

VFR TERMINAL AREA CHART

NEW ORLEANS

5 - Elevation in feet

COMMUNICATION BOXES

OBSTRUCTIONS

MISCELLANEOUS

VOR-DME DME

NEW ORLEANS TAC

Includes airspace amendments effective 10 NOV 2016 and all other aeronautical data received by 15 SEP 2016

agreements approved by Department of Defense - Federal Aviation Administration.

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Consult/Subscribe to FAA Safety Alerts and Charting Notices at:

ttp://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

ADDITIONAL AIRPORT INFORMATION

 \boxtimes

Private "(Pvt)" - Non-public use having emergency or landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.

Fuel - available Mon thru Fri 10:00 A.M. to 4:00 P.M. depicted

by use of ticks around basic airport symbol. Consult Supplen for details and for availability at airports with hard-surfaced runways 1500 ft. or greater.

OBJECTIONABLE - Airport may adversely affect airspace us

Rotating airport beacon in operation Sunset to Sunrise

AIRPORT TRAFFIC

SERVICE AND

AIRSPACE INFORMATION

effective below 18,000 ft. MSL are shown.

132°→ V 69

(Helicopter Only)

Terminal Radar Service
Area (TRSA)

MTR - Military
Training Route

IFR Departure Route

► ► ► IFR Arrival Route

✓ ➤ ✓ ➤ ✓ ➤ IFR Arrival/Departure

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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
- 3. 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 floors while within the lateral limits of the
- Class B Airspace. 4. An operable VOR or TACAN receiver for IFR operations.
- 5. 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 New Orleans Class B Airspace must be operated in accordance with
- ATC clearances and instructions.
- 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 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.
- 3. 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.
- 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 nonradar 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 VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours ASR and/or PAR indicate Radar Instrument Approach available. "MON-FRI" indicates Monday through Friday.

O/T indicates other times.							
ONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASI		
ATON ROUGE, RYAN	0500-2400	118.45 257.8	121.9	125.2	ASR		
AMMOND NORTHSHORE RGNL	0800-1800	120.575	119.85	118.325			
OUMA-TERREBONNE	0600-1900	125.3 346.3	121.8	120.25			
KEFRONT	0700-2100	119.9	121.7	124.9			
DUIS ARMSTRONG EW ORLEANS INTL	CONTINUOUS	119.5 254.3	121.9 273.525	127.55			
EW ORLEANS NAS JRB/ ALLENDER	0700-2300 MON-SAT 1000-1700 SUN CLSD HOL EXC BY NOTAM	123.8 284.6	121.6 270.35	279.55	ASR		

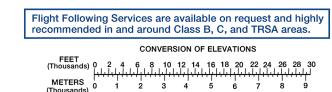
CLASS B, CLA	ASS C, TRSA, AND SELECTED	APPROACH CONTROL FREQUENCIES
FACILITY	FREQUENCIES	SERVICE AVAILABILITY
NEW ORLEANS CLASS B	123.85 256.9 (SE-S) 125.5 350.35 (W) 133.15 290.3 (N-E)	CONTINUOUS
BATON ROUGE CLASS C	120.3 278.3 (W)	0500-2400

O/T 126.35 338.25 HOUSTON CNTR

U.S	SPECIAL USE AIRSPACE ON NEW ORLEANS TERMINAL AREA CHART Unless otherwise noted altitudes are MSL and in feet. Time is local. "TO" an altitude means "To and including." FL - Flight Level NO A/G - No air to ground communications. Contact Flight Service for information.						
NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES			
R-4403 B	TO 6000	INTERMITTENT 1000-0300 BY NOTAM 24 HRS IN ADVA	HOUSTON CNTR NCE				
R-4403 C	TO 10,000	Intermittent 2000-0500 & 1800-2000 1 NOV—1 MAF BY NOTAM 24 HRS IN ADVA					

REGULATIONS REGARDING FLIGHTS OVER CHARTED 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 or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: Vational Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administrated by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest y me u.s. rish and wilding service; and wilderness and Primitive areas administered by the u.s. Forest ervice. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines le surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyor or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.



Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

> Example: POWER PLANT The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

----- 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 designato are depicted - route widths and altitudes are not shown. Since these routes are subject to change every 56 days, you are cautioned and advised to contact Flight Service for route dimens those routes affecting your flight. Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Chart Supplement. DoD users refer to Area Planning AP/1B Military Training Routes North and

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

NEW ORLEANS 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.

N30°15.75' / W089°41.30'