

VFR FLYWAY PLANNING CHART
HOUSTON
 Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

AIRPORTS

Paved Runways
 NAME (NAM)
 NAME (NAM)
 Unpaved Runways
 NAME (NAM)

RADIO AIDS TO NAVIGATION

VOR DLG 138.8 NDB DCW 262
 VORTAC PPS 121.8 NDB-DME RMW 320
 VOR-DME KIP 110.7 DME PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Class B Airspace
 Class C Airspace (Mode C - see FAR 91.215/AM.)
 Class D/C Surface Area
 Prohibited, Restricted, and Warning Areas, Canadian Advisory, Danger, and Restricted Areas
 Alert Area and Military Operations Area (MOA)

Examples of Class B Airspace Altitudes
 70 --- Ceiling in hundreds of feet MSL
 30 --- Floor in hundreds of feet MSL
 Mode C (See FAR 91.215/AM.)
 Class D Airspace
 Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
 Class E (4c) Airspace

Suggested VFR Flyway and Altitude
 2600 6700

OBSTRUCTIONS (Selected)
 2049

MISCELLANEOUS
 Navigation Reference Point
 N39° 56.32' W122° 56.91'

TOPOGRAPHIC INFORMATION
 Mountain Top or Peak and Spot Elevation
 12256

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE HOUSTON AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION
 THE ENTIRE HOUSTON AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STABLE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

Entire area of this chart is within the Eastern Standard Time Zone +6 (+CST) = UTC.

CAUTION: Severe turbulence may occur over rugged terrain. See AOM.

MILITARY TRAINING ROUTES (MTRs)
 All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route width and end points are not shown.
 Since these routes are subject to change every 56 days, you are cautioned and advised to contact Flight Service for route dimensions and current status for those routes affecting your flight.
 Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Supplement of the Chart Supplement.
 DoD users refer to Area Planning AP/B Military Training Routes North and South America for current routes.

HOUSTON CLASS B AIRSPACE

- OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS:** Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met, including those requirements are:
- Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for the Class B Airspace.
 - No person may take off or land a civil aircraft at an airport within the Class B Airspace unless:
 - (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325; or
 - (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
 - Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated tower while within the lateral limits of the Class B Airspace.
 - An operable VOR or TACAN receiver for IFR operations.
 - A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS—Aircraft operating within the Houston Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

- Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
- Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
- Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters, although rotor separation will be the primary standard used, approved visual and other non-radar procedures will be applied as required or deemed appropriate. Traffic information on observed but unclassified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

HOUSTON VFR WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Checkpoint flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Checkpoint name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC Communications.

| | |
|-------|----------------------------|
| VPBWY | N29° 46.25' / W095° 09.24' |
| VPDTN | N29° 46.29' / W095° 22.01' |
| VPGLA | N30° 08.32' / W095° 06.62' |
| VPGLB | N30° 07.80' / W094° 55.70' |
| VPKTY | N29° 47.05' / W095° 44.92' |
| VPPLN | N30° 08.80' / W095° 50.42' |
| VPRSN | N29° 50.00' / W095° 41.00' |
| VPNSD | N29° 23.13' / W095° 28.86' |
| VPNST | N29° 49.29' / W094° 53.94' |
| VPPTN | N29° 47.48' / W095° 10.34' |
| VPTNW | N29° 47.06' / W095° 33.81' |
| VPTRK | N29° 24.06' / W095° 10.44' |

REPORTING CHART ERRORS
 You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. Frequently asked questions (FAQs) are answered on our website at <http://faa.gov>. See the FAA prior to contact via toll free number or email. Telephone toll free at 1-800-638-8972, or email us at faa-safety@faa.gov or mail to FAA, Aeronautical Information Services, Customer Operations Team, 1305 East-West Highway, BSMC 4, Suite 440, Silver Spring, MD 20910-3281.

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