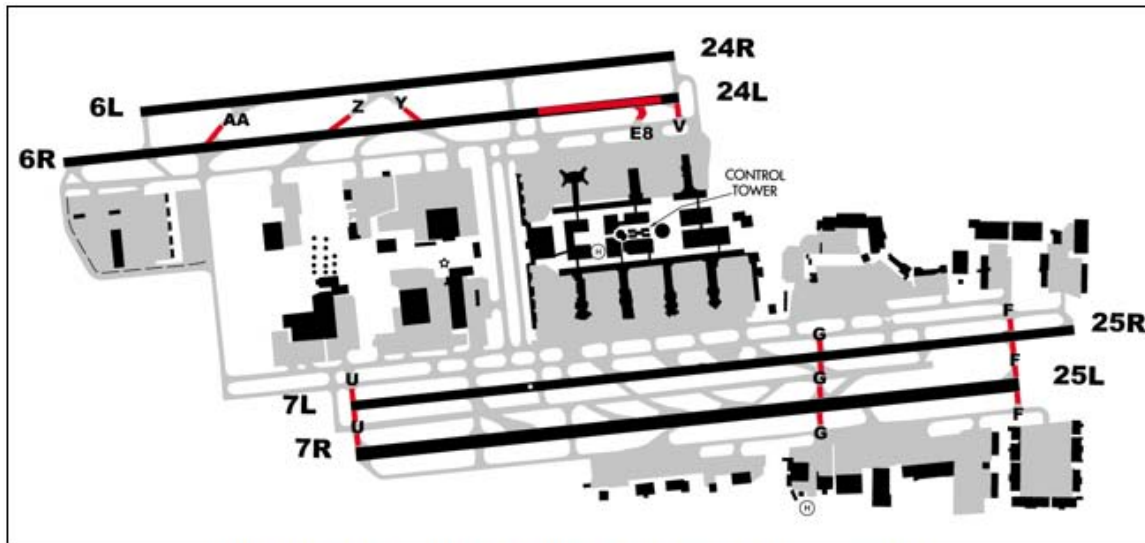
Voice: 202-493-4696

Fax: 202-267-5111

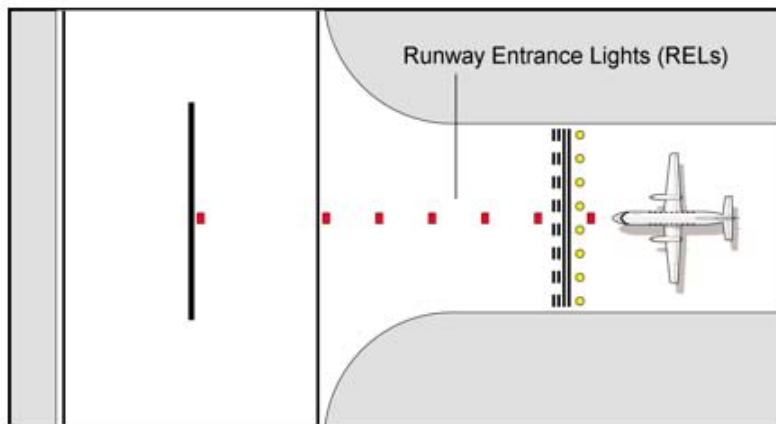
E-mail: peter.hwoschinsky@faa.gov, vincent.chu@faa.gov

Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.

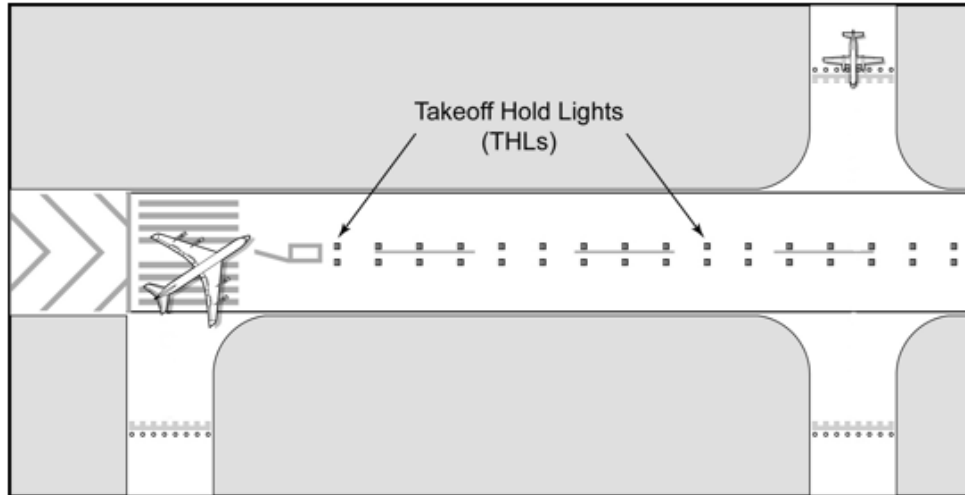
(08/27/09)



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**

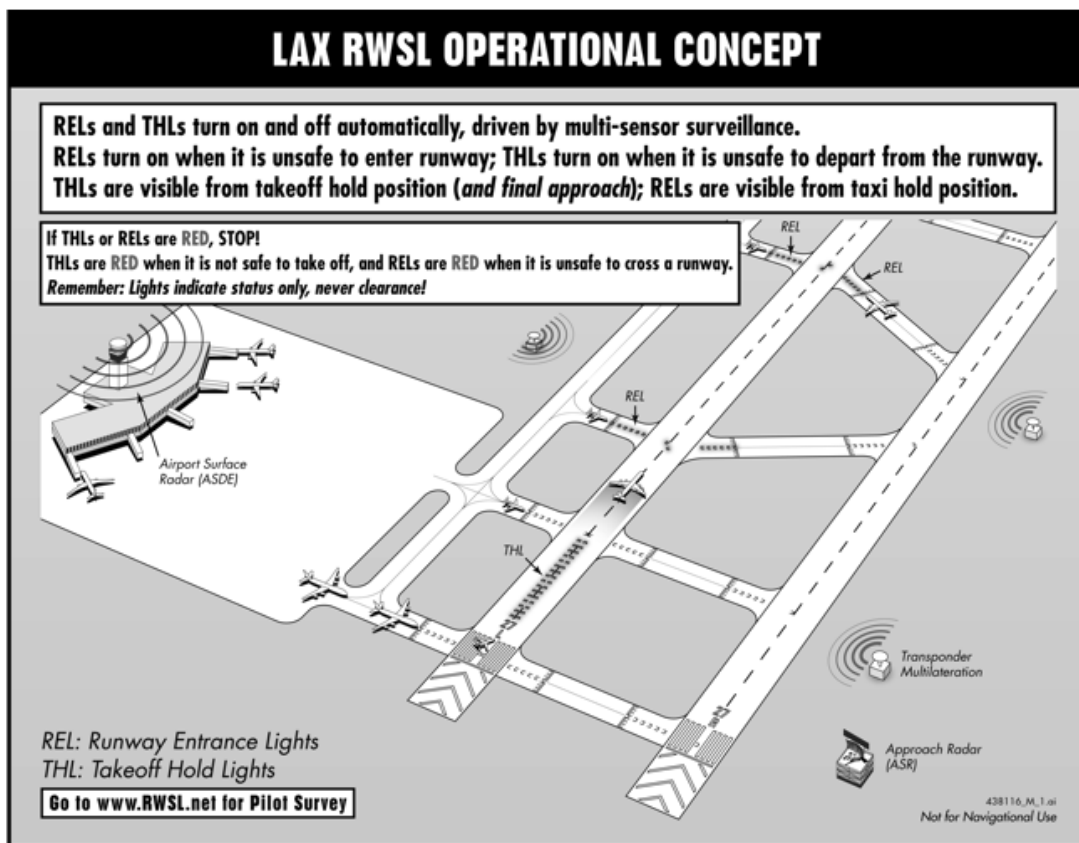


Runway Entrance Lights (RELs)
**Figure 2. Illustration of Runway Entrance Lights (RELs) along a straight taxiway
centerline
(not to scale)**



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

Denver Tower

Standard Ramp Taxi Routes

Denver, Colorado

Denver Ramp Tower has instituted Standard Ramp Departure Taxi Routes for aircraft departing the main ramp and south cargo. Pilots who are unable to comply with standardized routes should advise Ramp Control on initial contact. The route will be issued by Ramp Control as “Standard Taxi East” or “Standard Taxi West”.

Standard Ramp Departure Taxi Routes

Standard Taxi East	
Origin	Routing
Concourse A – South Side	Taxi via Taxiway Alfa Sierra (AS) towards Apron Location Point 2E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 2E.
Concourse A – North Side	Taxi via Taxiway Bravo Sierra (BS) towards Apron Location Point 4E Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 4E.
Concourse B – South Side	Taxi via Taxiway Bravo Sierra (BS) towards Apron Location Point 4E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 4E.
Concourse B – North Side	Taxi via Taxiway Charlie Sierra (CS) towards Apron Location Point 6E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 6E.
Concourse C – South Side	Taxi via Taxiway Charlie Sierra (CS) towards Apron Location Point 6E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 6E.
Concourse C – North Side	Taxi via Taxiway Charlie November (CN) towards Apron Location Point 7E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 7E.
South Cargo	Taxi east on Taxiway Alfa (A). Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at the taxiway clearance bar.

Standard Ramp Departure Taxi Routes

Standard Taxi West	
Origin	Routing
Concourse A – South Side	Taxi via Taxiway Alfa Alfa (AA) towards Apron Location Point 1W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 1W.
Concourse A – North Side	Taxi via Taxiway Alfa November (AN) towards Apron Location Point 3W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 3W.
Concourse B – South Side	Taxi via Taxiway Alfa November (AN) towards Apron Location Point 3W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 3W.
Concourse B – North Side	Taxi via Taxiway Bravo November (BN) towards Apron Location Point 5W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 5W.
Concourse C – South Side	Taxi via Taxiway Bravo November (BN) towards Apron Location Point 5W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 5W.
Concourse C – North Side	Taxi via Taxiway Charlie November (CN) towards Apron Location Point 7W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 7W.

STANDARDIZED TAXI ROUTES FOR LOS ANGELES INTERNATIONAL AIRPORT (KLAX)

The following Standardized Taxi routes may be issued to all taxiing aircraft.

North Route

Taxi towards taxiway Sierra (S) taxi northbound on taxiway Sierra (S), and at Check-point-1 contact Ground Control on frequency 121.65, hold short of taxiway Delta (D).

Taxiway Sierra (S) is not visible from the ATCT

South Route

Taxi towards taxiway Romeo (R) taxi southbound on taxiway Romeo (R), and at Check-point-2 contact Ground Control on frequency 121.75, hold short of taxiway Charlie (C).

Taxiway Romeo (R) is not visible from the ATCT

West Route

Taxi westbound on Taxiway Charlie (C) towards taxiway Alfa-Alfa (AA), hold short of taxiway Alfa-Alfa (AA), contact Ground Control on frequency 121.65 when number one approaching Taxiway Alfa-Alfa (AA).

Taxiway Alfa-Alfa (AA) is not visible from the ATCT

Bridge Route

Taxi towards taxiway Alfa-Alfa (AA) taxi southbound on taxiway Alfa-Alfa (AA), and at Check-point-3 contact Ground Control on frequency 121.75, hold short of taxiway Charlie (C).

Taxiway Alfa-Alfa (AA) is not visible from the ATCT

Los Angeles International Airport (LAX)

Noise Abatement Procedures

Successive or simultaneous departures from Runways 24L/R and Runways 25 L/R are authorized, with course divergence beginning within 2 miles from the departure end of parallel runways, due to noise abatement restrictions.

Van Nuys Airport (VNY)

Van Nuys, California

Simultaneous Same Direction Operations

Van Nuys Air Traffic Control Tower has been granted a waiver that authorizes air traffic personnel to conduct simultaneous, same direction operations on parallel runways separated by less than 500 feet between centerlines for lightweight single-engine propeller driven aircraft and Category II and III twin engine propeller driven aircraft.

Application of Visual Separation for Aircraft Transitioning Between Phoenix Airport Traffic Control Tower and Phoenix Terminal Radar Approach Control

SUBJECT: Application of Visual Separation for Aircraft Transitioning Between Phoenix Airport Traffic Control Tower and Phoenix Terminal Radar Approach Control

CANCELLATION: April 6, 2013

FAA Joint Order 7110.65, Air Traffic Control, authorizes the application and use of visual separation between aircraft under the control of the same facility. In years past, air traffic controllers at some terminal facilities certified and worked in an approach control and associated airport traffic control tower. Over the past several decades, the Federal Aviation Administration has separated these functions at most locations and created a separate radar facility, known as a Terminal Radar Approach Control.

Phoenix Airport Traffic Control Tower and Phoenix Terminal Radar Approach Control are separate air traffic control facilities, each with their own independent air traffic control staff. In keeping with the spirit and intent of the regulations and rules governing the National Airspace System (NAS), the use of visual separation for aircraft transitioning between these facilities will be applied as if remaining under the control of one facility. There will be no change in the use or application of visual separation in the Phoenix Terminal Area and NAS users should not experience any change in operations.

If you have any questions regarding this procedure, please contact Curt Faulk, Operations Support Manager, Phoenix Terminal Radar Approach Control, at (602) 306-2514.

Alaska



Hawaii



MODE C INTRUDER ALERT SERVICES

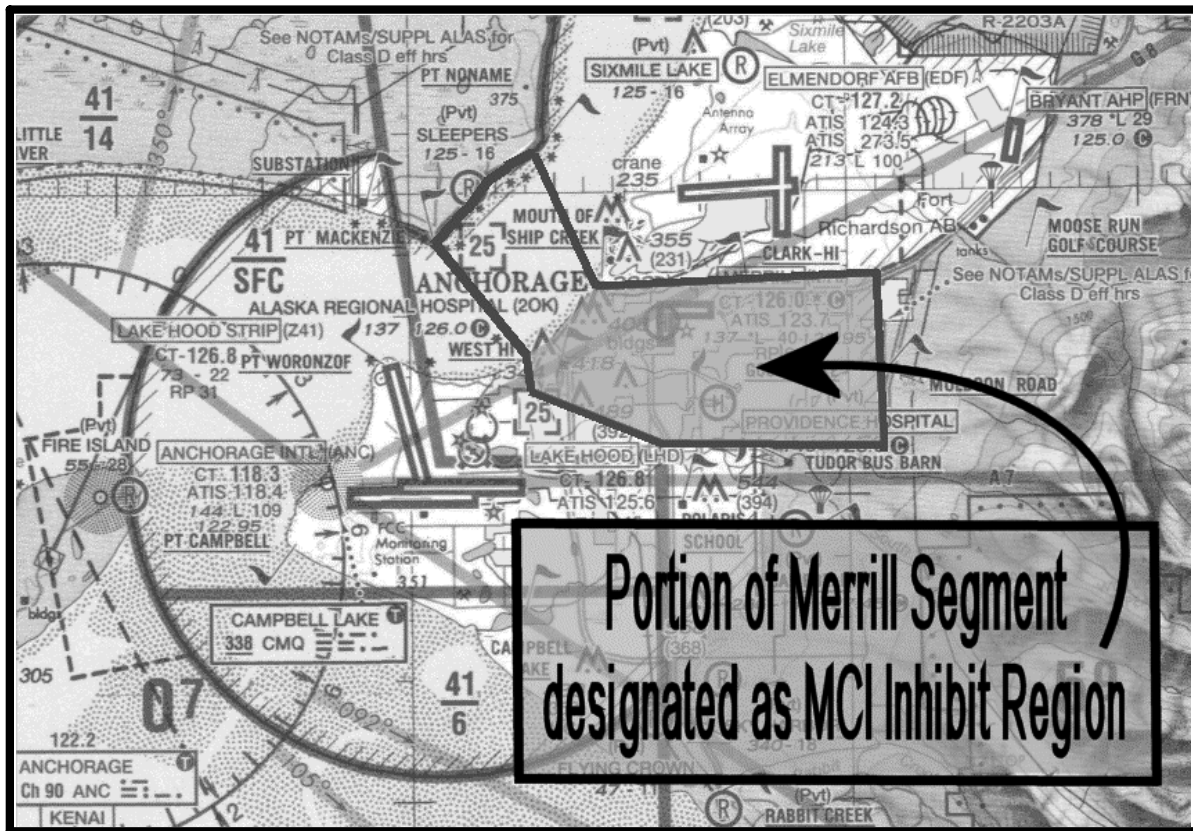
Merrill Field Airport

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

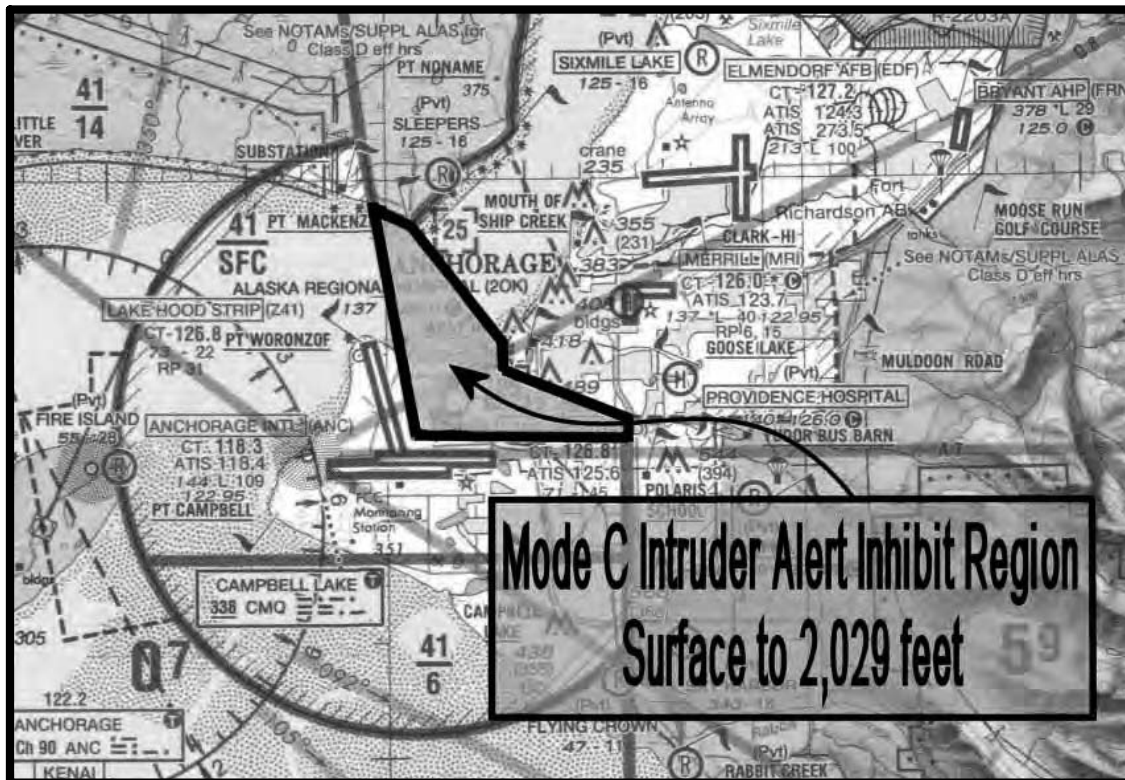
Lake Hood Seaplane Base

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.

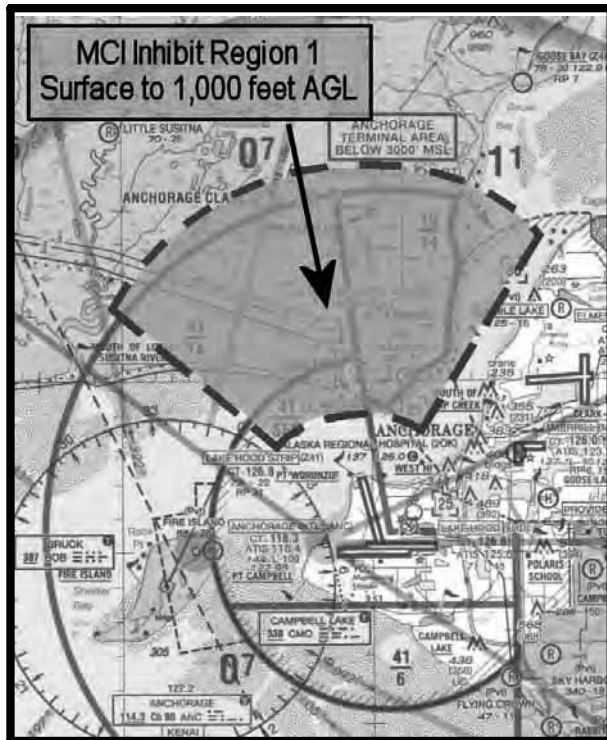
During periods of high air traffic activity in the vicinity of Point Mackenzie, Anchorage Approach Control may temporarily disable the Mode C Intruder Alert function within one or both of the following areas:

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).

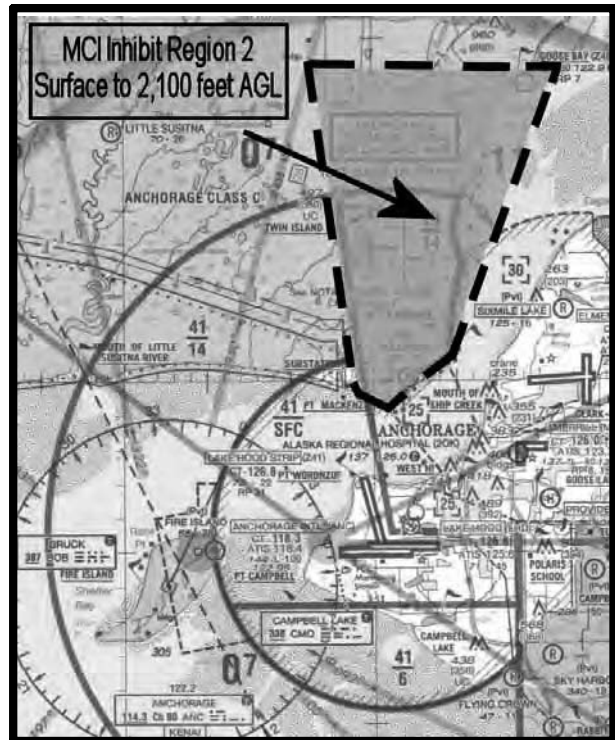
Region 2: From the surface up to and including 2,100 feet AGL within a polygon defined by the following latitude/longitude points:

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)

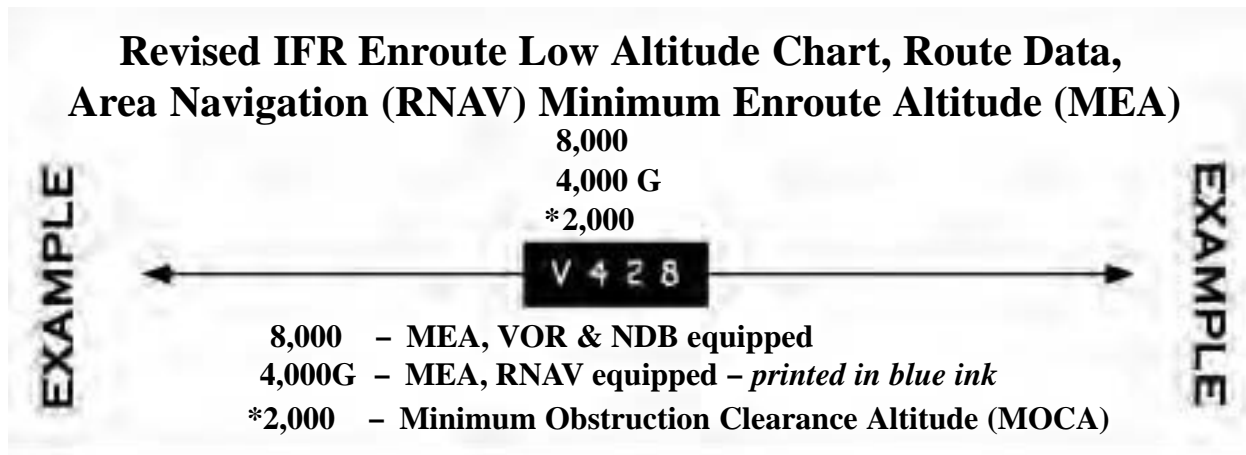
A message will be broadcast on the Anchorage ATIS, Lake Hood ATIS, and MRI ATIS when the Mode C Intruder Alert function is disabled.



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

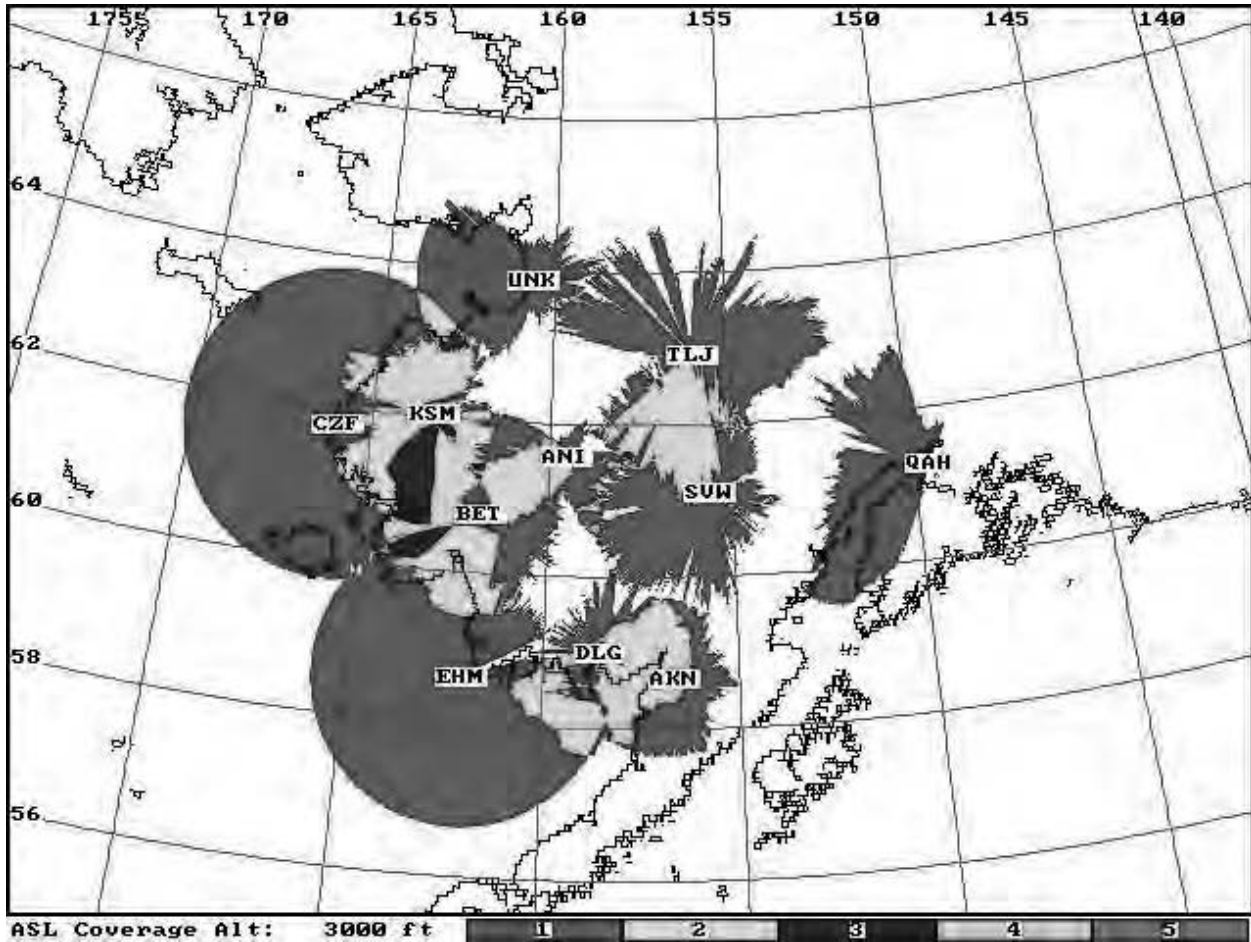
The Alaskan Region proposes to implement additional surveillance coverage to Automatic Dependent Surveillance-Broadcast (ADS-B) equipped aircraft in the Yukon Kuskokwim (Y-K) Region, Southwest Alaska.

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.

CURRENT OPERATIONAL SITES		
Bethel	BET	60-47-20N, 161-50-33W
Aniak	ANI	61-35-00N, 159-33-35W
St. Marys	SMA	62-03-33N, 163-17-21W
NEW SURVEILLANCE SITES		
Dillingham	DLG	59-00-03N, 158-32-53W
Unalakleet	UNK	63-53-18N, 160-47-48W
King Salmon	AKN	58-40-57N, 156-39-54W
Cape Newenham	EHM	58-38-05N, 162-03-25W
Cape Ramonzof	CZF	61-47-01N, 166-00-11W
Sparrevohn	SVW	61-06-22N, 155-36-20W
Tatalina	TLJ	62-58-07N, 156-00-38W

Projected GBT Coverage at 3,000 Feet Above Sea Level
Difference in shading reflects the number of GBTs in your line-of-sight.



(AAL-530 12/12/03)

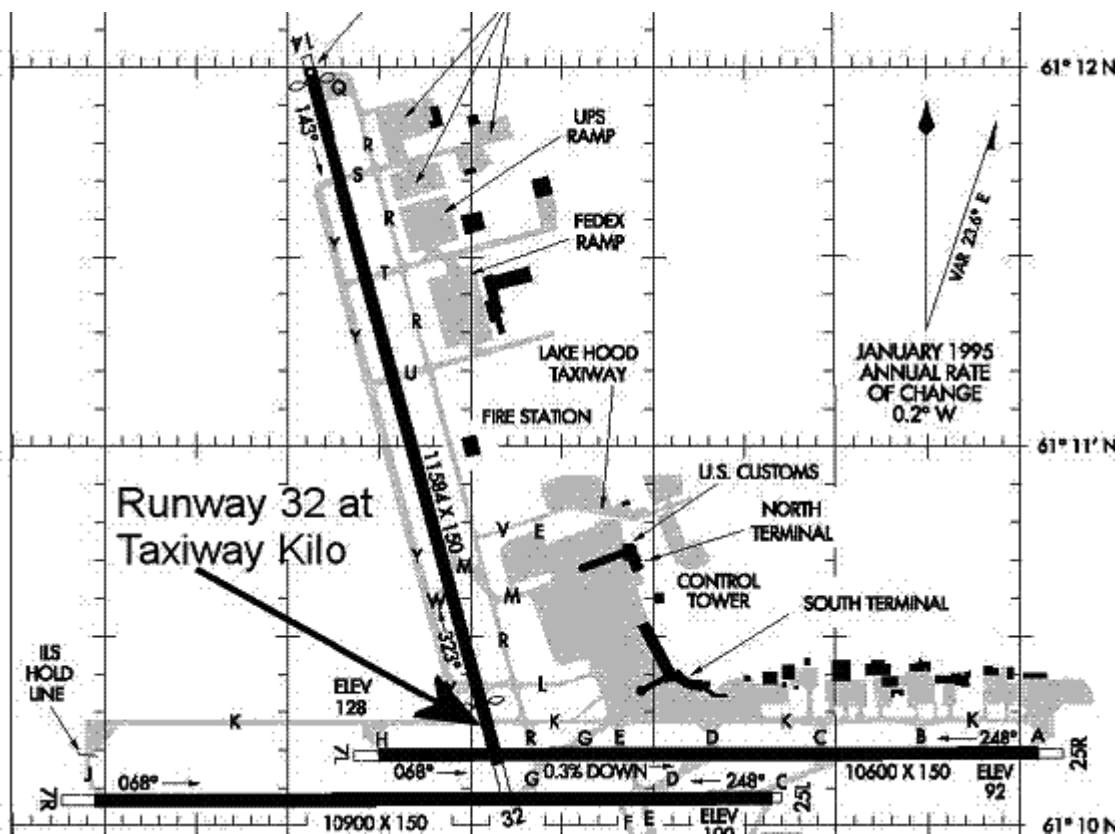
LINE UP AND WAIT OPERATIONS

Ted Stevens Anchorage International Airport

Anchorage, Alaska

LINE UP AND WAIT (LUAW) procedures are a tool used by air traffic control to expedite the movement of aircraft on an airport. Normally, LUAW 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 line up and wait from any other point on Runway 32.



**TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT
TRAFFIC CONTROL TOWER (ANC ATCT)
AND ANCHORAGE TERMINAL**

**RADAR APPROACH CONTROL (A11) VISUAL SEPARATION PROCEDURES
FOR AIRCRAFT TRANSITIONING BETWEEN ANCHORAGE ATCT AND A11**

FAA JO 7110.65 authorizes the application and use of Visual Separation between aircraft under the control of the same facility. Historically, in terminal facilities, air traffic controllers worked in an up/down environment, and would rotate throughout the RADAR room and the tower.

In recent years the Federal Aviation Administration has separated these functions at select locations, and has created a separate RADAR facility, known as a TRACON (Terminal RADAR Approach Control). This is the case at Anchorage, Alaska. ANC ATCT and A11 are two separate and distinct air traffic facilities, each with their own employees.

In keeping with the spirit and intent of the regulations and rules governing the National Airspace System, the use and application of Visual Separation for aircraft transitioning between the two facilities will continue as though the two facilities are one.

There will be no change in the use or application of Visual Separation in the Anchorage Terminal Area. Therefore, users of the National Airspace System should not see a difference and the flying community will not be affected.

Section 4. Major Sporting and Entertainment Events

Props
TYI V213 RIDGY

PREFERRED DEPARTURE ROUTES

Abbreviated departure clearances will be utilized in accordance with FAAO 7110.65. To help minimize delays it is important that pilots file IFR flight plans to their destination airports as follows:

DOV-ATL

Jets
DOVATLNP
DOV ENO V379 DEALE OTT FLUKY DCA246 PAUKI MOL FLCON7 ATL

Props
DOVATLNP
DOV ENO V16 LYH V222 ODF FLCON7 ATL

GED-ATL

Jets
GEDATLNP
GED ENO V379 DEALE OTT FLUKY DCA246 PAUKI MOL FLCON7 ATL

Props
GEDATLNP
GED ATR V308 CHOPS V16 LYH V222 ODF FLCON7 ATL

DOV-CLT

Jets
DOVCLTNP
DOV ENO V379 DEALE OTT HAFNR GVE LYH SUDSY4 CLT

Props
DOVCLTNP
DOV SBY V1 CCV DRIVE FKN V66 ARGAL GSO V143 GIZMO CLT

GED-CLT

Jets
GEDCLTNP
GED ENO V379 DEALE OTT HAFNR GVE LYH SUDSY4 CLT

Props
GEDCLTNP
GED SBY V1 CCV DRIVE FKN V66 ARGAL GSO V143 GIZMO CLT

DOV-EQY

Jets
DOVEQYNP
DOV ENO V379 DEALE OTT HAFNR GVE LYH SUDSY4 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 SUDSY4 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 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 BZM 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 SUG AWSON1

Props
DOVPDKNP
DOV ENO V16 LYH V222 SUG AWSON1

GED-PDK

Jets
GEDPDKNJ
GED ENO V379 DEALE OTT FLUKY DCA246 PAUKI MOL SUG AWSON1

Props
GEDPDKNP
GED ATR V308 CHOPS V16 LYH V222 SUG AWSON1

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
DOVSVHNP
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
GEDSVHNP
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
DOVTDFNP
DOV SBY J79 FKN RDU TDF

Props
DOVTDFNP
DOV SBY V1 CCV CCV236 FKN071 FKN V66 RDU TDF

GED-TDF

Jets
GEDTDFNP
GED SBY J79 FKN RDU TDF

Props
GEDTDFNP
GED SBY V1 CCV CCV236 FKN071 FKN V66 RDU TDF

DOV-V,JI

Jets

DOVVJINJ

DOV ENO V379 DEALE OTT FLUKY DCA246 PAUKI MOL PSK VJI

Props

DOVVJINP

DOV ENO V16 LYH V470 ROA PSK VJI

GED-V,JI

Jets

GEDVJINJ

GED ENO V379 DEALE OTT FLUKY DCA246 PAUKI MOL PSK VJI

Props

GEDVJINP

GED ATR V308 CHOPS V16 LYH V470 ROA PSK VJI

DOV-V,UJ

Jets

DOVVUJNJ

DOV ENO V379 DEALE OTT HAFNR GVE LYH NASCR1 VUJ

Props

DOVVUJNP

DOV SBY V1 ORF FKN NASCR1 VUJ

GED-V,UJ

Jets

GEDVUJNJ

GED ENO V379 DEALE OTT HAFNR GVE LYH NASCR1 VUJ

Props

GEDVUJNP

GED SBY V1 ORF FKN NASCR1 VUJ

Good Sam Roadside Assistance 500 SPRINT CUP NASCAR EVENT

SPECIAL AIR TRAFFIC PROCEDURES TALLADEGA, ALABAMA

October 4 - 7, 2012

NOTE: Special security procedures and restrictions remain in effect. Pilots are reminded to obtain current FDC and Local NOTAM information.

In anticipation of a large number of aircraft operating to and from the Talladega, Alabama area in conjunction with the Sprint Cup NASCAR competition, the following procedures will be used to enhance safety and minimize air traffic delays.

TRAFFIC MANAGEMENT INITIATIVES

The Federal Aviation Administration Air Traffic Control Systems Command Center (ATCSCC) may utilize traffic management initiatives for this event when arrival rates are expected to approach or exceed airport capacity. **Expect Departure Clearance Times (EDCT)** may be issued for all domestic, IFR arrivals to the following airports:

AIRPORT	IDENTIFIER
Talladega Municipal	ASN
Anniston Metropolitan	ANB
St. Clair County Airport	PLR

Aircraft assigned an EDCT will be expected to depart within 5 minutes of the assigned time. Aircraft unable to depart within 5 minutes of assigned EDCT shall advise ATC and request a new EDCT assignment. The program may be in effect:

October 7, 2012

0800 CDT (1300 UTC) through 1300 CDT (1800 UTC)

Traffic management initiatives for this event are designed to provide equitable airspace access. To maintain program integrity and minimize delays, airborne changes of destination to these airports will not be accepted, except in emergency situations. Duplicate flight plans (same call sign/multiple times) to these airports are subject to removal for the system.

TEMPORARY CONTROL TOWER

The Federal Aviation Administration will operate a temporary control tower at Talladega Municipal Airport (ASN) during the following dates and times:

DAY	DATE	TIME (CDT)	TIME (UTC)
Saturday	October 6, 2012	1000 – 1800	1500 - 2300
Sunday	October 7, 2012	0600 – 1900	1100 - 0000

FREQUENCIES / TELEPHONE ACCESS

ASN TOWER	
Tower	119.075
Ground Control	121.7
Clearance Delivery	125.275
ASN AWOS	118.425 or (256) 362-5847
ATIS	134.05

ANB & AFSS	
ANB Airport Advisory	123.6
ANB Clearance Delivery	124.55
ANB ASOS	119.675 or (256) 835-3931
En Route Weather (Airborne)	122.2 / 122.0

ARRIVAL PROCEDURES

Temporary flight restrictions may impact your arrival. Please see GENERAL INFORMATION. All aircraft monitor ATIS ON 134.05. Pilots should enter the traffic pattern with lights on and gear down. Maintain a pattern as close to the airport boundary as safety will allow. Pilots should be alert for specific landing point and runway exiting instructions. Expeditious compliance is requested. After exiting the runway, airport personnel will direct you to parking. There is a limited amount of paved parking and you may be directed to parking in grassy areas. Prompt compliance with airport ground crew directions is necessary to keep the runway clear of traffic.

NOTE: Pilots are encouraged to exercise extreme caution when entering the area around the Talladega Airport due to limited radar coverage, high minimum vectoring altitude (4,000 feet) and mountainous terrain in the ASN area.

VFR ARRIVALS

(Effective during hours of temporary tower operation)

Two-way radio is required. All aircraft monitor Talladega Tower frequency and contact the tower no earlier than 10 miles from the airport. Keep transmissions brief to reduce frequency congestion. Except for landing or takeoff, no aircraft will be permitted to operate within five miles of the Talladega Municipal Airport below 2,500 feet. Unless otherwise directed by the Tower, all traffic pattern entries should be made via a standard downwind entry. A left-hand pattern will be used for Runway 21 and a right hand pattern for Runway 03.

IFR ARRIVALS

Limited radar coverage exists in the Talladega area. To minimize delays and make the best use of the radar coverage west of Talladega, all aircraft may expect a visual approach if weather permits, or a VOR-A approach if weather requires. Expect radar vectors at or above 4000 to remain in radar coverage. Due to non-radar separation required below 4000, expect to be held at or above 4000 until approach clearance can be issued. If an instrument approach is required, aircraft will be cleared for a straight-in only approach to expedite traffic flow.

NOTE: On October 7, 2012, IFR aircraft inbound to PLR, ANB, and ASN between 1600 and 1900 CDT (2100-0000 UTC) may expect a 2-3 hour delay due to departure traffic off ASN. All aircraft inbound to these airports should plan to arrive before 1600 CDT or after 1900 CDT.

PREFERRED IFR ARRIVAL ROUTES / ALTITUDES
(Effective Thursday, October 4, 2012 through Sunday, October 7, 2012)

Aircraft destined ASN, ANB and PLR from the following airports should file:

HKY / SVH:

TYPE ACFT	ROUTE	ALTITUDE
Turbo-Jet	BZM..SPA..AHN..ATL..TDG..	At or below FL220
Prop/turboprop	BZM..SUG..HRS..GQO..GAD..TDG..	At or below FL220

CLT:

TYPE ACFT	ROUTE	ALTITUDE
Turbo-Jet (RNAV)	DEBIE6.BGRED..ATL..TDG..	At or below FL220
Turbo-Jet (Non-RNAV)	BOB5.DEBIE..AHN052.AHN..ATL..TDG..	At or below FL220
Prop/turboprop	PITTY..SUG..HRS..GQO..GAD..TDG..	At or below FL220

JQF / RUQ:

TYPE ACFT	ROUTE	ALTITUDE
Turbo-Jet	BOB5.DEBIE..AHN052.AHN..ATL..TDG..	At or below FL220
Prop/turboprop	PITTY..SUG..HRS..GQO..GAD..TDG..	At or below FL220

GSO:

TYPE ACFT	ROUTE	ALTITUDE
Turbo-Jet (RNAV)	GALLA..DEBIE..BGRED..ATL..TDG..	At or below FL220
T u r b o - J e t (Non-RNAV)	GALLA..SPA..AHN..ATL..TDG..	At or below FL220
Prop/turboprop	YADKI..BZM..SUG..HRS..GQO..GAD..TDG..	At or below FL220

INT:

TYPE ACFT	ROUTE	ALTITUDE
Turbo-Jet (RNAV)	BOTTM..BZM..DEBIE..BGRED..ATL..TDG..	At or below FL220
T u r b o - J e t (Non-RNAV)	BOTTM..BZM..SPA..AHN..ATL..TDG..	At or below FL220
Prop/turboprop	YADKI..BZM..SUG..HRS..GQO..GAD..TDG..	At or below FL220

MTV:

TYPE ACFT	ROUTE	ALTITUDE
Turbo-Jet	BZM..SPA..AHN..ATL..TDG..	At or below FL220
Prop/turboprop	YADKI..BZM..SUG..HRS..GQO..GAD..TDG..	At or below FL220

EXX:

TYPE ACFT	ROUTE	ALTITUDE
Turbo-Jet	BZM..SPA..AHN..ATL..TDG..	At or below FL220
Prop/turboprop	BZM..SUG..HRS..GQO..GAD..TDG..	At or below FL220

TRI / VJI:

TYPE ACFT	ROUTE	ALTITUDE
All Aircraft	HMV..VXV..GQO..GAD..TDG..	At or below FL220

AVL:

TYPE ACFT	ROUTE	ALTITUDE
All Aircraft	HRS..GQO..GAD..TDG..	At or below FL220

Aircraft operating between VXV and ODF with departure points not identified in the above tables expect routing via: GAD..TDG..DEST

Aircraft operating between GRD and ODF with departure points not identified in the above tables expect routing via:

AOA 15,000 - AHN..ATL..TDG..DEST

AOB 14,000 – expect routing around Atlanta Approach airspace

RNAV aircraft operating north of the ASN area expect routing via: RQZ..VUZ..TDG..DEST

DEPARTURE PROCEDURES

Due to their close proximity and limited radar coverage, ASN, ANB, and PLR are considered one airport for departure clearances purposes.

Temporary flight restrictions may impact your departure. Please see GENERAL INFORMATION.

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

On October 7, 2012, all IFR aircraft departing **after** the race and prior to 1800 LCL, are requested to file flight plans with a **1530 LCL (2030Z)** proposed departure time. This process allows time for Birmingham Approach Control to route the flight plan to the temporary tower and will help minimize departure delays. Flight plans will be available for 4 hours after proposal time.

RUNWAY 21 TAXI PROCEDURE

- Aircraft parked in the grass between the airport and the racetrack, taxi to the STOP sign located between taxiways A2 and A3 via the designated taxi route. Airport diagrams are included below for planning purposes. Once number one at the STOP sign, call ground control on 121.7.
- Aircraft parked on the ramp adjacent to the FBO may taxi via either “A2” or “A1” to the stop signs short of “Alpha.” Once number one at the STOP sign, call ground control on 121.7.

- Do not pass the STOP sign until instructed by ground control. On initial contact advise ground control of aircraft call sign, type aircraft, assigned beacon code (if IFR), direction of departure (if VFR), and ATIS code.
- Taxi as instructed.
 1. IFR – Aircraft that have not received clearances from the FBO call clearance delivery on 125.275 prior to reaching the STOP sign. After receiving taxi instructions from ground to pass STOP sign monitor tower on 119.075
 2. VFR – Once you have received taxi instructions from ground to pass the STOP sign monitor tower on 119.075
- Aircraft operating IFR, monitor – do not call – tower on 119.075 after receiving IFR clearance.
- Tower will consider aircraft ready for departure when number 1 for assigned runway.

NOTE: Sunday, October 7, 2012, IFR clearances will also be available at the FBO thirty minutes prior to the filed proposed departure time. A filing time of 1530 LCL (2030Z) is requested for aircraft planning to depart after race completion. Users are encouraged to secure their clearance via the FBO. This will reduce frequency congestion and expedite the overall departure process. Flight plans will be available for 4 hours after proposal time. If you get your clearance in the FBO, please respond to Ground Control by stating “IFR, with clearance, beacon code _ _ _ _.”

The goal of these procedures is to reduce frequency congestion and provide ATC a method of sequencing all flights and spacing same direction flights. It is critical that pilots only monitor the correct frequency.

RUNWAY 3 TAXI PROCEDURE

- All aircraft taxi to and hold short of Alpha taxiway. Stop signs will be located at A1, A2, A3, and A4. Airport diagrams are included below for planning purposes.
- Do not enter Alpha taxiway or pass the STOP signs until instructed by ground. Once number one at the STOP sign, advise ground control of aircraft call sign, type aircraft, assigned beacon code (if IFR), or direction of departure (if VFR), and ATIS code.
- Taxi as instructed.
 1. IFR – Aircraft that have not received clearances from the FBO, call clearance delivery on 125.275 prior to reaching the STOP sign. After receiving taxi instructions from ground to pass STOP sign monitor tower on 119.075
 2. VFR – Once you have received taxi instructions from ground to pass the STOP sign monitor tower on 119.075.
- Aircraft operating IFR, monitor – do not call – tower on 119.075 after receiving IFR clearance.
- Tower will consider aircraft ready for departure when number 1 for assigned runway.

NOTE: Sunday, October 7, 2012, IFR clearances will also be available at the FBO thirty minutes prior to the filed proposed departure time. A filing time of 1530 LCL (2030Z) is requested for aircraft planning to depart after race completion. Users are encouraged to secure their clearance via the FBO. This will reduce frequency congestion and expedite the overall departure process. Flight plans will be available for 4 hours after proposal time. If you get your clearance in the FBO, please respond to Ground Control by stating “IFR, with clearance, beacon code _ _ _ _.”

The goal of these procedures is to reduce frequency congestion and provide ATC a method of sequencing all flights and spacing same direction flights. It is critical that pilots only monitor the correct frequency.

PREFERRED IFR DEPARTURE ROUTES
(Effective Sunday, October 7, 2012)

Note: Due to the complexity and volume associated with this event, pilots may anticipate dynamic reroutes and altitude assignments that will allow an orderly transition of all users outbound from the effected airports. This may be especially relevant for aircraft landing in the Charlotte terminal area. Eastbound aircraft may expect initial routing via the TDG 110 radial or the TDG 065 radial as traffic dictates. Check current NOTAM's for possible modifications to effective dates / times.

Aircraft departing ASN, ANB, and PLR for the following destinations should file via:

DESTINATION	ROUTE
CLT / JQF / RUQ	..ATL.UNARM1..
HKY / SVH	..GAD..GQO..VXV..BZM..
GSO / INT	..GAD..GQO..VXV..GZG.BROOK2.
EXX	..GAD..GQO..VXV..BZM..
MTV	..GAD..GQO..VXV..HMV..
TRI / VJI	..GAD..GQO..VXV..HMV..
Destinations north of a line from GAD to LVT (examples – 07C, 3I3, BMG, ENW, HNB, UMP, SDF, JYV, OEB, RID, PTK – this is not a complete listing of airports that fit the criteria)	..SNEAR..RQZ
Destinations north of a line from LVT to BKW (examples – LUK, LEX, HTS, PBX, MGW – this is not a complete listing of airports that fit the criteria)	..GAD..RQZ..SYI

Note: Dependent upon traffic and weather conditions at JQF on October 7, 2012, users may receive a routing over ATL..IRQ..CAE..CTF.NASCR1.JQF

ANB IFR DEPARTURES

Aircraft departing ANB shall request a clearance through Birmingham ATCT on 124.55. Expect the same route procedures as aircraft departing ASN. Due to the close proximity of ANB, ASN, and PLR, these airports are treated as one for the purposes of issuing an IFR departure clearance.

VFR /IFR PICKUP PROCEDURES

(For aircraft departing ASN, ANB, and PLR)

Due to the extremely high volume of traffic in the Talladega area, follow these procedures unless an emergency situation exists:

- DO NOT request IFR pickup below 5,000 feet MSL, due to radar coverage. If ceilings are below 5,000, you should depart IFR. Use caution for mountainous terrain.
- DO NOT call Birmingham Approach until at least 15 miles from ASN. DO NOT call any Atlanta Center frequency until at least 20 miles east of ASN, or above 10,000 feet if westbound.

- **Aircraft are cautioned to remain clear of the Atlanta Class B airspace. IFR pickup within 40 NM of ATL will be extremely limited due to the high volume of turbojet / turboprop arrivals to Hartsfield.**
- Squawk 1200 on departure.
- If planning an IFR pick-up, ensure that an IFR flight plan is on file with Flight Service.
- IFR air filed clearances will not be accepted within 100 miles of ASN except in emergency situations.

AFTER DEPARTURE
Aircraft AT OR BELOW 10,000

BETWEEN	FACILITY	FREQUENCY
TDG 328 radial --- 023 radial	ATLANTA CENTER	127.3
TDG 024 radial --- 110 radial	ATLANTA CENTER	133.8
TDG 111 radial --- 138 radial	ATLANTA APPROACH	125.5
TDG 139 radial --- 164 radial	ATLANTA CENTER	120.45
TDG 165 radial --- 200 radial	MONTGOMERY APCH	121.2
TDG 201 radial --- 327 radial	BIRMINGHAM APCH	123.8

Aircraft ABOVE 10,000

BETWEEN	FACILITY	FREQUENCY
TDG 261 radial --- 023 radial	ATLANTA CENTER	127.3
TDG 024 radial --- 055 radial	ATLANTA CENTER	132.05
TDG 056 radial --- 110 radial	ATLANTA CENTER	134.95
TDG 111 radial --- 190 radial	ATLANTA CENTER	120.45
TDG 191 radial --- 260 radial	ATLANTA CENTER	132.25

GENERAL INFORMATION

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

Be aware of the National Security Area (NSA) northeast of Talladega. Pilots are requested to avoid flight at and below 5000 ft AGL in this area. Additional Temporary Flight Restrictions (TFR) may be in effect for the area. TFR information is disseminated via FDC NOTAM. Pilots should ensure they receive a thorough briefing on all NOTAMS in the vicinity of Talladega.

TALLADEGA MUNICIPAL AIRPORT (ASN)

Parking Information

The Talladega Airport has implemented a parking reservation program. All aircraft are requested to arrange for a parking slot prior to landing from October 4, 2012 through October 7, 2012. Parking fees are as follow: jets \$300, twins \$200 and singles \$100. Parking reservations may be obtained by calling the Talladega Municipal Airport at 256-761-4815 weekdays between the hours of 0800-1600 CDT.

LOCKHEED MARTIN FLIGHT SERVICES

Pilot briefing and flight planning services are available by telephoning Lockheed Martin Flight Services. For a briefer, dial: 1-800-WX-BRIEF (1-800-992-7433). Press 1 or say "Briefer", then press 2-5-2 or say "Alabama"

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

Direction from Talladega, Alabama

North	122.2 MHz
East	122.6 MHz
Southeast	122.65 MHz
South	122.55 MHz
Northwest	123.65 MHz

In-flight pilot reports are encouraged on these frequencies or 122.0

**SYLVANIA 300
NASCAR SPRINT CUP SERIES EVENT
NEW HAMPSHIRE MOTOR SPEEDWAY**

**Loudon, New Hampshire
September 20-23, 2012**

In anticipation of a large number of aircraft operating to and from the Loudon area in conjunction with New Hampshire Motor Speedway events, the following procedures will be used to enhance safety and minimize air traffic delays. The procedures are effective for the following airports:

Airport	Identifier
Laconia Municipal	LCI
Concord Municipal	CON
Manchester	MHT

MANCHESTER CLASS “C” AIRSPACE

Due to air traffic volume, complexity and frequency congestion, practice instrument approach requests may incur large delays or be unavailable. VFR pilots should contact Boston Approach on the following frequencies **at least 20 miles** outside of the Manchester Airport for Class C service:

Location	Altitude	Frequency
Nashua Area	4,500 – 10,000 MSL	134.75
Manchester Area	4,500 – 10,000 MSL	134.75
Concord Area	4,500 – 10,000 MSL	134.75
Laconia Area	at or below 10,000 MSL	134.75
Nashua Area	at or below 4,000 MSL	124.9
Manchester Area	at or below 4,000 MSL	124.9
Concord Area	at or below 4,000 MSL	124.9
Pease Area	at or below 10,000 MSL	125.05

ARRIVALS

In order to minimize delays, pilots are encouraged to close their IFR flight plans with Boston Approach Control while airborne or promptly upon arrival via:

Airport	Frequency
LCI RCO	119.85
CON RCO	133.65

PREFERRED ARRIVAL ROUTES**FROM CLEVELAND ARTCC AREA:**

JHW J82 ALB CAM V542 JAMMA LCI/CON
 JHW J82 ALB POPPP1 MHT

FROM THE GSO AREA:**(Turbojets AOA FL 290)**

GSO QUAK3 CREWE J14 PXT J191 RBV J222 JFK ALB CAM V542 JAMMA LCI/CON
 GSO QUAK3 CREWE J14 PXT J191 RBV J222 JFK ALB POPPP1 MHT

(AOA FL240 Through FL280)

GSO QUAK3 CREWE J51 FAK J109 MIROY PSB J49 ALB CAM V542 JAMMA LCI/CON
 GSO QUAK3 CREWE J51 FAK J109 MIROY PSB J49 ALB POPPP1 MHT

(AOB FL230)

GSO QUAK3 ROA ESL JST ELZ SYR ALB CAM V542 JAMMA LCI/CON
 GSO QUAK3 ROA ESL JST ELZ SYR ALB POPPP1 MHT

FROM THE CLT AREA:**(Turbojets AOA FL 290)**

MERIL RDU J207 FKN J79 JFK ALB CAM V542 JAMMA LCI/CON
 MERIL RDU J207 FKN J79 JFK ALB POPPP1 MHT

(AOA FL240 Through FL280)

MERIL RDU248 FLOPS J51 FAK J109 MIROY PSB J49 ALB CAM V542 JAMMA LCI/CON
 MERIL RDU248 FLOPS J51 FAK J109 MIROY PSB J49 ALB POPPP1 MHT

OR

MERIL RDU J209 ORF J174 HTO J55 BOS BOS060041 WEEZE PSM LCI/CON
 MERIL RDU J209 ORF J174 HTO J55 BOS BOS060041 WEEZE PSM MHT

OR

HUGO2 (HUG2) GIPPR TRANSITION RDU J209 ORF J121 HTO J55 BOS BOS060041 WEEZE PSM
 LCI/CON

HUGO2 (HUG2) GIPPR TRANSITION RDU J209 ORF J121 HTO J55 BOS BOS060041
 WEEZE PSM MHT

(AOA FL240 North of a GSP to GSO line)

PSK J53 RICCS MGW JST PSB J49 ALB CAM V542 JAMMA LCI/CON
 PSK J53 RICCS MGW JST PSB J49 ALB POPPP1 MHT

(AOB FL230 North of a GSP to GSO line)

PSK ESL JST ELZ SYR ALB CAM V542 JAMMA LCI/CON
 PSK ESL JST ELZ SYR ALB POPPP1 MHT

(AOB FL230 South of a GSP to GSO line)

GIPPR SDZ SBV ESL JST ELZ SYR ALB CAM V542 JAMMA LCI/CON
 GIPPR SDZ SBV ESL JST ELZ SYR ALB POPPP1 MHT

(AOA FL240 FROM ALONG THE EASTERN COAST)

ORF J174 HTO BOS BOS060041 WEEZE PSM LCI/CON
 ORF J174 HTO BOS BOS060041 WEEZE PSM MHT

IFR DEPARTURES

To help minimize delays, it is important that pilots filing IFR flight plans file preferred routes to their destination airport. **Flight plans should be filed no later than 1600 UTC** (12 pm local) with a proposed departure time of 1600 UTC. **ATC** will amend the proposed departure time if necessary. Preferred Departure Routes have been created to assist in IFR Flight Plan filing and to provide users an efficient transition to the en route environment, thus reducing airborne delays and reroutes. These routes will be posted in FBOs located in the Concord and Laconia airports. Routes will also be available through the following:

FACILITY	PHONE
Lockheed Martin AFSS	(800) 992-7433
Boston ARTCC Traffic Management Unit	(603) 879-6666
Washington ARTCC Traffic Management Unit	(703) 771-3504

Due to air traffic complexity, volume, and airspace restrictions, aircraft filing routes that include J6, Q406, J48, Q448, J75, J77, J80 and Q480 west of the New York Metropolitan area (in the vicinity of SAX and CMK VORs) may experience tactical delays and/or reroutes. Pilots flying at altitudes 11,000 MSL through 17,000 MSL should file the preferred routes associated with those altitudes. Pilots filing Tower Enroute Control (TEC) routes at 10,000 MSL and below should file approved routes which transition through the New York and Washington Metropolitan areas (listed in the Airports/Facility Directory). Flights to unlisted destination airports should use a route to a nearby NAVAID or airport listed in the route guide. **Except for emergencies, air filed flight plans and VFR departures requesting an IFR clearance may encounter considerable airborne delay.**

DEPARTURE PROCEDURES

(Sunday, September 23, 2012)

LACONIA, NH:

To obtain an IFR clearance, pilots should visit (in person) the customer service desk located at Airport Manager's counter in the terminal building to receive their hard copy. Utilize UNICOM 123.0 for airport movement and advise Start of Taxi to ATC via Boston Approach Clearance Delivery on the Laconia Remote Communication Outlet (RCO), frequency 119.85, providing Call Sign, CID, and revision number if issued.

To receive an IFR release, contact Boston Approach Clearance Delivery via the Laconia RCO with the following information: Report when number one for departure. Clearance Delivery will establish departure sequence and issue releases on the Laconia RCO frequency. **Pilots are expected to fly the published IFR departure procedures**, if applicable. Due to limited radar coverage, subsequent departures can expect releases when the previous departures leave 3,000 feet.

CONCORD, NH:

To obtain an IFR clearance, pilots should visit (in person) the customer service desk located in the Concord Aviation Services hangar to receive their hard copy. Utilize UNICOM 122.7 for airport movement and advise Start of Taxi to ATC (If departing RWY 17, advise which side, East or West, you'll approach the runway from) via Boston Approach Clearance Delivery on the Concord Remote Communication Outlet (RCO), frequency 133.65, providing Call Sign, CID, and revision number if issued.

To receive an IFR release, pilots should contact Boston Approach Clearance Delivery, via the Concord RCO with the following information: Report when number one for departure. Clearance Delivery will establish

departure sequence and issue releases on the Concord RCO frequency. **Pilots are expected to fly the published IFR departure procedures**, if applicable. Due to limited radar coverage, subsequent departures can expect releases when the previous departures leave 2,000 feet.

PREFERRED IFR DEPARTURE ROUTES

ABE ALLENTOWN, PA

CAM ALB V449 LHY V93 LVZ V613 FJC ABE

CAM ALB DNY LHY LVZ V613 FJC ABE

ACK NANTUCKET, MA

(AOA 110) PSM SCUPP LFV ACK

AGC ALLEGHENY COUNTY, PA

(000-170) CAM ALB V449 LHY V58 FQM V226 ETG REC MKP AGC

(AOA FL180) CAM ALB HNK J217 ETG REC MKP AGC

AVL ASHEVILLE, NC

(110-170) CAM ALB V449 MIP SEG V31 HAR V377 MOL V143 LYH V222 SUG AVL

(FL180-230) CAM ALB HNK J49 PSB J78 HVQ AVL

(AOA FL240) CAM ALB J6 BWZ PTW J48 MOL J22 PSK SUG AVL

*(AOA FL240) CAM ALB J6 HVQ AVL

AVP WILKES-BARRE/SCRANTON, PA

(110-170) CAM ALB V449 LHY LVZ AVP

(AOA FL180) CAM ALB LHY LVZ AVP

BAK COLUMBUS, IN

(AOA FL180) CAM SYR J29 ROD DQN RID BAK

BCT BOCA RATON, FL

(AOA FL180) PPORT SHOEL RBELA JJIMY ORW CCC GEDIC J174 CHS J79 OMN CAYSL2 BCT

BLM BELMAR, NJ

(110-170) CAM ALB V449 LHY V93 LVZ V29 PTW BLM

(110-170) PSM SCUPP LFV SEY HTO V139 MANTA V276 CASVI BLM

BNA NASHVILLE, TN

(110-170) CAM ALB V449 LHY V58 PSB V35 HVQ V115 AZQ V140 BNA

(FL180-230) CAM ALB HNK J49 PSB J78 HVQ J6 YOCKY GUITR4 BNA

(AOA FL240) CAM ALB J6 YOCKY GUITR4 BNA

BWG BOWLING GREEN, KY

(110-170) CAM ALB V449 LHY V58 PSB V35 HVQ V112 BWG

(FL180-230) CAM ALB HNK J49 PSB J78 HVQ J6 BWG

(AOA FL240) CAM ALB J6 BWG

CAE COLUMBIA, SC

(110-170) CAM ALB V449 MIP SEG V31 HAR V377 MOL V143 GSO CLT V37 CAE

(FL180-230) CAM ALB HNK J49 PSB J78 HVQ J85 SPA CAE

(AOA FL240) CAM ALB CMK J75 CAE

*(AOA FL240) CAM ALB J6 HVQ J85 SPA CAE

CAK AKRON-CANTON, OH

(110-170) CAM ALB V449 LHY V58 FQM V226 CIP V30 ACO CAK
 (AOA FL180) CAM ALB HNK J49 PSB PSB292 YNG V542 ACO CAK

CEW CRESTVIEW, FL

(AOA FL240) CAM ALB CMK J75 TAY CEW

CHA CHATTANOOGA, TN

(110-170) CAM ALB V449 MIP SEG V31 HAR V377 HGR V501 MRB V143 GIZMO FML CHA
 (FL180-230) CAM ALB HNK J49 PSB J78 HVQ VXV CHA
 (AOA FL240) CAM ALB J6 BWZ PTW J48 MOL J22 VXV CHA
 *(AOA FL240) CAM ALB J6 HVQ VXV CHA

CHS CHARLESTON, SC

(110-170) PSM SCUPP Lfv SEY HTO V139 CCV V1 CHS
 (AOA FL180) PPORT SHOEL RBELA JJIMY ORW CCC CCC215 J174 ORF J121 ISO AMYLU1 CHS

CLT CHARLOTTE, NC

(110-170) CAM ALB V449 MIP SEG V31 HAR V377 HGR V501 MRB V143 GIZMO CLT
 (FL180-230) CAM ALB HNK J49 PSB J78 HVQ JOHNS3 CLT
 /A use SHINE6
 (AOA FL240) CAM ALB CMK J75 GVE LYH SUDSY4 CLT
 /A use MAJIC1
 (AOA FL240) PPORT SHOEL JJIMY ORW CCC CCC215 J174 ORF J121 J4 FLO HUSTN2 CLT
 *(AOA FL240) CAM ALB J6 HVQ JOHNS3 CLT

COU COLUMBIA, MO

CAM J547 SYR J29 ROD VHP J110 STL COU

CRE NORTH MYRTLE BEACH, SC

(110-170) PSM SCUPP Lfv SEY HTO V139 CCV V1 CRE
 (AOA FL180) PPORT SHOEL RBELA JJIMY ORW CCC CCC215 J174 ILM CRE

CRW CHARLESTON, WV

(110-170) CAM ALB V449 LHY V106 JST V35 CRW
 (FL180-230) CAM ALB HNK J49 PSB J78 HVQ CRW
 (AOA FL240) CAM ALB J6 HVQ CRW

CSG COLUMBUS, GA

(000-170) CAM ALB V449 MIP SEG V31 HAR V377 HGR V501 MRB V143 GSO BZM SUG V222
 WOMAC CSG
 (FL180-230) CAM ALB HNK J49 PSB J78 HVQ J145 ODF CSG
 (AOA FL240) CAM ALB J6 BWZ PTW J48 ODF CSG

CVG COVINGTON, KY

(000-170) CAM ALB V449 LHY V106 JST V12 APE V5 CVG
 (AOA FL180) CAM J547 SYR JOSSY MAULL KODIE CTW TIGRR2 CVG

CXY HARRISBURG, PA

(000-170) CAM ALB V449 LHY V93 DUMMR V162 HWANG CXY
 (AOA FL180) CAM DNY LHY V93 DUMMR V162 HWANG CXY

DAB DAYTONA BEACH, FL

(AOA FL180) PPORT SHOEL RBELA JJIMY ORW CCC CCC215 J174 ORF J121 CHS J79 OMN DAB

DET DETROIT CITY, MI
(AOA FL180) CAM SYR J547 YXU GOHMA2 DET

EAU EAU CLAIRE, WI
CAM SYR J547 BUF YWT J63 TVC J522 GRB EAU

EGE EAGLE, CO
(AOA FL180) CAM J547 SYR J29 DJB J60 LNK HCT AKO AVVVS EGE

EMI WESTMINSTER, MD
(110-170) CAM ALB V449 LHY V93 LRP V457 EMI
(FL180-230) CAM ALB DNY LHY V93 LRP V457 EMI
(AOA FL240) CAM ALB J6 BWZ PTW J48 EMI

EMV EMPORIA, VA
(000-170) PSM SCUPP LFV SEY HTO V308 ATR V1 SBY PXT EMV
(000-170) CAM ALB V449 LHY LVZ V29 SBY PXT EMV

EXX LEXINGTON, NC
(110 -170) CAM ALB V449 MIP SEG V31 HAR V377 MOL V143 GIZMO EXX
(FL180-230) CAM ALB HNK J49 PSB J78 HVQ PSK EXX
(AOA FL240) CAM ALB CMK J75 GVE J37 LYH EXX
*(AOA FL240) CAM ALB J6 HVQ PSK EXX

FLO FLORENCE, SC
(110-230) CAM ALB V449 MIP SEG V31 HAR V377 HGR V501 MRB V3 FLO
(110-170) PSM SCUPP LFV SEY HTO V139 FLO
(AOA FL180) PPORT SHOEL RBELA JJIMY ORW CCC CCC215 J174 ORF J121 ISO FLO

FOK SUFFOLK COUNTY, NY
(060-100) MHT GDM V14 ORW V308 HTO FOK
(110-170) CAM ALB NELIE1 FOK

FTY FULTON COUNTY, GA
(000-170) CAM ALB V449 LHY V93 LRP V143 GSO BZM SUG V222 WOMAC FTY
(FL180-230) CAM ALB HNK J49 PSB J78 HVQ J145 ODF FTY
(AOA FL240) CAM ALB J6 BWZ PTW J48 ODF FTY

GSO GREENSBORO, NC
(110-170) CAM ALB V449 MIP SEG V31 HAR V377 HGR V501 MRB V143 LYH V222 HENBY GSO
(FL180-230) CAM ALB HNK J49 PSB J78 HVQ PSK SMOKN3 GSO
(AOA FL240) CAM ALB CMK J75 GVE J37 LYH HENBY2 GSO
*(AOA FL240) CAM ALB J6 HVQ PSK SMOKN3 GSO

GVL GAINESVILLE, GA
(110-170) CAM ALB V449 MIP SEG V31 HAR V377 ESL V4 EKN V37 PSK V136 SOT HRS GVL
(FL180-230) CAM ALB HNK J49 PSB J78 HVQ J145 ODF GVL
(AOA FL240) CAM ALB J6 BWZ PTW J48 ODF GVL
*(AOA FL240) CAM ALB J6 HVQ J145 ODF GVL

HKY HICKORY, NC
(110-170) CAM ALB V449 MIP SEG V31 HAR V377 MOL V143 LYH BZM HKY
(FL180-230) CAM ALB HNK J49 PSB J78 HVQ V133 BZM HKY
(AOA FL240) CAM ALB CMK J75 GVE J37 LYH BZM HKY

*(AOA FL240) CAM ALB J6 HVQ V133 BZM HKY

HPN WESTCHESTER COUNTY, NY
(ALL) CAM ALB V157 HAARP HPN

HTO EAST HAMPTON, NY
(000-170) PWL V44 DENNA V374 BETHA HTO
(000-170) PSM SCUPP Lfv SEY V268 HTO

IAD DULLES, VA
(000-230) CAM ALB V449 MIP SEG SEG3 IAD
(AOA FL240) CAM ALB HYPER4 IAD

ILG WILMINGTON, DE
(ALL) CAM ALB V449 LHY ETX PTW V29 DQO ILG

ILM WILLMINGTON, NC
(110-170 O/LAND) CAM ALB V449 LHY V106 LVZ V29 SBY V1 ISO ILM
(110-170 O/WATER) PSM SCUPP Lfv SEY HTO V139 ILM
(AOA FL180) PPORT SHOEL RBELA JJIMY ORW CCC CCC215 J174 ILM

IND INDIANAPOLIS, IN
(110-170) CAM ALB V449 LHY V58 FQM V226 CIP V30 ACO MFD V542 ROD IND
(AOA FL180) CAM SYR J29 ROD CLANG5 IND

INT WINSTON-SALEM, NC
(110-170) CAM ALB V449 LHY V93 LRP V39 SBV V266 GSO INT
(FL180-230) CAM ALB J49 PSB J78 HVQ PSK SMOKN3 INT
(AOA FL240) CAM ALB CMK J75 GSO INT
*(AOA FL240) CAM ALB J6 HVQ PSK SMOKN3 INT

ISO KINSTON, NC
(110-170 O/LAND) CAM ALB V449 LHY V106 SEG V31 HAR V377 MOL LVL ISO
(110-170 O/WATER) PSM SCUPP Lfv SEY HTO V139 CCV V1 ORF ISO
(AOA FL240) PPORT SHOEL RBELA JJIMY ORW CCC CCC215 J174 ORF J121 ISO

JEF JEFFERSON CITY, MO
CAM SYR J29 ROD VHP SUS
CAM ALB J6 JEFFF Q480 AIR J110 VHP SUS

JQF CONCORD, NC
(110-170) CAM ALB V449 MIP SEG V31 HAR V377 MOL V143 LYH NASCR1 JQF
(PROPS ONLY FL180-230) PPORT SHOEL RBELA JJIMY ORW CCC CCC215 J174 ORF FKN NASCR1
JQF
(AOA FL240) CAM ALB CMK J75 GVE LYH NASCR1 JQF
(AOA FL240) PPORT SHOEL RBELA JJIMY ORW CCC CCC215 J174 ORF FKN NASCR1 JQF
*(AOA FL240) CAM ALB J6 HVQ BZM PEGTE JQF

JST JOHNSTOWN, PA
CAM ALB HNK J217 ETG REC JST

LAN LANSING, MI
(AOA FL180) CAM SYR J547 FNT LAN

LNK LINCOLN, NE
(AOA FL180) CAM J547 SYR J29 DJB J60 LNK

LNS LANCASTER, PA
(000-170) CAM ALB V449 LHY V93 LRP LNS
(AOA FL180) DNY LHY V93 LRP LNS

LUK LUNKIN/CINCINNATI, OH
(AOA FL180) CAM J547 SYR JOSSY MAULL KODIE CTW APE CINCE6 LUK

LYH LYNCHBURG, VA
(110-170) CAM ALB V449 MIP SEG V31 HAR V377 MOL V143 LYH
(FL180-230) CAM ALB J49 PSB J78 HVQ LYH
(AOA FL240) CAM ALB CMK J75 GVE J37 LYH
*(AOA FL240) CAM ALB J6 HVQ LYH

MDT HARRISBURG, PA
(000-170) CAM ALB V449 LHY V93 DUMMR V162 HWANG MDT
(AOA FL180) CAM ALB LHY LVZ V93 DUMMR V162 HWANG MDT

MDW MIDWAY, IL
(AOA FL180) CAM SYR J29 DJB J60 GSH GSH5 MDW

MRC MOUNT PLEASANT, TN
(000-230) CAM ALB V449 LHY V58 PSB V35 HVQ V115 AZQ LVT MRC
(AOA FL240) CAM ALB J6 YOCKY MRC

MRN MORGANTOWN, NC
(110- 170) CAM ALB V449 MIP SEG V31 HAR V377 MOL V143 LYH V222 BZM MRN
(FL180-230) CAM ALB J49 PSB J78 HVQ V133 BZM MRN
(AOA FL240) CAM ALB J6 BWZ PTW J48 MOL LYH MRN
*(AOA FL 240) CAM ALB J6 HVQ V133 BZM MRN

MTV MARTINSVILLE, VA
(110-170) CAM ALB V449 MIP SEG V31 HAR V377 MOL V143 LYH V222 HENBY MTV
(FL180-230) CAM ALB J49 PSB J78 HVQ PSK FREON MTV
(AOA FL240) CAM ALB CMK J75 GVE MTV
*(AOA FL 240) CAM ALB J6 HVQ PSK FREON MTV

MVY MARTHAS VINYARD, MA
(AOA 110) PSM SCUPP LFV MVY

N70 PERKASIE, PA
(110-170) CAM ALB V449 LHY V58 FQM N70
(AOA FL180) CAM ALB HNK FQM N70

ORF NORFOLK, VA
(110-170 O/LAND) CAM ALB V449 LHY V106 LVZ V29 SBY V1 CCV ORF
(110-170 O/WATER) PSM SCUPP LFV SEY HTO V139 ORF
(AOA FL180) PPORT SHOEL RBELA JJIMY ORW CCC GEDIC J174 EMJAY J174 ORF

PDK DEKALB-PEACHTREE, GA
(AOA FL240) CAM ALB J6 BWZ PTW J48 ODF AWSON1 PDK

PHL PHILADELPHIA, PA (INCLUDES PNE)

(JETS) CAM ALB DNY SLATT3 PHL

(PROPS > 210 kts) CAM ALB V449 LHY V93 LVZ V613 FJC PTW PHL/PNE

(PROPS < 210 kts) CAM ALB V449 LHY V93 LVZ V29 PTW PHL/PNE

PTK PONTIAC, MI

(AOA FL180) CAM SYR J547 YXU SWWAN1 PTK

PWK PALWAUKEE, IL

(AOA FL180) CAM SYR J547 BUF J94 PMM OBK PWK

RDG READING, PA

(AOA 110) CAM ALB V449 LHY V93 DUMMR RDG

RDU RALEIGH/DURHAM, NC

(110-170 O/LAND) CAM ALB V449 LHY V93 LVZ V29 SWL V139 CCV V38 RIC V157 LVL V155 RDU

(110-170 O/WATER) PSM SCUPP Lfv SEY HTO V139 CCV V38 RIC V157 LVL V155 RDU

(FL180-230) PPORT SHOEL RBELA JJIMY ORW CCC CCC215 J174 SWL ARGAL5 RDU

(AOA FL240) CAM ALB CMK J75 GVE SBV4 RDU

RIC RICHMOND, VA

(110-170 O/LAND) CAM ALB V449 LHY V93 LVZ V29 SWL V139 CCV HPW RIC

(110-170 O/WATER) GDM V14 ORW V308 HTO V139 CCV HPW RIC

(AOA FL180) PPORT SHOEL RBELA JJIMY ORW CCC CCC215 J174 SWL V139 CCV HPW RIC

RST ROCHESTER, MN

(ALL) CAM SYR J547 BUF YWT J63 TVC J522 GRB RST

RUQ SALISBURY, NC

(110-170) CAM ALB V449 LHY V106 SEG V31 HAR V377 MOL V143 LYH NASCR1 RUQ

(PROPS ONLY FL180-230) PPORT SHOEL RBELA JJIMY ORW CCC CCC215 J174 ORF FKN NASCR1

RUQ

(AOA FL240) CAM ALB CMK J75 GVE LYH NASCR1 RUQ

SAV SAVANNAH, GA

(110-170) CAM ALB V449 MIP SEG V31 HAR V377 HGR V501 MRB V143 GSO V373 SDZ V3 SAV

(AOA FL180) PPORT SHOEL RBELA JJIMY ORW CCC CCC215 J174 ORF J121 CHS J55 SAV

SHD STAUNTON, VA

(110-170) CAM ALB V449 MIP SEG V31 HAR V377 HGR V501 MRB V143 CEROL SHD

(AOA FL240) CAM ALB J6 LRP V143 CEROL SHD

SLC SALT LAKE CITY, UT

(AOA FL180) CAM SYR J547 BUF J16 BAE DBQ J94 OCS NORDK3 SLC

SLN SALINA, KS

(AOA FL180) CAM SYR J29 DJB J60 JOT J26 IRK SLN

SPA SPARTANSBURG, SC

(110-170) CAM ALB V449 MIP SEG V31 HAR V377 MOL V143 LYH V143 GSO GSO239 SPA

(FL180-230) CAM ALB J49 PSB J78 HVQ J85 SPA

(AOA FL240) CAM ALB CMK J75 GVE J37 SPA

*(AOA FL240) CAM ALB J6 HVQ J85 SPA

SUS ST LOUIS, MO
 CAM SYR J29 ROD VHP SUS
 CAM ALB J6 JEFFE Q480 AIR J110 VHP SUS

SVH STATESVILLE, NC
 (110-170) CAM ALB V449 MIP SEG V31 HAR V377 MOL V143 LYH V222 BURCH SVH
 (FL180-230) CAM ALB J49 PSB J78 HVQ V133 BZM SVH
 (AOA FL240) CAM ALB CMK J75 GVE LYH V222 BURCH SVH
 *(AOA FL 240) CAM ALB J6 HVQ V133 BZM SVH

TDF ROXBORO, NC
 (110-230) CAM ALB V449 MIP SEG V31 HAR V377 MOL V143 LYH TDF
 (AOA FL240) CAM ALB CMK J75 GVE LYH TDF

TEB TETERBORO, NJ
 (ALL) HANNA ALB V489 COATE TEB

TTN TRENTON, NJ
 (ALL) CAM ALB V449 LHY V93 LVZ V613 FJC V149 MAZIE ARD TTN

TXK TEXARKANA, AR
 (AOA FL180) CAM SYR J29 PXV J131 TXK

UGN CHICAGO/WAUKEGAN, IL
 (AOA FL180) CAM SYR J547 PMM UGN

VJI ABINGDON, VA
 (110-170) CAM ALB V449 LHY V58 PSB V35 GZG VJI
 (FL180-230) CAM ALB HNK J49 PSB J78 HVQ V35 GZG VJI
 (AOA FL240) CAM ALB J6 HVQ V35 GZG VJI

VUJ ALBEMARLE, NC
 (110-170) CAM ALB V449 MIP SEG V31 HAR V377 MOL V143 LYH NASCR1 VUJ
 (PROPS ONLY AOA FL180) PPORT SHOEL RBELA JJIMY ORW CCC CCC215 J174 ORF FKN
 NASCR1 VUJ
 (AOA FL240) CAM ALB CMK J75 GVE LYH NASCR1 VUJ

YIP DETROIT/WILLOW RUN, MI
 (AOA FL180) CAM SYR J63 EHMAN YXU GOHMA2 YIP

ZEF ELKINS, NC
 (110-170) CAM ALB V449 MIP SEG V31 HAR V377 MOL V143 LYH V222 FREON ZEF
 (FL180-230) CAM ALB J49 PSB J78 HVQ V133 BZM ZEF
 (AOA FL240) CAM ALB CMK J75 GVE LYH V222 FREON ZEF
 *(AOA FL 240) CAM ALB J6 HVQ V133 BZM ZEF

46A BLAIRSVILLE, GA
 (110-170) CAM ALB V449 MIP SEG V31 HAR V377 ESL V4 EKN V37 PSK V136 SOT ODF 46A
 (FL180-230) CAM ALB HNK J49 PSB J78 HVQ J145 ODF 46A
 (AOA FL240) CAM ALB J6 BWZ PTW J48 ODF 46A
 *(AOA FL240) CAM ALB J6 HVQ J145 ODF 46A

***Prior coordination with the Customer Service Desk at the Concord Airport and Laconia Airport is required to file and utilize the route of flight ALB J6 HVQ.**

SEVERE WEATHER ROUTES

The following routes will be used (after coordination with the ATCSCC Severe Weather Unit) to allow aircraft to bypass areas of severe weather and/or en route system constraints. If an aircraft's flight plan shows a destination of JQF, VUJ, or RUQ and one of these routes are filed as its primary route of flight, every effort will be made to allow aircraft to fly these routes unrestricted.

CAM SYR J59 PSB J78 HVQ V133 BZM (OR)

CAM SYR J29 JHW EWC J145 HVQ V133 BZM (OR)

CAM SYR J29 JHW EWC J53 PSK BZM

NASCAR BANK OF AMERICA 500

**Special ATC Procedures
for traffic operating to and from the**

CONCORD REGIONAL AIRPORT (JQF)

and the

Charlotte Motor Speedway

October 13, 2012

In anticipation of increased air traffic at the Concord Regional and Charlotte International airports during these events, the Federal Aviation Administration will employ special ATC procedures to enhance safety and minimize delays. These procedures are effective during the following dates and times.

DATE	HOURS
October 12, 2012	0700-2300 LOCAL
October 13, 2012	0700-2300 LOCAL
October 14, 2012	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 Drive

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, JOHNS, HUSTN, 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 from the Concord AWOS on frequency 133.675.
2. Obtain IFR clearances from Concord Clearance Delivery on frequency 118.55.
3. IFR clearance should be available 20 minutes prior to proposed departure.
4. VFR aircraft contact Concord Ground Control on frequency 121.85, and advise the controller of VFR flight, aircraft type and destination airport or direction of flight, prior to requesting taxi instructions. Remain clear of Charlotte Class B Airspace. To request radar service, contact Charlotte Approach Control on frequency 128.325 when frequency change is approved by Concord Tower.
5. All departing aircraft contact Concord Tower on frequency 134.65 when number one for departure. In order to avoid delays, make every effort to be ready for takeoff when number one for departure. DO NOT contact the Tower for takeoff until in the number one position to take the runway.

GENERAL

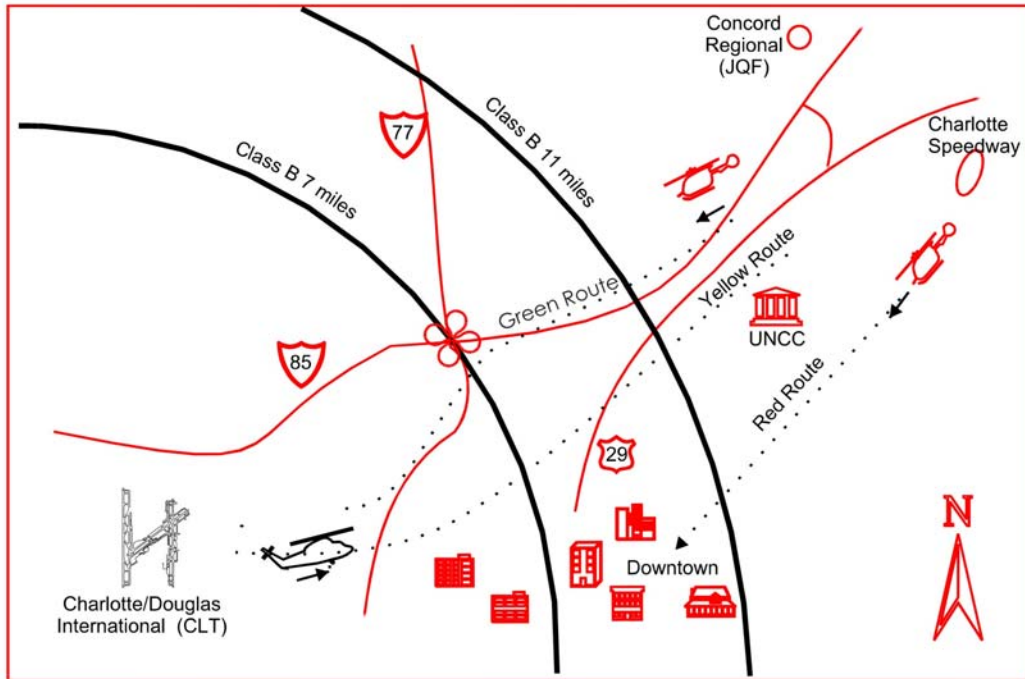
Concord Regional Airport is within Class D Airspace during the hours of control tower operation. The airspace becomes Class G airspace when the control tower is closed. This Class D and G airspace includes the airspace over the Lowe’s Motor Speedway. Special VFR operations **are not** authorized in Class G Airspace.

Helicopters, high-speed military aircraft, lighter-than-air ships, and banner tow operations should be anticipated in the area surrounding the Lowe’s Motor Speedway. Pilots are encouraged to keep radio transmissions brief to reduce frequency congestion and to review all applicable NOTAMs prior to flight.

FREQUENCIES

Concord Tower	134.65
Concord Ground Control	121.85
Concord Clearance Delivery	118.55
Charlotte Approach	128.325
Raleigh Durham AFSS	122.4

Helicopter routes between Charlotte/Douglas International Airport and the Charlotte Motor Speedway and between the Charlotte Motor Speedway and the 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.

UNIVERSITY OF ALABAMA FOOTBALL

SPECIAL AIR TRAFFIC PROCEDURES TUSCALOOSA, AL

September 22, 2012 – November 24, 2012

Due to the heavy volume of air traffic anticipated for the 2012 University of Alabama home football season, special procedures will be implemented for the following games at Tuscaloosa:

Day	Date	Opponent
Saturday	September 22	Florida Atlantic
Saturday	September 29	Ole Miss
Saturday	October 27	Mississippi St.
Saturday	November 10	Texas A&M
Saturday	November 17	Western Carolina
Saturday	November 24	Auburn

There will be various aircraft types operating into and out of the Tuscaloosa Regional Airport during Alabama home football games. All aircraft must meet the communication requirements listed in FAR 91, for operations in the vicinity of an operating control tower. Pilots are encouraged to keep transmissions to a minimum. Be alert for a high volume of aircraft in the vicinity of Tuscaloosa Regional Airport during these dates.

Control Tower: The Tuscaloosa Regional Airport Tower will operate between 0700 local through 2000 local unless otherwise NOTAMed.

RADIO CALL: "Tuscaloosa TOWER"

FREQUENCIES:

CLEARANCE DELIVERY – 120.775

GROUND CONTROL - 121.8

TOWER – 126.3

UNICOM – 122.95

ASOS – 132.825

Approach Control: Birmingham Approach Control will provide Approach Control Service for arriving and departing IFR aircraft and VFR aircraft requesting traffic advisories on frequency 120.15

ARRIVALS

As wind conditions permit, runway 22 will be the preferred arrival runway during periods of compacted inbound demand.

VFR Arrivals: Two-way radio is required. All aircraft monitor Tuscaloosa Regional Airport frequency and contact the tower no earlier than 10 miles from the airport. Keep transmissions brief to reduce frequency congestion. Except for landing or takeoff, no aircraft will be permitted to operate within five miles of the Tuscaloosa Regional Airport below 2,500 feet unless approved by Tuscaloosa TOWER. All traffic pattern entries should be executed as instructed by Tuscaloosa TOWER.

IFR Arrivals: Limited radar coverage exists in the Tuscaloosa area. To minimize delays and make the best use of the radar coverage north of Tuscaloosa, all aircraft may expect a visual approach, if weather permits, or a VOR-A / TACAN approach to runway 22 if weather requires. Expect radar vectors at or above 4000 to remain in radar coverage. Due to non-radar separation required below 4000, expect to be held at or above 4000 until approach clearance can be issued. If an instrument approach is required, aircraft will be cleared for a straight-in only approach to expedite traffic flow. Aircraft operating on an IFR flight plan are encouraged to refrain from cancelling IFR until communicating with Tuscaloosa TOWER (TCL).

Routes:

During periods of peak demand, the following arrival routes may be utilized:

SQS IGB VUZ LDK KTCL

IGB VUZ LDK KTCL

MGM OKW LDK KTCL

TDG OKW LDK KTCL

VUZ LDK KTCL

DEPARTURES

- As wind conditions permit, runway 04 will be the preferred departure runway during periods of compacted departure demand.
- Pilots are encouraged to file a P-Time that is one hour prior to their intended time of departure. This will allow TCL ATCT to have the flight plan available when clearances are requested and to plan airport movement based upon demand. ATC will take actions to ensure that flight plans will not expire until four hours after the filed P-Time.
- Pilots are requested to call Clearance Delivery (120.775) if they will depart more than four hours after their filed P-Time. Do not re-file a flight plan.

TAXI PROCEDURES

- As wind conditions permit, runway 4 will be the preferred departure runway during periods of departure demand.
- Aircraft should not begin movement on the field until securing a clearance from Clearance Delivery (120.775) and instructed by Ground Control (121.8).
- Tower will consider aircraft ready for departure when number 1 for assigned runway.

The goal of these procedures is to reduce frequency congestion and provide ATC a method of sequencing all flights and spacing same direction flights. It is critical that pilots only monitor the correct frequency.

VFR Departures: As demand dictates, VFR departures may be assigned an alternate departure runway by Ground Control.

VFR /IFR PICKUP PROCEDURES

Due to the extremely high volume of traffic in the Tuscaloosa area, follow these procedures unless an emergency situation exists:

- DO NOT request IFR pickup below 3,000 feet MSL, due to radar coverage. If ceilings are below 4,000, you should depart IFR.
- Squawk 1200 on departure.

- If planning an IFR pick-up, ensure that an IFR flight plan is on file with Flight Service.
- IFR air filed clearances may not be accepted within 40 miles of TCL except in emergency situations.

TUSCALOOSA REGIONAL AIRPORT (TCL)

Parking Information

Due to limited parking availability, the Tuscaloosa Regional Airport has implemented a parking reservation program for the 2012 University of Alabama home football season. All aircraft planning to land at the TCL, on the Special Procedures dates listed above, are required to secure a parking slot reservation prior to arrival.

Parking reservations may be obtained by calling the Tuscaloosa Regional Airport at 205-248-5300 weekdays between the hours of 0800-1500 CT.

In the event that Runway 11/29 is used for parking and closed to all arrival/departure operations, any aircraft operating west of taxiway A will be considered in a Non-Movement area. Aircraft should call Ground control holding short off taxiway Alpha. **DO NOT ENTER TAXIWAY ALPHA WITHOUT PERMISSION FROM GROUND CONTROL.**

LOCKHEED MARTIN FLIGHT SERVICES

Pilot briefing and flight planning services are available by telephoning Lockheed Martin Flight Services. For a briefer, dial: 1-800-WX-BRIEF (1.800.992.7433). Press 1 or say “Briefer”, then press 2-5-2 or say “Alabama”

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

Direction from Tuscaloosa, Alabama

North	122.3 MHz
East	122.6 MHz
Southeast	122.65 MHz
South	122.55 MHz
Northwest	123.65 MHz

In-flight pilot reports are encouraged on these frequencies or 122.0

SUNBELT AGRICULTURAL EXPOSITION

SPECIAL AIR TRAFFIC PROCEDURES

SPENCE FIELD (KMUL)

MOULTRIE, GA

October 16, 17, 18, 2012

Due to the heavy volume of air traffic generated by the Sunbelt Agricultural Exposition, the Federal Aviation Administration will provide temporary Air Traffic Control services at the airport and shall use the following procedures to maintain a safe, orderly flow of air traffic at Spence Field, Moultrie, Georgia.

There will be many different types of aircraft operating into and out of Spence Field during the exposition. All aircraft must meet the communication requirements listed in FAR 91, for operations in the vicinity of an operating control tower. Pilots are encouraged to keep transmissions to a minimum and listen to the ATIS. Be alert for a high volume of aircraft in the vicinity of Spence Field during the exposition.

Control Tower: The Spence Air Traffic Control Tower (temporary) will operate ten hours per day during the Sunbelt Agricultural Exposition. The hours of operation will be 8:00 AM until 6:00 PM EDT.

RADIO CALL: " SPENCE TOWER"

FREQUENCIES:

ATIS - 119.25

GROUND CONTROL - 121.6

TOWER - 127.4

Approach Control: Valdosta Approach Control will provide Approach Control Service for arriving and departing IFR aircraft and VFR aircraft requesting traffic advisories on frequency 119.52.

AFSS: MCN AFSS is available on 121.1R and receive over MGR VOR or frequency 122.35. Weather briefing and flight planning service may be obtained by calling the Macon Automated Flight Service Station toll free telephone number (1-800-WX-BRIEF).

VFR Arrivals: VFR aircraft inbound to Spence Field should keep their transmissions to ATC to a minimum, only reporting call sign, type aircraft, and position. All inbound aircraft should monitor the arrival ATIS for wind, altimeter, and arrival information. Aircraft requesting VFR traffic advisories to Spence Field should contact Valdosta Approach Control on frequency 119.52.

VFR arrivals from the southwest or south should proceed to MGR VOR and maintain at or above 1800 feet MSL (to remain clear of the traffic pattern at Moultrie Airport), then contact Spence Tower.

VFR arrivals from the northwest, north, and the east shall contact Spence Tower 5 miles from the airport. Expect to enter a RIGHT downwind runway 32 or LEFT downwind runway 14, unless otherwise instructed by the tower.

NOTE:

Aircraft SHALL NOT over-fly the Exposition below an altitude of 1300 feet MSL.

The traffic pattern altitude for Spence Airport is 1300 feet MSL.

Arrival aircraft landing on runway 32 shall make RIGHT TRAFFIC and aircraft landing on runway 14 shall make LEFT TRAFFIC.

IFR Arrivals: When weather conditions require instrument approaches, the IAP's for MGR Airport are the most expeditious. There are NO published IAP's for Spence Airport. After canceling IFR with Valdosta Approach, pilots may continue to Spence Airport VFR if weather conditions permit.

CAUTION! Be alert for a high volume of high performance and other types of traffic in the vicinity of Spence Airport. Expect possible delays due to traffic volume. All flight crews are encouraged to be familiar with the VFR arrival procedures for Spence Airport.

VFR Departures: The ATIS (frequency 119.25) will contain runway and taxi information. VFR departures will taxi to the red or blue barrels for departure (red barrels intersection departure), monitor ground control (frequency 121.6), and hold short of the runway. The number one aircraft in line will call the tower (frequency 127.4) and advise the tower direction of flight. All other aircraft should monitor ground control until they are number one in line.

IFR Departures: Pilots should file flight plans a minimum of one hour prior to the proposed departure time. If weather conditions permit, pilots should request IFR clearances after they are airborne with Valdosta Departure Control (frequency 119.52). Spence Ground Control (frequency 121.6) will issue IFR clearances on request and pilots should expect departure delays. All aircraft can expect an initial maximum altitude of 7000 feet until clear of Moody1 MOA.

SPECIAL AIR TRAFFIC PROCEDURES

NSCS AAA TEXAS 500 TEXAS MOTOR SPEEDWAY FORT WORTH, TEXAS

NOVEMBER 1-4, 2012

NOTE: Special security procedures and restrictions remain in effect. Pilots are reminded to contact Lockheed Martin Flight Service (LMFS) FTW HUB personnel to obtain current NOTAM information.

In anticipation of a significant number of aircraft traveling to the Fort Worth, Texas area during the NASCAR Sprint Cup Series (NSCS) AAA Texas 500, the following procedures will be implemented to enhance safety and minimize air traffic delays.

PREFERRED IFR ARRIVAL PROCEDURES TO AFW

Traffic departing airports south of Phoenix (non-inclusive) and west of Houston (non-inclusive) destined AFW should expect the SLUGG arrival, INK, SAT, or CWK transition.

Traffic departing Houston terminal airports, east to Atlanta (non-inclusive) destined AFW should expect the DODJE arrival, SQS, AEX or IAH transition.

Traffic departing west of Chicago (non-inclusive) to Denver (non-inclusive) destined AFW should expect the MOTZA arrival, TUL or IRW transition.

Traffic departing Denver terminal airports (inclusive) south to Phoenix terminal airports (inclusive) destined AFW should expect the MOTZA arrival, BGD, PNH or TXO transitions.

IFR DEPARTURE PROCEDURES

ALL PILOTS AND AIRCRAFT OPERATORS SHOULD CONTACT LMFS FTW HUB TO ENSURE COMPLIANCE WITH ALL NOTAMS AND SECURITY PROCEDURES IN PLACE DURING THIS EVENT.

RACE DAY DEPARTURES SHOULD FILE FLIGHT PLANS PRIOR TO 2000Z TO ALLOW FOR COORDINATION AND PLANNING.

IN THE EVENT THAT THE RACE IS RESCHEDULED FOR THE ALTERNATE RACE DAY (MONDAY, NOVEMBER 5), ALL PILOTS SHOULD FILE FLIGHT PLANS ONE HOUR PRIOR TO THE SCHEDULED RACE END TIME TO ALLOW FOR COORDINATION AND PLANNING.

PILOTS DEPARTING FROM AFW SHOULD BE AWARE OF THE FOLLOWING RESTRICTIONS:

PRINTED COPIES OF IFR CLEARANCES MUST BE PICKED UP FROM THE CLEARANCE DELIVERY DESK IN THE AIRPORT FBO BUILDING.

Pilots should expect gate hold procedures to be in effect.

DO NOT request IFR departure clearance prior to 20 minutes before estimated time of departure (ETD).

DO NOT taxi until you have received taxi information and appropriate IFR clearance.

DO NOT call ground control to taxi until you are number one aircraft that can enter a taxiway from the ramp or parking area.

DO NOT call the tower for takeoff until you are ready for takeoff and in the number one position to take the runway.

VFR DEPARTURES AND SUBSEQUENT AIRBORNE IFR CLEARANCE REQUESTS WILL NOT BE ACCOMMODATED.

PREFERRED IFR DEPARTURE ROUTES

Note: Due to the complexity and volume associated with this event, users can anticipate dynamic reroutes and altitude assignments to expedite departure. Pilots are advised not to circumvent these preferred routes as they are intended to balance the departure operation and minimize delays.

DUE TO THE INCREASED DEMAND FOR THESE DESTINATIONS, PILOTS SHALL FILE THE FOLLOWING ROUTES:

AIRCRAFT REQUESTING AT OR ABOVE FLIGHT LEVEL 240

DESTINATION	AIRCRAFT	ROUTE
AVL	ALL	TXK J42 BNA VXV SOT AVL
CLT	ALL	SQS J52 ATL UNARM1/ADENA3 CLT
EXX/MTV	ALL	TXK J42 BNA VXV GZG TRAKS EXX/MTV
GSO / INT	TURBO-JET	TXK J42 BNA VXV GZG BROOK2 GSO / INT
GSO / INT	PROP/TURBO PROP	TXK J42 BNA J42 FOUNT PSK SMOKN3 GSO / INT
GSP	ALL	SQS J52 ATL GSP
JQF / RUQ	ALL	SQS J52 ATL UNARM1 JQF
SVH / HKY	ALL	TXK J42 BNA VXV BZM SVH / HKY

AIRCRAFT REQUESTING AT OR BELOW FLIGHT LEVEL 230

DESTINATION	AIRCRAFT	ROUTE
ASN	ALL	UIM..... DIRECT
AVL	ALL	TXK BNA VXV SOT AVL
CLT	ALL	UIM ATL UNARM1/ADENA3 CLT
EXX/MTV	ALL	TXK BNA VXV GZG TRAKS EXX/MTV
GSO / INT	TURBO-JET	TXK BNA VXV GZG BROOK2 GSO / INT
GSO / INT	PROP/TURBO PROP	TXK BNA J42 FOUNT PSK SMOKN3 GSO / INT
GSP	ALL	UIM ATL GSP
JQF / RUQ	ALL	UIM ATL UNARM1 JQF
SVH / HKY	ALL	TXK BNA VXV BZM SVH / HKY

ALL OTHER DESTINATIONS SHOULD FILE THE APPROPRIATE DEPARTURE PROCEDURE OVER ONE OF THE PUBLISHED DEPARTURE FIXES. DIRECT DESTINATION FLIGHT PLANS WILL NOT BE ACCEPTED.

VFR ARRIVALS/DEPARTURES

Due to the anticipated increase in the volume of traffic, enroute aircraft desiring to transverse the DFW Class B airspace may encounter delays and alternate routes outside the Class B airspace. (See Dallas/Fort Worth VFR Terminal Area Chart). Note: This is a very congested airspace, issuance of a transponder code is not a clearance to enter Class B airspace, wait for identification and specific clearance from the controller prior to entering Class B airspace.

VFR aircraft are encouraged to cancel/activate flight plans with LMFS FTW HUB when approaching or departing the City of Fort Worth.

LMFS FTW HUB FREQUENCIES

122.6 MHz Transmit/Receive (WEST)

255.4 MHz Transmit/Receive (EAST/WEST)

122.3 MHz Transmit/Receive (EAST)

LMFS FTW HUB serves the Dallas/Fort Worth Metropolitan area and can be reached at the following telephone number: **1-800-WX-BRIEF (1-800-992-7433)**.

HELICOPTER OPERATIONS

SPECIAL HELICOPTER PROCEDURES WILL BE IN EFFECT DURING THIS EVENT Prior permission is required for all helicopters planning to operate in the Class D airspace around Alliance (AFW) airport. For prior permission, call this number (817) 929-9339 or (817) 215-8592

Note: All helicopter pilots and operators should contact the LMFS FTW HUB to ensure compliance with all NOTAMS and security procedures in place during this event.

ATIS

Alliance (AFW) 126.925

AFW TOWER HELICOPTOR FREQUENCY

120.825

NATIONAL BUSINESS AVIATION ASSOCIATION (NBAA) CONVENTION

ORLANDO, FLORIDA

October 30 – November 1, 2012

SPECIAL AIR TRAFFIC PROCEDURES

NOTE: Pilots are reminded to review all applicable NOTAMS and arrival/departure procedures prior to conducting flight into or out of the Orlando area. Kennedy Space Center Activities should be monitored. Pilots should be aware of the existence of warning/restricted airspace in the central Florida area. Penetration of this airspace without authorization could be extremely hazardous. Pilots should be especially aware of the potential for late notice flight restrictions and security procedures associated with increased VIP movement prior to the Presidential election.

In anticipation of a large number of aircraft operating to and from the Orlando, Florida, area in conjunction with the 2012 NBAA Convention, the following procedures will be used to enhance safety and minimize air traffic delays. There will be no reservation program for this event.

Due to anticipated frequency congestion, Jacksonville Center and Orlando Approach Control will not accept air filed flight plans to or from the Orlando area from Tuesday, October 30, 2012, through Friday, November 1, 2012. Airborne filed flight plans filed with other facilities may experience lengthy delays.

NBAA CONVENTION SITE

Orlando Executive Airport (ORL) will be the host airport for the 2012 National Business Aviation Association (NBAA) Convention Static Display of Aircraft. The airport will be open 24 hours a day (Control Tower is not open 24 hours, see hours of operation below).

AIR TRAFFIC CONTROL TOWER HOURS OF OPERATION

Facility	Hours	After Hours
MCO	24 hours a day	
ORL	0600–2300 EDT (1000-0300 UTC)	Clearances/IFR releases available from MCO on 121.1. CTAF is 118.7
SFB	0630-2300 EDT (1030-0300 UTC)	Clearances/IFR releases available from MCO on 121.35. CTAF is 120.3
ISM	0700-2200 EDT (1100-0200 UTC)	Clearances/IFR releases available from MCO on 119.95. CTAF is 124.45

IFR ARRIVAL ROUTES ORLANDO AREA

Due to the expected heavy volume of traffic into the Orlando area, users are requested to file the following routes. ATC will be issuing reroutes to aircraft that do not file these routings.

Turbojet arrivals to ORL/ISM that will overfly the vicinity of Seminole VORTAC (SZW) should file via SZW.J41.PIE.COSTR (STAR). Expect an early descent.

Turboprop/prop arrivals to ORL/ISM that will overfly the vicinity of Seminole VORTAC (SZW) should file via SZW..CTY..OCF.V537.CERMO direct. Expect an early descent.

Turbojet arrivals to ORL/ISM that will overfly the vicinity of Valdosta VOR (OTK), Alma VORTAC (AMG), or Taylor VORTAC (TAY) should file via GNV..OCF.V537.CERMO direct. Expect an early descent.

Turboprop/prop arrivals to ORL/ISM that will overfly the vicinity of Alma VORTAC (AMG), or Taylor VORTAC should file via TAY..GNV..OCF.V537.CERMO direct. Expect an early descent.

Arrivals to ORL/ISM from over Ormond Beach VORTAC (OMN) will be routed normally.

Arrivals to ORL/ISM from the Atlantic Routes will be routed normally.

Arrivals to ORL/ISM from the south will be routed normally.

VFR ARRIVAL PROCEDURES ORLANDO AREA

All VFR aircraft not being provided advisories should contact Orlando Approach between 30 and 40 miles from the Orlando VORTAC for advisories and Class "B" clearance. Remember, the issuance of a transponder code is not a clearance to enter Class "B" airspace. All aircraft shall wait for RADAR identification and a specific clearance from ATC before entering Class "B" airspace.

During periods of heavy traffic aircraft may be asked to hold outside of the ORL Class "D" airspace. Pilots should use extreme caution as other aircraft may be doing the same. Aircraft without an operating two-way radio and Mode 3/A transponder with Mode C will not be authorized to operate within the ORL Class "D" airspace from October 30 through November 1, 2012.

All VFR aircraft inbound to ISM should contact ISM Tower at least 10 miles from the airfield for inbound information. Do NOT enter ISM Class "D" airspace unless you have established communication with the tower. Advise the tower of the aircraft type, call sign, and direction and distance from the airport.

VFR aircraft are highly encouraged to cancel/activate their flight plans with St. Petersburg Automated Flight Service Station (PIE AFSS) on frequency 122.65 when arriving or departing the Orlando Area.

AFTER TOUCHDOWN

MCO ARRIVALS:

When aircraft are west of runway 18R/36L they should look for a follow-me truck to assist in parking. If a follow-me truck is not in sight, ensure that you taxi well clear of the runway in case other aircraft are trying to exit the runway. The area west of runway 18R/36L is considered a non-movement area.

NOTE: Taxiway Alpha (A) is a taxi lane that extends north and south of Taxiway "J". Use caution for other aircraft and vehicles as you exit the runway

ORL ARRIVALS:

After clearing runway 7 or 25, you will be instructed to contact ground control on frequency 121.4. Do not stop unless you are giving way to other aircraft or vehicles. Advise Ground of your destination. Aircraft that will be parking at Sheltair or Showalter Flying Services should taxi on the parallel taxiway (Taxiway Alpha) until reaching runway 13/31. Aircraft should taxi northwest-bound on runway 31 and turn left for Sheltair parking, or right for Showalter Flying Services parking. At the end of runway 31 aircraft should change to the appropriate ramp control frequency and proceed to parking.

NOTE: All taxiways will be classified as non-movement areas from October 30 through November 1, 2012. Movement on these areas will not require two-way communications. Taxiway flow signs will be posted, and Ground Advisory and Flag personnel will assist you while you taxi around the airport. These taxi routes may not be the most direct routes, but they have proven to be highly effective in transitioning high volumes of itinerant aircraft.

FLIGHT DEMONSTRATION ROUTES

The following flight demonstration routes have been designed for use during the Orlando NBAA 2012 Convention. These routes will accommodate participant's needs as well as provide for the safest and most expeditious service for everyone involved. The coded routes listed below are *only available for NBAA demonstration flights*. When filing a flight plan, file the route listed under the Code that you want to fly; do not ask Flight Service for these routes by Code when filing. Additionally, list the Code in the remarks section of your flight plan.

Code: NBAA 1

Route: (ORL/ISM)..DEARY..MLB..OMN090050/D0+30..APOLO.AR6.ORL. (Destination Airport)

This route is preferred for aircraft requesting at or above 10,000 feet, and who are requesting to depart the Orlando Area to climb quickly into a high altitude block for high performance demonstrations. Aircraft will work in W158A with SEALORD. Unforeseen military activity may restrict the use of this route.

Code: NBAA 2

Route: (ORL/ISM)..DEARY..TRV..PBI..VKZ..PHK.(Appropriate STAR).(Destination Airport)

This route is suggested for users requesting a round robin type of flight at or above FL180.

Code: NBAA 3

Route: (ORL/ISM)..DEARY..TRV.(Appropriate STAR).(Destination Airport)

This route is suggested for users requesting a round robin type of flight at or below 16,000.

Code: NBAA 4

Route: (ORL/ISM)..RINSE..LAL..LBV.(Appropriate STAR).MINEE3.(Destination Airport)

** This route will only be used during inclement weather and after coordination with Miami Center Traffic Management.

Code: NBAA 5

Route: (ORL/ISM) ..CTY..SZW..TAY..GNV..OCF.V537.CERMO..ORL/ISM

This route is suggested for users requesting at or below FL230.

Code: NBAA 6

Route: (ORL/ISM) ..CRG..SAV.TAY..GNV..OCF.V537.CERMO..ORL/ISM

This route is suggested for users requesting at or above FL240.

IFR DEPARTURES ORLANDO AREA

In order to expedite departure from the Orlando area during the NBAA Convention, all aircraft capable of overwater flight should file via the following routes:

Destinations at or east of a line from RDU to SYR including New York, Washington, Philadelphia, and Boston metro areas:

MLB..LEND.S.AR16.ILM then via preferred routes/STAR destination
 MLB..ETECK.AR18.DIW then via preferred routes/STAR destination
 MLB..ETECK.AR18.LANIE.M201 then via preferred routes/STAR destination
 MLB..ETECK.M202 then via preferred routes/STAR destination
 MLB..LEND.S.M203 then via preferred routes/STAR destination

Destinations at or west of a line from MSY to MCI, including Dallas/Fort Worth, Houston, and points west:

CAMDT..KNOST..REMIS.Q100 REDFN.Q105.HRV or
 CAMDT..KNOST..REMIS.Q100.LEV then via preferred route/STAR destination.

Traffic departing MCO should file via the normal Standard Instrument Departures (SID's). Flight plans should be filed at least 6 hours before proposed time of departure.

Do not request an IFR clearance prior to thirty (30) minutes before your Estimated Time of Departure (ETD). Aircraft departing ISM should not request IFR clearances more than 15 minutes before Estimated Time of Departure. IFR clearances should be requested on the following frequencies:

ORL	128.45
MCO	134.70
SFB	121.35
ISM	121.7

ORL DEPARTURES

IFR/VFR DEPARTURES:

Advise the Fixed Base Operator (FBO) as soon as possible of your departure date and time.

Monitor ATIS, then contact Clearance Delivery (CD) (no earlier than 30 minutes before your proposed departure time).

After receiving your clearance and "Prior to Engine Start" contact Gate Hold, or Ground Advisory (as per the ATIS or CD frequency) for Expected Departure Clearance Time.

After engine start contact Ground Advisory for taxi information and sequencing.

Aircraft should be ready for departure upon reaching the runway.

NOTE: Due to the high number of itinerant departures, aircraft may be held on the ramp to facilitate sequencing, expedite departures, and to comply with flow restrictions.

MCO DEPARTURES

IFR/VFR DEPARTURES:

Advise the FBO as soon as possible of your departure date and time.

Monitor ATIS, then contact Clearance Delivery (no earlier than 30 minutes prior to your proposed departure time) on frequency 134.7.

After receiving your clearance and prior to engine start contact Gate Hold (if required by the Departure ATIS/120.525), or contact Ground Control for taxi. When MCO is on a south operation (Runways 18R/18L)

aircraft will be staged for departure on the northeast corner of the west ramp. Aircraft are not to proceed to the runway until instructed to do so by Ground Control.

Aircraft should be ready for departure upon reaching the runway.

ISM DEPARTURES

IFR/VFR DEPARTURES:

Advise the FBO as soon as possible of your departure date and time.

If you are VFR, do not call for taxi until you are the number one aircraft leaving the ramp area.

If you are IFR, do not taxi until you have received your clearance.

Do not call the tower for departure until you are the number one aircraft in the hold short.

Monitor AWOS frequency 128.775.

Contact Clearance Delivery on frequency 121.7 (if no response, try 119.95.)

Contact Ground on frequency 121.7 for taxi.

Aircraft should be ready for departure upon reaching the runway.

Contact ISM Tower on frequency 124.45. (If no response, IFR aircraft try frequency 119.95.)

NOTE: Due to the high number of itinerant departures, aircraft may be held on the ramp to facilitate sequencing, expedite departures, and to comply with flow restrictions.

SFB DEPARTURES

IFR/VFR DEPARTURES:

Normal departure procedures will be in effect.

ORLANDO AREA FREQUENCIES

ORL ATIS	127.25
ORL Ground Control	121.4
ORL Clearance Delivery	128.45 (121.1 when tower closed)
ORL Tower	118.7
ORL Helicopter Advisory	123.025
PIE AFSS	123.65
MCO ATIS	Arrival 121.25 / Departure 120.525
MCO Ground Control	121.8 west / 126.4 east
MCO Clearance Delivery	134.7
MCO Tower 18LR/36LR	124.3
MCO Tower 17RL/35RL	118.45
SFB ATIS	125.975
SFB Ground Control	121.35
SFB Clearance Delivery	123.975 (121.35 when tower closed)

SFB Tower 9L/27R	120.3
SFB Tower 9R/27L	135.25
ISM AWOS	128.775
ISM Ground Control	121.7 (119.95 when tower closed)
ISM Clearance Delivery	121.7
ISM Tower	124.45

FIXED BASE OPERATORS (FBOs)/SERVICES

ORL

<i>Showalter Flying Services</i>	(800) 894-7331
FAX	(407) 894-5094
Unicom	122.95
ARINC	131.275
Location	North Side of Airport
Internet	www.showalter.com

<i>Sheltair</i>	(407) 896-2799
FAX	(407) 896-2892
Unicom	131.6
Location	West Ramp
Internet	www.sheltairaviation.com

MCO

<i>Signature Flight Support</i>	(407) 825-6999
FAX	(407) 856-5598
Unicom	122.95
ARINC	130.75
Location	West Ramp
Internet	www.signatureflight.com

<i>Galaxy Aviation of Orlando</i>	(407) 851-8304
FAX	(407) 855-9588
ARINC	130.9
Location	West Ramp
Internet	www.galaxyaviation.com

<i>Citation Service Center</i>	(407) 859-1245
FAX	(407) 240-0572
ARINC	123.22
Location	West Ramp-North end
Internet	www.support.cessna.com

ISM

<i>Signature Flight Support</i>	(407) 846-6128 (800) 327-9123
FAX	(407)846-0382
ARINC	122.775
Internet	www.signatureflight.com

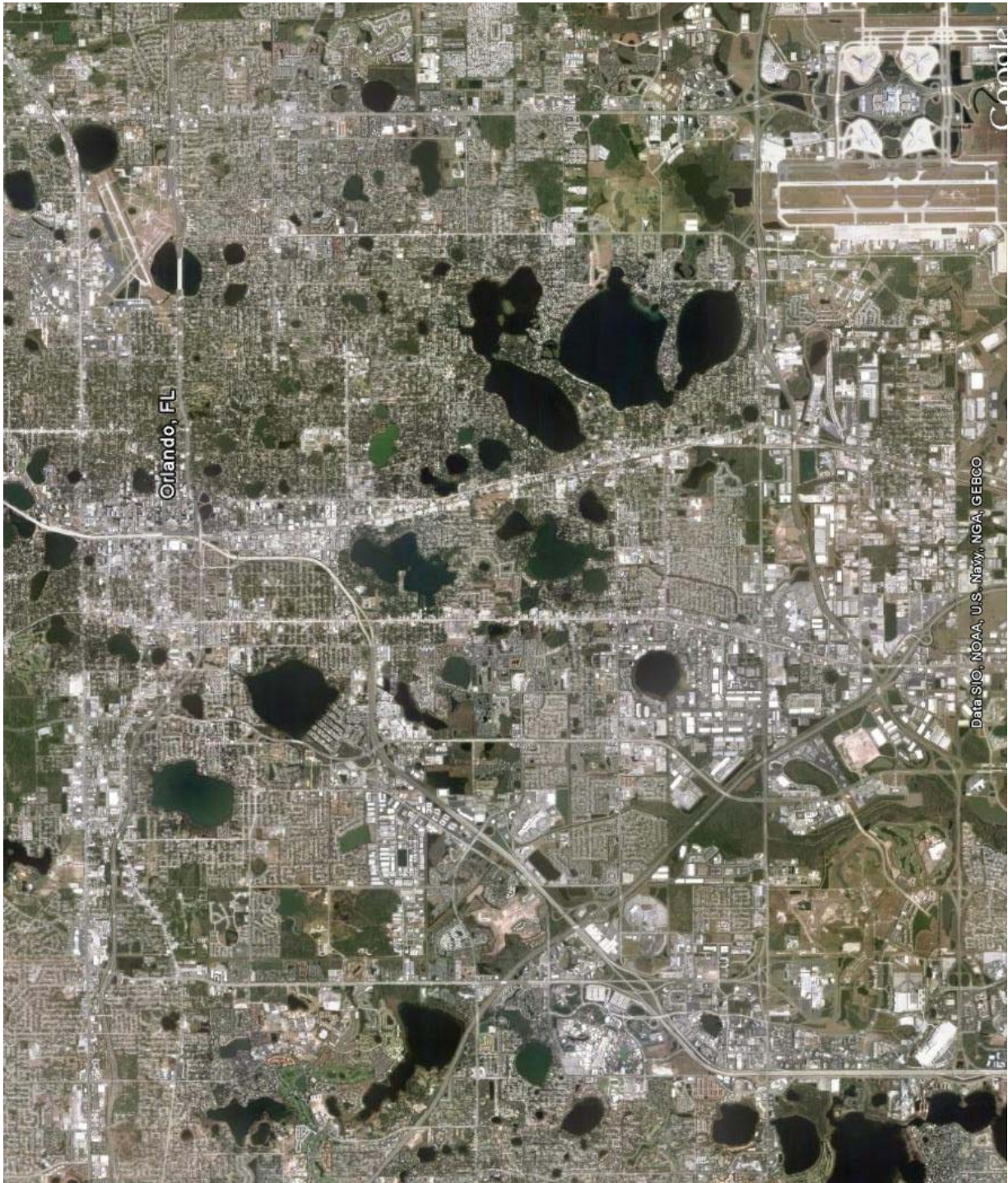
<i>Ranger Jet Center</i>	(407) 846-8001 (888) 288-1557
FAX	(407) 846-2080
ARINC	128.9
Internet	www.rangerjetcenter.com

<i>Kissimmee Jet Center</i>	(407) 847-9095
FAX	(407) 932-4600
Unicom	122.87

NBAA HELICOPTER ROUTES

DEPARTURE - ORL TO THE CONVENTION CENTER

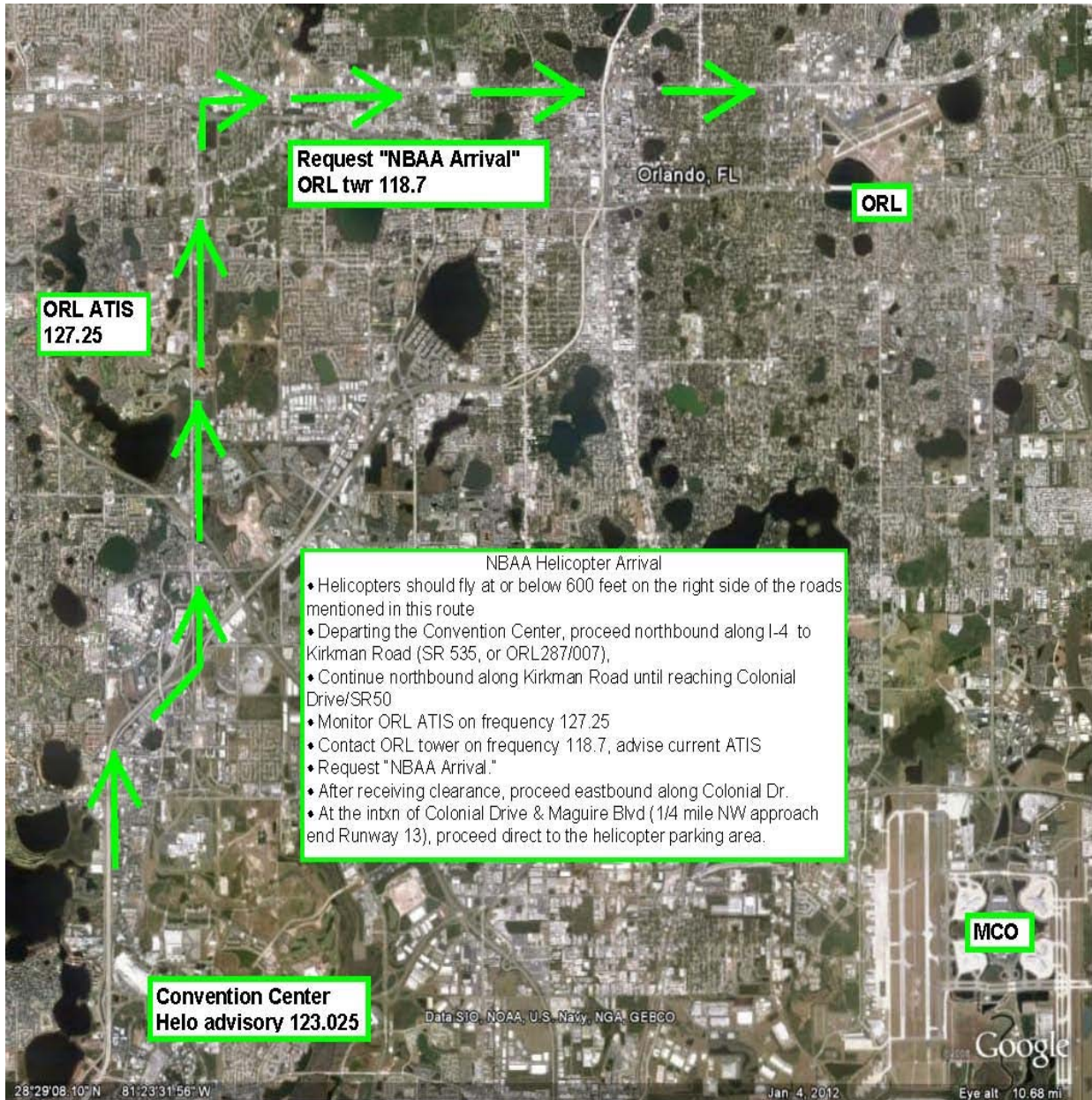
Departure from the terminal ramp will be **AT YOUR OWN RISK, USING EXTREME CAUTION FOR VEHICLES, PEDESTRIANS, AND AIRCRAFT.** Helicopters should fly at or below 600 feet on the right side of the roads mentioned in this route. Proceed westbound on the major road just north of the airport (SR 50 or Colonial Drive). Fly on the right side of the road until you reach Kirkman Road (SR 535, or ORL287/007) and turn southbound remaining on the right side of the route. Change to Helicopter Advisory (123.025) and advise entering the helicopter route from the north; you should also advise when you are inbound for landing at the Convention Center. Continue flying southbound until reaching Interstate Four (I-4) and then follow I-4 to the Convention Center.

NBAA HELICOPTER DEPARTURE GRAPHIC**ARRIVAL - CONVENTION CENTER TO ORL**

Fly the same route described above (right side of the route at or below 600 feet) making advisories on 123.025 when departing the Convention Center, and while navigating northbound on 14 and SR 535.

Contact ORL Tower on frequency 118.7 stating, “(A/C call sign) inbound on HWY 50 with (current ATIS Code).” Landing at the Terminal ramp will be **AT YOUR OWN RISK, USING EXTREME CAUTION FOR VEHICLES, PEDESTRIANS, AND AIRCRAFT.**

NBAA HELICOPTER ARRIVAL GRAPHIC



HELPFUL HINTS AND REMINDERS

In order to accommodate the anticipated large volume of traffic in conjunction with the NBAA Convention, traffic management procedures may be used to evenly distribute traffic into the Orlando area. Aircraft landing **ISM, SFB, and ORL should expect early descents** to de-conflict with the MCO arrivals. MCO arrivals normally filed over PIGLT/BUGGZ may be rerouted over LAL/COSTR to help balance the workload for Jacksonville Center.

Due to anticipated parking congestion, it is highly suggested that you advise the FBO at your earliest convenience of your departure date and time to avoid a delay due to parking or taxi restraints.

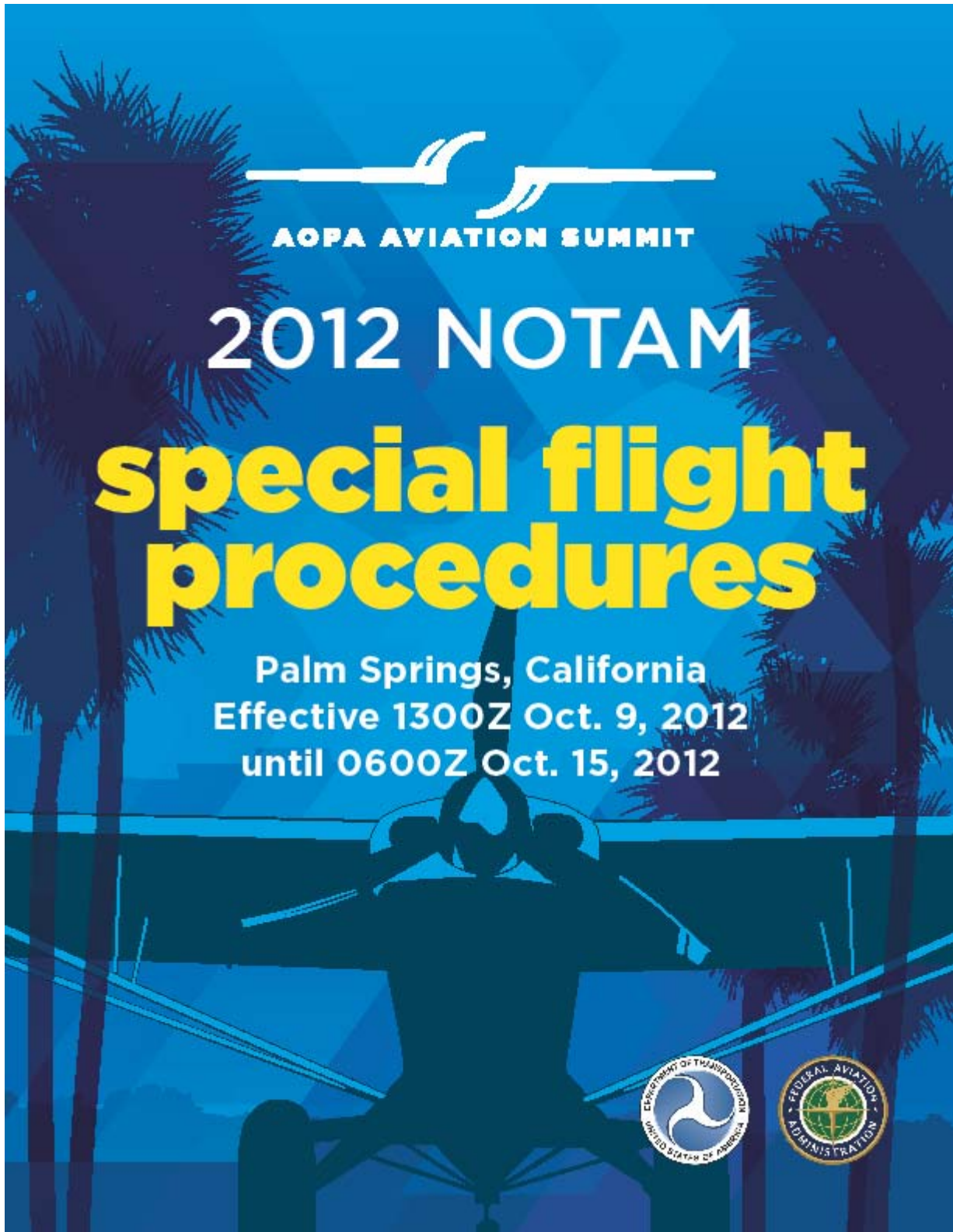
Due to the increased volume of air traffic associated with the Convention, practice instrument approaches will be unavailable at the ORL and ISM airports from October 28 – November 2. Student training flights within the Orlando area, including solo cross country flights, low approaches, and practice instrument approaches at other area airports, are highly discouraged and will only be available as workload permits.

VFR departures wanting service outside Orlando Approach Controls jurisdiction should file a VFR flight plan to your destination. Requests for Class “B” service will allow you to obtain advisories and services only in Orlando Approach’s airspace.

When filing flight plans remember the location identifier for Orlando Executive is “ORL”, while the identifier for Orlando International is “MCO”.

IFR aircraft departing ORL should expect to be instructed to maintain an altitude of one thousand five hundred (1500), and to expect their filed altitude 10 minutes after departure.

If weather or traffic starts to back up in the Orlando area, possible consideration could be given to expedite departures for aircraft filed northbound via V267/J53. Altitude may be restricted to 11,000 to Daytona Beach or Jacksonville Approach airspace, potentially as far as north as SAV.



The cover features a blue background with silhouettes of palm trees and a person in a hang glider. At the top center is the AOPA logo, a stylized white wing. Below it, the text "AOPA AVIATION SUMMIT" is written in white. The main title "2012 NOTAM" is in large white letters, and "special flight procedures" is in large yellow letters. Below the title, the location and dates are listed in white: "Palm Springs, California", "Effective 1300Z Oct. 9, 2012", and "until 0600Z Oct. 15, 2012". At the bottom right, there are two circular logos: the Department of Transportation United States of America logo and the Federal Aviation Administration logo.

AOPA AVIATION SUMMIT

2012 NOTAM

special flight procedures

Palm Springs, California
Effective 1300Z Oct. 9, 2012
until 0600Z Oct. 15, 2012

DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

FEDERAL AVIATION
ADMINISTRATION

AOPA EXPO 2012 PALM SPRINGS, CALIFORNIA

OCTOBER 09-15, 2012

Temporary VFR Procedures

SPECIFIC PROCEDURES CONTAINED WITHIN THIS NOTAM MAY BE REVISED OR UNAVAILABLE AT THE TIME OF THE EVENT. USERS ARE ENCOURAGED TO CHECK NOTAMS FREQUENTLY TO VERIFY THEY POSSESS THE MOST CURRENT REVISIONS. THIS NOTAM DOES NOT SUPERCEDE RESTRICTIONS PERTAINING TO THE USE OF AIRSPACE CONTAINED IN FDC NOTAMS.

In anticipation of a large number of aircraft operating in the Palm Springs, California area during AOPA (Aircraft Owners and Pilots Association) EXPO 2012 the following temporary air traffic procedures will be used to minimize the air traffic delays and enhance safety:

ENROUTE VFR TRAFFIC ADVISORIES

Enroute VFR traffic advisory service will be provided by Los Angeles Center and/or Southern California (SOCAL) Approach Control on a workload permitting basis. Refer to the chart below for the appropriate frequency:

Direction of Arrival	ATC Facility	Frequency
East/Northeast-BLH,TNP,PKE	Los Angeles Center	128.15
North- PMD& High Desert	Los Angeles Center	126.35
Southwest San Diego Area	Los Angeles Center	128.6
South/Southeast JLI and IPL	Los Angeles Center	128.6
West of Banning Pass	SOCAL Approach	134.0

Aircraft receiving enroute VFR traffic advisories from Los Angeles Center or SOCAL Approach will have their radar service terminated prior to entering Palm Springs Area. Upon Service termination, pilots should squawk VFR and proceed via the depicted VFR Arrival Procedure.

TERMINAL RADAR APPROACH AND TOWER SERVICES

The FAA Air Traffic Control Tower will be operational daily from 0600-2300 Local. SOCAL Approach operates 24 hours daily.

FREQUENCIES

SOCAL (VFR Arrivals)	121.15
PSP ATIS	118.25
PSP Tower	119.7
PSP Ground	121.9
PSP Clearance Delivery	118.35 (or as instructed)
TRM CTAF	123.0
TRM ASOS Weather	118.325
UDD CTAF	122.8
Riverside Radio (AFSS)	122.3

Due to the high volume of traffic anticipated in the Palm Springs area, arriving aircraft should expect lengthy delays during peak traffic periods. VFR radar advisory service within the Palm Springs terminal area will be on a workload-permitting basis. VFR radar advisory service for aircraft landing Bermuda Dunes (UDD) or Jacqueline Cochran (TRM) is optional, however ATC radar sequencing of VFR arrivals to the Palm Springs International Airport is mandatory. Pilots are expected to preview and adhere to the arrival procedures contained in this NOTAM. VFR arrival landing Palm Springs International should not proceed beyond the depicted outer fixes without receiving specific approval from Southern California Approach Control on 121.15 MHZ. Additional information is available via Internet on the AOPA website (aopa.org) or the Palm Springs International Airport website (palmspingsca.gov /index.aspx?page=270).

PSP AIRPORT ARRIVAL PROCEDURES

TURBOJET, TURBOPROP AND HIGH PERFORMANCE (220 KNOTS OR GREATER) AIRCRAFT – Contact SOCAL as follows West through North -126.7. Northeast through Southwest -135.27.

ALL OTHER AIRCRAFT: Follow procedures shown on the chart visual and as noted below that are applicable for the direction you will be arriving from:

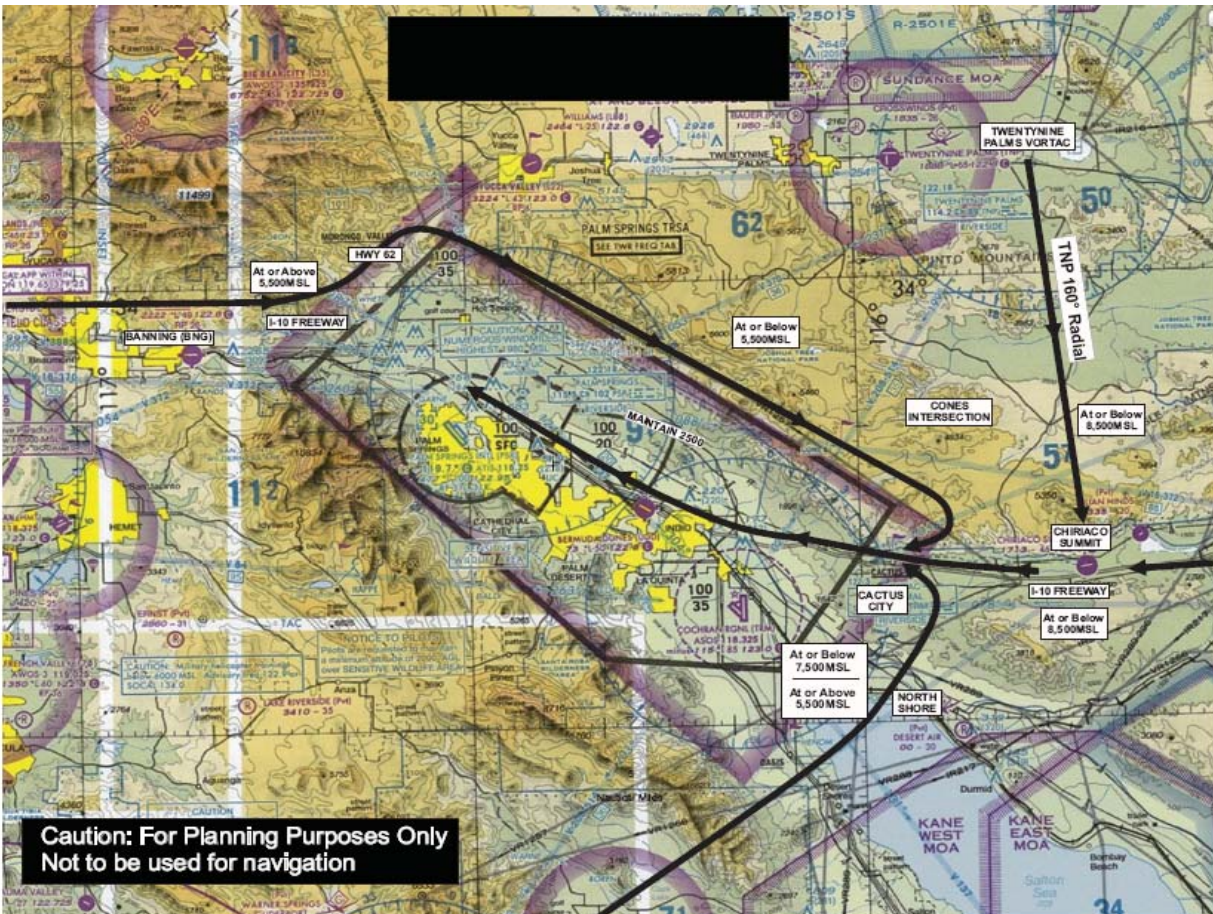
WEST (Banning Pass): Cross the Banning Airport (21 NM west of PSP VORTAC) at or above 5,500 MSL. Remain 1 mile north of the Interstate 10 Freeway east to Highway 62. Turn north to remain west of Hwy 62 until reaching the foothills to stay clear of high performance aircraft departing Palm Springs International Airport (PSP). Follow the foothills east to CONES Intersection. Contact SoCal Approach on 121.15 MHz within 10 NM from CONES. In the event that specific instructions are not received, remain in the vicinity of CONES Intersection at or below 5,500 MSL as terrain permits.

NORTH and NORTHEAST (Twenty Nine Palms): Remain clear of Restricted Area 2501. From the TNP VORTAC, proceed outbound on the TNP160 radial to Chiriaco Summit. Descend VFR at or below 8,500 MSL as terrain permits. Contact SoCal Approach on 121.15 MHz 10 NM north of Chiriaco Summit. In the event that specific instructions are not received, remain north of Chiriaco Summit at or below 8,500 MSL.

EAST (Blythe): Follow Interstate I-10 to remain east of the TNP160 radial to Chiriaco Summit. Descend at or below 8,500 MSL as terrain permits. Contact SoCal Approach on 121.15 MHz 10 NM east of Chiriaco Summit. In the event that specific instructions are not received, remain east of Chiriaco Summit south of Interstate 10 at or below 8,500 MSL.

SOUTH and SOUTHWEST (Imperial, Anza, San Diego): Remain clear of Kane MOA's. Proceed to the North Shore of the Salton Sea and descend VFR as terrain permits between 7,500 MSL and 5,500 MSL. Contact SoCal Approach on 121.15 MHz 10 NM of North Shore. In the event that specific instructions are not received, remain in the vicinity of Oasis/North Shore VFR reporting point, VFR between 7,500 MSL and 5,500 MSL.

NOTE: DO NOT PROCEED BEYOND CONES, CHIRIACO SUMMIT OR NORTH SHORE WITHOUT RECEIVING FURTHER INSTRUCTIONS FROM SOCAL APPROACH ON 121.15 MHz.



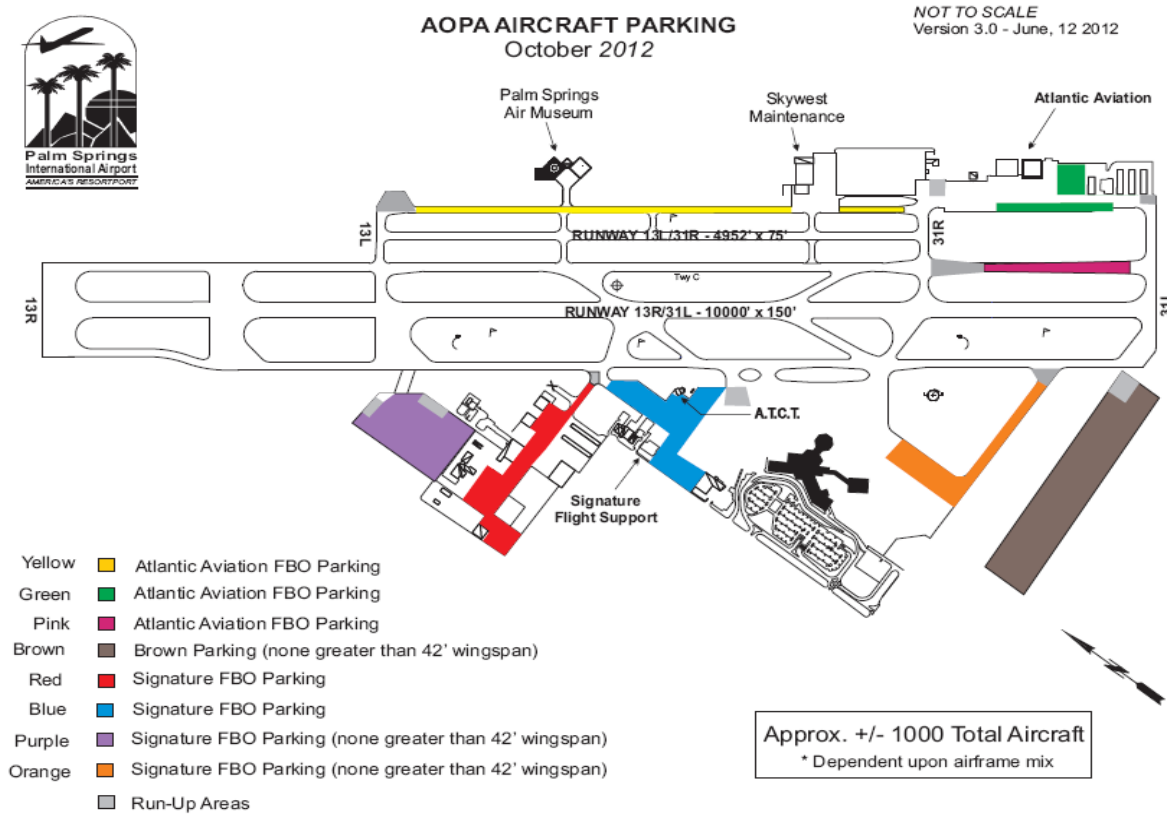
Upon radar identification, expect further clearance to the Cactus City Freeway Rest Area and descend VFR to 2,500 MSL as terrain permits. You will then be instructed to follow the preceding aircraft while remaining north of the I-10 Freeway. Expect a 45 degree entry to the downwind for Runway 31R or 13L. Please be patient and stay in line. Do not overtake the **preceding aircraft**. **Once aircraft pass Bermuda Dunes Airport (UDD) they will be instructed to change to Palm Springs Tower frequency 119.7 MHz and monitor.** Continue to follow the aircraft ahead and PSP TWR will contact aircraft in the order received.

PALM SPRINGS AIRPORT AFTER LANDING PROCEDURES

Exit the runway as quickly as safely as possible (if at all possible do not stop on the runway). Follow ATC instructions to parking areas. ATC will not provide Taxi instructions in NON-Movement areas or closed taxiways. Instead follow the Marshalls' and parking attendants in designated parking areas. (Refer to color coded AOPA parking) map)

Note: After landing, do not stop on the runway. Expeditious clearing of the runway is essential. Ground frequency will be assigned as appropriate.

Palm Springs Tower will keep SoCal TRACON advised of the parking situation at Palm Springs Airport and will issue advanced notice within 50 aircraft of reaching saturation. This will allow Mirage Sector time to divert aircraft to Jacqueline Cochran Airport.



Landing Bermuda Dunes (UDD) and Jacqueline Cochran (TRM): Jacqueline Cochran Airport will be the alternate once the parking at Palm Springs Airport becomes saturated. Jacqueline Cochran Airport can park 400-700 aircraft depending on whether or not they need to close the short runway. Bermuda Dunes Airport can park 100-150 aircraft. AOPA will be providing transportation to and from Jacqueline Cochran Airport. The Traffic Management Unit (TMU) at SoCal TRACON 1-858-537-5895 will be the point of contact for receiving parking reports for the three airports.



PSP AIRPORT DEPARTURE PROCEDURES

PRIOR to DEPARTING

Prior to departure, pilots will be given a handout displaying detailed taxi and departure procedures.

TURBOJET, TURBOPROP AND HIGH PERFORMANCE AIRCRAFT: Contact clearance delivery frequency as specified on the ATIS for complete departure instructions.

ALL OTHER AIRCRAFT: Prior to departure, note which parking area you are in (RED, GREEN, and BLUE Etc.) Parking Marshalls will advise when to engine start, and when to taxi to the respective color coded run up area as depicted (Grey) on the Airport parking map. Complete your run-up and Preflight checks.

-Then contact clearance delivery frequency as specified on the ATIS for complete departure instructions.

-Advise clearance delivery which colored parking area you are in, direction of flight, and current ATIS code.

-Contact ground control 121.9 after receiving departure instructions. Advise which color coded area you are in. **DO NOT** call ground control until number one in run-up area and ready to taxi to the runway.

-**DO NOT** call the tower for takeoff. Monitor tower frequency 119.7. Expect departure clearance when you are number one.

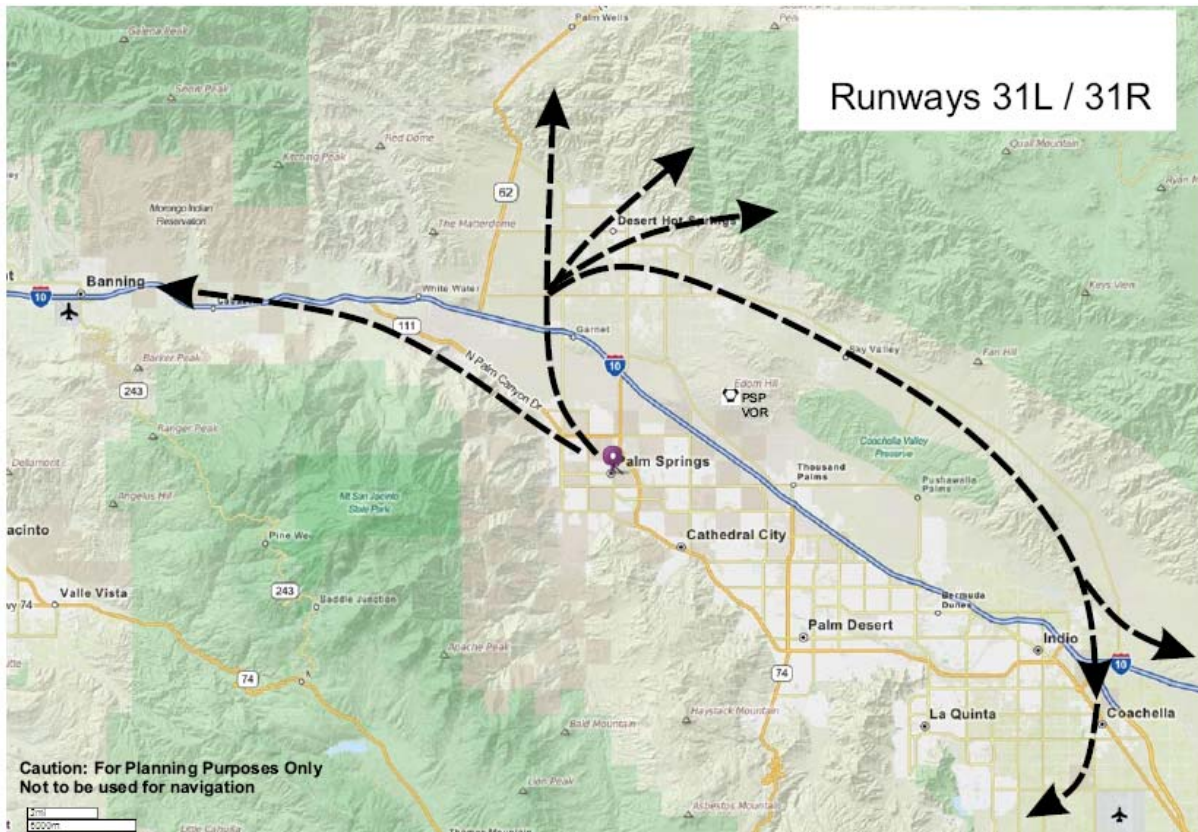
PUBLISHED VFR DEPARTURE PROCEDURES

Note: VFR Twin/Single Engine Piston can expect significant delays for radar flight following. Pilots will be instructed to squawk VFR and depart via one of the depicted VFR departure routes. Pilots can request radar flight following at or above 6500 MSL west of Banning airport with Hemet Sector on 134.0 MHz. VFR Aircraft requesting flight following with Los Angeles Center should wait until they are at least 30 NM from PSP VORTAC.

Palm Springs RWY 31L/R departures:

Westbound through Banning Pass: turn left heading 290 until reaching Hwy 111. Follow Hwy 111 to remain 1 mile south of Interstate I-10 westbound. Climb unrestricted. Radar flight following may be requested west of Banning Airport at or above 6500 MSL on SoCal Approach frequency 134.0 MHz.

North, East and Southbound: Palm Springs Tower will assign a heading between 360-030 degrees. Remain on that heading until north of the PSP VORTAC, climb unrestricted. Do not turn southbound until over or east of Bermuda Dunes Airport.

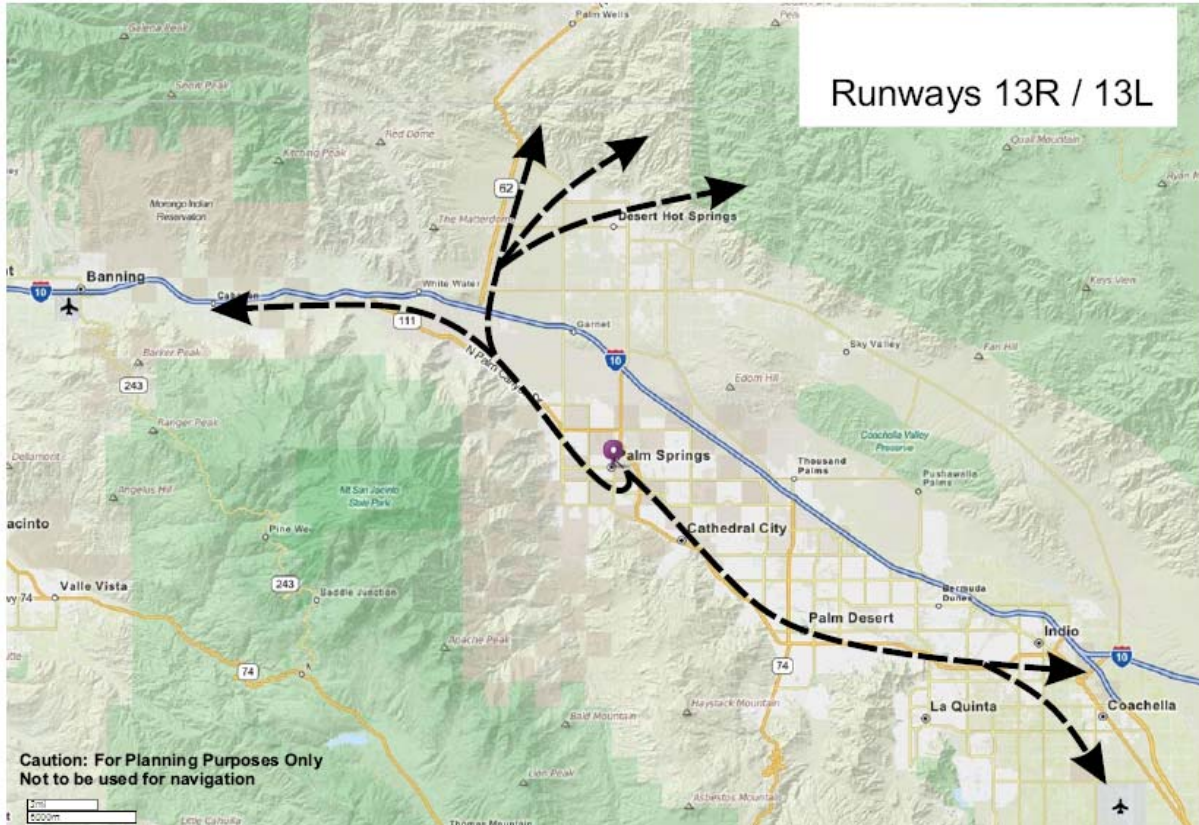


Palm Springs RWY 13L/R departures:

Westbound through Banning Pass: right downwind until reaching Hwy 111. Follow Hwy 111 to remain 1 mile south of Interstate I-10 westbound. Climb unrestricted. Radar flight following may be requested west of Banning Airport at or above 6500 MSL on SoCal Approach frequency 134.0 MHz.

North and Northeast: right downwind until reaching Hwy 111. Follow Hwy 111 until west of Hwy 62 to remain clear of turbojet aircraft inbound to Palm Springs. Climb unrestricted. Follow Hwy 62 north until over the foothills then proceed on course.

East and South: Fly runway heading until reaching the foothills before turning on course. Climb unrestricted.



DEPARTURES OFF of UDD or TRM. Follow uncontrolled airport procedures.

IFR departing Bermuda Dunes (UDD) and Jacqueline Cochran (TRM): These aircraft will be required to receive their IFR clearances via 1-800-448-3724 option 3 for Empire Area. Pilots should be encouraged to depart VFR to help expedite their release. Advise pilots not to depart until they are released on frequency 135.275 MHz.

PALM SPRINGS INTERNATIONAL AIRPORT GENERAL INFORMATION

Restricted operations: Local training flights, practice approaches, and touch and go operations are prohibited October 9-15, 2012. Due to high volume of anticipated traffic during this period, local VFR pilots may experience lengthy delays and are encouraged to conduct only essential flight operations. Opposite direction operations will not be permitted.

Uncontrolled Ramp (Parking) Areas: All aircraft parking spaces are located in non-movement areas and are not controlled by ground control. Pilots operating in these areas do so at their own risk. When operating in non-movement areas, pilots are encouraged to be extra alert for taxiing aircraft, aircraft with engines running, and vehicle/pedestrian traffic. Ground support personnel will be assisting aircraft to/from parking areas and to run-up areas. For safety reasons high RPM engine running is prohibited outside designated run-up areas.

Vehicular Traffic: Vehicles are not allowed on ramps except those belonging to airport operators and tenants. *Van Transportation will be provided to/from aircraft parking areas. Due to heightened security precautions, all visitors are required to enter/exit the airport flight line through the lobbies at either Atlantic Aviation or Signature Flight Support.* Car rental and ground transportation pick-up/drop-off arrangements should be scheduled accordingly.

Pre-Flight Planning: Check the FBO flight planning room and/or with Riverside Flight Service for the latest update on weather, flight information and departure procedures. **Please ensure that you have received a copy of and have thoroughly reviewed the temporary taxi and departure procedures prior to engine start.**

Customs: U. S. Custom's service is available at the Palm Springs International Airport. Pilots should make prior arrangements to clear customs prior to arrival/departure.

RIVERSIDE AUTOMATED FLIGHT SERVICE STATION (RAL) [located Prescott,AZ] is available 24 hours by telephoning. 1-800-WX-BRIEF (1-800-992-7433).

****remember to close your flight plan****

**PALM SPRINGS AIRPORT TRAFFIC CONTROL TOWER LETTER TO
AIRMEN NO. 00-1**

ISSUED: August 10, 2012 **EFFECTIVE:** October 9, 2012

SUBJECT: 2012 AOPA SUMMIT FLY-IN PALM SPRINGS INTERNATIONAL
AIRPORT

CANCELLATION: October 15, 2012

BACKGROUND: This letter outlines the arrival and departure procedures to be used October 9 through October 15. The goal of these procedures is to maintain an organized and controlled atmosphere during entry and exit of the airport area.

PROCEDURES:

All procedures for the 2012 AOPA Fly-In are contained in the SPECIAL FLIGHT PROCEDURES NOTAM which is published on the following websites:

www.faa.gov/air_traffic/publications/notices/

www.aopa.org

BE ADVISED "LINE UP AND WAIT" (LUAW) PROCEDURES WILL BE USED DURING THE EFFECTIVE DATES OF THE NOTAM.

The most current NOTAM information is always available from Flight Service Stations at 1-800-WX-BRIEF (1-800-992-7433).

Be aware that Notices, restrictions, and advisories may change at any time and without notice.

Do not attempt any operation in the National Airspace System without first obtaining and understanding a thorough pre-flight briefing.

For questions or comments concerning any NOTAM, contact your Flight Service Station.



G. Kenneth Sharp
Air Traffic Manager, Palm Springs ATCT

Section 5. Airshows

2012 U.S. & CANADIAN MILITARY AERIAL AIRCRAFT/PARACHUTE DEMONSTRATIONS

During CY 2012, 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 2012 aerial demonstration locations, subject to change without notice, are:

DATE		USAF Thunderbirds	USN Blue Angels	USA Golden Knights	Canadian Snowbirds
Sept	22-23	Salinas, CA	Grand Junction, CO	Duluth, MN	Duluth, MN
	29-30	McConnell AFB, KS	MCAS Kane'ohe Bay, HI	Tallahassee Airfest, FL	Rome, GA
Oct	6-7	Fort Worth, TX	San Francisco, CA		Fort Worth, TX
	13-14	Daytona Beach, FL	Miramar, CA	San Diego, CA	Daytona Beach, FL
	20-21	El Paso, TX	Jacksonville, FL	El Paso, TX	
	27-28	Moody AFB, GA	Houston, TX		
Nov	2-3		Pensacola, FL		
	3-4	Homestead ARB, FL		Homestead ARB, FL	
	10-11	Nellis AFB, NV			
	17-18				
	24-25				

Note: Dates and locations are scheduled “show dates” only and do not reflect arrival or practice date TFR periods that may precede the specific aerial demonstration events listed above. Again, pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding any airspace restrictions.

ALBUQUERQUE INTERNATIONAL BALLOON FIESTA

Albuquerque, New Mexico

October 5 – October 14, 2012

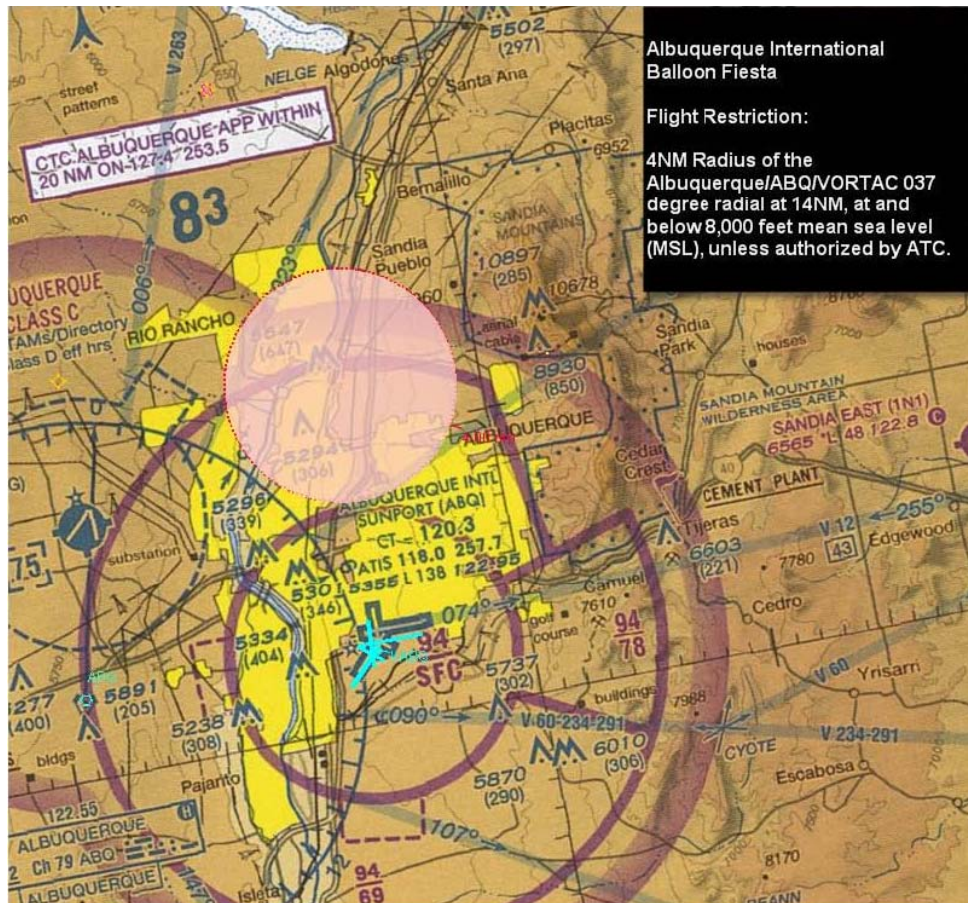
In support of the 2012 Albuquerque International Balloon Fiesta, aircraft operations are prohibited within a four (4) nautical mile (NM) radius of lat/long. 35°11'34"N/106°35'54"W or the Albuquerque/ABQ/VORTAC 037 degree radial at 14 NM, at and below 8,000 feet mean sea level (MSL), unless authorized by ATC.

Effective dates/times of this flight restriction are:

October 5, 2012	0530 – 1200 Local
October 6 – 14, 2012	0530 – 1200 Local
October 6,7,11,12, and 13 2012	1600 – 1800 Local

For further information, contact Don Edwards, 1-505-503-3812.

The Albuquerque International Balloon Fiesta is expected to generate a high volume of balloon and aircraft traffic. Pilots are urged to exercise caution when flying in the Albuquerque area during this period and to check current NOTAMs for flight restriction amendments.



2012 COPPERSTATE FLY-IN

Casa Grande Municipal Airport (CGZ)

Casa Grande, Arizona

October 25 – 27, 2012

In anticipation of increased air traffic at Casa Grande Municipal Airport (CGZ) during the 2012 COPPERSTATE Fly-In, the following procedures will be used to enhance safety and minimize air traffic delays. Text and graphic depictions of these procedures are also available at the COPPERSTATE website: <http://www.copperstate.org>.

Temporary AIRPORT TRAFFIC Control Tower

The Federal Aviation Administration will operate a Temporary Airport Traffic Control Tower at the Casa Grande Municipal Airport (CGZ), using Special Arrival and Departure Procedures (see below), on the following days and times:

Day	Date	Time
Thursday	October 25, 2012	0600 – 1800 MST (1300 – 0100 UTC)
Friday	October 26, 2012	0600 – 1800 MST (1300 – 0100 UTC)
Saturday	October 27, 2012	0600 – 1800 MST (1300 – 0100 UTC)

Frequencies

ATIS	132.7
Copperstate Arrival	126.4
Copperstate Tower	119.8
Copperstate Ground	127.9
Helicopter Ops	128.4
Parking Control	122.7

Airport/Tower Remains Open During Aircraft Demonstrations

The Casa Grande Municipal Airport (CGZ) will NOT be closed for aerobatic air shows at any time during the 2012 COPPERSTATE Fly-In. There will, however, be non-aerobatic aircraft demonstrations that may occasionally cause short delays for arriving and/or departing aircraft.

IFR Operations

Air traffic controllers in the Temporary Airport Traffic Control Tower during the COPPERSTATE Fly-In will have no means of communication with Phoenix Terminal Radar Approach Control or Albuquerque Air Route Traffic Control Center. Consequently, controllers will be unable to provide IFR services of any kind (including separation, clearances, or cancellation of IFR flight plans). Pilots must cancel IFR flight plans, obtain IFR clearances, etc., using other ATC facilities.

Reduced Arrival and Departure Separation Standards

A waiver has been issued by the FAA, reducing arrival and departure separation standards for Category 1 and 2 aircraft (primarily single and light twin engine aircraft) when the Temporary Airport Traffic Control Tower is in operation.

Mode C Veil Waiver

Phoenix Terminal Radar Approach Control has authorized aircraft to deviate from the ATC transponder and altitude reporting equipment and use requirements prescribed in 14 CFR 91.215b(2) within the Phoenix Class B airspace Mode C veil during the COPPERSTATE Fly-In, October 25-27, 2012, within the following portion of the Mode C veil airspace ONLY: That area of the Mode C veil airspace, at and below 3500' MSL, that lies south of an east-west line through the city of Maricopa, Arizona. The above exemption does not authorize entry into the Phoenix Class B airspace, nor does it authorize deviation from the Mode C requirement to operate within the Phoenix Class B airspace.

Airport Operations When the Tower Is Closed

When the temporary control tower is closed (1800-0600 MST), the airport will remain open and revert to its usual non-towered status. There will be considerable vehicle and pedestrian traffic on the airport during the event, and pilots are requested to be extremely vigilant while taxiing at slow walking speed with all lights on. Aircraft should be accompanied by a "wingwalker" when taxiing in areas other than the parallel taxiway, and pilots should broadcast their intentions on CTAF, 122.7.

Unpaved Surfaces

With the exception of ultralight/LSA aircraft operating to, from, or on the unpaved runway (see details below) ALL aircraft engine operations on unpaved surfaces are prohibited. Aircraft inbound to unpaved parking areas must shutdown engines prior to departing the paved surface; aircraft outbound from unpaved parking areas must not start engines until the aircraft is repositioned to a paved surface. If assistance is required, contact Parking Control on 122.7.

Aircraft transitioning between the main ramp and the unpaved runway may, after receiving appropriate clearance from Ground Control, use the paved parallel taxiway. To transition the area between the paved parallel taxiway and the unpaved runway, these aircraft must use paved diagonal taxiway "E" and the dirt taxi lane denoted by blue markers. Alternatively, such aircraft may, with the assistance of a flagman/wing walker, taxi on the dirt/gravel lane along the north side of the ditch between the diagonal taxiway "E" and the Ultralight/LSA parking area, shutting down their engines between the pedestrian bridge and main ramp area.

Taxiway "A" Closure

From 0600 MST (1300 UTC) on Tuesday, October 23, 2012, until 0600 MST (1300 UTC) Tuesday, October 30, 2012, Taxiway "A", between the parallel taxiway and the "T" hangars, will be closed to all except CGZ-based aircraft hangared in the existing "T" hangar complex or temporarily tied down along Taxiway "A".

Transient Aircraft Parking

Personal and business transient aircraft not attending or otherwise affiliated with the COPPERSTATE Fly-In will be parked in the two tiedown rows directly in front of the terminal building, in the three eastern most painted tiedown spots. Transient parking will be limited to two hours unless otherwise approved by airport management.

Aircraft Fueling

To avoid long waits for fuel delivery prior to departure, pilots are encouraged to obtain 100LL avgas shortly after arriving at CGZ. The fuel truck(s) will cruise a set pattern throughout the airport grounds and provide

fuel to pilots who flag them down along their assigned refueling route. To discourage pilots from taxiing through congested areas to use the self-service fuel pumps during the COPPERSTATE Fly-In, full service 100LL avgas will be sold from the fuel truck(s) at the posted AirNav self-service price. Self-service 100LL avgas will be sold at the posted AirNav full service price, plus \$0.10 per gallon.

Special Arrival Procedures

Unless alternate instructions are issued, one of the following two Special Arrival Procedures (depending on runway in use) will be utilized for all fixed wing aircraft inbound to Casa Grande Municipal Airport (CGZ) when the tower is open:

Mine Pit (Runway 23) Arrival Transition

(see graphic depiction below)

1. Obtain arrival information as soon as possible, via ATIS on **132.7**.
2. When Runway 23 is in use, the outer fix is the large square pile of mine tailings, 3.6 miles west of the Casa Grande Airport (N 32° 57' 18.1", W 111°48' 58.6"). **MONITOR** COPPERSTATE Arrival Control on **126.4**, at least 10 miles prior to entering the Arrival Transition.
3. Enter the Arrival Transition at least 3 miles west of the Mine Pit at 2500 msl, heading 080 for the center of the pit. Maintain as close to 90 knots as possible and proceed SINGLE FILE inbound. If you are faster than traffic ahead, allow more room when you enter, you will be following that aircraft for at least 4 miles. NO PASSING ALLOWED. Return to starting point if unable to follow traffic ahead.
4. When established inbound toward the Mine Pit, **CONTACT** COPPERSTATE Arrival Control on **126.4** with call sign, type aircraft, distance from the outer fix, and whom you are following.
5. If VFR holding is necessary, COPPERSTATE Arrival Control will instruct a lead aircraft to enter a circular holding pattern, making left-hand-turns, at the Mine Pit. All other aircraft will follow the leader SINGLE FILE in the holding pattern. When holding is no longer necessary, the lead aircraft will be cleared inbound to the airport, with other aircraft following single file.
6. COPPERSTATE Arrival Control will advise when to change to, and **MONITOR**, COPPERSTATE Tower on **119.8**. Continue to follow traffic ahead eastbound across the south portion of the mine pit and along the dirt road. Enter a right downwind for runway 23.
7. Listen for any base leg instructions or change in sequence, and landing clearance.
8. After landing, clear the runway without delay, and (unless specifically instructed to do so) DO NOT STOP prior to the parallel taxiway.
9. If directed by flagmen to taxi ON the parallel taxiway, change to and **MONITOR** COPPERSTATE Ground Control on 127.9. Be aware that, when necessary, Ground Control may use "color and type" identification, rather than N-number, when transmitting additional instructions to you. Example: "blue and white Cherokee, give way to the Glasair on your left".
10. If directed by flagmen to taxi ACROSS the parallel taxiway, change to and **MONITOR** COPPERSTATE Parking Control on 122.7.

NOTE: When clear of the parallel taxiway, all arriving aircraft should **MONITOR** COPPERSTATE Parking Control on 122.7 and use this frequency to request parking assistance or information. When taxiing on airport

ramp/apron areas or within the designated Fly-in paved parking areas at the east end of diagonal taxiway "E", always taxi at walking speed and, if possible, under the direction of a flagman and/or "follow me" vehicle.

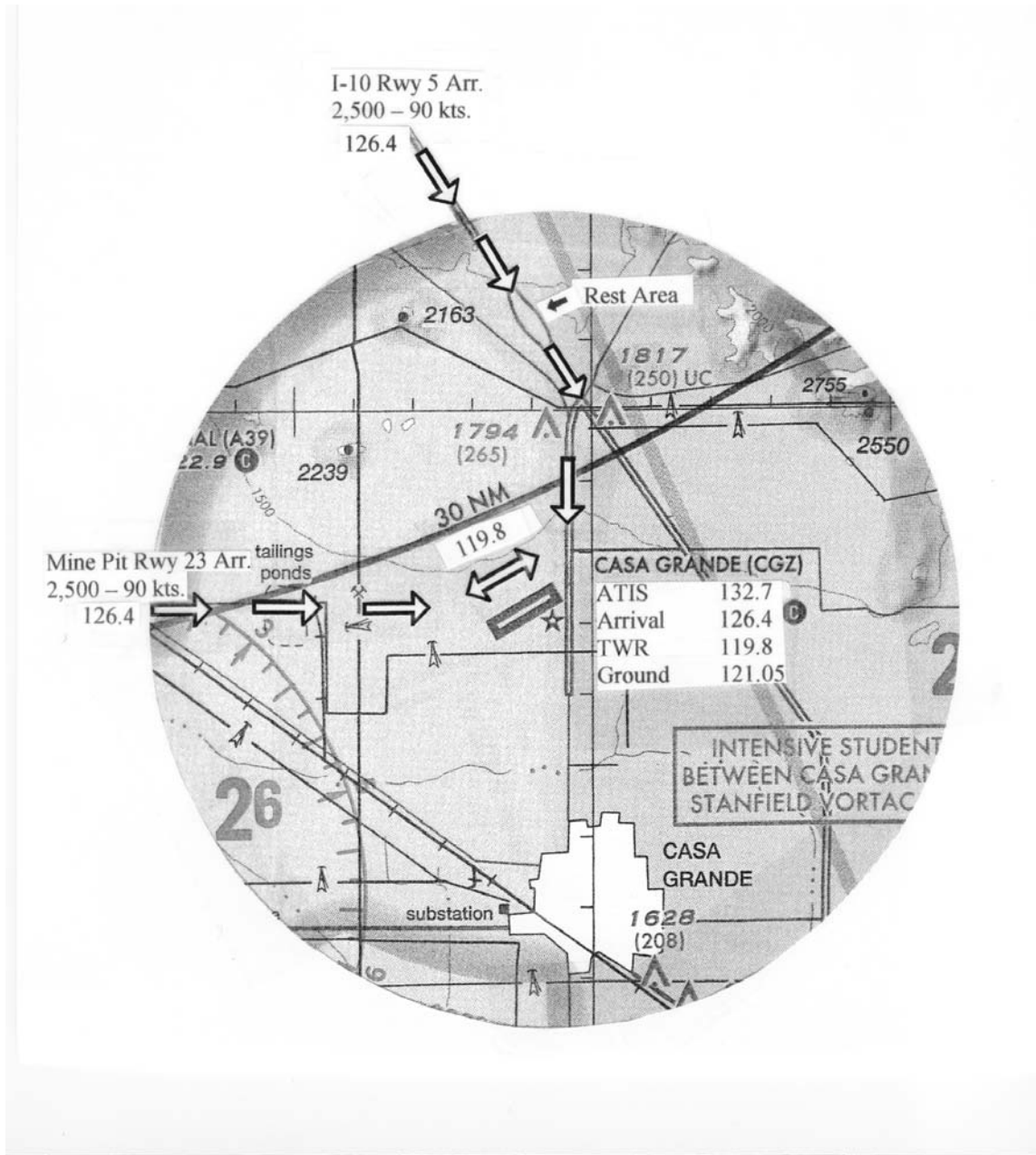
I-10 (Runway 5) Arrival Transition

(see graphic depiction below)

1. Obtain arrival information as soon as possible, via ATIS on 132.7.
2. When Runway 5 is in use, the outer fix is the highway interchange at Interstate-10 and Arizona Highway 387, 3.6 miles northeast of the Casa Grande Airport (N 33° 00' 11.1", W 111° 45' 11.0"). **MONITOR** COPPERSTATE Arrival Control on 126.4, at least 10 miles prior to entering the Arrival Transition.
3. Enter the Arrival Transition at least 3 miles northwest of the interchange (in the vicinity of the highway rest areas located on both sides of the freeway) at 2500' MSL, following the freeway southeast bound. Maintain as close to 90 knots as possible and proceed **SINGLE FILE** inbound. If you are faster than traffic ahead, allow more room when you enter, you will be following that aircraft for at least 4 miles. **NO PASSING ALLOWED**. Return to starting point if unable to follow traffic ahead.
4. When established inbound over the freeway, **CONTACT** COPPERSTATE Arrival Control on **126.4** with call sign, type aircraft, distance from the outer fix, and whom you are following.
5. If VFR holding is necessary, COPPERSTATE Arrival Control will instruct a lead aircraft to enter a racetrack holding pattern, making left-hand-turns, using the two highway rest areas as the pivot points of the racetrack pattern. All other aircraft will follow the leader **SINGLE FILE** in the holding pattern. When holding is no longer necessary, the lead aircraft will be cleared inbound to the airport, with other aircraft following single file.
6. COPPERSTATE Arrival Control will advise when to change to, and **MONITOR**, COPPERSTATE Tower on **119.8**. Upon reaching the freeway interchange, continue to follow traffic ahead as you turn southbound along Arizona Highway 387. Enter a left downwind for Runway 5.
7. Listen for any base leg instructions or change in sequence, and landing clearance.
8. After landing, clear the runway without delay, and (unless specifically instructed to do so) **DO NOT STOP** prior to the parallel taxiway.
9. If directed by flagmen to taxi **ON** the parallel taxiway, change to and **MONITOR** COPPERSTATE Ground Control on 127.9. Be aware that, when necessary, Ground Control may use "color and type" identification, rather than N-number, when transmitting additional instructions to you. Example: "blue and white Cherokee, give way to the Glasair on your left".
10. If directed by flagmen to taxi **ACROSS** the parallel taxiway, change to and **MONITOR** COPPERSTATE Parking Control on 122.7.

NOTE: When clear of the parallel taxiway, all arriving aircraft should **MONITOR** COPPERSTATE Parking Control on 122.7 and use this frequency to request parking assistance or information. When taxiing on airport ramp/apron areas or within the designated Fly-in paved parking areas at the east end of diagonal taxiway "E", always taxi at walking speed and, if possible, under the direction of a flagman and/or "follow me" vehicle.

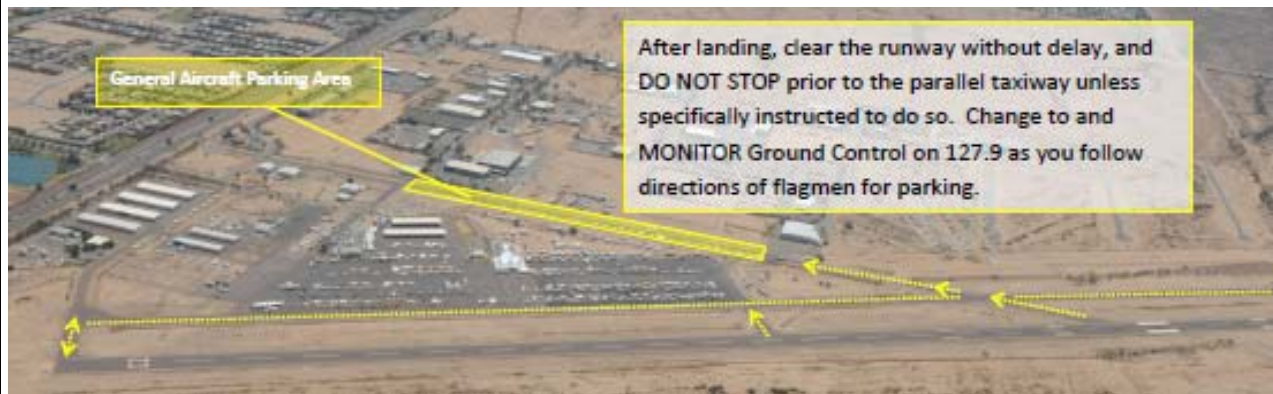
Graphic Depiction of Arrival Transitions



SHOWPLANE TAXI



GENERAL AIRCRAFT TAXI ROUTES



DEPARTURE PROCEDURES

To ensure the safety of spectators, all aircraft taxiing in the aircraft parking areas must be accompanied by at least one “wingwalker” to ensure that the propeller area remains clear during engine start and taxi. Do not start engines without first enlisting the aid of a fellow pilot, COPPERSTATE volunteer, Civil Air Patrol cadet, or other qualified person to perform this function. The wingwalker must accompany the aircraft until you have taxied clear of all areas where spectators are present.

1. Obtain departure information via ATIS on 132.7.
2. Taxi when ready, follow the directions of flagmen, and **MONITOR** Parking Control on 122.7 until reaching the parallel taxiway.
3. Prior to entering the parallel taxiway, change to and **MONITOR** Ground Control on 127.9. Contact Ground Control only when necessary for clarification or to request alternate taxi instructions. Be aware that, when necessary, Ground Control may use “color and type” identification, rather than N-number, when transmitting additional instructions to you. Example: “blue and white Cherokee, give way to the Glasair on your left”.
4. Change to and **MONITOR** COPPERSTATE Tower on 119.8 when signs or flagmen indicate you should do so-- and in no case later than when you are number three for takeoff. Tower will assume you are ready for takeoff upon your arrival at the end of the runway.
5. After departure, fly runway heading for at least 5 miles, unless otherwise advised by the tower. At five miles, turn on course and frequency change is approved. Avoid the flow of arrival traffic from points west or north of Casa Grande Airport, and do not enter the Phoenix Class B airspace unless you have received a clearance to do so from Phoenix Approach Control.

HELICOPTER PROCEDURES

All helicopter operators are encouraged to familiarize themselves with both helicopter and fixed-wing arrival/departure routes, and to utilize flight paths that do not conflict with the flow of fixed-wing traffic. The marked helicopter pad on the main ramp, west-northwest of the terminal building, will be closed for the duration of the event. A temporary transient helicopter Landing Zone (LZ) has been designated north of the terminal building, just south of the parallel taxiway, at the east edge of the main ramp. Transient helicopter pilots should be alert for helicopter ride and air ambulance helicopters operating from the paved ramp area southeast of the terminal building via routes south of, and parallel to, the transient helicopter routes.

To avoid rotor-wash damage to persons and property on the ground, no helicopter operations are permitted over aircraft parking areas, vendor exhibit areas, etc. Helicopters should fly a safe arrival/departure that does not cause debris from the dirt/grass area north or east of the temporary LZ to blow onto airport ramps, taxiways, buildings or facilities. Helicopters must not overfly airport buildings/facilities unless necessary for safety of flight.

NOTE: Unless authorized by prior arrangement with ATC, **air ambulance and ride helicopters** should **CONTACT** COPPERSTATE Tower on 119.8 prior to departure, or when ten miles from the airport on arrival, and should plan to ingress/egress directly to or from their normal LZ. Air ambulance helicopter operations will remain operational throughout the COPPERSTATE event and will receive priority handling over other traffic.

Transient Helicopter Arrivals

1. Obtain arrival information via ATIS on 132.7.

2. **CONTACT** COPPERSTATE Tower on 119.8, ten miles from the airport, for arrival instructions. Unless otherwise instructed, pilots should use the Helicopter Arrival Route (see below).
3. If so directed by COPPERSTATE Tower, **CONTACT** HELO OPS on frequency 128.4.
4. Look for ground support personnel to provide hand signal guidance to your assigned LZ.

Transient Helicopter Arrival Route (see graphic below)

Unless otherwise instructed by the tower, all helicopters will ingress to the LZ from the east, from over the red roofed buildings located east of Arizona Highway 387. Helicopters arriving from the west, north, or south should circumnavigate the airport (at least three miles from the airport), at 500' AGL, so they will approach the red roofed buildings from the east. From over the red roofed buildings, helicopters will proceed westbound to the LZ. Helicopters should not overfly houses east of the airport.

Transient Helicopter Departures

1. Obtain departure information via ATIS on 132.7.
2. Receive clearance to start from ground support personnel or HELO OPS on 128.4.
3. When ready for departure and released by HELO OPS, **CONTACT** COPPERSTATE Tower on 119.8 for departure instructions. Unless otherwise instructed, pilots should use the Helicopter Departure Route (see below).

Transient Helicopter Departure Route (see graphic below)

Unless otherwise instructed by the tower, all helicopter departures will egress from the LZ to the east, passing north or south of the red roofed buildings. Northbound departures should continue eastbound for two miles before turning north, maintaining at or below 300' AGL until clear of the runway extended centerline. Southbound departures may turn southbound after passing the red roofed buildings AND the housing development, maintaining at or below 300' AGL until clear of the flow of fixed wing traffic. Helicopters should not overfly houses east of the airport.

GRAPHIC DEPICTION OF TRANSIENT HELICOPTER ROUTES



UNPAVED RUNWAY PROCEDURES

Pilots may use the unpaved parallel runway at their own risk, in compliance with the procedures below, with each pilot bearing responsibility for separation from other traffic. Pilots are reminded that use of these procedures does not relieve them of their responsibility for compliance with FAR 91.119 (Minimum Safe Altitudes) and FAR 103.15 (Operations Over Congested Areas).

- Unless otherwise coordinated with the tower, all aircraft using the unpaved runway must be equipped with an aircraft transceiver. Two-way radio communication with the tower is not required, but pilots using the unpaved runway should monitor Copperstate Tower on 119.8 and be prepared to respond to tower instructions in the event of conflict with tower-controlled traffic.
- Unless otherwise coordinated with the tower, pilots must receive clearance from Copperstate Ground Control on 127.9 prior to taxiing on the paved parallel taxiway. All other taxi operations to, from, and in the vicinity of the unpaved runway are at pilot's discretion and risk.
- The graded 2000' x 30' unpaved runway is on the south side of Runway 5/23 at Casa Grande Municipal Airport (CGZ) and is parallel to that runway. It is located abeam the paved parallel taxiway at the approach end of Runway 5, and is separated from that parallel taxiway by a water retention area. This water retention area forms a natural boundary on the north side of the unpaved runway and is unsuitable for aircraft operations. Pilots are also urged to use caution for the airport boundary fence, which lies south of, and parallel to, the unpaved runway. There is a slight, but smooth, rise about 600' from the 23 approach end of the unpaved runway.
- The threshold of the unpaved runway will be displaced from the Northeast end a distance of approximately 700 feet. This leaves 1300 feet of landing/takeoff distance. This displaced threshold will be clearly marked for the duration of the fly-in.
- When wind conditions permit, pilots should land and depart on the unpaved runway in the same direction as is currently being used on the paved runway.
- All flight operations must be conducted to the SOUTH of the unpaved runway, at or below 400' AGL. Aircraft landing/departing to the southwest will fly a left-hand pattern, and aircraft landing/departing to the northeast will fly a right-hand pattern.
- Arrivals: Aircraft should approach the field from the SOUTH, at or below 400' AGL, flying on the EAST side of the north/south dirt road that leads to the approach end of Runway 5. Pattern altitude is 400' AGL for trikes and other fixed-wing aircraft, 200' AGL for powered parachutes.
- Departures: Aircraft using the unpaved runway should depart the area to the SOUTH, at or below 400' AGL, remaining WEST of the north/south dirt road that leads to the approach end of Runway 5.
- With the exception of local operations and the arrival/departure routes described above, aircraft using the unpaved runway are to remain clear of the airspace within a 3 statute mile radius of the Casa Grande Municipal Airport. Pilots should be especially vigilant when operating near helicopter operations areas and unpaved runway operations areas depicted below.

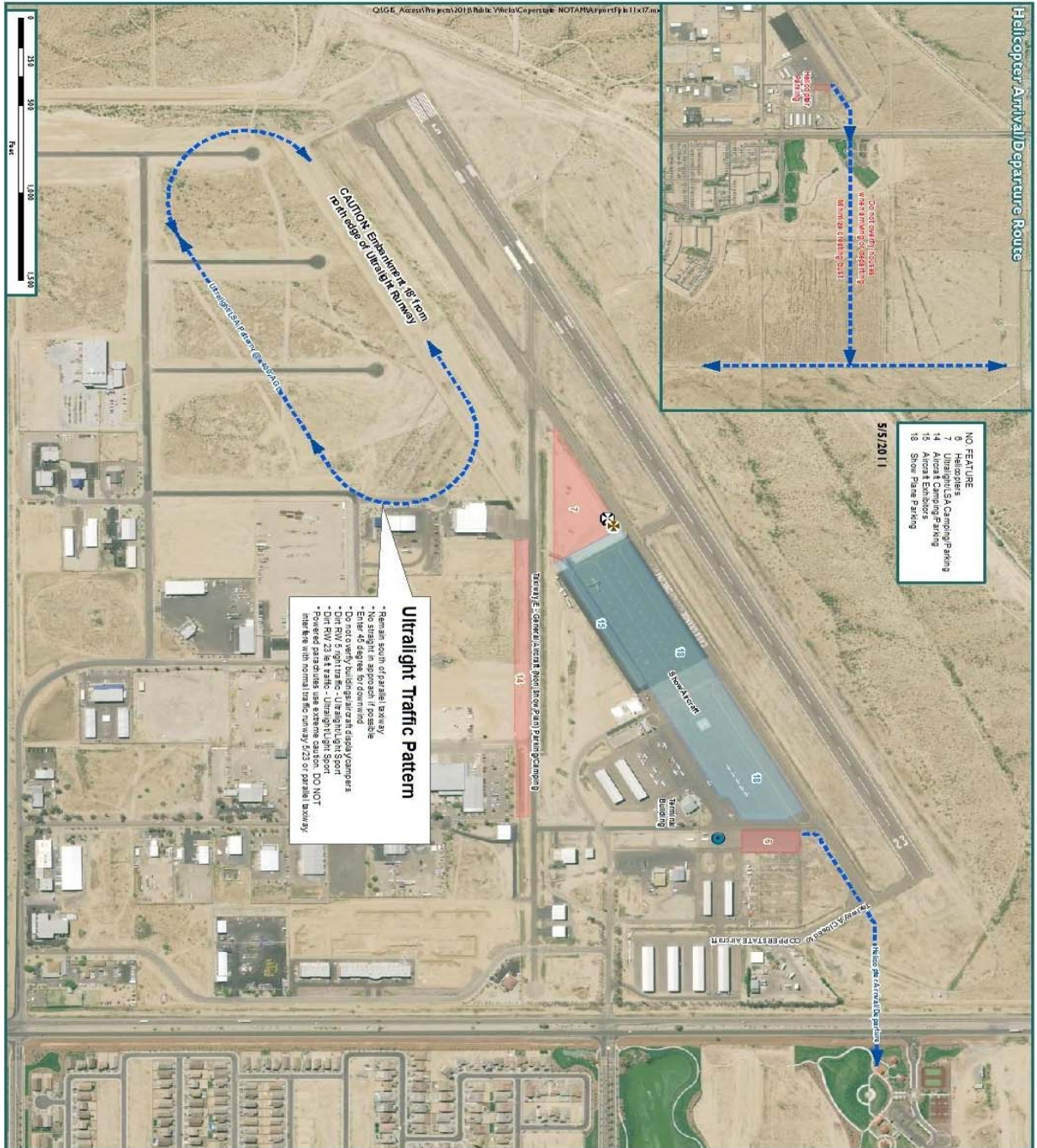


COPPERSTATE HELICOPTER ARRIVAL/DEPARTURE ROUTE TRAFFIC PATTERN







Disclaimer: Information shown is derived from public records that are constantly changing and do not replace a site survey. This map is not guaranteed for content accuracy. The City of Casa Grande does not guarantee the positional or thematic accuracy of this map.



JANUARY – 2013							FEBRUARY – 2013							MARCH – 2013						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7				1	2	3	4					1	2	3
8	9	10	11	12	13	14	5	6	7	8	9	10	11	4	5	6	7	8	9	10
15	16	17	18	19	20	21	12	13	14	15	16	17	18	11	12	13	14	15	16	17
22	23	24	25	26	27	28	19	20	21	22	23	24	25	18	19	20	21	22	23	24
29	30	31					26	27	28					25	26	27	28	29	30	31
APRIL – 2013							MAY – 2013							JUNE – 2013						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7			1	2	3	4	5						1	2
8	9	10	11	12	13	14	6	7	8	9	10	11	12	3	4	5	6	7	8	9
15	16	17	18	19	20	21	13	14	15	16	17	18	19	10	11	12	13	14	15	16
22	23	24	25	26	27	28	20	21	22	23	24	25	26	17	18	19	20	21	22	23
29	30						27	28	29	30	31			24	25	26	27	28	29	30
JULY – 2013							AUGUST – 2013							SEPTEMBER – 2013						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7				1	2	3	4							1
8	9	10	11	12	13	14	5	6	7	8	9	10	11	2	3	4	5	6	7	8
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22	23	24	25	26	27	28	19	20	21	22	23	24	25	16	17	18	19	20	21	22
29	30	31					26	27	28	29	30	31		23	24	25	26	27	28	29
														30						
OCTOBER – 2013							NOVEMBER – 2013							DECEMBER – 2013						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6					1	2	3							1
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28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29
														30	31					

 = Cutoff dates for submitting NOTAMs to AJV-21 for next publication. (Twenty-three (23) days before effective date.)

 = Effective dates and cutoff dates for submitting information to the Publications Staff, AJV-362 for next publication. (Twenty-eight (28) days before next effective date.)

**U.S. Department
of Transportation
Federal Aviation
Administration
800 Independence Ave., S.W.
Washington, DC 20591**

**Critical to
Flying
Safety**

**Flight Information Publication
*Notices to Airmen***