

VFR TERMINAL AREA CHART
NEW ORLEANS

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AIRPORTS
Other than hard-surfaced runways:
• Hard-surfaced runways 1000 ft. or greater
• Open dirt hard-surfaced runways
• Obsolete runways
• Obsolete runways, VOR/DME, or VORTIC location.
• Obsolete runways, VOR/DME, or VORTIC location, including their original location.
• Obsolete runways, VOR/DME, or VORTIC location, including their original location.
• Obsolete runways, VOR/DME, or VORTIC location, including their original location.

AIRPORT DATA
Name of Airport (FAA) (IATA) (ICAO)
Elevation (ft.) (AGL) (MSL)
Communication Boxes
Obstructions
Miscellaneous
Topographic Information

NEW ORLEANS TAC
VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

83RD EDITION EFFECTIVE 0901Z 26 MAY 2016
TO 0901Z 10 NOV 2016

Includes airspace amendments effective 26 MAY 2016
and all other aeronautical data received by 31 MAR 2016

Information on this chart will change; consolidated major updates of chart changes are available every 56 days in the CHART SUPPLEMENTATION Aeronautical Chart Bulletin section (online at <http://www.faa.gov/ais>). Also consult appropriate NOTICES TO AIRMEN (NOTAMS) and other flight information publications (FIPs) for the latest changes.

NEW ORLEANS CLASS B AIRSPACE

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CAUTION: Severe turbulence may occur near rugged terrain. See AAM.

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

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NEW ORLEANS VFR WAYPOINTS

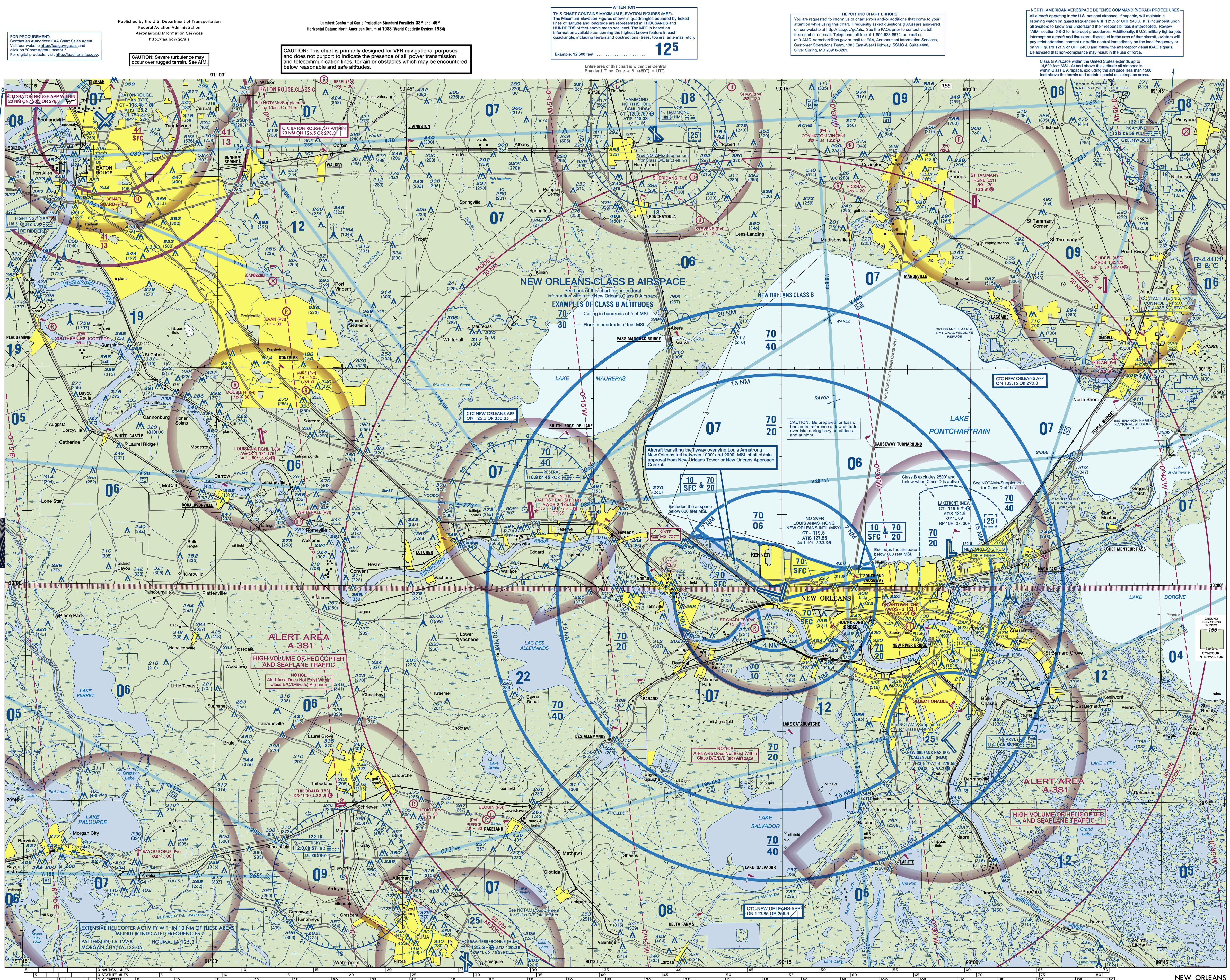
VFR Waypoint names consist of five letters beginning with "V". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

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.

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NEW ORLEANS 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. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft 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.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft is or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
4. An operable VOR or TACAN receiver for IFR operations.
5. An transporter with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transporter failure; however, other requests for deviations from the transporter 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 New Orleans Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

1. 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.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxing 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.
3. Aircraft intending to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be held pending 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 radar 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 unidentified 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.

CONTROL TOWER FREQUENCIES ON NEW ORLEANS TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VFR local control frequency (see information for each tower in the table below). Operational hours for local time. The primary VFR and UHF local control frequencies are listed. An asterisk (*) indicates that the frequency is reserved for a subordinated local frequency. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

CONTROL TOWER	OPERATES	TWR FREQ	UNID CON	ATIS	ASR/PAR
BAYOU BLVD. RWY	0800-2400	119.45 (25.8)	121.9	123.5	ASR
HAWAIIAN AIRCRAFT BLDG	0800-2400	120.95	119.85	118.25	
HULMA/TERRACON	0800-1900	123.3 (34.9)	121.9	120.25	
LAFAYETTE	0800-1800	119.9	121.7	124.2	
LOUIS ARMSTRONG	CONTINUOUS	119.5 (25.4)	121.9	273.25	127.55
NEW ORLEANS INTL	0700-2300 MCH-54I	123.8 (24.6)	121.6	270.35	279.35 ASR/PAR
NEW ORLEANS INTL	0700-2300 MCH-54I	123.8 (24.6)	121.6	270.35	279.35 ASR/PAR

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
NEW ORLEANS CLASS B	123.85 (24.6) (121.6) (121.9) (123.3) (121.9) (121.9)	CONTINUOUS
BAYOU BLVD CLASS C	123.5 (25.8) (121.9)	0800-2400
NEW ORLEANS TRSA	123.5 (25.8) (121.9)	0800-2400

SPECIAL USE AIRSPACE ON NEW ORLEANS TERMINAL AREA CHART

Use of special use airspace is indicated on the face of the chart by the letters SUA followed by the name of the special use airspace. The name of the special use airspace is followed by the name of the controlling agency. The name of the special use airspace is followed by the name of the controlling agency. The name of the special use airspace is followed by the name of the controlling agency.

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY	FREQUENCIES
4403 B	10-6500	INDEFINITE 1000-0300	HELIUMS CNR	
4403 C	10-15000	INDEFINITE 1000-0300	HELIUMS CNR	
A-381	10-2500	08-15	NO AID	

REGULATIONS REGARDING FLIGHTS OVER CHARTERED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, or U.S. Forest Service. Except as provided in paragraph 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) at the request of the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, or U.S. Forest Service, no person shall land an aircraft on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, or U.S. Forest Service. Federal regulations also prohibit landings by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without the approval of the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

CONVERSION OF ELEVATIONS

FEET	METERS
0	0
1	0.3
2	0.6
3	0.9
4	1.2
5	1.5
6	1.8
7	2.1
8	2.4
9	2.7
10	3.0
11	3.3
12	3.7
13	4.0
14	4.3
15	4.6
16	4.9
17	5.2
18	5.5
19	5.8
20	6.1
21	6.4
22	6.7
23	7.0
24	7.3
25	7.6
26	7.9
27	8.2
28	8.5
29	8.8
30	9.1

MILITARY TRAINING ROUTES (MTRs)

All IFR and VFR MTRs are shown, and they are shown from the surface up to the ceiling. Only the route number, direction of flight along the route, and the route designer's name are shown. MTRs are shown in red on this chart. 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 these routes affecting your flight. Routes with a change in the alignment of the charted route centerline will be indicated by the Aeronautical Chart Bulletin of the Chart Supplement. DoD users refer to Area Planning AP/IFR Military Training Routes North and South America to current routes.