



U.S. Department
of Transportation

**Federal Aviation
Administration**

See Special Notice on Page 1

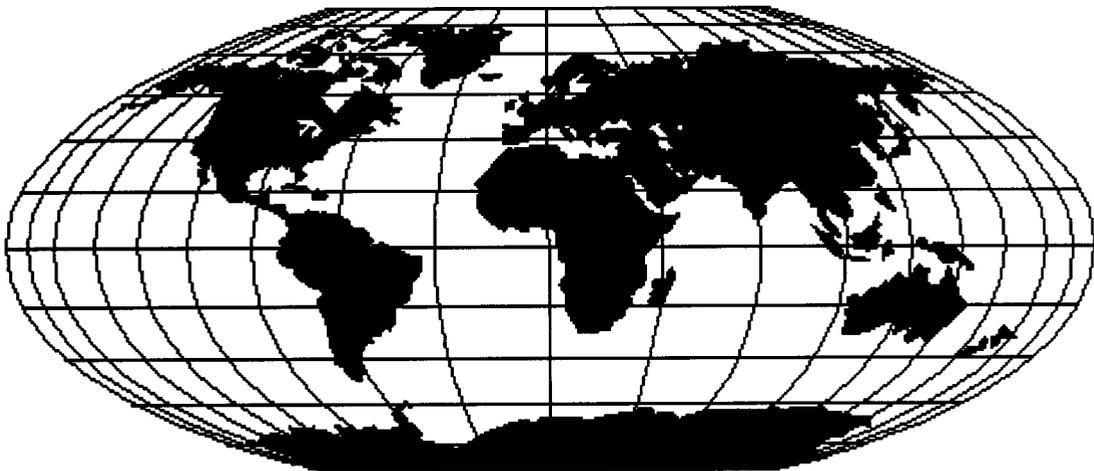
NOTICES TO AIRMEN

Domestic/International

November 7, 1996

Next Issue

December 5, 1996



*Notices to Airmen included in this publication are **NOT** given during pilot briefings
unless specifically requested by the Pilot.*

1996 AT A GLANCE

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

APRIL							MAY							JUNE						
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	4							1
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28	29	30					26	27	28	29	30	31		23	24	25	26	27	28	29
														30						

JULY							AUGUST							SEPTEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
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28	29	30	31				25	26	27	28	29	30	31	29	30					

OCTOBER							NOVEMBER							DECEMBER						
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						1	2	1	2	3	4	5	6	7
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27	28	29	30	31			24	25	26	27	28	29	30	29	30	31				

 - Cutoff Dates are TWENTY-TWO (22) days before effective date.

 - Effective Dates are in OUTLINE.

SPECIAL NOTICE

Air Traffic Publications, ATX-420, recently conducted a survey of all subscribers to the Notices to Airmen publication in order to better understand and meet the needs of the aviation community. Currently, this document is published on a bi-weekly schedule. The survey asked for input and impact if the publication was published on a four-week cycle.

Based on the overwhelming survey results to distribute this document on a four (4) week cycle, **commencing September 12, 1996, the Notices to Airmen publication will be published on a twenty-eight (28) day cycle in lieu of fourteen (14).**

Offices of primary interest (OPI), and providers of information published in this document are asked to be extra vigilant and ensure that outdated material is removed in a timely manner. This will maintain the integrity and currency of this document and keep the number of pages to a minimum.

Thank you

SCHEDULE FOR NOTICES TO AIRMEN

EFFECTIVE DATE	INFORMATION CUTOFF DATES
	1996
5 DECEMBER 96	14 NOVEMBER 96
	1997
2 JANUARY 97	12 DECEMBER 96
30 JANUARY 97	9 JANUARY 97
27 FEBRUARY 97	6 FEBRUARY 97
27 MARCH 97	6 MARCH 97
24 APRIL 97	3 APRIL 97
22 MAY 97	1 MAY 97
19 JUNE 97	29 MAY 97
17 JULY 97	26 JUNE 97
14 AUGUST 97	24 JULY 97
11 SEPTEMBER 97	21 AUGUST 97
9 OCTOBER 97	18 SEPTEMBER 97
6 NOVEMBER 97	16 OCTOBER 97
4 DECEMBER 97	13 NOVEMBER 97

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. 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 and/or the Service A telecommunications system as a NOTAM D item.

FDC AIRWAY NOTAMS

National 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 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 Notices to Airmen publication cutoff date can be identified.

PART 1 PUBLICATION CRITERIA

Section 1, Airway NOTAMs, is sorted alphabetically by ARTCC and descending FDC NOTAM numerical order.

Section 2, Airports/Facilities & Procedural NOTAMs, categories may include Chart Corrections, Airports, Facilities, Procedural NOTAMs, and others as required, and are listed alphabetically by State.

NOTAMs in section 2 are sorted alphabetically by state, city, airport name and descending NOTAM numerical order.

Section 3, FDC General NOTAMs, contains NOTAMs that are general in nature and not tied to a specific airport/facility identifier, i.e., flight advisories and restrictions. NOTAMs in section 3 are sorted by descending NOTAM numerical order.

NOTAM information of a **TEMPORARY** nature is not expected to remain current for an extended period, and is carried until expiration or cancellation. NOTAMs of a permanent nature are carried until published on the proper charts or in the Airport/Facility Directory (AFD).

The Notices to Airmen publication will be issued every 28 days. Data in this publication which is current on the effective date of the next AFD will be transferred to the AFD and removed from this publication.

Facilities are responsible for forwarding NOTAM information, to be included in Part One, to the National Flight Data Center (NFDC).

FDC NOTAM LEGEND	
Code	Explanation
0/777	Accountability number assigned to the message originator.
FI/T	Flight information of a temporary nature.
FI/P	Flight information of a permanent nature.

PART 2 PUBLICATION CRITERIA

Revisions to Part 95 of the Federal Aviation Regulations – Minimum En Route IFR Altitudes and Changeover Points are published four (4) weeks prior to the 56-day IFR chart cycle, i.e. Part 95 revisions to IFR altitudes on charts effective November 9, 1995, will be published in the November 9, 1995, Notice to Airmen Publication (NTAP).

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

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

PART 3 INTERNATIONAL NOTICES TO AIRMEN

The International Notices to Airmen feature significant international information and data which may affect a pilot's decision to enter or use areas of foreign or international airspace. Each issuance of this Part is complete in itself. Temporary data will be repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. Foreign country data in this section is listed alphabetically, followed by international oceanic airspace notices and U.S. overland/oceanic notices. New items will be indicated by a black bar running in the left or right margin.

Notification of erroneous or obsolete data should be directed to the Federal Aviation Administration, Air Traffic Publications Branch, ATX-420, 800 Independence Avenue, SW, Washington, DC 20591. The editors of the International Notices to Airmen Publication can be reached at (202) 267-8783.

0800-1700 (EASTERN), Monday thru Friday. Other times call (202) 267-3390 for assistance.

PART 4 GRAPHIC NOTICES

This section contains special notices and notices containing graphics pertaining to almost every aspect of aviation, such as military training areas, large scale sporting events that may attract media attention or draw large crowds of aircraft, chart corrections/additions, airshow information, etc.

Data in this section is updated continuously. All submissions for inclusion in this section must have regional office approval and be submitted to ATX-420 thru the regional office. All graphics submitted for inclusion must be of high quality and in camera ready form; *FAX copies will not be accepted*. Any submission to be included in this publication must be received well

in advance of the effective date to ensure adequate lead time for inclusion in the publication. Since this publication is going to a twenty-eight (28) day cycle, please note the **new cut-off schedule effective with the September 12, 1996 issue**.

TIME REFERENCES

All time references are indicated as UTC or local. During periods of Daylight Savings Time, effective hours in local time will be one hour earlier than shown. All states observe Daylight Savings Time except Arizona, that portion of Indiana in the Eastern Time Zone, Puerto Rico, and the Virgin Islands.

NEW INFORMATION

Vertical lines in the outside margin show new information.

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NOTICES TO AIRMEN

Publication Schedule

<i>Effective Date</i>	<i>1996 Information Cutoff Dates</i>
5 DEC 96	14 NOV 96
<i>Effective Date</i>	<i>1997 Information Cutoff Dates</i>
2 JANUARY 97	12 DECEMBER 96
30 JANUARY 97	9 JANUARY 97
27 FEBRUARY 97	6 FEBRUARY 97
27 MARCH 97	6 MARCH 97
24 APRIL 97	3 APRIL 97
22 MAY 97	1 MAY 97
19 JUNE 97	29 MAY 97
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11 SEPTEMBER 97	21 AUGUST 97
9 OCTOBER 97	18 SEPTEMBER 97
6 NOVEMBER 97	16 OCTOBER 97
4 DECEMBER 97	13 NOVEMBER 97
<p>^a All Information for inclusion in Part 1 and Part 2 should be submitted to the National Flight Data Center (ATA-110) by the above dates.</p> <p>^b All Information for inclusion in Part 3 and Part 4 should be submitted to ATX-420 from the region by the above dates.</p>	

ADDRESSING INFORMATION FOR PART 1 and PART 2 ATA-110

<i>Address</i>	<i>Category</i>	<i>Phone Numbers</i>
Federal Aviation Administration National Flight Data Center (ATA-110) 800 Independence Avenue SW Washington, DC 20591	Airports & Nav aids	1-202-267-9277
	Airspace & Procedures Part 95 Revisions	1-202-267-9288

ADDRESSING INFORMATION FOR PART 3 and PART 4 ATX-420

<i>Address</i>	<i>Commercial Phone</i>	<i>FAX Phone</i>
Federal Aviation Administration ATX-420, Room 411 800 Independence Avenue SW Washington, DC 20591	1-202-267-9223	1-202-267-9291
	1-202-267-9229	

NOTICES TO AIRMEN

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November 7, 1996

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NOTE: FDC NOTAMS for temporary flight restrictions are not published in the Notices to Airmen publication.

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<i>Category</i>	<i>Section</i>
Part 95 Revisions to Minimum En Route IFR Altitudes and Changeover Points	

PART 3

<i>Category</i>	<i>Section</i>
INTERNATIONAL NOTICES TO AIRMEN	

PART 4

<i>Category</i>	<i>Section</i>
Graphic Notices	

NOTAM CONTRACTIONS

<i>Contraction</i>	<i>Decode</i>
AADC	Approach and Departure Control
ABV	Above
A/C	Approach Control
ACCUM .	Accumulate
ACFT	Aircraft
ACR	Air Carrier
ACTV/ACTVT	Active/Activate
ADF	Automatic Direction Finder
AFD	Airport Facility Directory
AFSS	Automated Flight Service Station
ADJ	Adjacent
ADZ/ADZD ..	Advise/Advised
AFD	Airport Facility Directory
ALS	Approach Light System
ALT	altitude
ALTM	Altimeter
ALTN/ ALTPLY	Alternate/Alternately
ALSTG	Altimeter Setting
AMDT	Amendment
APCH	Approach
APL	Airport Lights
ARFF	Aircraft Rescue & Fire Fighting
ARPT	Airport
ARR	arrive, arrival
ARSR	Air Route Surveillance Radar
ASDE	Airport Surface Detection Equipment
ASOS	Automated Surface Observing System
ASPH	Asphalt
ASR	Airport Surveillance Radar
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
ATIS	Automatic Terminal Information Service
AUTH	authority
AVBL	Available
AWOS	Automatic Weather Observing/Reporting System
AWY	airway
AZM	Azimuth
BC	Back Course
BCN	Beacon
BERM	Snowbank/s Containing Earth/Gravel

<i>Contraction</i>	<i>Decode</i>
BLO	Below
BND	Bound
BRAF	Braking Action Fair
BRAG	Braking Action Good
BRAN	Braking Action Nil
BRAP	Braking Action Poor
BRG	bearing
BYD	Beyond
CAAS	Class A Airspace
CAT	Category
CBAS	Class B Airspace
CBSA	Class B Surface Area
CCAS	Class C Airspace
CCLKWS	Counterclockwise
CCSA	Class C Surface Area
CD	Clearance Delivery
CDAS	Class D Airspace
CDSA	Class D Surface Area
CEAS	Class E Airspace
CESA	Class E Surface Area
CFA	Controlled Firing Area
CGAS	Class G Airspace
CHG	Change
CIG	Ceiling – NWS
CK	check – ICAO
CLKWS	Clockwise
CLNC	Clearance
CLSD	Closed
CMB	climb – ICAO
CMSN/ CMSND	Commission/Commissioned
CNCL/ CNCLD/CNL .	Cancel/Canceled/Cancel
CNTRLN	Centerline
CONC	Concrete
CONT	Continue/Continuously
COP	changeover point
CRS	Course
CTAF	Common Traffic Advisory Frequency
CTC	contact
CTL	control
DALGT	Daylight

<i>Contraction</i>	<i>Decode</i>
DCMSN/ DCMSND	Decommission/Decommissioned
DCT	Direct
DEGS	degrees
DEP	Depart/Departure
DEPT	Department
DH	Decision Height
DISABLD	Disabled
DIST	distance (ICAO)
DLA/DLAD ..	Delay/Delayed
DLT/DLTD ...	Delete/Deleted
DLY	Daily
DME	Distance Measuring Equipment
DMSTN	Demonstration
DPCR	Departure Procedure
DRCT	Direct
DRFT/DRFTD	Drift/Drifted Snowbank/s Caused By Wind Action
DSPLCD	Displaced
DSTC	Distance
DWPNT	Dew Point
E	East
EB	eastbound (ICAO)
EBND	Eastbound
EFAS	En Route Flight Advisory Service
EFF	Effective
ELEV	Elevate/Elevation
ENG	Engine
ENTR	Entire
ENRT	en route
EXCP	Except
FAC	Final Approach Course
FAF	Final Approach Fix
FAS FDC	Final Approach Segment Flight Data Center
FM	Fan Marker
FNA	final approach (ICAO)
FPM	feet per minute
FREQ	Frequency
FRH	Fly Runway Heading
FRZN	Frozen
FRNZ SLR ...	Frozen Slush on Runway/s
FSS	Flight Service Station
FT	foot, feet
GC	Ground Control

<i>Contraction</i>	<i>Decode</i>
GCA	Ground Control Approach
GOVT	Government
GP	Glide Path
GPS	Global Positioning System
GRVL	Gravel
GS	Glide Slope
HAA	Height Above Airport
HAT	Height Above Touchdown
HAZ	Hazard
HDG	heading (ICAO)
HEL	Helicopter
HELI	Heliport
HF	High Frequency
HIRL	High Intensity Runway Lights
HIWAS	Hazardous Inflight Weather Advisory Service
HLDG	holding (ICAO)
HOL	Holiday
HP	Holding Pattern
HR	hour
IAF	initial approach fix
IAP	Instrument Approach Procedure
IBND	Inbound
ID	Identification
IDENT	Identify/Identifier/Identification
IF IFR	intermediate fix Instrument Flight Rules
ILS	Instrument Landing System
IM	Inner Marker
IN	Inch/Inches
INDEFY	Indefinitely
INFO	information
INOP	Inoperative
INST	Instrument
INT	Intersection
INTL	international
INTST	Intensity
IR	Ice On Runway/s
KT	knots
L	Left
LAA	Local Airport Advisory
LAT	Latitude
LAWRS	Limited Aviation Weather Reporting Station
LB	Pound/Pounds

<i>Contraction</i>	<i>Decode</i>
LC	Local Control
LCL	Local
LCTD	Located
LDA	Localizer Type Directional Aid
LDIN	Lead In Lighting System
LGT/LGTD/ LGTS	Light/Lighted/Lights
LIRL	Low Intensity Runway Edge Lights
LLWAS	Low Level Wind Shear Alert System
LMM	Compass Locator at ILS Middle Marker
LNDG	Landing
LOC	Localizer
LOM	Compass Locator at ILS Outer Marker
LONG	Longitude
LRN	Loran
LSR	Loose Snow on Runway/s
LT	Left Turn After Take-off
MAG	magnetic
MAINT	maintain, maintenance
MALS	Medium Intensity Approach Lighting System
MALSF	Medium Intensity Approach Lighting System with Sequenced Flashers
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
MAP	Missed Approach Point
MCA	Minimum Crossing Altitude
MDA	Minimum Descent Altitude
MEA	Minimum Enroute Altitude
MED	Medium
MIN	Minute
MIRL	Medium Intensity Runway Edge Lights
MLS	Microwave Landing System
MM	Middle Marker
MNM	Minimum
MOCA	Minimum Obstruction Clearance Altitude
MONTR .	Monitor
MRA	minimum reception altitude
MSA	Minimum Safe Altitude/Minimum Sector Altitude
MSAW	Minimum Safe Altitude Warning
MSL	Mean Sea Level
MU	Designate a Friction Value Representing Runway Surface Conditions
MUD	Mud
MUNI	Municipal

<i>Contraction</i>	<i>Decode</i>
N	North
NA	Not Authorized
NAV	navigation
NBND	Northbound
NDB	Nondirectional Radio Beacon
NE	Northeast
NGT	Night
NM	Nautical Mile/s
NMR	Nautical Mile Radius
NOPT	No Procedure Turn Required
NR	number
NTAP	Notice To Airmen Publication
NW	Northwest
OBSC	Obscured
OBSTN	Obstruction
OM	Outer Marker
OPER	Operate
OPN	Operation
ORIG	Original
OTS	Out of Service
OVR	Over
PAEW	Personnel and Equipment Working
PAJA	Parachute Jumping Activities
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
PARL	Parallel
PAT	Pattern
PCL	Pilot Controlled Lighting
PERM/ PERMLY	Permanent/Permanently
PLA	Practice Low Approach
PLW	Plow/Plowed
PN	Prior Notice Required
PPR	Prior Permission Required
PREV	Previous
PRIRA	Primary Radar
PROC	Procedure
PROP	Propeller
PSGR	Passenger/s
PSR	Packed Snow on Runway/s
PT/PTN	Procedure Turn
PVT	Private
RAIL	Runway Alignment Indicator Lights

<i>Contraction</i>	<i>Decode</i>
RCAG	Remote Communication Air/Ground Facility
RCL	Runway Centerline
RCLS	Runway Centerline Light System
RCO	Remote Communication Outlet
RCV/RCVR ..	Receive/Receiver
REF	Reference
REIL	Runway End Identifier Lights
RELCTD	Relocated
RMDR	Remainder
RMRK	Remark(s)
RNAV	Area Navigation
RPLC	replace
RPRT	Report
RQRD	Required
RRL	Runway Remaining Lights
RSVN	Reservation
RT	Right Turn after Take-off
RTE	Route
RTR	Remote Transmitter/Receiver
RTS	Return to Service
RUF	Rough
RVR	Runway Visual Range
RVRM	RVR Midpoint
RVRR	RVR Rollout
RVRT	RVR Touchdown
RVV	Runway Visibility Value
RY/RWY	Runway
S	South
SBND	Southbound
SDF	Simplified Directional Facility
SE	Southeast
SECRA	Secondary Radar
SFL	Sequence Flashing Lights
SI	Straight-In Approach
SID	Standard Instrument Departure
SIMUL	simplified short approach lighting with sequenced flashers
SIR	Packed or Compacted Snow and Ice on Runway/s
SKED	Scheduled
SLR	Slush on Runway/s
SNBNK	Snowbank/s Caused by Plowing
SND	Sand/Sanded
SNGL	Single

<i>Contraction</i>	<i>Decode</i>
SNW	Snow
SPD	Speed
SR	Sunrise
SS	Sunset
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
STAR	Standard Terminal Arrival
SVC	Service
SW	Southwest
SWEPT	Swept or Broom/Broomed
TACAN	Tactical Air Navigational Aid
TDZ/TDZL ...	Touchdown Zone/Touchdown Zone Lights
TFC	Traffic
TFR	Temporary Flight Restriction
TGL	Touch and Go Landings
THN	Thin
THR	Threshold
THRU	Through
TIL	Until
TKOF	Takeoff
TMPRY	Temporary
TRML	Terminal
TRNG	Training
TRSA	Terminal Radar Service Area
TRSN	Transition
TSNT	Transient
TWEB	Transcribed Weather Broadcast
TWR	Tower
TWY	Taxiway
UNAVBL	Unavailable
UNLGTD	Unlighted
UNMKD .	Unmarked
UNMON .	Unmonitored
UNRELBL ...	Unreliable
UNUSBL	Unusable
VASI	Visual Approach Slope Indicator
VDP	Visual Descent Point
VFR	Visual Flight Rules
VIA	By Way Of
VICE	Instead/Versus
VIS/VSBY ...	Visibility

<i>Contraction</i>	<i>Decode</i>
VMC	Visual Meteorological Conditions
VOL	Volume
VOLMET	Meteorological Information for Aircraft in Flight
VOR	VHF Omni-Directional Radio Range
VORTAC	VOR and TACAN (colocated)
VOT	VOR Test Signal
W	West
WBND	Westbound
WEA/WX	Weather
WI	Within

<i>Contraction</i>	<i>Decode</i>
WKDAYS	Monday through Friday
WKEND .	Saturday and Sunday
WND	Wind
WP	Waypoint
WSR	Wet Snow on Runway/s
WTR	Water on Runway/s
WX	Weather
/	And
+	In Addition/Also

NOTICES TO AIRMEN

CONTENT CRITERIA

All public use airports have distant NOTAM distribution.

AIRPORTS

- | | |
|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Airport Data: | Abandonments (If currently listed in Airport/Facility Directory)
Openings
Closings |
| <hr/> | |
| 2. Airport Operating Restrictions: | ARFF
ACR |
| <hr/> | |
| 3. Runway Data: (Hard Surface Only). | Openings
Closings
Commissionings
Permanent Closures
Ident Changes
Length
Width
Surface Composition Changes
Displaced Thresholds (Implementation and Changes) |
| <hr/> | |
| 4. Runway Edge Light Systems | Commissionings
Changes
Outages (with effective dates)
Pilot Control (commissionings/decommissionings, outages (with effective dates)) |
| <hr/> | |
| 5. Approach Light Systems | Commissionings
Changes
Decommissionings
Outages (with effective dates)
Pilot Control (Commissionings/Decommissionings, Outages (with effective dates)) |

NAVAIDS, COMMUNICATIONS, OTHER SERVICES

- | | |
|------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. 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) |
| <hr/> | |
| 2. Airport Traffic Control Towers | Commissionings (including frequencies)
Hours of operation
Decommissionings |
| <hr/> | |
| 3. Flight Service Stations | Commissionings
Decommissionings
Hours of operation
Commissionings/Decommissionings of RCOs
Changes in monitoring status of RCOs
Outages of RCOs (with effective dates) |
| <hr/> | |
| 4. Weather | AWOS (system and frequency) |

Part 1.

Section 1.

FDC

AIRWAY NOTAMS



PART 1

Section 1. AIRWAY NOTAMS

ALBUQUERQUE ARTCC

NO NOTAMS THIS PUBLICATION.

ANCHORAGE ARTCC

FDC 6/3438 ZAN AK FI/T AIRWAY ZAN. B26 YUKON RIVER (FTO) NDB TO BARTER ISLAND (BTI) NDB NA.

FDC 6/0262 ZAN AK FI/T AIRWAY ZAN. V498 MC GRATH (MCG) VORTAC, AK TO NIXON DME FIX, AK MOCA 4500.

ATLANTA ARTCC

FDC 6/5521 ZTL FI/T AIRWAY ZTL ZDC ZJX. V-03 TOWEY INT(NC) TO SDZ VORTAC NC MEA 8000. V-66 RICHE INT, SC TO SDZ VORTAC NC; MEA 8000. V-155 LILLS INT, NC TO SDZ VORTAC NC; MEA 8000. V-259 SDZ R-208 TO WARNR INT, SC; WARNR INT IS DME ONLY (FLO 22 DME) BELOW 8000. SDZ R-251 TO HUSTN INT, NC; HUSTN INT IS DME ONLY (CLT 26 DME) BELOW 8000.

FDC 6/1363 ZTL FI/T AIRWAY ZTL ZDC. J037 LYNCHBURG (LYH) VORTAC, VA TO COLZI INT, NC NA.

BOSTON ARTCC

FDC 6/6304 ZBW CT FI/T AIRWAYS ZBW. EFFECTIVE 15 AUGUST 1996: WINDSOR, CT /BDL/ VORTAC TEMPORARILY RELOCATED 900 FEET NW. NEW POSITION; LAT 41 56 33.46N LON 072 41 27.64W, FREQUENCY CHANGED TO 111.4/CH 51. BDL TACAN AZIMUTH OTS UFN. V1-99-229 HARTFORD/HFD/VORTAC, CT TO DVANY INT, CT; BDL R-119 NOT AUTHORIZED BELOW 6000. V205 BDL VORTAC TO DARTH INT, CT; USE BDL R-103 VICE R-102. MEA 6000.

FDC 6/4738 ZBW NY FI/T AIRWAY ZBW. V203 SARNAC LAKE (SLK) VOR/DME. NY TO MASSENA (MSS) VORTAC. NY MEA 7000.

FDC 6/4695 ZBW FI/T AIRWAY ZBW. V314 MILLINOCKET /MLT/ VOR/DME, ME TO PRINCETON /PNN/ VOR/DME, ME MOCA 2500.

FDC 6/4012 ZBW FI/T AIRWAY NY. V-203 SLK VOR/DME TO MSS VORTAC MEA 7000.

FDC 6/2953 ZBW FI/T AIRWAY ZBW. V-273 GEORGETOWN (GGT) VORTAC NY TO OXFORD INT NY NA.

FDC 6/1343 ZBW FI/T AIRWAY ZBW. V-292 BARNES (BAF) VORTAC, MA TO GLYDE INT, MA. NA. J77 BOSTON (BOS) VORTAC, MA. TO BARNES (BAF) VORTAC, MA. USE BOS R-278 TO BAF VORTAC.

FDC 6/1337 ZBW FI/T AIRWAY ZBW. V-302 AGUSTA (AUG) VOR/DME, ME TO ANCOR INT, ME MEA 6500.

FDC 6/1314 ZBW FI/T AIRWAY ZBW. J042 LA GUARDIA (LGA) VOR/DME, NY TO MARIO INT, NY NA.

FDC 6/0790 ZBW FI/T AIRWAY ZBW. V123-157 LA GUARDIA (LGA) VOR/DME NY TO FAMMA INT, NY MOCA 1600.

FDC 6/0752 ZBW FI/T AIRWAY ZBW. V428 GEORGETOWN (GGT) VORTAC, NY TO CORTA INT, NY MEA 5000.

FDC 4/7072 ZBW NY FI/T AIRWAY ZBW. V29 WATERTOWN VORTAC, NY TO LETUS INT NY MOCA 1800.

FDC 4/5597 ZBW FI/T AIRWAY ZBW. V451 GROTON /TMU/ VOR, CT TO AVONN INT, RI UNUSABLE.

FDC 4/0517 ZBW FI/T AIRWAY ZBW. V153 LAKE HENRY /LHY/ VORTAC, PA TO GEORGETOWN /GGT/ VORTAC, NY NA.

FDC 3/6124 ZBW FI/T AIRWAY ZBW. V405 CASSH, NY TO PAWLING /PWL/ VORTAC NY: USE PWL VORTAC RADIAL 216 VICE 215.

FDC 2/6568 ZBW FI/T AIRWAY ZBW. J49 FROM ALBANY (ALB) VORTAC, NY. TO SQUAM DME FIX, NH. NA. RUMMY INT, NH. NA.

CHICAGO ARTCC

FDC 6/5986 ZAU FI/T AIRWAY ZAU. V177 NUEL INT, IL TO JANESVILLE /JVL/ VORTAC, WI MEA 4000, COP JVL 30.

CLEVELAND ARTCC

FDC 6/3351 ZOB NY FI/T AIRWAY ZOB. V119 GENESEO (GEE) VORTAC, NY TO BURST, NY 3100 FT MOCA NOT AUTHORIZED.

FDC 6/0784 ZOB NY FI/T AIRWAY ZOB. V164 BIZON INT, NY TO WELLSVILLE (ELZ) VORTAC NY MEA 6000.

FDC 6/0783 ZOB NY FI/T AIRWAY ZOB. V84 BUFFALO (BUF) TO COLTS INT, CN MEA 6000.

FDC 6/0782 ZOB NY FI/T AIRWAY ZOB. V36 DALÉE INT, NY TO BURST INT, NY MEA 6000.

FDC 6/0781 ZOB NY FI/T AIRWAY ZOB. V36 BUFFALO (BUF) VORTAC NY TO ISTON INT CN MEA 6000

FDC 5/1109 ZOB NY FI/T AIRWAY ZOB. V164 BUFFALO (BUF) VORTAC, NY TO BULGE INT, NY MEA 6000.

FDC 5/1101 ZOB NY FI/T AIRWAY ZOB. V14-84 BUFFALO (BUF) VORTAC, NY TO GENESEO (GEE) VORTAC, NY MEA 6000.

FDC 5/1098 ZOB NY FI/T AIRWAY ZOB. V2 BUFFALO (BUF) VORTAC, NY TO CLUNG INT, NY MEA 6000.

DENVER ARTCC

FDC 6/1034 ZDV FI/T AIRWAY ZDV ZLC. J56 SALT LAKE CITY (SLC) VORTAC, UT TO HAYDEN (CHE) VOR/DME CO; MEA 25000.

FORT WORTH ARTCC

FDC 6/7033 ZFW FI/T AIRWAY ZFW. V77 BETWEEN ABILENE /ABI/ TX VORTAC AND WICHITA FALLS /SPS/ TX VORTAC MEA 3900.

FDC 6/6768 ZFW FI/T AIRWAY ZFW. V76-81 BETWEEN PATTRS INT, TX AND WELCH INT, TX MEA 6100. V76-81 BETWEEN MIDLAND VORTAC AND LUBBOCK VORTAC COP IS NOW MIDPOINT.

EDC 6/0669 ZFW TX FI/T AIRWAY ZFW. V81 MIDLAND (MAF) VORTAC, TX TO MERGE INT, TX MEA 4500.

EDC 5/4963 ZFW OK FI/T AIRWAY ZFW. V272 BETWEEN HOLLE INT, OK AND MCALESTER (MLC) VORTAC, OK; MOCA 2500.

EDC 5/3831 ZFW TX FI/T AIRWAY ZFW. V163 BETWEEN LAMPASAS (LZZ) TX VORTAC AND ACTON (AQN) TX VORTAC; MOCA NA.

EDC 5/2653 ZFW OK FI/T AIRWAYS ZFW. V210-507 BETWEEN WAXEY INT, OK AND ROLLS INT, OK MOCA 3500.

EDC 2/7230 ZFW FI/T AIRWAY ZFW. V18 DME FROM MONROE (MLU) VORTAC, LA AT WEBBY INT, LA. UNUSABLE.

HONOLULU CERAP

EDC 6/1385 ZHN HI. FI/T AIRWAY ZHN. V22 MAUI (OGG) VORTAC, HI TO MOLOKAI (MKK) VORTAC, HI. DMEREQUIRED.

EDC 6/1350 ZHN HI. FI/T AIRWAY ZHN. V8 HONOLULU (HNL) VORTAC, HI TO MOLOKAI (MKK) VORTAC, HI DME REQUIRED.

EDC 6/1353 ZHN HI. FI/T AIRWAY ZHN. V6 MAUI (OGG) VORTAC, HI TO BLUSH INT, HI DME REQUIRED.

EDC 6/1365 ZHN HI. FI/T AIRWAY ZHN. V2 PALAY INT: DME REQUIRED. V6 BLUSH INT: DME REQUIRED. V8 ALANA INT: DME REQUIRED. V12-13 GRITL INT: DME REQUIRED. V12-13 BAMBO INT: DME REQUIRED. V12-13 JOELE INT: DME REQUIRED. V12-13 MAGGI INT: DME REQUIRED. V16-21 SAKKI INT: DME REQUIRED. V20 HAUNA INT: DME REQUIRED. V20, V16-21 JULLE INT: DME REQUIRED. V22 PLUMB INT: DME REQUIRED.

HOUSTON ARTCC

EDC 6/7018 ZHU TX FI/T AIRWAY ZHU. V68 BETWEEN CENTER POINT /CSI/ TX VORTAC AND JUNCTION /JCT/ TX VORTAC MEA 3800.

A0035/96 NOTAMR A0034/96 ZHU FI/T AIRWAUS ZHU. ATS ROUTE FROM LEEVILLE (LEV) LA TO BUFFI, OG INTERSECTION; MEA NOT FLIGHT CHECKED.ATS ROUTE A766 FROM SABINE PASS (SBI) TX TO KLAMS, OG INTERSECTION; MEA NOT FLIGHT CHECKED.

EDC 5/6319 ZHU TX. FI/T AIRWAYS ZHU. V568 BETWEEN LLANO /LLO/ VORTAC TX TO STONEWALL /STV/ VORTAC TX MOCA 3400.

EDC 4/5265 ZHU TX. FI/T AIRWAYS ZHU. V13 HRL VOR/DME TX TO OPULL INT TX MEA 5000. V17 BRO VORTAC TX TO HRL VOR/DME TX MEA 8000 WHEN USING HRL VOR/DME TX. V70 BRO VORTAC TX TO JIMIE INT TX... HRL VOR/DME TX R-024 UNSBL BLO 5000 AT RAYMO INT TX.

INDIANAPOLIS ARTCC

EDC 6/2535 ZID IN FI/T AIRWAY ZID. V51 FROM NABB /ABB/ VORTAC, IN TO SHELBYVILLE /SHB/ VORTAC, IN; CHANGEOVER POINT 20 NM FROM ABB.

EDC 6/1059 ZID IN FI/T AIRWAY ZID. V53 HEALS INT, IN TO HOUSE INT, IN STREP INT, IN DME ONLY.

EDC 6/1058 ZID KY FI/T AIRWAY ZID. V4-53 LOUISVILLE /IU/ VORTAC, KY TO LEXINGTON /HYK/ VORTAC, KY FEDRA INT, KY; DME ONLY.

EDC 6/1057 ZID IN FI/T AIRWAY ZID. V128 DECEE INT, IN TO CINCINNATI /CVG/ VORTAC, OH/KY LOVEY INT, IN; DME ONLY

EDC 5/3026 ZID FI/T AIRWAY ZME ZID. V7 GRAHAM /GHM/ VORTAC, TN TO CENTRAL CITY /CCT/ VORTAC, KY, NA.

EDC 5/0052 ZID OH FI/T AIRWAYS ZID. V275 NEATS INT OH TO CAMMS INT OH, RADAR REQUIRED. V47 MUSIC INT OH TO TRUNC INT OH, RADAR REQUIRED.

JACKSONVILLE ARTCC

EDC 6/5954 ZJX FI/T AIRWAY ZJX. V441-579 BAYPO INT, FL TO NITTS INT, FL MOCA 1700.

EDC 6/5522 ZJX FI/T AIRWAY ZJX,ZDC,ZTL. V-03 TOWEY INT (NC) TO SDZ VORTAC (NC) MEA 8000. V66 RICHE INT, SC TO SDZ VORTAC (NC); MEA 8000. V-155 LILLS INT NC TO SDZ; VORTAC (NC) MEA 8000. V-259 SDZ R-208 TO WARNR INT, SC, WARNR INT IS DME ONLY (FLO 22 DME) BELOW 8000. SDZ R-251 TO HUSTN INT, NC; HUSTN IS DME ONLY (CLT 26 DME) BELOW 8000..

EDC 6/0710 ZJX FI/T AIRWAY ZJX, ZDC. V1 CHARLESTON (CHS) VORTAC, SC TO GRAND STRAND (CRE) VORTAC, SC INLET INT/DME, SC AND PLANN INT/DME FIX, SC-DME FIXES ONLY V1 GRAND STRAND (CRE) VORTAC, SC TO KINSTON (ISO) VORTAC, NC ASHES INT, NC MRA 11000.V136 GRAND STRAND (CRE) VORTAC, SC TO FAYETTEVILLE (FAY) VOR/DME, NC HICKE INT, NC MRA 11000.V259 FLORENCE (FLO) VORTAC, SC TO GRAND STRAND (CRE) VORTAC, SC FLO VORTAC TO COP MEA 11000. CLEATA INT, SC MRA 11000.V437 CHARLESTON (CHS) VORTAC, SC TO FLORENCE (FLO) VORTAC, SC COP TO FLO VORTAC MEA 4000.

EDC 5/6944 ZJX FI/T AIRWAY ZJX. V97 FROM PIE VORTAC FL TO DARBS INT FL: MEA 5000 FT, MOCA 2000 FT. V35 FROM PIE VORTAC FL TO ELTOR INT FL: MEA 5000 FT MOCA 2500 FT. V441-579 FROM PIE VORTAC FL TO NITTS INT FL: MEA 5000 FT, MOCA 2000 FT. PIE MRA AT NITTS 5000. V157 AT WEBBS INT FL: PIE MRA 5000. V581 FROM PIE VORTAC FL TO DADES INT FL: MEA 5000 FT MOCA 2000 FT. PIE MRA 5000 AT DADES INT FL.

EDC 5/6766 ZJX FL FI/T AIRWAY ZJX. V152 FROM ST PETERSBURG /PIE /VORTAC, FL TO JENSN INT, FL; MEA 5000, MOCA 2500. /PIE /MRA AT JENSN 5000 .

EDC 5/6620 ZJX GA FI/T AIRWAY ZJX. LOTTIS INT V157, /AMG/ 035 DEG RDL/058 DME, /SAV/ 287 DEG RDL/039 DME ; /AMG/ 58 DME UNUSABLE.

EDC 5/1193 ZJX FI/T AIRWAY ZJX. V198 TAYLOR /TAY/ VORTAC FL TO CRAIG /CRG/ VORTAC FL MEA 3000. CECIL /VQQ/ VOR R-336 UNUSABLE.

EDC 4/2360 ZJX SC FI/T AIRWAYS ZJX. V1 RUBYS, SC INT TO BASSO, SC INT. MOCA 2300.

EDC 4/2359 ZJX SC FI/T AIRWAYS ZJX. V18 LASHE SC. INT TO NORMS SC. INT MOCA 2100.

KANSAS CITY ARTCC

EDC 6/3436 ZKC MO FI/T AIRWAY ZKC. V234 VICHY (VIH) VORTAC, MO TO DELMA INT, MO MEA 3000, DELETE MOCA. V238 LENOX INT, MO TO DELMA INT, MO. DELETE MOCA.

EDC 6/1015 ZKC AIRWAY ZMP ZKC. V50 PAWNEE (PWE) VORTAC, NE TO ST JOSEPH (STJ) VORTAC, MO MEA 4000. V61 PAWNEE (PWE) VORTAC, NE TO BOWLR INT, KS MEA 4000. V71 PAWNEE (PWE) VORTAC, NE TO TOPEKA (TOP) VORTAC, KS MEA 4000.

FDC 5/4964 ZKC OK FI/T AIRWAY ZKC. V436 BETWEEN BARNES INT, OK AND SAPPA INT, OK; MOCA 2400.

FDC 3/4469 ZKC FI/T AIRWAY ZKC. J151 FARMINGTON /FAM/ VORTAC, MO R-138 TO DOG LEG NA.

LOS ANGELES ARTCC

FDC 6/3667 ZLA CA FI/T AIRWAY ZLA. V458 JULIAN (JLI) VORTAC, CA TO KUMBA INT, CA; MEA 8000.

FDC 3/0496 ZLA FI/T AIRWAYS ZLA. V12 HECTOR (HEC) VORTAC, CA TO PALMDALE (PMD) VORTAC, CA COP 20 NM. V442 HECTOR (HEC) VORTAC, CA TO APELS INT, CA MEA 10,000. V8/21/283/587 HECTOR (HEC) VORTAC, CA. TO LUCER INT, CA; DME UNUSABLE.

MEMPHIS ARTCC

FDC 6/0554 ZME TN FI/T AIRWAY ZME. V94 VETWEEN VALER INT, TN AND TEACH INT, TN MOCA 2500.

FDC 5/3027 ZME FI/T AIRWAYS ZME ZID. V7 GRAHAM /GHM/ VORTAC, TN TO CENTRAL CITY /CCT/ VORTAC, KY, NA.

FDC 5/2361 ZME AR FI/T AIRWAY ZME. V124 BETWEEN TAFTE INT, AR AND HILLE INT, AR...MEA 6000; MRA HILLE...6000.

FDC 5/2360 ZME AR FI/T AIRWAY ZME. V69 BETWEEN BILLI INT, AR AND HILLE INT, AR...MEA 6000; MRA HILLE INT...6000. V69 BETWEEN HILLE INT, AR AND WALNUT RIDGE /ARG/ VORTAC, AR...MEA 4000; MRA HILLE INT...6000.

MIAMI ARTCC

FDC 5/6945 ZMA FI/T AIRWAY ZMA. V441-533 FROM PIE VORTAC FL TO LAKELAND VORTAC FL: MEA 5000 FT, MOCA 2000 FT.

FDC 5/6765 ZMA FI/T AIRWAY ZMA. V97-492 FROM ST PETERSBURG /PIE/ VORTAC, FL TO ROGAN INT, FL; MEA 5000, MOCA 2000. /PIE/ MRA AT ROGAN 5000.

FDC 5/4041 ZMA FI/T AIRWAY ZMA. BR-22V FT LAUDERDALE /FLL/ VOR/DME TO DEKAL INT FL - NA. BR-57V FT LAUDERDALE /FLL/ VOR/DME TO DEKAL INT FL - NA.

FDC 4/2363 ZMA FL FI/T AIRWAY ZMA. V579 VIOLA INT FL TO SARASOTA /SRQ/ VORTAC, FL MEA 7000.

MINNEAPOLIS ARTCC

FDC 6/6036 ZMP FI/T AIRWAY ZMP. V55 SIREN /RZN/ VOR/DME, WI TO BRAINERD /BRD/ VORTAC, MN NA.

FDC 6/5984 ZMP FI/T AIRWAY ZMP. V26 FARMINGTON /FGT/ VORTAC, MN TO EAU CLAIRE /EAU/ VORTAC, WI MEA 3500.

FDC 6/5983 ZMP FI/T AIRWAY ZMP. V9-341 MADISON /MSN/ VORTAC, WI TO RANDO INT, WI MSN DME NA AT RANDO INT, WI.

FDC 6/5982 ZMP FI/T AIRWAY ZMP. V505 GOPHER /GEP/ VORTAC, MN TO SIREN /RZN/ VOR/DME, WI COP RZN 20.

FDC 6/5981 ZMP FI/T AIRWAY ZMP. V341 DUBUQUE /DBQ/ VORTAC, IA TO MADISON /MSN/ VORTAC, WI MEA 3600.

FDC 6/5980 ZMP FI/T AIRWAY ZMP. V13-505 SIREN /RZN/ VOR/DME, WI TO DULUTH /DLH/ VORTAC, MN MEA 4000.

FDC 6/5979 ZMP FI/T AIRWAY ZMP. V345 HAYWARD /HYR/ VOR/DME, WI TO ASHLAND /ASX/ VOR/DME, WI MEA 4000.

FDC 6/5978 ZMP FI/T AIRWAY ZMP. V345 EAU CLAIRE /EAU/ VORTAC, WI TO HAYWARD /HYR/ VOR/DME, WI MEA 4000, DELETE COP.

FDC 6/5977 ZMP FI/T AIRWAY ZMP. V413 IRONWOOD /IWD/ VORTAC, MI TO EAU CLAIRE /EAU/ VORTAC, WI MEA 8000.

FDC 6/5975 ZMP FI/T AIRWAY ZMP. V413 EAU CLAIRE /EAU/ VORTAC, WI TO BITLR, WI MEA 3500.

FDC 6/1014 ZMP FI/T AIRWAY ZMP ZKC. V50 PAWNEE (PWE) VORTAC, NE TO ST JOSEPH (STJ) VORTAC, MO MEA 4000. V61 PAWNEE (PWE) VORTAC, NE TO BOWLR INT, KS MEA 4000. V71 PAWNEE (PWE) VORTAC, NE TO TOPEKA (TOP) VORTAC, KS MEA 4000.

FDC 5/2320 ZMP FI/T AIRWAY ZMP. V491 RAPID CITY VORTAC /RAP/ SD TO DICKINSON VORTAC /DIK/ ND MEA 9000. CHANGEOVER POINT /COP/ AT MIDPOINT.

FDC 4/1295 ZMP MI FI/T AIRWAY ZMP. V215 WHITE CLOUD /HIC/ VORTAC, MI, TO CARGA INT, MEA 5000. ADD CHANGEOVER POINT /COP/ AT HIC 40 NM/GLR 57 NM.

NEW YORK ARTCC

FDC 6/1904 ZNY PA..FI/T AIRWAY ZNY. V184-474 MODENA (MXE) VORTAC, PA TO DELRO INT, PA MEA 5000.

FDC 6/1316 ZNY FI/T AIRWAY ZNY. V184 DELRO INT, PA TO HARRISBURG (HAR) VORTAC NA.

FDC 6/1315 ZNY FI/T AIRWAY ZNY. V162 HYPER INT, PA TO HARRISBURG (HAR) VORTAC NA.

FDC 6/1313 ZNY FI/T AIRWAY ZNY. J042 LA GUARDIA (LGA) VOR/DME, NY TO MARIO INT, NY NA.

FDC 6/1312 ZNY FI/T AIRWAY ZNY. J146 ALLENTOWN (FJC) VORTAC, PA TO KENNEDY (JFK) VORTAC, NY USE KENNEDY (JFK) VORTAC R-287.

FDC 6/0791 ZNY FI/T AIRWAY ZNY. V123-157 LA GUARDIA (LGA) VOR/DME TO FAMMA INT, NY MOCA 1600.

FDC 6/0753 ZNY FI/T AIRWAY ZNY. V428 GEORGETOWN (GGT) VORTAC, NY TO CORTA INT, NY MEA 5000.

FDC 4/0518 ZNY FI/T AIRWAY ZNY. V153 LAKE HENRY /LHY/ VORTAC, PA, TO GEORGETOWN /GGT/ VORTAC, NY NA.

OAKLAND ARTCC

FDC 4/2590 ZOA FI/T AIRWAY ZOA, NV. V165 MUSTANG (FMG) VORTAC, NV TO PYRAM INT, NV MOCA 10000.

SALT LAKE CITY ARTCC

6/7930 ZLC FI/T AIRWAY ZSE. V4-444 BAKER (BKE) VOR/DME, OR TO HOVEL INT, OR...NA.

6/7929 ZLC FI/T AIRWAY ZSE. V357 BAKER (BKE) VOR/DME, OR TO WILDHORSE (ILR) VOR/DME, OR...NA

6/8104 ZLC FI/T AIRWAY ZSE. V182 BAKER (BKF) VOR/DME, OR TO HEPPE INT, OR...NA.

6/1033 ZLC FI/T AIRWAY ZLC ZDV. J56 SALT LAKE CITY (SLC) VORTAC, UT TO HAYDEN (CHE) VOR/DME, CO; MEA 25000.

SAN JUAN CERAP

FDC 6/3752 ZSU FI/T AIRWAY ZSU. A555 ST. CROIX / COY/ VOR/DME, VI TO PORQE INT, VI TO ILURI INT, PR /TJS/CTA/FIR/ MEA 7500.

FDC 6/3751 ZSU FI/T AIRWAY ZSU. R-507 GRAND TURK /GTK/ VORTAC, TK TO CONCH OA, RAD 119.

SEATTLE ARTCC

6/7931 ZSE FI/T AIRWAY ZLC. V4-444 BAKER (BKE) VOR/DME, OR TO HOVEL INT, OR...NA.

6/8103 ZSE FI/T AIRWAY ZLC. V182 BAKER (BKE) VOR/DME, OR TO HEPPE INT, OR...NA.

6/7933 ZSE FI/T AIRWAY ZLC. V357 BAKER (BKE) VOR/DME, OR TO WILDHORSE (ILR) VOR/DME, OR...NA.

FDC 6/4019 ZSE FI/T AIRWAY ZSE. V187 ELLENSBURG /ELN/ WA TO FEBUS INT, WA NA WHEN R-6714 IN USE.

FDC 6/3941 ZSE FI/T AIRWAY ZSE. V23 PAINE /PAE/ VOR/DME, WA TO EGRET INT, WA MEA 7500. V23 ACORD INT, WA TO BELLINGHAM /BLI/ VORTAC, WA MEA 4500.

WASHINGTON ARTCC

FDC 6/8043 ZDC FI/T AIRWAY ZDC. V170-312 POLLA, MD TO PALEO: TO IDENTIFY POLLA INT USE: ADW R-070/15 DME AND BAL R-173/15 DME.

FDC 6/7636 ZDC FI/T AIRWAY ZDC. V3 CARML INT, VA TO HARVY INT, VA MEA 6000.

FDC 6/5520 ZDC FI/T AIRWAY ZDC ZTL ZJX. V-03 TOWEY INT (NC) TO SDZ VORTAC (NC) MEA 8000. V-66 RICHE INT, SC TO SDZ VORTAC, NC MEA, 8000. V-155

LILLS INT, NC TO SDZ VORTAC, NC; MEA 8000. V-259 SDZ R-208 TO WARNR INT, SC; WARNR INT IS DME ONLY (FLO 22 DME) BELOW 8000. SDZ R-251 TO HUSTN INT, NC; HUSTN INT IS DME ONLY (CLT 26 DME) BELOW 8000.

FDC 6/4187 ZDC FI/T AIRWAY ZDC. V38 GORDONSVILLE (GVE) VORTAC, VA TO CEROL INT, VA MEA 6000

FDC 6/3723 ZDC FI/T AIRWAY ZDC. V29 SALISBURY (SBY) VORTAC, MD TO LAFLN INT, DE MEA 5000.

FDC 6/3722 ZDC FI/T AIRWAY ZDC. V01 SALISBURY (SBY) VORTAC, MD TO WATERLOO VOR/DME (ATR), WATERLOO, DE MEA 5000.

FDC 6/1362 ZDC FI/T AIRWAY ZDC ZTL. J037 LYNCHBURG (LYH) VORTAC, VA TO COLZI INT, NC NA

FDC 6/0711 ZDC FI/T AIRWAY ZJX ZDC. V1 CHARLESTON (CHS) VORTAC, SC TO GRAND STRAND (CRE) VORTAC, SC INLET INT/DME FIX, SC AND PLANN INT/DME FIX, SC-DME FIXES ONLY. V1 GRAND STRAND (CRE) VORTAC, SC TO KINSTON (ISO) VORTAC, NC ASHES INT, NC MRA 11000. V136 GRAND STRAND (CRE) VORTAC, SC TO FAYETTEVILLE (FAY) VOR/DME, NC HICKE INT, NC MRA 11000. V259 FLORENCE (FLO) VORTAC, SC TO GRAND STRAND (CRE) VORTAC, SC FLO VORTAC TO COP MEA 11000. CLEATA INT, SC MRA 11000. V437 CHARLESTON (CHS) VORTAC, SC TO FLORENCE (FLO) VORTAC SC COP TO FLO VORTAC MEA 4000.

FDC 5/0075 ZDC NC FI/T AIRWAY ZDC. G13 PAMLICO /OUC/ NDB, NC TO MANTEO /MQ/ NDB, NC UNUSABLE. V56 PUNGO INT NC TO HATTERAS INLET STATION /HI/ NDB UNSABLE.

FDC 4/4917 ZDC PA FI/T AIRWAY ZDC. V214, V433, V445 SOMTO INT, PA TO YARDLEY (ARD) VORTAC, PA MOCA 1500 FT.

Part 1.

Section 2.

FDC

AIRPORTS, FACILITIES, & PROCEDURAL NOTAMS



Section 2. AIRPORTS / FACILITIES / & PROCEDURAL NOTAMS

ALABAMA

ALEXANDER CITY

Thomas C Russell Fld

RY 18/36 NOW 5417 FT BY 96 FT. RY 18 THR NOW DSPLCD 621 FT.(10/96)

COURTLAND

Industrial Airpark

FDC 4/4812 /9A4/ FI/T INDUSTRIAL AIRPARK, COURTLAND, AL. VOR OR GPS RWY 13 ORIG...OBTAIN LCL ALSTG ON CTAF; WHEN NOT RECEIVED USE HUNTSVILLE ALSTG AND INCREASE ALL MDA'S 80 FEET AND VISIBILITY CATS B/C/D 1/4 MILE.

EVERGREEN

Middleton Field

FDC 6/2606 /GZH/ FI/T MIDDLETON FIELD, EVERGREEN, AL. VOR/DME OR GPS RWY 9 AMDT 2...VOR MNMS NA.

GREENSBORO

Greensboro Muni

FDC 6/0915 /7A0/ FI/T GREENSBORO MUNI, GREENSBORO, AL. NDB OR GPS RWY 36, ORIG...TERMINAL ROUTE FROM CAHABA /CAQ/ VOR TO GREENSBORO /EOG/ NDB NOT AUTHORIZED.

HALEYVILLE

Posey Field

FDC 4/6193 /1M4/ FI/T POSEY FIELD, HALEYVILLE, AL. VOR/DME RWY 18 AMDT 3A...PROC NA.

HUNTSVILLE

Madison County Executive

RY 18/36 NOW 3752 FT BY 65 FT.(10/96)

LAPINE

T W Spear Meml

NEW RPRT OPEN TO THE PUBLIC. RY 04/22 3300 FT BY 100 FT; 30 FT ON CNTRLN ASPH & 35 FT ON EITHER SIDE TURF.(10/96)

MOBILE

Mobile Downtown

ASOS CMSND. FREQ 135.575. PHONE 334-431-6762.(09/96)

MONROEVILLE

Monroe County

FDC 6/3938 /MVC/ FI/T MONROE COUNTY, MONROEVILLE, AL. VOR OR GPS RWY 3, AMDT 8...S-3 MDA 940/HAT 522 ALL CATS, VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 940/HAA 521 CATS A/B/C. PENSACOLA ALSTG MNMS: S-3 MDA 1140/HAT 722 ALL CATS. CIRCLING MDA 1140/HAA 721 CATS A/B/C. VOR OR GPS RWY 21, AMDT 8...DME MNMS: S-21 MDA 880/HAT 461 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 940/HAA 521 CATS A/B/C. TAKE-OFF MNMS: RWY 21,

300-1 OR STANDARD WITH MNM CLIMB RATE OF 560 FEET PER NM TO 600 FT. TEMP OIL RIG 312654.60/872136.50, 574 MSL, 1422 FT SOUTH OF RWY 3.

FDC 5/6261 /MVC/ FI/T MONROE COUNTY, MONROEVILLE, AL. VOR OR GPS RWY 21, AMDT 8...VOR MINIMUMS N/A.

FDC 5/6260 /MVC/ FI/T MONROE COUNTY, MONROEVILLE, AL. VOR OR GPS RWY 3, AMDT 8...VOR MINIMUMS N/A.

MUSCLE SHOALS

Muscle Shoals Regional

ACTVT HIRL RY 11/29; MIRL RY 18/36 & MALSR RY 29 - 122.95.(09/96).

SELMA

Craig Field

FDC 6/3206 /SEM/ FI/T CRAIG FIELD, SELMA, AL. VOR RWY 15, ORIG AND VOR RWY 33, ORIG. TERMINAL ROUTE FROM BEING INT TO JYU VOR/DME IS NA.

FDC 6/0914 /SEM/ FI/T CRAIG FIELD, SELMA, AL. NDB OR GPS RWY 33, AMDT 2B...TERMINAL ROUTE FROM CAHABA /CAQ/ VOR TO POLLK /SE/ LOM NOT AUTHORIZED. NOTE: RADAR REQUIRED.

SYLACAUGA

Merkel Field Sylacauga Muni

FDC 5/1176 /SCD/ FI/T MERKEL FIELD SYLACAUGA MUNI, SYLACAUGA, AL. NDB OR GPS-A AMDT 2...DEP PROC: RWY 27 CMB RWY HEADING TO 1500 FT BEFORE TURNING NORTH.

FDC 5/6101 /TOI/ FI/T TROY MUNI TROY AL. RADAR INSTRUMENT APPROACH MINIMUMS...PAR S-7 ALL CATS VIS 1 MILE.

ALASKA

ANCHORAGE

Anchorage Intl

FDC 6/5858 /ANC/ FI/T ANCHORAGE INTL, ANCHORAGE, AK. ILS RWY 6R, AMDT 10...ADD M-TGN 6.8 DME TO BRUCK NDB. ADF OR DME REQUIRED.

Merrill Field

FDC 6/7788 /MRI/ FI/T MERRILL FIELD, ANCHORAGE, AK. GPS RWY 6 ORIG...PROC NA.

DEADHORSE

Deadhorse

FDC 6/5870 /SCC/ FI/T DEADHORSE, DEADHORSE, AK. VOR/DME OR TACAN OR GPS RWY 4, AMDT 3...VOR/DME OR TACAN OR GPS RWY 22, ORIG...VOR RWY 4, AMDT 3...VOR RWY 22, AMDT 5...HI-TACAN RWY 4, ORIG...SI MINS NA.

FAIRBANKS

Fairbanks Intl

FDC 5/6470 /FAI/ FI/T FAIRBANKS, AK. VOR OR TACAN RWY 19R ORIG...CHG NOTE FROM 'ADF OR DME RQRD' TO 'ADF RQRD'.

GALENA

Galena

EDC 6/0696 /GAL/ FI/P GALENA, GALENA, AK. BISHOP NDB (BZP) COORDINATES ARE CORRECTED TO LAT 64-44-09.07N, LONG 156-47-36.17W. THIS AFFECTS ALASKA SUPPLEMENT, PAGE 61, AND ALASKA IFR ENROUTE LOW, L-4G.

NOATAK

Noatak

EDC 6/1150 /WTK/ FI/T NOATAK, NOATAK, AK. NDB/DME RWY 36 ORIG...STRAIGHT IN MNMS NA.

PALMER

Palmer

■ RY 09/27 NOW 3616 FT BY 75 FT.(09/96)

POINT LAY

Point Lay LRRS

■ AWOS-3 PHONE NOW 907-377-0025 EXT 129.(10/96)

ST MARY'S

St Mary's

EDC 6/7874 /KSM/ FI/P ST MARYS, ST MARYS, AK. NDB/DME RWY 16 AMDT 1A...NOTES: INOP TABLE DOES NOT APPLY. DELETE NOTE:"IF LOCAL ALTM...THRU...AUTHORIZED." THIS IS NDB/DME RWY 16 AMDT 1B.

EDC 6/7873 /KSM/ FI/T ST MARYS, ST MARYS, AK. LOC/DME RWY 16 AMDT 1A...DELETE NOTE:"IF LOCAL ALTM...THRU...AUTHORIZED."

EDC 6/7871 /KSM/ FI/T ST MARYS, ST MARYS, AK. NDB RWY 16 ORIG...DELETE NOTE:"IF LOCAL ALTM...THRU...AUTHORIZED."

EDC 6/7870 /KSM/ FI/P ST MARYS, ST MARYS, AK. NDB RWY 34 ORIG-A...DELETE NOTE:"IF LOCAL ALTM...THRU...AUTHORIZED." THIS IS NDB RWY 34 ORIG-B.

EDC 6/7869 /KSM/ FI/P ST MARYS, ST MARYS, AK. GPS RWY 16 ORIG...NOTES:"INOPERATIVE TABLE DOES NOT APPLY." THIS IS GPS RWY 16 ORIG-A.

EDC 6/7868 /KSM/ FI/P ST MARYS, ST MARYS, AK. GPS RWY 34 ORIG...ADDITIONAL FLIGHT DATA: GLIDESLOPE COMPUTER SETTING 3.48 DEGREES; HORIZONTAL DISTANCE MDA TO MAP ON GS 1.53 NM. NOTES: INOPERATIVE TABLE DOES NOT APPLY. THIS IS GPS RWY 34 ORIG-A.

EDC 6/1424 /KSM/ FI/T ST MARY'S, ST MARY'S, AK. NDB RWY 16 ORIG-A...S-16 MDA 1000/HAT 703 ALL CATS, VIS CAT C 2, CAT D 2-1/4. CIRCLING MDA 1000/HAA 689 ALL CATS, VIS CAT C 2, CAT D 2-1/4.

VALDEZ

Valdez

EDC 5/4171 /VDZ/ FI/T VALDEZ, VALDEZ, AK. LDA/DME-C, AMDT 3A...LDA/DME-D, ORIG...LDA/DME-E, AMDT 3...LDA/DME-F, AMDT 3...TRANSITION FROM JOH VORTAC (IAF) NOPT TO I-VDZ 20 DME NOT AUTHORIZED.

ARIZONA

BULLHEAD CITY

Laughlin/Bullhead City

EDC 4/2976 /IFP/ FI/P LAUGHLIN/BULLHEAD CITY, BULLHEAD CITY, AZ. PURSUANT TO FAR 91.126/D/CLASS G AIRSPACE...ACFT TRAVERSING FOLLOWING AIRSPACE: AT AND BELOW 2500 FT AGL WITHIN 4 NMR OF BULLHEAD CITY, MUST ESTABLISH TWO-WAY COMMUNICATIONS WITH ATCT PRIOR TO PENETRATION.

CHANDLER

Chandler Muni

EDC 6/4795 /CHD/ FI/T CHANDLER MUNI, CHANDLER, AZ. VOR OR GPS RWY 4L, AMDT 5. S-4L MDA 1680, HAT 446 CATS A,B,C; CAT C VIS 1 1/4. CIRCLING MDA 1720, HAA 478 CATS A,B,C. TEMP 1362 FT MSL CRANE 2.86 NM WSW RWY 4L.

FLAGSTAFF

Flagstaff Pulliam

EDC 6/1202 /FLG/ FI/T FLAGSTAFF PULLIAM, FLAGSTAFF, AZ. ILS/DME RWY 21 ORIG...TIME/DISTANCE TABLE NA.

FORT HAUCHUCA/SIERRA VISTA

Libby AAF-Sierra Vista Muni

EDC 6/7098 /FHU/ FI/T LIBBY AAF-SIERRA VISTA MUNI, FORT HUACHUCA/SIERRA VISTA, AZ. NDB RWY 26 AMDT 2...S-26: CATS A/B MDA 5300, HAT 674, VIS 1, CAT C MDA 5300, HAT 674, VIS 2; CAT D MDA 5300, HAT 674, VIS 2 1/4. CIRCLING: CATS A/B MDA 5300, HAA 584, VIS 1. CAT C MDA 5300, HAA 584, VIS 2; CAT D MDA 5300, HAA 584, VIS 2 1/4. MSA TO DRAGOO NDB /DAO/ BRGS 280-100 10500. ILS RWY 26 AMDT 1...MSA TO DRAGOO NDB /DAO/ BRGS 280-100 10500. VOR OR GPS RWY 26 AMDT 2...S-26: CATS A/B MDA 5100, HAT 474, VIS 1; CAT C MDA 5100, HAT 474, VIS 1 1/4; CAT D MDA 5100, HAT 474, VIS 1 1/2.

PARKER

Avi Suquilla

EDC 5/0794 /P20/ FI/T AVI SUQUILLA, PARKER, AZ. VOR/DME-A AMDT 2A...LOCAL ALTIMETER NOT AUTHORIZED. CHANGE NOTE TO READ: USE BLYTHE, CA ALSTG, WHEN NOT RECEIVED, PROC NOT AUTHORIZED.

PAGE

Page Muni

EDC 6/5494 /PGA/ FI/T PAGE MUNI, PAGE, AZ. VOR OR GPS-A ORIG...PROC NA.

PHOENIX

Phoenix Sky Harbor Intl

EDC 6/8042 /PHX/ FI/P PHOENIX SKY HARBOR INTL, PHOENIX, AZ. ILS RWY 8R AMDT 9B...DELETE ALL REFERENCES TO THE MM. THIS IS ILS RWY 8R AMDT 9C.

EDC 6/7409 /PHX/ FI/P PHOENIX SKY HARBOR INTL, PHOENIX, AZ. ILS RWY 8R, AMDT 9A...S-LOC 8R MDA 1620, HAT 507, ALL CATS. CAT C VIS 1, CIRCLING MDA, CAT C 1680, HAA 547. PURCH DME MINIMA: S-LOC 8R MDA 1440, HAT 327, ALL CATS. CIRCLING MDA CAT C 1680, HAA 547. MNM ALT AT PURCH 1620, LOC ONLY. TCH 50.3. THIS IS ILS RWY 8R, AMDT 9B.

FDG 5/2705 /PHX/ FI/T PHOENIX SKY HARBOR INTL, PHOENIX, AZ. ILS RWY 26R AMDT 1...S-ILS 26R DH 1514/HAT 381, VIS 1 1/4 ALL CATS. REASON: TEMP CRANE 1289 MSL, 2300 FT PRIOR TO THLD 1000 FT LEFT OF CNTRLN.

Williams Gateway

FDG 5/3671 /IWA/ FI/P WILLIAMS GATEWAY, PHOENIX, AZ. HI-ILS/DME RWY 30C ORIG...S-ILS 30C - DH 1578. S-LOC 30C - HAT 322 ALL CATS. SIDESTEP 30R - HAT 320 CATS C, D, AND E. CIRCLING - HAA CAT C 460 CATS D AND E 560. APT ELEV - 1380. TDZ ELEV RWY 30 C - 1378. TDZ ELEV RWY 30R - 1380. THIS IS HI-ILS/DME RWY 30C ORIG-A.

PRESCOTT

Ernest A. Love Field

FDG 6/7408 /PRC/ FI/P PRESCOTT/ERNEST A. LOVE FIELD, PRESCOTT, AZ. VOR OR GPS RWY 11, AMDT 1A...CHANGE ALL REFERENCES TO RWY 11/29 TO RWY 12/30. THIS IS VOR OR GPS RWY 12 AMDT 1B.

FDG 6/7318 /PRC/ FI/P ERNEST A. LOVE FIELD, PRESCOTT, AZ. VOR OR GPS RWY 11 AMDT 1...CHANGE ALL REFERENCES TO RWY 11/29 TO RWY 12/30. THIS IS VOR OR GPS RWY 12 AMDT 1.

FDG 3/4694 /PRC/ FI/T ERNEST A. LOVE FIELD, PRESCOTT, AZ. ILS/DME RWY 21L AMDT 2A...VOR RWY 11 AMDT 1...RNAV RWY 21L AMDT 2A...CAT D CIRCLE MDA 5940/HAA 898, VIS 3.

FDG 3/3863 /PRC/ FI/T ERNEST A. LOVE FIELD, PRESCOTT, AZ. ILS/DME RWY 21 AMDT 2...ALTERNATE MINS: ADD NOTE: WHEN ATCT CLSD, ALTERNATE MINS NA.

SIERRA VISTA

Fort Huachuca-Sierra Vista/Libby AAF-Sierra Vista Muni

SPRINGERVILLE

Springerville-Babbitt Field

FDG 6/6165 /Q35/ FI/T SPRINGERVILLE-BABBITT FIELD, SPRINGERVILLE, AZ. GPS RWY 21, ORIG...PROC NA.

ARKANSAS

BLYTHEVILLE

Blytheville Muni

FDG 6/0921 /HKA/ FI/T BLYTHEVILLE MUNI, BLYTHEVILLE, AR. NDB OR GPS RWY 18, AMDT 1...MDA 1040/HAT 785 VIS CAT B 1 1/4. CIRCLING MDA 1040/HAA 785 VIS CAT B 1 1/4. NDB OR GPS RWY 36, AMDT 1...MDA 880/HAT 625 VIS 1 ALL CATS. CIRCLING MDA 880/HAA 625 VIS 1 ALL CATS.

BRINKLEY

Frank Federer Memorial

FDG 6/8040 /M36/ FI/P FRANK FEDERER MEMORIAL, BRINKLEY, AR. CORRECT U.S. TERMINAL PROCEDURES, SC VOL 1 OF 3, DATED 10 OCT 96, PAGE 64, NDB OR GPS-A, AMDT 1...PLAN VIEW: REMOVE BILLI AND PEAKO INT FROM PROCEDURE.

FDG 6/7883 /M36/ FI/P FRANK FEDERER MEMORIAL, BRINKLEY, AR. NDB OR GPS-A, AMDT 1...ADD NOTE: PROC NA AT NIGHT. THIS IS NDB OR GPS-A, AMDT 1A.

FDG 6/7882 /M36/ FI/P FRANK FEDERER MEMORIAL, BRINKLEY, AR. GPS RWY 20, ORIG...ADD NOTE: PROC NA AT NIGHT. THIS IS GPS RWY 20, ORIG-A.

FDG 6/7814 /M36/ FI/P FRANK FEDERER MEMORIAL, BRINKLEY, AR. CORRECT U.S. TERMINAL PROCEDURES, SC VOL 1 OF 3, DATED 10 OCT 96, PAGE 65, GPS RWY 20, ORIG...HOLDING PATTERN AT OMILE SHOULD SHOW 204 INBOUND ARROWS FOR RIGHT TURNS, S-20 CAT C CEILING AND VIS SHOULD SHOW 700 1 3/4.

CLARKSVILLE

Clarksville Muni

FDG 6/7776 /H35/ FI/T CLARKSVILLE MUNI, CLARKSVILLE, AR. NDB OR GPS-A, AMDT 4...CIRCLING MDA 1440/HAA 959 VIS CAT A 1 1/4, CAT B 1 1/2. TERMINAL ROUTE FROM SCRAN INT TO CZE NDB 3200. MSA FROM CZE NDB 4000.

CROSSETT

Z M Jack Stell Field

RY 05/23 LIRL CHANGED TO MIRL. (9/96)

DE QUEEN

J. Lynn Helms Sevier County

FDG 6/2664 /DEQ/ FI/T J. LYNN HELMS SEVIER COUNTY, DE QUEEN, AR. NDB OR GPS RWY 8, AMDT 4A...MSA FROM DEQ NDB 060-300 2700, 300-060 3600. S-8 MDA 1360/HAT 1008, ALL CATS, VIS CAT A 1 1/4, CAT B 1 1/2. CIRCLING MDA 1360/HAA 1005, ALL CATS, VIS CAT A 1 1/4, CAT B 1 1/2. NOTE: USE TEXARKANA ALSTG. WHEN NOT RECEIVED, USE PARIS, TX ALSTG AND INCREASE ALL MDA's 60 FT.

FDG 6/2649 /DEQ/ FI/T J. LYNN HELMS SEVIER COUNTY, DE QUEEN, AR. IFR TKOF MNMS AND DEP PROC...ADD TKOF MNMS: RWY 8 400-2 OR STANDARD WITH MNM CMB OF 310 FT PER NM TO 800.

FAYETTEVILLE

Drake Field

RY 34 ODALS CMSND. (9/96)

FORT SMITH

Fort Smith Regional ILS Ry 25

(I-FSM) ILS OTS INDEFLY. (10/96)

Fort Smith Regional

RYS 07 & 25 MALSR OTS INDEFLY. (10/96)

HOPE

Hope Muni

FDG 6/2073 /M18/ FI/T HOPE MUNI, HOPE, AR. VOR/DME OR GPS RWY 4, AMDT 6...NOTE: USE TEXARKANA ALSTG. WHEN NOT RECEIVED, USE EL DORADO, AR ALSTG AND INCREASE ALL MDA's 60 FT.

FDG 6/2072 /M18/ FI/T HOPE MUNI, HOPE, AR. NDB OR GPS RWY 16, AMDT 3...NOTE: USE TEXARKANA ALSTG. WHEN NOT RECEIVED, USE EL DORADO, AR ALSTG AND INCREASE ALL MDA's 60 FT AND CATS C AND D VIS 1/4 MILE.

LAKE VILLAGE

Lake Village Muni

FDG 6/4636 /M32/ FI/T LAKE VILLAGE MUNI, LAKE VILLAGE, AR. VOR OR GPS-A, AMDT 6B...CIRCLING MDA 680/HAA 555 CATS A/B/C. CHANGE NOTE TO READ: USE GREENVILLE MS ALTIMETER SETTING,

WHEN NOT AVBL USE GREENWOOD MS ALTIMETER SETTING AND INCREASE ALL MDA'S 100 FT AND CAT C VIS 1/4. MSA FROM MON VOR/DME 1800.

FDC 6/4635 /M32/ FI/T LAKE VILLAGE MUNI, LAKE VILLAGE, AR. VOR/DME OR GPS-B, AMDT 4A...CIRCLING MDA 680/HAA 555 CATS A/B/C. CHANGE NOTE TO READ: USE GREENVILLE MS ALTIMETER SETTING, WHEN NOT AVBL USE GREENWOOD MS ALTIMETER SETTING AND INCREASE ALL MDA'S 100 FT AND CAT C VIS 1/4.

LITTLE ROCK

Adams Field

FDC 6/1461 /LIT/ FI/T ADAMS FIELD, LITTLE ROCK, AR. NDB RWY 22R, AMDT 6...S-22R MDA 820/HAT 563 ALL CATS. CIRCLING MDA 820/HAA 560 CATS A AND B. TEMPORARY CRANE 520 MSL 3.2 NM NE OF RWY 22R.

MAGNOLIA

Magnolia Muni

FDC 6/4237 /AGO/ FI/T MAGNOLIA MUNI, MAGNOLIA, AR. GPS RWY 17 ORIG...PROC NA.

FDC 6/1387 /AGO/ FI/T MAGNOLIA MUNI, MAGNOLIA, AR. NDB RWY 35, ORIG-A...MSA FROM AGO NDB 2000.

FDC 6/1332 /AGO/ FI/T MAGNOLIA MUNI, MAGNOLIA, AR. IFR TKOF MNMS AND DEP ROC, ORIG...TKOF MNMS: RWY 17 ADD NOTE: 100 FT AGL TREE 1950 FT FROM DEP END OF RWY, 350 FT LEFT OF CNTRLN.

MENA

Mena NDB

- (MEZ) NDB OTS INDEFY. (10/96)

Mena Intermountain Muni

FDC 6/5435 /M39/ FI/T MENA INTERMOUNTAIN MUNI, MENA, AR. GPS RWY 17, ORIG...PROC NA.

RUSSELLVILLE

Russellville Muni

FDC 6/7813 /RUE/ FI/P RUSSELLVILLE MUNI, RUSSELLVILLE, AR. GPS RWY 25, ORIG...CHG NOTE TO READ: ABTAIN LCL ALT ON CTAF; WHEN NOT AVAILABLE, LUSE LITTLE ROCK AFB ALSTG. THIS IS GPS RWY 34, ORIG-A.

WARREN

Warren Muni

- ARPT REOPENED. (10/96)

WEST MEMPHIS

West Memphis Muni ILS/DME Ry 17

- (I-LWR) DME RTS. (10/96)

CALIFORNIA

ALTURAS

Alturas Muni

FDC 5/4377 /O00/ FI/T ALTURAS MUNI, ALTURAS, CA. TKOF MNMS/IFR DEP PROC...ADD TKOF MNMS: RWY 31...STANDARD. RWYS 3, 21, 31...900-2 OR STANDARD WITH A MNM CLIMB OF 350 FT PER NM TO 5400.

AVALON

Catalina

FDC 6/7401 /AVX/ FI/T CATALINA, AVALON, CA. VOR/DME OR GPS-B AMDT 2...VOR OR GPS-A AMDT 4...PROC NA.

BAKERSFIELD

Bakersfield Muni

FDC 6/1155 /L45/ FI/T BAKERSFIELD MUNI, BAKERSFIELD, CA. IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES. ADD TAKE-OFF MINIMUMS...RWY 16 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 230 FEET PER NM TO 500.

FDC 4/2059 /L45/ FI/T BAKERSFIELD MUNI, BAKERSFIELD, CA. VOR/DME RWY 34 ORIG...WHEN MEADOWS FIELD ALSTG NOT RCVD: PROC NA.

Meadows Field

FDC 4/2080 /BFL/ FI/T MEADOWS FIELD, BAKERSFIELD, CA. ILS RWY 30R AMDT 27; NDB RWY 30R AMDT 6...WHEN LCL ALSTG NOT RCVD, PROC NA.

FDC 4/2057 /BFL/ FI/T MEADOWS FIELD, BAKERSFIELD, CA. VOR RWY 30R AMDT 7; VOR-A ORIG...WHEN LCL ALSTG NOT RCVD PROC NA. ADD NOTE: ALTN MINS NA WHEN CTL TWR CLOSED.

FRESNO

Fresno Air Terminal

FDC 6/7245 /FAT/ FI/P FRESNO AIR TERMINAL, FRESNO, CA. ILS RWY 29R AMDT 33...ADD NOTE: AUTOPILOT COUPLED APPROACHES BELOW 640 FT NOT AUTHORIZED. THIS IS ILS RWY 29R AMDT 33A.

FDC 6/7243 /FAT/ FI/P FRESNO AIR TERMINAL, FRESNO, CA. NDB OR GPS RWY 29R AMDT 23...S-29R ALL CATS MDA 820/HAT 490. VIS CAT D RVR 6000. DELETE NOTE: S-29R CAT C VIS INCREASED TO RVR 5000 FOR INOP ALSF-1. THIS IS NDB OR GPS RWY 29R AMDT 23A.

FULLERTON

Fullerton Muni

FDC 6/5040 /FUL/ FI/T FULLERTON MUNI, FULLERTON, CA. LOC RWY 24, AMDT 3B...ADD NOTES: WHEN SANTA ANA ALSTG USED, INCREASE ALT AT CONGA/I-FUL 2.6 DME 40 FT. WHEN SANTA ANA ALSTG USED, S-24 AND LOC/DME MINIMA S-24 NA.

FDC 6/5023 /FUL/ FI/T FULLERTON MUNI, FULLERTON, CA. VOR OR GPS-A, AMDT 6B...ADD NOTE: WHEN SANTA ANA ALSTG USED, INCREASE ALT AT BWALT/SLI 3.7 DME/RADAR 40 FT.

GRASS VALLEY

Nevada County Airpark

FDC 5/5810 /O17/ FI/T NEVADA COUNTY AIRPARK, GRASS VALLEY, CA. VOR OR GPS-A ORIG...PROC NA. IFR TKOF MNMS AND DEPARTURE PROC NA.

LOMPOC

Lompoc

FDC 6/1783 /LPC/ FI/T LOMPOC, LOMPOC, CA. NDB OR GPS-B ORIG...PROC NA.

LOS ALAMITOS

Los Alamitos AAF

FDC 6/7220 /SLI/ FI/T LOS ALAMITOS AAF, LOS ALAMITOS, CA. VOR OR TACAN RWY 22L AMDT 6...S-22L CATS A/B VIS 3/4, CAT C 1/4, CAT 1 1/2. DME OR RADAR

MNMS: S-22L CATS A/B/C 3/4, CAT D 1. NDB OR GPS RWY 22L ORIG...S-22L CATS A/B VIS 3/4, CAT C 1 1/4, CAT D 1 1/2. RADAR-1 AMDT 3...PAR S-22L CATS C/D VIS 3/4. ASR S-22L CATS A/B/C VIS 3/4, CAT D 1.

LOS ANGELES

Los Angeles Intl

FDC 6/2287 /LAX/ FI/T LOS ANGELES INTL, LOS ANGELES, CA. VOR OR TACAN OR GPS RWY 25L/R AMDT 15...TACAN NA.

MERCED

Merced Muni-Macready Field

FDC 6/1909 /MCE/ FI/T MERCED MUNI-MACREADY FIELD, MERCED, CA. LOC BC RWY 12 AMDT 8A...DME REQUIRED.

FDC 6/1444 /MCE/ FI/T MERCED MUNI-MACREADY FIELD, MERCED, CA. LOC BC RWY 12 AMDT 8A...RADAR NA.

FDC 5/0669 /MCE/ FI/T MERCED MUNI-MACREADY FIELD, MERCED, CA. VOR OR GPS RWY 30, AMDT 16...CHANGE NOTE TO READ: OBTAIN LOCAL ALTIMETER ON CTAF. WHEN NOT RECEIVED, USE FRESNO AIR TERMINAL ALSTG AND INCREASE ALL MDA'S 120 FEET AND INCREASE ALL CATS C AND D VIS 1/4 MILE. CHANGE ALTERNATE MINS NOTE TO READ: NA, EXCEPT STANDARD FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE.

FDC 5/0668 /MCE/ FI/T MERCED MUNI-MACREADY FIELD, MERCED, CA. ILS RWY 30, AMDT 12... CHANGE NOTE TO READ: OBTAIN LOCAL ALTIMETER ON CTAF. WHEN NOT RECEIVED, USE FRESNO AIR TERMINAL ALSTG AND INCREASE ALL DH/MDA'S 140 FEET AND INCREASE ALL S-LOC 30 AND CIRCLING VIS 1/4 MILE. CHANGE ALTERNATE MINS NOTE TO READ: NA, EXCEPT STANDARD FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE.

FDC 5/0667 /MCE/ FI/T MERCED MUNI-MACREADY FIELD, MERCED, CA. LOC BC RWY 12, AMDT 8A...CHANGE NOTE TO READ: OBTAIN LOCAL ALTIMETER ON CTAF. WHEN NOT RECEIVED, USE FRESNO AIR TERMINAL ALSTG AND INCREASE ALL MDA'S 140 FEET AND INCREASE ALL CATS C AND D VIS 1/4 MILE. CHANGE ALTERNATE MINS NOTE TO READ: NA, EXCEPT STANDARD FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE.

FDC 5/0666 /MCE/ FI/T MERCED MUNI-MACREADY FIELD, MERCED, CA. VOR OR GPS RWY 12, AMDT 6...CHANGE NOTE TO READ: OBTAIN LOCAL ALTIMETER ON CTAF. WHEN NOT RECEIVED, USE FRESNO AIR TERMINAL ALSTG AND INCREASE ALL MDA'S 140 FEET AND INCREASE ALL CATS C AND D VIS 1/2 MILE. CHANGE ALTERNATE MINS NOTE TO READ: NA, EXCEPT STANDARD FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE.

MODESTO

Modesto City-County/Harry Sham Field

FDC 5/0665 /MOD/ FI/T MODESTO CITY-COUNTY-HARRY SHAM FIELD, MODESTO, CA. VOR OR GPS RWY 28R, AMDT 10A...CHANGE NOTE TO READ: WHEN CONTROL TOWER CLOSED, EXPECT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE STOCKTON ALSTG AND INCREASE ALL MDA'S 60 FEET AND INCREASE S-28R CATS C AND D VIS 1/4 MILE. CHANGE ALTERNATE MIN NOTE TO READ: NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OP-

ERATORS WITH APPROVED WEATHER REPORTING SERVICE.

MONTEREY

Monterey Peninsula

FDC 6/5263 /MRY/ FI/T MONTEREY PENINSULA, MONTEREY, CA. ILS RWY 10R, AMDT 26...S-ILS 10R: ADD NOTE: ILS UNUSBL FROM MM INBOUND. S-LOC-10R: CHANGE MISSED APPROACH POINT TO I-MRY 1.8 DME. ADD NOTES: DME REQUIRED. TIMING TABLE NA.

RAMONA

Ramona

FDC 6/3668 /L39/ FI/T RAMONA, CA. VOR/DME OR GPS-A ORIG...JULIAN /JLI/ VORTAC MNM HOLDING ALT 7700.

FDC 6/2607 /L39/ FI/T RAMONA, RAMONA, CA. VOR/DME OR GPS-A. ORIG...CHANGE ALSTG NOTE TO READ: OBTAIN LOCAL ALSTG ON CTAF. WHEN NOT RECEIVED USE MIRAMAR NAS ALSTG AND INCREASE ALL MDA'S 300 FT.

SACRAMENTO

Sacramento Mather

FDC 6/1532 /MHR/ FI/T SACRAMENTO MATHER, SACRAMENTO, CA. VOR/DME OR GPS RWY 22L ORIG...S-22L: AND MCCLELLAN AFB ALTIMETER SETTING MNMS, S-22L: VIS CATS A AND B 1; CAT C 1 3/4; CAT D 2.

SALINAS

Salinas Muni

FDC 6/0979 /SNS/ FI/T SALINAS MUNI, SALINAS, CA. ILS RWY 31 AMDT 5...ADD NOTE: AUTOPILOT COUPLED APPROACHES BELOW 420 FT NOT AUTHORIZED.

SAN FRANCISCO

San Francisco Intl

FDC 6/6833 /SFO/ FI/T SAN FRANCISCO INTL, SAN FRANCISCO, CA. TKOF MNMS...RWY 28R 800-2 OR STANDARD WITH MNM CLIMB OF 280 FT PER NM TO 1000 FT. TEMP CRANE 1.52 NM WEST OF RWY 10L.

SAN JOSE

San Jose International

FDC 6/7900 /SJC/ FI/T SAN JOSE INTL, SAN JOSE, CA. ILS RWY 12R AMDT 4...S-ILS 12R: DH 423 VIS 3/4 ALL CATS. S-LOC 12R MDA 540/HAT 498 ALL CATS. VIS CAT C 1 CAT D 1 1/4. SIDESTEP RWY 12L MDA 540/HAT 492. TEMP 236 FT MSL CRANE 6001 FT NW RWY 12R.

FDC 6/2428 /SJC/ FI/T SAN JOSE INTL, SAN JOSE, CA. ILS RWY 12R AMDT 4...S-LOC 12R-MDA 420, HAT 378. SIDESTEP RWY 12L-MDA 420, HAT 372. DELETE NOTE: S-LOC CAT D VIS INCREASED 1/4 MILE FOR INOP MALSR.

SANTA MARIA

Santa Maria Public/Captain G. Allan Hancock Field

FDC 4/4923 /SMX/ FI/T SANTA MARIA PUBLIC/CAPTAIN G. ALLAN HANCOCK FIELD, SANTA MARIA, CA. LOC/DME BC-A AMDT 10A...MIN ALT PATER/I-SMX 2.0 DME 1700. CIRCLING MDA 840/HAA 581 CAT A.

SANTA MONICA

Santa Monica Muni

EDC 5/0219 /SMO/ FI/T SANTA MONICA MUNI, SANTA MONICA, CA. VOR OR GPS-A AMDT 10...CULVE RADAR MINIMUMS NA.

SANTA YNEZ

Santa Ynez

EDC 6/7562 /IZA/ FI/P SANTA YNEZ, SANTA YNEZ, CA. VOR OR GPS-B AMDT 7...CHANGE ALTIMETER NOTE TO READ: IF LOCAL ALSTG NOT RECEIVED USE LOM-POC ALSTG AND INCREASE ALL MDA'S 160 FEET. THIS IS VOR OR GPS-B AMDT 7A.

SHAFTER

Shafter-Minter Field

EDC 4/6044 /MIT/ FI/T SHAFTER-MINTER FIELD, SHAFTER, CA. VOR OR GPS RWY 30 ORIG...CHG NOTE TO READ: USE BAKERSFIELD, CA ALSTG, WHEN NOT RECEIVED PROC NA.

TORRANCE

Zamperini Field

EDC 6/7703 /TOA/ FI/T ZAMPERINI FIELD, TORRANCE, CA. TAKEOFF MNMS RWY 29L/R - 400-1 OR STANDARD WITH MNM CLIMB OF 350 FT PER NM TO 400 FT. TEMP CRANE 208 FT MSL 1954 FT NW RWY 11L.

VACAVILLE

Nut Tree

EDC 6/6398 /O45/ FI/T NUT TREE, VACAVILLE, CA. RNAV RWY 20 AMDT 1...CIRCLING MDA 640/HAA 526 ALL CATS.

WATSONVILLE

Watsonville Muni

EDC 6/2114 /WVI/ FI/T WATSONVILLE MUNI, WATSONVILLE, CA. LOC RWY 2 AMDT 2A...CIRCLING MDA 760, HAA 6000, CATS A/B/C. TEMP CRANE 395 FT MSL 1583 FT SE OF RWY 2 THR.

EDC 5/6581 /LAX/ FI/T WATSONVILLE MUNI, WATSONVILLE, CA. IFR TAKE-OFF MNMS AND DEPARTURE PROCEDURES...CHANGE TKOF MNMS RWY 26 TO READ: 500-2 OR STANDARD WITH A MNM CLIMB OS 260 FT PER NM TO 800.

COLORADO

ALAMOSA

San Luis-Alley Regional-Bergman Field

EDC 5/4977 /ALS/ FI/T SAN LUIS-ALLEY REGIONAL-BERGMAN FIELD, ALAMOSA, CO. GPS RWY 2, ORIG...PROC NA.

ASPEN

Aspen-Pitkin Co/Sardy Field

EDC 4/6705 /ASE/ FI/T ASPEN-PITKIN COUNTY/SARDY FIELD, CO. IFR DEPARTURE PROCEDURE AMDT 6...RWY 33: 2500-3 OR 1000-2 WITH A MINIMUM CLIMB GRADIENT OF 450' PER NM TO 10,500.

COLORADO SPRINGS

City of Colorado Springs Muni

EDC 6/1214 /COS/ FI/T CITY OF COLORADO SPRINGS MUNI, COLORADO SPRINGS, CO. ILS/DME RWY 17L ORIG-A...TIME/DISTANCE TABLE NA.

DENVER

Denver Intl

EDC 6/0884 /DEN/ FI/T DENVER INTERNATIONAL, DENVER, CO. ILS RWY 8, AMDT 1. S-LOC MINIMA: ALL CATS MDA 5700, HAT 349; DELETE NOTE: FOR INOPERATIVE MALSR THRU RVR 5000.

EDC 5/0920 /DEN/ FI/T DENVER INTERNATIONAL, DENVER, CO. EFFECTIVE FEBRUARY 280701 UTC. KDEN IS THE IDENT FOR DENVER INTL ARPT. STAPLETON INTL ARPT ASSIGNED IDENT CD83. ALL ASSOCIATED PROCS, AWYS, RTES, NAVAIDS AND COMMUNICATIONS EFFECTIVE 0001 LCL/0701Z 28 FEB 95. CONSULT GRAPHIC NOTICE FOR VALID LOW/HIGH IFR AWYS/RTES. CONSULT CURRENT U.S. TRML PROC SW VOL 1 OF 2 FOR CURRENT SID, STAR AND IAP IMPLEMENTATIONS AND CANCELLATIONS. cDURANGO

FORT COLLINS

Fort Collins Downtown

EDC 5/0881 /3V5/ FI/T FORT COLLINS DOWNTOWN, FORT COLLINS, CO. VOR/DME OR GPS-B, AMDT 1...OBTAIN LCL ALSTG ON CTAF; WHEN NOT RECEIVED USE FORT COLLINS-LOVELAND MUNI ALSTG AND INCREASE ALL MDAs BY 40 FEET.

FORT COLLINS/LOVELAND

Fort Collins-Loveland Muni

EDC 6/2516 /FNL/ FI/T FORT COLLINS-LOVELAND MUNI, FORT COLLINS/LOVELAND, CO. GPS RWY 33 ORIG...TERMINAL ROUTE NIWOT INT TO CONRY WP NA. RADAR REQUIRED.

GRAND JUNCTION

Grand Junction/Walker Field

EDC 6/1252 /GJT/ FI/T GRAND JUNCTION/WALKER FIELD, GRAND JUNCTION, CO. VOR OR GPS RWY 11, AMDT 1. CIRCLING MINIMA CAT C: MDA 5440, HAA 582, VSBY 1 1/2; CAT D: MDA 5540, HAA 682, VSBY 2.

EDC 6/1251 /GJT/ FI/T GRAND JUNCTION/WALKER FIELD, GRAND JUNCTION, CO. ILS/DME RWY 11, AMDT 14. TIMING TABLE N/A. CIRCLING MINIMA CAT C: MDA 5440, y20HAA 582, VSBY 1 1/2; CAT D: MDA 5540, HAA 682, VSBY 2.

EDC 5/2173 /GJT/ FI/T GRAND JUNCTION/WALKER FIELD, GRAND JUNCTION, CO. HI-TACAN-A, ORIG...PROC NA.

GREELEY

Greeley-Weld County

EDC 6/2706 /GXY/ FI/T GREELEY-WELD COUNTY, GREELEY, CO. NDB OR GPS RWY 9 AMDT 1A...GPS PORTION NA.

GUNNISON

Gunnison County

EDC 6/6166 /GUC/ FI/T GUNNISON COUNTY, GUNNISON, CO. GPS-B, ORIG...PROC NA.

HOLYOKE

Holyoke

EDC 6/7740 /8V5/ FI/P HOLYOKE, HOLYOKE, CO. GPS RWY 17, ORIG...MISSED APPROACH: CLIMB TO 4500,

THEN CLIMBING LEFT TURN TO 6400 DIRECT HOLYO
WP AND HOLD. THIS IS GPS RWY 17 ORIG A.

DISTRICT OF COLUMBIA

LAMAR

Lamar Muni

EDC 6/1989 /LAA/ FI/T LAMAR MUNI, LAMAR, CO. VOR
OR GPS RWY 18, AMDT 9...S-18 MINIMA: CAT A: 4720,
HAT 1027, VIS 1 1/4, CAT B: 4720, HAT 1027, VIS 1 1/2, CAT
C/D: 4720, HAT 1027, VIS 3, CIRCLING: CAT A: 4720, HAT
1016, VIS 1 1/4, CAT B: 4720, HAT 1016, VIS 1 1/2, CAT C/D:
4720, HAT 1016, VIS 3. ALTITUDE AT LAA 4 DME
SHOULD READ 4720.

MONTROSE

Montrose Regl

ASOS PHONE NOW 970-249-1534.(10/96)

TELLURIDE

Telluride Regional

EDC 5/4979 /TEX/ FI/T TELLURIDE REGIONAL, TELLU-
RIDE, CO. GPS RWY 9, ORIG...PROC NA.

CONNECTICUT

WINDSOR LOCKS

Bradley Intl ILS/DME Ry 06

LOM UNUSBL BYD 10 NM ALL DISTANCES &
ALTS.(10/96)

Bradley Intl

EDC 6/7974 /BDL/ FI/P BRADLEY INTL, WINDSOR
LOCKS, CT. CORRECT U.S. TRML PROC NE VOLUME 1
OF 3, PAGE 322, DATED 10 OCT 96, GPS RWY 15 AMDT
1...PROFILE VIEW: VDP SHOULD BE CHARTED AS FOL-
LWS: VDP AT 2.29 NM TO RWY 15.

EDC 6/6385 /BDL/ FI/P BRADLEY INTL, WINDSOR
LOCKS, CT. ILS RWY 24 AMDT 7...CHANGE MISSED AP-
PROACH TO READ: CLIMB TO 3000 VIA BDL VOR/DME
R-229 TO DITTI INT/BDL 10.3 DME AND HOLD. THIS IS
ILS RWY 24 AMDT 7A.

EDC 6/6111 /BDL/ FI/T BRADLEY INTL, WINDSOR
LOCKS, CT. VOR RWY 15 ORIG...ALTN MNMS NA.

DELAWARE

LAUREL

Laurel

EDC 5/0972 /N06/ FI/T LAUREL, LAUREL, DE. VOR/DME
OR GPS RWY 32 ORIG...PROC NA.

WILMINGTON

New Castle County

EDC 6/2161 /ILG/ FI/T NEW CASTLE COUNTY, WIL-
MINGTON, DE. VOR RWY 9 AMDT 5A...S-9 MDA
620/HAT 540 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIR-
CLING MDA 620/HAA 540 CATS A/B/C.

WASHINGTON

Washington Dulles Intl

EDC 6/7742 /IAD/ FI/T WASHINGTON DULLES INTL,
WASHINGTON, DC. ILS/DME RWY 1L AMDT 4...S-
ILS-1L VIS 1/2 MILE ALL CATS.

EDC 6/5822 /IAD/ FI/T WASHINGTON DULLES INTL,
WASHINGTON, D.C. ILS/DME RWY 1L, AMDT 3...S-LOC
1L MDA 660/HAT 373 ALL CATS. TEMPORARY CRANE
410 FT MSL 1.9NM S OF RWY 1L.

EDC 6/4274 /IAD/ FI/T WASHINGTON DULLES INTL,
WASHINGTON, D.C. CONVERGING ILS RWY 19L,
AMDT 4...CONVERGING ILS RWY 19R, AMDT 4...USE
MRB R-127 AND AML R-040/14.7 DME TO IDENTIFY
ASPER INT. MISSED APPROACH CLIMBING LEFT
TURN TO 2100 VIA AML R-040 TO ASPER INT/AML 14.7
DME AND HOLD. MSA: AML VORTAC 180-360 3400.

EDC 6/4145 /IAD/ FI/T WASHINGTON DULLES INTL,
WASHINGTON, DC. VOR/DME OR TACAN RWY 12
AMDT 7...CHANGE PROCEDURE TO MNM ALT CESIL
TO AML R-300/15 DME 5000. MNM ALT AT AML
R-300/12 DME; 3500. MSA: AML VORTAC 180-360; 3400.

EDC 6/4136 /IAD/ FI/T WASHINGTON DULLES INTL,
WASHINGTON, DC. ILS RWY 1R AMDT 21B...ILS RWY
1R /CAT II/ AMDT 21A...ILS RWY 1R /CAT III/ AMDT
21A...USE MRB R-127 AND AML R-040/14.7 DME TO
IDENTIFY ASPER INT. MSA: AML VORTAC 180-360;
3400.

EDC 6/4135 /IAD/ FI/T WASHINGTON DULLES INTL,
WASHINGTON, DC. NDB RWY 1R AMDT 16...USE MRB
R-127 AND AML R-040/14.7 DME TO IDENTIFY ASPER
INT. MSA: AML VORTAC 180-360; 3400.

EDC 6/4134 /IAD/ FI/T WASHINGTON DULLES INTL,
WASHINGTON, DC. ILS RWY 19L AMDT 10...ILS RWY
19R AMDT 21A...ILS RWY 12 AMDT 5A...CONVERGING
ILS RWY 12 AMDT 3...MSA: AML VORTAC 180-360;
3400.

EDC 6/3024 /IAD/ FI/T WASHINGTON DULLES INTL,
WASHINGTON, DC. ILS RWY 1R AMDT 21B...ILS RWY 12
AMDT 5A...ILS RWY 19L AMDT 10...ILS RWY 19R AMDT
21A...ILS/DME RWY 1L AMDT 3...VOR/DME OR TACAN
RWY 12 AMDT 7...NDB RWY 1R AMDT 16...CIRCLING
MDA 900/HAA 587 ALL CATS. TEMP CRANE 591 FT MSL
385706.4/772651.9 ON ARPT.

Washington National

EDC 6/5199 /DCA/ FI/T WASHINGTON NATIONAL,
WASHINGTON, DC. RNAV OR GPS RWY 33 AMDT 5.
KRANT INT /IAF/ TO CROFT WP 1700 COURSE 196 DE-
GREES.

EDC 6/2191 /DCA/ FI/T WASHINGTON, NATIONAL,
WASHINGTON, DC. VOR/DME OR GPS RWY 15
ORIG...S-15 MDA 660/HAT 645 ALL CATS. CIRCLING
MDA 660/HAT 644 CAT A. MNM ALT AT CADDE INT/
DCA R-325/2.5 DME 860.

EDC 6/2192 /DCA/ FI/T WASHINGTON NATIONAL,
WASHINGTON, DC. VOR RWY 15 AMDT 8...S-15 MDA
860/HAT 844 CAT A/B/C. VIS CAT C 2 1/2. ALT MNMS:
CAT C 900-2 1/2.

EDC 2/0589 /DCA/ FI/T WASHINGTON NATIONAL,
WASHINGTON, DC. RNAV RWY 33 AMDT 5...S-33 ALL
CATS MDA/HAT 720/707 VIS CAT C 2, D 2 1/4.

FLORIDA

BUNNELL

Flagler County

RY 06/24 NOW 5020 FT BY 110 FT.(09/96)

DESTIN

Destin-Fort Walton Beach

FDC 6/3909 /DTS/ FI/T DESTIN-FORT WALTON BEACH, DESTIN, FL. RADAR MINIMUM...ASR 32 MDA 600/HAT 578 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING CATS A/B/C MDA 600/HAA 578, CAT D MDA 660/HAA 638. VIS CAT C 1 1/2, CAT D 2. ASR 14 CIRCLING CATS A/B/C MDA 600/HAA 578, CAT D MDA 660/HAA 638. VIS CAT C 1 1/2, CAT D 2. TEMP CRANE 327 MSL, 2.27 NM SE OF RWY 32.

FORT LAUDERDALE

Fort Lauderdale Executive

RY 13/31 NOW 4000 FT BY 100 FT.(10/96).

FORT MYERS

Page Field

FDC 4/1276 /FMY/ FI/T PAGE FIELD, FORT MYERS, FL. TAKE-OFF MINS: RWY 5, 300-1 OR STANDARD WITH MIN CLIMB GRADIENT OF 300FT/NM TO 300FT. 208 MSL TMPRY CRANE 3800FT NE RWY 23 THLD.

GAINESVILLE

Gainesville Regional

FDC 5/6769 /GNV/ FI/T GAINESVILLE REGIONAL, GAINESVILLE, FL. LOC BC RWY 10, AMDT 7...TERMINAL ROUTE FROM TAY VORTAC TO BRANS INT NA.

FDC 3/4147 /GNV/ FI/T GAINESVILLE REGIONAL, GAINESVILLE, FL. RNAV RWY 28 AMDT 5...S-28 MDA 520/HAT 398 ALL CATS. VIS CAT D 3/4. DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO CAT D.

Jacksonville Intl

FDC 6/5136 /JAX/ FI/T JACKSONVILLE INTL, JACKSONVILLE, FL. LOC BC RWY 31 AMDT 8B...PROC NA.

FDC 5/4449 /JAX/ FI/T JACKSONVILLE INTL, JACKSONVILLE, FL. ILS RWY 7 AMDT 11, VOR OR GPS RWY 31 ORIG, NDB OR GPS RWY 7 AMDT 9...MISSED APCH: CLIMB TO 1000 THEN CMBG LT TO 2000 VIA HEADING 250 AND CRG R-290 TO MONIA/CRG 29 DME AND HOLD. HOLD WEST LT 110 INBOUND. DME OR RADAR REQUIRED.

KEY WEST

Key West Intl

FDC 6/7170 /EYW/ FI/P KEY WEST INTL, KEY WEST, FL. NDB OR GPS-A AMDT 14...CIRCLING CAT C MDA 540/HAA 536. THIS IS NDB OR GPS-A AMDT 14A.

FDC 6/3348 /EYW/ FI/T KEY WEST INTL, KEY WEST, FL. VOR OR GPS-B AMDT 10. VOR PORTION NOT AUTHORIZED.

FDC 6/2975 /EYW/ FI/T KEY WEST INTL, KEY WEST, FL. VOR/DME OR GPS RWY 27, AMDT 2...VOR/DME PORTION NA.

LAKE CITY

Lake City Muni

FDC 5/6759 /31J/ FI/T LAKE CITY MUNI, LAKE CITY, FL. NDB OR GPS RWY 28, AMDT 1...VOR/NDB TERMINAL ROUTE FROM TAY VORTAC TO LCQ NDB NA.

FDC 5/6758 /31J/ FI/T LAKE CITY MUNI, LAKE CITY, FL. VOR/DME OR GPS-A, AMDT 3...VOR/DME PROC NA.

LAKELAND

Lakeland Linder Regional

FDC 6/4011 /LAL/ FI/T LAKELAND LINDER REGIONAL, LAKELAND, FL. VOR OR GPS RWY 27 AMDT 5...DME MNMS S-27 MDA 620 HAT 478 ALL CATS. CIRCLING CATS A/B/C MDA 620/HAA 478.

MELBOURNE

Melbourne International

FDC 6/7307 /MLB/ FI/P MELBOURNE INTERNATIONAL, MELBOURNE, FL. NDB OR GPS RWY 9R, AMDT 13...REMOVE ALL REFERENCE TO OUTER AND MIDDLE MARKER. THIS IS NDB OR GPS RWY 9R, AMDT 13A.

FDC 6/7306 /MLB/ FI/P MELBOURNE INTERNATIONAL, MELBOURNE, FL. ILS RWY 9R, AMDT 9A...REMOVE ALL REFERENCE TO MIDDLE MARKER. THIS IS ILS RWY 9R, AMDT 9B.

FDC 6/1801 /MLB/ FI/T MELBOURNE INTERNATIONAL, MELBOURNE, FL. ILS RWY 9R AMDT 9A...CIRCLING CAT B MDA 580/HAA 545. CAT D MDA 660/HAA 625.

FDC 6/1800 /MLB/ FI/T MELBOURNE INTERNATIONAL, MELBOURNE, FL. NDB OR GPS RWY 9R AMDT 13...CIRCLING CAT B MDA 580/HAA 545. CAT D MDA 660/HAA 625.

FDC 5/6895 /MLB/ FI/T MELBOURNE INTERNATIONAL, MELBOURNE, FL. NDB OR GPS RWY 9, AMDT 13...MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 1600 DIRECT SQT NDB AND HOLD.

MIAMI

Miami Intl

FDC 6/4532 /MIA/ FI/T MIAMI INTL, MIAMI, FL. ILS RWY 27R AMDT 12A...S-ILS 27R DH 260/HAT 250, VIS 3/4 ALL CATS. S-LOC 27R MDA 580/HAT 570, ALL CATS; VIS CAT A,B 3/4 ALL CATS. S-LOC 27R MDA 580/HAT 570 ALL CATS; VIS CAT A,B 3/4, CAT C 1, CAT D 1-1/4. NDB OR GPS RWY 27L AMDT 18A...S-27L MDA 540/HAT 529 ALL CATS, VIS CAT D 1-3/4. TEMPORARY CRANE 238 MSL 3448 FT N OF RWY 27L.

OCALA

Ocala Regional/Jim Taylor Field

FDC 5/0158 /OCF/ FI/T OCALA REGIONAL/JIM TAYLOR FIELD, OCALA, FL. LOC RWY 36, AMDT 7...S-36 MDA 560 HAT 479 ALL CATS. VIS CAT C 3/4, CAT D 1. CIRCLING MDA 560 HAA 470 CATS A, B, C. VOR RWY 36, AMDT 15...S-36 MDA 600 HAT 519 ALL CATS. VIS CAT C 1, CAT D 1 1/4. CIRCLING MDA 600 HAA 510 CATS A,B,C. NDB RWY 36, AMDT 3...S-36 MDA 600 HAT 519 ALL CATS. VIS CAT C 1, CAT D 1 1/4. CIRCLING MDA 600 HAA 510 CATS A,B,C.

ORLANDO

Orlando Executive

FDC 1/1781 /ORL/ FI/T ORLANDO EXECUTIVE, ORLANDO, FL. LORAN RNAV RWY 07 AMDT 1...LORAN RNAV RWY 25 AMDT 2...PROC NA.

Orlando Intl

EDC 6/2816 /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. ILS RWY 36R, AMDT 5...ILS RWY 36R, AMDT 5/CAT II/ GLIDE SLOPE UNUSABLE BEYOND 10NM. MNM GLIDE SLOPE INTERCEPT ALTITUDE 3000/1600 WHEN AUTHORIZED BY ATC/. GLIDE SLOPE INTERCEPT AT FLOZY FIX, AND TRAMP FIX NOT AUTHORIZED.

PALATKA

Kay Larkin

EDC 6/4314 /28J/ FI/T KAY LARKIN, PALATKA, FL. NDB OR GPS RWY 9 AMDT 1...S-9 MNMS NA.

PUNTA GORDA

Charlotte Co

ASOS CMSND. FREQ 135.675. PHONE 941-639-0076.(09/96)

NAPLES

Naples Muni

EDC 5/1990 /APF/ FI/T NAPLES MUNI, NAPLES, FL. TAKE OFF MINIMUMS: RWY 31 300-2 OR STANDARD WITH MINIMUM CLIMB GRADIENT OF 250 FEET PER NM TO 300. 202 MSL TEMPORARY CRANE 1 NM NORTHWEST OF RWY 13 THRESHOLD.

PENSACOLA

Pensacola Regional

EDC 5/2878 /PNS/ FI/T PENSACOLA REGIONAL, PENSACOLA, FL. ILS RWY 17 AMDT 13C...S-LOC-17 MDA 640 HAT 519 ALL CATS. VIS CAT C 5000 RVR, CAT D 6000 RVR. CIRCLING MDA 640 HAA 519 CATS A, B, C. DELETE NOTE: CAT D S-LOC VISIBILITY INCREASED TO RVR 5000 FOR INOPERATIVE MM.

EDC 4/4436 /PNS/ FI/T PENSACOLA REGIONAL, PENSACOLA, FL. RADAR-1 AMDT 3...S-8 MDA 880/HAT 780 ALL CATS. VIS CAT B 1-1/4, CAT C 2-1/4, CAT D 2-1/2. S-17 MDA 640/HAT 519 ALL CATS, VIS CAT C RVR 5000, CAT D RVR 6000. S-26 MDA 580/HAT 469 ALL CATS, VIS CAT C 1-1/4, CAT D 2-1/2. CIRCLING MDA 880/HAA 759 ALL CATS. VIS CAT B 1-1/4, CAT C 2-1/4, CAT D 2-1/2. DELETE NOTE: CAT D ASR-17 VIS INCREASED TO RVR 6000 FOR INOP SALSR. ALTN MINS: CAT C 800-2 1/4, CAT D 800-2 1/2.

PLANT CITY

Plant City Muni

EDC 3/0345 /PCM/ FI/T PLANT CITY MUNI, PLANT CITY, FL. VOR RWY 27, AMDT 2...DME MINIMA: CIRCLING MDA 640 HAA 487 CAT A.

PUNTA GORDA

Charlotte County

EDC 2/5404 /PGD/ FI/T CHARLOTTE COUNTY, PUNTA GORDA, FL. RNAV RWY 27 ORIG...PROC NA.

ST PETERSBURG-CLEARWATER

St Petersburg-Clearwater Intl

EDC 4/3222 /PIE/ FI/T ST. PETERSBURG-CLEARWATER INTL, ST. PETERSBURG-CLEARWATER, FL. TAKEOFF MINIMUMS: RWY 27, 300-1 OR STANDARD WITH A MINIMUM CLIMB GRADIENT OF 350 FT/NM TO 300 FT. 132 MSL. TEMP CRANE 2700 FT WEST OF RWY 09 THLD.

TALLAHASSEE

Tallahassee Regional

EDC 5/2016 /TLH/ FI/T TALLAHASSEE REGIONAL, TALLAHASSEE, FL. ILS RWY 27 AMDT 4, ILS RWY 27 (CAT II) AMDT 4...(I-PLQ) FINAL APPROACH COURSE: 272 DEG.

TITUSVILLE

Space Center Executive

EDC 4/0650 /TIX/ FI/T SPACE CENTER EXECUTIVE, TITUSVILLE, FL. ILS RWY 36 AMDT 9A...MISSED APPROACH: CLIMB TO 500, THEN CLIMBING LEFT TURN TO 2700 VIS MLB R-343 TO MALET INT AND HOLD.

WEST PALM BEACH

Palm Beach County Park

EDC 5/1012 /LNA/ FI/T PALM BEACH COUNTY PARK, WEST PALM BEACH, FL. TAKE-OFF MINIMUMS...RWY 33 300-1 OR STANDARD WITH MIN CLIMB OF 400 FT PER NM TO 300. 236 MSL TEMPORARY CRANE 3500FT NORTH OF RWY 15 THRESHOLD.

Palm Beach Intl

EDC 5/6103 /PBI/ FI/T PALM BEACH INTL, WEST PALM BEACH FL. VOR OR GPS RWY 13 AMDT 2...VOR OR GPS RWY 31 AMDT 3...VOR OR GPS RWY 9L AMDT 1...DME CIRCLING CATS B/C MDA 580 / HAA 561. ILS RWY 9L AMDT 22...CIRCLING CATS B/C MDA 580 / HAA 561. DME CIRCLING CATS B/C MDA 580 / HAA 561. LOC B/C RWY 27R AMDT 12... CIRCLING CATS B/C MDA 580 / HAA 561.

GEORGIA

ALBANY

Southwest Georgia Regional

EDC 6/7987 /ABY/ FI/P SOUTHWEST GEORGIA REGIONAL, ALBANY, GA. ILS RWY 4, AMDT 10...REMOVE MM FROM PROFILE AND PLAN VIEW. THIS IS ILS RWY 4, AMDT 10A.

EDC 6/7986 /ABY/ FI/P SOUTHWEST GEORGIA REGIONAL, ALBANY, GA. NDB OR GPS RWY 4, AMDT 11...REMOVE MM FROM PLAN VIEW. THIS IS NDB OR GPS RWY 4, AMDT 11A.

ATLANTA

Dekalb-Peachtree ILS Ry 20L

(I-PDK)COUPLED APCHS NOT AUTHORIZED.(10/96)

Dekalb-Peachtree

EDC 6/6544 /PDK/ FI/T DEKALB-PEACHTREE, ATLANTA, GA. ILS RWY 20L, AMDT 7A...S-LOC 20L MDA 1500/HAT 509 ALL CATS. VIS CAT C 1 1/2. FULTON COUNTY-BROWN FIELD ALTIMETER SETTING MINIMUMS: S-LOC 20L MDA 1540/HAT 549 ALL CATS. CIRCLING CATS B/C/D MDA 1600/HAA 598. VOR/DME OR GPS RWY 20L AMDT 1A...S-20L MDA 1500/HAT 509 ALL CATS. VIS CAT C 1 1/2. CIRCLING CATS B/C MDA 1540/HAA 538. FULTON COUNTY-BROWN FIELD ALTIMETER SETTING MINIMUMS: S-20L MDA 1540/HAT 549 ALL CATS. CIRCLING CATS B/C/D MDA 1600/HAA 598. VOR/DME OR GPS RWY 27 AMDT 1A...CIRCLING CATS B/C MDA 1540/HAA 538. FULTON COUNTY-BROWN FIELD ALTIMETER SETTING MINIMUMS: CIRCLING CATS B/C/D MDA 1600/HAA 598. TEMP CRANE 1.4NM NE RWY 20L.

EDC 6/6457 /PDK/ FI/T DEKALB-PEACHTREE, ATLANTA, GA. ILS RWY 20L, AMDT 7A...AUTOPILOT COUPLED APPROACH NA.

Fulton County Airport-Brown Field

FDC 6/3955 /FTY/ FI/T FULTON COUNTY AIRPORT-BROWN FIELD, ATLANTA, GA. ILS RWY 8, AMDT 15C...S-ILS-8 DH 1247 HAT 439, VIS 1 ALL CATS. S-LOC-8 VIS CATS A/B 1. INOP TABLE DOES NOT APPLY TO S-LOC-8 CAT A. FOR INOP MALSR INCREASE S-LOC-8 CAT B VIS TO 1 1/4. IFR DEPARTURE: TAKE-OFF MNMS RWY 26: 500-2. TEMP CRANE 959 MSL 2700 FEET WEST OF RWY 8 THRESHOLD.

The William B. Hartsfield Atlanta Intl

FDC 6/7326 /ATL/ FI/P THE WILLIAM B. HARTSFIELD ATLANTA INTL, ATLANTA, GA. ILS RWY 27L, AMDT 12...S-ILS 27L: CHANGE RVR TO 1800, ALL CATS. REMOVE NOTE: CAT D S-LOC 27L VIS INCREASED TO RVR 5000 FOR INOPERATIVE MM. THIS BECOMES ILS RWY 27L, AMDT 12A.

AUGUSTA

Daniel Field

FDC 6/2321 /DNL/ FI/P DANIEL FIELD, AUGUSTA, GA. CORRECT U.S. GOVERNMENT CHART ATLANTA SECTIONAL 56TH EDITION MAR 28, 1996. LATN 33 DEG 28.0 MIN LON W 82 DEG 02.4 MIN, DANIEL/DNL/ARPT ELEV SHOULD READ 423.

CLAXTON

Claxton-Evans County

FDC 6/1456 /CWV/ FI/T CLAXTON-EVANS COUNTY, CLAXTON, GA. NDB RWY 9, ORIG...S-9 MNMS NA.

CORNELIA

Habersham County

FDC 6/4396 /AJR/ FI/T HABERSHAM COUNTY, CORNELIA, GA. FOR/DME OR GPS RWY 6 AMDT 4...PROC NA.

JEFFERSON

Jackson County

FDC 6/6760 /19A/ FI/P JACKSON COUNTY, JEFFERSON, GA. VOR/DME OR GPS RWY 34 ORIG...MNM SAFE ALT ATHENS (AHN) VORTAC 25NM 090-240 2500, 240-090 3700. MISSED APPROACH: CLIMBING RIGHT TURN TO 3000 VIA AHN R-319 TO DUCUT 13 DME AND HOLD. THIS IS VOR/DME OR GPS RWY 34 ORIG-A.

LAWRENCEVILLE

Gwinnett County-Brisco Field

FDC 6/5587 /LZU/ FI/T GWINNETT COUNTY-BRISCO FIELD, LAWRENCEVILLE, GA. IFR TAKE-OFF MNMS AND DEPARTURE PROCEDURES: TAKE-OFF MNMS: RWY 7 STANDARD. RWY 25: 300-1 OR STANDARD WITH MNMS CLIMB OF 380 FEET PER NM TO 1400. DEPARTURE PROCEDURE: RWY 7 CLIMB RWY HEADING TO 1400 BEFORE TURNING LEFT.

MARIETTA

Cobb County-McCollum Field

FDC 6/6579 /RYY/ FI/P COBB COUNTY-MCCOLLUM FIELD, MARIETTA, GA. ILS RWY 27, ORIG...GLIDESLOPE INTERCEPT ALT 3000. THIS IS ILS RWY 27, ORIG-A.

FDC 6/6161 /RYY/ FI/P COBB COUNTY-MCCOLLUM FIELD, MARIETTA, GA. VOR/DME OR GPS RWY 9 ORIG-A...CHANGE ALTM NOTE TO READ: IF LOCAL ALSTG NOT RECEIVED, USE FULTON COUNTY/BROWN FIELD ALSTG AND INCREASE ALL MDA'A 80 FEET. THIS IS VOR/DME OR GPS RWY 9 ORIG-B.

IDAHO

BOISE

Boise MLS/DME Ry 28L

(M-BOI)MLS AZIMUTH UNUSBL 238-243 ALL DISTANCES & ALTS; 243-268 BLO 4 DEGREES. MLS ELEVATION UNUSBL BLO 2953 FT MSL.(10/96)

COUER D'ALENE

Couer D'Alene Air Terminal

RY 01/19 NOW OPEN.(10/96)

Mc Call

FDC 6/4222 /MYL/ FI/P MC CALL, MC CALL, ID. NDB OR GPS-A, ORIG...CHANGE ALSTG NOTE TO READ: 'IF LOCAL ALSTG NOT RECEIVED, PROC NA. THIS IS NDB OR GPS-A, ORIG-A.

SANDPOINT

Dave Wall Field

RY 01/19 NOW 5500 FT BY 75 FT.(10/96)

ILLINOIS

CHAMPAIGN-URBANA

University of Illinois-Willard

FDC 6/5714 /CMI/ FI/T UNIVERSITY OF ILLINOIS-WILLARD, CHAMPAIGN-URBANA, IL. ILS RWY 32L, AMDT 11...PROC NA WHEN CONTROL TOWER CLOSED. LOC BC RWY 14R, AMDT 7...S-14R NA. WHEN CONTROL TOWER CLOSED, LOC/BC PROC NA...RADAR-1, AMDT 6...S-14R NA. WHEN CONTROL TOWER CLOSED, 14R PROC NA.

CHICAGO

Chicago Midway

FDC 6/2807 /MDW/ FI/T CHICAGO MIDWAY, CHICAGO, IL. TAKEOFF MNMS RWY 4R, 300-1. TEMPORARY CRANE 1600 FEET NE OF RWY 4R.

Chicago O'Hare Intl

FDC 5/6354 /ORD/ FI/T CHICAGO O'HARE INTL, CHICAGO, IL. ILS RWY 4R, AMDT 6, DRAGG FIX MNMS...ILS RWY 9L, AMDT 6, ORD 3 DME MNMS...ILS RWY 9R, AMDT 13...ILS RWY 14L, AMDT 28A...ILS RWY 14R, AMDT 29A...ILS RWY 22L, AMDT 4...ILS RWY 22R, AMDT 6...ILS RWY 27L, AMDT 12...ILS RWY 32L, AMDT 1...LOC RWY 4L, AMDT 18, DME MNMS...VOR RWY 22R, AMDT 8...NDB OR GPS RWY 14L, AMDT 22...NDB OR GPS RWY 14R, AMDT 21...NDB OR GPS RWY 9R, AMDT 16...NDB RWY 32L, AMDT 22...MINIMUMS: CIRCLING MDA 1220/HAA 552 CATS A/B/C.

MERRILL C MEIGS

ARPT CLSD PERMLY.(10/96)

CHICAGO/PROSPECT HGTS/WHEE

Palwaukee Muni

RY 12L/30R CHANGED TO RY 12/30.(10/96)

MOLINE

Quad City

FDC 6/8023 /MLI/ FI/P QUAD CITY, MOLINE, IL. ILS RWY 9 AMDT 29B...CHANGE FAF TO THLD DISTANCE TO 4.13. THIS IS ILS RWY 9 AMDT 29C.

PEORIA

Greater Peoria Regional

FDC 5/5362 /PIA/ FI/T GREATER PEORIA REGIONAL, PEORIA, IL. RNAV RWY 4, AMDT 6...PROC NA.

SPRINGFIELD

Capital Arpt ILS Ry 22

(I-LQY) ILS OTS INDEFLY.(10/96)

(I-SPI) ILS OTS INDEFLY.(10/96)

Capital

WHEN ATCT CLSD ACTVT MIRL RY 13/31; HIRL RY 04/22; MALSR RY 04 & 22 - CTAF. MIRL RY 18/36 INTST PRESET ON/OFF PER WIND CONDITIONS WHEN ATCT CLSD.(10/96)

INDIANA

BLOOMINGTON

Monroe County

FDC 6/7123 /BMG/ FI/P MONROE COUNTY, BLOOMINGTON, IN. VOR OR GPS RWY 6 AMDT 16...CHANGE NOTE TO READ: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE TERRE HAUTE ALSTG. CHANGE ALTERNATE MNMS TO READ: STANDARD.# #NA WHEN CONTROL TOWER CLOSED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. NA FOR NON-DME AIRCRAFT. THIS IS VOR OR GPS RWY 6 AMDT 16A.

FDC 6/7072 /BMG/ FI/P MONROE COUNTY, BLOOMINGTON, IN. VOR OR GPS RWY 24 AMDT 10...CHANGE NOTE TO READ: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE TERRE HAUTE ALSTG. CHANGE ALTERNATE MNMS TO READ: STANDARD.# #NA WHEN CONTROL TOWER CLOSED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. NA FOR NON-DME AIRCRAFT. THIS IS VOR OR GPS RWY 24 AMDT 10A.

FDC 6/7071 /BMG/ FI/P MONROE COUNTY, BLOOMINGTON, IN. ILS RWY 35 AMDT 4...CHANGE NOTE TO READ: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE TERRE HAUTE ALSTG. THIS IS ILS RWY 35, AMDT 4A.

FDC 6/7070 /BMG/ FI/P MONROE COUNTY, BLOOMINGTON, IN. NDB OR GPS RWY 35 AMDT 4...CHANGE NOTE TO READ: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE TERRE HAUTE ALSTG. THIS IS NDB OR GPS RWY 35 AMDT 4A.

FDC 6/7068 /BMG/ FI/P MONROE COUNTY, BLOOMINGTON, IN. VOR OR GPS RWY 17 AMDT 11...CHANGE NOTE TO READ: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE TERRE HAUTE ALSTG, INCREASE ALL MDAS 160 FEET AND ALL VISIBILITIES 1/2 MILE. CHANGE ALTERNATE MNMS TO READ: STANDARD.@# @NA WHEN CONTROL TOWER CLOSED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. #CAT D 800-2 1/4. THIS IS VOR OR GPS RWY 17 AMDT 11A.

FDC 6/7064 /BMG/ FI/P MONROE COUNTY, BLOOMINGTON, IN. VOR/DME RWY 35 AMDT 14...CHANGE NOTE TO READ: WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE TERRE HAUTE ALSTG. CHANGE ALTERNATE MNMS TO READ: STANDARD.#

#NA WHEN CONTROL TOWER CLOSED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. THIS IS VOR/DME RWY 35 AMDT 14A.

ELKHART

Elkhart Muni

FDC 6/5150 /EKM/ FI/T ELKHART MUNI, ELKHART, IN. ILS RWY 27, AMDT 1...S-ILS 27 DH/HAT 250 VIS 3/4 ALL CATS. S-LOC 27 VIS 1 CATS A/B VIS 1 1/4 CATS C/D. IN-OPERATIVE TABLE DOES NAT APPLY.

FORT WAYNE

Smithfield

FDC 6/0563 /SMD/ FI/T SMITHFIELD, FORT WAYNE, IN. VOR OR GPS RWY 13 AMDT 7...S-13 MDA 1400/HAT 566 ALL CATS. VIS CAT C 1 1/2. CIRCLING MDA 1400/HAA 566 ALL CATS. VIS CAT C 1 1/2.

FRENCH LICK

French Lick Muni

FDC 2/1259 /FRH/ FI/T FRENCH LICK MUNI, FRENCH LICK, IN. NDB RWY 26 ORIG...PROC NA.

KENDALLVILLE

Kendallville Muni

FDC 6/2281 /C62/ FI/T KENDALLVILLE MUNI, KENDALLVILLE, IN. VOR OR GPS-A AMDT 6...VOR PROV NA.

MADISON

Madison Muni

FDC 6/1811 /IMS/ FI/T MADISON MUNI, MADISON, IN. VOR/DME OR GPS RWY 3 AMDT 7...VOR PORTION NA.

ORLEANS

Orleans

RY 24 THLD DSPLCD 200 FT.(10/96)

TERRE HAUTE

Hulman Regional

FDC 5/4425 /HUF/ FI/T HULMAN REGIONAL, TERRE HAUTE, IN. RNAV OR GPS RWY 31 AMDT 6...MINIMUMS: S-31 MDA 1100/HAT 515 ALL CATS, VIS CAT C 1-1/2, CAT 3 1-3/4.

WARSAW

Warsaw Muni

RY 09/27 NOW 5100 FT BY 100 FT.(10/96)

IOWA

DES MOINES

Des Moines Intl

FDC 6/0846 /DSM/ FI/T DES MOINES INTL, DES MOINES, IA. HI-ILS RWY 13L: S-ILS 13L ALL CATS RVR 2400...S-LOC 13L CAT C RVR 4000, CAT D VSBY 3/4, CAT E VSBY 1. WHEN MALSR INOP, S-ILS 13L ALI. CATS RVR 4000, S-LOC 13L CAT C RVR 6000, VSBY 1 1/4, CAT D VSBY 1 1/4, CAT E VSBY 1 1/2. CLIVE INT. TNU VOR/DME RADIAL 246.

Sonoma County

FDC 6/2391 /IOW/ FI/T IOWA CITY MUNI, IOWA CITY, IA. RNAV RWY 24, AMDT 1A...PROC NA.

MARSHALLTOWN

Marshalltown Muni

FDC 6/2846 /MIW/ FI/T MARSHALLTOWN MUNI, MARSHALLTOWN, IA. VOR OR GPS RWY 12, AMDT 7A...GPS PORTION NA.

OTTUMWA

Ottumwa Industrial

FDC 6/1893 /OTM/ FI/T OTTUMWA INDUSTRIAL, OTTUMWA, IA. ILS RWY 31 AMDT 4A...MNMS: S-ILS 31 DH 1098/HAT 257, VIS 1 ALL CATS. INOP TABLE DOES NOT APPLY. S-LOC 31 MDA 1260/HAT 419, VIS 1 ALL CATS. INOP TABLE DOES NOT APPLY TO CATS A/B. FOR INOP MALSR INCREASE S-31 CAT D VIS TO 1-1/4. VOR OR GPS RWY 31 AMDT 14A...MNMS: VIS CATS A,B,C 1. INOP TABLE DOES NOT APPLY TO CATS A/B. FOR INOP MALSR INCREASE CAT C VIS TO 1-1/4. DME MNMS S-31 VIS CATS A/B/C 1. INOP TABLE DOES NOT APPLY TO CATS A/B/C.

SIoux CITY

Sioux Gateway

FDC 6/6482 /SUX/ FI/T SIOUX GATEWAY, SIOUX CITY, IA. HI-ILS RWY 13, AMDT 1...HI-ILS RWY 31, AMDT 4...HI-TACAN OR VOR/DME RWY 13, AMDT 2...HI-TACAN OR VOR/DME RWY 31, AMDT 3...CIRCLING MNMS: CAT C 1640, HAA 542, CAT D 1680, HAA 582.

FDC 6/6341 /SUX/ FI/T SIOUX GATEWAY, SIOUX CITY, IA. VOR/DME RNAV RWY 17, ORIG-A...PROC NA.

FDC 6/2394 /SUX/ FI/T SIOUX GATEWAY, SIOUX CITY, IA. VOR/DME OR TACAN OR GPS RWY 13, AMDT 17A...VOR OR TACAN OR GPS RWY 31, AMDT 25A...NDB RWY 13, AMDT 15A...NDB RWY 31, AMDT 23A...STRAIGHT IN MNMS NA.

KANSAS

ABILENE

Abilene Muni

FDC 6/7812 /K78/ FI/P ABILENE MUNI, ABILENE, KS. VOR/DME OR GPS-A, AMDT 2A...CHART MISSED APPROACH POINT AT SLN 18.1 DME. THIS IS VOR/DME OR GPS-A, AMDT 2B.

CHANUTE

Chanute Martin Johnson

FDC 6/8029 /CNU/ FI/P CHANUTE MARTIN JOHNSON, CHANUTE, KS. VOR/DME OR GPS-A, AMDT 9A...CHART MISSED APPROACH POINT AT CNU 5.5 DME. THIS IS VOR/DME OR GPS-A, AMDT 9B.

COFFEYVILLE

Coffeyville Muni

FDC 6/5506 /CFV/ FI/P COFFEYVILLE MUNI, COFFEYVILLE, KS. VOR/DME OR GPS-A, AMDT 6...DELETE ALSTG NOTE. DELETE JOPLIN REGIONAL ALSTG MNMS. THIS IS VOR/DME OR GPS-A, AMDT 6A.

FDC 6/5576 /CFV/ FI/T COFFEYVILLE MUNI, COFFEYVILLE, KS. VOR/DME OR GPS-A, AMDT 6A...CIRCLING CAT A MDA 1200, HAA 446. TAKE-OFF MNMS CEILING/VISIBILITY 300/1.

FORT LEAVENWORTH

Fort Leavenworth/Sherman AAF

FDC 5/6543 /FLV/ FI/T FORT LEAVENWORTH/SHERMAN AAF, FORT LEAVENWORTH, KS. VOR OR GPS-A, AMDT 3A...VOR PROC NA.

HUGOTON

Hugoton Muni

FDC 6/8047 /HQG/ FI/T HUGOTON MUNI, HUGOTON, KS. TKOF MNMS, RWY 02...300-2.

LAWRENCE

Lawrence Muni

FDC 6/5116 /LWC/ FI/P LAWRENCE MUNI, LAWRENCE, KS. VOR/DME RNAV RWY 33, AMDT 4...DELETE ALSTG NOTE: DELETE TOPEKA/PHILLIP BILLARD ALSTG MNMS. ADD STANDARD ALTN MNMS. THIS IS VOR/DME RNAV RWY 33, AMDT 4A.

MANHATTAN

Manhattan Muni

FDC 6/7606 /MHK/ FI/P MANHATTAN MUNI, MANHATTAN, KS. VOR-H, AMDT 14...DLT NOTE: USE MARSHALL AAF ALSTG. ALT MNMS STD. THIS IS VOR-H, AMDT 14A.

FDC 6/6704 /MHK/ FI/P MANHATTAN MUNI, MANHATTAN, KS. VOR OR GPS RWY 3, AMDT 17...DLT NOTE: USE MARSHALL AAF ALSTG. ALT MNMS: CEILING 900/VIS 2 CAT A/B. CEILING 900/VIS 2 1/4 CAT C. CEILING 900 VIS 2 1/2 CAT D. THIS IS VOR OR GPS RWY 3, AMDT 17A.

FDC 6/7603 /MHK/ FI/P MANHATTAN MUNI, MANHATTAN, KS. ILS RWY 3, AMDT 6...DLT NOTE: USE MARSHALL AAF ALSTG. MNMS: S-ILS 3 DH 1254/HAT 200 ALL CATS. S-LOC 3 MDA 1440/HAT 386 ALL CATS. VSBY CAT C 1/2. CAT D 3/4. CIRCLING MDA 1600/HAT 544 CAT A. MDA 1700/HAA 644 CATS B/C/D. THIS IS ILS RWY 3, AMDT 6A.

FDC 6/7602 /MHK/ FI/P MANHATTAN MUNI, MANHATTAN, KS. VOR/DME OR GPS-F, ORIG...DLT NOTE: USE MARSHALL AAF ALSTG. MNMS: MDA 1700/HAA 644 ALL CATS. ALT MNMS STD. THIS IS VOR/DME OR GPS-F, ORIG-A.

FDC 6/7601 /MHK/ FI/P MANHATTAN MUNI, MANHATTAN, KS. NDB OR GPS-A, AMDT 19A...DLT NOTE: USE MARSHALL AAF ALSTG. ALT MNMS STD. THIS IS NDB OR GPS-A, AMDT 19B.

MCPHERSON

McPherson

FDC 6/7888 /MPR/ FI/P MCPHERSON, MCPHERSON, KS. CORRECT U.S. TERMINAL PROCEDURES, NC VOL 2 OF 2, DATED 10 OCT 96, PAGE 309, GPS RWY 36, ORIG...MISSED APPROACH SHOULD READ "CLIMB TO 3000 VICE 2000.

MINNEAPOLIS

Minneapolis City County

FDC 6/7308 /45K/ FI/T MINNEAPOLIS CITY COUNTY, MINNEAPOLIS, KS. VOR/DME OR GPS RWY 34, ORIG...PROC NA AT NIGHT.

OLATHE

Johnson County Executive

FDC 6/5860 /OJC/ FI/T JOHNSON COUNTY EXECUTIVE, OLATHE, KS. GPS RWY 35, ORIG...PROC NA. NDB OR

GPS-B, AMDT 22...PROC NA. NDB OR GPS RWY 17, AMDT 3...PROC NA. IFR TAKEOFF/DEPARTURE MINS...NA.

PARSONS

Tri-City

FDC 6/6387 /PPF/ FI/T TRI-CITY, PARSONS, KS. VOR OR GPS RWY 13, AMDT 4...STRAIGHT IN MNMS NA.

TOPEKA

Phillip Billard

FDC 6/5818 /TOP/ FI/T PHILIP BILLARD MUNI, TOPEKA, KS. LOC BC RWY 31, AMDT 18...TRANSITION ROUTE TOPEKA (TOP) VORTAC KS TO POACH INT KS NA. TRANSITION ROUTE BILOY (TO) LOM KS TO POACH INT KS NA. PROC TURN NA. RADAR OR DME REQUIRED.

ULYSSES

Ulysses

FDC 6/8055 /ULS/ FI/T ULYSSES, ULYSSES, KS. TAKE-OFF MNMS...RWY 12, 300-1.

KENTUCKY

BOWLING GREEN

Bowling Green-Warren County Regional

FDC 6/7787 /BWG/ FI/T BOWLING GREEN-WARREN COUNTY REGIONAL, BOWLING GREEN, KY. VOR/DME OR GPS RWY 21, AMDT 7A...GPS PORTION NA.

COVINGTON/CINCINNATI, OH

Covington/Northern Kentucky Intl ILS/DME Ry 18R

(I-SIC)LOC FREQ CHANGED TO 111.55. DME CHANNEL CHANGED TO 052Y.(10/96)

RY 18R/36L NOW 11000 FT BY 150 FT.(10/96)

FORT CAMPBELL

Campbell AAF

FDC 6/6093 /HOP/ FI/T CAMPBELL AAF, FORT CAMPBELL, KY. COPTER TACAN 235 ORIG...CHANGE ALTITUDE ON TERMINAL ROUTE TO 2300 FT, FROM SHOWR/16 DME /IAF/ TO KISMT/6 DME /NOPT/; CHANGE FINAL APPROACH FIX ALTITUDE TO 2300FT.

FDC 6/5718 /HOP/ FI/T CAMPBELL AAF, FORT CAMPBELL, KY. ILS RWY 22, AMDT 10...S-ILS DH 823, RVR 4000, HAT 250. 639 TREELINE SE OF RWY 22 THRESH-OLD PENT. TRANSITIONAL AREA BY 17.49 FT.

FDC 6/5162 /HOP/ FI/T CAMPBELL AAF, FORT CAMPBELL, KY. HI-TACAN RWY 22, AMDT 6A...TERMINAL ROUTE FROM MONSR /IAF/ HXW 16 DME TO SHOWR HXW 16 DME NA. REASON: TACAN UNUSBL, ALL DISTANCE AND ALTITUDES FROM HXW R-105 CW TO R-285.

FORT KNOX

Godman AAF

FDC 4/2396 /FTK/ FI/T GODMAN AAF, FORT KNOX, KY. VOR RWY 18, AMDT 12. S-18...MINIMUMS NA.

LONDON

London-Corbin Arpt-Magee Field

ASOS CMSND. FREQ 119.075. PHONE 606-877-1699.(09/96)

LOUISVILLE

Louisville/Bowman Field

FDC 6/7410 /LOU/ FI/T LOUISVILLE/BOWMAN FIELD, LOUISVILLE, KY. NDB OR GPS RWY 32 AMDT 15...NDB PORTION NA.

Louisville Intl-Standiford Field

FDC 6/2517 /SDF/ FI/T LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. RADAR-1 AMDT 25A...S-1: VIS CAT A/B 1, CAT C 1-3/4, CAT D 2-1/4, CAT E 2-1/2. S-11: MDA 1100/HAT 561 ALL CATS, VIS CAT C 1-1/2, CAT D 2, CAT E 2-1/4. S-19: MDA 1040/HAT 544 ALL CATS, VIS CAT A/B/C 5000, CAT D 6000, CAT E 1-1/2. REVISE NOTES TO: S-19 AND S-29 VIS INCREASED 1/4 MILE FOR INOPERATIVE MALSR.

FDC 6/2168 /SDF/ FI/T LOUISVILLE INTL-STANDIFORD FIELD, LOUISVILLE, KY. NDB OR GPS RWY 1 AMDT 8...S-1: VIS CATS A/B 1. CIRCLING HAA 680 ALL CATS.

MONTICELLO

Wayne County

FDC 6/0663 /EKQ/ FI/T WAYNE COUNTY, MONTICELLO, KY. NDB OR GPS RWY 21, AMDT 1...NDB PROC NA.

RICHMOND

Madison

FDC 5/2407 /I39/ FI/T MADISON, RICHMOND, KY. VOR/DME OR GPS RWY 18, AMDT 4...S-18: MDA 1560, HAT 569 ALL CATS. VIS 1 1/2 CAT B, 1 3/4 CAT C. CIRCLING: MDA 1660, HAA 659 ALL CATS VIS 1 1/2 CAT B, 2 CAT C.

LOUISIANA

ALEXANDRIA

Alexandria Esler Regional

FDC 5/0104 /ESF/ FI/T ALEXANDRIA ESLER REGIONAL, ALEXANDRIA, LA. VOR OR GPS RWY 32 AMDT 13B...NDB OR GPS RWY 26 AMDT 7C...CHG NOTE TO READ: WHEN ATCT CLSD, USE ALEXANDRIA INTL ALSTG AND INCREASE ALL MDAS 40 FT.

FDC 5/0103 /ESF/ FI/T ALEXANDRIA ESLER REGIONAL, ALEXANDRIA, LA. ILS RWY 26 AMDT 12...POLK AAF ALSTG MINS: NA. CHG NOTE TO READ: WHEN ATCT CLSD, USE ALEXANDRIA INTL ALSTG AND INCREASE ALL MDAS AND DHS 40 FT.

Alexandria Intl

FDC 6/7537 /AEX/ FI/T ALEXANDRIA INTL, ALEXANDRIA, LA. ILS/DME RWY 14, AMDT 1...VOR OR GPS RWY 14, ORIG-A...VOR OR GPS RWY 32, ORIG-A...CAT A CIRCLING MDA 520, HAA 432.

BATON ROUGE

Baton Rouge Metropolitan/Ryan Field

FDC 6/3665 /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. NDB OR GPS RWY 13 AMDT 23, NDB RWY 31 AMDT 1A, ILS RWY 13 AMDT 25...MSA BT 25 NM BEARING 040 CW TO BEARING 280 2300 FT.

FDC 6/3343 /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. NDB RWY 31,

AMDT 1A...TRML RTE: BATON ROUGE VORTAC TO CREOL INT MAINTAIN 2100 FT. PROC TURN: MAINTAIN 2100 FT OUTBOUND.

FDC 6/1937 /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. VOR OR GPS RWY 4L AMDT 15A...MNM ALT AT BTR 5.5 DME/RADAR FIX 880.

FDC 6/1789 /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. VOR/DME RWY 22R, AMDT 7A...S-22 VIS CAT A/B/C 1, VIS CAT D 1 1/4. CHANGE NOTE TO READ: INOP TABLE DOES NOT APPLY.

FDC 5/2689 /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. NDB OR GPS RWY 31 AMDT 1A...S-31 ALL CATS MDA 840/HAT 771; CAT A VIS 3/4, CAT B VIS 1-1/4, CAT C VIS 2-1/4, CAT D VIS 2-1/2. CIRCLING ALL CATS MDA 840/HAA 770; CAT A VIS 1, CAT B VIS 1-1/4, CAT C VIS 2-1/4, CAT D VIS 2-1/2. INOPERATIVE TABLE DOES NOT APPLY TO CAT B AND C.

BOGALUSA

George R Carr Memorial Air Fld

RY 18/36 MIRL OTS INDEFLY. (10/96)

EUNICE

Eunice NDB

(ECY) NDB CMSND. FREQ 265. (10/96)

FORT POLK

Polk AAF

FDC 3/2622 /POE/ FI/T POLK AAF, FORT POLK, LA. NDB RWY 15 AMDT 9...S-15 MDA/HAT 820/491 CATS A, B, C, D. CIRCLING MDA/HAA 820/490 CATS A, B, C. RADAR-1 AMDT 2...S-15 MDA/HAT 780/451 CATS A, B, C, D. CIRCLING MDA/HAA 820/490 CATS A, B, C. VOR RWY 15 AMDT 7...MDA/HAT 780/451 CATS A, B, C, D. CIRCLING MDA/HAA 820/490 CATS A, B, C. COPTER NDB 156 AMDT 1...H-156 MDA/HAS 880/564. NDB RWY 33 AMDT 8...CIRCLING MDA/HAA 820/490 CATS A, B, C. VOR RWY 33 AMDT 5...CIRCLING MDA/HAA 820/490 CATS A, B, C. REASON: 514 TOWER 1 NM NW OF RWY 15.

HOUMA

Houma-Terrebonne

FDC 6/6346 /HUM/ FI/T HOUMA-TERREBONNE, HOUMA, LA. VOR/DME RNAV OR GPS RWY 36, AMDT 4B...PROC NA.

FDC 6/6104 /HUM/ FI/T HOUMA-TERREBONNE, HOUMA, LA. NDB OR GPS RWY 18, AMDT 4A...GPS PORTION NA.

JENNINGS

Jennings

FDC 6/6105 /3R7/ FI/T JENNINGS, JENNINGS, LA. VOR/DME OR GPS RWY 8, ORIG...GPS PORTION NA.

LAFAYETTE

Lafayette Regional

FDC 6/3575 /LFT/ FI/T LAFAYETTE REGIONAL, LAFAYETTE, LA. GPS RWY 29 ORIG, ASR RWY 29 AMDT 8...S-29: MDA 460/HAT 418, VIS 1 CATS A/B; MDA 460/HAT 418, VIS 1-3/4 CATS C/D. OIL RIG 1.5 NM SE.

LAKE CHARLES

Chennault Industrial Airpark

FDC 5/3273 /CWF/ FI/T CHENNAULT INDUSTRIAL AIRPARK, LAKE CHARLES, LA. ASR RWY 15R NA. ASR RWY 33L NA.

MINDEN

Minden-Webster

FDC 6/5759 /F24/ FI/T MINDEN-WEBSTER, MINDEN, LA. NDB OR GPS RWY 19, AMDT 2...NDB MINIMA NA.

MONROE

Monroe Regional

FDC 6/6914 /MLU/ FI/T MONROE REGIONAL, MONROE, LA. RADAR-1, AMDT 5...CIRCLING MINIMA: MDA 680 HAA 601 ALL CATS; VIS CATS A/B 1, CAT C 1 3/4, CAT D 2.

FDC 4/5601 /MLU/ FI/T MONROE REGIONAL, MONROE, LA. VOR/DME RWY 4 ORIG...S-4 MDA/HAT 520/442 ALL CATS.

FDC 4/5600 /MLU/ FI/T MONROE REGIONAL, MONROE, LA. VOR RWY 4 AMDT 17...DME MINIMA: S-4 MDA/HAT 520/442 ALL CATS.

NATCHITOCHE

Natchitoches Regional

AWOS-1 DCMSND. ASOS CMSND. FREQ 119.2. PHONE 318-352-1575. (10/96)

NEW ORLEANS

Lakefront

FDC 0/5466 /NEW/ FI/T LAKEFRONT, NEW ORLEANS, LA. LORAN RNAV RWY 18R ORIG...PROC NA.

New Orleans Intl/Moisant Fld

FDC 6/2995 /MSY/ FI/T NEW ORLEANS INTL/MOISANT FLD, NEW ORLEANS, LA. ILS RWY 1, AMDT 15...PROC TURN NA.

FDC 6/2280 /MSY/ FI/T NEW ORLEANS INTL/MOISANT FLD, NEW ORLEANS, LA. ILS RWY 10 (CAT III), AMDT 1B...FROM TBD VORTAC (IAF) TO TURTL INT/MSY 18.9 DME SEGMENT ALTITUDE 2300.

FDC 6/2279 /MSY/ FI/T NEW ORLEANS INTL/MOISANT FLD, NEW ORLEANS, LA. ILS RWY 10 (CAT II), AMDT 1B...FROM TBD VORTAC (IAF) TO TURTL INT/MSY 18.9 DME SEGMENT ALTITUDE 2300.

FDC 6/2278 /MSY/ FI/T NEW ORLEANS INTL/MOISANT FLD, NEW ORLEANS, LA. ILS RWY 10, AMDT 1B...FROM TBD VORTAC (IAF) TO TURTL INT/MSY 18.9 DME SEGMENT ALTITUDE 2300.

FDC 6/2277 /MSY/ FI/T NEW ORLEANS INTL/MOISANT FLD, NEW ORLEANS, LA. NDB OR GPS RWY 10, AMDT 25A...FROM TBD VORTAC (IAF) TO TURTL INT/MSY 18.9 DME SEGMENT ALTITUDE 2300.

FDC 5/4696 /MSY/ FI/T NEW ORLEANS INTL/MOISANT FLD, NEW ORLEANS, LA. ILS RWY 10 AMDT 1B...S-LOC-10 CATS A, B, C, D MDA 360/HAT 354. VIS CATS A, B, C RVR 2400, CAT D RVR 5000.

FDC 4/6745 /MSY/ FI/T NEW ORLEANS INTL/MOISANT FIELD, NEW ORLEANS, LA. ILS RWY 1 AMDT 15...S-LOC VIS CAT C RVR 6000.

PORT SULPHUR

Port Sulphur Seaplane Base

FDC 4/6933 /5R9/ FI/T PORT SULPHUR SEAPLANE BASE, PORT SULPHUR, LA. VOR/DME-A AMDT 6...IN-

CREASE CIRCLING MDA AND HAA TO 720. WHEN USING NEW ORLEANS/MOISANT FIELD ALTM INCREASE MDA AND HAA TO 780 AND CAT B VIS TO 1-1/4 MILE.

SHREVEPORT

Shreveport Regional

FDC 6/1282 /SHV/ FI/T SHREVEPORT REGIONAL, SHREVEPORT, LA. IFR TAKE-OFF MNMS AND DEPARTURE PROCEDURES, AMDT 1...TAKE-OFF MINS: ADD NOTE: RWY 5, 270 FT CRANE 8783 FT FROM RWY END, 180 FT RIGHT OF CNTRLN.

SLIDELL

Slidell

RY 18 THR NO LONGER DSPLCD. (9/96)

SPRINGHILL

Springhill

FDC 6/5535 /SPH/ FI/T SPRINGHILL, SPRINGHILL, LA. NDB OR GPS RWY 17, ORIG...PROC NA.

MAINE

BAR HARBOR

Hancock County-Bar Harbor

RY 04/22 NOW 5200 FT BY 100 FT. ACTVT HIRL RY 04/22 & MALSF RY 22 - 122.7.(08/96)

FDC 5/6362 /BHB/ FI/T HANCOCK COUNTY-BAR HARBOR, BAR HARBOR, ME. LOC/DME BC RWY 4, ORIG-A...RADAR REQUIRED. PROC TURN NA. TERMINAL ROUTE FROM ANCOR INT/SPRUCEHEAD /SUH/ NDB NA.

FDC 5/1351 /BHB/ FI/T HANCOCK COUNTY-BAR HARBOR, BAR HARBOR, ME. ILS RWY 22 AMDT 3A...FEEDER RTE FROM SPRUCEHEAD /SUH/ NDB NA.

BELFAST

Belfast Muni

FDC 4/6810 /BST/ FI/T BELFAST MUNI, BELFAST, ME. NDB OR GPS RWY 15 AMDT 1...USE BANGOR VORTAC /BGR/ TO IDENTIFY BOOGY INT/FAF IBND. AUGUSTA VORTAC /AUG/ TO BOOGY INT/IAF, TRML RTE ONLY.

EASTPORT

Eastport Muni

FDC 6/7246 /EPM/ FI/P EASTPORT MUNI, EASTPORT, ME. CORRECT U.S. TRML PROC NE VOL 1 OF 3, PG 96, DATED 15 AUG 96, GPS RWY 15 AMDT ORIG-A...MISSED APPROACH INSTRUCTIONS - 145 DEGREES SHOULD READ 146 DEGREES.

FRYEBURG

Eastern Slopes Regional

FDC 6/4914 /IZG/ FI/T EASTERN SLOPES REGIONAL, FRYEBURG, ME. DEP PROC: RWY 14...CLIMB DIRECT SZO NDB TO CROSS AT OR ABOVE 2600 MSL BEFORE PROCEEDING ON COURSE. RWY 32...CLIMBING RIGHT TURN DIRECT SZO NDB TO CROSS AT OR ABOVE 260 MSL BEFORE PROCEEDING ON COURSE.

HOULTON

Houlton Intl

FDC 5/1574 /HUL/ FI/T HOULTON INTL, HOULTON, ME. VOR OR GPS RWY 5 AMDT 9...CHG NOTE TO READ:

WHEN LCL ALSTG NOT RECEIVED, USE PRESQUE ISLE ALSTG. CHG LORING AFB ALSTG MNMS TO PRESQUE ISLE ALSTG MNMS.

OLD TOWN

Dewitt Field Old Town Muni

FDC 6/0575 /OLD/ FI/T DEWITT FIELD OLD TOWN MUNI, OLD TOWN, ME. VOR/DME RWY 22 AMDT 4...NDB OR GPS RWY 22 AMDT 4...CIRCLING CAT D MDA/HAA 700/573.

FDC 6/0574 /OLD/ FI/T DEWITT FIELD OLD TOWN MUNI, OLD TOWN, ME. ASR RWY 4 AMDT 1...S-4 MDA/HAT ALL CATS 660/533, VSBY CAT C 1 1/2, CAT D 2; CIRCLING MDA/HAA CATS A-C 660/533, CAT D 700/573.

PORTLAND

Portland International Jetport

FDC 6/6115 /PWM/ FI/T PORTLAND INTL JETPORT, PORTLAND, ME. ILS RWY 11 AMDT 20...DH 278/HAT 204 ALL CATS. TEMP CRANE 258 MSL 1899 FT SE OA APCH END RWY 11.

PRESQUE ISLE

Northern Maine Rgnl Airport at Presque Isle

FDC 4/2608 /PQI/ FI/T NORTHERN MAINE REGIONAL AIRPORT AT PRESQUE ISLE, PRESQUE ISLE, ME. TKOF/DEP PROC AMDT 2...TKOF MINS: RWY 1: 300-1 OR STANDARD WITH A MIN CLIMB OF 370 FT PER NM TO 800. RWY 10: 300-1 OR STANDARD WITH A MIN CLIMB OF 260 FT PER NM TO 900. RWY 19, 28: STANDARD. IFR DEP PROC: CLIMB RWY HDG TO 1700 FT BEFORE PROCEEDING ON CRS.

PRINCETON

Princeton Muni

FDC 5/6012 /PNN/ FI/T PRINCETON MUNI, PRINCETON, ME. VOR OR GPS RWY 15 AMDT 10...VOR PORTION NA.

ROCKLAND

Knox County Regional

FDC 6/7327 /RKD/ FI/P KNOX COUNTY REGIONAL, ROCKLAND, ME. LOC RWY 3 AMDT 8B...DELETE TERMINAL ROUTE FROM KENNEBUNK VORTAC TO PAWEE INT. DELETTER TERMINAL ROUTE FROM PAWEE INT TO SPRUCEHEAD NDB CHANGE KENNEBUNK VORTAC R-079 TO FEEDER ROUTE. REMOVE "IAF" DESIGNATOR FROM KENNEBUNK VORTAC. THIS IS LOC RWY 3 AMDT 8C.

SANFORD

Sanford Muni

FDC 3/6827 /SFM/ FI/T SANFORD MUNI, SANFORD, ME. VOR RWY 25 AMDT 13A...CIRCLING MDA/HAA CATS A, B, AND C 740/496; CAT D 860/616.

MARYLAND

ABERDEEN PROVING GROUND

Phillips AAF

FDC 5/5865 /APG/ FI/T PHILLIPS AAF, ABERDEEN PROVING GROUND, MD. VOR/DME RWY 22, ORIG...S-22 VIS CAT A, B 1, VIS CAT C 1 1/2, VIS CAT D 1 3/4. BALTIMORE ALSTG MNMS S-22 VIS CAT A, B 1, VIS CAT C 1 1/2, VIS CAT D 1 3/4. TRANSITION FROM PPM TO TECOM AT 2000, 046 DEG, 5.0 NM.

BALTIMORE

Baltimore-Washington Intl

FDG 6/8044 /BW/ FI/T BALTIMORE-WASHINGTON INTL, BALTIMORE, MD. ILS RWY 33L AMDT 6B...TO IDENTIFY SPLAT INT USE: ADW R-051, BAL 7.3 DME AND I-RUX SE CRS 332 M.

FDG 6/7528 /BW/ FI/T BALTIMORE-WASHINGTON INTL, BALTIMORE, MD. DEP PROC/TKOF MNMS...RWY 15R: 300-1 OR STANDARD WITH MNM CMB OF 350 FT PER NM TO 300. 260 FT TEMP CRANE 1939 FROM DEP END RWY, 1050 FT S OF RWY 33L CNTRLN.

FDG 6/1357 /BW/ FI/T BALTIMORE-WASHINGTON INTL, BALTIMORE, MD. ILS/DME RWY 15L AMDT 3A...S-ILS 15L DH 445/HAT 303 VIS ALL CATS 1. S-LOC 15L MDA 680/HAT 538. VIS CAT C 1 1/2. CAT D 1 3/4. CIRCLING MDA 680/HAA 534 CATS A/B/C.

Martin State

FDG 6/2085 /MTN/ FI/T MARTIN STATE, BALTIMORE, MD. VOR/DME OR TACAN-1 RWY 15 AMDT 4A...S-15 AND CIRCLING MDA/HAT /HAA/ ALL CATS 960/936 /938/. VIS CATS A, B 1 1/4, CAT C 2 3/4, CAT D 3. ALTN MINS CATS A, B 1000-2, CAT C 1000-2 3/4, CAT D 1000-3. CHANGE NOTE TO READ: IF LOCAL ALSTG NOT RECEIVED, USE BALTIMORE-WASHINGTON INTL ALSTG AND INCREASE ALL MDAS 60 FT. OTT VORTAC R-039 UNUSABLE TO IDENTIFY BOAST INT.

FDG 6/2065 /MTN/ FI/T MARTIN STATE, BALTIMORE, MD. HI-TACAN-1 RWY 15, AMDT 4A...S-15 AND CIRCLING MDA/HAT /HAA/ ALL CATS 960/936 /938/, VIS CAT C 2 3/4, CAT D E 3. OTT VORTAC R-039 UNUSABLE TO IDENTIFY BOAST INT. CHANGE NOTE TO READ: IF LOCAL ALSTG NOT RECEIVED, USE BALTIMORE-WASHINGTON INTL ALSTG AND INCREASE ALL MDAS 60 FT. CAT E CIRCLING NE OF RWY 15-33 NOT AUTHORIZED.

CUMBERLAND

CRESAP NDB

(RYP) NDB DCMSND.(10/96)

Greater Cumberland Regional

FDG 4/1244 /CBE/ FI/T GREATER CUMBERLAND REGIONAL, CUMBERLAND, MD. NDB-A AMDT 8...PROC NA.

HAGERSTOWN

Washington County Regional

FDG 6/7757 /HGR/ FI/P WASHINGTON COUNTY REGIONAL, HAGERSTOWN, MD. ILS RWY 27 AMDT 7...S-ILS-27 DH 902 HAT 200 VIS 1/2 ALL CATS. S-LOC-27 VIS 1/2 CATS A/B. S-LOC VIS INCREASED 1/4 MILE FOR INOP MALSR. THIS IS ILS RWY 27 AMDT 7A.

LEONARDTOWN

St Marys County

FDG 6/7140 /2W6/ FI/T ST MARYS COUNTY, LEONARDTOWN, MD. VOR OR GPS RWY 29, AMDT 4...MAP IS 6.93 NM AFTER PXT VORTAC OR AT 6.93 DME. S-29 MDA 660/HAT 517 CATS A & B. CIRCLING MDA 660/HAA 517 CATS A & B. MSA FROM PXT VORTAC 2000.

FDG 6/7139 /2W6/ FI/T ST MARYS COUNTY, LEONARDTOWN, MD. VOR RWY 11 AMDT 3...S-11 MDA 780/HAT 637 CATS A/B. CIRCLING MDA 780/HAA 637 CATS A & B. MSA FROM PXT VORTAC 2000.

ODENTON

Col. William F. (Shorty) Tipton

FDG 6/0699 /FME/ FI/T COL WILLIAM F. (SHORTY) TIPTON, ODENTON, MD. NDB OR GPS RWY 10 ORIG...PROC NA.

SALISBURY

Salisbury-Wicomico County Regional

FDG 6/6920 /SBY/ FI/T SALISBURY-WICOMICO COUNTY REGIONAL, SALISBURY, MD. ILS RWY 32 AMDT 5A...COLBE INT: DEFINED BY SBY LOC SE COURSE, SNOW HILL /SWL/ VORTAC R-020 AND SBY VORTAC R-136/6.37 DME.

FDG 3/2092 /SBY/ FI/T SALISBURY-WICOMICO COUNTY REGIONAL, SALISBURY, MD. VOR RWY 14 AMDT 1A...PROC NA.

MASSACHUSETTS

BEVERLY

Beverly Muni

FDG 6/6495 /BVY/ FI/T BEVERLY MUNI, BEVERLY, MA. LOC RWY 16 AMDT 5...VOR OR GPS RWY 16 AMDT 4...NDB OR GPS-A AMDT 12...RADAR REQUIRED.

FDG 6/2798 /BVY/ FI/T BEVERLY MUNI, BEVERLY, MA. LOC RWY 16 AMDT 5...NDB OR GPS-A AMDT 12...CIRCLING MDA/HAA CATS A-C 680/572; BOSTON ALSTG MNMS CIRCLING MDA/HAA CATS A-C 740/632. VSBY CAT C 1 3/4. TEMP CRANE 380 MSL 5860 FT SE OF RWY 16.

FDG 6/2797 /BVY/ FI/T BEVERLY MUNI, BEVERLY, MA. TAKE-OFF MNMS AMDT 1...TKOF MNMS RWY 16 300-2. TEMP CRANE 380 MSL 5860 FT SE OF RWY 16.

BOSTON

General Edward Lawrence Logan Intl

FDG 4/4791 /BOS/ FI/T GENERAL EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. VOR/DME RWY 27 AMDT 2...S-27 MDA 600/HAT 583 RVR 5000 CAT A/B, MDA 600/HAT 583 VIS 1-1/2 CAT C, MDA 600/HAT 583 VIS 1-3/4 CAT D. VOR/DME RWY 33L AMDT 2...S-33L MDA 600/HAT 583, RVR 2400 CAT A/B, MDA 600/HAT 583 RVR 5000 CAT C, MDA 600/HAT 583 VIS 1-1/4 CAT D. CHANGE VDP DME DISTANCE TO 1.9 DME. TEMPORARY CRANES: 284 MSL 1.5 NM AND 285 MSL 1.6 NM SE OF RWY 27.

FITCHBURG

Fitchburg Muni

FDG 6/6890 /FIT/ FI/P FITCHBURG MUNI, FITCHBURG, MA. CORRECT U.S. TRML PROC, NE VOLUME 1 OF 3, PAGE 100, DATED 15 AUG 96, NDB RWY 20 AMDT 2...PROFILE AND PLANNED VIEW: TONVA INT SHOULD READ TONYA INT.

GREAT BARRINGTON

Great Barrington

FDG 6/6977 /GBR/ FI/T GREAT BARRINGTON, GREAT BARRINGTON, MA. TAKE-OFF MNMS: RWY 11...1200 AND 2 OR STANDARD WITH A MNM CLIMB RATE OF 440 FPNM TO 2000. TAKE-OFF MNMS: RWY 29...800 AND 2 OR STANDARD WITH A MNM CLIMB RATE OF 310 FPNM TO 1600. DEP PROC: RWYS 11/29...CLIMB RWY HEADING TO 2200 BEFORE PROCEEDING ON COURSE.

LAWRENCE

Lawrence Muni

FDC 6/1162 /LWM/ FI/T LAWRENCE MUNI, LAWRENCE, MA. ILS RWY 5 AMDT 2...GRAPS INT MNMS: S-LOC MDA 580/HAT 436, VSBY CAT C 1-1/4, CAT D 1-1/2.

NEW BEDFORD

New Bedford Regional

FDC 5/5841 /EWB/ FI/T NEW BEDFORD REGIONAL, NEW BEDFORD, MA. LOC BC RWY 23, AMDT 10A...CHANGE FAF ALTITUDE TO 1900; ADD NOTE: WHEN PROVIDENCE APPROACH CONTROL NOT OPERATIONAL, PROC NA.

FDC 5/5411 /EWB/ FI/T NEW BEDFORD REGIONAL, NEW BEDFORD, MA. ILS RWY 5 AMDT 24A...INCREASE S-ILS DH/HAT TO 322/250, VSBY CATS A-D TO RVR 4000 AND INOP TABLE DOES NOT APPLY. S-LOC VSBY CATS A AND B TO RVR 4000 AND FOR INOP MALSR INCREASE S-LOC CATS A AND B VSBY TO 1 MILE. PROVIDENCE ALSTG MNM,S, INCREASE S-ILS DH/HAT TO 403/331, VSBY CATS A-C TO RVR 4000 AND FOR INOP MALSR INCREASE VSBY CATS A-D TO 1 1/4; S-;OC VSBY CATS A AND B TO RVR 4000 AND FOR INOP MALSR INCREASE S-LOC CATS A AND B VSBY TO 1 MILE; INCREASE CIRCLING CATS A AND B VSBY TO 1 1/4.

NORTHHAMPTON

Northhampton

FDC 6/7330 /7B2/ FI/T NORTHHAMPTON, NORTHHAMPTON, MA. VOR OR GPS-A AMDT 3...CIRCLING MDA/HAA 1540/1418 CATS A/B. WINDSOR LOCKS ALSTG MNMS CIRCLING MDA/HAA 1600/1478 CATS A/B.

PALMER

Metropolitan

FDC 6/1341 /PMX/ FI/T METROPOLITAN, PALMER, MA. NDB OR GPS RWY 4 ORIG...NDB PORTION NA.

PITTSFIELD

Pittsfield Muni

FDC 3/1981 /PSF/ FI/T PITTSFIELD MUNI, PITTSFIELD, MA. LOC RWY 26 AMDT 4A, NDB RWY 26 AMDT 3A...FEEDERS FROM HIDAL INT AND GRISY INT NA.

STOW

Minuteman Airfield

FDC 5/1006 /6B6/ FI/T MINUTEMAN AIRFIELD, STOW, MA. TKOF MINS: CHG TO READ...RWY 3 - 300-1, RWY 21 1800-3 OR 300-1 WITH A MIN CLIMB OF 350 FT PER NM TO 1700, RWY 12-30 NA. ADD THE FOLLOWING DEP RTE: RWY 3 - CLIMB RWY HDG TO 1000 BEFORE PROCEEDING ON CRS.

TEWKSBURY

Tew-Mac

FDC 5/0294 /B09/ FI/T TEW-MAC, TEWKSBURY, MA. VOR OR GPS RWY 21 AMDT 7...STRAIGHT-IN MINIMUMS NA.

WESTFIELD

Barnes Muni

FDC 4/4242 /BAF/ FI/T BARNES MUNI, WESTFIELD, MA. HI-TACAN OR ILS RWY 20...TACAN PORTION NA. RADAR REQUIRED.

FDC 3/5300 /BAF/ FI/T BARNES MUNI, WESTFIELD, MA. DEPARTURE PROCEDURES/TAKE-OFF MINIMUMS...TAKE-OFF RWY 15: 800-1 OR STANDARD CLIMB OF 390 FT PER NM TO 900 FT.

WORCESTER

Worcester Muni

FDC 5/5600 /ORH/ FI/T WORCHESTER MUNI, WORCHESTER, MA. ILS RWY 11 AMDT 21...NDB OR GPS RWY 11 AMDT 20...BARNES /BAF/ VORTAC TO SPENO INT, RADAR REQUIRED.

MICHIGAN

BATTLE CREEK

W. K. Kellogg

FDC 6/1525 /BTL/ FI/T W. K. KELLOGG, BATTLE CREEK, MI. VOR OR TACAN OR GPS RWY 5 AMDT 19, VOR OR TACAN OR GPS RWY 23 AMDT 17...TACAN PROC NA. HI-TACAN RWY 23 AMDT 6...PROC NA.

DAVISON

Athelone Williams Memorial

FDC 5/3926 /6G0/ FI/T ATHELONE WILLIAMS MEMORIAL, DAVISON, MI. VOR OR GPS RWY 8, AMDT 2...S-8 MDA 1220/HAT 440 ALL CATS; VIS CAT C 1 1/4. CIRCLING MDA 1320/HAA 540 CAT A.

DETROIT

Grosse Ile Muni

FDC 6/8032 /ONZ/ FI/T GROSSE ILE MUNI, DETROIT, MI. TAKEOFF MNMS: RWY 35, 800-2 OR 300-1 WITH A MNM CLIMB OF 210 FEET PER NM TO 1400.

Willow Run

FDC 6/5149 /YIP/ FI/T WILLOW RUN, DETROIT, MI. ILS RWY 23L, AMDT 7...S-ILS 23L DH/HAT 958/250 ALL CATS. VIS 3/4 ALL CATS. FOR INOPERATIVE MALSR INCREASE VIS TO 1 MILE ALL CATS. S-LOC 23L VIS 3/4 CATS A/B. FOR INOPERATIVE MALSR INCREASE VIS TO 1 MILE CATS A/B.

FREMONT

Fremont Muni

FDC 5/1536 /3FM/ FI/T FREMONT MUNI, FREMONT, MI. VOR OR GPS-A AMDT 10A...VOR PROC NA.

GAYLORD

Otsego County

ACTVT HIRL RY 09/27 & MIRL RY 18/36 - 118.9.(10/96)

GRAND HAVEN

Grand Haven Memorial Airpark

FDC 6/7670 /3GM/ FI/T GRAND HAVEN MEMORIAL AIRPARK, GRAND HAVEN, MI. TAKEOFF MNMS: RWY 27 300-1. TEMP CRANE 706 MSL 2845 FEET W RWY 27.

GRAND RAPIDS

Kent County Intl

FDC 6/1311 /GRR/ FI/T KENT COUNTY INT'L, GRAND RAPIDS, MI. RADAR-1 AMDT 10...S-26L MDA 1140/HAT 350 ALL CATS. FOR INOP MALSR INCREASE CAT D VIS TO 1 1/4. S-26R MDA 1200/HAT 413 ALL CATS. VIS CAT C 1 1/2, CAT D 2. 944MSL CRANE 3000 FT WNW OF RWY THLD.

GRAYLING

Grayling AAF

FDC 4/6513 /55D/ FI/T GRAYLING AAF, GRAYLING, MI. VOR RWY 14 ORIG...CIRCLING MDA 1880/HAA 722 CAT

D. GORDN FIX MINS: CIRCLING MDA 1880/HAA 722
CAT D. NDB RWY 14 AMDT 6...CIRCLING MDA
1880/HAA 722 CAT D. TRAVERSE CITY ALSTG MINS:
CIRCLING MDA 1980/HAA 822 CAT D, VIS CAT D 2-3/4.

IRON MOUNTAIN/KINGSFORD

Ford

ASOS CMSND. FREQ 119.025 PHONE
906-774-1999.(10/96)

MOUNT PLEASANT

Mount Pleasant Muni

FDC 6/6945 /MOP/ FI/T MOUNT PLEASANT MUNI,
MOUNT PLEASANT, MI. VOR OR GPS RWY 27 AMDT
13...STRAIGHT-IN MNMS NA. PROC TURN ALT 2700.

OSCODA

Oscoda-Wurtsmith

FDC 6/8102 /OSC/ FI/P OSCODA-WURTSMITH, OSCO-
DA, MI. ILS/DME RWY 24, AMDT 1...DLT DIST FAF TO
MAP. CHANGE MISSED APPROACH POINT TO READ:
ASP 1.06 DME. THIS IS ILS/DME RWY 24, AMDT 1A.

MINNESOTA

CAMP RIPLEY

Ray S. Miller AAF

FDC 6/1154 /RYM/ FI/T RAY S. MILLER AAF, CAMP
RIPLEY, MN. NDB RWY 31, ORIG...MISSED AP-
PROACH..CLIMBING RIGHT TURN TO 4000 IN XCR
NDB HOLDING PATTERN. ILS/DME RWY 31R,
ORIG...MISSED APPROACH..CLIMB TO 2000 THEN
CLIMBING RIGHT TURN TO 4000 DIRECT XCR NDB
AND HOLD. GPS RWY 13L, ORIG...MISSED AP-
PROACH..CLIMB TO 4000 VIA 132 DEGREE COURSE TO
URHIL WPT AND HOLD. GPS RWY 31R, ORIG...MISSED
APPROACH..CLIMBING RIGHT TURN TO 4000 DIRECT
URHIL WPT AND HOLD.

DULUTH

Duluth Intl

FDC 6/5873 /DLH/ FI/T DULUTH INTL, DULUTH, MN.
TACAN RWY 9, AMDT 1...15 DME ARC FROM (IAF) LKI
R-180.00/15.00 DME CW TO FLPPR.

GRAND RAPIDS

Itasca County-Gordon Newstrom Field

FDC 4/5211 /GPZ/ FI/T ITASCA COUNTY-GORDON
NEWSTROM FIELD, GRAND RAPIDS, MN. VOR/DME
OR GPS RWY 16 ORIG...VOR/DME PORTION NA.

MINNEAPOLIS

ANOKA COUNTY-BLAINE (JANES FIELD)

AWOS-3 CMSND. FREQ 120.625. PHONE
612-780-9025.(10/96)

Crystal

FDC 6/5202 /MIC/ FI/T CRYSTAL, MINNEAPOLIS, MN.
VOR OR GPS-A, AMDT 9...CIRCLING MDA 1360/HAA
491 CATS A/B/C, MDA 1460/HAA 591 CAT D. MINNEAP-
OLIS ALSTG MNMS: CIRCLING MDA 1380/HAA 511
CATS A/B/C, MDA 1500/HAA 631 CAT D.

Minneapolis-St Paul Intl/Wold-Chamberlain

RY 04 THLD DSPLCD 1550 FT.(10/96)

Minneapolis Intl

FDC 6/8068 /MSP/ FI/P MINNEAPOLIS INTL, MINNEAP-
OLIS, MN. CORRECT U.S. TERMINAL PROCEDURES,
NC VOL 1, DATED 10 OCT 96, PAGE P1, EAU CLAIRE
TWO ARRIVAL...CHANGE NODINE R-333 TO R-336.

OWATONNA

Owatonna Muni

FDC 6/4939 /OWA/ FI/T OWATONNA MUNI, OWATON-
NA, MN. TAKEOFF MNMS...DELETE ALL REFERENCES
TO RUNWAY 3 AND RUNWAY 21.

PRINCETON

Princeton Muni

AWOS-3 CMSND. FREQ 119.025. PHONE
612-389-0615.(10/96)

ST PAUL

St Paul Downtown Holman Fld

FDC 6/8100 /STP/ FI/P ST PAUL DOWNTOWN HOLMAN
FLD, ST PAUL, MN. NDB OR GPS RWY 30, AMDT
7A...SWINN INT MINIMA, S-30 MDA 1440 HAT 736 ALL
CATS. VIS CATS A/B 1, CAT C 2, CAT D 2 1/4. CIRCLING
MDA 1580/HAA 875 ALL CATS. VIS CATS A/B 1, CAT C 2
1/2, CAT D 2 3/4. MINIMUM ALTITUDE SWINN INT 1600.
MSA FROM PPI NDB 090-270 2800, 270-090 3400. DE-
LETE NOTE: IF LOCAL ALTIMETER NOT RECEIVED
USE MINNEAPOLIS ALTIMETER SETTING AND IN-
CREASE ALL MDAs 40 FEET. THIS IS NDB OR GPS RWY
30, AMDT 7B.

FDC 6/8075 /STP/ FI/P ST PAUL DOWNTOWN HOLMAN
FLD, ST PAUL, MN. ILS RWY 32, AMDT 3A...MSA FROM
BA LOM 090-270 2800, 270-090 3400. MISSED AP-
PROACH: CLIMB TO 1400 THEN CLIMBING RIGHT
TURN TO 4000 VIA HEADING 060 AND FGT R-011 TO
WHISK AND HOLD. DELETE NOTE: IF LOCAL ALTIME-
TER SETTING NOT RECEIVED, USE MINNEAPOLIS AL-
TIMETER SETTING AND INCREASE ALL DH/MDAs 40
FEET. THIS IS ILS RWY 32, AMDT 3B.

STAPLES

Staples Muni

FDC 6/8076 /SAZ/ FI/P STAPLES MUNI, STAPLES, MN.
NDB OR GPS RWY 14, AMDT 2...MISSED APPROACH:
CLIMB TO 3000 THEN RIGHT TURN DIRECT SAZ NDB
AND HOLD. DELETE NOTE: IF LOCAL ALTIMETER
NOT RECEIVED USE ALEXANDRIA ALTIMETER SET-
TING AND INCREASE ALL MDAs 120 FEET. THIS IS NDB
OR GPS RWY 14, AMDT 2A.

WILLMAR

Willmar Muni-John I Rice Field Localizer Ry 28

(I-ILL) LOM FREQ CHANGED TO 389.(10/96)

Willmar Muni-John L Rice Field

FDC 6/7316 /ILL/ FI/P WILLMAR MUNI-JOHN L RICE
FIELD, WILLMAR, MN. CORRECT U.S. TERMINAL PRO-
CEDURES, NC VORL 1, DATED 15 AUG 96, PAGE 489,
LOC RWY 28...CHANGE WILMAR LOM FREQ FROM 387
TO 389.

FDC 6/7295 /ILL/ FI/P WILLMAR MUNI-JOHN L RICE
FIELD, WILLMAR, MN. CORRECT U.S. TERMINAL PRO-
CEDURES, NC VOL 1, DATED 15 AUG 96, LOC RWY 28,
PAGE 489...LOCALIZER COURSE ARROW INDICATING
069 DEGREES OUTBOUND SHOULD READ 105 DE-
GREES.

WINONA

Winona Muni-Max Conrad Field

FDC 6/7610 /ONA/ FI/P WINONA MUNI-MAX CONRAD FIELD, WINONA, MN. VOR RWY 29 AMDT 15...DME MNMS: S-29 MDA 1200/HAT 544 ALL CATS; VIS CAT C 1, CAT D 1-1/4. DELETE INOPERATIVE TABLE NOTE. THIS IS VOR RWY 29 AMDT 15A.

MISSISSIPPI

BROOKHAVEN

Brookhaven-Lincoln County

FDC 6/7890 /1R7/ FI/T BROOKHAVEN-LINCOLN COUNTY, BROOKHAVEN, MS. VOR/DME OR GPS-A, AMDT 8...MDA: 1260/HAA 771 ALL CATS. VIS: CAT B 1 1/4, CAT C 2 1/4. CHANGE ALTIMETER NOTE TO READ: USE MCCOMB ALTIMETER SETTING. WHEN NOT RECEIVED, USE HATTIESBURG-LAUREL REGIONAL ALTIMETER SETTING AND INCREASE ALL MDAS 80 FT.

FDC 5/3170 /1R7/ FI/T BROOKHAVEN-LINCOLN COUNTY, BROOKHAVEN, MS. NDB OR GPS RWY 22, AMDT 3...CHANGE ALTM NOTE TO READ: USE MCCOMB ALSTG; WHEN NOT RECEIVED, USE HATTIESBURG-LAUREL REGIONAL ALSTG AND INCREASE ALL MDAS 60 FEET AND VIS S-22 CAT C 1/4 MILE, CIRCLING CAT C 1/4 MILE.

COLUMBIA

Columbia-Marion County

FDC 5/3052 /ORO/ FI/T COLUMBIA-MARION COUNTY, COLUMBIA, MS. VOR/DME OR GPS RWY 23, AMDT 4...CHANGE ALTM NOTE TO READ: USE HATTIESBURG-LAUREL REGIONAL ALSTG.

GREENVILLE

Mid Delta Regional

RY 18R/36L NOW OPEN.(10/96)

FDC 6/7052 /GLH/ FI/P MID DELTA REGIONAL, GREENVILLE, MS. LOC BC RWY 36R, AMDT 8...ADD NOTE: DISREGARD GS INDICATIONS. THIS IS LOC BC RWY 36R, AMDT 8A.

HATTIESBURG

Bobby L. Chain Muni

FDC 5/3058 /HBG/ FI/T BOBBY L. CHAIN MUNI, HATTIESBURG, MS. VOR RWY 13, AMDT 10...CHANGE ALTM NOTE TO READ: USE HATTIESBURG-LAUREL REGIONAL ALSTG.

HATTIESBURG-LAUREL

Hattiesburg-Laurel Regional

FDC 2/1001 /PIB/ FI/T HATTIESBURG-LAUREL REGIONAL, HATTIESBURG-LAUREL, MS. VOR RWY 36 AMDT 4...MIN ALT LBY VORTAC 1300. STRAIGHT-IN MINS NA.

JACKSON

Hawkins Field

FDC 6/7936 /FI/T HAWKINS FIELD, JACKSON, MS. RNAV OR GPS RWY 16 AMDT 4A...GPS PORTION NA.

FDC 4/3636 /HKS/ FI/T HAWKINS FIELD, JACKSON, MS. ILS RWY 16 AMDT 4...NDB RWY 16 AMDT 5...ALTN MINS NA.

Jackson Intl

FDC 6/6410 /JAN/ FI/T JACKSON INTL, JACKSON, MS. TACAN RWY 15R ORIG...TACAN RWY 33L ORIG...RWY 15R-33L NOW RWY 16R-34L. CHANGE ALL REFERENCES FROM 15R TO 16R AND 33L TO 34L.

FDC 6/6402 /JAN/ FI/T JACKSON INTL, JACKSON, MS. TACAN RWY 15L ORIG...TACAN RWY 33R ORIG...RWY 15L-33R NOW RWY 16L-34R. CHANGE ALL REFERENCES FROM 15L TO 16L AND 33R TO 34R.

FDC 6/6408 /JAN/ FI/P JACKSON INTL, JACKSON, MS. NDB OR GPS RWY 15L AMDT 4...RWY 15L-33R NOW RWY 16L-34R. CHANGE ALL REFERENCES FROM 15L TO 16L AND 33R TO 34R. THIS IS NDB OR GPS RWY 16L AMDT 4A.

FDC 6/0285 /JAN/ FI/T JACKSON INTL, JACKSON, MS. TACAN RWY 15R, ORIG...TACAN RWY 33L, ORIG...PROC NA.

LAUREL

Hesler-Noble Field

FDC 3/6577 /LUL/ FI/T HESLER-NOBLE FIELD, LAUREL, MS. VOR/DME-A AMDT 2...CHANGE NOTE TO READ: USE LAUREL/HATTIESBURG-LAUREL REGIONAL ALSTG...NDB RWY 13 AMDT 6...CHANGE NOTE TO READ: USE LAUREL/HATTIESBURG-LAUREL REGIONAL ALSTG.

PASCAGOULA

Trent Lott International

FDC 6/4268 /PQL/ FI/T TRENT LOTT INTL, PASCAGOULA, MS. ILS RWY 17, ORIG-A...S-ILS-17...VIS 3/4 ALL CATS. MOBILE ALSTG MNMS: S-ILS-17...VIS 1 ALL CATS. INOP TABLE DOES NOT APPLY TO S-ILS-17 AND MOBILE ALSTG MNMS S-ILS-17.

PRENTISS

Prentiss-Jefferson Davis County

FDC 5/3060 /MS04/ FI/T PRENTISS-JEFFERSON DAVIS COUNTY, PRENTISS, MS. NDB OR GPS RWY 30, ORIG...CHANGE ALTM NOTE READ: USE HATTIESBURG-LAUREL REGIONAL ALSTG.

RAYMOND

Raymond/John Bell Williams

FDC 5/2127 /M16/ FI/T RAYMOND/JOHN BELL WILLIAMS, RAYMOND, MS. NDB OR GPS RWY 12 ORIG A...PROC NA.

MISSOURI

BRAYMER

Braymer VOR/DME

(BQS) VOR/DME CMSND; FREQ 111.20; CHANNEL 049X. EFFECTIVE 05 DEC 96.(09/96)

CAMDENTON

Camdenton Memorial

FDC 6/7036 /H21/ FI/P CAMDENTON MEMORIAL, CAMDENTON, MO. GPS RWY 33, ORIG...CHG NOTE: USE KAISER/LEE C. FINE MEMORIAL ALSTG, IF NOT RE-

CEIVED, USE COLUMBIA ALSTG AND INCR ALL MDAs 160 FT. THIS IS GPS RWY 33, ORIG-A.

CAPE GIRARDEAU

Cape Girardeau Regional

EDC 67629 /CGI/ FI/T CAPE GIRARDEAU REGIONAL, CAPE GIRARDEAU, MO. LOC/DME BC RWY 28, AMDT 6...PROC NA.

EXCELSIOR SPRINGS

Excelsior Springs Memorial

EDC 67937 /3EX/ FI/T EXCELSIOR SPRINGS MEMORIAL, EXCELSIOR SPRINGS, MO. VOR OR GPS RWY 19, ORIG-A...S-19 MDA 1580/HAT 583 CATS A/B, CAT C N/A. CIRCLING MDA 1580/HAA 583 CATS A/B, CAT C NA.

HOUSTON

Houston Memorial

ARPT NOW OPEN.(10/96)

JEFFERSON CITY

Jefferson City Memorial

EDC 67061 /JEF/ FI/P JEFFERSON CITY MEMORIAL, JEFFERSON CITY, MO. NDB OR GPS RWY 30, AMDT 8...CHG MISSED APPROACH: CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 2500 DIRECT MEO NDB AND HOLD. THIS IS NDB OR GPS RWY 30, AMDT 8A.

EDC 67056 /JEF/ FI/P JEFFERSON CITY MEMORIAL, JEFFERSON CITY, MO. ILS RWY 30, AMDT 3...CHANGE MISSED APPROACH: CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 2500 DIRECT MEO NDB AND HOLD. ADD NOTE: RADAR REQUIRED. THIS IS ILS RWY 30, AMDT 3A.

KANSAS CITY

Kansas City Downtown

EDC 65252 /MKC/ FI/T KANSAS CITY DOWNTOWN, KANSAS CITY, MO. ILS RWY 19, AMDT 20A...CHANGE MISSED APPROACH TO READ: CLIMB TO 3000 VIA RIS VOR/DME, THEN VIA RIS R-230 AND ANX VORTAC R-260 TO ANX AND HOLD.

LAKE OZARK

Lee C. Fine Memorial

EDC 67037 /AIZ/ FI/P LEE C. FINE MEMORIAL, KAISER/LAKE OZARK, MO. GPS RWY 21, ORIG...ADD NOTE: IF LCL ALSTG NOT RECEIVED, USE COLUMBIA ALSTG AND INCR ALL MDAs 100 FT. THIS IS GPS RWY 21, ORIG-A.

MONETT

Monett Muni

EDC 67780 /M58/ FI/P MONETT MUNI, MONETT, MO. GPS RWY 36, ORIG...ADD NOTE: IF LCL ALSTG NOT RECEIVED, USE JOPLIN ALSTG AND INCR ALL MDAs 100 FT. THIS IS GPS RWY 36, ORIG-A.

MOSBY

Mosby NDB

MOSBY NDB CMSND FREQ 285. EFFECTIVE 05 DEC 96. (09/96)

OSAGE BEACH

Grand Glaize-Osage Beach

EDC 67034 /K15/ FI/P GRAND GLAIZE-OSAGE BEACH, OSAGE BEACH, MO. VOR OR GPS RWY 32, AMDT 4...CHG NOTE: USE KAISER/LEE C. FINE ALSTG, IF NOT RECEIVED, USE COLUMBIA ALSTG AND INCR ALL MDAs 120 FEET. THIS IS VOR OR GPS RWY 32, AMDT 4A.

ST LOUIS

Arrowhead

EDC 64160 /02K/ FI/T ARROWHEAD, ST LOUIS, MO. VOR OR GPS-B, AMDT 3...VOR PORTION NA.

Lambert-St Louis Intl

EDC 60456 /STL/ FI/P LAMBERT-ST LOUIS INTL, ST LOUIS, MO. ILS RWY 12L, AMDT 3...EUBIE INT TO FARIS INT: 122.19. FARIS INT TO GREEP INT: 122.19. FAC: 122.19. THIS IS ILS RWY 12L, AMDT 3A.

Spirit of St Louis

EDC 64159 /SUS/ FI/T SPIRIT OF ST LOUIS, ST LOUIS, MO. VOR RWY 26L, AMDT 5...VOR PORTION NA.

MONTANA

BUTTE

Bert Mooney

EDC 62319 /BTM/ FI/T BERT MOONEY, BUTTE, MT. ILS RWY 15, AMDT 4B...TERMINAL ROUTE EVVER INT TO MAGIC INT DISTANCE 11.5 NM. COPPERTOWN /CPN/ VOR/DME TO EVVER INT DME DISTANCE 22.5 NM.

FORSYTH

Forsyth/Tillitt Field

EDC 67913 /1S3/ FI/T FORSYTH/TILLITT FIELD, FORSYTH, MT. NDB OR GPS RWY 26 AMDT 2A...GPS PORTION NA.

GLASGOW

Glasgow MLS/DME Ry 28

(M-GBE)MLS ELEVATION UNUSBL BLO 2852 FT MSL.(10/96)

Wokal Field/Glasgow Intl

EDC 62721 /GGW/ FI/T WOKAL FIELD/GLASGOW INTL, GLASGOW, MT. VOR OR GPS RWY 12, AMDT 3...GPS PORTION NA.

LIVINGSTON

Livingston/Mission Field

EDC 67837 /LVM/ FI/T LIVINGSTON/MISSION FIELD, LIVINGSTON, MT. VOR OR GPS-A, AMDT 5...CHANGE PROCEDURE TURN RESTRICTION NOTE: MAINTAIN 10400 UNTIL ESTABLISHED OUTBOUND FOR PROCEDURE TURN.

EDC 67792 /LVM/ FI/T LIVINGSTON/MISSION FIELD, LIVINGSTON, MT. VOR/DME OR GPS-B, AMDT 1...CHANGE MNM ALT FROM LVM VORTAC TO MODOC /IAF/ TO 10400. ADD NOTE: MAINTAIN 10400 UNTIL ESTABLISHED OUTBOUND FOR PROC TURN.

NEBRASKA

CHADRON

Chadron Muni

RY 02 THLD NOW DSPLCD 290 FT.(10/96)

FDC 6/7570/CDR/ FI/P CHADRON MUNI, CHADRON, NE. VOR/DME OR GPS RWY 2, AMDT 1...DELETE DISTANCE FAF TO MAP. CHART MISSED APPROACH POINT AS CDR 18.90 DME. THIS IS VOR/DME OR GPS RWY 2, AMDT 1A.

FDC 6/4669 /CDR/ FI/T CHADRON MUNI, CHADRON, NE. VOR OR GPS RWY 20, AMDT 6A...PROC NA.

GRAND ISLAND

Grand Island/Central Nebraska

FDC 6/7568 /GRI/ FI/P GRAND ISLAND/CENTRAL NEBRASKA, GRAND ISLAND, NE. LOC/DME BC RWY 17, AMDT 9...DELETE DISTANCE FAF TO MAP. CHART MISSED APPROACH POINT AS GRI .60 DME. THIS IS LOC/DME BC RWY 17, AMDT 9A.

KEARNEY

Kearney Muni

FDC 6/7407/EAR/ FI/T KEARNEY MUNI, KEARNEY, NE. LOC RWY 36, AMDT 5A...PROC NA.

NORFOLK

Norfolk/Karl Stefan Memorial

FDC 6/0323 /OFK/ FI/T KARL STEFAN MEMORIAL, NORFOLK, NE. VOR OR GPS RWY 19, AMDT 6A...OFK 3 DME STEPDOWN FIX MINIMUM ALTITUDE 2400.

OMAHA

Eppley Airfield

FDC 6/4857 /OMA/ FI/T EPPLEY AIRFIELD, OMAHA, NE. NDB OR GPS RWY 14R, AMDT 23A...S-14R NA.

FDC 6/4229 /OMA/ FI/T EPPLEY AIRFIELD, OMAHA, NE. NDB RWY 32L, ORIG...INITIAL SEGMENT OMA VOR-TAC TO EN LOM N/A. RADAR REQUIRED.

North Omaha

RY 35 THLD NOW DSPLCD 300 FT.(10/96)

NEVADA

BATTLE MOUNTAIN

Battle Mountain

FDC 4/2215 /BAM/ FI/T BATTLE MOUNTAIN, BATTLE MOUNTAIN, NV. IFR DEP PROC: TKOF MINS RWY 3 - 2900-2 OR STANDARD WITH MIN CLIMB OF 460 FT PER NM TO 7500. RWY 12 - 3100-2 OR STANDARD WITH MIN CLIMB OF 440 FT PER NM TO 8000.

LAS VEGAS

Mc Carran Intl

FDC 6/8028/FI/P MCCARRAN INTL, LAS VEGAS, NV. ILS RWY 25R AMDT 16A...DELETE ALL REFERENCES TO THE MM. THIS IS ILS RWY 25R AMDT 16B.

FDC 6/6876 /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. VOR/DME OR GPS RWY 1R ORIG-A...S-1R MDA 2960/HAT 791 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING MDA 2980/HAA 801 ALL CATS. VIS CAT B 1 1/4 CAT C 2 1/4 CAT D 2 1/2. TMPRY CRANE 2680FT MSL 5905 FT WEST OF RWY 19L. CRANE COORD 360603.80/1151023.90 FOR 1 YEAR.

FDC 6/1584 /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. ILS RWY 25R AMDT 16...ILS RWY 25L AMDT 2...CIRCLING MDA 2980, HAA 801 ALL CATS. CAT E CIRCLING NA NW OF RWYS 7L AND 19R. REASON: TEMP CRANE

2680 FT MSL 5905 FT WEST OF RWY 19L. CRANE COORDINATES - 360603.80N/1151023.90W.

FDC 6/1582 /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. VOR RWY 25L/R ORIG...CIRCLING MDA 2980/HAA 801 ALL CATS. VIS CAT A 1, CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. REASON: TEMP CRANE 2680 FT MSL 5905 FT WEST OF RWY 19L. CRAN COORDINATES - 360603.80N/1151023.90W.

FDC 2/2749 /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. VOR RWY 25L/R ORIG...INITIAL SEGMENT BOULDER TO HOCKY NA. INITIAL SEGMENT MEADS TO HOCKY NA. FEEDER SEGMENT IRISH TO HOCKY NA. PROC TURN NA. RADAR REQUIRED.

RENO

Reno/Tahoe Intl

FDC 6/5024 /RNO/ FI/T RENO/TAHOE INTL, RENO, NV. IFR TAKE-OFF MNMS AND DEP PROC...ADD TAKEOFF MNMS: RWY 34R 1900-2 OR STD WITH A MNM CLIMB OF 420 FT PER NM TO 6700. TEMP CRANE 4827 MSL 1.2NM NE OF RWY 16L.

TONOPAH

Tonopah

FDC 6/6153 /TPH/ FI/T TONOPAH, TONOPAH, NV. GPS RWY 15, ORIG...PROC NA.

NEW HAMPSHIRE

BERLIN

Berlin Muni

FDC 6/7983 /BML/ FI/P BERLIN MUNI, BERLIN, NH. VOR/DME RWY 18 AMDT 1A...ADD ALTN MNMS: CAT A STANDARD, CAT B 1200-2, CAT C 1200-3, CAT D 1300-3. THIS IS VOR/DME RWY 18 AMDT 1B.

FDC 6/7982/BML/ FI/P BERLIN MUNI, BERLIN, NH. NDB RWY 18 ORIG-A...ADD ALTN MNMS: CATS A/B 2000-2, CATS C/D 2000-3. THIS IS NDB RWY 18 ORIG-B.

CLAREMONT

Claremont Muni

FDC 5/3524 /CNH/ FI/T CLAREMONT MUNI, CLAREMONT NH. NDB OR GPS-A, ORIG...NDB 1740/HAA 1195.

CONCORD

Concord Muni

FDC 6/7712 /CON/ FI/T CONCORD MUNI, CONCORD, NH. IFR TKOF MNMS AND DEP PROC...CHANGE TKOF MNMS RWY 30 TO READ: 500-1 OR STANDARD WITH MNM CLIMB OF 220 FT PER NM TO 1100.

JAFFREY

Silver Ranch

FDC 6/3780 /AFN/ FI/T SILVER RANCH, JAFFREY, NH. VOR OR GPS-A AMDT 7...VOR PORTION - DME REQUIRED.

KEENE

Dillant-Hopkins

FDC 6/0754 /EEN/ FI/T DILLANT-HOPKINS, KEENE, NH. VOR OR GPS RWY 2, AMDT 11. DME MNMS NA. S-2 CATS A-D MDA/HAT 1600/1112, CIRCLING MDA/HAA 1600/1112.

FDC 5/5400 /EEN/ FI/T DILLAND-HOPKINS, KEENE, NH. ILS RWY 2 AMDT 1...INCREASE S-ILS DH/HAT TO 823/335 AND S-LOC MDA/HAT TO 1740/1252.

MANCHESTER

Manchester

FDC 6/4886 /MHT/ FI/T MANCHESTER, MANCHESTER, NH. DEP PROC RWY 24...CLIMB RWY HEADING TO 700 BEFORE TURNING NORTHBOUND.

FDC 4/2408 /MHT/ FI/T MANCHESTER, MANCHESTER, NH. NDB RWY 6 AMDT 1...PROC NA.

PORTSMOUTH

Pease Intl Tradeport

FDC 6/6217 /PSM/ FI/T PEASE INTL TRADEPORT, PORTSMOUTH, NH. EFFECTIVE: AUGUST 17, 1996 1200 UTC UNTIL AUGUST 18, 1996 2200 UTC. VOR OR TACAN RWY 16, AMDT 4...GPS RWY 16, ORIG...ASR RWY '16, ORIG...PAR RWY 16, ORIG...S-16 MINIMUMS NA.

NEW JERSEY

OCEAN CITY

Ocean City Muni

- RY 06/24 LIRL RTS.(10/96)

ROBBINSVILLE

Trenton-Robbinsville

- RY 11/29 MIRL CMSND.(10/96)

WILDWOOD

Cape May County

FDC 6/2188 /WWD/ FI/T CAPE MAY COUNTY, WILDWOOD, NJ. VOR OR GPS-A AMDT 1...CIRCLING MDA 640/HAA 617 ALL CATS. VIS CAT C 1 3/4.

NEW MEXICO

ALBUQUERQUE

Albuquerque Intl Sunport

- RY 08/26 REOPENED. (10/96)

CARLSBAD

Cavern City Air Terminal

FDC 4/7121 /CNM/ FI/T CAVERN CITY AIR TERMINAL, CARLSBAD, NM. ILS RWY 3 AMDT 4...VOR/DME RNAV OR GPS RWY 14R AMDT 2...VOR OR GPS RWY 32L AMDT 5...WHEN LCL ALTM NOT RECEIVED PROC NA.

DEMING

Deming Muni

FDC 6/4786 /DMN/ FI/T DEMING MUNI, DEMING, NM. IFR TAKE-OFF MINIMUMS: RWY 4 NA. RWY 8,22,26 STANDARD. DEPARTURE PROCEDURES: WESTBOUND-RWY 8, CLIMBING LEFT TURN HEADING 214; RWY 22, CLIMBING RIGHT TURN HEADING 302; RWY 26, CLIMBING RIGHT TURN HEADING 275; INTERCEPT DMN VORTAC R-258 THEN VIA V-94 ON COURSE. EASTBOUND-RWY 8, CLIMB DIRECT DMN VORTAC; RWYS 22 AND 26, CLIMBING RIGHT TURN DIRECT DMN VORTAC; THEN VIA V-94 ON COURSE. NORTHBOUND-RWY 8 CLIMB DIRECT DMN VORTAC; RWYS 22 AND 26, CLIMBING RIGHT TURN DIRECT DMN VORTAC; THEN VIA V-110 ON COURSE.

LAS CRUCES

Las Cruces Intl

FDC 6/7487 /LRU/ FI/P LAS CRUCES INTL, LAS CRUCES, NM. ILS RWY 30, ORIG...CHANGE TCH TO 46.5. CHANGE GLIDESLOPE ALTITUDE AT OM TO 6269.2. THIS IS ILS RWY 30, AMDT 1.

LOVINGTON

Lea County-Zip Franklin Memorial

FDC 6/7488 /E06/ FI/T LEA COUNTY-ZIP FRANKLIN MEMORIAL, LOVINGTON, NM. GPS RWY 3, ORIG...S-03 MDA 4500/HAT 525 ALL CATS, CAT C VIS 1 1/2. CIRCLING MDA 4540/HAA 562 ALL CATS. GPS RWY 21, ORIG...S-21 MDA 4400/HAT 430 ALL CATS. CIRCLING MDA 4540/HAA 562 ALL CATS.

RATON

Raton Muni/Crews Field

FDC 6/1974 /RTN/ FI/TRATON MUNI/CREWS FIELD, RATON, NM. GPS RWY 25 ORIG...S-25 NA.

ROSWELL

Roswell Industrial Air Center

FDC 6/2531 /ROW/ FI/T ROSWELL INDUSTRIAL AIR CENTER, ROSWELL, NM. RNAV OR GPS RWY 35, AMDT 2...GPS PORTION NA.

FDC 5/2449 /ROW/ FI/T ROSWELL INDUSTRIAL AIR CENTER, ROSWELL, NM. NDB OR GPS RWY 21, AMDT 15...ALTERNATE MINIMUMS NA.

NEW YORK

ALBANY

Albany County

FDC 6/3947 /ALB/ FI/T ALBANY COUNTY, NY. VOR/DME OR GPS RWY 1 AMDT 10...VOR RWY 1 AMDT 19A...MISSED APPROACH: CLIMB TO 2000 VIA ALB R-010 TO HAWKY LOM/INT/ALB 4.2 DME AND HOLD.

FDC 5/6456 /ALB/ FI/T ALBANY COUNTY, ALBANY, NY. VOR OR GPS RWY 19 AMDT 19...INCREASE ALL MDA'S TO 1060. INCREASE STRAIGHT-IN HAT TO 780 AND VIS CAT B TO 1 1/4; CAT C 2 1/4; CAT D 2 1/2. INCREASE CIRCLING HAA TO 775 AND VIS CAT B TO 1 1/4; CAT C 2 1/4.

BATAVIA

Genesee County

FDC 6/2821 /GVQ/ FI/T GENESEE COUNTY, BATAVIA, NY. ILS RWY 28 AMDT 3. MISSED APPROACH: CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 3000 DIRECT GENESEO /GEE/ VORTAC AND HOLD SE; LT; 333 INBOUND.

BUFFALO

Greater Buffalo Intl

FDC 6/7467 /BUF/ FI/T GREATER BUFFALO INTL, BUFFALO, NY. ILS RWY 23 AMDT 28B. ADF OR RADAR REQUIRED.

ELMIRA

Corning Regional

FDC 4/3061 /ELM/ FI/T CORNING REGIONAL, EL MIRA, NY. ILS RWY 24, AMDT 16...S-LOC-24 MDA/HAT 2100/1145 ALL CATS, VIS CAT A RVR 4000, CAT B RVR 5000, CAT C & D 2-1/2. CIRCLING MDA/HAA 2100/1145

ALL CATS, VIS CAT A 1 1-1/4, CAT B 1-1/2, CATS C & D 3. ADD: ERINN OM: S-LOC-24 MDA/HAT 1620/665. ALL CATS, VIS A & B RVR 2400, CAT C RVR 6000, CAT D 1-1/2. CIRCLING MDA/HAA CATS A & B 2080/1125, CATS C & D 2100/1145, VIS CAT A 1-1/4, CAT B 1-1/2, CATS C & D 3. NOTE: DELETE - INOPERATIVE TABLE DOES NOT APPLY TO MM. DELETE - CAT D S-ILS-24 VIS INCREASED TO RVR 4000 FOR INOPERATIVE MM. ADD - FOR INOPERATIVE MALSR S-ILS-24 RVR 5000.

ENDICOTT

Tri-Cities Muni

FDC 5/6220 /N17/ FI/T TRI-CITIES, ENDICOTT, NY. VOR OR GPS-A AMDT 3...DELETE REMOTE ALTM NOTE: INCREASE FAF MNM ALT TO 3200. CHANGE MISSED APPROACH TO READ CLIMBING RIGHT TURN TO 3500 DIRECT TO CFB VORTAC AND HOLD.

FORT DRUM

Wheeler-Sack AAF

FDC 6/5087 /GTB/ FI/T WHEELER-SACK AAF, FORT DRUM, NY. DEP PROC/TKOF MNMS, AMDT 1...TKOF MNMS: RWY 15: STANDARD. RWY 21: 300-1 OR STANDARD WITH MNM CLIMB OF 400 FT PER NM TO 1100. NOTE: 173 FT AGL POLES 2925 FT FROM DEP END OF RWY, 50 FT LEFT OF CNTRLN. RWY 26: 300-1. NOTE: 173 FT AGL POLES 1050 FT FROM DEP END OF RWY, 50 FT LEFT OF CNTRLN. IFR DEP PROC: RWY 26: CLIMB TO 1700 VIA HEADING 279 DEGREES TO INTERCEPT ART VORTAC R-058 TO ART VORTAC.

GLENS FALLS

Warren County

FDC 3/4897 /GFL/ FI/T WARREN COUNTY, GLENS FALLS, NY. PROCS...VOR RWY 1 AMDT 10; VOR/DME RWY 1 AMDT 4; RNAV RWY 1 AMDT 2: PROCS NA.

HORNELL

Hornell Muni

FDC 4/5036 /4G8/ FI/T, HORNELL MUNI, HORNELL, NY. VOR/DME-A, AMDT 3A...CIRCLING-CHG NOTE TO READ: OBTAIN LOCAL ALTM ON UNICOM; WHEN NOT AVAILABLE USE ROCHESTER ALSTG AND INCR ALL MDA'S 200 FEET. ELMIRA ALTM SETTING MINIMA-NA.

KINGSTON

Kingston-Ulster

FDC 6/1874 /20N/ FI/T KINGSTON-ULSTER, KINGSTON, NY. DEP PROC/TKOF MNMS ORIG...TKOF MNMS: RWY 15 STANDARD. RWY 33...300-1. IFR DEP PROC: RWY 15: CLIMB TO 3000 VIA PAWLING/PWL/ VORTAC R-316 TO TRESA INT BEFORE PROCEEDING ON COURSE. RWY 33...CLIMBING RIGHT TURN TO 3000 HEADING 170 TO INTERCEPT PAWLING/PWL/ VORTAC R-316 TO TRESA INT BEFORE PROCEEDING ON COURSE.

NEW YORK

John F. Kennedy Intl

FDC 6/7717 /JFK/ FI/P JOHN F. KENNEDY INTL, NEW YORK, NY. VOR/DME OR TACAN OR GPS RWY 22L AMDT 4A...CHANGE NAME TO VOR/DME OR GPS RWY 22L. THIS IS VOR/DME OR GPS RWY 22L AMDT 4B.

FDC 6/4975 /JFK/ FI/T JOHN F. KENNEDY INTL, NEW YORK, NY. ILS/DME RWY 22R ORIG-A...TCH 59 FT DIST

MM TO THR 0.6 NM, DIST FAF TO MAP 5.7 NM. MISSED APPROACH: CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 4000 DIRECT COL VOR/DME AND HOLD, CIRCLING MDA 640/HAA 627 ALL CATS, CAT C VIS 1 3/4. ALTN MNMS: ILS 700-2.

ONEONTA

Oneonta Muni

FDC 6/7715 /N66/ FI/T ONEONTA MUNI, ONEONTA, NY. LOC RWY 24 AMDT 1...CIRCLING MDA 2380/HAA 616 CAT B.

FDC 6/7714 /N66/ FI/T ONEONTA MUNI, ONEONTA, NY. VOR OR GPS RWY 6 AMDT 4...S-6 MDA 2440/HAT 676 ALL CATS. CIRCLING MDA 2440/HAA 676 ALL CATS.

PENN YAN

Penn Yan

FDC 6/3290 /PEO/ FI/T PENN YAN, PENN YAN, NY. NDB RWY 28 AMDT 5...S-28 CIRCLING...CHG NOTE TO READ: OBTAIN LCL ALTM ON CTAF; WHEN NOT RECVD USE ROCHESTER ALSTG AND INCR ALL MDAS 140 FT.

FDC 6/3289 /PEO/ FI/T PENN YAN, PENN YAN, NY. NDB RWY 28 AMDT 5...MSA 3500.

POUGHKEEPSIE

Dutchess County

FDC 6/7723 /POU/ FI/P DUTCHESS COUNTY, POUGHKEEPSIE, NY. VOR/DME OR TACAN OR GPS RWY 24 AMDT 3...CHANGE NAME TO VOR/DME OR GPS RWY 24. THIS IS VOR/DME OR GPS RWY 24 AMDT 3A.

FDC 6/7713 /POU/ FI/T DUTCHESS COUNTY, POUGHKEEPSIE, NY. ILS RWY 6 AMDT 5A...RNAV OR GPS RWY 6 AMDT 5...VOR OR GPS-A AMDT 10...VOR/DME OR TACAN OR GPS RWY 24 AMDT 3...VOR/DME RWY 6 AMDT 5A...CIRCLING MDA 840/HAA 674 CATS B/C/D. VIS CAT C 2, CAT D 2 1/4.

SARANAC LAKE

Adirondack

FDC 0/1437 /SLK/ FI/T ADIRONDACK, SARANAC LAKE, NY. NDB RWY 23 AMDT 5...PROC NA.

SARATOGA SPRINGS

Saratoga County

FDC 6/7419 /5B2/ FI/T SARATOGA COUNTY, SARATOGA SPRINGS, NY. VOR OR GPS-A, AMDT 4...CIRCLING MDA 1260/HAA 827 ALL CATS VIS CAT C 2 1/2, CAT D 2 3/4. IF LOCAL ALSTG NOT RECEIVED, USE ALBANY COUNTY ALSTG AND INCREASE ALL MDAS 50 FT.

SHIRLEY

Brookhaven

FDC 3/0099 /HWV/ FI/T BROOKHAVEN, SHIRLEY, NY. ILS RWY 6 ORIG...LOC UNUSABLE 0.4NM (MM) TO THLD.

FDC 2/2728 /HWV/ FI/T BROOKHAVEN, SHIRLEY, NY. ILS RWY 6 ORIG...S-LOC 6 CATS A/B MDA/HAT/VIS 540/459/1.

STORMVILLE

Stormville

FDC 6/7567 /N69/ FI/T STORMVILLE, STORMVILLE, NY. VOR OR GPS-A AMDT 4A...PROC NA AT NIGHT.

SYRACUSE

Syracuse Hancock Intl

EDC 6/6496 /SYR/ FI/P SYRACUSE HANCOCK INTL, SYRACUSE, NY. CORRECT U.S. TERMINAL PROC. NE VOL 2 OF 3, PAGE 379, DATED 15 AUG 96; VOR/DME OR TACAN OR GPS RWY 32, AMDT 1...PLANNED VIEW: OBSTRUCTION OF 594 FT TANK SHOWN SHOULD BE 583 FT STACKS AT 430453N/760513W.

EDC 6/5160 /SYR/ FI/P SYRACUSE HANCOCK INTL, SYRACUSE, NY. VOR OR GPS RWY 14, AMDT 21...MDA 880/HAA 463 ALL CATS, CAT D VIS 1 1/2. THIS IS VOR OR GPS RWY 14 AMDT 21A.

UTICA

Utica/Oneida County

EDC 5/1434 /UCA/ FI/T UTICA/ONEIDA COUNTY, UTICA, NY. NDB OR GPS RWY 15 AMDT 9...NDB RWY 33 AMDT 12...VOR/DME OR GPS RWY 33 AMDT 4...ILS RWY 15 AMDT 3...ILS RWY 33 AMDT 1...ALTN MNMS NA WHEN CONTROL TOWER CLSD.

WESTHAMPTON BEACH

The Francis S. Gabreski ILS Ry 24

(I-FOK) SQUIR COMLO IDENT 'FO' UNUSBL 281-250 BYD 10 NM; 251-280 BYD 7 NM.(10/96)

WHITE PLAINS

Westchester County

EDC 6/7716 /HPN/ FI/P WESTCHESTER COUNTY, WHITE PLAINS, NY. VOR/DME OR TACAN OR GPS-A AMDT 3A...CHANGE NAME TO VOR/DME OR GPS-A. THIS IS VOR/DME OR GPS-A AMDT 3B.

NORTH CAROLINA

ASHEVILLE

Asheville Regl ILS Ry 16

(I-IMO)LOC UNUSBL FROM 0.4 NM TO RY THR.(10/96)

BEAUFORT

Michael J. Smith Field

EDC 6/7995 /MRH/ FI/T MICHAEL J. SMITH FIELD, BEAUFORT, NC. NDB OR GPS RWY 14, ORIG...GPS PORTION NA.

EDC 4/6247 /MRH/ FI/T MICHAEL J. SMITH FIELD, BEAUFORT, NC. NDB OR GPS RWY 14, ORIG...CHERRY POINT MCAS ALSTG MINS: S-14: MDA 800/HAT 790, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING: MDA 800/HAA 789, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. NEW BERN ALSTG MINS: S-14: MDA 820/HAT 810, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING: MDA 820/HAA 809, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2.

EDC 1/2877 /MRH/ FI/T MICHAEL J. SMITH FIELD, BEAUFORT, NC. RADAR-1 AMDT 2. S-21 MDA 620, HAT 610 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 620, HAA 609 ALL CATS. VIS CAT C 1 3/4.

CHARLOTTE

Charlotte/Douglas Intl

EDC 6/7395 /CLT/ FI/P CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. ILS RWY 36L AND CAT II, CAT III AMDT 12...MIN GS INTCP ALT: 3400. MARJO DME FIX; MIN ALT 4600*, *3400 WHEN DIRECTED BY ATC. GLASI

OM/INT: MIN ALT 2900#, #LOC ONLY. THIS IS ILS RWY 36L AND CAT II, CAT III AMDT 12A.

EDC 6/7486 /CLT/ FI/P CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. ILS RWY 36R AMDT 7A...MIN GS INTCP ALT: 2400. HAYOU INT: MIN ALT 2400. THIS IS ILS RWY 36R AMDT 7B.

EDC 6/7355 /CLT/ FI/T CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. ILS RWY 36L, AMDT 12...G/S INTCP ALT 2900.

EDC 6/6872 /CLT/ FI/T CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. ILS RWY 36L/CAT II/, AMDT 12...ILS RWY 36L/CAT III/, AMDT 12...PROC NA.

EDC 4/1161 /CLT/ FI/T CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. VOR/DME RWY 18R, AMDT 6...PROC NA.

EDC 4/1136 /CLT/ FI/T CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. VOR RWY 36R, AMDT 5A...PROC NA.

CONCORD

Concord Regional

EDC 6/0862 /3N8/ FI/T CONCORD REGIONAL, CONCORD, NC. ILS RWY 20 ORIG...S-ILS-20: DH 1090, HAT 400, VIS 3/4 ALL CATS.

EDC 5/1315 /3N8/ FI/T CONCORD REGIONAL, CONCORD, NC. VOR/DME OR GPS RWY 20, AMDT 1...PROC NA.

ELIZABETH CITY

Elizabeth City Coast Guard Air Station/Muni

EDC 0/1766 /ECG/ FI/T ELIZABETH CITY COAST GUARD AIR STATION/MUNI, ELIZABETH CITY, NC. IFR DEP PROC WHEN TETHERED BALLOON LCTD APRXLY 2NM SE OF ARPT IS FLYING. RWY 1, 10, 28 CMB RWY HDG TO 4000 BEFORE TURNING SOUTH. RWY 19 CMB TO 4000 VIS HDG 270 BEFORE POC.

FAYETTEVILLE

Fayetteville Regional/Grannis Field

EDC 6/6173 /FAY/ FI/T FAYETTEVILLE REGIONAL/GRANNIS FIELD, FAYETTEVILLE, NC. RADAR-1, AMDT 6...SI-22: MDA 760/HAT 581 ALL CATS. CIRCLING: MDA 800/HAA 610 ALL CATS. VIS CAT C 1 3/4 WHEN CONTROL TOWER CLOSED, USE SIMMONS AAF ALSTG AND INCREASE ALL MDA'S 40FT. ILS RWY 4, AMDT 14...CIRCLING: MDA 800/HAA 610 ALL CATS, VIS CAT C 1 3/4 WHEN CONTROL TOWER CLOSED, USE SIMMONS AAF ALSTG AND INCREASE-DH AND ALL MDA'S 40FT. LOC BC RWY 22, AMDT 5...CIRCLING: MDA 800/HAA 610 ALL CATS, VIS CAT C 1 3/4. WHEN CONTROL TOWER CLOSED, USE SIMMONS AAF ALSTG INCREASE ALL MDA'S 40FT AND S-22 CAT C VIS 1 1/4. VOR OR GPS RWY 22, AMDT 4...S-22 MINIMUMS NA. DME MINIMUMS: CIRCLING MDA 800/HAA 610 ALL CATS, VIS CAT C 1 3/4. WHEN CONTROL TOWER CLOSED, USE SIMMONS AAF ALSTG AND INCREASE ALL MDA'S 40FT. VOR OR GPS RWY 28, AMDT 7...CIRCLING: MDA 800/HAA 610 ALL CATS, VIS CAT C 1 3/4. WHEN CONTROL TOWER CLOSED, USE SIMMONS AAF ALSTG, INCREASE ALL MDA'S 40FT AND S-22: CAT C VIS 1 3/4. VOR RWY 4, AMDT 15...CIRCLING: MDA 800/HAA 610 ALL CATS. VIS CAT C 1 3/4, WHEN CONTROL TOWER CLOSED, USE SIMMONS AAF ALSTG AND INCREASE ALL MDA'S 40FT. NDB OR GPS RWY 4, AMDT 14...CIRCLING: MDA 800/HAA 610 ALL CATS, VIS CAT C 1 3/4, WHEN CONTROL TOWER CLOSED, USE SIMMONS AAF ALSTG AND INCREASE ALL MDA'S 40FT.

GREENSBORO

Piedmont Triad Intl

FDC 5/1657 /GSO/ FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. IFR DEPARTURE RWY 14: 300-1 OR STANDARD WITH MNM CLIMB OF 400 FEET PER NM TO 1100 FT. TEMPORARY 1024 MSL CRANE 3260 FEET SE DEPARTURE END RWY 14.

FDC 5/0465 /GSO/ FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. EFF 1200 UTC-2300 UTC DAILY MONDAY THRU SATURDAY. VOR OR GPS RWY 5 AMDT 12...RADAR-1 AMDT 9 ASR RWY 5...MDA 1360/HAT 459 ALL CATS. VIS CAT C 3/4. ILS RWY 5 AMDT 5...ILS RWY 14 AMDT 18...ILS RWY 23 AMDT 8...VOR/DME OR GPS RWY 23 AMDT 9...VOR/DME OR GPS RWY 32 AMDT 3...VOR OR GPS RWY 5 AMDT 12...NDB OR GPS RWY 14 AMDT 15...RADAR-1 AMDT 9...CIRCLING MDA 1420/HAA 494 CAT A/B/C.

FDC 4/6578 /GSO/ FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. NDB OR GPS RWY 14 AMDT 15...S-14 MDA 1440/HAT 514 ALL CATS, VIS CAT C 1 (RVR 50). CIRCLING MDA 1440/HAT 514 CAT A,B,C. RADAR 1 AMDT 9...ASR RWY 14 MDA 1380/HAT 454 ALL CATS, VIS CAT D 1-1/4. CIRCLING MDA 1380/HAA 454 ALL CATS. ILS RWY 5 AMDT 5, ILS RWY 14 AMDT 18, ILS RWY 23 AMDT 8, VOR/DME OR GPS RWY 23 AMDT 9, VOR/DME OR GPS RWY 32 AMDT 3, VOR OR GPS RWY 5 AMDT 12...CIRCLING MDA 1440/HAA 514 CAT B,C. TEMP 1122 MSL CRANE 360720N/795734W.

GREENVILLE

Pitt-Greenville

FDC 4/6652 /PGV/ FI/T PITT-GREENVILLE, GREENVILLE, NC. EFF 0600-1800 LCL MON-FRI. ILS RWY 19, AMDT 2...NDB RWY 19, AMDT 14...RNAV RWY 25, AMDT 3...CIRCLING MDA 680/HAA 654 CAT B/C, VIS CAT C 1 3/4. TEMP CRANE 320 MSL 353626/772205.

FDC 4/1078 /PGV/ FI/T PITT-GREENVILLE, GREENVILLE, NC. NDB RWY 19 AMDT 14...RNAV RWY 25 AMDT 3...CIRCLING: MDA 580/HAA 554 CATS A/B/C.

KINSTON

Kinston Regional Jetport at Stallings Fld

FDC 6/8041 /ISO/ FI/T KINSTON REGIONAL JETPORT AT STALLINGS FLD, KINSTON, NC. LOC BC RWY 23, ORIG...PROC NA.

LINCOLNTON

Lincoln County

FDC 6/8008 /IPJ/ FI/P LINCOLN COUNTY, LINCOLNTON, NC. LOC RWY 23 ORIG...NOTE: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE CHARLOTTE ALTIMETER SETTING AND INCREASE ALL MDA'S 80 FT. THIS IS LOC RWY 23 ORIG-A.

FDC 6/2233 /5N4/ FI/T LINCOLN COUNTY, LINCOLNTON, NC. NDB OR GPS RWY 23, AMDT 1...MNM ALT...MOPED INT TO IZN NDB 3100. MNM ALT LINCO INT TO IZN NDB 2900. PROC TURN ALT 2800. MISSED APPROACH...CLIMB TO 1900 THEN CLIMBING RIGHT TURN TO 2800 DIRECT IZN NDB AND HOLD.

LOUISBURG

Louisburg/Franklin County

FDC 6/8053 /2N9/ FI/P LOUISBURG/FRANKLIN COUNTY, LOUISBURG, NC. VOR/DME OR GPS-A, ORIG-A...CIRCLING: MDA 1080/HAA 714 ALL CATS,

VIS 2 CAT C VIS 2 1/4 CAT D. DELETE RDU 21.3 DME FIX. THIS BECOMES VOR/DME OR GPS-A, ORIG-B.

NEW BERN

Craven County Regional

FDC 6/1261 /EWN/ FI/T CRAVEN COUNTY REGIONAL, NEW BERN, NC. TAKEOFF MINIMUMS: RWY 4 300-1.

NORTH WILKESBORO

Wilkes County

FDC 5/5719 /UKF/ FI/T WILKES COUNTY, NORTH WILKESBORO, NC. LOC RWY 1, AMDT 1A...S-1 VIS CAT A, B - 3/4, CAT C - 1 1/4, CAT D - 1 1/2. INOP TABLE DOES NOT APPLY TO CAT C. DME MNMS: S-1 VISIBILITY CAT A,B,C - 3/4, CAT D 1 1/4.

FDC 5/5718 /UKF/ FI/T WILKES COUNTY, NORTH WILKESBORO, NC. NDB OR GPS RWY 1, AMDT 1B...S-1 VIS CAT A, B - 3/4, CAT C - 1 1/4, CAT D - 1 1/2. INOP TABLE DOES NOT APPLY TO CAT C. DME MNMS: S-1 VISIBILITY CAT A,B,C - 3/4, CAT D - 1 1/4.

RALEIGH/DURHAM

Raleigh-Durham Intl

FDC 5/5945 /RDU/ FI/T RALEIGH-DURHAM INTL, RALEIGH/DURHAM, NC. ILS RWY 5R AMDT 25A...AUTOPILOT COUPLED APPROACHES NA BELOW 736 FT.

FDC 4/1135 /RDU/ FI/T RALEIGH-DURHAM INTERNATIONAL, RALEIGH/DURHAM, NC...WEATHER MINIMUMS FOR CONDUCTING SIMULTANEOUS INSTRUMENT LANDING SYSTEM /ILS/ OPERATIONS UTILIZING THE PRECISION RUNWAY MONITOR /PRM/ AT RALEIGH-DURHAM INTERNATIONAL AIRPORT /RDU/ ARE REDUCED TO CEILING 200 FEET OR GREATER AND VISIBILITY 1/2 MILES OR MORE. THE PRM PERMITS SIMULTANEOUS ILS APPROACHES TO THE PARALLEL RUNWAYS AT RDU, WHICH ARE SEPARATED BY 3,500 FEET. PLEASE DIRECT ANY QUESTIONS TO CHARLES UNDERWOOD, AMT, RALEIGH AIRPORT TRAFFIC CONTROL TOWER, AT 919-840-5544.

REIDSVILLE

Rockingham County NC Shiloh

FDC 4/0671 /NC14/ FI/T ROCKINGHAM COUNTY NC SHILOH, REIDSVILLE, NC...SDF RWY 31 AMDT 3...VOR/DME RNAV RWY 31 AMDT 4...VOR/DME-A AMDT 8...NDB RWY 31 AMDT 4...LOCAL ALSTG MINS NA.

ROCKINGHAM

Rockingham-Hamlet

FDC 6/3380 /45J/ FI/T ROCKINGHAM-HAMLET, ROCKINGHAM, NC. NDB OR GPS RWY 31 AMDT 2...SANDHILLS TRSN NA. VOR/DME-A AMDT 6...PROC NA.

RUTHERFORDTON

Rutherford County LOC/DME Ry 01

(I-FQD)LOC/DME CMSND. LOC FREQ 109.55. DME CHANNEL 032Y.(09/27)

SOUTHERN PINES

Moore County

FDC 6/7529 /SOP/ FI/T MOORE COUNTY, SOUTHERN PINES, NC. LOC RWY 5 AMDT 5...RADAR REQUIRED. SANDHILLS VORTAC TO FALOW OM TRANSITION NA.

FDC 6/3995 /SOP/ FI/T MOORE COUNTY, SOUTHERN PINES, NC. VOR OR GPS-A, AMDT 3A...VOR PROC NA.

FDC 3/2191 /SOP/ FI/T MOORE COUNTY, SOUTHERN PINES, NC. RNAV RWY 23 AMDT 3...PROC NA.

STATESVILLE

Statesville Muni

MIRL RY 02/20 RTS. RY 02/20 NOW OPEN. MIRL RYS 02/20 & 10/28 PRESET ON MED INTST DUSK-2300; TO INCR INTST & ACTVT AFTER 2300 - CTAF.(10/96)

WADESBORO

Anson County

FDC 6/5314 /3A3/ FI/T ANSON COUNTY, WADESBORO, NC. NDB OR GPS RWY 16 AMDT 1A...SANDHILLS TRANSITION MEA 8000.

FDC 6/3996 /3A3/ FI/T ANSON COUNTY, WADESBORO, NC. VOR/DME OR GPS-A, AMDT 1A...VOR/DME PROC NA.

WALLACE

Henderson Field

FDC 8/4168 /ACZ/ FI/T HENDERSON FIELD, WALLACE, NC. VOR/DME-A AMDT 4...PROC NA.

WAXHAW

Jaars-Townsend

FDC 3/1464 /NC18/ FI/T JAARS-TOWNSEND, WAXHAW, NC. RNAV RWY 4 AMDT 2...PROC NA.

WINSTON SALEM

Smith Reynolds

FDC 6/6074 /INT/ FI/T SMITH REYNOLDS, WINSTON-SALEM, NC. ILS RWY 33 AMDT 27. NDB OR GPS RWY 33 AMDT 24. VOR/DME OR GPS RWY 15 ORIG. CIRCLING MDA 1780/HAT 1203 CAT D. VIS CAT D 3. TKOF MNMS: RWY 22 500-3. TEMP CRANE 1417 MSL 2.37 NM S OF RWY 4 THLD.

NORTH DAKOTA

FARGO

Hector International

FDC 6/7772 /FAR/ FI/P HECTOR INTERNATIONAL, FARGO, ND. ILS RWY 17 AMDT 4...MNMS: CIRCLING MDA 1480/HAA 580 CAT D, MDA 1620/HAA 720 CAT E. THIS IS ILS RWY 17 AMDT 4A.

FDC 6/7770 /FAR/ FI/P HECTOR INTERNATIONAL, FARGO, ND. NDB RWY 17 AMDT 14...MNMS: CIRCLING MDA 1480/HAA 580 CAT D. THIS IS NDB RWY 17 AMDT 14A.

FDC 6/7768 /FAR/ FI/T HECTOR INTERNATIONAL, FARGO, ND. VOR OR TACAN OR GPS RWY 35 AMDT 11...MNMS ALT AT STABS/FAR 7.00 DME 1600. MNMS: S-35 MDA 1600/HAT 702 ALL CATS, VIS CAT C 1-1/2, CAT D 1-3/4, CAT E 2. CIRCLING MDA 1600/HAA 700 CATS A,B,C,D; MDA 1620/HAA 720 CAT E, VIS CAT C 2, CAT D 2-1/4. CHANGE STABS INT MNMS TO STABS DME FIX MNMS. STABS DME FIX MNMS: CIRCLING MDA 1480/HAA 580 CAT D, MDA 1620/HAA 720 CAT E. TACAN ONLY ACFT: (IAF) FAR R-300/10.00 - NA.

FDC 6/7752 /FAR/ FI/P HECTOR INTERNATIONAL, FARGO, ND. ILS RWY 35 AMDT 32A...MNM ALT AT FAR 8.00 DME 1420* *LOC ONLY. MNMS: S-LOC 35 MDA 1420/HAT 522 ALL CATS, VIS CAT C 5000, CAT D 6000. CIRCLING MDA 1420/HAA 520 CATS A/B/C, MDA 1480/HAA 580 CAT D, MDA 1620/HAA 720 CAT E. DME MNMS: ADD CIRCLING MDA 1380/HAA 480 CATS A,B,C, MDA 1480/HAA 580 CAT D, MDA 1620/HAA 720 CAT E,

VIS CAT A/B 1, CAT C 1-1/2, CAT D 2, CAT E 2-1/2. CHART 1115 TOWER 465047/964807. THIS IS ILS RWY 35 AMDT 32B.

FDC 6/7750 /FAR/ FI/P HECTOR INTERNATIONAL, FARGO, ND. VOR/DME OR TACAN OR GPS RWY 17 ORIG...MNMS: CIRCLING MDA 1480/HAA 580 CAT D. MDA 1620/HAA 720 CAT E. THIS IS VOR/DME OR TACAN OR GPS RWY 17 ORIG-A.

FDC 6/7749 /FAR/ FI/T HECTOR INTERNATIONAL, FARGO, ND. RNAV OR GPS RWY 13 AMDT 5...MNMS: CIRCLING MDA 1480/HAA 580 CAT D.

FDC 6/7747 /FAR/ FI/T HECTOR INTERNATIONAL, FARGO, ND. HI-TACAN RWY 17 AMDT 3...MNMS: CIRCLING MDA 1480/HAA 580 CAT D, MDA 1620/HAA 720 CAT E.

GRAND FORKS

Grand Forks Intl

FDC 5/6416 /GFK/ FI/T GRAND FORKS INTL, GRAND FORKS, ND. ILS RWY 35L, AMDT 9, LOC BC RWY 17R, AMDT 10, VOR OR GPS RWY 17R, AMDT 4, VOR OR GPS RWY 35L, AMDT 5...MSA FROM GFK VOR/DME 360-180, 2700; 180-360, 3300.

FDC 5/3271 /GFK/ FI/T GRAND FORKS INTL, GRAND FORKS, ND. ILS RWY 35L AMDT 9, LOC BC RWY 17R AMDT 10...WHEN CONTROL TOWER CLOSED, ALTN MNMS NA.

JAMESTOWN

Jamestown Muni

FDC 6/7992 /JMS/ FI/P JAMESTOWN MUNI, JAMESTOWN, ND. LOC/DME BC RWY 13 AMDT 7B...PROC TURN LEFT SIDE OF COURSE 307 DEGREES OUTBOUND, 3600 WITHIN 10 MILES OF BUCHA/I-JMS 5.4 (IAF). CHART 2594 TOWER 470538/990212. THIS IS LOC/DME BC RWY 13 AMDT 7C.

FDC 6/7991 /JMS/ FI/P JAMESTOWN MUNI, JAMESTOWN, ND. ILS RWY 31 AMDT 7A...MSA FROM JM LOM 360-180 3000, 180-360 3600. ALTERNATE MNMS NA. CHART 2594 TOWER 470538/990212. THIS IS ILS RWY 31 AMDT 7B.

FDC 6/7990 /JMS/ FI/P JAMESTOWN MUNI, JAMESTOWN, ND. NDB RWY 31 AMDT 6A...MSA FROM JM LOM 360-180 3000, 180-360 3600. ALTERNATE MNMS NA. CHART 2594 TOWER 470538/990212. THIS IS NDB RWY 31 AMDT 6B.

ROLLA

Rolla Muni

RY 14/32 OPEN VFR ONLY SR-SS.(10/96)

OHIO

COLUMBUS

Ohio State University

FDC 1/1783 /OSU/ FI/T OHIO STATE UNIVERSITY, COLUMBUS, OH. LORAN RNAV RWY 9R ORIG, LORAN RNAV RWY 27L ORIG...PROC NA.

Port Columbus Intl

FDC 6/8016 /CMH/ FI/P PORT COLUMBUS INTL, COLUMBUS, OH. ILS RWY 28L AMDT 26A...S-ILS 28L DH 1014/HAT 200 ALL CATS. THIS IS ILS RWY 28L AMDT 26B.

FDC 6/3772 /CMH/ FI/T PORT COLUMBUS INTL, COLUMBUS, OH. ILS RWY 10R AMDT 6...S-ILS 10R DH 1060/HAT 250 VIS 3/4 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY. S-LOC 10R VIS 3/4 CATS A AND B.

FOR INOPERATIVE MALSR INCREASE CATS A AND B VIS TO 1 MILE. DEBBY RADAR FIX MNMS...S-LOC 10R VIS 3/4 CATS A AND B. FOR INOPERATIVE MALSR INCREASE CATS A AND B VIS TO 1 MILE.

DAYTON

Patterson VORTAC

(FFO)TACAN PORTION UNUSBL 265-360 BLO 6000 FT.(10/96)

HAMILTON

Hamilton-Fairfield

FDC 6/5223 /HAO/ FI/T HAMILTON-FAIRFIELD, HAMILTON, OH. GPS RWY 29, ORIG...PROC NA.

SPRINGFIELD

Springfield-Beckley

FDC 6/6946 /SGH/ FI/T SPRINGFIELD-BECKLEY, SPRINGFIELD, OH. HI-TACAN RWY 6 AMDT 6...S-6 MDA 1480/HAT 428 ALL CATS, VIS CAT C 1-1/4, CATS D/E 1-1/2. WRIGHT PATTERSON ALSTG MNMS; S-6 MDA 1540/HAT 488 ALL CATS.

FDC 6/5434 /SGH/ FI/T SPRINGFIELD-BECKLEY, SPRINGFIELD, OH. VOR OR GPS RWY 6 AMDT 10...S-6 MDA 1480/HAT 428 ALL CATS, VIS CAT C 1-1/4, CAT D 1-1/2. WRIGHT PATTERSON ALTIMETER SETTING MINIMUMS: S-6 MDA 1540/HAT 488 ALL CATS.

WILMINGTON

Clinton Field

FDC 6/7381 /166/ FI/T CLINTON FIELD, WILMINGTON, OH. DEPARTURE PROCEDURES/TAKEOFF MINIMUMS...CHANGE ALL REF FROM RWY 2 AND RWY 20 TO RWY 3 AND RWY 21.

OKLAHOMA

CLINTON

Clinton Muni

ASOS CMSND. FREQ 135.225. PHONE 405-562-4811. (10/96)

FDC 5/2637 /CLK/ FI/T CLINTON MUNI, CLINTON, OK. NDB OR GPS RWY 35 AMDT 5...MSA CLK 25 NM...090-360 3500.

COALGATE

City of Coalgate

ARPT REOPENED. (10/96)

DURANT

Eaker Field

FDC 6/7809 /DUA/ FI/TEAKER FIELD, DURANT, OK. GPS RWY 30, ORIG...PROC NA.

EL RENO

El Reno Muni Air Park

FDC 6/3551 /F28/ FI/T EL RENO MUNI AIR PARK, EL RENO, OK. VOR/DME OR GPS RWY 35, ORIG...CIRCLING MDA 1940/HAA 523 ALL CATS. OKLAHOMA CITY/WILEY POST ALSTG MNMS: CIRCLING MDA 2000/HAA 583 ALL CATS.

FDC 6/3550 /F28/ FI/T EL RENO MUNI AIR PARK, EL RENO, OK. NDB RWY 35 AMDT 2...CIRCLING MDA 1940/HAA 523 ALL CATS. OKLAHOMA CITY/WILEY

POST ALSTG MNMS CIRCLING MDA 2000/HAA 583 ALL CATS.

FORT SILL

Henry Post AAF

FDC 6/5477 /FSI/ FI/T HENRY POST AAF, FORT SILL, OK. NDB 1 OR GPS RWY 35, AMDT 10...TERMINAL ROUTE: NOPT FROM LAW VOR/DME (IAF) TO PFL NDB (IAF) 1900 FT. FAF ALTITUDE RAISED TO 1900 FT.

GROVE

Grove Muni

FDC 5/4577 /1H7/ FI/T GROVE MUNI, GROVE, OK. RNAV RWY 18 AMDT 2...RNAV OR GPS RWY 36 AMDT 2...VOR OR GPS-A AMDT 1...PROCS NA.

MUSKOGEE

Davis Field

FDC 4/1864 /MKO/ FI/T DAVIS FIELD, MUSKOGEE, OK. VOR OR GPS RWY 31 AMDT 2A...CAT E MINS NA. CHG NOTE TO READ: REMAIN WITHIN 10 NM.

NORMAN

University of Oklahoma/Westheimer

FDC 6/0506 /OUN/ FI/T UNIVERSITY OF OKLAHOMA/WESTHEIMER, NORMAN, OK. RNAV OR GPS RWY 3, ORIG-A...S-3 MDA 1600/HAT 424 ALL CATS.

OKLAHOMA CITY

Will Rogers World

FDC 6/7810 /OKC/ FI/P WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS RWY 17L, ORIG...MSA IRW VORTAC 25 NM...060-240 3000, 240-060 3800. THIS IS ILS RWY 17L, ORIG-A.

FDC 6/6468 /OKC/ FI/P WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS RWY 17R, AMDT 9...ADD NOTE: SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 17L, CHANGE INOP MALSR NOTE TO READ: FOR INOP MALSR, INCR S-LOC 17R CAT D VSBY TO 1 MILE. THIS IS ILS RWY 17R, AMDT 9A.

SALLISAW

Sallisaw NDB

(IQS) NDB OTS INDEFLY. (10/96)

STILLWATER

Stillwater Muni

ASOS CMSND. FREQ 135.725. PHONE 405-743-8150. (10/96)

TULSA

Tulsa Intl

FDC 6/7767 /TUL/ FI/T TULSA INTL, TULSA, OK. HI-VOR/DME OR TACAN RWY 26...ASRRWY 26...S-26 MDA 1020/HAT 369, ALL CATS. TEMPORARY CRANE 769 MSL 1 NM S OF RWY 26.

FDC 6/7736 /TUL/ FI/T TULSA INTL, TULSA, OK. VOR OR TACAN OR GPS RWY 26, AMDT 22...DME MNMS: S-26 MDA 1020/HAT 369, ALL CATS. TEMPORARY CRANE 769 MSL 1 NM S OF RWY 26.

FDC 6/6413 /TUL/ FI/T TULSA INTL, TULSA, OK. ILS RWY 36R, AMDT 28A...LOC/DME MINIMUMS S-LOC-36R MDA 1060/HAT 411 ALL CATS, RVR CATS A AND B 24, RVR CAT C/D 40, RVR CAT E 50. ADF OR DME REQUIRED.

FDC 6/3162 /TUL/ FI/T TULSA INTL, TULSA, OK. ILS RWY 36R AMDT 28A...ADF OR DME REQUIRED.

OREGON

BAKER

Baker City Muni

FDC 6/7903 /BKE/ FI/T BAKER CITY MUNI, BAKER, OR. VOR/DME OR GPS RWY 12 AMDT 10...INITIAL ARC SEGMENT FROM BKE R-272 TO BKE R-297 NA.

KLAMATH FALLS

Klamath Falls Intl

WHEN ATCT CLSD ACTVT MALSF RY 14 & MALSR RY 32 - CTA.F.(10/96)

LAKEVIEW

Lakeview/Lake County

FDC 6/7920 /LKV/ FI/P LAKEVIEW/LAKE COUNTY, LAKEVIEW, OR. GPS RWY 34 ORIG...S-34 CAT D HAT 355. THIS IS GPS RWY 34 ORIG-A.

NORTH BEND

North Bend Muni

FDC 5/5654 /OTH/ FI/T NORTH BEND MUNI, NORTH BEND, OR. MLS RWY 22, ORIG...CHANGE SEGMENT ALTITUDE: FROM M-BND 15.6 DME TO GEENY, M-BND 6.2 DME ALTITUDE SHOULD READ 3100 FT VERSUS 2300 FT.

PORTLAND

Portland Intl

FDC 3/4228 /PDX/ FI/T PORTLAND INTL, PORTLAND, OR. VOR-A AMDT 9: CATS A/B/C: CIRCLING DME MDA: 760/HAA 733.

REDMOND

Redmond/Roberts Field

FDC 6/7391 /RDM/ FI/T REDMOND/ROBERTS FIELD, REDMOND, OR. VOR/DME RWY 22 AMDT 2. PROC NA.

ROSEBURG

Roseburg Regional

FDC 5/0854 /RBG/ FI/T ROSEBURG REGIONAL, ROSEBURG, OR. VOR OR GPS-A, AMDT 5...DME OR FM MINIMA NA.

HAWAII

HONOLULU

Honolulu Intl

FDC 6/7735 /HNL/ FI/P HONOLULU INTL, HONOLULU, HI. ILS RWY 4R AMDT 11...S-ILS 4R: VIS CATS A/B/C/D 3/4. VIS CAT E 1 1/4. S-LOC 4R: VIS CATS A/B 1. CIRCLING MDA 620/HAA 607 CATS A/B/C VIS CAT C 1 3/4. THIS IS ILS RWY 4R AMDT 11A.

FDC 6/7734 /HNL/ FI/P HONOLULU INTL, HONOLULU, HI. VOR/DME OR TACAN OR GPS-B AMDT 2...CIRCLING MDA 620/HAA 607 CATS A/B/C VIS CAT C 1 3/4. THIS IS VOR/DME OR TACAN OR GPS-B AMDT 2A.

FDC 6/7733 /HNL/ FI/P HONOLULU INTL, HONOLULU, HI. VOR OR TACAN OR GPS RWY 4R ORIG...S-4R: MDA 460/HAT 451 CATS C/D. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 620/HAA 607 CATS A/B/C MDA 760/HAA 747 CAT D. VIS CAT C 1 3/4, CAT D 2 1/2. CAT C CIRCLING

NA NW OF AIRPORT BETWEEN RWYS 8L-26R AND 4L-22R. CAT D CIRCLING NA NORTH OF RWY 8L-26R. THIS IS VOR OR TACAN OR GPS RWY 4R ORIG-A.

FDC 6/7732 /HNL/ FI/P HONOLULU INTL, HONOLULU, HI. LDA/DME RWY 26L AMDT 5...CIRCLING MDA 620/HAA 607 CATS A/B/C. THIS IS LDA/DME RWY 26L AMDT 5A.

FDC 6/7731 /HNL/ FI/P HONOLULU INTL, HONOLULU, HI. VOR OR TACAN OR GPS-A AMDT 1...CIRCLING MDA 620/HAA 607 CATS A/B/C VIS CAT C 1 3/4. THIS IS VOR OR TACAN OR GPS-A AMDT 1A.

FDC 6/7730 /HNL/ FI/P HONOLULU INTL, HONOLULU, HI. NDB OR GPS RWY 8L AMDT 19...CIRCLING MDA 620/HAA 607 CATS A/B/C VIS CAT C 1 3/4. THIS IS NDB OR GPS RWY 8L AMDT 19A.

FDC 6/7729 /HNL/ FI/P HONOLULU INTL, HONOLULU, HI. ILS RWY 8L AMDT 21...CIRCLING MDA 620/HAA 607 CATS A/B/C VIS CAT C 1 3/4. THIS IS ILS RWY 8L AMDT 21A.

FDC 6/3035 /HNL/ FI/T HONOLULU INTL, HONOLULU, HI. IFR TKOF MNMS AND DEP PROC...CHANGE TKOF MNMS FOR RWY 8R TO READ 500-2 OR STANDARD WITH A MNM CLIMB OF 250 FT PER NM TO 1000.

KAHULUI

Kahului

FDC 6/7428 /OGG/ FI/P KAHULUI, KAHULUI, HI. ILS RWY 2, AMDT 22A...CIRCLING: MDA 540/HAA 486 CAT A, MDA 580/HAA 526, CAT B, MDA 660/HAA 606 CAT C, MDA 680/HAA 626 CAT D. VIS CAT C 1 3/4. THIS IS ILS RWY 2, AMDT 22B.

FDC 6/7427 /OGG/ FI/P KAHULUI, KAHULUI, HI. NDB/DME OR GPS RWY 2, AMDT 1A...CIRCLING MDA 680/HAA 626 CAT D. THIS IS NDB/DME OR GPS RWY 2, AMDT 1B.

KAUNAKAKAI

Kaunakakai/Molokai

FDC 6/1359 /MKK/ FI/T KAUNAKAKAI/MOLOKAI, KAUNAKAKAI, HI. VOR OR TACAN OR GPS-A AMDT 15...ALTN MNMS NA.

LANAI

Lanai

FDC 6/1356 /LNY/ FI/T LANAI, LANAI, HI. VOR OR TACAN OR GPS-A AMDT 5...BOYYR INT AND GRAMY INT: DME REQUIRED.

FDC 6/1354 /LNY/ FI/T LANAI, LANAI, HI. VOR OR TACAN OR GPS RWY 3 AMDT 6A...GRAMY INT: DME REQUIRED.

PENNSYLVANIA

ALLENTOWN

Allentown Queen City Muni

RY 14/32 CHANGED TO 15/33.(10/96)

ALTOONA

Altoona-Blair County

FDC 6/3037 /AOO/ FI/T ALTOONA-BLAIR COUNTY, ALTOONA, PA. ILS RWY 20 AMDT 4A...CHANGE HOLDING NE OF ALTOO INT/OM TO LEFT TURNS 204.00 INBOUND 3700 IN LIEU OF PT.

BRADFORD

Bradford Regional

FDC 4/3376 /BFD/ FI/T BRADFORD REGIONAL, BRADFORD, PA. ILS RWY 32, AMDT 9...NDB RWY 32, AMDT

13...WHEN BRADFORD ALTM NOT RECEIVED USE DU-BOIS PA. ALSTG AND INCR ALL DH/MDA'S 220 FEET AND VIS 3/4 MILE. WHEN BFD FSS CLSD ALTN MINS NA.

CARLISLE

Carlisle

FDC 6/5198 /N94/ FI/T CARLISLE, CARLISLE, PA. NDB OR GPS RWY 28, AMDT 2A. S-28 MNMS NA.

CENTRE HALL

Penns Cave

RY 07/25 NOW 2500 FT BY 40 FT.(10/96)

COATESVILLE

Chester Co G.O. Carlson

AWOS-3 PHONE NUMBER CHANGED TO 610-384-6132.(10/96)

FDC 3/6835 /40N/ FI/T CHESTER CO G. O. CARLSON, COATESVILLE, PA. VOR RWY 29 AMDT 5A...PROC NA.

EASTON

Easton

FDC 3/1619 /N43/ FI/T EASTON, EASTON, PA. VOR-C AMDT 2...PROCS NA.

ERIE

Erle Intl

FDC 6/4001 /ERI/ FI/T ERIE INTL, ERIE, PA. RADR-1 AMDT 7...S-24 VIS CATS A/B 3/4.

FRANKLIN

Venango Regional

FDC 5/3506 /FKL/ FI/T VENANGO REGIONAL, FRANKLIN, PA. ILS RWY 20 AMDT 4...GS UNUSABLE FOR COUPLED APPROACHED BELOW 1921 FT.

GALETON

Cherry Springs

FDC 5/1853 /5G6/ FI/T CHERRY SPRINGS, GALETON, PA. VOR-A, AMDT 5A...WHEN BRADFORD ALTM NOT RECEIVED, USE WILLIAMSPORT ALSTG AND INCREASE CAMEN INT ALT TO 3600 AND INCREASE ALL MDAS 400 FT AND ALL VIS 1 MILE.

INDIANA

Indiana County/Jimmy Stewart Field

FDC 5/0785 /IDI/ FI/T INDIANA COUNTY/JIMMY STEWART FIELD, INDIANA, PA. NDB OR GPS-A AMDT 5...PROC NA.

LANCASTER

Lancaster

FDC 4/1572 /LNS/ FI/T LANCASTER, LANCASTER, PA. ILS RWY 8 AMDT 13...GS UNUSBL FOR COUPLED APCH BELOW 1370' MSL.

LANGHORNE

Buehl Field

FDC 6/6388 /N54/ FI/T BUEHL FIELD, LANGHORNE, PA. VOR OR GPS-A ORIG...CIRCLING MDA 740/HAA 577 ALL CATS. TEMP CRANE 399 MSL, OPERATING 500 FT TO 1 NM SE OF ARPT.

LATROBE

Westmoreland County

FDC 4/0601 /LBE/ FI/T WESTMORELAND COUNTY, LATROBE, PA. RNAV RWY 5 AMDT 1...S-5 MDA 2000/HAT 815 ALL CATS, VIS CAT A 1 MILE, B 1-1/4, C 2-1/2, D 2-3/4. CIRCLING MDA 2000/HAA 815 CATS A, B, C. VIS CAT A 1, B 1-1/4, C 2-1/2, CAT D HAA 1135. TDZE RWY 5 1185. CHG NOTE: WHEN CTLZ NOT IN EFFECT: 1 USE...AND MALSF RWY 23 - CTAF...TO...WHEN LCL ALTM NOT RECEIVED, USE ALLEGHENY COUNTY ALSTG AND INCR ALL MDAS TO 2700 AND VIS TO 3 MILES.

LEHIGHTON

Jake Arner Memorial

FDC 6/5840 /22N/ FI/T JACK ARNER MEMORIAL, LEHIGHTON, PA. NDB RWY 26, AMDT 2...S-26 MDA 1960/HAT 1426 CATS A, B. CIRCLING MDA 1960/HAA 1426 CATS A, B.

FDC 5/5641 /22N/ FI/T JACK ARNER MEMORIAL, LEHIGHTON, PA. NDB RWY 8 AMDT 1...NDB RWY 26 AMDT 2...RADAR REQUIRED.

PERKASIE

Pennridge

FDC 5/0179 /N70/ FI/T PENNRIDGE, PERKASIE, PA. VOR OR GPS RWY 8 AMDT 1...DME OR RADAR REQUIRED TO IDENTIFY PEART INT.

PHILADELPHIA

Philadelphia Intl

FDC 6/7980 /PHL/ FI/T PHILADELPHIA INTL, PHILADELPHIA, PA. ILS RWY 27L AMDT 7...S-ILS 27L DH 239/HAT 228 ALL CATS. S-LOC 27L MISSED APCH IS 5.4 NM AFTER GLOUS INT. CHARTED TIME AND DISTANCE TABLE DOES NOT APPLY. ILS UNUSBL IBND FROM 0.6 NM TO THR.

PHILIPSBURG

Mid-State

FDC 6/5163 /PSB/ FI/T MID-STATE, PHILIPSBURG, PA. ILS RWY 16 AMDT 5...S-ILS 16 VIS 1 ALL CATS. S-LOC 16 VIS 1 CATS A, B AND C. NDB RWY 16 AMDT 5...S-16 VIS 1 CATS A AND B.

FDC 3/3170 /PSB/ FI/T MID-STATE, PHILIPSBURG, PA. ILS RWY 16 AMDT 5...NDB RWY 16 AMDT 5...VOR RWY 24 AMDT 14...WHEN LCL ALSTG NOT RECEIVED, USE UNIVERSITY PARK ALSTG AND INCREASE ALL DH/MDAS 100'; SI/CIRCLING TO RWYS 6-24 NA AT NIGHT; ALTN MINS NA.

PITTSBURGH

Pittsburgh Intl

FDC 6/7984 /PIT/ FI/P PITTSBURGH INTL, PITTSBURGH, PA. VOR/DME OR TACAN OR GPS RWY 14 ORIG...CHANGE NAME TO: VOR/DME OR GPS RWY 14. CHANGE MISSED APPROACH TO READ: CLIMB TO 4000 DIRECT AGC VOR/DME AND HOLD. REMOVE ALL CAT E MNMS. THIS IS VOR/DME OR GPS RWY 14 AMDT 1.

FDC 6/7861 /PIT/ FI/P PITTSBURGH INTL, PITTSBURGH, PA. VOR OR TACAN RWY 28L/C AMDT 4...CHANGE NAME TO VOR RWY 28L/C. REMOVE FROM MISSED APPROACH INSTRUCTIONS: TACAN EQUIPPED AIRCRAFT CONTINUE VIA AGC R-174 TO DOSAF 5 DME AND HOLD S RIGHT TURN 354 DEG INBD. REMOVE ALL CAT E MNMS. THIS IS VOR RWY 28L/C AMDT 5.

FDC 6/7856 /PIT/ FI/P PITTSBURGH INTL, PITTSBURGH, PA. CONVERGING ILS RWY 32 ORIG...REMOVE FROM MISSED APPROACH INSTRUCTIONS: TACAN EQUIPPED AIRCRAFT CONTINUE VIA AGC R-174 TO DOSAF 5 DME AND HOLD S RIGHT TURN 354 DEG INBD. THIS IS CONVERGING ILS RWY 32R AMDT 1.

FDC 6/7855 /PIT/ FI/P PITTSBURGH INTL, PITTSBURGH, PA. ILS RWY 10R AMDT 7...REMOVE FROM MISSED APPROACH INSTRUCTIONS: TACAN EQUIPPED AIRCRAFT CONTINUE VIA AGC R-174 TO DOSAF 5 DME AND HOLD S RIGHT TURN 354 DEG INBD. REMOVE ALL CAT E MNMS. THIS IS ILS RWY 10R AMDT 8.

FDC 6/5575 /PIT/ FI/T PITTSBURGH INTL, PITTSBURGH, PA. ILS RWY 32 AMDT 8A...S-ILS 32 VIS RVR 4000 ALL CATS. S-LOC 32 VIS RVR 4000 CATS A/B.

SOMERSET

Somerset County

FDC 4/1633 /2G9/ FI/T SOMERSET COUNTY, SOMERSET, PA. LOC RWY 24 AMDT 2...PT LT OUTBOUND 4500 FEET WITHIN 10NM OF SYS NDB (IAF). ADF REQUIRED.

TITUSVILLE

Titusville

FDC 4/5135 /6G1/ FI/T TITUSVILLE, TITUSVILLE, PA. VOR-A, AMDT 4...PROC NA.

PUERTO RICO

AGUADILLA

Rafael Hernandez

FDC 6/7935 /BQN/ FI/T RAFAEL HERNANDEZ, AGUADILLA, PR. VOR/DME OR GPS RWY 8 AMDT 1...GPS PORTION NA.

PONCE

Mercedita

FDC 3/3463 /PSE/ FI/T MERCEDITA, PONCE, PR. TAKE-OFF MINS...RWY 12 STANDARD. RWY 30 1000-3 OR STANDARD WITH MIN CLIMB OF 290 FT PER NM TO 1200. DEP PROC...RWY 12 CLIMB TO 2100 DIRECT PSE VOR/DME AND PSE VOR/DME R-130, THEN CLIMBING RIGHT TURN DIRECT PSE VOR/DME. CONTINUE CLIMB IN HOLDING PATTERN. RWY 30 IMMEDIATE CLIMBING LEFT TURN TO 2100 DIRECT PSE VOR/DME AND PSE VOR/DME R-130, THEN CLIMBING RIGHT TURN DIRECT PSE VOR/DME. CONTINUE CLIMB IN HOLDING PATTERN.

FDC 0/2573 /PSE/ FI/T MERCEDITA, PONCE, PR. VOR RWY 30 AMDT 10...CIRCLING NA AT NIGHT.

SAN JUAN

Luis Munoz Marin Intl

FDC 6/7881 /SJU/ FI/P LUIS MUNOZ MARIN INTL, SAN JUAN, PR. GPS RWY 8, ORIG...MISSED APPROACH: CLIMB TO 2000, THEN CLIMBING LEFT TURN TO 3000 DIRECT TO CARIB WP AND HOLD N, RT, 184 INBOUND. THIS IS GPS RWY 8, ORIG-A.

FDC 6/7424 /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. ILS RWY 10, AMDT 4...S-ILS-10 DH 316/HAT 307 ALL CATS. LOC FAF TO MAP 3.3 NM, MAP TO THLD .8 NM. HI-ILS/DME RWY 10...S-ILS-10 DH 316/HAT 307 ALL CATS. LOC FAF TO MAP 3.3 NM, MAP TO THLD .8NM.

FDC 6/6194 /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. HI-ILS/DME RWY 10...MISSED APCH: CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 VIA SJU R-004 TO CARIB INT/SJU 15 DME AND HOLD N RT 184 INBOUND.

FDC 6/6192 /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. HI-ILS/DME RWY 8...MISSED APCH: CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 VIA SJU R-004 TO CARIB INT/SJU 15 DME AND HOLD N RT 184 INBOUND.

FDC 6/6191 /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. ILS RWY 8 AMDT 15A...S-ILS-8 DH 260/HAT 250 ALL CATS. S-LOC-8 MDA 560/HAT 550 ALL CATS. CIRCLING MDA 560/HAA 550 ALL CATS. HI-ILS/DME RWY 8...S-ILS-8 DH 260/HAT 250 ALL CATS. S-LOC-8 MDA 560/HAT 550 ALL CATS. CIRCLING MDA 560/HAA 550 ALL CATS. TEMPORARY CRANE 155 MSL 2338 FT WNW OF RWY 8.

FDC 6/6188 /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. HI-TACAN RWY 8...MISSED APCH: CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 VIA SJU R-004 TO CARIB INT/SJU 15 DME AND HOLD N RT 184 INBOUND.

FDC 0/0590 /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. NDB RWY 10 AMDT 5...TERMINAL ROUTE FROM VARNA INT TO WESEN INT MIN ALT 3100.

FDC 0/0392 /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. NDB RWY 8 AMDT 7...TERMINAL ROUTE FROM SANLO INT TO SJLOM. MIN ALT 4100...NDB RWY 10 AMDT 5...TERMINAL ROUTE FROM SANLO INT TO SJLOM MIN ALT 4100.

RHODE ISLAND

PROVIDENCE

Theodore Francis Green State

FDC 6/6350 /PVD/ FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. ILS RWY 23 AMDT 3...ILS/DME RWY 34 AMDT 8...VOR/DME RWY 34 AMDT 4...CIRCLING: CATS A/B MDA 560/HAA 505.

FDC 6/0020 /PVD/ FI/T THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. ILS RWY 23 AMDT 3...INCREASE S-ILS 23 CAT A THRU D DH/HAT TO 301/250 AND INCREASE VIS CAT A THRU D TO RVR 4000, CHANGE S-LOC 23 CATS A & B VIS TO RVR 4000, ADD NOTE: INOP TABLE DOES NOT APPLY TO S-ILS 23 AND FOR INOP MALSR INCREASE VIS S-LOC 23 CATS A & B TO 1 MILE.

SOUTH CAROLINA

BEAUFORT

Beaufort County

FDC 6/4887 /73J/ FI/T BEAUFORT COUNTY, BEAUFORT, SC. RADAR 1 AMDT 2...PROC NA.

CHARLESTON

Charleston AFB/Intl

FDC 6/6506 /CHS/ FI/T CHARLESTON AFB/INTL, CHARLESTON, SC. HI-ILS RWY 33, AMDT 5...S-ILS 33 DH 296/HAT 250, VIS ALL CATS RVR 5000. S-LOC 33 MDA 580/HAT 534 ALL CATS, VIS CATS C AND D RVR 5000. CIRCLING MDA 580/HAA 534 CAT C. ADD NOTE: FOR INOP MALSR, INCREASE S-LOC 33 CATS C AND D VIS TO RVR 6000.

FDC 6/6505 /CHS/ FI/T CHARLESTON AFB/INTL, CHARLESTON, SC. ILS RWY 33, AMDT 4...S-ILS 33 DH

296/HAA 250 ALL CATS, VIS ALL CATS RVR 5000. APPLY TO S-ILS 33. S-LOC 33 VIS CATS A,B RVR 5000. ADD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 33, AND S-LOC 33 CATS A AND B.

FDC 6/6504 /CHS/ FI/T CHARLESTON AFB/INTL, CHARLESTON, SC. VOR/DME OR TACAN OR GSP RWY 3, AMDT 12...S-3 VIS CATS A,B,C-1. INOP TABLE DOES NOT APPLY TO CATS A,B. FOR INOP SSALR, INCREASE S-3 CATS C AND D VIS TO 1 1/4.

FDC 6/6392 /CHS/ FI/T CHARLESTON AFB/ INTL, CHARLESTON, SC. VOR/DME OR TACAN OR GPS RWY 33 AMDT 12...S-33 VIS RVR 5000 CATS A/B. INOP TABLE DOES NOT APPLY TO CATS A/B.

FDC 6/6391 /CHS/ FI/T CHARLESTON AFB/INTL, CHARLESTON, SC. RADAR 1 AMDT 16...ASR RWY 3 VIS CATS A/B/C 1 MILE. INOP TABLE DOES NOT APPLY TO CATS A/B/C. ASR RWY 33 VIS CATS A/B/C, RVR 5000. INOP TABLE DOES NOT APPLY TO CATS A/B. INCREASE CAT C VIS TO 1 1/4 FOR INOP MALSR.

FDC 6/5679 /CHS/ FI/T CHARLESTON AFB/INTL, CHARLESTON, SC. ILS RWY 15, (CAT II), AMDT 20B...PROC NA.

CLEMSON

Clemson-Oconee County

FDC 6/7281 /CEU/ FI/T CLEMSON-OCONEE COUNTY, CLEMSON, SC. VOR/DME OR GPS RWY 25, ORIG-A...VOR/DME PROC NA.

COLUMBIA

Columbia Owens Downtown

FDC 6/7565 /CUB/ FI/T COLUMBIA OWENS DOWNTOWN, COLUMBIA, SC. LOC RWY 31 ORIG...S-31 MDA 760/HAT 570 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4.

FDC 6/7564 /CUB/ FI/T COLUMBIA OWENS DOWNTOWN, COLUMBIA, SC. TAKEOFF MINIMUMS RWY 13: 300-1 1/4 OR STD. WITH MINIMUM CLIMB OF 240 FEET PER NM TO 600.

FDC 7/0618 /CUB/ FI/T/ COLUMBIA OWENS DOWNTOWN, COLUMBIA, SC. RNAV RWY 31 ORIG...PROC NA.

DILLON

Dillon County

FDC 6/0104 /DLC/ FI/T DILLON COUNTY, DILLON, SC. NDB RWY 7, AMDT 5...S-7 MDA 1000, HAT 866. VIS CAT B 1 1/4, CAT C 2 1/2, CAT D NA. CIRCLING MDA 1000, HAA 866. VIS CAT B 1 1/4, CAT C 2 1/2, CAT D NA.

FLORENCE

Florence Regional

FDC 6/2689 /FLO/ FI/T FLORENCE REGIONAL, FLORENCE, SC. IFR DEP PROC AMDT 3...DELETE ALL REFERENCES TO RWY 5/23. CHANGE ALL REFERENCES TO RWY 18/36 TO READ RWY 1/19.

FDC 6/0484 /FLO/ FI/T FLORENCE REGIONAL, FLORENCE, SC. RNAV OR GPS RWY 27, AMDT 2...RNAV TERMINAL ROUTES: HICKE INT/DME FIX TO DALLA WP NA. NUTAL INT/DME FIX TO DALLA WP NA. PEGIE INT/DME FIX TO DALLA WP MIN ALT 4000.

GREER

Greenville-Spartanburg

FDC 6/0294 /GSP/ FI/T GREENVILLE-SPARTANBURG, GREER, SC. RNAV OR GPS RWY 21 AMDT 5...FAF 4.77 ATD FROM MAP. MAP WP SPA R-243.74/15.80NM

N3454.51/W8212.55 DISTANCE FAF TO THLD 4.77NM RNAV DESCENT ANGLE NA.

FDC 5/5437 /GSP/ FI/T GREENVILLE-SPARTANBURG, GREER, SC. NDB OR GPS RWY 3 AMDT 14...REVISE TERMINAL COURSES: PROC TURN OUTBOUND 217; PROC TURN INBOUND 037; FINAL APPROACH COURSE 037.

SOUTH DAKOTA

ABERDEEN

Aberdeen Regional

RY 17/35 NOW 4700 FT BY 100 FT.(10/96)

BELLE FOURCHE

Belle Fourche Muni

FDC 6/6978 /EFC/ FI/T BELLE FOURCHE MUNI, BELLE FOURCHE, SD. TAKE-OFF MNMS: RWYS 14/32 STANDARD, RWYS 18/36 NA. DEPARTURE PROC: RWY 32...CMB TO 4200 BEFORE TURNING SOUTHBOUND. RWY 14...CMB TO 4200 THEN CMBG LT TO 5000 VIA HEADING 120 BEFORE TURNING WOUTHWEST BOUND.

BOWDLE

Bowdle Muni

ACTVT LIRL RY 13/31 - CTAF.(10/96)

EAGLE BUTTE

Cheyenne Eagle Butte

RY 13/31 NOW 4200 FT BY 60 FT. (10/96)

FDC 6/6156 /84D/ FI/T CHEYENNE EAGLE BUTTE, EAGLE BUTTE, SD. GPS RWY 31 ORIG...STRAIGHT IN MNMS NA.

EUREKA

Eureka Muni

ACTVT LIRL RY 12/30 - 122.8.(10/96)

ISABEL

Isabel Muni

ACTVT LIRL RY 13/31 - CTAT 5 TIMES.(10/96)

MADISON

Madison Muni

FDC 5/1716 /MDS/ FI/T MADISON MUNI, MADISON, SD. VOR/DME OR GPS RWY 33, AMDT 3...VOR/DME PROC NA.

MILLER

Miller Muni

FDC 6/1576 /MKA/ FI/T MILLER MUNI, MILLER, SD. NDB OR GPS RWY 13 AMDT 2...ST-IN MNMS NA. PROC NA AT NIGHT. REASON...RWY 13 CLSD/LGTS ON NEW RWY 15 NOT FLT CHECKED.

MOBRIDGE

Mobridge Muni

ACTVT MIRL RY 12/30 - CTAF.(10/96)

TEA

Great Planes

RY 17/35 CHANGED TO RY 16/34. ACTVT MIRL RY 16/34 - CTAF.(10/96)

TENNESSEE

ARLINGTON

Arlington Muni

FDC 6/3717 /LHC/ FI/T ARLINGTON MUNI, ARLINGTON, TN. LOC RWY 15, AMDT 1...ADF AND RADAR REQUIRED. TRANSITION ROUTE FROM MEM VORTAC TO BOLTN INT IS NA.

BRISTOL-JOHNSON-KINGSPORT

Tri-Cities Regional TN/VA

FDC 5/2690 /TRI/ FI/T TRI-CITIES REGIONAL TN/VA, BRISTOL-JOHNSON-KINGSPORT, TN. RADAR 1 AMDT 15...ASR 5: MINIMUM ALTITUDE 3 MILES FROM THRESHOLD 2400. MDA 2080/HAA 582 ALL CATS, VIS CAT C 1-1/2, CAT D 1-3/4.

CHATTANOOGA

Chattanooga/Lovell Field

FDC 6/7284 /CHA/ FI/T CHATTANOOGA/LOVELL FIELD, CHATTANOOGA, TN. ILS RWY 2 AMDT 6...S-ILS-2: DH 895/HAT 213 ALL CATS. NOTE: GLIDE SLOPE UNUSEABLE BELOW 895 MSL. AUTOPILOT COUPLED APPROACHES NA.

CLARKSVILLE

Outlaw Field

FDC 6/0505 /CKV/ FI/T OUTLAW FIELD, CLARKSVILLE, TN. NDB OR GPS RWY 35, AMDT 5B. LOC RWY 35, AMDT 5B. MNM PT ALT OUTBOUND 2500.

CROSSVILLE

Crossville Memorial

FDC 5/6124 /CSV/ FI/T CROSSVILLE MEMORIAL, CROSSVILLE, TN. S-ILS-RWY 26, AMDT 11...ILS UNUSABLE FROM MM INBOUND.

FDC 4/6945 /CSV/ FI/T CROSSVILLE MEMORIAL, CROSSVILLE, TN. ILS RWY 26, AMDT 11. S-ILS 26 ALL CATS: DH 2121/HAT 250 VIS 1.

DICKSON

Dickson Muni

FDC 6/4702 /MO2/ FI/T DICKSON MUNI, DICKSON, TN. VOR/DME OR GPS RWY 17. VOR/DME PORTION NA.

JAMESTOWN

Jamestown Muni

FDC 4/6563 /2A1/ FI/T JAMESTOWN MUNI, JAMESTOWN, TN. VOR/DME-A AMDT 1...CIRCLING MDA 2700 /HAA 1006 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3.

JASPER

Marion County-Brown Field

FDC 5/5734 /APT/ FI/T MARION COUNTY-BROWN FIELD, JASPER, TN. TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES: TAKE-OFF MINIMUMS: RWY 4, 1500-1 OR STANDARD WITH A MINIMUM CLIMB OF 400 FEET PER NM TO 3000...RWY 22, 1300-1 OR STANDARD WITH A MINIMUM CLIMB OF 300 FEET PER NM TO 3000. DEPARTURE PROCEDURE: RWY 4, CLIMB HEADING 025 TO 3000 BEFORE CLIMBING ON COURSE...RWY 22, CLIMB RUNWAY HEADING TO 3000 BEFORE CLIMBING ON COURSE.

FDC 5/0522 /APT/ FI/T MARION COUNTY-BROWN FIELD, JASPER, TN. NDB OR GPS RWY 4 AMDT 4...ADD NOTE: CIRCLING SOUTH EAST OF RWY 4-22 NA.

KNOXVILLE

McGhee-Tyson

FDC 5/4320 /TYS/ FI/T MCGHEE-TYSON, KNOXVILLE, TN. HI-VOR/DME OR TACAN RWY 5L AMDT 1...VOR/DME MINIMUMS NA.

MEMPHIS

Memphis Intl

FDC 6/4645 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. RADAR-1, AMDT 37B...ASR S-18C: MDA 720/HAT 430 ALL CATS. TEMP CRANE 458 MSL 1058 FT EAST, 872 FT SOUTH OF RWY 27 CENTERLINE.

FDC 6/4379 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. ILS RWY 36C AMDT 10B...CIRCLING CATS B/C/D MDA 960/HAA 628, VIS CAT C 1-3/4.

FDC 6/4377 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. ILS RWY 36L AMDT 11B...CIRCLING CATS B/C/D MDA 960/HAA 628, VIS CAT C 1-3/4.

FDC 6/4252 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. NDB RWY 36C, AMDT 7A...TERMINAL ROUTES FROM HLI VORTAC TO TS LOM 2000 AND FROM GQE VOR/DME TO TS LOM 2000. CIRCLING CATS B,C,D MDA 960/HAA 628; VIS CAT C 1 3/4.

FDC 6/4245 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. ILS RWY 27, AMDT 1A...CIRCLING CATS B,C,D MDA 960/HAA 628; VIS CAT C 1 3/4. ADD NOTE: ADF AND DME OR RADAR REQUIRED.

FDC 6/4243 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. ILS RWY 18R AMDT 10...CIRCLING CATS B,C,D MDA 960/HAA 628; VIS CAT C 1 3/4. ADD NOTE: ADF OR RADAR REQUIRED.

FDC 6/4242 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. ILS RWY 18C, AMDT 7C...CIRCLING CATS B,C,D MDA 960/HAA 628; VIS CAT C 1 3/4. ADD NOTE: ADF OR RADAR REQUIRED.

FDC 6/4241 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. RADAR 1, AMDT 37B...CIRCLING CATS B,C,D MDA 960/HAA 628; VIS CAT C 1 3/4.

FDC 6/4240 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. ILS RWY 9, AMDT 24B...CIRCLING CATS B,C,D MDA 960/HAA 628; VIS CAT C 1 3/4.

FDC 6/4239 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. VOR OR GPS RWY 27, AMDT 1A...CIRCLING CATS B,C,D MDA 960/HAA 628; VIS CAT C 1 3/4.

FDC 5/1320 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. ILS RWY 27, AMDT 1A...SI-ILS 27 DH 659/HAT 367 ALL CATS. VIS 3/4 ALL CATS. ADD NOTES: GS UNUSABLE BELOW 659 MSL. FOR INOPERATIVE MALSR, INCREASE S-ILS-27 VISIBILITY TO 1 1/4 ALL CATS.

MILLINGTON

Millington/Charles W. Baker

FDC 5/5296 /2M8/ FI/T MILLINGTON/CHARLES W. BAKER, MILLINGTON, TN. VOR/DME RWY 18, ORIG...USE MEMPHIS NAS/MILLINGTON MUNI ALSTG, WHEN NOT RECEIVED USE MEMPHIS ALSTG AND INCREASE ALL MDAS 20 FEET.

NASHVILLE

Nashville Intl

FDC 6/3460 /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. NDB OR GPS RWY 2L, AMDT 6...DME OR RADAR

REQUIRED. MINIMUM ALTITUDE AT TEPEA/I-BNA 5.0 DME/RADAR FIX 1800. USE ONLY 'TEPEA RADAR OR DME MINIMUMS'.

FDC 6/3204 /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. VOR/DME OR GPS RWY 13, AMDT 12. VOR/DME CIRCLING MINIMUMS AUTHORIZED. S-13 MINIMUMS AND GPS MINIMUMS NA.

PARIS

Henry County

FDC 4/2920 /PHT/ FI/T HENRY COUNTY, PARIS, TN. NDB OR GPS RWY 2 AMDT 2A...S-2 VIS CAT A/B 3/4. CIRC CAT D MDA 1360/HAA 780 VIS 2 1/2. ADD NOTE: INOP TABLE DOES NOT APPLY TO CAT C.

SAVANNAH

Savannah-Hardin County

FDC 4/4014 /SNH/ FI/T SAVANNAH-HARDIN COUNTY, SAVANNAH, TN. SDF RWY 18 AMDT 3A...VOR/DME RWY 18 AMDT 5B...NDB OR GPS RWY 18 AMDT 3A...CHANGE ALTM NOTE: IF LCL ALSTG NOT RECEIVED USE JACKSON ALSTG AND INCREASE ALL MDAS 140 FT.

TULLAHOMA

Tullahoma Regional/WM Northern Field

FDC 6/2044 /THA/ FI/T TULLAHOMA REGIONAL/WM NORTHERN FIELD, TULLAHOMA, TN. VOR OR GPS-A, AMDT 3A...DELETE REFERENCE TO AYX VOR. DME REQUIRED. CHANGE ESTIL INT TO ESTIL/19.6 DME FIX. MISSED APPROACH: CLIMBING RIGHT TURN TO 3400 VIA SYI R-140 TO ESTIL/19.6 DME AND HOLD. CIRCLING HAA CATS A,B,C 478, CAT D 558.

TEXAS

ABILENE

Abilene Regional

12 HR PPR FOR UNSKED ACR OPNS WITH MORE THAN 30 PSGR SEATS CALL AMGR 915-676-6367. (9/96)

ALPINE

Brewster County NDB

(BWR) NDB FREQ NOW 412. (9/96)

AMARILLO

Amarillo Intl

FDC 6/7811 /AMA/ FI/T AMARILLO INTL, AMARILLO, TX. LOC BC RWY 22, AMDT 17...PROC NA.

FDC 6/5816 /AMA/ FI/T AMARILLO INTL, AMARILLO, TX. ILS RWY 4, AMDT 21...CHANGE MISSED APPROACH TO: CLIMB TO 5000 DIRECT AMA VORTAC AND HOLD NE, LT, 211 INBOUND. (TACAN AIRCRAFT CLIMB TO 5000 DIRECT TO AMA VORTAC, THEN VIA R-118 TO CAUDE INT/AMA 13 DME AND HOLD SE, RT, 298 INBOUND.

FDC 6/5796 /AMA/ FI/T AMARILLO INTL, AMARILLO, TX. NDB OR GPS RWY 4, AMDT 16...CHANGE MISSED APPROACH TO: CLIMB TO 5000 DIRECT AMA VORTAC AND HOLD NE, LT, 211 INBOUND.

FDC 6/5794 /AMA/ FI/T AMARILLO INTL, AMARILLO, TX. LOC BC RWY 22, AMDT 17...CHANGE MISSED APPROACH TO: CLIMB TO 4200 THEN CLIMBING LEFT TURN TO 5000 DIRECT AMA VORTAC AND HOLD NE, LT, 211 INBOUND. (TACAN AIRCRAFT CLIMB TO 5000

HDG 210, THEN LEFT TURN DIRECT TO CAUDE INT/AMA 13 DME AND HOLD SE, RT, 298 INBOUND.

FDC 6/5793 /AMA/ FI/T AMARILLO INTL, AMARILLO, TX. VOR RWY 22, ORIG...CHANGE MISSED APPROACH TO: CLIMB TO 4200, THEN CLIMBING LEFT TURN TO 5000 DIRECT AMA VORTAC AND HOLD NE, LT 211 INBOUND. (TACAN AIRCRAFT CLIMB TO 5000 HDG 210, THEN LEFT TURN DIRECT TO CAUDE INT/AMA 13 DME AND HOLD SE, RT, 298 INBOUND.

FDC 6/5257 /AMA/ FI/T AMARILLO INTL, AMARILLO, TX. GPS RWY 22, ORIG...GPS RWY 22 NA.

ANDREWS

Andrews County

FDC 6/6203 /E11/ FI/T ANDREWS COUNTY, ANDREWS, TX. NDB OR GPS RWY 15, AMDT 2...GPS PORTION NA.

ATLANTA

Atlanta Muni

FDC 6/2077 /ATA/ FI/T ATLANTA MUNI, ATLANTA, TX. NDB OR GPS RWY 5, AMDT 2...S-5: MDA 1220/HAT 950, ALL CATS. CIRCLING: MDA 1220/HAA 950, ALL CATS. NOTE: USE TEXARKANA ALSTG, WHEN NOT RECEIVED, USE SHREVEPORT REGIONAL, LA. ALSTG AND INCREASE ALL MDAs 20 FT AND CATS B AND C VIS 1/4 MILE.

ATHENS

Athens Muni

FDC 4/2046 /F44/ FI/T ATHENS MUNI, ATHENS, TX. NDB RWY 35 AMDT 3...CHG NOTE TO READ: USE TYLER POUNDS ALSTG, IF NOT RCVD USE GREGG COUNTY ALSTG. IF NEITHER RCVD PROC NA.

AUSTIN

Austin-Bergstrom Intl

RY 17/35 NOW RY 17R/35L. RY 17R SALS CHANGED TO MALS. RY 35L MALSR CMSND. (10/96)

Robert Mueller Muni

FDC 6/7297 /AUS/ FI/T ROBERT MUELLER MUNI, AUSTIN, TX. VOR/DME OR TACAN OR GPS RWY 13R, AMDT 9...S-13 MDA 1120/HAT 490 ALL CATS. CIRCLING MDA CATS B,C 1160/HAA 528. VOR/DME OR TACAN OR GPS RWY 17, AMDT 8...S-17 MDA 1120/HAT 488 ALL CATS. CIRCLING MDA CATS B,C 1160/HAA 528. ILS RWY 31L, AMDT 32A, VOR/DME OR GPS RWY 31L, ORIG, NDB RWY 31L, AMDT 33...CIRCLING MDA CATS B,C 1160/HAA 528. TEMPORARY 860 MSA CRANE 1.5 NM NW OF RWY 13R.

BAYTOWN

Baytown

FDC 6/7175 /HPY/ FI/T BAYTOWN, BAYTOWN, TX. VOR OR GPS RWY 14, ORIG-A...VOR OR GPS RWY 32, ORIG-A...MSA FROM TRINTY (MHF) VOR/DME 2400.

FDC 6/6913 /HPY/ FI/T BAYTOWN, BAYTOWN, TX. VOR OR GPS RWY 32, ORIG-A...S-32 MDA/HAT 560/527 ALL CATS. CIRCLING MDA/HAA 560/527 ALL CATS. HOUSTON (WILLIAM P. HOBBY) ALTIMETER SETTING MINIMUMS: S-32 MDA/HAT 640/607 ALL CATS. CIRCLING MDA/HAA 640/607 ALL CATS.

BEAUMONT

Beaumont Muni

FDC 6/3548 /BMT/ FI/T BEAUMONT MUNI, BEAUMONT, TX. VOR/DME OR GPS RWY 31 AMDT 3...VOR/DME PORTION NA.

BEAUMONT/PORT ARTHUR

Jefferson County

RY 16/34 REOPENED. (9/96)

BIG LAKE

Reagan County

EDC 6/1319 /E41/ FI/TREAGAN COUNTY, BIG LAKE, TX. NDB OR GPS RWY 16 AMDT 1...NDB PORTION NA.

BRECKENRIDGE

Stephens County

EDC 6/7842 /BKD/ FI/P STEPHENS COUNTY, BRECKENRIDGE, TX. NDB OR GPS-A, AMDT 1...DLT TRANSITION FROM BRECK INT TO BKD NDB. THIS IS NDB OR GPS-A, AMDT 1A.

BRYAN

Coulter Field

EDC 6/3294 /CFD/ FI/T COULTER FIELD, BRYAN, TX. VOR/DME OR GPS-A, AMDT 2...MSA FROM COLLEGE STATION (CLL) VORTAC, SECTOR 120-360 2300.

BURNET

Burnet Muni Kate Craddock Field

EDC 6/7593 /BMQ/ FI/T BURNET MUNI KATE CRADDOCK FIELD, BURNET, TX. VOR/DME RNAV OR GPS RWY 19, AMDT 3...VOR/DME RNAV PORTION NA.

CALDWELL

Caldwell Muni

EDC 6/3304 /14R/ FI/P CALDWELL MUNI, CALDWELL, TX. VOR/DME OR GPS-A, AMDT 2...CIRCLING CAT A-B 1060 MDA/HAA 670; CAT C 1300 MDA/HAA 910 AND VIS CAT C 2 3/4. MSA FROM COLLEGE STATION (CLL) VORTAC, SECTOR 120-360 2300. THIS IS VOR/DME OR GPS-A, AMDT 2A.

CARTHAGE

Panola County-Sharpe Field

EDC 4/2049 /4F2/ FI/T PANOLA COUNTY-SHARPE FIELD, CARTHAGE, TX. NDB RWY 35 ORIG...CHG ALTM NOTE TO READ: USE GREGG COUNTY ALSTG. IF NOT RCVD PROC NA.

COMMERCE

Commerce Muni

EDC 3/2288 /2F7/ FI/T COMMERCE MUNI, COMMERCE, TX. VOR/DME-A AMDT 1A...MSA 25 NM SLR VOR/DME 2600.

CONROE

Conroe/Montgomery County

EDC 6/3977 /CXO/ FI/T CONROE/MONTGOMERY COUNTY, CONROE, TX. VOR/DME RNAV OR GPS RWY 32 AMDT 1...GPS PORTION NA.

CORPUS CHRISTI

Corpus Christi Intl

EDC 6/5191 /CRP/ FI/T CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. EFFECTIVE 07/22/96, 0501 UTC. VOR OR TACAN OR GPS RWY 17, AMDT 26A...S-17 MDA 780/HAT 737 ALL CATS. VIS CAT C 2, CAT D 2 1/4, CAT E 2 1/2. CIRCLING MDA 780/HAA 736 CATS A/B/C/D. VIS

CAT C 2. CPR R-191/6 DME FIX CROSS AT OR ABOVE 780. TEMPORARY CRANE 371 MSL 2.2 NMN OF RWY 17.

DALHART

Dalhart Muni

EDC 6/7862 /DHT/ FI/T DALHART MUNI, DALHART, TX. VOR OR GPS RWY 17, AMDT 12A...GPS PORTION NA.

DALLAS

Dallas Love Field

EDC 6/7839 /DAL/ FI/T DALLAS LOVE FIELD, DALLAS, TX. RADAR-1, AMDT 25...S-13L-MDA 980/HAT 495, VIS CAT A/B 2400, CAT C 4000, CAT D 5000. S-13R-MDA 980/HAT 502 ALL CATS, VIS CAT A/B 1 MILE, CAT C/D 1 1/2 MILE. CIRCLING-CAT A MDA 1000/HAA 513 VIS 1 MILE, CAT B MDA 1020/HAA 533 VIS 1 MILE, CAT C MDA 1020/HAA 533 VIS 1 1/2, CAT D MDA 1160/HAA 673 VIS 2 1/4.

Redbird

EDC 6/7793 /RBD/ FI/T REDBIRD, DALLAS, TX. ILS RWY 31, AMDT 7...DALLAS LOVE FIELD ALSTG MNMS CIRCLING-CAT A-B MDA 1200 HAA 540 VIS 1 MILE, CAT C MDA 1200 HAA 540 VIS 1 1/2, CAT D MDA 1380 HAA 720 VIS 2 1/4.

DALLAS-FORT WORTH

Dallas-Fort Worth Intl

RY 17L/35R CLSD 2200-0600 LCL EXCP PPR. (9/96)

EDC 6/7832 /DFW/ FI/T DALLAS FORT WORTH INTL, DALLAS-FORT WORTH, TX. ILS RRWY 17L, ORIG-A...MNM GLIDE SLOPE INTERCEPT ALT 2200.

EDC 6/7831 /DFW/ FI/T DALLAS FORT WORTH INTL, DALLAS-FORT WORTH, TX. CONVERGING ILS RWY 13R, AMDT 4...NOTE: SIMULTANEOUS CONVERGING APPROACH AUTHORIZED WITH CONVERGING ILS RWY 18L/R AND CONVERGING ILS RWY 17C/R.

EDC 6/7829 /DFW/ FI/P DALLAS FORT WORTH INTL, DALLAS-FORT WORTH, TX. CORRECT U.S. TERMINAL PROCEDURES, SC VOL 2 OF 3, DATED 10 OCT 96, PAGE 144, CONVERGING ILS RWY 35L, AMDT 1...I-UWX LOCALIZER FREQUENCY SHOULD READ 111.35 VICE 110.3.

EDC 6/7828 /DFW/ FI/P DALLAS FORT WORTH INTL, DALLAS-FORT WORTH, TX. CORRECT U.S. TERMINAL PROCEDURES, SC VOL 2 OF 3, DATED 10 OCT 96, PAGE 147, ILS RWY 13R, AMDT 4...S-LOC 13R MINIMUMS CAT C/D MILITARY CEILING SHOULD READ (500-1) VICE (600-1).

EDC 6/7827 /DFW/ FI/P DALLAS FORT WORTH INTL, DALLAS-FORT WORTH, TX. CORRECT U.S. TERMINAL PROCEDURES, SC VOL 2 OF 3, DATED 10 OCT 96, PAGE 155, ILS RWY 35L, AMDT 1...I-UWX LOCALIZER FREQUENCY SHOULD READ 111.35 VICE 110.3.

EDC 6/7826 /DFW/ FI/P DALLAS FORT WORTH INTL, DALLAS-FORT WORTH, TX. CORRECT U.S. TERMINAL PROCEDURES, SC VOL 2 OF 3, DATED 10 OCT 96, PAGE 138, CONVERGING ILS RWY 17C, AMDT 4...ALTERNATE MINIMUMS SHOULD READ NA.

EDC 6/7825 /DFW/ FI/P DALLAS FORT WORTH INTL, DALLAS-FORT WORTH, TX. CORRECT U.S. TERMINAL PROCEDURES, SC VOL 2 OF 3, DATED 10 OCT 96, PAGE 143, CONVERGING ILS RWY 35C, AMDT 4...ALTERNATE MINIMUMS SHOULD READ NA.

EDC 6/7824 /DFW/ FI/P DALLAS FORT WORTH INTL, DALLAS-FORT WORTH, TX. CORRECT U.S. TERMINAL PROCEDURES, SC VOL 2 OF 3, DATED 10 OCT 96, PAGE 140, CONVERGING ILS RWY 18L, AMDT 3...ALTERNATE MINIMUMS SHOULD READ NA.

EDC 67823 /DFW/ FI/P DALLAS FORT WORTH INTL, DALLAS-FORT WORTH, TX. CORRECT U.S. TERMINAL PROCEDURES, SC VOL 2 OF 3, DATED 10 OCT 96, PAGE 139, CONVERGING ILS RWY 17R, AMDT 5...ALTERNATE MINIMUMS SHOULD READ NA.

EDC 67822 /DFW/ FI/P DALLAS FORT WORTH INTL, DALLAS-FORT WORTH, TX. CORRECT U.S. TERMINAL PROCEDURES, SC VOL 2 OF 3, DATED 10 OCT 96, PAGE 158, ILS RWY 36R, AMDT 2...I-FJN LOCALIZER FREQUENCY SHOULD READ 110.55 VICE 111.3.

EDC 67821 /DFW/ FI/P DALLAS FORT WORTH INTL, DALLAS-FORT WORTH, TX. CORRECT U.S. TERMINAL PROCEDURES, SC VOL 2 OF 3, DATED 10 OCT 96, PAGE 146, CONVERGING ILS RWY 36R, AMDT 1...I-FJN LOCALIZER FREQUENCY SHOULD READ 110.55 VICE 111.3.

EDC 67820 /DFW/ FI/P DALLAS FORT WORTH INTL, DALLAS-FORT WORTH, TX. CORRECT U.S. TERMINAL PROCEDURES, SC VOL 2 OF 3, DATED 10 OCT 96, PAGE 146, CONVERGING ILS RWY 36R, AMDT 1...NOTE SHOULD READ "SIMULTANEOUS APPROACH AUTHORIZED WITH CONVERGING ILS RWY 31R AND CONVERGING ILS RWY 35 L/C VICE RWY 35 L/R".

EDC 67819 /DFW/ FI/P DALLAS FORT WORTH INTL, DALLAS-FORT WORTH, TX. CORRECT U.S. TERMINAL PROCEDURES, SC VOL 2 OF 3, DATED 10 OCT 96, PAGE 152, ILS RWY 18R, AMDT 5...MINIMUMS: SIDESTEP 18L CAT C VIS SHOULD READ 1 3/4 VICE 1 1/2.

EDC 67804 /DFW/ FI/T DALLAS FORT WORTH INTL, DALLAS-FORT WORTH, TX. ILS RWY 31R, AMDT 8...S-LOC 31R - MDA 1060/HAT 537 VIS CAT A-B RVR 2400, CAT C RVR 5000, CAT D RVR 6000.

EDC 67803 /DFW/ FI/T DALLAS FORT WORTH INTL, DALLAS-FORT WORTH, TX. ILS RWY 17C, AMDT 6...S-LOC RWY 17C - MDA 1060/HAT 497 ALL CATS. VIS CAT A-B RVR 2400, CAT C RVR 4000, CAT D RVR 5000. NDB OR GPS RWY 17R, AMDT 7...S-17R - MDA 1140/HAT 574 AALL CATS, VIS CAT C RVR 5000, CAT D RVR 1 1/2 MILE.

EDC 67802 /DFW/ FI/T DALLAS FORT WORTH INTL, DALLAS-FORT WORTH, TX. ILS RWY 31R, AMDT 8...AUTOPILOT COUPLED APPROACHES NA.

EDC 67801 /DFW/ FI/T DALLAS FORT WORTH INTL, DALLAS-FORT WORTH, TX. CONVERGING ILS RWY 31R, AMDT 3...AUTOPILOT COUPLED APPROACHES NA.

DECATUR

Decatur Muni

EDC 678038 /8F7/ FI/P DECATUR MUNI, DECATUR, TX. CORRECT U.S. TERMINAL PROCEDURES, SC VOL 2 OF 3, DATED 10 OCT 96, PAGE 190, VOR/DME RWY 16, ORIG...PLAN VIEW: OUTBOUND HEADING SHOULD BE 318 VICE 218.

DEL RIO

Del Rio Intl LOC/DME Ry 13

(I-DRT) LOC/DME & LOM UNMONITORED. (10/96)

Del Rio Intl

ASOS FREQ 118.525 CMSND. (10/96)

EDC 67878 /DRT/ FI/T DEL RIO INTL, DEL RIO, TX. NDB OR GPS RWY 13, AMDT 2...GPS PORTION NA.

EDC 67818 /DRT/ FI/P DEL RIO INTL, DEL RIO, TX. CORRECT U.S. TERMINAL PROCEDURES, SC VOL 3 OF 3,

DATED 10 OCT 96, PAGE 95, GPS RWY 13, ORIG...PLAN VIEW: MAP SHOULD READ COCLO VICE COLCO.

EASTLAND

Eastland Muni

EDC 67844 /ETN/ FI/T EASTLAND MUNI, EAST LAND, TX. NDB OR GPS RWY 35, AMDT 1...TRANSITION FROM CISSI INT TO OIP NDB NA. RADAR REQUIRED.

EL PASO

El Paso Intl LOC/DME Ry 04

(I-ETF) LOC/DME OTS INDEFY. (10/96)

El Paso Intl ILS/DME Ry 22

(I-ELP) ILS OTS INDEFY. (10/96)

El Paso Intl

RY 04/22 CLSD INDEFY. RY 22 MALSR OTS INDEFY. (10/96)

ENNIS

Ennis Muni

EDC 67808 /F41/ FI/P ENNIS MUNI, ENNIS, TX. VOR/DME-A, ORIG...CIRCLING VIS CAT B 1 1/4. THIS IS VOR/DME-A, ORIG-A.

FALFURRIAS

Brooks County

RY 17/35 CLSD NIGHTS. (10/96)

FORT STOCKTON

Fort Stockton

EDC 67844 /FST/ FI/T FORT STOCKTON-PECOS COUNTY, FORT STOCKTON, TX. VOR OR GPS RWY 12, AMDT 7A...GPS PORTION NA.

FORT WORTH

Fort Worth Meacham Intl

EDC 67854 /FTW/ FI/T FORT WORTH MEACHAM INTL, FORT WORTH, TX. ILS RWY 16L, AMDT 6...NDB OR GPS RWY 16L, AMDT 4...MISSED APPROACH: CLIMB STRAIGHT AHEAD TO 3000, EXPECT RADAR VECTORS.

EDC 67830 /FTW/ FI/T FORT WORTH MEACHAM INTL, FORT WORTH, TX. ILS RWY 34, ORIG-A...EXPECT GLIDESLOPE INTERCEPT 2 MILES AFTER PASSING LOOPE INT.

EDC 67437 /FTW/ FI/T FORT WORTH MEACHAM INTL, FORT WORTH, TX. NDB OR GPS RWY 34R, AMDT 6...NDB PORTION UNUSABLE.

EDC 676106 /FTW/ FI/T FORT WORTH MEACHAM INTL, FORT WORTH, TX. ILS RWY 16L, AMDT 5A...LOOPE INT/I-FTW 7.5 DME RELOCATED TO I-UXT S CRS 172/I-UXT 8.3 DME/DFW VORTAC R-225. FIX COORDINATES 324009.08N-0972007.39W.

EDC 676084 /FTW/ FI/T FORT WORTH MEACHAM INTL, FORT WORTH, TX. NDB OR GPS RWY 16L, AMDT 31...LOOPE INT RELOCATED TO MUFIN NDB BRG 164/DFW VORTAC R-225. FIX COORDINATES 324009.08N/0972007.39W.

EDC 676083 /FTW/ FI/T FORT WORTH MEACHAM INTL, FORT WORTH, TX. ILS RWY 16L, AMDT 5A...LOOPE INT/I-FTW 7.5 DME RELOCATED TO I-UXT CRS 172/I-UTX 8.3 DME/DFW VORTAC R-225. FIX COORDINATES 324009.08N/0972007.39W.

GILMER

Gilmer-Upshur County

FDC 4/2047 /4F4/ FI/T GILMER-UPSHUR COUNTY, GILMER, TX. VOR/DME-A AMDT 1...CHG ALTM NOTE TO READ: USE GREGG COUNTY ALSTG. IF NOT RCVD PROC NA.

HARLINGEN

Rio Grande Valley Intl

FDC 4/5205 /HRL/ FI/T RIO GRANDE VALLEY INTL, HARLINGEN, TX. VOR/DME OR GPS RWY 31 AMDT 3...VOR AND DME PORTION NA. VOR OR GPS RWY 13 AMDT 11...VOR AND DME PORTION NA. ILS RWY 17R AMDT 11...NDB RWY 17L AMDT 5...RAYMO INT UNUSBL BLO 5000. LOC BC RWY 35L AMDT 12...TRML RTE FROM HRL VOR/DME NA.

HEBRONVILLE

Hebronville NDB

(HBV) NDB OTS INDEFLY. (10/96)

HENDERSON

Rusk County

FDC 6/2440 /F12/ FI/TRUSK COUNTY, HENDERSON, TX. NDB OR GPS RWY 16, AMDT 2...PROC NA.

HEREFORD

Hereford Muni

FDC 6/4010 /HRX/ FI/T HEREFORD MUNI, HEREFORD, TX. NDB OR GPS RWY 21 AMDT 2...GPS PORTION NA.

HONDO

Hondo Muni

FDC 6/3547 /HDO/ FI/T HONDO MUNI, HONDO, TX. NDB OR GPS RWY 35R AMDT 3...MSA SECTORS 080-230 2400, 230-080 4100.

FDC 6/3546 /HDO/ FI/T HONDO MUNI, HONDO, TX. VOR OR GPS RWY 17L ORIG...MSA SECTORS 080-230 2400, 230-080 4100.

FDC 4/2403 /HDO/ FI/T HONDO MUNI, HONDO, TX. VOR OR GPS RWY 17L ORIG...VOR NA FOR CIVIL USE.

HOUSTON

Ellington Field

FDC 6/6948 /EFD/ FI/P ELLINGTON FIELD, HOUSTON, TX. ILS RWY 22, AMDT 1...S-ILS 22 RVR 1800 ALL CATS. THIS IS ILS RWY 22, AMDT 1A.

FDC 6/1939 /EFD/ FI/T ELLINGTON FIELD, HOUSTON, TX. VOR/DME OR TACAN OR GPS RWY 17R AMDT 3...S-17R MDA 640/HAT 607 ALL CATS. VIS CAT C 1-3/4, CAT D 2, CAT E 2-1/4. CIRCLING MDA 640/HAA 606 CAT A-D; MDA 700/HAA 666 CAT E. VIS CAT C 1-3/4.

FDC 5/0499 /EFD/ FI/T ELLINGTON FIELD, HOUSTON, TX. ILS RWY 35L AMDT 3...15 DME ARC EFD R-150 TO EFD R-173 MIN ALT 2400.

Houston Intercontinental

FDC 6/1480 /IAH/ FI/T HOUSTON INTERCONTINENTAL, HOUSTON, TX. ILS RWY 26, AMDT 14A...S-LOC 26 MDA 560/HAT 464 ALL CATS. VIS CAT E RVR 6000. FOR INOP ALSF-2 INCREASE S-LOC 26 CAT E VIS 1 3/4. TEMP CRANE 298 MSL 2.76 NM E OF RWY 26.

West Houston

FDC 4/5795 /IWS/ FI/T WEST HOUSTON, HOUSTON, TX. RNAV RWY 15 AMDT 2...FEEDER RTE FROM HUMBLE VORTAC TO JOSEY WP NA. MISSED APPROACH HOLDING AT COART WP MIN ALT 2500.

FDC 4/5794 /IWS/ FI/T WEST HOUSTON, HOUSTON, TX. RNAV RWY 33 AMDT 2...FEEDER RTE FROM HUMBLE VORTAC TO COART WP NA. HOLD IN LIEU AT COART WP MIN ALT 2500.

FDC 4/2960 /IWS/ FI/T WEST HOUSTON, HOUSTON, TX. NDB RWY 33 AMDT 1...NDB/VOR MINS NA.

William P Hobby

RY 12R/30L REOPENED. (9/96)

KOUNTZE/SILSBEE

Hawthorne Field

RY 13/31 NOW 4300 FT BY 75 FT. (9/96)

LAREDO

Laredo Intl

RY 14/32 SE 3016 FT CLSD INDEFLY. RY 14/32 CLSD NIGHTS. (9/96)

LEAKEY

Real County

RY 15 THR DSPLCD 240 FT. RY 33 THR DSPLCD 285 FT. (9/96)

LEVELLAND

levelland Muni

FDC 6/7863 /Q24/ FI/T LEVELLAND MUNI, LEVELLAND, TX. NDB OR GPS RWY 17, AMDT 2A...NDB OR GPS RWY 35, AMDT 1A...GPS PORTION NA.

LONGVIEW

Gregg County

FDC 6/7816 /GGG/ FI/P GREGG COUNTY, LONGVIEW, TX. CORRECT U.S. TERMINAL PROCEDURES, SC VOL 2 OF 3, DATED 10 OCT 96, PAGE 324, ILS RWY 13, AMDT 1...PROFILE VIEW: DISTANCE FAF TO MAP SHOULD BE 5 NM VICE 5.5 NM.

MC ALLEN

Mc Allen Miller Intl

ASOS CMSND. FREQ 128.5. PHONE 210-664-8212. (10/96)

FDC 6/7836 /MFE/ FI/T MCALLEN MILLER INTL, MCALLEN, TX. VOR RWY 31, ORIG...RABOD/5.5 DME MNM ALT 2000 FEET. DIVAN/2.3 DME MNM ALT 740 FEET. NON DME MNMS: S-31 MDA 740/HAT 638 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 740/HAA 633 ALL CATS. VIS CAT C 1 3/4. LOC BC RWY 31, AMDT 8...GASHS/4.8 DME MNM HOLDING ALT 2000 FEET.

MC KINNEY

Mc Kinney ATCT

ATCT OPERS 0700-2100 LCL. (10/96)

MARFA

Marfa Muni

FDC 6/7656 /MRF/ FI/T MARFA MUNI, MARFA, TX. VOR OR GPS RWY 30, AMDT 4...MISSED APPROACH: CLIMBING LEFT TURN TO 7500 DIRECT TO MARFA VOR/DME AND HOLE.

MARSHALL

Harrison County

FDC 4/2054 /ASL/ FI/T HARRISON COUNTY, MARSHALL, TX. RNAV RWY 33 AMDT 1; VOR/DME-A AMDT 4A...CHG ALTM NOTE TO READ: USE GREGG COUNTY ALSTG. IF NOT RCVD: PROC NA.

MIDLAND

Midland Intl

FDC 6/6769 /MAF/ FI/T MIDLAND INTL, MIDLAND, TX. LOC BCRWY 28, AMDT 12. S-28 MDA 3220/HAT 364 ALL CATS, VIS CATS D/E 1 1/4. TEMPORARY OIL RIG 2951 MSL 2.1 NM SE OF RWY 28.

MINEOLA

Mineola-Quitman

FDC 5/1588 /3T1/ FI/T MINEOLA-QUITMAN, MINEOLA, TX. VOR/DME OR GPS-B AMDT 1...RNAV OR GPS RWY 18 AMDT 1...CHG ALTM NOTE TO READ: USE TYLER ALSTG, IF NOT RECEIVED, USE GREGG COUNTY ALSTG, IF NEITHER RECEIVED, PROC NA.

Mineola Wisener Field

FDC 5/1587 /3F9/ FI/T MINEOLA WISENER FIELD, MINEOLA, TX. VOR/DME-A AMDT 3A...CHG ALTM NOTE TO READ: USE TYLER ALSTG, IF NOT RECEIVED, USE GREGG COUNTY ALSTG, IF NEITHER RECEIVED, PROC NA.

NEW BRAUNFELS

New Braunfels Muni

FDC 6/5204 /3R5/ FI/T NEW BRAUNFELS MUNI, NEW BRAUNFELS, TX. VOR/DME RNAV OR GPS RWY 13, AMDT 2. S-13 NA. CIRCLING MDA 1540/HAA 891 ALL CATS. VIS CATS A/B 1 1/4, CAT C 2 3/4, CAT D 3. MNM FAF ALT 2500. RNAV DESCENT ANGLE (3.06 DEGREES) NA.

OLNEY

Olney Muni

FDC 6/8034 /ONY/ FI/T OLNEY MUNI, OLNEY, TX. NDB OR GPS RWY 17, AMDT 3...RADAR REQUIRED.

PALACIOS

Palacios Muni

FDC 6/7918 /PSX/ FI/T PALACIOS MUNI, PALACIOS, TX. VOR OR GPS RWY 13, AMDT 10...GPS PORTION NA.

PORT ISABEL

Port Isabel-Cameron Co

FDC 5/5292 /T31/ FI/T PORT ISABEL-CAMERON CO, PORT ISABEL, TX. VOR OR GPS-A AMDT 5A...DME REQUIRED.

ROCKWALL

Rockwall Muni

FDC 6/7817 /F46/ FI/P ROCKWALL MUNI, ROCKWALL, TX. CORRECT U.S. TERMINAL PROCEDURES, SC VOL 2 OF 3, DATED 10 OCT 96, PAGE 391, GPS RWY 16, ORIG...PROFILE VIEW: DISTANCE FUWE INT TO MOY-UJ INT SHOULD BE 5 NM VICE 4.9 NM.

SAN ANTONIO

Boerne Stage Field

RY 17/35 NOW 3940 FT BY 36 FT. RY 17 THR NOW DSPLCD 740 FT. (9/96)

SEYMOUR

Seymour Muni

FDC 6/6345 /60F/ FI/T SEYMOUR MUNI, SEYMOUR, TX. GPS RWY 17, ORIG...PROC NA AT NIGHT.

TYLER

Tyler Pounds Field

FDC 6/8039 /TYR/ FI/T TYLER POUNDS FIELD, TYLER, TX. VOR OR GPS RWY 31, AMDT 1...GPS PORTION NA.

FDC 6/7841 /TYR/ FI/T TYLER POUNDS FIELD, TYLER, TX. VOR/DME OR GPS RWY 4, AMDT 3...GREGG COUNTY ALSTG MNMS S-4: MDA 980/HAT 439 ALL CATS. VIS CAT A/B 1, CAT C 1 1/4, CAT D 1 1/2. CIRCLING: CATS A-C MDA 1080/HAA 536, CAT D MDA 1240/HAA 696. VIS CAT A/B 1, CAT C 1 1/2, CAT D 2 1/4. NOTE: WHEN LCL ALSTG NOT RECEIVED, USE GREGG COUNTY ALSTG. WHEN NEITHER RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA.

FDC 6/7840 /TYR/ FI/T TYLER POUNDS FIELD, TYLER, TX. NDB OR GPS RWY 13, AMDT 17...GREGG COUNTY ALSTG MNMS S-13: MDA 1060/HAT 520 ALL CATS. VIS CAT A/B 3/4, CAT C 1, CAT D 1 1/2. CIRCLING: CATS A-C MDA 1080/HAA 536, CAT D MDA 1240/HAA 696. VIS CAT A/B 1, CAT C 1 1/2, CAT D 2 1/4. NOTE: WHEN LCL ALSTG NOT RECEIVED, USE GREGG COUNTY ALSTG. WHEN NEITHER RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA.

FDC 6/7800 /TYR/ FI/T TYLER POUNDS FIELD, TYLER, TX. GPS RWY 31, ORIG...CHG MISSED APPROACH: CLIMB TO 2200 VIA 309 COURSE TO TYLER WP AND HOLD. CHG NOTE TO READ: WHEN LCL ALSTG NOT RECEIVED, USE GREGG COUNTY ALSTG. WHEN NEITHER RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA.

FDC 6/7792 /TYR/ FI/T TYLER POUNDS FIELD, TYLER, TX. VOR OR GPS RWY 31, AMDT 1...GREGG COUNTY ALSTG MNMS. S-22 MDA 1120/HAT 576 ALL CATS, VIS CAT A/B 1, CAT C 1 3/4, CAT D 2. CIRCLING: CATS A-C MDA 1120/HAA 576, CAT D MDA 1240/HAA 696, VIS CAT A/B 1, CAT C 1 1/2, CAT D 2 1/4. NOTE: WHEN LCL ALSTG NOT RECEIVED, USE GREGG COUNTY ALSTG. WHEN NEITHER RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA.

FDC 6/7798 /TYR/ FI/T TYLER POUNDS FIELD, TYLER, TX. VOR/DME OR GPS RWY 22, AMDT 3...GREGG COUNTY ALSTG MNMS. S-22: MDA 1160/HAT 621 ALL CATS, VIS CAT A/B 1, CAT C 1 3/4, CAT D 2. CIRCLING: CATS A-C MDA 1160/HAA 616, CAT D MDA 1240/HAA 696. VIS CAT A/B 1, CAT C 1 1/2, CAT D 2 1/4. NOTE: WHEN LCL ALSTG NOT RECEIVED, USE GREGG COUNTY ALSTG. WHEN NEITHER RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA.

FDC 6/7797 /TYR/ FI/T TYLER POUNDS FIELD, TYLER, TX. ILS RWY 13, AMDT 20...GREGG COUNTY ALSTG MNMS. S-ILS 13: DH 846/HAT 306 ALL CATS. VIS 1/2 ALL CATS. S-LOC 13: MDA 1000/HAT 460 ALL CATS. VIS CAT A/B 1/2, CAT C 3/4, CAT D 1. CIRCLING: CATS 1/C MDA 1080/HAA 536, CAT D MDA 1240/HAA 696. VIS CAT A/B 1, CAT C 1 1/2, CAT D 2 1/4. NOTE: WHEN LCL ALSTG NOT RECEIVED, USE GREGG COUNTY ALSTG. WHEN NEITHER RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA. CHG NOTE TO READ: FOR INOP MALS, LCL ALTIMETER, INCR S-LOC 13 CAT D VSBY TO 1.

WACO

Mc Gregor Muni

RY 04/22 NOW 3640 FT BY 56 FT. RY 17/35 LIRL CHANGED TO MIRL. (9/96)

WESLACO

Mid Valley

FDC 5/4216 /T65/ FI/T MID VALLEY, WESLACO, TX. VOR/DME OR GPS-A ORIG...VOR/DME PORTION NA. RNAV OR GPS RWY 13 ORIG...VOR/DME RNAV PORTION NA.

WICHITA FALLS

Sheppard AFB

FDC 6/7807 /SPS/ FI/P SHEPPARD AFB, WICHITA FALLS MUNI, WICHITA FALLS, TX. CORRECT U.S. TERMINAL PROCEDURES, SC VOL 2 OF 3, DATED 10 OCT 96, PAGE C2, TAKE-OFF MINS...NOTE SHOULD READ "RWYS 15C/R, 17, 600-2 OR STD WITH A MIN CLIMB OF 290 FEET PER NM TO 2100 FEET.

WINNSBORO

Winnsboro Muni

FDC 4/2050 /F51/ FI/T WINNSBORO MUNI, WINNSBORO, TX. VOR-A AMDT 4...CHG ALTM NOTE TO READ: USE TYLER ALSTG, IF NOT RCVD, USE GREGG COUNTY ALSTG, IF NEITHER RCVD, PROC NA.

UTAH

BLANDING

Blanding Muni

FDC 6/4232 /BDG/ FI/T BLANDING MUNI, BLANDING, UT. GPS RWY 35 ORIG...PROC NA.

CEDAR CITY

Cedar City Muni

FDC 5/6725 /CDC/ FI/T CEDAR CITY MUNI, CEDAR CITY, UT. ILS RWY 20, AMDT 1...CIRCLING MDA CAT A 6260/HAA 637 VIS 1; CAT B 6340/HAA 717 VIS 1; CAT C 6380/HAA 757 VIS 2-1/4; CAT D 6380/HAA 757 VIS 2-1/2.

FDC 5/6724 /CDC/ FI/T CEDAR CITY MUNI, CEDAR CITY, UT. VOR RWY 20, AMDT 4...S-20 MDA 6040/HAT 443 ALL CATS. VIS CATS A/B 1, CAT C 1-1/4, CAT D 1-1/2. CIRCLING MDA CAT A 6260/HAA 637 VIS 1; CAT B 6340/HAA 717 VIS 1; CAT C 6380/HAA 757 VIS 2-1/4; CAT D 6380/HAA 757 VIS 2-1/2. MISSED APPROACH: CLIMB TO 6400 THEN CLIMBING RIGHT TURN DIRECT CDC VOR/DME. CONTINUE CLIMB TO 9000 VIA CDC R-348. REVERSE COURSE CLIMBING TO 11000 DIRECT CDC VOR/DME. DELETE: CAT D S-20 VISIBILITY INCREASED 1/4 MILE FOR INOPERATIVE MALSR. ADD: INOPERATIVE TABLE DOES NOT APPLY.

PRICE

Carbon County

FDC 5/6753 /PUC/ FI/T PRICE/CARBON COUNTY, PRICE UT. TAKE-OFF MINIMUMS...RWY 32, CATEGORIES A,B, 2200-3 OR STANDARD WITH A MINIMUM CLIMB OF 530' PER NM TO 8100; CATEGORIES C,D NA. RWY 36, CATEGORIES A,B 1700-2 OR STANDARD WITH A MINIMUM CLIMB OF 430' PER NM TO 7600; CATEGORIES

C,D 2600-3 OR STANDARD WITH A MINIMUM CLIMB OF 470' PER NM TO 8500.

FDC 5/6752 /PUC/ FI/T PRICE/CARBON COUNTY, PRICE UT. VOR OR GPS RWY 36, ORIG...CIRCLING MDA CAT A 6720/HAA 799 VIS 1; CAT B 6760/HAA 839 VIS 1-1/4; CAT C 6840/HAA 919 VIS 2-3/4; CAT D 7000/HAA 1079 VIS 3.

ST. GEORGE

St. George Muni

FDC 5/2714 /SGU/ FI/T ST. GEORGE MUNI, ST. GEORGE, UT. VOR/DME OR GPS RWY 34, AMST 2A...VOR/DME PROC NA.

SALT LAKE CITY

Salt Lake City Intl

FDC 6/5837 /SLC/ FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. IFR TAKE-OFF MNMS AND DEP PROCS: TAKE-OFF MNMS: RUNWAYS 32, 34L, 34R, 35: 2400-2, OR STANDARD WITH A MNM CLIMB OF 260 FT PER NM TO 7500 FT.

FDC 6/1210 /SLC/ FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS/DME RWY 16L AMDT 9...TIME/DISTANCE TABLE NA.

FDC 6/1208 /SLC/ FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS/DME RWY 16R AMDT 1...TIME/DISTANCE TABLE NA.

VERMONT

BURLINGTON

Burlington International

FDC 1/1782 /BTV/ FI/T BURLINGTON INTERNATIONAL, BURLINGTON, VT. LORAN RNAV RWY 15 ORIG, LORAN RNAV A ORIG...PROCEDURE NA.

RUTLAND

Rutland State

FDC 6/7556 /RUT/ FI/P RUTLAND STATE, RUTLAND, VT. LDA 1 RWY 19 AMDT 7...CHANGE NOTE "ADF OR DME REQUIRED" TO READ: ADF REQUIRED. THIS IS LDA 1 RWY 19 AMDT 7A.

FDC 6/7299 /RUT/ FI/P RUTLAND STATE, RUTLAND, VT. GPS RWY 19 AMDT 1...CHANGE MISSED APPROACH TO READ: CLIMB TO 2400, THEN CLIMBING RIGHT TURN TO 6000 DIRECT GRISS WPT AND HOLD. THIS IS GPS RWY 19 AMDT 1A.

VIRGIN ISLANDS

CHRISTIANSTED (ST.CROIX)

Alexander Hamilton ILS Ry 09

(I-STX)PESTE LOM RTS.(10/96)

Alexander Hamilton

FDC 6/4383 /STX/ FI/T ALEXANDER HAMILTON, CHRISTIANSTED, (ST. CROIX), VI...ILS RWY 9 AMDT 5...ADF OR RADAR REQUIRED.

FDC 3/0582 /STX/ FI/T ALEXANDER HAMILTON, CHRISTIANSTED, (ST. CROIX), VI. NDB RWY 9 AMDT 12...MDA 1300 HAT 1239 ALL CATS. CIRCLING MDA 1300 HAA 1239 ALL CATS. TMPRY 950 MSL TWR 3.1 NM NW RWY 9 THLD.

VIRGINIA

BLACKBURG

Virginia Tech

FDC 5/1251 /BCB/ FI/T VIRGINIA TECH, BLACKSBURG, VA. NDB OR GPS-A AMDT 1...NDB PROC NA.

CHARLOTTESVILLE

Charlottesville-Albemarle

FDC 6/7443 /CHO/ FI/T CHARLOTTESVILLE-ALBEMARLE, CHARLOTTESVILLE, VA. ILS RWY 3, AMDT 12...S-LOC-3 MDA 1160/HAT 519 ALL CATS, VIS CAT C 1, CAT D 1 1/4, CIRCLING CAT A, B, C MDA 1160/HAA 519.

CHESAPEAKE

Chesapeake Muni

FDC 6/7689 /CPK/ FI/T CHESAPEAKE MUNI, CHESAPEAKE, VA. NDB OR GPS RWY 5 ORIG...GPS PORTION NA.

FDC 1/0727 /W36/ FI/T CHESAPEAKE MUNI, CHESAPEAKE, VA. VOR/DME RWY 23 AMDT 2...PROC NA.

DANVILLE

Danville Regional

FDC 6/0588 /DAN/ FI/T DANVILLE REGIONAL, DANVILLE, VA. RNAV RWY 20 AMDT 1...PROC NA.

DUBLIN

New River Valley

FDC 5/2710 /PSK/ FI/T NEW RIVER VALLEY, DUBLIN, VA. ILS RWY 6 AMDT 3...GS UNUSABLE FOR COUPLED APCH BELOW 2265 FT MSL.

FDC 4/0422 /PSK/ FI/T NEW RIVER VALLEY, DUBLIN, VA. VOR-A AMDT 7...VOR/DME RWY 6 AMDT 6...ILS RWY 6 AMDT 3...DELETE NOTE: USE BLUEFIELD ALSTG.

GALAX/HILLSVILLE

Twin County

FDC 4/0423 /HLX/ FI/T TWIN COUNTY, GALAX/HILLSVILLE, VA. VOR/DME RWY 18 AMDT 4...NDB-A AMDT 4...DELETE NOTE: USE BLUEFIELD ALSTG.

FDC 4/0289 /HLX/ FI/T TWIN COUNTY, GALAX/HILLSVILLE, VA. VOR/DME RWY 18 AMDT 4...SI-18 CAT D NA.

HANOVER COUNTY

Richmond/Ashland

FDC 6/7688 /OFF/ FI/T RICHMOND/ASHLAND, HANOVER COUNTY, VA. NDB OR GPS RWY 16 ORIG...GPS PORTION NA.

LEESBURG

Leesburg Muni (Godfrey Field)

FDC 5/0797 /JYO/ FI/T LEESBURG MUNI/ GODFREY FIELD, LEESBURG, VA. LOC RWY 17 AMDT 1...CIRCLING CAT D MDA/HAA 1020/630. DME MINS: CIRCLING MDA/HAA CAT A 820/430, CAT D 1020/630. VOR OR GPS-A ORIG...CIRCLING MDA/HAA CAT D 1020/630.

FDC 2/0351 /JYO/ FI/T LEESBURG MUNI (GODFREY FIELD), LEESBURG, VA. RNAV RWY 17 AMDT 9...PROC NA.

LOUISA

Louisa County/Freeman Field

FDC 6/7989 /LKU/ FI/P LOUISA COUNTY/FREEMAN FIELD, LOUISA, VA. NDB OR GPS RWY 27 ORIG...S-27 MDA/HAT 1120/627 CATS A AND B. CIRCLING MDA/HAA 1120/627 CATS A AND B. THIS IS NDB OR GPS RWY 27 ORIG-A.

LURAY

Luray Caverns

FDC 5/5724 /W45/ FI/T LURAY CAVERNS, LURAY, VA. VOR/DME-B AMDT 1...MDA/HAA 2280/1378, VIS CAT B 1 1/2, CAT C 3.

LYNCHBURG

Lynchburg Regional/Preston Glenn Field

FDC 5/6349 /LYH/ FI/T LYNCHBURG REGIONAL/PRESTON GLENN FIELD, LYNCHBURG, VA. ILS RWY 3, AMDT 13...TERMINAL ROUTE MONAT INT TO BOJAR INT/LOM NA.

MANASSAS

Manassas Regional/Harry P. Davis Field

FDC 6/2726 /HEF/ FI/T MANASSAS REGIONAL/HARRY P. DAVIS FIELD, MANASSAS, VA. ILS RWY 16L AMDT 3...CIRCLING MDA 820/HAA 627 CATS B/C/D. VIS CAT C 1 3/4, CAT D 2. TEMP CRANE 510 FT 1.3NM NE OF RWY 16L.

FDC 6/2725 /HEF/ FI/T MANASSAS REGIONAL/HARRY P. DAVIS FIELD, MANASSAS, VA. VOR/DME RNAV OR GPS RWY 16R AMDT 7...S-16R MDA 760/HAT 574 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 760/HAA 567 CAT A. MDA 820/HAA 627 CATS B/C/D. VIS CAT C 1 3/4, CAT D 2. TEMP CRANE 510 FT 1.4NM NE OF RWY 16R.

FDC 4/0844 /HEF/ FI/T MANASSAS REGIONAL/HARRY P. DAVIS FIELD, MANASSAS, VA. VOR-B AMDT 3...PROC NA.

MARION-WYTHEVILLE

Mountain Empire

FDC 4/0424 /MKJ/ FI/T MOUNTAIN EMPIRE, MARION-WYTHEVILLE, VA. LOC RWY 26 ORIG...NDB RWY 26 ORIG...DELETE NOTE: OBTAIN LCL ALSTG ON CTAFA...-BLUEFIELD ALSTG MINS NA.

MARTINSVILLE

Blue Ridge

FDC 6/7687 /MTV/ FI/P MARTINSVILLE/BLUE RIDGE, MARTINSVILLE, VA. GPS RWY 30 ORIG...S-30 CATS A/B VIS 1. CHANGE INOP NOTE TO READ - INOP TABLE DOES NOT APPLY TO ODALS RWY 30. THIS IS GPS RWY 30 ORIG-A.

FDC 6/7686 /MTV/ FI/P MARTINSVILLE/BLUE RIDGE, MARTINSVILLE, VA. NDB RWY 30 AMDT 2...S-30 CAT A VIS 1. CHANGE INOP NOTE TO READ - INOP TABLE DOES NOT APPLY TO ODALS RWY 30. THIS IS NDB RWY 30 AMDT 2A.

FDC 6/7685 /MTV/ FI/P MARTINSVILLE/BLUE RIDGE, MARTINSVILLE, VA. SDF RWY 30 AMDT 2...S-30 CATS A/B VIS 1. CHANGE INOP NOTE TO READ - INOP TABLE DOES NOT APPLY TO ODALS RWY 30. THIS IS SDF RWY 30 AMDT 2A.

NEWPORT NEWS

Newport News/Williamsburg International

FDC 5/1379 /PHF/ FI/T NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. NDB RWY 7 AMDT

3A...RADAR REQUIRED. NDB RWY 25 AMDT 4...PROC NA.

FDC 4/2966 /PHF/ FI/T NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. LOC BC RWY 25 AMDT 13A...DME OR RADAR REQUIRED.

NORFOLK

Norfolk Intl

FDC 6/5415 /ORF/ FI/T NORFOLK INTL, NORFOLK, VA. GPS RWY 14, ORIG...S-14 MDA/HAT 440/415 ALL CATS, VIS CAT C 1 1/4, CIRCLING CAT A,B,C MDA/HAA 580/553. TEMP CRANE 276 MSL, 0.8 NM SOUTH OF AER 5.

FDC 6/3976 /ORF/ FI/T NORFOLK INTL, NORFOLK, VA. NDB/DME RWY 23 ORIG...PROC NA.

FDC 6/3975 /ORF/ FI/T NORFOLK INTL, NORFOLK, VA. GPS RWY 32 ORIG...S-32 MDA/HAT 460/435 ALL CATS, VIS CATS A/B 1, CAT C 1 1/4, CAT D 1 1/2. CIRCLING CATS A/B/C MDA/HAA 580/553. REASON: TEMP CRANE 276 MSL SOUTH OF RWY 5.

FDC 5/0274 /ORF/ FI/T NORFOLK INTL, NORFOLK, VA. ILS RWY 5 AMDT 24...ILS RWY 23 AMDT 6B...NDB/DME RWY 23 ORIG...CIRCLING CATS A, B AND C MDA/HAA 580/553, VIS CATS A AND B 1, CAT C 1 1/2. NDB RWY 5 ORIG...S-5 MDA/HAT 580/554 ALL CATS; VIS CATS A AND B 4000, CAT C 5000, CAT D 1 1/2, CIRCLING CATS A, B AND C MDA/HAA 580/553, VIS CATS A AND B 1, CAT C 1 1/2. IFR DEPARTURE PROC...RWYS 14 AND 23 CLIMB RWY HEADING TO 400 BEFORE PROCEEDING ON COURSE. REASON: TEMP CRANE 276 MSL, 4865 FT SOUTH OF RWY 5.

FDC 2/7124 /ORF/ FI/T NORFOLK INTL, NORFOLK, VA. VOR/DME RWY 5 AMDT 4...VOR/DME RWY 14 AMDT 2...VOR/DME RWY 32 AMDT 4...VOR RWY 23 AMDT 8...RNAV RWY 14 AMDT 4...PROC NA. ILS RWY 23 AMDT 6B...WHEN RADAR NOT AVBL ADF REQUIRED; MISSED APCH: CLIMB TO 2000 DIRECT INGLE LOM AND HOLD SW, RT, 049 INBD.

QUINTON

New Kent County

FDC 3/5642 /W96/ FI/T NEW KENT COUNTY, QUINTON, VA. VOR-A ORIG...CIRCLING CATS A/B MDA/HAA 700/577 CATS.

RICHMOND

Richmond Intl

FDC 6/6631 /RIC/ FI/T RICHMOND INTL, RICHMOND, VA. VOR OR GPS RWY 34 AMDT 20...S-34 DME MNMS - MDA 520/HAT 358 ALL CATS.

FDC 6/6630 /RIC/ FI/T RICHMOND INTL, RICHMOND, VA. ILS RWY 34 AMDT 12...S-LOC-34 MDA 520/HAT 358 ALL CATS.

ROANOKE

Roanoke Regional/Woodrum Field

FDC 5/6013 /ROA/ FI/T ROANOKE REGIONAL/WOODRUM FIELD, ROANOKE, VA. LDA RWY 6 AMDT 7A...FEEDER FROM TABER TO CNQ NDB NA.

TANGIER

Tangler Island

FDC 6/0948 /TGI/ FI/T TANGIER ISLAND, TANGIER, VA. VOR/DME OR GPS RWY 2, ORIG...S-2: MDA/HAT 720/713

ALL CATS. VIS CAT C 2. CIRCLING: MDA/HAA 720/713
ALL CATS. VIS CAT C 2.

WASHINGTON

EATONSVILLE

Swanson

RY 16/34 3000 FT BY 36 FT NOW ASPHALT.(10/96)

ELLENSBURG

Bowers Field

FDC 6/4029 /ELN/ FI/T BOWERS FIELD, ELLENSBURG, WA. VOR OR GPS-A AMDT 1...PROC NA WHEN R-6714A, R-6714F, R-6714G, R-6714H ARE IN USE.

FDC 6/3994 /ELN/ FI/T BOWER FIELD, ELLENSBURG, WA. VOR OR GPS-B, AMDT 1...PROC NA WHEN R6714A, R6714G, R6714H ARE IN USE.

FDC 6/1552 /ELN/ FI/T BOWERS FIELD, ELLENSBURG, WA. VOR OR GPS-A, AMDT 1...MNM ALT FAF 4100. CIRCLING MDA 3100/HAA 1340 ALL CATS, VIS CAT A 1 1/4, CAT B 1 1/2, CAT C/D 3. DME MNM ELN R110/3 DME 4100. MNM FAF ALT 3200. CIRCLING MDA 2460/HAA 700 CAT A, MDA 2480/HAA 720 CAT B, MDA 2520/HAA 760 CAT C, MDA 2660/HAA 900 CAT D; VIS CAT A/B 1, CAT C 2 1/4, CAT D 3. MSA ELN VORTAC 060-150 5700, 150-240 7500, 240-330 8500, 330-060 8000.

FDC 6/1551 /ELN/ FI/T BOWERS FIELD, ELLENSBURG, WA. VOR OR GPS-B, ORIG...ELN R003/7 TO ELN R042/7 CW ALT 6600. ELN R042/7 TO ELN R084/7 CW ALT 5700. ELN R170/7 TO ELN R084/7 CCW ALT 5700. PROC TURN COMPLETION ALT 5700. CIRCLING CAT A MDA 3200/HAA 1440/VIS 1 1/4. MISSED APPROACH ALT 5700. MSA ELN VORTAC 060-150 5700, 150-240 7500, 240-330 8500, 330-060 8000.

HOQUIAM

Hoquiam ILS/DME Ry 24

(I-DRT)LOC/DME UNMON 2200-0600. LOM UNUSBL 150-180 BYD 10 NM.(10/96)

KELSO

Kelso-Longview

FDC 6/3354 /KLS/ FI/T KELSO-LONGVIEW, KELSO, WA. NDB OR GPS-A AMDT 5B...WINLO INT TO KELSO NDB /LSO/ FEEDER NA.

RICHLAND

RICHLAND AIRPORT

FDC 5/6592 /RLD/ FI/T RICHLAND AIRPORT, RICHLAND, WA. VOR OR GPS RWY 25, AMDT 6...S-25 VIS CAT A 1, VIS CAT B 1.

QUINCY

Quincy Muni

FDC 5/1373 /80WA/ FI/T QUINCY MUNI, QUINCY, WA. RNAV OR GPS RWY 27, ORIG...RNAV PROC NA.

SEATTLE

Boeing Field/king County Intl

FDC 6/0840 /BFI/ FI/T BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. LOC BC RWY 31L, AMDT 10. CIRCLING CAT B MDA 840, HAA 822.

FDC 6/0839 /BFI/ FI/T BOEING FIELD/KING COUNTY INTL, SEATTLE, WA. ILS RWY 13R, AMDT 27. CIRCLING CAT B MDA 840, HAA 822.

Seattle-Tacoma Intl

ASOS CMSND. FREQ TO BE CMSND AT A LATER DATE.
PHONE 206-431-2834.(09/96)

FDC 5/6812 /SEA/ FI/T SEATTLE-TOCAMA INTL,
SEATTLE, WA. ILS/DME RWY 34R ORIG...S-ILS 34R: SI-
MULTANEOUS RECEPTION OF I-SEA AND SEA DME
REQUIRED TO NEEAL INTERSECTION.

SPOKANE

Spokane Intl ILS/DME Ry 03

(I-OLJ)LOC FREQ NOW 111.9. GS FREQ NOW 331.1. DME
CHANNEL NOW 056X.(09/96)

Spokane Intl

FDC 6/8082 /GEG/ FI/T SPOKANE INTL, SPOKANE, WA.
ILS RWY 21 /CAT II/ AMDT 19...LOCALIZER UNUSABLE
INSIDE THRESHOLD.

FDC 6/0671 /GEG/ FI/P SPOKANE INTL, SPOKANE, WA.
NDB RWY 21, AMDT 14A...MSA GE NDB 360-090, 7100;
090-180, 6300; 180-270, 4400; 270-360, 5200. THIS IS NDB
RWY 21, AMDT 14B.

VANCOUVER

Pearson FIELD

FDC 6/7371 /VUO/ FI/T PEARSON FIELD, VANCOUVER,
WA. LDA BC-A, ORIG...PROC NA.

YAKIMA

Yakima VORTAC

(YKM)DME PORTION UNUSBL 095-115 BYD 26 NM BLO
8000 FT; 095-115 BYD 35 NM; 115-207 BYD 20 NM BLO
8500 FT; 115-207 BYD 36 NM BLO 10000 FT; 207-230 BYD
20 NM BLO 10000 FT; 290-315 BYD 20 NM BLO 11000 FT;
315-080 BYD 12 NM BLO 15000 FT.

Yakima Air Terminal

FDC 5/5869 /YKM/ FI/T YAKIMA AIR TERMINAL, YAK-
IMA, WA. ILS RWY 27, AMDT 26A...CHANGE SEGMENT
ALT FROM SUNED INT TO YKM 11 DME TO READ...5500
FT VERSUS 5000 FT.

WEST VIRGINIA

BECKLEY

Raleigh County Memorial

FDC 5/6279 /BKW/ FI/T RALEIGH COUNTY MEMORIAL,
BECKLEY, WV. ILS RWY 19, AMDT 3...S-LOC 19 MDA
2960/HAT 491 ALL CATS. VIS CAT C 3/4. ALTN MNMS:
ILS CAT A 700-2.

FDC 4/5909 /BKW/ FI/T RALEIGH COUNTY MEMORIAL,
BECKLEY, WV. ILS RWY 19, AMDT 3...MISSED AP-
PROACH: CMB TO 3100 THEN CLIMBING RIGHT TURN
TO 5000 VIA HVQ R-141 TO SCRIBE INT/HVQ R-141/20
DME AND RNL R-287.

CHARLESTON

Yeager

ASOS PHONE NUMBER CHGD TO 304-346-4797.(10/96)

CLARKSBURG

Benedum

FDC 6/4516 /CKB/ FI/T BENEDUM, CLARKSBURG, WV.
ILS RWY 21 AMDT 12A...S-ILS 21 DH 1648/HAT 445 ALL
CATS. MORGANTOWN ALSTG MNMS: S-ILS 21 DH
1748/HAT 545 ALL CATS.

ELKINS

Elkins-Randolph County-Jennings Randolph Fld

FDC 6/3503 /EKN/ FI/T ELKINS-RANDOLPH COUNTY-
JENNINGS RANDOLPH FIELD, ELKINS, WV. LDA-C
AMDT 6A...ADD NOTE: ADF REQUIRED.

FDC 6/3319 /EKN/ FI/T ELKINS-RANDODLPH
COUNTY-JENNINGS RANDOLPH FIELD, ELKINS, WV.
VOR/DME-B AMDT 3A...PROC NA.

HUNTINGTON

Tri-State/Milton J. Ferguson Field

FDC 6/6421 /HTS/ FI/T TRI-STATE/MILTON J. FERGU-
SON FIELD, HUNTINGTON, WV. NDB OR GPS RWY 12
AMDT 17...S-12 1400/HAT 574 ALL CATS. CIRCLING
MDA 1400/HAA 572 ALL CATS.

MARTINSBURG

Eastern West Virginia Regional/Shepherd Field ILS Ry 26

(I-EXW) BACK COURSE UNUSBL BYD 16 NM & BYD 20
DEGS LEFT SIDE OF COURSE.(10/96)

Eastern West Virginia Regional/Shepherd Field

FDC 6/7130 /MRB/ FI/T EASTERN WEST VIRGINIA RE-
GIONAL/SHEPHERD FIELD, MARTINSBURG, WV. LOC/
DME BC RWY 8 AMDT 5...PROC NA.

FDC 6/3808 /MRB/ FI/T EASTERN WEST VIRGINIA RE-
GIONAL/SHEPHERD FIELD, MARTINSBURG, WV. ILS
RWY 26, AMDT 5...VOR OR GPS-A AMDT 8...CIRCLING
MDA 1060/HAA 503 CAT A. TEMP CRANE 754 MSL 4081
FT SW OF RWY 35 THR.

MORGANTOWN

Morgantown Muni-Walter L. Bill Hart Fld ILS Ry 18

(I-MGW) MIDDLE MARKER DCMSND.(10/96)

PARKERSBURG

Wood County Airport-Gill Robb Wilson Field

FDC 6/7547 /PKB/ FI/T WOOD COUNTY-GILL ROBB
WILSON FIELD, PARKERSBURG, WV. VOR OR GPS
RWY 21 AMDT 14...ADD NOTE ADF OR DME RE-
QUIRED.

FDC 6/4998 /PKB/ FI/T WOOD COUNTY AIRPORT-GILL
ROBB WILSON FIELD, PARKERSBURG, WV. ILS RWY 3
AMDT 10A...S-ILS 3 VIS 3/4 ALL CATS. S-LOC 3 VIS 3/4
CATS A/B.

PINEVILLE

Kee Field

FDC 1/1049 /I16/ FI/T KEE FIELD, PINEVILLE, WV. VOR
RWY 25 AMDT 2...PROC NA.

POINT PLEASANT

Mason County

AWOS-1 RTS.(10/96)

FDC 5/4657 /312/ FI/T MASON COUNTY, POINT PLEAS-
ANT, WV. VOR/DME OR GPS-A AMDT 4...PROC NA.

SUMMERSVILLE

Summersville

FDC 1/0092 /107/ FI/T SUMMERSVILLE, SUMMERS-
VILLE, WV. SDF RWY 4 AMDT 1...PROC NA.

WISCONSIN

APPLETON

Outagamie County

FDC 6/7122 /ATW/ F/I/P OUTAGAMIE COUNTY, APPLETON, WI. ILS RWY 3 AMDT 16...MNMS: S-ILS-3 VIS ALL CATS RVR 2400. S-LOC-3 VIS CATS A,B,C RVR 2400, CAT D RVR 4000. GREEN BAY ALSTG MNMS: S-ILS-3 VIS RVR 2400 ALL CATS. S-LOC-3 VIS: CATS A,B RVR 2400, CAT C RVR 4000, CAT D RVR 5000. DELETE NOTE: FOR INOP MALSR INCREASE S-ILS-3 VIS 1/2 MILE WHEN USING GREEN BAY ALSTG. ADD NOTE: FOR INOP MALSR INCREASE S-ILS-3 VIS TO RVR 5000 WHEN USING GREEN BAY ALSTG. THIS IS ILS RWY 3 AMDT 16A.

FDC 6/7039 /ATW/ F/I/P OUTAGAMIE COUNTY, APPLETON, WI. VOR/DME RWY 3 AMDT 8...MNMS: S-3 VIS CATS A,B RVR 4000, CAT C RVR 6000. GREEN BAY ALSTG MNMS: S-3 VIS CATS A,B RVR 4000, CAT C RVR 6000. DELETE NOTE: FOR INOP MALSR INCREASE CATS A,B VIS 1/4 MILE. ADD NOTE: FOR INOP MALSR INCREASE CATS A,B VIS TO RVR 5000. THIS IS VOR/DME RWY 3 AMDT 8A.

FDC 6/7038 /ATW/ F/I/P OUTAGAMIE COUNTY, APPLETON, WI. NDB OR GPS RWY 3 AMDT 14...MNMS: S-3 VIS CATS A,B,C 4000, CAT D RVR 6000. GREEN BAY ALSTG MNMS: S-3 VIS CATS A,B 4000, CAT C RVR 5000. THIS IS NDB OR GPS RWY 3 AMDT 14A.

BLACK RIVER FALLS

Black River Falls Area

FDC 5/2054 /BCK/ F/I/T BLACK RIVER FALLS AREA, BLACK RIVER FALLS, WI. NDB OR GPS RWY 8 AMDT 5...NDB RWY 8 NA.

CRIVITZ

Crivitz Muni

RY 18/36 NOW 2150 FT BY 70 FT.(10/96)

EAU CLAIRE

Chippewa Valley Regional

HIRL RY 04/22 PRESET ON LOW INTST; TO INCR INTST & ACTVT MIRL RY 14/32; MALSR RY 22 - CTAF. (10/96)

HAYWARD

Hayward Muni

FDC 6/2977 /HYR/ F/I/T HAYWARD MUNI, HAYWARD, WI. NDB OR GPS RWY 20 AMDT 11A...CHANGE TRANSITION ROUTE HRY VOR/DME TO SLY NDB TO 022.51/6.07NM/3300.

KENOSHA

Kenosha Regional

FDC 6/4309 /F/I/T KENOSHA REGIONAL, KENOSHA, WI. ILS RWY 6L AMDT 2A...RADAR REQUIRED. MISSED APPROACH...CLIMB TO 2400 THEN DIRECT ENW VOR/DME AND HOLD. HOLD NE RIGHT TURNS 246 INBOUND.

MANITOWOC

Manitowoc County

FDC 5/6385 /MTW/ F/I/T MANITOWOC COUNTY, MANITOWOC, WI. VOR OR GPS RWY 17, AMDT 14...MNMS: S-17 MDA 1340/HAT 689 ALL CATS. VIS CAT C 1-1/2, CAT D 1-3/4. CIRCLING MDA 1340/HAA 689 CATS A/B/C. VIS CAT C 2.

MILWAUKEE

Lawrence J. Timmerman

FDC 6/7435 /MWC/ F/I/T LAWRENCE J. TIMMERMAN, MILWAUKEE, WI. VOR OR GPS RWY 4L, AMDT 7...MINIMUMS: S-4L MDA 1380/HAT 641 ALL CATS. VIS CAT C 1-3/4. CIRCLING MDA 1380/HAA 635 ALL CATS. VIS CAT C 1-3/4. MILWAUKEE GENERAL MITCHELL ALTITUDE SETTING MINIMUMS: S-4L MDA 1420/HAT 681 ALL CATS. VIS CAT C 2, CAT D 2-1/4. CIRCLING MDA 1420/HAA 675 ALL CATS. VIS CAT C 2, CAT D 2-1/4.

PORTAGE

Portage Muni

FDC 5/6014 /C47/ F/I/T PORTAGE MUNI, PORTAGE, WI. RVAV OR GPS RWY 17 AMDT 3...MNMS: S-17 MDA 1440/HAT 622 CATS A/B. CIRCLING MDA 1500/HAA 675 CATS A/B. VOR/DME OR GPS-A AMDT 5...MNMS: CIRCLING MDA 1500/HAA 675 CATS A/B.

SHELL LAKE

Shell Lake Muni

FDC 5/4999 /SSQ/ F/I/T SHELL LAKE MUNI, SHELL LAKE, WI. VOR/DME RWY 32 ORIG...PROC NA.

WAUKESHA

Waukesha County

HIRL RY 10/28 PRESET ON LOW INTST; TO INC INTST & ACTVT MIRL RY 18/36 & MALSR RY 10 - CTAF. (10/96)

WYOMING

BIG PINEY

Big Piney-Marbleton

FDC 6/5184 /BPI/ F/I/P BIG PINEY-MARBLETON, BIG PINEY, WY. CORRECT U.S. TRML PROC, NW VOL 1 OF 1 PAGE 18, DATED 20 JUN 96. VOR OR GPS RWY 31, AMDT 3...TAKEOFF SYMBOL 'T' SHOULD BE ADDED.

CASPER

Natrona County Intl

FDC 4/6941 /CPR/ F/I/T NATRONA COUNTY INTL, CASPER, WY. VOR/DME OR GPS RWY 3, AMDT 3...S-3 MINS NA: DDY 17.2 DME MIN ALT 6460.

FT BRIDGER

Ft Bridger

FDC 5/2829 /FBR/ F/I/T FT BRIDGER, FT BRIDGER, WY. VOR OR GPS RWY 22 AMDT 1...PROC NA.

JACKSON

Jackson Hole

FDC 6/8066 /JAC/ F/I/T JACKSON HOLE, JACKSON, WY. ILS RWY 18 AMDT 6...JAC R-004 TO QUIRT INT NA. DNW R-267 TO QUIRT INT NA. DNW R-246 TO SAKER INT NA. RADAR OR DME REQUIRED.

FDC 6/7677 /JAC/ F/I/T JACKSON HOLE, JACKSON, WY. VOR/DME RWY 36, AMDT 4A...PROC NA.

FDC 6/7676 /JAC/ F/I/T JACKSON HOLE, JACKSON, WY. TAKEOFF MINIMUMS RWY 36 NA. DEPARTURE PROC RWY 36 NA.

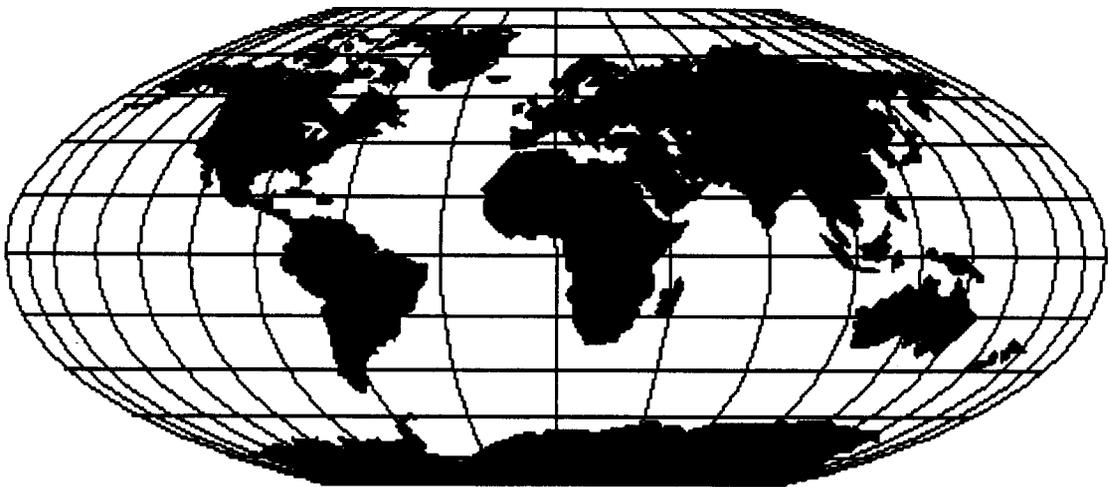
FDC 6/7674 /JAC/ F/I/T JACKSON HOLE, JACKSON, WY. VOR-A AMDT 6B...PROC NA.

Part 1.

Section 3.

FDC

GENERAL NOTAMS



Section 3. GENERAL FDC NOTAMS

FDC 8/8109 FDC FIT ATTENTION ALL OMEGA USERS

EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE. PILOTS/NAVIGATORS ARE ADVISED TO USE EXTREME CAUTION WHEN USING VLF AUGMENTATION WHEN NAVIGATING BY OMEGA EAST OF THE MISSISSIPPI RIVER. FROM THE CARIBBEAN BASIN NORTH TO THE COAST OF CANADA. DEVIATIONS FROM EXPECTED POSITIONS MAY BE IN EXCESS OF 100NMs. TURNING OFF VLF AUGMENTATION MAY, DEPENDING ON LOCATION, THE TIME OF DAY, AND TYPE OF EQUIPMENT EMPLOYED, CAUSE THE OMEGA SYSTEM TO REVERT TO A DEAD RECKONING FUNCTION.

FDC 8/4847 FDC FIT GPS ROUTING AND AT AUTOMATION TESTING.

THE FOLLOWING WAYPOINTS: CLOWW (N424389/W715128), ZAGAR (N420049/W720245), DAYTN (N412900/W705100), AND JEENE (N413945/W713993) ARE DEPICTED IN THE IFR LOW ALTITUDE ENROUTE CHARTS L-28 AND L-25. THE PURPOSE OF THESE FIXES IS TO FACILITATE THE TESTING OF GPS ROUTING AND NEW AIR TRAFFIC AUTOMATION PROCEDURES. THEY ARE DESIGNED TO BE USED BY ADVANCED NAVIGATION CAPABLE AIRCRAFT THAT FILE WITH EQUIPMENT CODES OF E, F, AND G. 7/31/96 (AFS-400)

FDC 8/4459 FDC FIP CORRECT U.S. GOVERNMENT IFR HIGH ALTITUDE CHART M-5 PANEL C EFFECTIVE 20 JUNE 1996.

COMPULSORY REPORTING POINT MUSYL SHOULD READ LATITUDE N28 DEGREES 10.23 MINUTES LONGITUDE W94 DEGREES 07.75 MINUTES VICE LATITUDE N94 DEGREES 07.75 MINUTES LONGITUDE W28 DEGREES 10.23 MINUTES.

FDC 8/3986 ZDC FIT REVISED HOLDING PATTERN PROCEDURES.

1. EFFECTIVE JUNE 20, 1996, THE MAXIMUM HOLDING AIRSPEED FOR CIVIL TURBOJETS HOLDING ABOVE 6,000 FEET THROUGH 14,000 FEET IS 230 KT IAS, EXCEPT WITHIN THE WASHINGTON ARTCC AREA WHERE THE MAXIMUM AIRSPEED IS RESTRICTED TO 210 KT IAS. THE 210 KT IAS PATTERN WILL BE PUBLISHED AS A CARTOGRAPHIC ICON ON OCTOBER 10, 1996.

2. TURBOJETS WITH AN OPERATIONAL REQUIREMENT TO HOLD AT AIRSPEEDS IN EXCESS OF 210 KT IAS ABOVE 6,000 FEET THROUGH 14,000 FEET MUST ADVISE AIR TRAFFIC CONTROL OF YOUR OPERATIONAL REQUIREMENTS PRIOR TO ENTERING THE HOLDING PATTERN.

3. MAXIMUM HOLDING AIRSPEED ADVISORIES MAY BE ISSUED BY ATC WHEN NECESSARY. THE PHRASEOLOGY WILL BE: "MAXIMUM HOLDING AIRSPEED IS (SPEED IN KNOTS)."

FDC 8/3860 ZAN FIT REVISED HOLDING PATTERN PROCEDURES.

1. EFFECTIVE JUNE 20 1996, THE MAXIMUM HOLDING AIRSPEED FOR CIVIL TURBOJETS HOLDING ABOVE 6,000 FEET THROUGH 14,000 FEET IS 230 KT IAS, EXCEPT WITHIN THE ANCHORAGE ARTCC/FIR AREA WHERE THE MAXIMUM AIRSPEED IS RESTRICTED TO 210 KT IAS (EXCEPT ANCHORAGE AND FAIRBANKS APPROACH CONTROL AREAS ARE 230 KT IAS). THE 210 KT IAS PATTERNS WILL BE PUBLISHED AS A CARTOGRAPHIC ICON ON OCTOBER 10, 1996.

2. TURBOJETS WITH AN OPERATIONAL REQUIREMENT TO HOLD AT AIRSPEEDS IN EXCESS OF 210 KT IAS ABOVE 6,000 THROUGH 14,000 FEET MUST ADVISE AIR TRAFFIC CONTROL OF YOUR OPERATIONAL REQUIREMENTS PRIOR TO ENTERING THE HOLDING PATTERN.

3. MAXIMUM HOLDING AIRSPEED ADVISORIES MAY BE ISSUED BY ATC WHEN NECESSARY. THE PHRASEOLOGY WILL BE: "MAXIMUM HOLDING AIRSPEED IS (SPEED IN KNOTS)." (AFS-400) 6/19/96

FDC 8/3858 ZNY FIT REVISED HOLDING PATTERN PROCEDURES.

1. EFFECTIVE JUNE 20 1996, THE MAXIMUM HOLDING AIRSPEED FOR CIVIL TURBOJETS HOLDING ABOVE 6,000 FEET THROUGH 14,000 FEET IS 230 KT IAS, EXCEPT WITHIN THE NEW YORK ARTCC AREA WHERE THE MAXIMUM AIRSPEED IS RESTRICTED TO 210 KT IAS. THE 210 KT IAS PATTERNS WILL BE PUBLISHED AS A CARTOGRAPHIC ICON ON OCTOBER 10, 1996.

2. TURBOJETS WITH AN OPERATIONAL REQUIREMENT TO HOLD AT AIRSPEEDS IN EXCESS OF 210 KT IAS ABOVE 6,000 THROUGH 14,000 FEET MUST ADVISE AIR TRAFFIC CONTROL OF YOUR OPERATIONAL REQUIREMENTS PRIOR TO ENTERING THE HOLDING PATTERN.

3. MAXIMUM HOLDING AIRSPEED ADVISORIES MAY BE ISSUED BY ATC WHEN NECESSARY. THE PHRASEOLOGY WILL BE: "MAXIMUM HOLDING AIRSPEED IS (SPEED IN KNOTS)." (AFS-400) 6/19/96

FDC 8/2900 FDC CROATIA ADVISORY.

THE DEPARTMENT OF DEFENSE HAS ISSUED THE FOLLOWING INSTRUCTION REGARDING THE AIRPORT AT DUBROVNIK, CROATIA (LDDU):

ALL PROCEDURES - INSTRUMENT APPROACH PROCEDURES NOT AUTHORIZED, AIRFIELD VMC ONLY.

CIVIL USERS ARE STRONGLY ENCOURAGED TO COMPLY WITH THIS MILITARY LIMITATION UNTIL SUCH TIME AS THE INSTRUMENT PROCEDURES CAN BE VALIDATED AS BEING IN COMPLIANCE WITH ICAO STANDARDS. 5/23/96

FDC 8/2762 FDC PART 1 OF 2 FIT - IRANIAN ADVISORY

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 OPERATORS 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. 5/9/96

FDC 8/2268 ZFW, TX FDC MIN SAFE ALT ACRT OVERFLYING MEXICO

FDC 8/2267 ZHU, TX FDC MIN SAFE ALT ACRT OVERFLYING MEXICO

FDC 8/2266 ZAB, TX FDC MIN SAFE ALT ACRT OVERFLYING MEXICO

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. 7/17/96 (ZFW)

FDC 8/1526 FDC CHINA/TAIWAN ADVISORY

ATTENTION U.S. AIRMEN AND OPERATORS:

THE REPUBLIC OF CHINA AND TAIWAN HAVE ISSUED NOTAMS AFFECTING THE USE OF AMBER 1, G581 AND R595 NEAR THEIR RESPECTIVE COUNTRIES FOR SPECIFIC TIME FRAMES. FOR SAFETY OF FLIGHT THE FAA RECOMMENDS THAT OPERATORS NOT USE AMBER 1 BETWEEN ELATO INTERSECTION, LONG 222000N., LAT 11730E., AND MAKUNG VORTAC (MKG) LONG 233308N., LAT 1193701E, THIS AREA NORTH OF AMBER 1 IS BEING USED FOR LIVE AMMUNITION EXERCISES FROM THE SURFACE TO UNLIMITED, ADDITIONAL RESTRICTIONS DUE TO MISSILE TESTS HAVE BEEN IDENTIFIED WHICH CLOSE R595 NORTHEAST OF TAIWAN AND RELOCATE AMBER 1 AND G581 SOUTHWEST OF TAIWAN. MONITORING OF NOTAMS FOR THESE TWO COUNTRIES IS HIGHLY RECOMMENDED BEFORE FLYING INTO THIS REGION. 3/29/96

FDC 8/1335 FDC FLORIDA STRAITS AND NEARBY INTERNATIONAL WATERS

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. 3/29/96

FDC 5/8088 FDC TRIGGER NOTAM

EFFECTIVE NOVEMBER 9, 1995 1101 UTC THERE ARE EXTENSIVE CHANGES TO THE ATS ROUTE STRUCTURE IN THE WESTERN ATLANTIC ROUTE SYSTEM (WATRS) AREA. THE CHANGES (WHICH INCLUDE NEW ROUTES, REVISIONS TO EXISTING ROUTES, AND NEW INTERSECTIONS/REPORTING POINTS) ARE LISTED IN THE OCTOBER 12, 1995 AND LATER EDITIONS OF THE U.S. DOMESTIC/INTERNATIONAL NOTICES TO AIRMEN AND PUBLISHED ON CHARTS DATED NOVEMBER 9, 1995 OR LATER. NO CHART WITH AN EFFECTIVE DATE PRIOR TO NOVEMBER 9, 1995 SHOULD BE USED FOR FLIGHT PLANNING/OPERATIONS IN THE WATRS AREA. 3/28/96

FDC 5/2417 FDC SFAR NO. 66-2

WITH IMMEDIATE EFFECT UNTIL FURTHER NOTICE REGARDING FLIGHTS TO OR FROM YUGOSLAVIA... UNITED NATIONS SECURITY COUNCIL /UNSC/ RESOLUTION 757 /1992/

REQUIRES ALL MEMBER STATES TO PROHIBIT TAKEOFFS FROM, LANDINGS IN, AND OVERFLIGHTS OF THEIR TERRITORIES BY AIRCRAFT FLYING TO OR FROM THE FEDERAL REPUBLIC OF YUGOSLAVIA/SERBIA AND MONTENEGRO/.

THIS PROHIBITION INCLUDES THOSE FLIGHTS WITH INTERMEDIATE STOPS OUTSIDE THE FEDERAL REPUBLIC OF YUGOSLAVIA/SERBIA AND MONTENEGRO/ THAT ARE DESTINED FOR OR ORIGINATING FROM THE FEDERAL REPUBLIC OF YUGOSLAVIA /SERBIA AND MONTENEGRO/. IN ACCORDANCE WITH UNSC RESOLUTION 757 AND PURSUANT TO U.S. EXECUTIVE ORDER 12810, EFFECTIVE 5 JUNE 1992, THE UNITED STATES HAS ISSUED SPECIAL FEDERAL AVIATION REGULATION /SFAR/ NO. 66-2 TO PROHIBIT SUCH OPERATIONS. ONLY FLIGHTS AUTHORIZED BY THE UNITED STATES GOVERNMENT MAY UNDERTAKE OPERATIONS TO OR FROM THE FEDERAL REPUBLIC OF YUGOSLAVIA /SERBIA AND MONTENEGRO/. OPERATORS ARE REMINDED TO COMPLY FULLY AND STRICTLY WITH ALL APPLICABLE REGULATIONS AND NOTAMS ISSUED

TO IMPLEMENT UNSC AND UNITED STATES GOVERNMENT SANCTIONS AGAINST YUGOSLAVIA /SERBIA AND MONTENEGRO. 3/28/96

FDC 8/2521 FDC FIT

SPECIAL FEDERAL AVIATION REGULATION

SFAR) NO. 67- PROHIBITION AGAINST CERTAIN FLIGHTS WITHIN THE TERRITORY AND AIRSPACE OF AFGHANISTAN.

1. APPLICABILITY.

THIS RULE APPLIES TO ALL U.S. AIR CARRIERS AND COMMERCIAL OPERATORS, ALL PERSONS EXERCISING THE PRIVILEGES OF AN AIRMAN CERTIFICATE ISSUED BY THE FAA, AND ALL OPERATORS USING AIRCRAFT REGISTERED IN THE UNITED STATES EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER.

2. FLIGHT PROHIBITION.

EXCEPT AS PROVIDED IN PARAGRAPH 3 AND 4 OF THIS SFAR NO PERSON DESCRIBED IN PARAGRAPH 1 MAY CONDUCT FLIGHT OPERATIONS WITHIN THE TERRITORY OF AFGHANISTAN.

3. PERMITTED OPERATIONS.

THIS SFAR DOES NOT PROHIBIT PERSONS DESCRIBED IN PARAGRAPH 1 FROM CONDUCTING FLIGHT OPERATIONS WITHIN THE TERRITORY AND AIRSPACE OF AFGHANISTAN WHERE SUCH OPERATIONS ARE AUTHORIZED BY EXEMPTION ISSUED BY THE ADMINISTRATOR OR BY ANOTHER AGENCY OF THE UNITED STATES GOVERNMENT WITH APPROVAL OF THE FAA.

4. EMERGENCY SITUATIONS.

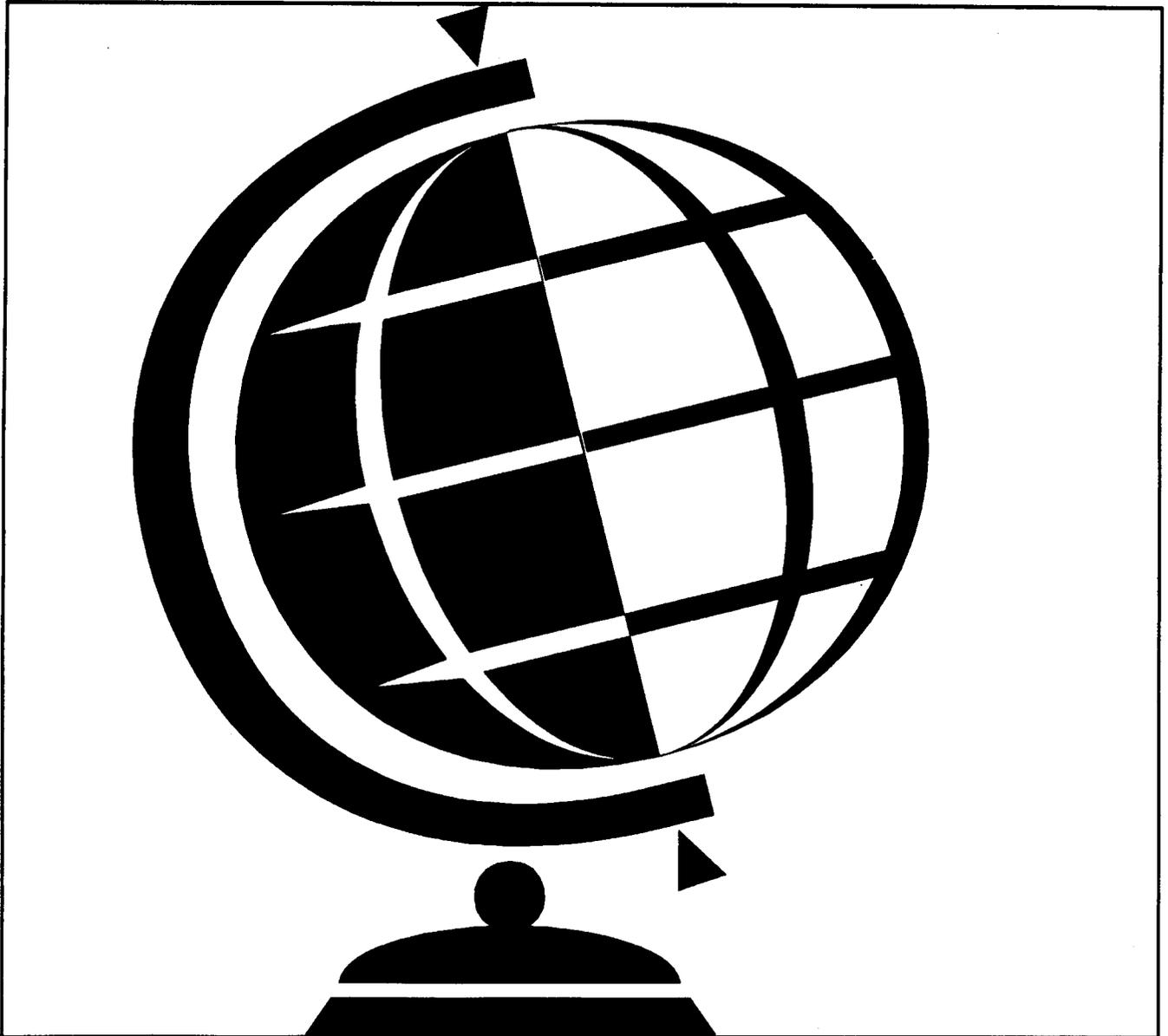
IN AN EMERGENCY THAT REQUIRES IMMEDIATE DECISION AND ACTION FOR THE SAFETY OF FLIGHT, THE PILOT IN COMMAND OF THE AIRCRAFT MAY DEVIATE FROM THIS SFAR TO THE EXTENT REQUIRED BY THAT EMERGENCY. EXCEPT FOR U.S. AIR CARRIERS AND COMMERCIAL OPERATORS THAT ARE SUBJECT TO THE REQUIREMENTS OF 14 CFR 121.557, 121.559, OR 135.19, EACH PERSON WHO DEVIATES FROM THIS RULE SHALL, WITHIN TEN (10) DAYS OF THE DEVIATION, EXCLUDING SATURDAY, SUNDAY, 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 REASONS THEREFORE.

5. EXPIRATION.

THIS SFAR EXPIRES ON MAY 10, 1997 2359 UTC. 5/95 (FAA)

Part 2.

REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES & CHANGEOVER POINTS



Effective February 2, 1995, the PART 95 – *Revisions to Minimum En Route IFR Altitudes and Changeover Points* will no longer be published as a separate document. This information will be included in the *Notices to Airmen Publication* (NTAP) as Part 2. From December 8, 1994 until February 2, 1995, the information will be concurrently published in both documents. The bi-annual consolidation will continue as currently published.

We have ensured that all current subscribers of the Part 95 Amendment will automatically receive the NTAP. Anyone encountering distribution problems should contact ATZ-10 at (202) 267-9114.

**REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES & CHANGEOVER POINTS
AMENDMENT 398 EFFECTIVE DATE, OCTOBER 10, 1996**

§95.1001 DIRECT ROUTES--U.S.		
§95.48 GREEN FEDERAL AIRWAY 8		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
CAMPBELL LAKE, AK NDB	GLENNALLEN, AK NDB	10200

ATLANTIC ROUTES		
A638		
FROM	TO	MEA
GUYRO, VI FIX	SLUGO, VI FIX	4000
SLUGO, VI FIX	SAINT MAARTEN, NA VOR/DME	3000

§95.6002 VOR FEDERAL AIRWAY 2		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
ALBANY, NY VORTAC	WARIC, MA FIX	5000
WARIC, MA FIX	GARDNER, MA VORTAC	*4000
*3500 - MOCA		

§95.6014 VOR FEDERAL AIRWAY 14		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
ALBANY, NY VORTAC	WARIC, MA FIX	5000
WARIC, MA FIX	GARDNER, MA VORTAC	*4000
*3500 - MOCA		

§95.6015 VOR FEDERAL AIRWAY 15		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
WACO, TX VORTAC	CEDAR CREEK, TX VORTAC	2500
CEDAR CREEK, TX VORTAC	BONHAM, TX VORTAC	*3500
*2200 - MOCA		
BONHAM, TX VORTAC	ARDMORE, OK VORTAC	3600

§95.6016 VOR FEDERAL AIRWAY 16		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
MILLSAP, TX VORTAC	GLEN ROSE, TX VORTAC	3000
GLEN ROSE, TX VORTAC	CEDAR CREEK, TX VORTAC	*3000
*2200 - MOCA		
CEDAR CREEK, TX VORTAC	QUITMAN, TX VOR/DME	*2500
*1900 - MOCA		

§95.6017 VOR FEDERAL AIRWAY 17		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
WACO, TX VORTAC	GLEN ROSE, TX VORTAC	3000
GLEN ROSE, TX VORTAC	MILLSAP, TX VORTAC	3000
MILLSAP, TX VORTAC	BOWIE, TX VORTAC	*3000
*2500 – MOCA		
BOWIE, TX VORTAC	DUNCAN, OK VOR/DME	*3000
*2500 – MOCA		

§95.6018 VOR FEDERAL AIRWAY 18		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
MILLSAP, TX VORTAC	GLEN ROSE, TX VORTAC	3000
GLEN ROSE, TX VORTAC	CEDAR CREEK, TX VORTAC	*3000
*2200 – MOCA		
CEDAR CREEK, TX VORTAC	QUITMAN, TX VOR/DME	*2500
*1900 – MOCA		

§95.6054 VOR FEDERAL AIRWAY 54		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
WACO, TX VORTAC	CEDAR CREEK, TX VORTAC	2500
CEDAR CREEK, TX VORTAC	QUITMAN, TX VOR/DME	*2500
*1900 – MOCA		

§95.6062 VOR FEDERAL AIRWAY 62		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
ABILENE, TX VORTAC	FLECK, TX FIX	3300
FLECK, TX FIX	GEENI, TX FIX	*4000
*3300 – MOCA		
GEENI, TX FIX	GLEN ROSE, TX VORTAC	*3500
*3000 – MOCA		

§95.6063 VOR FEDERAL AIRWAY 63		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
BONHAM, TX VORTAC	MC ALESTER, OK VORTAC	*3000
*2100 – MOCA		

§95.6066 VOR FEDERAL AIRWAY 66		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
ABILENE, TX VORTAC	BOWIE, TX VORTAC	2500
BOWIE, TX VORTAC	BONHAM, TX VORTAC	2700
BONHAM, TX VORTAC	SULPHUR SPRINGS, TX VOR/DME	2500

§95.6094 VOR FEDERAL AIRWAY 94		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
TUSCOLA, TX VOR/DME	GEENI, TX FIX	4000
GEENI, TX FIX	GLEN ROSE, TX VORTAC	*3500
*3000 – MOCA		
GLENROSE, TX VORTAC	CEDAR CREEK, TX VORTAC	*3000
*2200 – MOCA		
CEDAR CREEK, TX VORTAC	GREGG COUNTY, TX VORTAC	2500

§95.6114 VOR FEDERAL AIRWAY 114		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
WICHITA FALLS, TX VORTAC	BONHAM, TX VORTAC	3000
BONHAM, TX VORTAC	QUITMAN, TX VOR/DME	2500

§95.6124 VOR FEDERAL AIRWAY 124		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
BONHAM, TX VORTAC	PARIS, TX VOR/DME	2200

§95.6161 VOR FEDERAL AIRWAY 161		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
LLANO, TX VORTAC	*BUILT, TX FIX	**4500
*6000 – MRA		
**2800 – MOCA		
BUILT, TX FIX	DUFFA, TX FIX	*6000
*2700 – MOCA		
DUFFA, TX FIX	MILLSAP, TX VORTAC	3000
MILLSAP, TX VORTAC	BOWIE, TX VORTAC	*3000
*2500 – MOCA		
BOWIE, TX VORTAC	ARDMORE, OK VORTAC	3000

§95.6163 VOR FEDERAL AIRWAY 163		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
LAMPASAS, TX VORTAC	GLEN ROSE, TX VORTAC	*3500
*3000 – MOCA		
GLEN ROSE, TX VORTAC	MILLSAP, TX VORTAC	3000
MILLSAP, TX VORTAC	BOWIE, TX VORTAC	*3000
*2500 – MOCA		
BOWIE, TX VORTAC	ARDMORE, OK VORTAC	3000

§95.6194 VOR FEDERAL AIRWAY 194		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
CEDAR CREEK, TX VORTAC	KISER, TX FIX	2100
KISER, TX FIX	COLLEGE STATION, TX VORTAC	4000

§95.6205 VOR FEDERAL AIRWAY 205		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
BRADLEY, CT VORTAC	DARTH, CT FIX	*6000
*2200 – MOCA		
DARTH, CT FIX	PUTNAM, CT VOR/DME	*3000
*2300 – MOCA		

§95.6234 VOR FEDERAL AIRWAY 234		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
VICHY, MO VOR/DME	DELMA, MO FIX	3000

§95.6238 VOR FEDERAL AIRWAY 238		
IS AMENDED TO READ IN PART		
LENOX, MO FIX	DELMA, MO FIX	3000

§95.6278 VOR FEDERAL AIRWAY 278		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
GUTHRIE, TX VORTAC	BOWIE, TX VORTAC	3300
BOWIE, TX VORTAC	BONHAM, TX VORTAC	3700
BONHAM, TX VORTAC	PARIS, TX VOR/DME	2200

§95.6355 VOR FEDERAL AIRWAY 355		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
BOWIE, TX VORTAC	WICHITA FALLS, TX VORTAC	3000

§95.6358 VOR FEDERAL AIRWAY 358		
IS AMENDED TO READ IN PART		
WACO, TX VORTAC	GLEN ROSE, TX VORTAC	3000
GLEN ROSE, TX VORTAC	MILLSAP, TX VORTAC	3000
MILLSAP, TX VORTAC	BOWIE, TX VORTAC	*3000
*2500 – MOCA		
BOWIE, TX VORTAC	ARDMORE, OK VORTAC	3000

§95.6477 VOR FEDERAL AIRWAY 477		
IS AMENDED TO READ IN PART		
FROM	TO	MEA
LEONA, TX VORTAC	CEDAR CREEK, TX VORTAC	2100

§95.6568 VOR FEDERAL AIRWAY 568			
IS AMENDED TO READ IN PART			
FROM	TO	MEA	
BUILT, TX FIX	GLEN ROSE, TX VORTAC	*3500	
*3000 – MOCA			
GLEN ROSE, TX VORTAC	MILLSAP, TX VORTAC	3000	

§95.6569 VOR FEDERAL AIRWAY 569			
IS AMENDED TO READ IN PART			
FROM	TO	MEA	
FRANKSTON, TX VOR/DME	CEDAR CREEK, TX VORTAC	1800	

§95.6571 VOR FEDERAL AIRWAY 571			
IS AMENDED TO READ IN PART			
FROM	TO	MEA	
LEONA, TX VORTAC	CEDAR CREEK, TX VORTAC	2100	

§95.6583 VOR FEDERAL AIRWAY 583			
IS AMENDED BY ADDING			
FROM	TO	MEA	
QUITMAN, TX VOR/DME	PARIS, TX VOR/DME	2100	
PARIS, TX VOR/DME	MC ALESTER, OK VORTAC	2600	

§95.7066 JET ROUTE NO. 66			
IS AMENDED TO READ IN PART			
FROM	TO	MEA	MAA
DALLAS/FORT WORTH, TX VORTAC	BONHAM, TX VORTAC	18000	45000
BONHAM, TX VORTAC	LITTLE ROCK, AR VORTAC	18000	45000

§95.7181 JET ROUTE NO. 181			
IS ADDED TO READ			
FROM	TO	MEA	MAA
DALLAS/FORT WORTH, TX VORTAC	OKMULGEE, OK VOR	19000	45000
OKMULGEE, OK VOR	NEOSHO, MO VOR/DME	18000	45000
NEOSHO, MO VOR/DME	BRADFORD, IL VORTAC	18000	45000

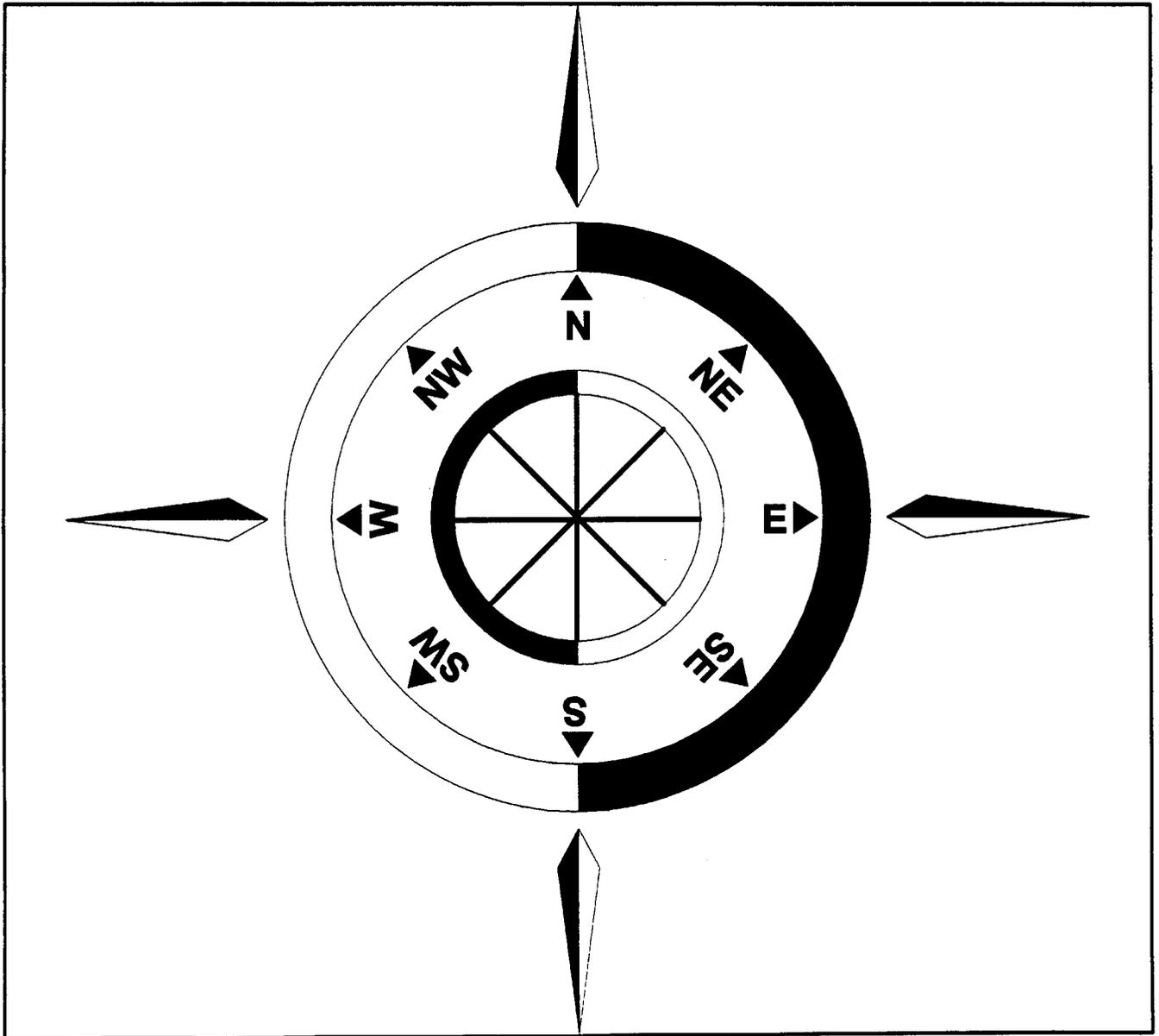
§95.8003 VOR FEDERAL AIRWAYS CHANGEOVER POINTS			
V-15			
IS AMENDED BY ADDING			
AIRWAY SEGMENT		CHANGE OVER POINTS	
FROM	TO	DISTANCE	FROM
CEDAR CREEK, TX VORTAC	BONHAM, TX VORTAC	20	CEDAR CREEK

V-569			
IS AMENDED BY ADDING			
AIRWAY SEGMENT		CHANGE OVER POINTS	
FROM	TO	DISTANCE	FROM
FRANKSTON, TX VOR/DME	CEDAR CREEK, TX VORTAC	5	FRANKSTON

§95.8005 JET ROUTES CHANGEOVER POINTS			
J-181			
IS AMENDED BY ADDING			
AIRWAY SEGMENT		CHANGEOVER POINTS	
FROM	TO	DISTANCE	FROM
DALLAS/FORT WORTH, TX VORTAC	OKMULGEE, OK VOR	139	DALLAS/FORT WORTH
OKMULGEE, OK VOR	NEOSHO, MO VOR/DME	58	OKMULGEE

Part 3.

INTERNATIONAL NOTICES TO AIRMEN



FOREWORD

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 upon separate subscription.

Pilots should review the foreign airspace and entry restrictions published in the IFIM during the flight planning process. Foreign airspace penetration without official authorization can involve extreme danger to the aircraft and the imposition of severe penalties and inconvenience on both passengers and crew. A flight plan on file with ATC authorities does not necessarily constitute the prior permission required by certain authorities. The possibility of fatal consequences cannot be ignored in some areas of the world.

The information contained in the International Notices to Airmen section is derived from international notices and other official sources. International notices are of two types: Class One International Notices are those NOTAMs issued via telecommunications. They are made available to the U.S. flying public by the International NOTAM Office (Washington, DC) through the local Flight Service Station (FSS). Class Two International Notices are NOTAMs issued via postal services and are not readily available to the U.S. flying public. The International Notices to Airmen draws from both these sources and also includes information about temporary hazardous conditions which are not otherwise readily available to the flyer. Before any international flight, always update the International Notices to Airmen with a review of Class One International Notices available at your closest FSS.

Foreign notices carried in this publication are carried as issued to the maximum extent possible. Most abbreviations used in this publication are listed in ICAO Document DOC 8400. Wherever possible, the source of the information is included at the end of an entry. This allows the user to confirm the currency of the information with the originator. (See the IFIM for foreign

NOTAM areas of responsibility and for a listing of foreign NOTAM offices which exchange information with the U.S. International NOTAM Office.)

International Information Source Code Table

<i>code</i>	<i>Information Source</i>
I or II (followed by the NOTAM number)	Class One or Class Two NOTAMs
AIP	Aeronautical Information Publication (followed by the AIP change number)
AIC	Aeronautical Information Circular (followed by the AIC number)
DOS	Department of State advisories
FAA	Federal Aviation Administration.

The International Notices to Airmen section gives world wide coverage in each issue. Coverage for the U.S. and its external territories is limited and normally will not include data available on the domestic NOTAM circuit or published in other official sources available to the user.

Each issue of this section is complete in itself. Temporary data will be repeated in each issue until the condition ceases to exist. Permanent data will be carried until it is sufficiently promulgated or is available in other permanent sources. New items will be indicated by a black bar running in the left or right margin.

This section includes data issued by foreign governments. The publication of this data in no way constitutes legal recognition of the validity of the data. This publication does not presume to tabulate all NOTAM data, although every effort is made to publish all pertinent data. The Federal Aviation Administration does not assume liability for failure to publish, or the accuracy of, any particular item.

FOREIGN NOTICES

AFGHANISTAN

Special Federal Aviation Regulation (SFAR) No. 67

a. This rule applies to all U.S. air carriers and commercial operators, all persons exercising the privileges of an airman certificate issued by the FAA, and all operators using aircraft registered in the United States except where the operator of such aircraft is a foreign air carrier.

b. Except as provided in paragraph 3 and 4 of this SFAR no person described in paragraph 1 may conduct flight operations within the territory of Afghanistan.

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

d. In an emergency that requires immediate decision and action for the safety of flight, the pilot in command of the 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 Saturday, Sunday, and Federal holidays, submit 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 reasons therefore.

e. This SFAR expires on May 10, 1997 (FAA 5/95)

ANGOLA

Special Notice

Potentially hostile situation. Angolan Air Force has stated its intent to intercept unauthorized flights within Angola. Pilots must assume that there is an increased risk to aircraft operating in or passing over Angola. The possibility of hostile action is not to be discounted. Further, the U.S. Department of State has issued a travel warning for the area.

CARIBBEAN

Special Notice:

See Special Notice under Caribbean in the International Oceanic Airspace Notices.

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

- their identification
- aircraft type
- position
- direction of flight and
- 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:

- "NASSAU APPROACH" on frequency 121.0 MHz.
- "FREEPORT APPROACH" on frequency 126.5 MHz. (Bahamas AIC 2/94)

CHAD

The airspace defined below is classed as a prohibited zone from ground level to unlimited.

To the West, North and East: The Chad frontier between 10-48'N 15-05'E and 13-43N 22-07'E. To the South: Arc of an 80 NM circle,

centered on VOR "FL", between 10-48'N 15-05'E and 12-37'N 16-16'E; then via a straight line joining 12-37'N 16-16'E and 13-43'N 22-07'E.

For aircraft travelling to N'Djamena, entry to the prohibited zone is subject to prior authorization from the N'Djamena control authorities on frequencies 119.7 MHz or 118.1 MHz.

Any non-identified aircraft penetrating within a radius of 30NM around N'Djamena, Abeche position 13-51'N 20-51'E Moussoro 13-39'N 16-30'E and 10NM around Faya-Largeau position 17-55'N 19-07'E shall be intercepted and forced to land.

It is strongly advised that crews of aircraft flying within a sector less than 80 NM to the North, if equipped with SSR transponder, should display code A2000. (AIC 20/87)

CHINA

In the interest of flight safety, all international flights entering China territory shall transmit flight plan messages to the relevant ATC services prior to departure and departure messages after take-off in accordance with the relevant provisions of China (see International Flight Information Manual). Otherwise, China will not undertake any responsibility for all consequences arising therefrom. (A23/88)

COLOMBIA

BOGOTA Restrictions in operations

From August 30, 1993, due to the increased operations and congestion at Eldorado International Airport, and repair of the parallel runway and access roads, the civil aviation authority effected the following controls:

a. There will be landing departing restrictions in the main runway at Eldorado Airport, and it should not be considered as an alternate airport for the following cases and hours:

- Aircraft type and use p-w-e-i between 1130-1530 and 2100-2330 UTC.
- Aircraft operated by aerotaxi companies between 1230-1430 and 2130-2330 UTC.
- International flights of private aircrafts with foreign licenses between 1230-1430 and 2130-2330 UTC.

Instructional flights as well as training flights for all types of aircraft at Eldorado International Airport are prohibited.

b. the following exceptions apply to the above restrictions, with the previous coordination and/or approval by ATS authority:

- Aircraft in a declared emergency
- A verified ambulance flight.
- VIP flights duly verified, as stated in the AIC Nr 01 of July 3, 1990.
- Operations that can be undertaken on the parallel runway STOL, in accordance with existing Civil Aviation Provisions.(AIA-120 2/94)

NEW INTERCEPTION PROCEDURES

A measure to prohibit the deliberate use of civilian aircraft for any purpose that is incompatible with civil aviation objectives has been adopted by the Government of Colombia.

Two restricted areas have been established, one on the north at Cuajira, and on the south near the Ecuador/Peru border, where the new policy will be strictly enforced. Colombia NOTAMS regarding the new policy and restricted areas need to be continually reviewed. The Colombia Aeronautical Information Publication (AIP) Page 76 7 list eleven (11) situations where aircraft may be destroyed if they are in violation.

The following is a translation of those situations:

- aircraft that do not follow procedures in the case of interception IAW ICAO procedures.
- aircraft that land in a different location than ordered by the intercepting aircraft and does not have an authorized flight plan.
- aircraft that land on a clandestine runway within or outside a restricted or prohibited area after the hours of sunset;
- foreign aircraft without an authorized flight plan;

- e. intercepted aircraft that threatens or attacks the interceptor;
- f. intercepted aircraft that ejects strange objects;
- g. intercepted aircraft that attempts to elude the interceptor or that executes evasive maneuvers.
- h. aircraft that intends to take off without authorization after being captured;
- i. unidentified aircraft that overfly a military installation;
- j. landed aircraft on a clandestine runway in the process of loading, unloading, refueling, or conducting other suspicious activity
- k. aircraft conducting night operations from unauthorized runways or without a flight plan.

The measure is aimed at defending and preserving national sovereignty and preventing overflight by aircraft that do not have proper flight plan to overfly Colombian airspace. The government of Colombia considers this to be an appropriate measure in view of the constant violations of national sovereignty by aircraft involved in drug trafficking.

All aircraft not in conformity with international regulations and existing guidelines are subject to interception by military aircraft, when said aircraft are not in compliance with civil aviation rules.

Air defense aircraft will maintain full compliance with regulations and procedures approved by the International Civil Aviation Organization (ICAO) on the interception of civilian aircraft. All aircraft operators should be familiar with these internationally approved intercept procedures and the disabling action or consequences for not adhering.

While Colombia has indicated that aircraft of regular commercial airlines that transport passengers shall not be subject to this action under any circumstances, it is imperative that all aircrews comply with international and local regulations governing flights over Colombian airspace

CUBA

Aircraft arriving from or departing for Cuba must land at or depart from Miami International Airport. (Customs 9/87)

Due to recent incidents involving civil aircraft of U.S. registry the FAA recommends that any operators conducting flights 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.

Operators entering Cuban territorial Airspace without authorization may be subject to arrest and may place themselves and others at serious personal risk. All aircraft should conform with International Regulations and FAA Regulations and Guidelines, as well as all applicable Cuban Laws. Rules and Regulations concerning operations into Cuban Airspace.

ECUADOR

All public and private foreign aircraft wishing to overfly or land in Ecuador should submit such request within a minimum of 48 hours or a maximum of 15 days to Director General of Civil Aviation (DGAC). Pre-paid response on mail is required if AFTN is not used. Commercial aircraft overflying must indicate business address for effective billing by DGCA. Unauthorized aircraft will be intercepted. (RWA 054)

ETHIOPIA

Because of problems with 129.5 all aircraft operating north of 12 degrees North latitude within ADDIS ABABA FIR should contact Asmara Approach on 120.7 or, if unable VHF, on HF 11300KHZ during the day or 5658KHZ at night. (NOTAM Class 2 9/88)

IRAN

IRANIAN ADVISORY

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 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 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 98-21-268226. The United States NOTAM office disclaims foreign NOTAM accuracy or completeness.

IRAQ

Special Federal Aviation Regulation No. 61-2 Prohibition Against Certain Flights Between the United States and Iraq.

a. Applicability. This Special Federal Aviation Regulation (SFAR No. 61-2 applies to all aircraft operations originating from landing in, or overflying the territory of the United States.

b. Special flight restrictions. Except as provided in paragraphs 3 and 4 of this SFAR No. 61-2

1. No person shall operate an aircraft on a flight to any point in Iraq, or to any intermediate point on a flight where the ultimate destination is any point in Iraq or that includes a landing at any point in Iraq in its intended itinerary, from any point in the United States;

2. No person shall operate an aircraft on a flight to any point in the United States from any point in Iraq, or from any intermediate point on a flight where the origin is in Iraq, or from any point on a flight which includes a departure from any point in Iraq in its intended itinerary; or

3. No person shall operate an aircraft over the territory of the United States if that aircraft's flight itinerary includes any landing at or departure from any point in Iraq.

c. Permitted operations. This SFAR shall not prohibit the flight operations between the United States and Iraq described in section 2 of this SFAR by an aircraft authorized to conduct such operations by the United States Government in consultation with the committee established by UN Security Council Resolution 661(1990), and in accordance with UN Security, Council Resolution 666 (1990).

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 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 or the aircraft involved in the deviation, including a description of the deviation and the reasons therefor.

e. Duration. This SFAR No. 61-2 shall remain in effect until further notice.



This information originates from the United States (U.S.) and is promulgated in the interest of safety of flight: following the termination of hostilities in Iraq, the U.S., in conjunction with coalition allies, established two no-fly zones (NFZ) over Iraqi territory to allow coalition aircraft to monitor and report on Iraqi compliance with United

Nations (UN) Security Council Resolutions 687 and 688. As of September 3, 1996, these NFZ include the Iraqi territory and airspace south of 33 degrees north latitude and Iraqi territory and airspace north of 36 degrees north latitude. Coalition aircraft routinely operate in these areas to enforce the NFZ procedures.

Strict adherence to these procedures is essential to preclude the inadvertent use of force against any aircraft flying in the NFZ.

Operators other than coalition military and UN-marked aircraft desiring to enter the NFZ must obtain prior mission approval through their requesting nation from the UN Sanctions Committee.

Following mission approval, provide flight plan information below to the Joint Task Force Southwest Asia (JTF-SWA). Information requested includes: date and time of flight, purpose of flight, type aircraft, route specifics, departure point, and destination. Contact JTF-SWA directly at 966-1-478-1100, extension 3119, to provide flight plan information above. Non-coalition, non-UN aircraft operating within the NFZ without both UN Sanction Committee approval and direct flight plan notice to JTF-SWA will be intercepted for a visual identification (VID). Those aircraft operating in the NFZ which do not comply with the track, IFF, and communication procedures will also be intercepted for a VID.

All aircraft flying within the NFZ should continuously guard emergency frequencies (VHF 121.5 and/or UHF 243.0 MHz). Aircraft equipped with a civil type radar transponder should operate it continuously when transiting these areas. Unidentified aircraft and aircraft whose intentions are unclear to U.S. military forces will be contacted using the English language on VHF 121.5 and/or UHF 243.0 MHz. Aircraft receiving advisory calls should acknowledge receipt and understanding of the warning on the frequency received and provide requested information. (AIA-120) (10-21-96)



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

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

1. All U.S. air carriers and 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; or
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 3 and 4 of this SFAR, no person described in paragraph 1 may conduct flight operations over or within the territory and airspace of Iraq.

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

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 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.

e. Expiration. This Special Federal Aviation Regulation will remain in effect until further notice. (AIA-120) (10-21/96)



LIBYA

Special Federal Aviation Regulation No. 65-1 Prohibition Against Certain Flights Between the United States and Libya

a. Applicability. This Special Federal Aviation Regulation (SFAR) No. 65-1 applies to all aircraft operations originating from, landing in, or overflying the territory of the United States.

b. Special flight restrictions. Except as provided in paragraphs 3 and 4 of this SFAR No. 65-1:

1. No person shall operate an aircraft on a flight to any point in Libya, or to any intermediate point on a flight where the ultimate destination is any point in Libya or that includes a landing at any point in Libya in its intended itinerary, from any point in the United States;

2. No person shall operate an aircraft on a flight to any point in the United States from any point in Libya, or from any intermediate point on a flight where the origin is in Libya, or from any point on a flight which included a departure from any point in Libya in its intended itinerary; or

3. No person shall operate an aircraft over the territory of the United States if that aircraft's flight itinerary includes any landing at or departure from any point in Libya.

c. Permitted operations. This SFAR shall not prohibit the flight operations between the United States and Libya described in section 2 of this SFAR by an aircraft authorized to conduct such operations by the United States Government in consultation with the committee established by UN Security Council Resolution 748 (1992), as affirmed by UN Security Council Resolution 883 (1993).

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, 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 reasons therefor.

e. Duration. This SFAR No. 65-1 shall remain in effect until further notice. (AIA-120) (10-21-96)

MALAWI

Pilots flying foreign registered aircraft in Malawi will be required to present their licenses at the Air Traffic Services Reporting Office on arrival at the airport of entry. They will also be required to do so when filing a flight plan for any destination. The officer checking the license will have to be satisfied that the pilot license holder is properly licensed for the type of aircraft. He will check the nationalities of both aircraft and license before permitting the aircraft to depart. (AIC A2/88)

MEXICO

Non-scheduled commercial, private, and official aircraft that operate in the Benito Juarez (Mexico City) International Airport will be subject to the following rules:

a. IFR departures and arrivals of single-engine piston aircraft are permitted only from 1600-2300 UTC.

b. IFR operations from or towards non-controlled airports within a 100 NM radius of the Mexico City Airport are permitted only from 1600-2200 UTC.

c. VFR flight plan operations by turbojet aircraft are prohibited.

d. Local flights are prohibited.

e. Flight plans should be filed with the SENEAM flight dispatch office not more than two (2) hours or less than thirty (30) minutes before the ETD. Notify the SENEAM flight dispatch office of any ETD variation greater than thirty (30) minutes.

f. Pilots should contact ground control fifteen (15) minutes before their ETD to receive a sequence number and engine starting time. Call clearance delivery ten (10) minutes prior to ETD for IFR clearance.

g. Pilots who do not call ground control before their ETD or who are not ready at the engine starting time indicated by ATC will lose their assigned sequence number and will be assigned a new number.

h. Transponders shall be operated as indicated in AIC 3/86.

i. Flights departing IFR during peak hours will be handled as follows: From 1300-1400 UTC the SENEAM dispatch service will only accept flight plans filed for compatible turbojet and/or turboprop aircraft with a cruising speed of 250 knots or greater. SENEAM will adjust proposed departure times to provide at least four (4) minutes between proposals or ETDs.

Special Notice: Special Landing Fees.

The government of Mexico has significantly reduced its fees for single and twin-engine piston aircraft operating in Mexico. As of January 1, 1994, a simple fee of 35 new pesos (approximately \$12 U.S. dollars) applies to each landing of a single-engine piston aircraft and a simple fee of 52 new pesos (approximately \$17 U.S. dollars) applies to each twin-engine piston aircraft landing. Caution: This fee information for Mexico is subject to change without notice. It is suggested that flight planners concerned with fee levels should contact Mexican civil aviation authorities directly to verify current fee schedules.

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 enroute 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)

PORTUGAL/AZORES

LAJES AIRPORT

Due to high terrain to the west, all turns and traffic circuits are made to the east; visual traffic circuit should not be flown less than three miles from island. All civilian aircraft authorized to land at this aerodrome will be handled by SATA Airlines and parked on civilian apron. Runway may not be visible during portions of down wind leg on circling approach. Caution - bird hazard exists on approach end of Rwy 10. Cattle may be grazing in the vicinity of Rwy 15/33.

PERSIAN GULF and RED SEA

"While a ceasefire is now in effect, United Nations Security Council Resolution 687 (1991) maintains the maritime interception operations with respect to Iraq. Hostilities in the airspace over Iraq, Kuwait, the Arabian Peninsula and adjacent waters have now terminated, and the danger to civil aircraft operating in the area has lessened accordingly. Under terms of the ceasefire, coalition military units will continue to operate in the region. All aircraft operators are reminded to fully and strictly comply with all notams concerning aircraft identification procedures in use by these coalition forces. United States forces will continue to use the same procedures for identifying civil aircraft as published in previous notams. These procedures and the areas in which they apply are repeated for your information as follows:

a. Coalition military forces are operating north of 20 degrees north latitude in the area of the Arabian Sea, Gulf of Oman, Strait of Hormuz,

and the Persian Gulf. Coalition forces are further operating north of 22 degrees north latitude in the area of the Red Sea. The timely and accurate identification of aircraft in these areas is essential to preclude the inadvertent use of military force against civilian aircraft. The U.S. has stated that its military forces are prepared to exercise such self-defense measures as may be necessary to ensure their safety in the event they are approached by unidentified aircraft (fixed-wing or helicopter) or aircraft whose intentions are unclear. To better enable U.S. military forces to identify aircraft, all aircraft flying within or entering these areas should maintain a continuous listening watch on one or both international emergency frequencies (VHF 121.5 and/or UHF 243.0 MHz). Aircraft equipped with a civil weather-avoidance radar and/or an operational civil type radar transponder should operate both continuously when transiting these area.

b. Unidentified aircraft and those whose intentions are unclear to U.S. military forces will be contacted using the English language on VHF 121.5 and/or UHF 243.0 MHz and requested to identify themselves and to state their intentions. Such contacts may originate from military surface and/or airborne units. U.S. radio communications will use standard phraseology and will specify the aircraft's flight information, as available, to include: heading, flight level or altitude, SSR/IFF squawk, geographical coordinates, and ground speed. Aircraft receiving advisory calls should acknowledge receipt and understanding of the warnings on the frequency received, and provide the information requested.

c. In the event the aircraft in question remains unidentified and/or is deemed to pose a threat to U.S. military forces, an emergency situation exists. The pilot must be prepared to exercise his emergency authority to deviate from ATC clearance; comply with recommended heading and or altitude changes provided by U.S. military forces; and notify the appropriate ATC facility of the deviation and the need for an amended clearance. Flight crews are further advised that failure to respond to radio transmission or to respond to or comply with the advice given may place the aircraft at risk.

d. Aircraft transiting the areas mentioned above may minimize their exposure to the advisory procedure by maintaining an altitude above FL250, by avoiding off-airways routing, by executing all climbs and descents within national airspace and by avoiding abrupt and unusual changes of heading and/or altitude which may be construed as inconsistent with normal civil aircraft flight patterns.

e. Illumination of a U.S. military forces with a weapons-type fire control radar will be viewed with suspicion and could result in an immediate military defensive action."

NOTE-

This information is being provided to warn that measures in self defense are being exercised by United States forces, regional, and allied forces. The measures will be implemented in a manner that does not unduly interfere with the right of overflight in international airspace.

RWANDA

POTENTIALLY HOSTILE SITUATION ADVISORY ATTENTION U.S. AIRMEN AND OPERATORS.

Since July 1994, the Rwandese Patriotic Army (RPA) has prohibited flight through Rwandan Airspace without proper prior authorization, and disclaimed responsibility for incidents resulting from a failure to obtain authorization. This requirement to obtain prior permission from the RPA is still in effect and also applies to U.N. and military aircraft. All operators should ensure that proper clearances have been obtained at least five (5) working days prior to flight through Rwandan airspace. Rwanda's Aeronautical Information Service can be contacted by telephone at 250-75546 or 250-77800 or 250-85845, or by FAX at 250-72971 or 250-82609 or 250-77474, or by TELEX at 909-22699 RW.(FAA AIA-110)

RUSSIA

CHECHNYA ADVISORY

The Russian Civil Aviation Authority has stated this area is identified as "Dangerous" and therefore no foreign air traffic will be allowed to fly through the airspace. Additionally, ITAR/TASS News reports

indicate that aircraft have been shot down. For this reason, and the apparent escalating conflict, the FAA warns operators to avoid this area.(FAA AIA-120)

TURKS AND CAICOS ISLANDS

The Turks and Caicos Islands shall be bounded by a terminal control area beginning at (22 34N 071 58W) clockwise direct (21 56N 071 10W) direct (21 22N 070 26W) direct (21 10N 070 40W) direct (20 57N 070 58W) direct (21 04N 071 23W) direct (21 48N 072 48W) direct point of beginning, from 1500 MSL up to and including FL060.

Control Zones are situated at Providenciales (21 48N 072 18W) 10 NMR surface to 2500 AGL, Grand Turk (21 26N 071 08W) 10NMR surface to 2500 AGL, and South Caicos (21 31N 071 32W) 10NMR surface to 2500 AGL.

Transition level shall be FL060. Transition altitude 5000 feet MSL.

Aerodrome control service is provided at Providenciales 119.9 mHz, at South Caicos 118.9 mHz, and at Grand Turk 126.0 mHz.

Approach control service within the terminal control area is provided by Grand Turk Approach Control Office 126.0 mHz.

Hours of operation of Terminal Control Area and associated Control Zones on limited basis. Voice advisory systems due to training and

controller availability. Airspace below 2500 MSL will automatically revert to uncontrolled airspace during hours Grand Turk Approach Control is not in operation. (051900KMLAYF)

Commonwealth of Independent States (CIS).

Special Notice: Provideniya Bay Airport, CIS.

In accordance with Federal Aviation Administration (FAA) Order 8260.31B, The Alaska Region is modifying the arrival and departure minimums for Provideniya Bay Airport, CIS.

PROVIDENIYA BAY PAR+2 NDB RWY 01 VISUAL RWY 19:

APPROACH VISIBILITY MINIMUMS ARE 9 KM (9000 METERS) IFR OR VFR.

DEPARTURE MINIMUMS IFR OR VFR:

RWY 01 CEILING 750 METERS, VISIBILITY 5 KM (5000 METERS)

RWY 19 CEILING 300 METERS, VISIBILITY 1.5 KM (1500 METERS)

NOTE-

NDB MINIMUMS APPLY WHEN USING PAR (VIS 9 KM/9000 METERS)

(FAA/AAL-200, 4/91)

DEPARTMENT OF STATE (DOS) ADVISORIES

ADRIATIC SEA

United States military forces are operating in the Adriatic Sea. In view of the present state of increasing tensions in the Adriatic Sea, the timely and accurate identification of aircraft in this area is essential to preclude the inadvertent use of military force against civilian aircraft. The U.S. forces are prepared to exercise such self-defense measures as may be necessary to ensure their safety in the event they are approached by unidentified aircraft (fixed-wing or rotary-wing) or aircraft whose intentions are unclear. To better enable U.S. military forces to identify aircraft, all aircraft flying within or entering the airspace over the Adriatic Sea north of forty (40) degrees north latitude should maintain a continuous listening watch on one or both international emergency frequencies (VHF 121.5 KHZ and UHF 243.0 MHZ). Aircraft equipped with a civil weather-avoidance radar and/or an operational civil type radar transponder should operate both continuously when transiting these areas.

Unidentified aircraft and those whose intentions are unclear to U.S. military forces will be contacted using the English language on VHF 121.5 and UHF 243.0 and requested to identify themselves and to state their intentions. Such contacts may originate from military surface or airborne units. U.S. radio communications will use standard phraseology and will specify the aircraft's flight information, as available, to include; heading, flight level or altitude, SSR/IFF squawk, geographical coordinates, and ground speed. Aircraft receiving advisory calls should acknowledge receipt and understanding of the warnings on the frequency received, and provide the information requested.

In the event the aircraft in question remains unidentified and/or is deemed to pose a threat to U.S. military forces, an emergency situation exists. The pilot must be prepared to exercise his emergency authority to deviate from ATC clearance, comply with recommended heading and/or altitude changes provided by U.S. military forces, and notify the appropriate ATC facility of the deviation and the need for an amended clearance. Flight crews are further advised that failure to respond to radio transmissions or respond to or comply with advice given may place the aircraft at risk.

Aircraft transiting the areas mentioned above may minimize the exposure to the advisory procedure by maintaining an altitude above FL250; avoiding off-airway routing; executing all climbs and descents within national airspace; and by avoiding abrupt and unusual changes of heading and/or altitude which may be construed as inconsistent with normal civil aircraft flight patterns.

Illumination of a U.S. military unit with a weapons-type fire control radar will be viewed with suspicion and could result in an immediate military defensive action.

This information is being provided solely to preclude the potential for any misinterpretation or misunderstanding which could result in an unfortunate accident; it does not affect the freedom of navigation of any individual or state. (FAA AIA-100 8/92)

ARMENIA

Armed conflict is occurring in and around the Nagorno-Karabakh area of Azerbaijan, and along the Armenian-Azerbaijani border. Fighting continues on a daily basis and front lines change frequently. Although there exist no known direct threat to international air operations, it is recommended that non-essential flights into these areas of conflict should be avoided. (DOS 11/93)

AZERBAIJAN

Armed conflict is occurring in and around the Nagorno-Karabakh area of Azerbaijan, and along the Armenian-Azerbaijani border. Fighting continues on a daily basis and front lines change frequently. Although there exist no known direct threat to international air operations, it is recommended that non-essential flights into the areas of conflict should be avoided. (DOS 11/93)

WESTERN SAHARA/CANARY ISLANDS

With immediate effect and until further notice, because of incidents in the Western Sahara Region on January 21 and February 21, 1985, and December 8, 1988 resulting in aircraft downings which were most likely caused by surface to air missile firings, it is strongly recommended that flights by U.S. operators maintain a minimum altitude of 20,000 feet over the land mass of the Western Sahara. For flights operating to or from Dakhla (ex Villa Cisneros) - (20-54N 17-04W), recommend all descents be made from seaward and climbs seaward until passing 20,000 feet. (DOS 086863 3/85; revised 12/88)

CHAD

With immediate effect and until further notice, all aircraft are forbidden flight in certain Chadian skies so as to avoid military interception or worse. The affected airspace is described as that north of the line connecting coordinates (12-37N 016-16E) and (13-43N 022-07E).

The ordinance delimits the affected airspace as follows:

- a. To the western, northern, and eastern frontier of Chad between coordinates (10-48N 015-05E) and (13-43N 022-07E).
- b. To the south an 80 NM arc centered on (FL) VOR delimited by the coordinates (10-48N 015-05E) and (12-37N 016-16E).
- c. Straight line connecting coordinates (12-37N 016-16E) and (13-43N 022-07E).

Aircraft approaching Ndjamena through the restricted airspace must obtain advance clearance by contacting authorities in Ndjamena on either of the following frequencies: 119.7 MHz or 118.1 MHz. (DOS 1196 3/86)

COLOMBIA

The government of Colombia has a restricted air traffic zone over most of the Santa Marta mountains, all of the state of Guajira, and all territorial waters north of these areas (12 NM from the coastline). The zone extends to an altitude of 7,000 feet, except over the mountains, where it extends to 20,000 feet. Pilots forced to enter this region should notify Colombian Civil Aviation authorities in advance and be prepared to properly identify themselves, their aircraft, and be able to justify a forced landing. It is mandatory that any pilot transiting this area have permission and flight plan on file at least 24 hours in advance of entering Colombian airspace. (DOS 5/83)

GREECE

Aegean Sea

The Greek government has modified the G-18 trans-Aegean route. A dual routing has been established for North/South traffic over the Aegean. The new route which is a direct route from Fiska (Yugoslav border) to Mesta (Chios Island) has been given the G-18 designation. The old G-18 route via Limnos has been redesignated as J-60. This route will still be the primary air traffic corridor on Saturdays and Sundays and during daylight hours on weekdays. The new route will only be utilized at night during weekdays (Monday thru Friday, 2000 until 0400 UTC). (DOS 5/86)

SOMALIA

Intermittent small arms fire by various Somali factions has been reported in the vicinity of airports located at Mogadishu, Baledogle, Kisimayu, Baidoa, Bardera, Oddur and other Somalia landing zones. Pilots planning operations into Somalia are urged to contact appropriate air traffic control authorities on published frequencies well in advance of arrival to any Somali airport to request current airfield conditions and flight conditions, thereby allowing for potential diversion to a safe location in the event that small arms hostilities are occurring at intended destination. Because the situation in Somalia is subject to rapid change, pilots are urged to continuously exercise extreme caution throughout Somalia in view of reported hostilities.

SUDAN

The Sudanese People's Liberation Army (SPLA) has attacked aircraft in southern Sudan and downed two civilian planes, a Fokker and a Cessna 404, shortly after takeoff from Malakal. The SPLA has warned civilian aircraft not to overfly SPLA controlled territory. Aircraft flying at high altitudes should be considered well out of range of anything in the SPLA's arsenal.

Civilian aircraft that intend to fly to destinations in southern Sudan should check first with aviation authorities in the Sudanese government to ensure that routes are safe and that airfields are open. (DOS 6/87)

INTERNATIONAL OCEANIC AIRSPACE NOTICES

ATLANTIC

IMPLEMENTATION OF A REDUCED VERTICAL SEPARATION MINIMUM (RVSM) ABOVE FL 290 IN THE NORTH ATLANTIC REGION: MONITORING PROCEDURES FOR THE VERIFICATION OF AIRCRAFT HEIGHT KEEPING PERFORMANCE

1 Introduction

1.1 As part of the plan to verify aircraft height keeping performance before the implementation of RVSM, height monitoring of Minimum Aircraft System Performance Specification (MASPS) approved aircraft will commence henceforth and continue until further notice.

2 Monitoring Methods

2.1 During the period of verification of MASPS approved aircraft, two methods of height monitoring will be employed to achieve the monitoring goals. One method will employ a fixed site Height Monitoring Unit (HMU) located 15nm east of Strumble VOR/DME at N51 56.00 W004 40.00 beneath Upper ATS Route UG1 in the United Kingdom. In order for aircraft to be monitored using this method, they will be required to overfly the HMU in straight and level flight at FL 290 or above. Where this method is not considered to be expeditious or practical, operators may arrange to carry a GPS Monitoring Unit (GMU) instead.

3 Procedures for GMU Carriage

3.1 Operators with MASPS approved aircraft wishing to be monitored using the GMU method should contact Mr H Sell at ARINC Inc by telephone at (410) 266 4931 or by fax at (410) 573 3007. Where possible, operators are requested to anticipate the issue of MASPS approval so that best use of the available resources may be made. It should be noted that the carriage of a GMU for monitoring purposes need not necessarily be on a NAT flight.

4 Monitoring using the HMU method

4.1 In order to facilitate successful monitoring by this method, aircraft should be operated so as to meet the following guidelines:

- (a) Aim to fly the centerline of Upper ATS Route UG1.
- (b) As a minimum, fly straight and level between FL 290 and FL 410 in the route segment between 004 30W and 004 50W.
- (c) If condition (a) above cannot be met, the maximum recommended lateral offset from the centerline is 5nm. (Tracks outside this may be recorded but accuracy will be degraded, resulting in a less than optimum assessment of height keeping performance).
- (d) Mode A squawk should not be altered in the geographical location set out at sub-paragraph 4.1(b) above.

4.2 Pre-flight procedures

4.2.1 Operators proposing to divert from an optimum route in order to fly over the HMU are strongly advised to call the HMU Status line on +44 171 832 6031 for HMU serviceability information. While every effort will be made to ensure that the promulgated information is accurate, operators should note that the equipment may become unserviceable at short notice.

4.2.2 Aircraft for HMU monitoring should be flight planned to route via Strumble, in accordance with UK AIP RAC 8. Dispatchers should ensure that Item 18 of the ICAO flight plan includes both aircraft registration and RMK/HMU FLT.

4.3 In-flight Procedures

4.3.1 As a reminder to the controller that the aircraft is attempting to be monitored by the HMU, crews should transmit "... for HMU flight" to London Control on initial contact is eastbound, or when west of CPT if westbound. Operational requirements permitting, the controller will endeavor to do his/her best to ensure the aircraft is routed through the HMU capture area in straight and level flight. Operators are advised that the serviceability status of the HMU will not be known by ATC;

therefore, requests for information regarding the HMU should not be made on London Control frequencies.

4.3.2 It is recognized that it will be difficult for Gatwick based aircraft to be monitored using the HMU as the published routings via UR14 between Strumble and EXMOR will not allow the aircraft to comply with the required capture conditions. However, eastbound aircraft which would normally be routed onto UR14 after Strumble may request a tactical routing to take them into the capture area. Again, the controller will endeavor to oblige but if it is not possible to comply with the request, crews should not enter into lengthy dialog with the controller.

4.4 Post Flight Procedures

4.4.1 ATC will have no way of knowing whether an aircraft has been successfully monitored by the HMU. Operators wishing to ascertain this information may fax a request to the NAT Central Monitoring Agency (CMA) at +44 171 832 5562. It should be appreciated that it will take a finite time to collate the requisite information and that while every effort will be made to reply as soon as possible, operators should not expect to receive a reply sooner than one week after receipt of their request. 5/8/96 (AFS400)



ATLANTIC AREA LORAN-C INFORMATION

The current operational status of all Atlantic area LORAN-C stations is available from the five coordinators of chain operations (COCOs). The COCO monitors the day-to-day operations of the LORAN-C chain and provides information with a recorded telephone announcement or responds to queries directed to the COCO personally. Pertinent telephone numbers follow:

- a. COCO Great Lakes (8970) and Northeast (9960) chains are located at LORAN Station Seneca, NY. Recorded announcement: (607) 869-5395. COCO: (607) 869-1334, FTS 957-5334.
- b. COCO Canadian Eastcoast (5930) and Labrador Sea (7930) chains are located at LORAN Monitor Station, St. Anthony NFLD Canada. Recorded announcement: (709) 454-3261. COCO: (709) 454-2392.
- c. COCO Southeast (7980) chain is located at LORAN Station Malone.
- d. If additional information is required after contacting COCOs, contact the chain manager at Governor's Island, NY: (212) 668-7880 or FTS 664-7880.
- e. Scheduled LORAN-C off-air times are published by notifications or announcements in local Notices to Mariners, Canadian Coast Guard Notices to Shipping (NOTSHIPS), and on the prerecorded service for the pertinent chain. In many cases, scheduled outages are preceded by a Coast Guard marine radio broadcast in the area where the coverage will be affected.
- f. For better service on any request for operations data (e.g., to check on a suspected LORAN-C system abnormality), please supply the rate and date/time of the event you wish to report. This will enable coordinator of chain operations to quickly check the records for the period in question and give a more exact answer.

Pacific area LORAN-C info:
Information concerning Central Pacific (4990), Canadian West Coast (9940), Northwest Pacific (9970), and North Pacific (9990) chains may be obtained from the regional manager in San Francisco, CA at (415) 437-3224.

European LORAN-C info:
Information concerning the Icelandic (9980), Norwegian Sea (9970), and the Mediterranean Sea (7990) chains may be obtained from the chain manager at U.S. Coast Guard Activities Europe, London, UK at 011-44-1-409-4758.

OMEGA
Summary status and propagation anomaly notifications are broadcast from WWV, Fort Collins, CO at 16 minutes after each hour. Other information sources are listed below:

a. Coast Guard OMEGA Navigation System Center, Washington, DC (Recorded announcement): (703) 866-3801 or FTS 398-3801.

b. U.S. Naval Observatory (USNO) (Automated Data Service): (202) 653-1079 or FTS 653-1079. Full Duplex, even parity 300 or 1200 Baud, ASCII.

c. If additional information is required, contact the OMEGA Watchstander at OMEGA Navigation System Center, Washington, DC; (703) 866-3800 or FTS 398-3800.

CARIBBEAN

SPECIAL NOTICE — CARIBBEAN

Radio Beacon Interference

Rock Sound Bahamas Radio Beacon (RSD) and Havana Cuba Radio Beacon (UHA) both operate on frequency 348 kHz. Be alert to possible interference. (FAA)

SPECIAL NOTICE — CARIBBEAN, GULF OF MEXICO, FLORIDA

Tethered Balloon Flights

The U.S. Army will be flying a large weather balloon (90 feet in length) at heights up to 2500 feet at various locations in the Caribbean, Gulf of Mexico, and Florida waters. This balloon will be tethered to a ship; airmen be advised to stay clear of the tether as well as the balloon. The balloon will usually be several miles at sea except when it is in transit to test sites or pulling into dock, at which times the balloon will be flown at heights from 150 to 500 feet. Local control towers will be notified by the U.S. Army in the event of balloon flights near their airports. The balloon and tether will be well marked by strobe lights and flags to assure visibility. (Miami FSS 6/29/84)

EUROCONTROL

SPECIAL NOTICE WESTERN EUROPE

The Central Flow Management Unit (CFMU) of Eurocontrol began operations on April 27, 1995, at 0001 UTC. The initial phase included two operations:

a. The initial implementation of the Integrated Flight Plan Processing System (IFPS). This system consolidates the member countries IFR flight data processing (FDP) into one system and will begin with the countries of France, Germany, Netherlands, Belgium, and Luxembourg. Other countries will be added over the next year. Once a country's FDP has been consolidated into the IFPS it becomes that country's sole source of flight plan information.

b. The CFMU will also assume responsibility for centralized flow control within the area of responsibility of the former Paris Air Traffic Flow Management Unit (CORTA). In order to operate on an IFR/GAT* flight plan within this area, a slot time may be required. This is determined by filing through the IFPS. Unless a valid flight plan has been received and acknowledged by the IFPS, any required slot time will not be assigned and an IFR clearance will not be issued whether a slot time is required or not. The Frankfurt, United Kingdom, Rome and Madrid flight plan areas will be added into this centralized system of flow management between October 1995 and April 1996.

Additional information may be obtained from Aeronautical Information Circulars/NOTAMS issued by the individual countries, through commercial flight planners or by contacting Eurocontrol, rue de la Fusee, 96, B-1130, Brussels, Belgium. Telephone: 32-2-729-9750/9751. Fax: 32-2-729-9019.

NOTE-

*GAT - General Air Traffic (Civil). Military aircraft operating within the civil ATC system must file a GAT or GAT/OAT flight plan.

PACIFIC

SPECIAL NOTICE — OAKLAND OCEANIC CTA

Aircraft destined for the Hawaiian Islands from North America should adjust their transponders to display code 2000 upon entering Oakland Oceanic CTA airspace. Aircraft should maintain code 2000 thereafter until otherwise directed by air traffic control.

U.S. OVERLAND/OCEANIC NOTICES

GENERAL

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 1000 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 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 — REVISED HOLDING PATTERN AIRSPEED

Holding pattern airspeeds have been revised as follows:

a. Maximum Holding airspeed for use by civil turbojets holding at 6000 feet or below is 200 KTS IAS.

b. Maximum holding airspeed for use by civil turbojets holding from above 6000 feet through 14000 feet is 210 KTS IAS.

c. Aircraft with an operational requirement to hold at airspeeds in excess of 200 KTS IAS or 210 KTS IAS respectively at 14000 feet or below, advise Air Traffic Control of your operational requirements prior to entering the holding pattern. (AVN-220)

SPECIAL NOTICE — NADIN

Correct NADIN system processing of ICAO flight plans in ARTCCs fifth through eight characters of address must be ZQZX for the first domestic ARTCC and ZRZX for all other ARTCCs. (KFDC 15/88)

EXCEPTIONS: See: NEW YORK CTA/FIR, SPECIAL NOTICE — Flight Planning in the NEW YORK CTA/FIR.

SPECIAL NOTICE — IFR/VFR OPERATIONS

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

- Between sunset and sunrise;
- At or above Flight Level (FL) 60 when operating within the New York, Oakland, and Anchorage Flight Information Regions (FIRs); or
- 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 ft 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, he should:

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

The pilot should understand that 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 — 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:

1. General

1.1. All NAT air-ground messages are categorized under one of the following headings (excluding emergency messages):

- Position Report
- Request Clearance
- Revised Estimate
- Miscellaneous Message

1.2. In order to enable ground stations to process messages in the shortest possible time, pilots should observe the following rules:

- Use the correct type of message applicable to the data transmitted;
- State the message type on the contact call to the ground station or at the start of the message;
- Adhere strictly to the sequence of information for the type of message;
- All times in each of the messages should be expressed in hours and minutes.

2. Description of ATS Message Types

2.1. Aircraft should transmit air-ground messages using standard RTF phraseology in accordance with the following:

2.1.1. POSITION

To be used for routine position reports.

CONTENT AND DATA SEQUENCE

- "POSITION"
- Flight identification
- Present position
- Time over present position (hours and minutes)
- Present flight level
- Next position on assigned route
- Estimated time for next position (hours and minutes)
- Next subsequent position
- 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"

2.1.2. 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

- "REQUEST CLEARANCE"
- Flight identification
- Present or last reported position
- Time over present or last reported position (hours and minutes)
- Present flight level
- Next position on assigned route or oceanic entry point
- Estimate for next position or oceanic entry point
- Next subsequent position
- Requested mach number, flight level or route
- 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 DATE SEQUENCE

- "REQUEST CLEARANCE"
- Flight identification
- Requested mach number, flight level or route

d. Further information or clarifying remarks

EXAMPLE-

"REQUEST CLEARANCE, BAW 212, REQUESTING FLIGHT LEVEL 370"

2.1.3. 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"

2.1.4. 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.

SPECIAL NOTICE — INSPECTION OF MEANS OF CONVEYANCE

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 Health Inspection Service, and the government of Guam.

(USDA-Regulation 318.13-9)

SPECIAL NOTICE — INSPECTION OF MEANS OF CONVEYANCE

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)

ARINC

The following Satellite Voice Air/Ground calling numbers are available to contact ARINC Communications Centers in place of any published telephone numbers. These numbers will be recognized and converted by all Ground Earth Station (GES) service providers to the appropriate Public Service Telephone Network (PSTN) or direct dial number for the appropriate ARINC Communications Center.

Aircraft operating within the New York Oceanic FIR:

New York ARINC 436623

Aircraft operating within the Oakland Oceanic FIR, East of 140W/South of 37N and East of 150W/North of 37N:

San Francisco ARINC 436625

Aircraft operating within the Oakland Oceanic FIR, West of 140W/South of 37N, or West of 150W, and those within the Anchorage Oceanic FIR:

Honolulu ARINC 436605.

GULF OF MEXICO VHF COMMUNICATIONS

Due to the distances involved, signal levels received by aircraft communicating with New York ARINC in the Gulf of Mexico on frequency 130.700 MHz will be weaker than normally encountered in VHF communications. Most aircraft usually have the squelch setup to communicate where signal levels are much higher and to totally eliminate background noise for the flight crew.

In order to increase the range and maximize the coverage area, aircraft are asked to utilize the following squelch settings on their VHF radios while monitoring or communicating with New York ARINC.

On aircraft with an OPEN/CLOSE squelch switch, the squelch should be set to the OPEN position while communicating or after being SELCAL'ed.

Aircraft with an adjustable system should first set their squelch to fully open position and then adjust to where the noise is reduced or just closed. This will allow the weakest signals to be heard.

Utilizing this procedure will increase the background noise heard by the flight crew but will allow communications at a much greater range.

Direct any questions to ARINC Air/Ground operations at 410-266-4430.

The following frequencies and services were omitted from the International Flight Information Manual (IFIM) Amendment 2 dated October, 1995.

STATION AND OPERATING AGENCY	RADIO CALL	TRANSMITTING FREQUENCIES	REMARKS
SAN FRANCISCO (ARINC)	San Francisco	3413 5574 8843 10057 13354 17904 kHz	Central East Pacific One Network
		2869 5547 6673 11282 13288 kHz	Central East Pacific Two Network
		3013 6640 11342 13348 17925 21964	Long Distance Operations Control (LDOC) Service (phone-patch). Communications are limited to operational control matters only. Public correspondence (personal messages) to/from crew or passengers can not be accepted.
		131.95 mHz	Extended range VHF. Coverage area includes tracks to HNL from SFO and LAX out to approximately 250 nautical miles from west coast.
		129.40 mHz	For en route communications for aircraft operating on Seattle/Anchorage/Routes.

		436625*	Aircraft operating within the Oakland Oceanic FIR, East of 140°W/South of 37°N and East of 150°W/North of 37°N.
NOTE- Note: This satellite Voice Air/Ground calling number is available to call ARINC and will be recognized and converted by all Ground Earth Station (GES) service providers to the appropriate Public Service Telephone Network (PTSN) or direct dial number for this communications center.			
OAKLAND (FAA)	Oakland Radio	122.5 122.2 #121.5 MHz	#Emergency.
SAN JUAN P.R. (FAA)	San Juan Radio	#121.5 122.2 126.7 123.65 #243.0 255.4 114.0 113.5 108.2 108.6 109.0 110.6 MHz	Unscheduled broadcasts H+00, H+15, H+30 and H+45 as appropriate, for Weather and Military Activity Advisories, on 110.6, 109.0, 108.6, 108.2, 113.5, and 114.0 MHz. #Emergency. For frequencies 114.0, 113.5, 108.2 and 109.0 MHz use 122.1 MHz for transmissions to San Juan Radio. For frequency 108.6 use 123.6 MHz.

ANCHORAGE CTA/FIR

ANCHORAGE ARCTIC/CONTINENTAL CTA/FIR

Due to the cancellation of the Arctic Control Area Tracks in Canadian Airspace, what remains of the former tracks OSCAR, PAPA, and QUEBEC in the Anchorage Arctic/Continental CTA/FIR have been changed to Air Traffic Service (ATS) routes to be effective on 15 August 1996 as follows:

New ATS Route M450 (to replace ACA OSCAR Track):			
Waypoint	Latitude/Longitude	Heading/Bearing	Distance
KARLL	N70°00.00 W151°00.00	342/151 MAG	620 NM to
COALL	N80°00.00 W141°00.00	end	

New ATS Route M451 (to replace ACA PAPA Track):			
Waypoint	Latitude/Longitude	Heading/Bearing	Distance
ARBEZ	N70°00.00 W146°15.00	344/161 MAG	313 NM to
JESRU	N74°56.80 W141°00.00	end	

New ATS Route M452 (to replace ACA QUEBEC Track):			
Waypoint	Latitude/Longitude	Heading/Bearing	Distance
HARVZ	N70°00.00 W143°00.00	349/169 MAG	102 NM to
TAYTA	N71°33.70 W141°00.00	end	

Flights are expected to flight plan via the ATS tracks within the Anchorage FIR and may flight plan via random routes within the Edmonton FIR. Flights should leave/join M450 at COALL (80°N/141°W), M451 at JESRU (74°56.80N/141°W), or M452 at TAYTA (71°33.70N/141°W).

SPECIAL NOTICE — NAVIGATION WARNING

U.S. Aircraft flying between Alaska and Japan are cautioned of the absolute necessity of remaining over international waters at all times in order to avoid dangerous consequences which could result from unauthorized overflight of Commonwealth of Independent States (CIS) (former Soviet Union) territory. Recognition that many flight tracks on this route provide minimum separation from CIS airspace further emphasizes the need for all pilots to use all existing navigational capability. The FAA therefore recommends that all pilots flying

between Alaska and Japan take utmost precautions to avoid flying over CIS territory. Pilots and operators of small aircraft performing bear hunting flights or other types of flight in the Bering Strait area are also urged to take utmost precaution to avoid any operation in CIS airspace. (FAA)

SPECIAL NOTICE — ENROUTE COMMUNICATIONS PROCEDURES

Enroute Communications procedures supporting flight operations in the Anchorage Arctic CTA/FIR beyond line of sight range of remote control VHF air/ground facilities operated from the Anchorage ACC.

Flight crews operating aircraft in that airspace under those circumstances are expected to maintain communications with Cambridge Bay Radio and a listening or SELCAL watch on HF frequencies of North Atlantic Delta NAT D network, Viz, 2971, 4675, 8891, 11279 kHz. Cambridge Bay Radio will accomplish necessary relay between enroute aircraft and the Anchorage Center. Additionally, and in view of reported marginal reception of Honolulu Pacific VOLMET broadcast in that and adjacent Canadian airspace, Cambridge Bay Radio can provide Anchorage and Fairbanks surface observations and terminal forecasts to flight crews on request. (FAA)

ANCHORAGE OCEANIC CTA/FIR

Effective 10 October 96, new ATS Route G349 will exist between NEONN (N60°49.32 W, 165°00.60 on ATS Route R220) heading/bearing 255/072 for 383NM to MARCC (N60°11.60 W177°53.60 on ATS Route W460/G583).

HOUSTON CTA/FIR

SPECIAL NOTICE – TEST OF MACH NUMBER TECHNIQUE

Effective September 1, 1994, the Houston ARTCC and Merida ACC's began the test application of the MACH Number Technique in the Gulf of Mexico. This technique, as prescribed in ICAO Regional Supplementary Procedures, Document 7030/4, CAR/RAC-9, paragraph 6.2.1.2.c, has been expanded to include the Merida and Monterey CTA/FIR's and will allow for reduction of longitudinal separation standards base on speed assignment. Because separation is based on speed assignment, it is important that pilots strictly adhere to the speed assignment until instructed otherwise. Speed assignment may be applied to aircraft climbing, descending, and at level flight. If the preceding aircraft is Mach .03 faster than the following aircraft, separation may be reduced to 10 minutes. When the preceding aircraft is Mach .06 faster than the following aircraft, separation may be reduced to 5 minutes.

Aircraft operating in the Gulf of Mexico transitioning between the Houston CTA/FIR and the Meridia or Monterey CTA/FIR should anticipate the application of the procedure when circumstances permit. Aircraft filing flight plans through the Gulf of Mexico shall file their true airspeed in the form MACH number.

This change is published in accordance with ICAO Regional Supplementary Procedures, Document 7030.4, CAR/RAC-9,

Paragraph 6.4.1. This NOTAM will be canceled upon publication of this information in the United States Aeronautical Information Publication or ICAO Regional Supplementary Procedures, Document 7030/4, whichever occurs first.

SPECIAL NOTICE – COMMUNICATIONS AND POSITION REPORTING

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. Maintain 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 is 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)

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 Center at least 10 minutes prior to the boundary on the following frequencies:

B646 & G765 _ at a altitude of 170 and above 132.2 VHF and 323.1 UHF at altitude of 160 and below 133.5 VHF and 306.9 UHF

B503 & G437 _ 134.8 VHF and 298.9 UHF

A301 & R628 _ at an altitude of FL240 and above 135.225 VHF and 381.45 UHF at and altitude of FL230 and below 134.6 and 269.05 UHF.

NOTE—

This information should appear on all applicable Domestic and Latin American High/Low Enroute Charts.

Radar separation

Miami ARTCC is utilizing limiter 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. (FAA 10/25/93)

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)

NEW YORK CTA/FIR

NEW YORK OCEANIC CTA/FIR

EFFECTIVE 5 DECEMBER 1996, CHANGES TO THE ATS ROUTE STRUCTURE IN THE WESTERN ATLANTIC ROUTE SYSTEM (WATRS) AREA INCLUDE DELETION OF REPORTING POINTS JESSE AND HUNKY AND REVISIONS TO ATS ROUTES: G446, A699, R514 AND G437 TO INCLUDE NEW REPORTING POINTS SARJE AND HAINY AS FOLLOWS:

ATS Route G446				
Reporting Point (Navigation Facility/Fix)	Latitude/ Longitude	Type	Magnetic Bearing	Distance
OLDEY	(no change)			
JAINS (XA700) (ZNY/ZJX BNDRY)	(no change)	CRP	154/335	75
HAINY	N30 18 53.19/W07 6 12 06.66	NCRP	171/351	75
SARJE (XA699/R514/ G437)	N29 07 10.27/W07 5 47 36.68	CRP	171/351	80
BROOM (ZNY/ZMA BNDRY)	(no change)	CRP		
CLETE...MIQ	(no change)			

ATS Route A699				
Reporting Point (Navigation Facility/Fix)	Latitude/ Longitude	Type	Magnetic Bearing	Distance
SA...ODEAL	(no change)			

BURTT (X513/R763)	(no change)	CRP	233/049	203
SARJE (XG446/R514/ G437)	N29 07 10.27/W0 75 47 36.68	CRP	247/065	74
LOUIZ (ZNY/ZMA BNDRY)	(no change)	CRP		
NUCAR...PBI	(no change)			

ATS Route R514				
Reporting Point (Navigation Facility/Fix)	Latitude/ Longitude	Type	Magnetic Bearing	Distance
LOUIZ (ZNY/ZMA BNDRY)	(no change)	CRP	065/247	74
SARJE (XA699/G437/ G446)	N29 07 10.27/W0 75 47 36.68	CRP	072/256	166
DRIBL (XR763)	(no change)			
FLORI...BDA	(no change)			

ATS G437				
Reporting Point (Navigation Facility/Fix)	Latitude/ Longitude	Type	Magnetic Bearing	Distance
GYV...ELBOW	(no change)			
MAPYL (ZNY/ZMA BNDRY)	(no change)	CRP	015/195	78
SARJE (XA699/R514/ G446)	N29 07 10.27/W0 75 47 36.68	CRP		

NEW YORK OCEANIC CTA

The following change to the North American Routes (NAR) for the North Atlantic is due to airway changes in the Winnipeg Flight Information Region (FIR) and West Atlantic Route System (WATRS) Area that are already in effect. The NAR change will be effective on 15 August 1996 at 0901 UTC.

WESTBOUND ROUTES COMMON PORTION			
Amend the following routes:			
NAR Designator	Coastal Fix	Route Description	Inland Navigation Fix
N 2E	PRUIT	A637 COBBL	ZQA
N 532C	IKMAN	FEDDY SCA INDIA YRL	HML

NEW YORK FIR

Oceanic Clearances

Aircraft operating through North Atlantic MNPS airspace are required to have a detailed clearance before entering MNPS airspace. The clearance, commonly referred to as an "Oceanic Clearance," must include either the specific NAT Track to be flown or the point-to-point grid coordinates in the case of a random route. The clearance must be issued by ATC and acknowledged by the pilot. Oceanic clearances are not required for aircraft that will not operate in MNPS Airspace (MNPSA). For aircraft that will enter MNPSA, the clearance may be received at anytime prior to crossing the MNPSA boundary. This means that aircraft may fly for a considerable period in non-MNPS oceanic airspace before receiving the oceanic clearance.

For aircraft operating in non-MNPS airspace, e.g. WATRS, an abbreviated clearance is satisfactory. However, if any doubt exists concerning an abbreviated clearance, or if the possibility exists that multiple flight plans may have been submitted, the pilot should request, or the controller may issue, a complete (Oceanic) clearance at any time." (AEA-504) 6/3/96.

NEW YORK CTA/FIR

The Western Atlantic Route System (WATRS) area is defined beginning at a point 2700N 7700W direct to 2000N 6700W direct to 1800N 6200W direct to 1800N 6000W direct to 3830N 6000W direct to 3830N 6915W thence counterclockwise along the New York Oceanic control area/flight information boundary to the Miami Oceanic control area/flight information boundary to the point of the beginning. (FAA 5/1/96)

SPECIAL NOTICE — BEACON CODE PROCEDURES IN THE WESTERN ATLANTIC ROUTE SYSTEM (WATRS) AREA

Effective immediately, all aircraft transitioning from Miami Center and San Juan CERAP into the WATRS Area via fixed ATS routes, shall remain on their last assigned beacon code.

SPECIAL NOTICE — OPERATIONS WITHIN THE BERMUDA AREA

Effective June 1, 1995 at 0400Z, the New York Air Traffic Control Center assumed control authority (enroute and approach) and flight information responsibility within a 180nm radius of the Bermuda VOR, surface to unlimited except for those areas controlled by Bermuda Tower (5 statute mile radius of the airport, surface to 2500 feet MSL). New York Center will have secondary radar coverage only. Current VHF/UHF frequencies will remain unchanged. All inbound transponder equipped aircraft from the Western Atlantic Route System (WATRS) area shall remain on the last assigned code, all others shall respond on Mode 3A Code 2000 upon entry into the control area. The transition level (lowest usable FL) within the Bermuda Area shall be FL180. Flights shall use the Bermuda altimeter setting (QNH) below FL180. AFTN addressing to Bermuda shall be for those flights flight planning into or out of the airfield. The Bermuda AFTN address is: TXKFFYFX.

SPECIAL NOTICE — COMMUNICATION AND POSITION REPORTING

The attention of pilots planning flights with the New York Oceanic Flight Information Region is directed to the communication and position reporting 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, NAT, paragraphs 4 and 6. 0

COMMUNICATION REQUIREMENTS

The communications requirements for IFR flights within the NEW YORK CTA/FIR are:

a. Functioning two-way radio communications equipment capable of communicating with at least one ground station from any point on the route.

1. Part 121, 125, 135 operators must have 2 LRCS (Long Range Communications System) installed and operational on

any a/c operating within the New York Oceanic CTA/FIR. These operators may have their operations specifications amended to 1LRCS only with a waiver from the Administrator.

2. Part 91 operators must have at least 1 LRCS, but do not need a waiver.

3. The "30 minute rule" is an emergency procedure. Operators should be cognizant during their flight planning stage of the "30 minute rule." If their LRCS system should fail they should be no more than 30 minutes from VHF coverage.

b. Maintain a continuous listening watch on the appropriate radio frequency.

c. Report positions in specified circumstances.

NOTE-

HF communications is required for oceanic flight. The ability to communicate at any point of the route is necessary for the control process. Inability to comply is in violation of the requirements stated above. No VHF communications are available for position reporting for flight through New York Oceanic Airspace. (FAA)

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 — FLIGHT PLANNING IN THE NEW YORK CTA/FIR.

Implementation of the Oceanic Display and Planning System (ODAPS) at New York Center requires a change in flight plan addressing. Effective May 1, 1992, all operators' flight planning into or through the New York Oceanic Control Area shall address flight plans as follows:

a. For flights entering the New York Oceanic Control Area from points beginning at 42N 67W clockwise along the New York oceanic boundary to 18N 61W address flight plans to KZWYZOZX. (Effective May 25, 1995, the new beginning point will be 41N 67W.)

b. For all other flights entering New York Oceanic Control Area, including departures from Bermuda, address flight plans to KZNYZOZX.

c. When flight planning in the NAT, especially on routes to/from Europe and the Caribbean, users are requested to establish significant points not more than one (1) hour apart.

d. For all flights entering the New York Oceanic Control Area, users are requested to file the New York FIR boundary time in the EET field as: "KZNY (time)"

"The distance between significant points shall as far as possible, not exceed one hour's flight time. Additional significant points shall be established as deemed necessary." (Document 4444, RAC/501/12 Appendix 2, A-14).

Following these procedures will avoid processing delays that could affect timely receipt of oceanic clearances or requested routes and altitudes.

SPECIAL NOTICE—EUROPEAN/CARIBBEAN (EUR/CAR) TRACKS

European/Caribbean tracks will be published only when necessary and will exist from coast-out to coast-in points only when all air traffic service provider Centers determine that it is necessary. Operators are allowed to flight plan on random routes that cross, join, or leave the tracks.

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

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.

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

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.

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

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.

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.

HOUSTON/MIAMI/NEW YORK CTA/FIR

National Winter Storm Operation Plan (NWSOP)

During the winter season, the U.S. Air Force Reserves (AFRES), 815th Weather Squadron (815WS) has responsibility for flying winter storm reconnaissance missions. Mission aircraft will fly at altitudes between FL290 and FL310. At designated points, the aircraft will release dropsonde, and 18 inch metal weather cylinder weighing three pounds, with an attached parachute. Five minutes prior to release, the mission aircraft commander (AC) will broadcast on 121.5 and 243.0, 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 1000 feet per minute. AC's are directly responsible for the release of any objects from the aircraft. ATC shall provide traffic advisories, when feasible, to the AC.

ATC WILL PROVIDE SEPARATION BETWEEN THE MISSION AIRCRAFT AND ANY NON-PARTICIPATING AIRCRAFT. ATC CANNOT PROVIDE SEPARATION BETWEEN AIRCRAFT AND THE DROPSONDE.

Users are urged to take onto consideration any NWSOP's during flight planning in the affected area(s). Non-participating pilots should be

especially alert to broadcast on 121.5 or 243.0 during NWSOP's. NOTAMS will be issued as early as possible prior to each mission.

MIAMI/NEW YORK/SAN JUAN CTA/FIR

SPECIAL NOTICE — FLIGHT PLANNING IN WATRS.

"Due to traffic complexity in the Western Atlantic Route System (WATRS), flight planning via direct routes through WATRS cannot generally be approved. Operators should file via the fixed ATS route structure. Once the flight is in or approaching the WATRS and if traffic permits, controllers MAY be able to approve direct routes upon pilot request."

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)

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 — CUSTOMS

All IFR or VFR aircraft landing at Luis Munoz Martin International, Isla Grande, Cyril E. King, or Alexander Hamilton 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 101200)

SPECIAL NOTICE — ROOSEVELT ROADS, PUERTO RICO

NORTHEAST CORRIDOR:

5 NM on each side of a line from Cabras Island to LAT. 18-15-00N., LONG. 65-30-00W.; to LAT. 18-14-30N., LONG. 65-24-00W.; to LAT. 18-14-00N., LONG. 65-10-00W.; to LAT. 18-30-00N., LONG. 65-08-00W.; to LAT. 18-45-00N., LONG. 65-06-00W.

SOUTHEAST CORRIDOR:

5 NM on each side of a line from Cabras Island to LAT. 18-15-00N., LONG. 65-30-00W.; to LAT. 18-14-00N., LONG. 65-24-00W.; to LAT. 18-14-00N., LONG. 65-10-00W.; to LAT. 17-35-00N., LONG. 65-16-00W.

SOUTHWEST CORRIDOR:

5 NM on each side of a line from Cabras Island to LAT. 18-13-00N., LONG. 65-36-00W.; to LAT. 17-50-00N., LONG. 65-38-00W.

NORTHWEST CORRIDOR:

5 NM on each side of a line from LAT. 18-45-00N., LONG. 65-36-00W.; to LAT. 18-18-00N., LONG. 65-33-00W.; to LAT. 18-07-00N., LONG. 65-36-00W.

ALTITUDES:

Operating altitudes vary from the surface up to and including FL450. The drone operations are conducted with due regard to aircraft operations. Non-participating 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. (revised 8/91 - FAA ZSU-3.4 - CERAP HUB)

Part 4.

GRAPHIC NOTICES



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November 7, 1996

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GENERAL INFORMATION

SPECIAL NOTICE

Notices submitted for inclusion in the Notices to Airmen publication will be published, no earlier than **TWO EDITIONS** prior to the effective date of the Notice. **SPECIAL NOTICES** will be carried in the Notices to Airmen publication for the entire duration of the Notice, and in the case of more permanent notices, until transferred to other appropriate Air Traffic Publications.

CHANGES TO THE HOLDING PATTERN MAXIMUM HOLDING AIRSPEED

Effective: June 20, 1996

SUBJECT: Changes to the maximum holding airspeed for holding patterns that protect civil turbojets holding above 6,000 feet mean sea level (MSL) through 14,000 feet MSL.

Background: In July of 1993, a concern was raised that the protected holding pattern airspace area for civil turbojets holding at 230 knots indicated airspeed (KIAS) from 14,000 feet MSL and below may not be large enough to contain the aircraft holding there. Subsequently, GENOT 4/75 and NOTAM 3/5696 were issued which transmitted an interim maximum holding airspeed of 210 KIAS. A study was conducted by the Standards Development Branch, AFS-450, to determine what changes, if any, would be necessary to the holding airspace area. The results of the study were:

1. Keep the holding pattern airspace area the same size for civil turbojets holding at the minimum holding altitude up to and including 6,000 feet MSL, but limit the maximum holding airspeed to 200 KIAS; and
2. Enlarge the holding pattern airspace area for civil turbojets holding above 6,000 feet MSL up to and including 14,000 feet MSL to protect for a maximum holding airspeed of 230 KIAS.

INFORMATION: Many regions made the adjustments necessary to accommodate the larger 230 KIAS patterns, However, due to airspace constraints, several areas throughout the nation, including the entire Anchorage, New York and Washington Air Route Traffic Control Center airspace areas, were not able to accommodate the 230 KIAS pattern. The smaller 210 KIAS pattern has been retained for their use with two exceptions. Anchorage and Fairbanks approach control areas are able to accommodate the 230 KIAS holding patterns.

How will the flying public and the air traffic control specialists know which holding patterns protect for a maximum holding airspace of 210 KIAS and which patterns protect for 230 KIAS? With 230 KIAS being the norm, a cartographic icon will be published on the aeronautical charts to label the exceptional 210 KIAS patterns beginning August 15. Currently, FDC NOTAMs 6/3858, 6/3860 and 6/3986 are effective until further notice. The icon is the standard holding pattern symbol (racetrack) with "210K" placed in the center. In addition, phraseology has been developed that may be used by air traffic control specialists to advise pilots of the maximum airspeed a holding pattern airspace area will protect. An example of the phraseology is: "maximum holding airspeed is two one zero knots."

Charles R. Reavis
Acting Manager, Strategic Operations
and Procedures Division, ATO-100

7/1/96 (ATO-100)



SPECIAL MILITARY OPERATIONS

LANTIRN 96-11 and 96-12
SPECIAL USE AIRSPACE
(Temporary Military Operations Area)

Effective dates:

96-11 Nov 1, 4-8, 12-15, 18-22, 25-27, 1996

96-12 Dec 2-6, 9-13, 16-20, 23-24, 26-27, 30-31, 1996

Note: To obtain current information on flight activities in a particular area during the exercise, contact the Air Force Special Use Airspace Information Service (1-800-758-8723) or (125.3). For actual times of use contact Anchorage ARTCC at (907) 269-1108 or Fairbanks AFSS (1-800-992-7433).

Yukon 1 "A" Temporary MOA, AK

Boundaries. Beginning at lat. 65 22'59"N., long. 146 00'09"W.; to lat. 64 49'00"N., long. 147 04'00"W.; to lat. 64 33'23"N., long. 146 48'09"W.; to lat. 64 33'23"N., long. 146 46'09"W.; to lat. 64 34'24"N., long. 146 47'29"W.; to lat. 64 46'11"N., long. 146 46'49"W.; to lat. 64 49'59"N., long. 146 23'09"W.; to lat. 64 49'59"N., long. 146 00'09"W.; to point of beginning (excluding that portion wholly contained by R-2205 and the Eielson AFB Class D Airspace when active).

Altitudes. 100 feet AGL to but not including FL 180.

Times of use. Intermittent by NOTAM 12 hours in advance between 0700-2200 Monday-Friday not to exceed 4 hours per day or 56 hours per month.

Controlling agency. FAA, Anchorage ARTCC.

Using agency. USAF, 354th Fighter Wing, Eielson AFB, AK.

Viper (Formerly Falcon) Temporary MOA, AK

Boundaries. Beginning at lat. 64 33'23"N., long. 146 48'09"W.; to lat. 64 49'00"N., long. 147 04'00"W.; to lat. 64 47'00"N., long. 147 09'00"W.; to lat. 64 38'30"N., long. 147 11'00"W.; to lat. 64 34'30"N., long. 146 59'00"W.; to point of beginning (excluding the Eielson AFB Class D airspace when active).

Altitudes. 100 feet AGL to but not including FL 180.

Times of use. Intermittent by NOTAM 12 hours in advance between 0700-2200 Monday-Friday not to exceed 4 hours per day or 56 hours per month.

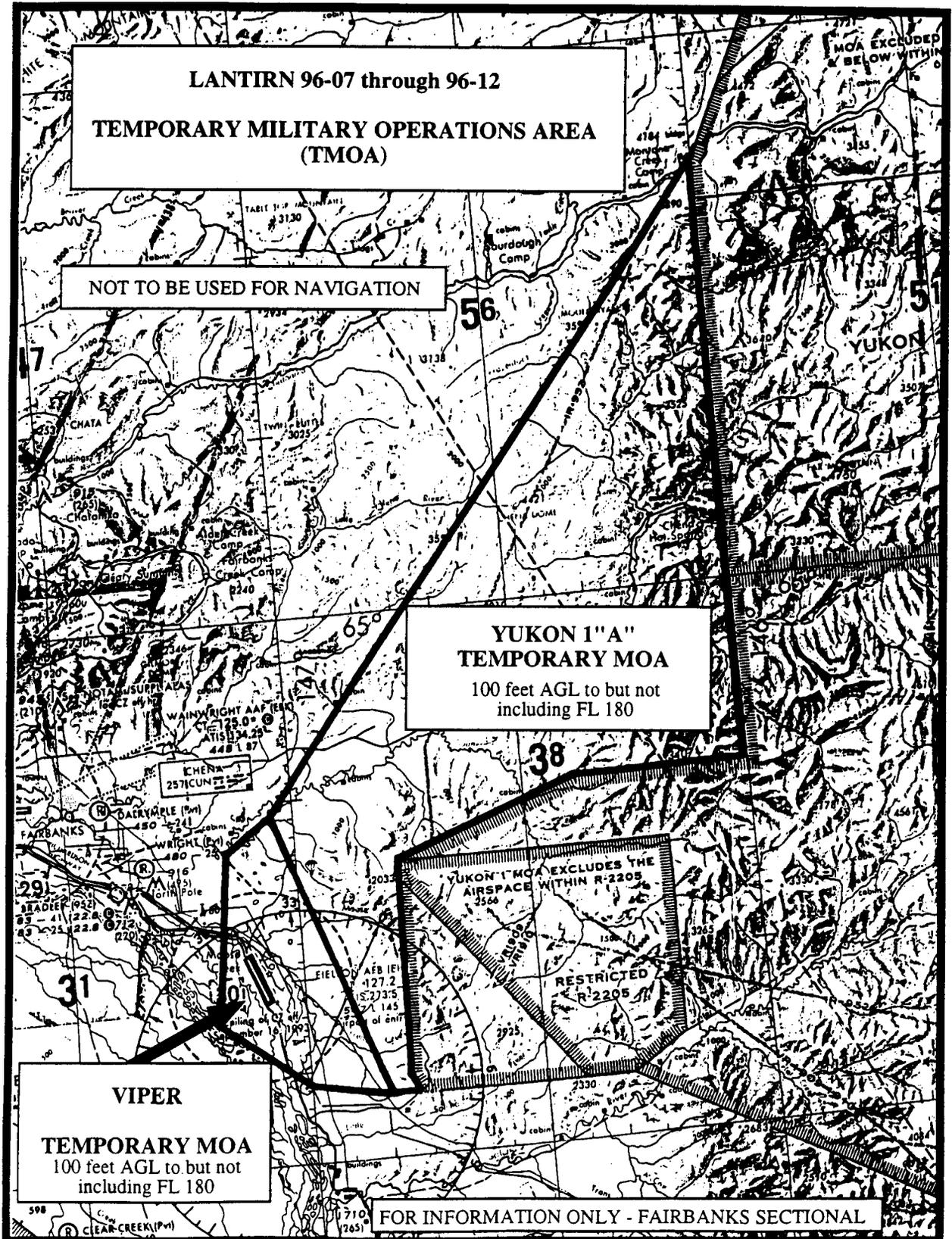
Controlling agency. FAA, Anchorage ARTCC.

Using agency. USAF, 354th Fighter Wing, Eielson AFB, AK.

5/23/96 (ATA-400)



LANTIRN 96-08, 96-09, 96-10, 96-11 and 96-12



Special Use Airspace

(A-639A and B, Academy Alert Area, Colorado)

Effective: June 20, 1996

A-639A, Academy Alert Area, CO.

Boundaries. Beginning at lat. 38°50'00"N., long. 104°19'00"W to lat. 38°45'00"N., long. 103°43'00"W to lat. 38°22'00"N., long. 103°43'00"W to lat. 38°22'00"N., long. 104°20'00"W to point of beginning.

Altitudes. 3,000 feet AGL to and including 12,000 feet MSL.

Times of use. Sunrise to Sunset, Monday through Friday, except holidays, other times by NOTAM, daylight only.

Using Agency: USAF 557th Flying Training Squadron, USAF Academy, CO.

A-639B Academy Alert Area, CO.

Boundaries. Beginning at lat. 39°11'00"N., long. 104°16'00"W to lat. 39°12'00"N., long. 104°12'00"W to lat. 39°00'00"N., long. 103°59'00"W to lat. 38°56'00"N., long. 103°59'00"W to lat. 38°58'00"N., long. 104°16'00"W to point of beginning.

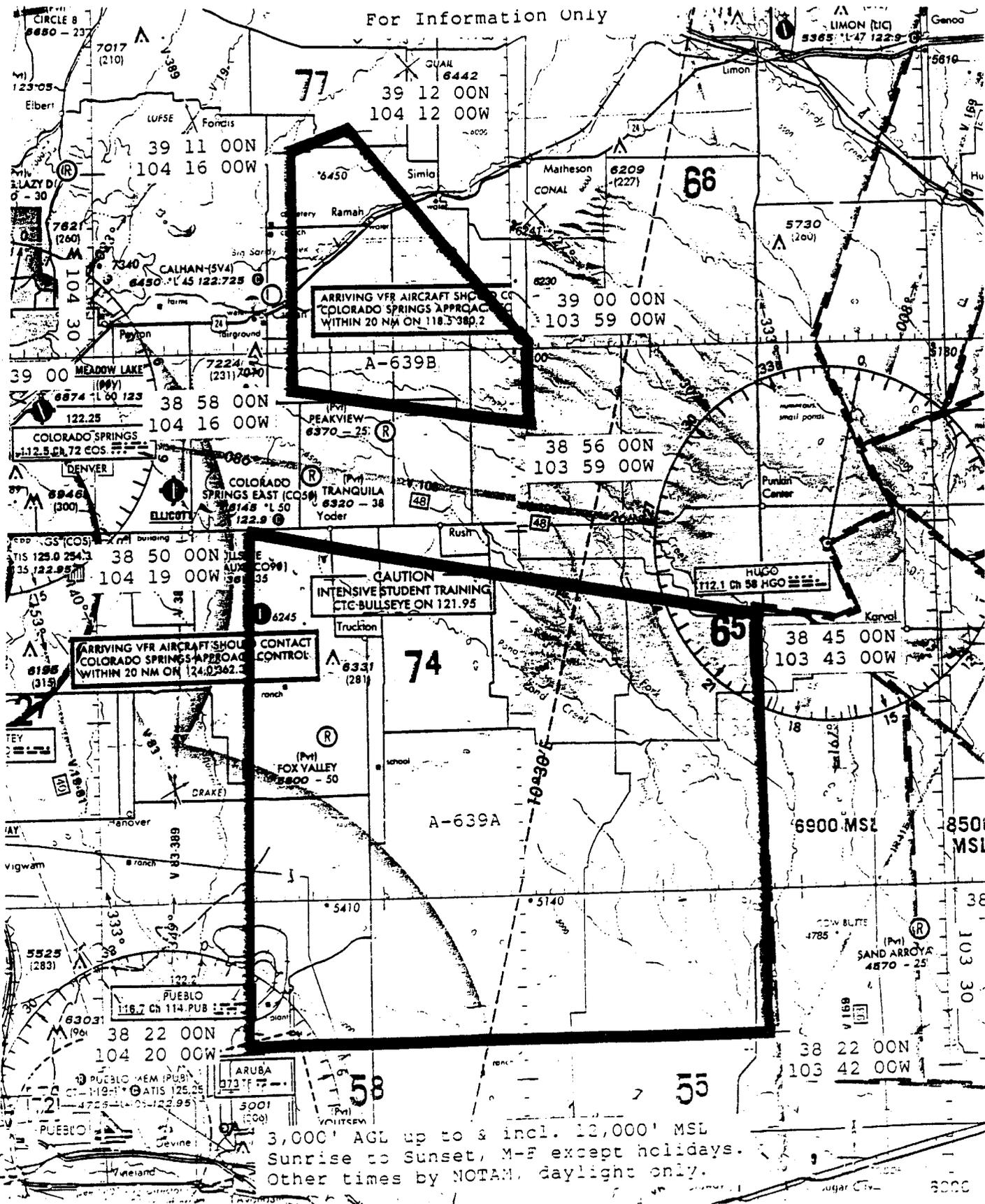
Altitudes. 3,000 feet AGL to and including 12,000 feet MSL.

Times of use. Sunrise to Sunset, Monday through Friday, except holidays, other times by NOTAM, daylight only.

Using Agency: USAF 557th Flying Training Squadron, USAF Academy, CO.



(A-6439A and B, Academy Alert Area, Colorado)



WHITE SANDS MISSILE RANGE

WHITE SANDS MISSILE RANGE FAR 91.143

SPACE OPERATIONS AREA

(EFF: 261130Z thru 261530Z NOVEMBER 96)

(EFF: 051130Z thru 051530Z DECEMBER 96)

(EFF: 121130Z thru 121530Z DECEMBER 96)

Pursuant to Section 91.143 of the Federal Aviation Regulations (FAR 91.143), Flight Operations conducted by FAA certificated pilots or conducted in aircraft of U.S. Registry are prohibited at any altitude from the 100 ft. above AGL to unlimited, within the following:

EASTERN AREA:

Beginning at LAT. 3256N LONG. 10604W; to LAT. 3412N LONG. 10604W; to LAT. 3412N LONG. 10544W; to LAT. 3357N LONG. 10527W; to LAT. 3256N to LONG. 10527W; to point of origin.

EXCLUDING 7.1 NM Radius around airport at LAT. 3328N LONG. 10532W from surfact to 14,000 FT MSL and 3 NM radius around airport at LAT. 3407N LONG. 10540W from surface to 1,500 FT AGL.

This area encompasses R5109A and R5109B

NORTHERN AREA:

Beginning at LAT. 3354N LONG. 10646W; to LAT. 3405N LONG. 10647W; to LAT. 3420N LONG. 10644W; to LAT. 3420N LONG. 10609W; to LAT. 3417N to LONG. 10609W; to LAT. 3415N LONG. 10640W; to LAT. 3357N LONG. 10644W to point of origin.

Albuquerque NM/ABQ (800-525-9963) is the coordinating flight service station and should be contacted for the current status of any airspace associated with the space flight operations. A stationary ALTRAV is also established for this area.

2/27/96 (ASW-530)



FORT WINGATE/WHITE SANDS MISSILE RANGE

FORT WINGATE FAR 91.143

SPACE OPERATIONS AREA

(EFF: 131400Z thru 131600Z NOVEMBER 96)

(EFF: 201400Z thru 201600Z NOVEMBER 96)

Pursuant to Section 91.143 of the Federal Aviation Regulations (FAR 91.143), Flight Operations conducted by FAA certificated pilots or conducted in aircraft of U.S. Registry are prohibited within the following:

FORT WINGATE LAUNCH AREA:

Beginning at Lat. 35°25'51"N., LONG. 108°30'09"W., to LAT. 35°38'46"N., LONG. 108°37'14"W.; to LAT. 35°28'46"N., LONG. 108°37'39"W.; to LAT. 35°21'27"N., LONG. 108°36'58"W.; to the point of beginning. At any altitude from the surface to unlimited.

FORT WINGATE MISSILE ASCENT AREA:

Beginning at Lat. 35°25'51"N., LONG. 108°30'09"W., to LAT. 35°21'22"N., LONG. 108°28'59"W.; to LAT. 35°19'18"N., LONG. 108°28'10"W.; to LAT. 35°17'48"N., LONG. 108°31'41"W.; to LAT. 35°21'27"N., LONG. 108°36'58"W.; to the point of beginning. At any altitude from FL200 to unlimited.

SOCORRO MISSILE REENTRY AREA:

Beginning at LAT. 33°59'56"N., LONG. 106°43'29"W.; to LAT. 33°59'51"N., LONG. 106°56'27"W.; to LAT. 34°08'16"N., LONG. 106°05'17"W.; to LAT. 34°00'28"N., LONG. 107°12'04"W.; LAT. 33°46'04"N., LONG. 107°02'38"W.; to LAT. 33°26'49"N., LONG. 107°02'25"W.; to LAT. 33°26'49"N., LONG. 107°00'00"W.; to LAT. 33°32'44"N., LONG. 106°58'47"W.; to LAT. 33°54'10"N., LONG. 106°46'24"W.; to the point of beginning. At any altitude from FL350 to unlimited.

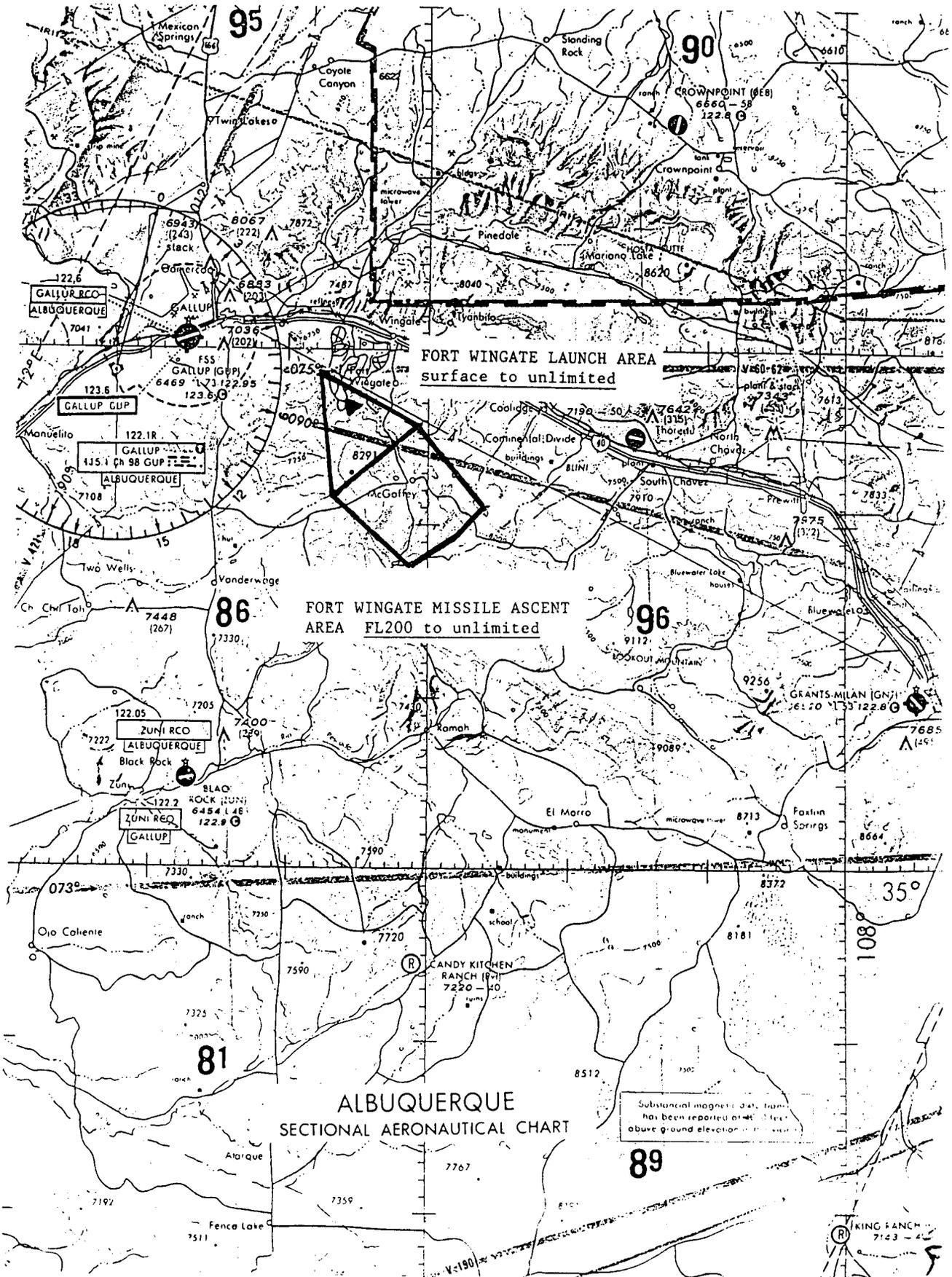
This area encompasses R-5107E.

Albuquerque NM/ABQ (800-525-9963) is the coordinating flight service station and should be contacted for the current status of any airspace associated with the space flight operations. A stationary ALTRAV is also established for these three areas and the corridor below the missile flight path from the launch at Fort Wingate, NM, to ground impact within White Sands Missile Range.

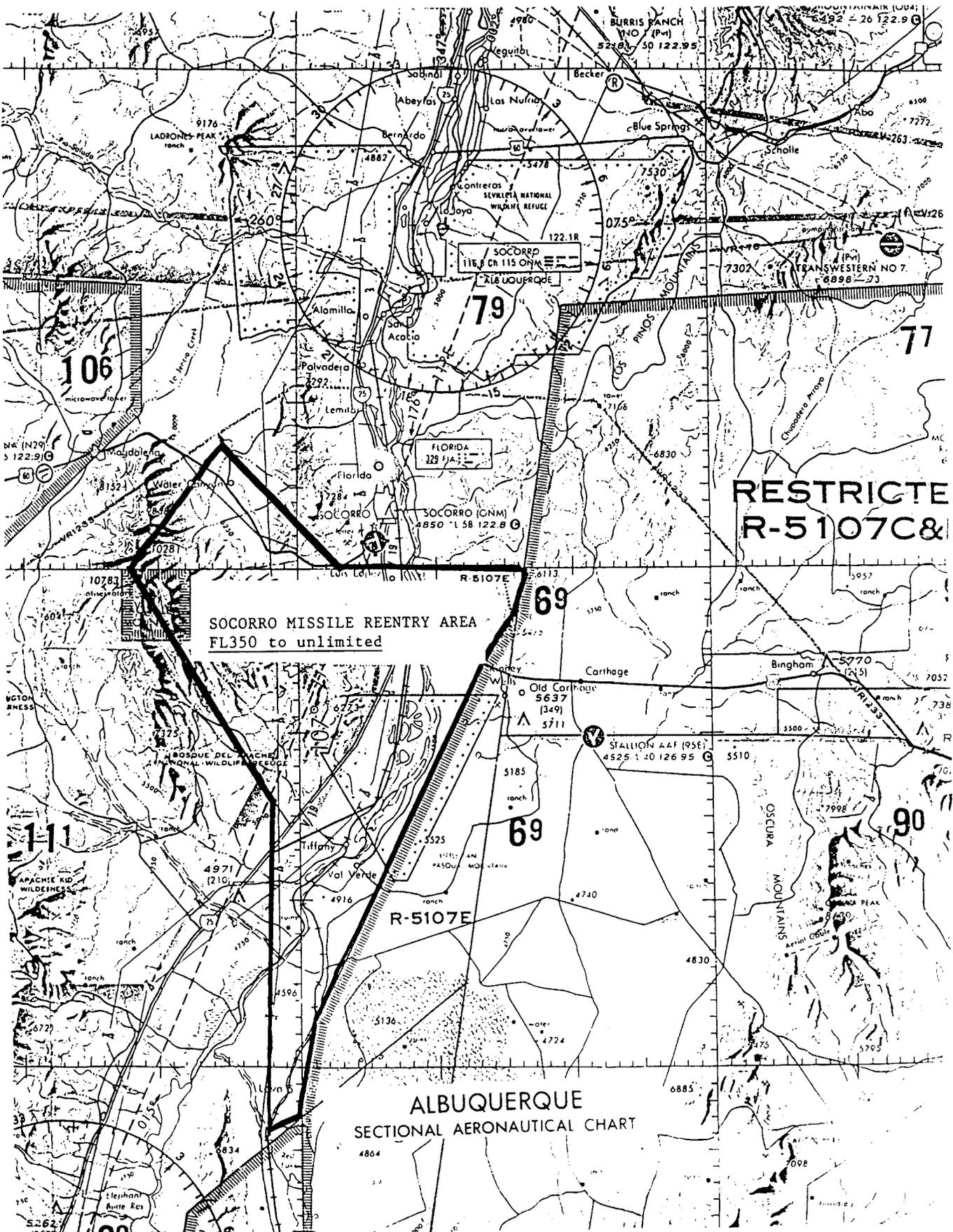
8/19/96 (ASW-530)



FORT WINGATE LAUNCH AREA



SOCORRO MISSILE REENTRY AREA



EXERCISE PECOS THUNDER '97, COMPOSITE FORCE TRAINING (CFT) EXERCISE

(Temporary Military Operations Area)

Effective: November 5–7, 1996

Pecos Thunder Temporary MOA (TMOA), NM

Boundaries. Beginning at lat. 34°58'21"N., long 105°15'00"W.; thence via a boundary drawn eastbound 1 NM south of Interstate 40 (I-40) to a point 5 NM west of the Santa Rosa Airport, then via a 5 NM radius arc counterclockwise around the Santa Rosa Airport to a point 5 NM east of the Santa Rosa Airport and 1 NM south of I-40, then continues eastbound 1 NM south of I-40; to lat. 35°05'27"N., long 104°00'00"W.; to lat. 35°00'00"N., long 103°40'00"W.; to lat. 34°39'00"N., long 103°40'00"W.; to lat. 34°39'00"N., long 103°55'00"W.; to lat. 34°13'00"N., long 103°55'00"W.; to lat. 34°13'00"N., long 105°16'27"W.; to lat. 34°20'57"N., long 105°30'00"W.; to lat. 34°53'42"N., long 105°30'00"W.; to the point of beginning, excluding that airspace at and below 1,500 feet AGL within a 5 NM radius of the Fort Sumner Municipal Airport.

Altitudes. 500 feet AGL to, but not including, FL 180.

Times of use. 0800–1100 and 1400–1700; NOTAMs will be issued 24 hours in advance of each exercise.

Controlling agency. FAA, Albuquerque ARTCC.

Using agency. U.S. Air Force, Commander, 27th Fighter Wing, Cannon Air Force Base, NM.

ADDITIONAL INFORMATION

a. During exercise times of use (0800–1100 and 1400–1700), an air traffic control assigned altitude (ATCAA) will be established between FL 180 and FL 270 for the temporary MOA area east of the 104°50'00"W. longitude line, south of the 35°00'00"N. latitude line and the Pecos West MOA.

b. During exercise times of use, the PECOS EAST HIGH/LOW, PECOS WEST HIGH/LOW, and TAIBAN MOAs are superseded by the Pecos Thunder Temporary MOA.

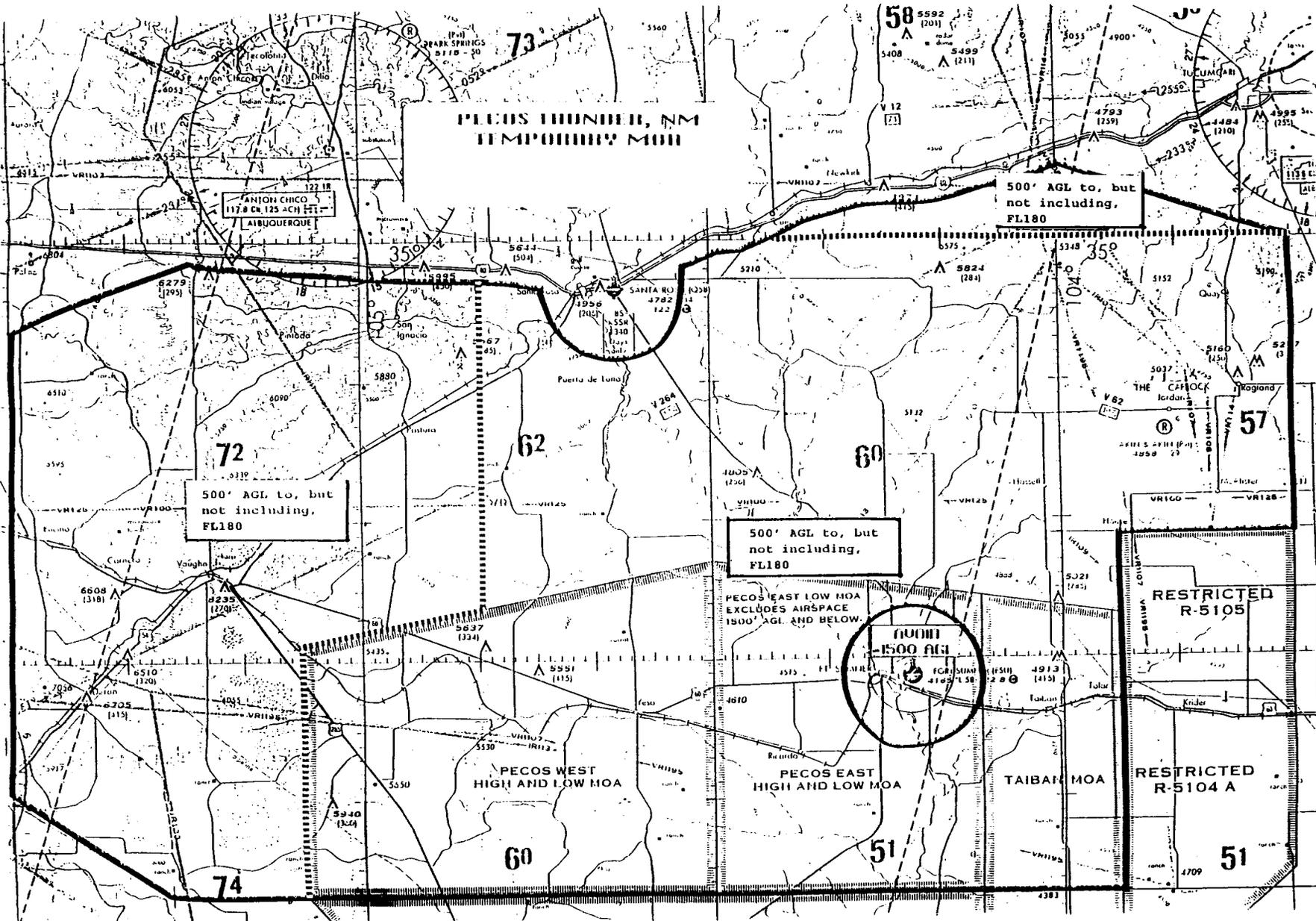
c. Existing charted MOAs may be used outside of exercise time periods within their published parameters.

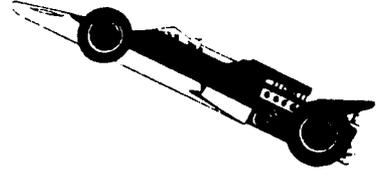
9/19/96 (ATA-400)



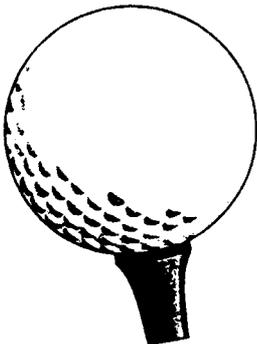
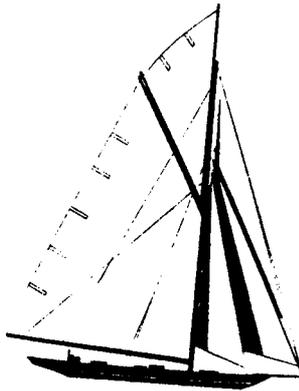
PECOS THUNDER

PECOS THUNDER, NM TEMPORARY MOA





MAJOR SPORTING and/or ENTERTAINMENT EVENTS



1996 UNIVERSITY OF FLORIDA HOME FOOTBALL GAMES

GAINESVILLE/OCALA, FLORIDA

August 31, 1996 – November 16, 1996

In anticipation of a large number of aircraft operating to the Gainesville and Ocala, Florida, areas for the University of Florida home football games, special traffic management procedures will be used to enhance safety and minimize air traffic delays at the Gainesville Regional (GNV) and Ocala Municipal (OCF) airports.

** IFR TRAFFIC MANAGEMENT PROGRAM **

A special Traffic Management Program will be in effect for nonscheduled IFR arrivals from the Jacksonville, Miami, Atlanta, Memphis, and Houston Center airspace. Jacksonville Center will assign a code based on the Estimated Time of Arrival (ETA) for these aircraft arriving the GNV and OCF airports during the following dates and times. Times are subject to change based on television considerations. See local NOTAMS for possible changes.

DAY	DATE	TIMES(UTC)
SATURDAY	AUGUST 31	1400-2300
SATURDAY	SEPTEMBER 7	1400-2300
SATURDAY	SEPTEMBER 28	1100-1800
SATURDAY	OCTOBER 12	1100-1800 (HOMECOMING)
SATURDAY	OCTOBER 19	1100-1800
SATURDAY	NOVEMBER 16	1200-1800

ETA slots can be obtained by pilots or Flight Service Stations starting at 1100 UTC on the Friday preceding Saturday's game (slots will not be issued between 0300 UTC and 1100 UTC) by contacting Jacksonville Center at (904) 549-1471 or (904) 549-1472.

Be prepared to provide the following information:

- a. Estimated Time of Arrival (ETA)
- b. Destination airport
- c. Aircraft call sign

An ETA slot will be issued and should be inserted in the remarks section of the flight plan. Flights without an approved ETA slot time will only be accepted in emergency situations.

Adherence to the ETA slot time should be within 5 minutes before to 5 minutes after the approved slot time. Airfiles and changes in destination from airborne flights to the GNV and OCF airports will not be accepted.

** ATIS **

ATIS information is available for the Gainesville Airport on 127.15. Gainesville ATC Tower hours of operation are 0645-2230 LCL.

** FLIGHT SERVICE STATION INFORMATION **

Gainesville Automated Flight Service Station is open 24 hours daily at the Gainesville Airport.

Call GNV AFSS at 1-800-WX-BRIEF for Special Arrival NOTAMs, pilot weather briefings and to file flight plans.

"CLOSING VFR FLIGHT PLANS"

Pilots are urged to close their flight plans with Gainesville AFSS via radio on 122.5. If unable to close your flight plan via radio, contact Gainesville AFSS via telephone, 1-800-WX-BRIEF, or in person.

NOTE: Short-term aircraft parking is available outside the automated flight service station building.

** VFR ARRIVALS/HOLDING **

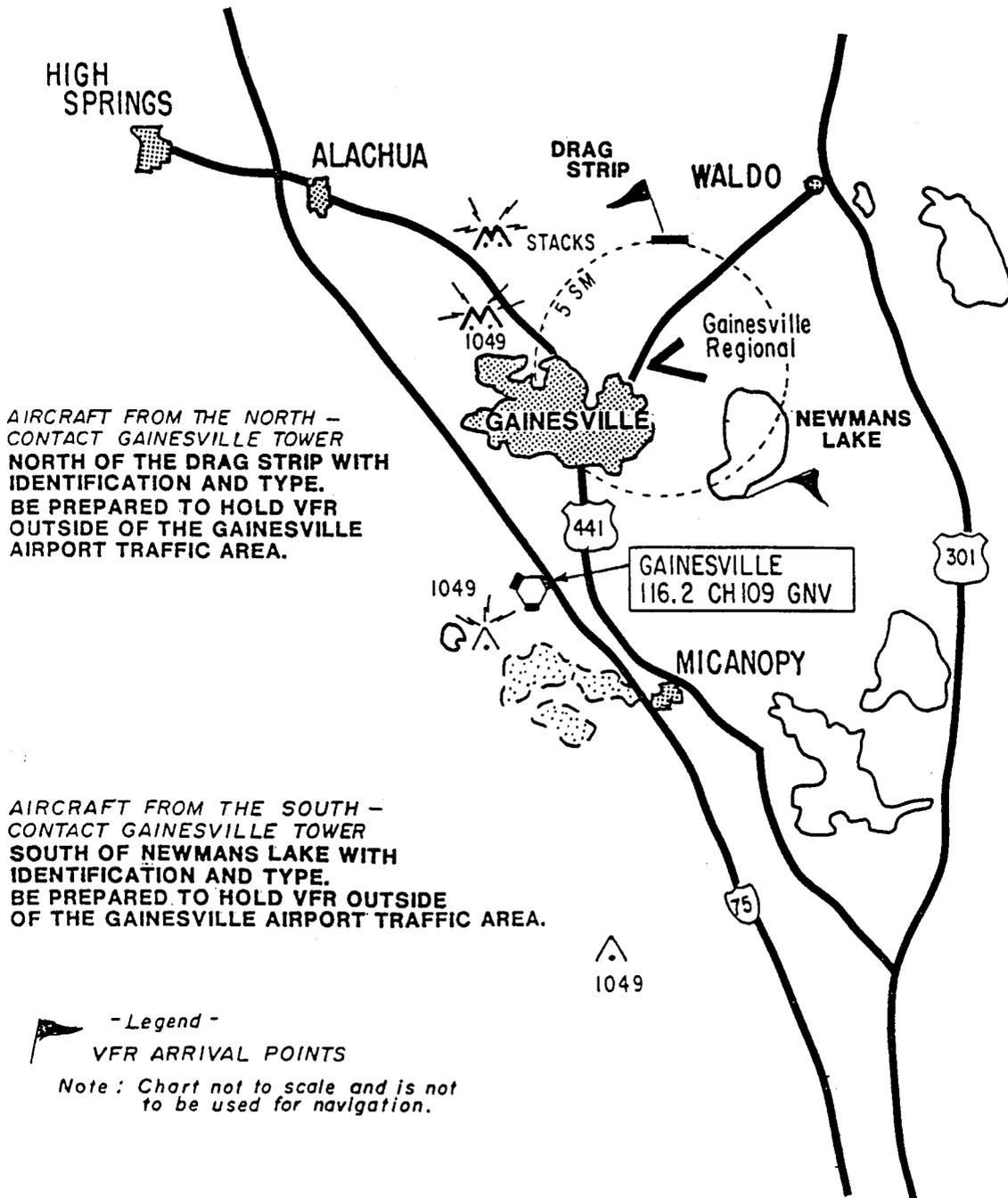
SEE ATTACHED GRAPHIC

REMEMBER TO CLOSE YOUR FLIGHT PLAN



**GAINESVILLE, FLORIDA
VFR ARRIVALS/HOLDING**

FREQUENCIES	
TOWER	119.55
GNV AFSS	122.5
ATIS	127.15
UNICOM	122.95
CTAF	119.55



REMEMBER TO CLOSE YOUR FLIGHT PLAN

**FLORIDA STATE UNIVERSITY (FSU)
UNIVERSITY OF FLORIDA (UF)**

**FOOTBALL GAME
TALLAHASSEE, FLORIDA**

November 30, 1996

In anticipation of a large number of aircraft operating to Tallahassee, Florida for the FSU/UF football game, a special traffic management program will be used to enhance safety and minimize air traffic delays.

**** IFR TRAFFIC MANAGEMENT PROGRAM ****

A special Traffic Management Program will be in effect for non-scheduled IFR arrivals from the Jacksonville, Miami and Atlanta Centers' airspace to the Tallahassee Regional Airport (TLH). Jacksonville Center will assign a code based on the Estimated Time of Arrival (ETA) for these aircraft on the following date and times. Times are subject to change based on television consideration. See local NOTAMs for possible changes.

<i>DAY</i>	<i>DATE</i>	<i>TIMES(UTC)</i>
SATURDAY	NOVEMBER 30, 1996	1100-0100

ETA slots can be obtained by pilots or Flight Service Stations by calling Jacksonville Center at (904) 549-1471 or (904) 549-1472 between 1200 UTC and 0400 UTC on November 29 or after 1100 UTC on November 30. Be prepared to provide the ETA for Tallahassee and the aircraft call sign.

An ETA slot will be issued and should be inserted in the remarks section of the flight plan. Flights without an approved ETA slot time will only be accepted in emergency situations.

Adherence to the ETA slot time should be within five (5) minutes before to five (5) minutes after the approved slot time. Airfiles and changes in destination from airborne flights to the Tallahassee airport will not be accepted.



7/15/96 (ASO-530)

1996 PENN STATE FOOTBALL GAMES

STATE COLLEGE, PENNSYLVANIA

October 12, 1996 – November 23, 1996

In anticipation of a large number of aircraft traveling to the State College, PA area during the Penn State home football games, it is necessary to implement a Traffic Management Program on the following dates for traffic en route to UNV, N96, PSB:

DAY	DATE	RESERVATION REQUEST TIMES(UTC)
SATURDAY	OCTOBER 12	10/11 – 1700–2300 *10/12 – 1100–2000
SATURDAY	OCTOBER 19	10/18 – 1700–2300 *10/19 – 1100–2000
SATURDAY	NOVEMBER 2	11/1 – 1700–2300 * 11/2 – 1100–2000
SATURDAY	NOVEMBER 23	11/22 – 1700–2300 * 11/23 – 1100–2000

* *Traffic Management Program times noted by asterick. Times may change due to media commitments.*

**** IFR TRAFFIC MANAGEMENT PROGRAM ****

A slot arrival time can only be obtained by Flight Service Stations on the above dates and times.

Flight Service Stations should call New York Center Traffic Management at 516-468-1085 for a slot time. A code will be issued and should be inserted in the remarks section of the flight plan.

Be prepared to provide the following information:

- a. Destination airport
- b. Estimated Time of Arrival (ETA)
- c. Estimated Time En Route (ETE)
- d. Aircraft call sign
- e. Departure Airport

Flights without an approved slot code, airfiles and change of destination from airborne flights to UNV, N96 and PSB will not be accepted, except for emergency situations while this program is in effect.

(AEA-530) 9/5/96

NAPA 500 RACE

HAMPTON, CLAYTON COUNTY – TARA FIELD (4A7)

HAMPTON, GEORGIA

NOVEMBER 10, 1996

TEMPORARY CONTROL TOWER

The Federal Aviation Administration will operate a temporary tower on November 10, 1996 from 0700 Local time to 1800 Local time at Clayton County – Tara Field, Hampton, GA. Due to an expected high volume of air traffic, special procedures will be implemented to enhance safety and minimize delays.

FREQUENCIES

TOWER	128.75
GROUND CONTROL	121.6
MACON AFSS	122.6
ATLANTA APPROACH CONTROL EAST OF V97	132.55
ATLANTA APPROACH CONTROL WEST OF V97	119.8

GENERAL

All types of aircraft including helicopters, blimps and banner tower aircraft will be operating in the area. Pilots are advised to keep radio transmissions brief to reduce frequency congestion. To increase visual sighting, aircraft are encouraged to operate their landing light. Pilots are requested to maintain a pattern as close to the airport boundary as operating characteristics of the aircraft will safely allow and maintain safe spacing behind aircraft ahead. Upon landing expedite clearing the runway. Ground Control will not be provided. Airport personnel will direct aircraft to parking areas. Light aircraft should expect to park on unpaved surfaces.

HELICOPTERS DESIRING TO LAND INSIDE THE TRACK OVAL MUST RECEIVE PERMISSION FROM ATLANTA RACETRACK OFFICIALS.

FLIGHT SERVICE STATION

For flight planning and weather briefings, call Georgia Automated Flight Service at 1-800-WX-BRIEF. For VFR flight plan closures and activation contact Flight Service on 122.60. Inflight pilot reports are encouraged on this frequency.

VFR ARRIVALS

All VFR aircraft contact Tara Tower approximately 10 miles from the airport.

UNLESS OTHERWISE DIRECTED BY ATC, ALL AIRCRAFT ENTER MID-FIELD DOWNWIND ON THE NORTH SIDE OF THE AIRPORT.

A left traffic pattern will be used for Runway 6 and a right traffic pattern will be used for Runway 24. Traffic pattern altitude for turbojet aircraft is 2200 MSL. Traffic pattern altitude for all other aircraft except helicopters is 1700 MSL. Traffic pattern altitude for helicopters is 1400 MSL.

VFR DEPARTURES

As soon as you enter the paved parallel taxiway MONITOR the Tower frequency 128.75. When you are number one for departure state your call sign, state that you are VFR and state your proposed direction of flight.

Example:

CESSNA XXX ,VFR, WESTBOUND

IFR ARRIVALS

All IFR ARRIVALS should be prepared to enter the VFR traffic pattern. IFR arrivals should be familiar with the VFR arrival procedure.

IFR DEPARTURES

IFR flight plans should be filed at least 2 hours prior to your proposed departure time. File flight plans with your proposed departure time 30 minutes prior to your estimated time of departure. For example—if you plan to depart at 2000 UTC file your flight plan with a proposed departure time of 1930 UTC. This process will allow time for Approach Control to process the flight plan to the temporary tower.

PILOTS SHOULD PICK-UP A PRINTED COPY OF THEIR IFR CLEARANCE IN THE AIRPORT BUILDING CLEARANCE DELIVERY DESK.

IFR AIRCRAFT MUST ADVISE THE TOWER ON TOWER FREQUENCY 128.75 THAT THEY ARE IFR.

Monitor Tower as soon as you enter the paved parallel taxiway. Contact tower with your call sign and state that you are IFR when you are number one for departure. ALL AIRCRAFT SHOULD BE READY FOR DEPARTURE WHEN THEY ARE NUMBER ONE.

9/12/96 (AEA-530)



COLORADO SKI COUNTRY 1996-1997 IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM (STMP)

**Aspen-Pitkin County/Sardy Field Airport (ASE)
Eagle County Airport (EGE)**

STMP eligibility dates
November 27, 1996, through March 31, 1997
By Notice to Airmen (NOTAM)

In anticipation of the large number of aircraft operating into and out of the Colorado Ski Country airports during the 1996/1997 ski season, a STMP will be implemented to enhance safety and minimize air traffic delays.

*** * * IFR SPECIAL TRAFFIC MANAGEMENT PROGRAM * * ***

The Denver Center Traffic Management Unit (TMU) will monitor air traffic into the Aspen-Pitkin County/Sardy Field (ASE) and Eagle County Regional (EGE) airports from November 27, 1996, through March 31, 1997, 1400-0200 UTC (0700-1900 MST). When anticipated **weather conditions and/or traffic volumes dictate**, the Colorado Ski Country STMP will be implemented the evening prior to the affected day(s) for **arrival aircraft only** and a NOTAM issued. Normally, this NOTAM will be issued at or before 2100 MST. Please check with your local Flight Service Station to determine if the Colorado Ski Country STMP is active or not. Scheduled air carrier/air taxi operations, as listed in the Official Airline Guide, are exempt. **Reservations are not required for departures.**

*** * * IFR ARRIVALS * * ***

After the NOTAM implementing the Colorado Ski Country STMP has been issued, pilots shall contact the Denver Center TMU at **(303) 651-4246** or **1-800-972-1275** for an arrival slot reservation time at either the ASE or EGE airports. Be prepared to provide the following information:

- a. ETA at ASE or EGE
- b. Aircraft Identification
- c. Departure Airport

Denver Center TMU will assign an arrival slot time for each IFR arrival aircraft for the ASE and EGE airports. A traffic management code, which will include the expected arrival slot time, will be issued to the pilot and must be inserted in the remarks section of the flight plan. **Flights without a traffic management code will be accepted only in emergency situations.**

Pilots are urged to depart so as to arrive within plus or minus ten (10) minutes of their arrival slot reservation time.

Airfiles and/or change of destination to ASE and EGE will not be accepted, except for emergency situations. Call cancellations to **(303) 651-4246** or **1-800-972-1275**.

***** IFR FLIGHT PLANS *****

IFR flights operating into ASE and EGE should file an appropriate preferred route between the hours of 1400-0200 UTC (0700-1900 MST) daily.

To ASE:	
DVV..DBL..ASE	RLG.V361/V421.DBL..ASE
FQF..DBL..ASE	NATTI..DBL..ASE
PUB.J28.DBL145R..DBL..ASE	GUILT..DBL..ASE
ALS..DBL..ASE	PITMN..DBL..ASE
MTJ.V361.DBL..ASE	TRUEL..DBL..ASE
EKR.V108.DBL..ASE	
To EGE:	
RLG..EGE	
JNC.V8.RLG..EGE	
EKR.V200.RLG..EGE	

10/16/96 (ANM-530)



Sun Valley Area Holiday Ski Traffic

*** IFR Special Traffic Management Program ***

Twin Fall, Idaho, Airport (TWF)

Sun Valley, Idaho, Airport (SUN)

November 27–30, 1996

December 23, 1996 thru January 2, 1997

February 14–17, 1997

In anticipation of a large number of aircraft operating into the Twin Falls and Sun Valley, Idaho, area during the Thanksgiving, Christmas, and Presidents Day holiday ski season, the following procedure will be used to enhance safety and minimize air traffic delays in this non-radar environment.

*** IFR ARRIVALS ***

Special Traffic Management Programs will be in effect daily from 0800–1800 MST (1500–0100 UTC). Salt Lake City ARTCC will assign an arrival slot time for each IFR flight arriving at TWF and SUN Airports from IFR departures within the Seattle, Oakland, Los Angeles, Denver, Minneapolis, and Salt Lake City Center flight advisory areas (Scheduled Air Carrier/Air Taxi Operations are exempt).

*** TRAFFIC MANAGEMENT PROGRAM ***

Arrival slot times may be obtained by:

- a. Contacting the servicing FSS/ARTCC, or
- b. Contacting the Salt Lake City ARTCC TMU at 1–801–320–2565.

Be prepared to provide the following information:

- a. Date of arrival.
- b. Arrival airport.
- c. Requested time of arrival.
- d. Aircraft identification.
- e. Departure airport.
- f. Estimated time en route (hours and minutes).

The Salt Lake City ARTCC will provide the requesting individual with an arrival slot time.

FSS's should inform pilots that the traffic management program is in effect for arrivals to TWF and SUN airports. FSS's should contact their respective ARTCC or Salt Lake City ARTCC TMC to obtain the arrival slot time.

10/7/96 (ANM-530)





U.S. Department
of Transportation
Aviation
Administration

CONVENTION

1996

National Business
Aviation
Association
(NBAA)
Convention

Federal Aviation Administration (FAA)

SPECIAL TRAFFIC MANAGEMENT PROGRAM

FOR THE

NATIONAL BUSINESS AIRCRAFT ASSOCIATION (NBAA) CONVENTION

ORLANDO EXECUTIVE AIRPORT

ORLANDO FLORIDA

NOVEMBER 15 THROUGH NOVEMBER 25, 1996

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CONVENTION**

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PARTICIPANT APPROVAL CRITERIA AND PROCEDURES

In anticipation of the large number of aircraft traveling to and from the Orlando area prior to and during the NBAA Convention, the following Special Traffic Management Program will be in effect to enhance safety and minimize air traffic delays.

Effective daily, commencing November 15, 1996 through November 25, 1996 all unscheduled IFR arrivals and departures, and VFR turbojet and turboprop arrivals will be required to have a slot time between the hours of 1100 UTC (0600 local) and 0500 UTC (2400 local).



ORLANDO FLORIDA AREA

For the purpose of this Special Traffic Management Program, the following airports are considered part of the Orlando Area:

Orlando International	MCO
Orlando Executive	ORL
Orlando Sanford	SFB
Kissimmee Municipal	ISM



CONVENTION SITE

Orlando Executive Airport will be the host airport for the 1996 National Business Aircraft Association (NBAA) Convention. The airport will be open 24 hours a day. The following are a list of phone numbers and frequencies for related services at ORL:



FIXED BASE OPERATOR (FBO)

Showalter Flying Services	(800) 894-7331
FAX	(407) 894-5094
Unicom	122.95
ARINK	131.275
Location	North Side of Airport
Internet	NBAA@SHOWALTER.COM
Executive Air Center	(407) 896-2799
FAX	(407) 896-2892
Unicom	131.6
Location	West Ramp

The following are a list of phone numbers and frequencies for related services at MCO:

FIXED BASE OPERATOR (FBO)

Signature Flight Support	(407) 825-6999
FAX	(407) 856-5598
Unicom	122.95
Location	West Ramp
Aircraft Services (ASI)	(407) 855-7420
FAX	(407) 855-9588
Unicom	128.95
Location	West Ramp
Cessna Citation Center	(407) 859-1245
FAX	(407) 240-0572
Unicom	123.22
Location	West Ramp



AIR TRAFFIC CONTROL TOWER HOURS OF OPERATION

The tower operating hours for the Orlando Area airports will be:

MCO	Normal hours, 24 hours a day
ORL	6:00 AM to 11:00 PM, except:

- a. The tower will open at 6:00 AM on 11-17-96 and remain open until 0100 AM on 11-18-96.
- b. The tower will open at 6:00 AM on 11-18-96 and remain open until 0100 AM on 11-19-96.

SFB	Normal Hours, 6:30 AM to 10:00 PM.
ISM	ISM Tower should be staffed by FAA controllers from November 17, 1996 through November 22, 1996 from 8:00 AM until 6:00 PM.

The only exception will be:

- a. On Thursday November 21, 1996 the tower will be staffed from 8:00 AM until 8:00 PM.

NOTE: Pilots should check local NOTAMS for any changes to these times.



OBTAINING A SLOT TIME

Jacksonville Center will assign Estimated Time of Arrival (ETA) and Controlled Departure Time (CDT) slot times for unscheduled IFR arrivals and departures, and VFR turbojet and turboprop arrivals to the Orlando area from November 15, 1996 through November 25, 1996.

Slot times can be obtained by pilots or Flight Service Stations (FSS) up to 48 hours prior to the aircraft's proposed arrival/departure time, commencing Wednesday November 13, 1996. Pilots or FSS can obtain their slot times by contacting the Jacksonville Center Traffic Management Unit at the following commercial numbers:

904-549-1471
904-549-1472
904-549-1536

Requests for slot times will not be accepted between the hours of 0501 UTC (0001 local) and 1059 UTC (0559 local).

To obtain a slot time be prepared to provide the following information:

ARRIVALS:

- a. Estimated time of arrival
- b. Destination Airport
- c. Aircraft call sign

*Note: In order to avoid a delay and prevent confusion, remember when filing your flight plan, that the three letter identifier for Orlando Executive (The NBAA Convention Site) is **ORL**, while the three letter identifier for Orlando International Airport is **MCO**.*

DEPARTURES:

- a. Estimated time of Departure
- b. Departure Airport (See Note Above)
- c. Aircraft call sign

Note: Due to a limited number of IFR/VFR arrival and IFR departure slot times, aircraft planning on utilizing one of the airports in the Orlando Area during the Special Traffic Management Program should be prepared to adjust their itinerary as necessary.

An **ETA/CDT** slot time should be inserted in the remarks section of your flight plan. Flights without an approved slot time will only be accepted in an emergency situation. Adherence to slot times shall be within five (5) minutes before to five (5) minutes after the designated time. If this window cannot be complied with, a new slot time will have to be obtained from the Traffic Management Unit at Jacksonville Center.

Airfiles and changes of destinations from airborne flights to/from the Orlando Area airports will not be accepted except in emergency situations while this program is in effect.

Scheduled Air Carrier/Air Taxi operations are exempt from this program.

NBAA aircraft on published Flight Demonstration routes are exempt from this program.



VFR ARRIVALS ORLANDO AREA

Due to the anticipated increased volume of traffic in the Orlando Area, a slot reservation will be required for all VFR turboprop/turbojet arrivals to the Orlando Area airports from November 15, 1996 through November 25, 1996.

All arriving VFR turboprop/turbojet aircraft should contact the Jacksonville Center Traffic Management Unit for a slot reservation time.

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 the controller before entering Class "B" airspace.

VFR aircraft not requesting advisories can proceed to ORL via the "TANK" Arrival (See Appendix 1).

TANK Arrival Procedure:

- a. All aircraft shall fly inbound on the ORL 340R (FREQ 112.2).

b. When inbound over the two water tanks located 7.5 NM North North West of the ORL VOR, report, "AIRCRAFT CALL–SIGN, CURRENT ATIS CODE, ALTITUDE OVER THE TANKS".

EXAMPLE–

"TWIN CESSNA 654CR, "ATIS" INFORMATION BRAVO, 1500 FEET OVER THE TANKS".

c. Aircraft that can maneuver safely at 100 knots shall fly at 1,000 feet. All other aircraft shall fly 150 knots and enter at 1,500 feet. Do not descend from the entry altitude until requested by Air Traffic Control or until turning downwind.

d. Unless otherwise instructed by ATC, turn downwind 1 NM from the airport for either left traffic runway 7, or right traffic runway 25.

e. During periods of heavy traffic aircraft may be asked to hold outside of the Class "D" airspace. Aircraft 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 Orlando Executive Class "D" airspace from November 15 to November 25, 1996.

VFR aircraft are highly encouraged to cancel/activate their flight plans with St. Petersburg Automated Flight Service Station (PIE AFSS) on frequency 123.65 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 south of Taxiway "J". Use caution for other aircraft and vehicles as you exit the runway.

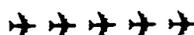
ORL ARRIVALS:

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 (Executive Air Center, Static Display, or Showalter NBAA Parking) (See Appendix 2)..

Aircraft that will be parking at Static Display or Executive Air Center shall taxi on the parallel taxiway (Taxiway Alpha) until reaching runway 13. Aircraft should taxi northwest bound on runway 13 and turn left for Executive Air Center parking or right for Static Display parking. At the end of runway 13 aircraft should change to the appropriate ramp control frequency and proceed to parking.

Aircraft that will be going to Showalter NBAA parking should taxi via the parallel taxiway (taxiway Alpha) to the east end of the east ramp and proceed into parking.

NOTE: All taxiways will be classified as non–movement areas from November 15 to November 25, 1996. Movement on these area will not require two way communication. 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.



IFR DEPARTURES ORLANDO AREA

In order to expedite your departure from the Orlando Area during the Special Traffic Management Program for the NBAA Convention, all aircraft capable of overwater flight should file via the following routes:

a. For destinations at or east of a line from RDU to SYR, including New York, Washington, Philadelphia, and Boston metro areas:

AR6..AR12.OZENA.AR7.DIW then via preferred routes/STAR destination.

b. For destinations at or west of a line from MSY to MCI, including Dallas/Fort Worth, Houston, and points west:

PIE..COVIA.J58.HRV or PIE..Covia.J86.LEV or PICNY.GR26.GNI then via preferred route/STAR destination.

Note: Pilots are urged to review all applicable NOTAMS and arrival/departure procedures prior to conducting flight into or out of the Orlando Area. Shuttle Launches/Arrivals should be monitored.

Departure Reservation slot times should be obtained prior to filing an IFR Flight Plan from the Orlando Area.

Traffic departing MCO should file via the normal Standard Instrument Departures (SID's).

Flight Plans should be filed with PIE AFSS after receiving a departure slot time, and at least 6 hours before your proposed time of departure. Remember to include your departure reservation code in the remarks section of your flight plan.

PIE AFSS serves the Central Florida Area and can be reached at:

1-800-WX-BRIEF
1-800-992-7433

Adherence to the assigned departure slot times are five (5) minutes before to five (5) minutes after is necessary to avoid substantial delays. Aircraft unable to comply with these restrictions must contact Jacksonville Center Traffic Management Unit for a new departure slot time.

Do not request an IFR clearance prior to thirty (30) minutes before your Estimated Time of Departure (ETD). IFR clearances should be requested on the following frequency's:

ORL	128.45
MCO	134.70
ISM	118.40
SFB	121.60

ORL DEPARTURES

IFR Departures:

- a. Advise the Fixed Base Operator (FBO) as soon as possible of your slot time and departure date.
- b. Monitor ATIS, then contact Clearance Delivery (CD) (No earlier than 30 minutes before your proposed departure time).
- c. 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.
- d. After engine start contact Ground Advisory for taxi information and sequencing.
- e. Aircraft should be ready for departure upon reaching the runway, and within five (5) minutes before to five (5) minutes after their slot reservation time.

f. If you are unable to make your slot time, a new Controlled Departure Time will have to be obtained from the Jacksonville Center Traffic Management Unit.

g. Airfiles within 150 NM of the Orlando Area will not be accepted, except for emergency situations while this program is in effect.

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.

NOTE: All taxiways will be classified as non-movement areas from November 15 to November 25, 1996. Movement on these area will not require two way communication. 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.



MCO DEPARTURES

IFR/VFR DEPARTURES:

a. Advise the FBO as soon as possible of your departure date and time.

b. Monitor ATIS, then contact Clearance Delivery (no earlier than thirty (30) minutes prior to your proposed departure time) on frequency 134.7.

c. After receiving your clearance and prior to engine start contact Gate Hold (if required by the ATIS), or contact Ground Control for taxi. When MCO is on a South Operation (Runway 18R) aircraft will be staged for departure on the Northeast corner of the west ramp (See Appendix 3). Aircraft are not to proceed to the runway until instructed to do so by Ground Control.

d. Aircraft should be ready for departure upon reaching the runway.

e. Airfiles within 150 NM of the Orlando Area will not be accepted, except for emergency situations while this program is in effect.



ISM DEPARTURES

IFR/VFR DEPARTURES:

a. Advise the FBO as soon as possible of your departure date and time.

b. Monitor AWOS frequency 128.775.

c. Contact Clearance Delivery on frequency 118.4 (If no response try 119.95).

d. Contact Ground on frequency 118.4 for taxi.

e. Aircraft should be ready for departure upon reaching the runway.

f. Contact ISM Tower on frequency 124.45 (if no response IFR aircraft try frequency 119.95).

g. Airfiles within 150 NM of the Orlando Area will not be accepted, except for emergency situations while this Special Traffic Management Program is in effect.

NOTE: ISM Tower should be staffed from November 17, 1996 through November 22, 1996 from 8:00 A.M. until 6:00 P.M. in support of the NBAA Convention. On Thursday November 21, 1996 ISM Tower will be staffed from 8:00 AM until 8:00 PM. Check local NOTAMS to confirm this information.

SFB DEPARTURES

IFR/VFR DEPARTURES:

- a. Normal departure procedures in effect
- b. Airfiles within 150 NM of the Orlando Area will not be accepted, except for emergency situations, while this Special Management Program is in effect.

HELICOPTER ROUTES FROM ORL TO THE CONVENTION CENTER

ATIS	127.25
CLEARANCE DELIVERY	128.45
GATE HOLD	120.9
GROUND ADVISORY	121.4
TOWER	118.7
ST PIE AFSS	123.65/122.65
HELICOPTER ADVISORY	123.025

NBAA ROUTE: ORL TO THE CONVENTION CENTER

After departing from the terminal ramp, **“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 (HWY 50 or Colonial Drive). Fly on the right side of the road until you reach Kirkman Road (Or State Road 535, or ORL287/007, or N28:33' W81:27') 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 ROUTE: CONVENTION CENTER TO ORL

Fly the same route as 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 I-4 and SR 535. Contact ORL Tower on frequency 118.7 stating, **“A/C call sign Inbound on HWY 50, (your destination), and (current ATIS Code).”** Landing at the Terminal ramp will be **“AT YOUR OWN RISK, USING EXTREME CAUTION FOR VEHICLES, PEDESTRIANS, AND AIRCRAFT.”**



FLIGHT DEMONSTRATION ROUTES

The following flight demonstration routes have been designed to facilitate users during the ORL NBAA Convention. These routes will accommodate participants 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. Additionally, list the Code in the remarks section of your flight plan.

a. Code: NBAA 1

Route: (Orlando Area)..Deary..ORL095055/D0+30..Bairn.GOOFY2.(Destination Airport)

This route should be utilized for aircraft requesting at or above 10,000 feet, and whom are requesting to depart the Orlando Area to climb quickly into a high altitude block for high performance demonstrations. Due to traffic, altitudes above FL240 may be restricted between the hours of 1000 to 1200 local and again between 1400 and 1600 local.

b. Code: NBAA 2

Route: (Orlando Area)..Deary..VRB..VKZ..PHK.GOOFY2.(Destination Airport)

This route is suggested for users requesting a round robin type of flight at or above FL180.

c. Code: NBAA 3

Route: (Orlando Area)..Deary..VRB.V295.Bairn.GOOFY2.(Destination Airport)

This route is suggested for users requesting a round robin type of flight at or below 16,000.

d. Code: NBAA 4

Route: (Orlando Area)..Rinse..LAL.MINNE2.(Destination Airport)

**** This route will only be used during inclement weather and after coordination with Miami Center Traffic Management.**

e. Code: NBAA 5

Route: (Orlando Area)..CTY..TLH..TAY..GNV..OCF.V157.LEESE..(Destination Airport)

This route is suggested for users requesting at or below FL230.

f. Code: NBAA 6

Route: (Orlando Area)..PIE..PIE320045/D0+15..PIE,MINNE2.(Destination Airport)

This route is suggested for users requesting at or above FL240. Aircraft flying this route will be given a radius to fly at the PIE320045.

g. Code: NBAA 7

Route: (Orlando Area).MCO3.SAV..AMG.LEESE7. (Destination Airport)

This route is suggested for users requesting at or above FL240.



ORLANDO AREA FREQUENCIES

Orlando Executive (ORL) ATIS	127.25
ORL Ground Control	121.4
ORL Clearance Delivery	128.45
ORL Gatehold	120.9
ORL Tower	118.7

Orlando International (MCO) ATIS	121.25
MCO Ground Control	121.8 primary or 126.4*
MCO Clearance Delivery	134.7
MCO Tower 18LR/36LR	124.3
MCO Tower 17/35	118.45

Orlando Sanford (SFB) AWOS	125.975
SFB Ground Control	121.6
SFB Clearance Delivery	121.6
SFB Tower	120.3

Kissimmee Municipal (ISM)	AWOS 128.775
ISM Ground Control	118.4
ISM Clearance Delivery	118.4 primary or 119.95**
ISM Tower	124.45

PIE AFSS	123.65
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** NOTE: Monitor MCO ATIS for MCO Ground Control frequency for aircraft parked west of runway 18R/36L.*

*** NOTE: If no response is received on 118.4, aircraft should attempt contact on 119.95. If 118.4 is operational, no clearances will be broadcast on 119.95.*

HELPFUL HINTS AND REMINDERS

In order to accommodate the anticipated large volume of traffic in conjunction with the NBAA Convention some Special Traffic Management procedures will at times be used to evenly distribute traffic into the Orlando Area. Aircraft landing ISM, SFB, and ORL should expect to be descended earlier than normal to get underneath the MCO arrivals. MCO arrivals normally filed over LEESE may be rerouted over MINEE to help balance the workload for Jacksonville Center.

Due to the 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.

When filing a flight plan with PIE AFSS do so at least **six (6)** hours prior to your proposed time of departure.

Student training flights within the Orlando Area are highly discouraged during the Convention time period. This includes student solo cross country flights, touch-n-go landings, low approaches, and practice instrument approaches.

VFR departures wanting service outside Orlando Approach Controls jurisdiction should file a VFR flight to your destination. Requests for Class "B" service will allow you to obtain advisories and services, only in Orlando Approaches Airspace.

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 are urged to review all applicable NOTAMS and arrival/departure procedures prior to conducting flight in the Orlando Area.

When filing your flight plan remember the location identifier for Orlando Executive is "ORL", while the identifier for Orlando International is "MCO".

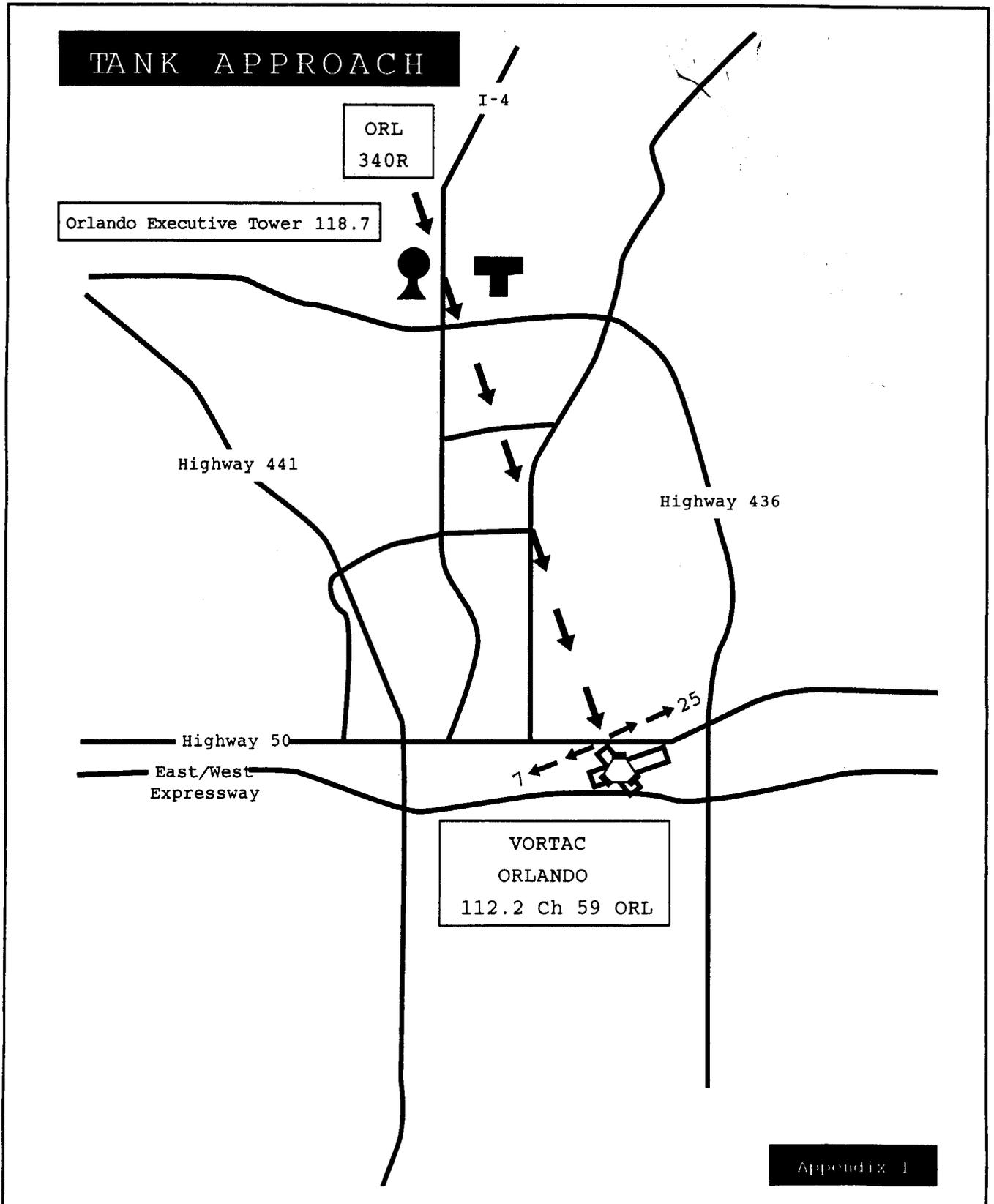
Subject to approval Kissimmee Tower will be staffed from November 17, 1996 through November 22, 1996, between the hours of 8:00 AM and 6:00 PM. On Thursday November 21, 1996 ISM Tower will be staffed from 8:00 AM until 8:00 PM. Pilots should check the NOTAM for exact time and dates.

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 ten minutes after departure.

If traffic starts to back up in the Orlando Area, possible consideration could be given to expedite departures for aircraft filed northbound via V267/J53. Your altitude would be restricted to 11,000 until Daytona Beach or Jacksonville Approaches airspace, or at the farthest SSI. If given this option pilots should plan on being held down until SSI. If you don't want the restriction then take your delay on the ground.

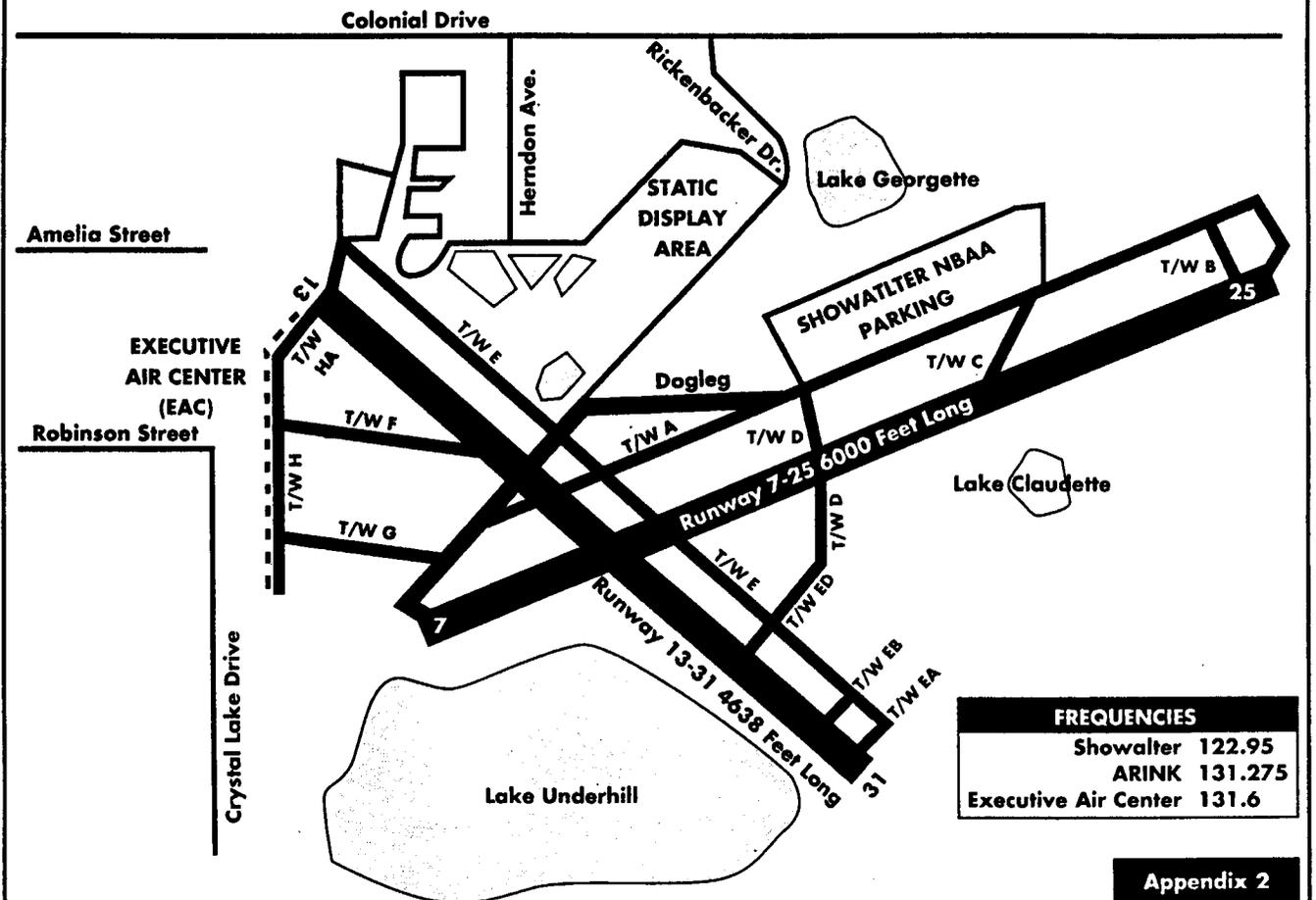


APPENDIX 1



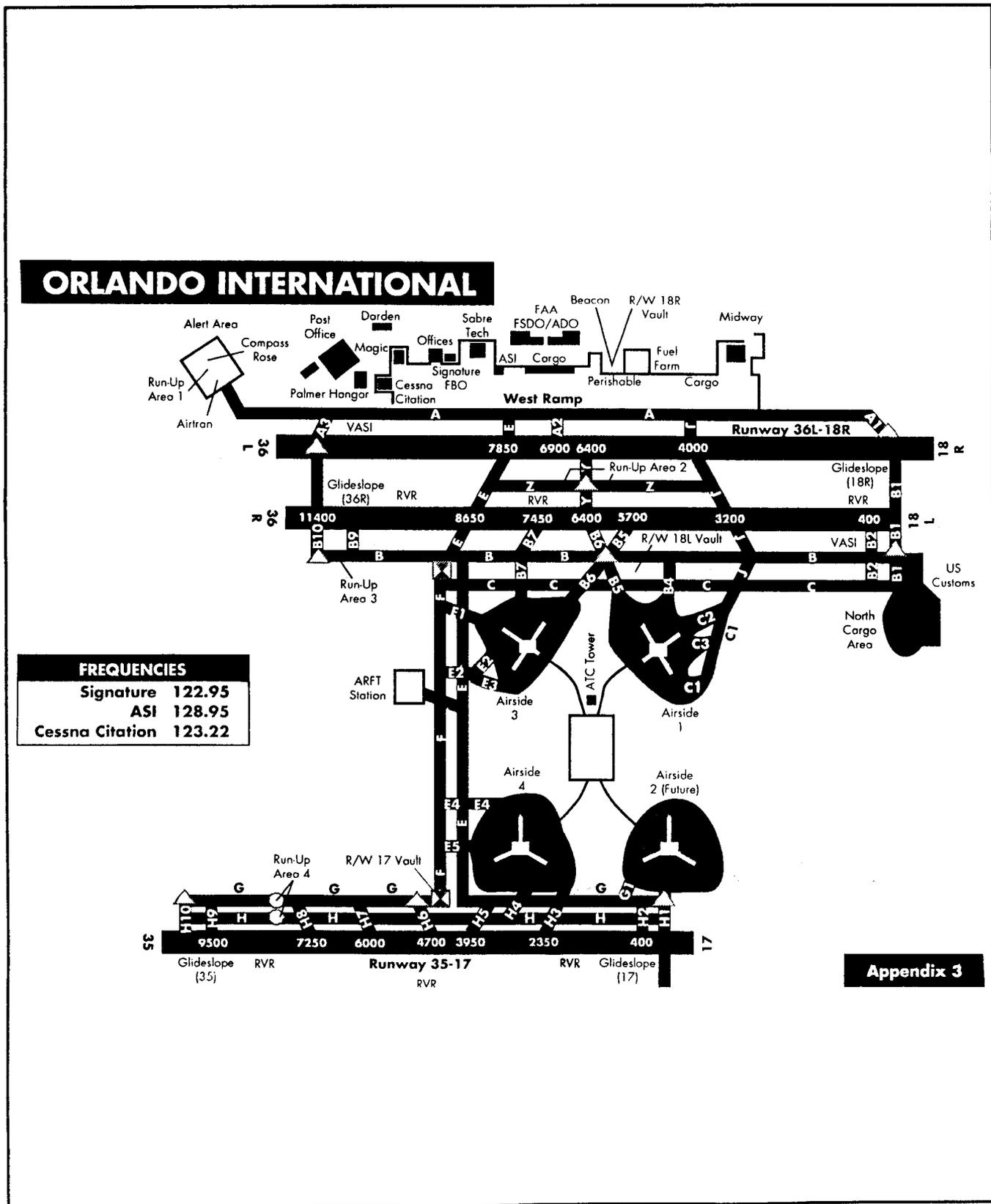
APPENDIX 2

ORL PARKING

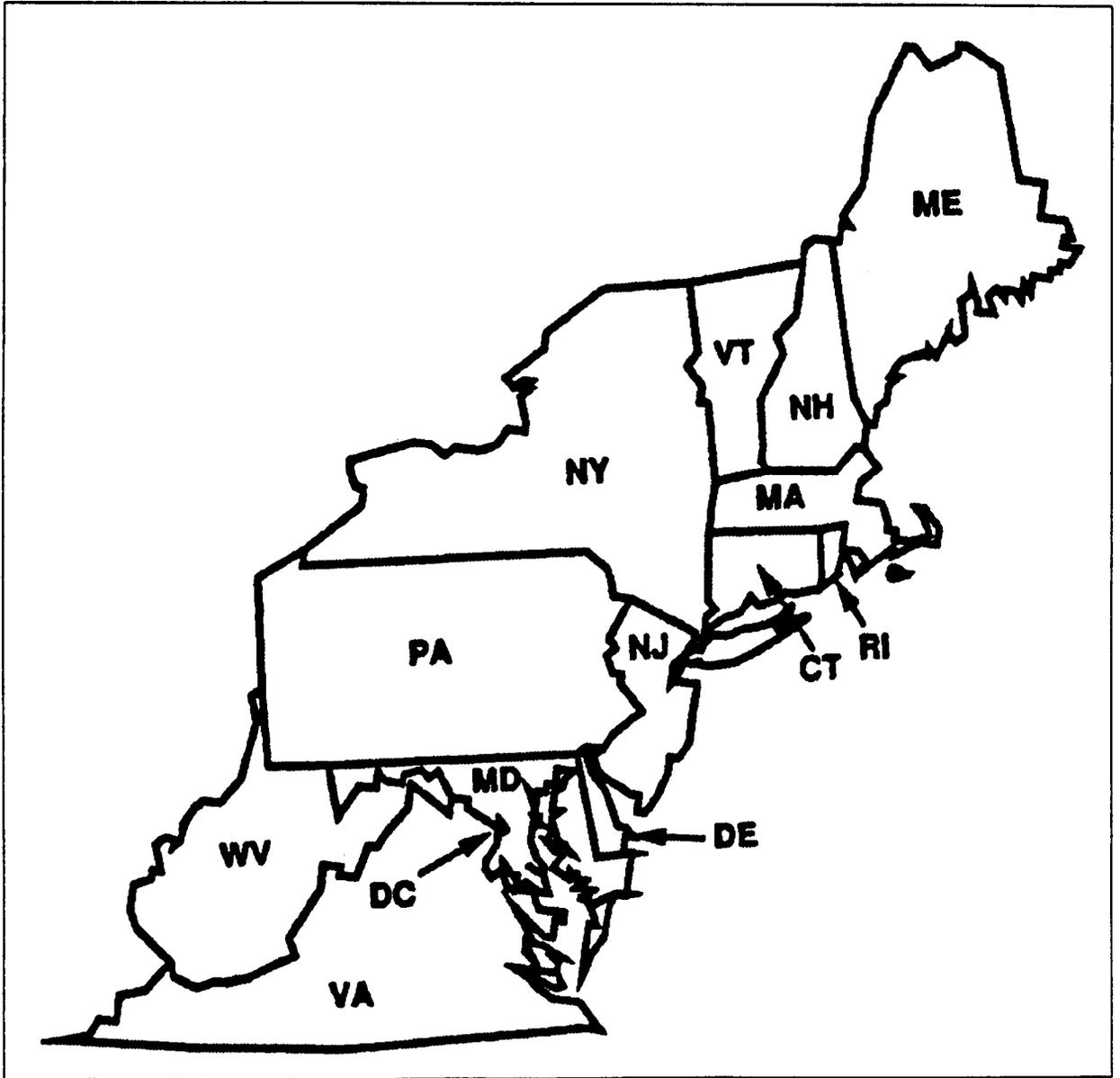


Appendix 2

APPENDIX 3



NORTHEAST UNITED STATES



BOSTON-LOGAN INTERNATIONAL AIRPORT

LAND AND HOLD SHORT LIGHTING SYSTEM

Starting on August 21, 1995, a Land and Hold-Short Lighting System will be in use at Boston-Logan International Airport.

This lighting system was designed to provide easier identification to flight crews of the hold short point that they have been instructed to hold short of (when landing on one runway to hold short of another).

The lighting system consists of five (5) in-pavement white lights, flashing/pulsing simultaneously, arranged in a line across the landing runway perpendicular to the runway centerline. The individual lights are spaced at fifteen (15) foot intervals with the center light on the runway centerline. The lights/fixtures are similar to those currently in use in Touchdown Zone lighting systems.

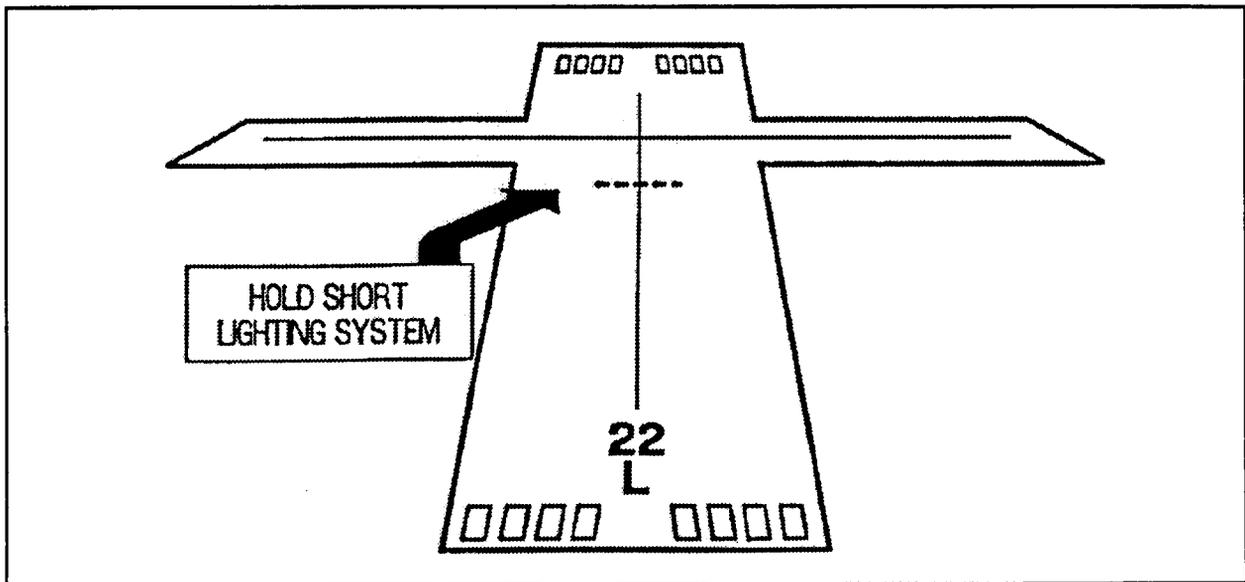
At Boston-Logan Airport, the system has been installed on Runway 22L, short of the Runway 27 intersection. The system will aid flight crews when they are landing on Runway 22L and have been instructed to hold short of Runway 27.

The in-pavement lights are located on Runway 22L approximately 6,400 feet from the displaced threshold, approximately 250 feet from the Runway 27 centerline (adjacent to the associated Runway 27 hold line/signs).

This lighting system will remain "on" (flashing/pulsing) whenever simultaneous landings are being conducted to Runway 22L and 27. With this system remaining "on" whenever this runway configuration is being utilized, flight crews should expect to see these lights "on" (flashing/pulsing) if they use Runway 22L for departure or if they are authorized a full length landing on Runway 22L.

When this lighting system is on/operating, the following message will be contained in the Boston ATIS broadcast: "A land and hold-short lighting system is in use on Runway 22L".

(ANE-530)



LASER LIGHT DEMONSTRATION

Darien Lake Theme Park, Darien Center, New York

Until Published in AFD

A laser light beam demonstration will be conducted at the Darien Lake Theme Park, Darien Center, New York. The show orientation and laser beam projection will be directed to the southern half of a circle from this site. Buffalo VORTAC, BUF, 100/12. Approximately:

(Latitude 40°56'04" Longitude 078°23'30")

Laser light beam may be injurious to pilots/passengers eyes within 2,800 feet of the light source, 1,600 feet above ground level.

The secondary effect of flashblindness or cockpit illumination may occur beyond these distances. The Buffalo Tower, 716-633-0664 is the FAA coordination facility.

(AEA-530)

Washington National Airport

LAND AND HOLD SHORT LIGHTING SYSTEM

**Waiver for Group 3 Aircraft
Land and Hold Short Operations (LAHSO)
Simultaneous Operations on Intersecting Runways (SOIR)
at
Washington National Airport
District of Columbia**

Washington National Tower has been issued a waiver to allow certain group three aircraft to conduct LAHSO/SOIR with less than 4,500 feet of available runway. The affected runways are landing runway 36 to hold short of runway 33, distance remaining 4,450 feet. Landing runway 18 to hold short of runway 21, distance remaining 4,400 feet. The safety and operation of an aircraft remain the responsibility of the pilot.

A pilot must inform air traffic control if the full length of the runway is desired. The runway distance from the landing threshold to the hold short point will be provided to the pilot upon request.

Pm tje :AJSP/SOIR page change the measured distance of runways 18 and 36 as follows:

<i>LDG RWY</i>	<i>INTERSECTING RWYS</i>	<i>MEASURED DISTANCES</i>
18	03/21	4,400 FEET *
26	15/33	4,450 FEET *

10/4/96 (DCA-530)



NEWARK INTERNATIONAL AIRPORT

LAND AND HOLD SHORT OPERATIONS

Land and Hold Short Operations (LAHSO) are in effect at Newark International Airport. Certain aircraft and operators may be authorized to land and hold short of an intersecting taxiway while aircraft/vehicles simultaneously taxi/drive across the runway beyond the hold short point. Following are the runway/taxiway combinations.

Landing Runway 4L to hold short of Taxiway Y – distance available 6,750 feet.

Landing Runway 22R to hold short of Taxiway N – distance available 6,750 feet.

Additionally, Newark Tower may permit certain aircraft and operators to land on Runway 11, to hold short of the flight path of Runway 4L/22R – distance available 4,550 feet.

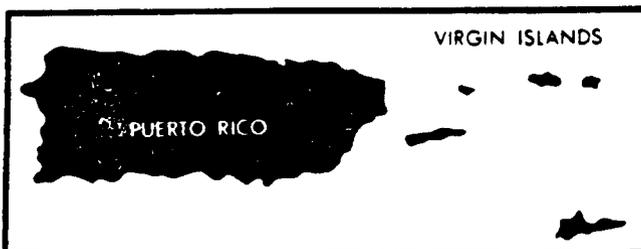
The safety and operation of the aircraft remain the responsibility of the pilot. A pilot must inform air traffic control if the full length of the runway or another runway is desired. The runway distance from the landing threshold to the hold short point will be provided to the pilot upon request.

This special demonstration will be in effect until further notice.

10/4/96 (AEA-530)



SOUTHEAST UNITED STATES



Simultaneous Operations on Wet Intersecting Runways

Miami International Airport

(Until Further Notice)

Miami International has been chosen as a site for a capacity initiative to conduct simultaneous operations on wet intersecting runways. These operations will be conducted on Runway 9R to hold short of Runway 12/30 (see runway illustration on next page). The usable distance from the threshold of Runway 9R to the hold short point of Runway 12/30 is 9,750 feet.

Use of these procedures allow aircraft to land and hold short on wet runways as specified herein. Group 5 and 5A aircraft are *excluded* from participating.

These procedures are governed by the following conditions and limitations:

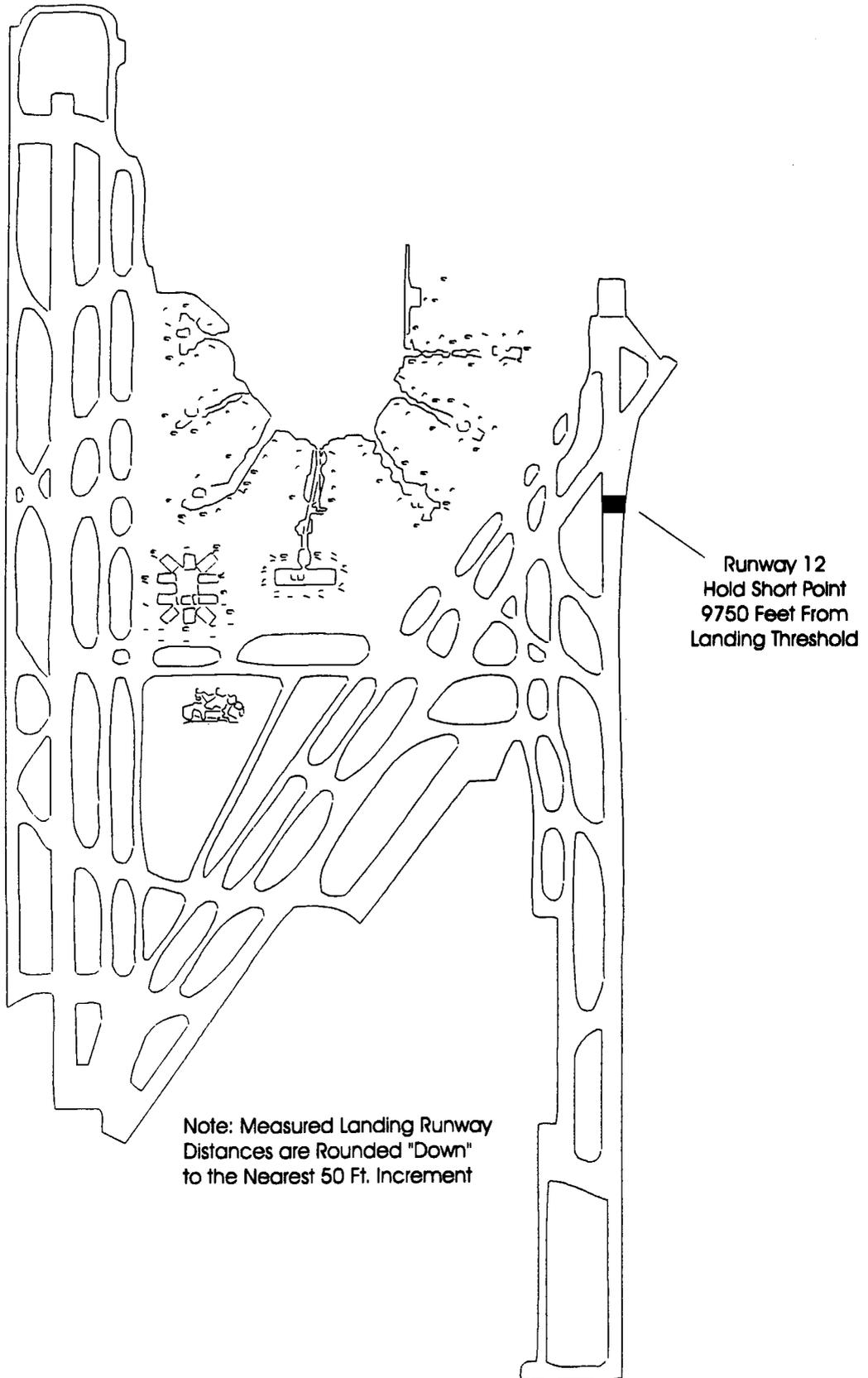
- a. The reported weather must be at or above the basic visual flight rules.
- b. Braking action shall be no less than "good" with no snow, slush, ice, frost, or standing water on the runway surfaces as observed from the tower or reported by pilots or airport management.
- c. Crosswind components shall not exceed 15 knots (including gusts) and no tailwind component exists (zero tailwind).
- d. Traffic information shall be exchanged and acknowledgments obtained from both participants involved in the hold short operation. A readback of the hold short instructions will be requested when they are not received from the pilot of the restricted aircraft.
- e. A statement that simultaneous operations are being conducted shall be included on the Automatic Terminal Information Service (ATIS).

The safety and operation of an aircraft remain the responsibility of the pilot. A pilot must inform air traffic control if the full length of the runway or another runway is desired. The runway distance from the landing threshold to the hold short point will be provided to the pilot upon request.

This capacity initiative will be in effect **until further notice**.

(MIAMI TOWER 8/19/96)

MIAMI INTERNATIONAL AIRPORT



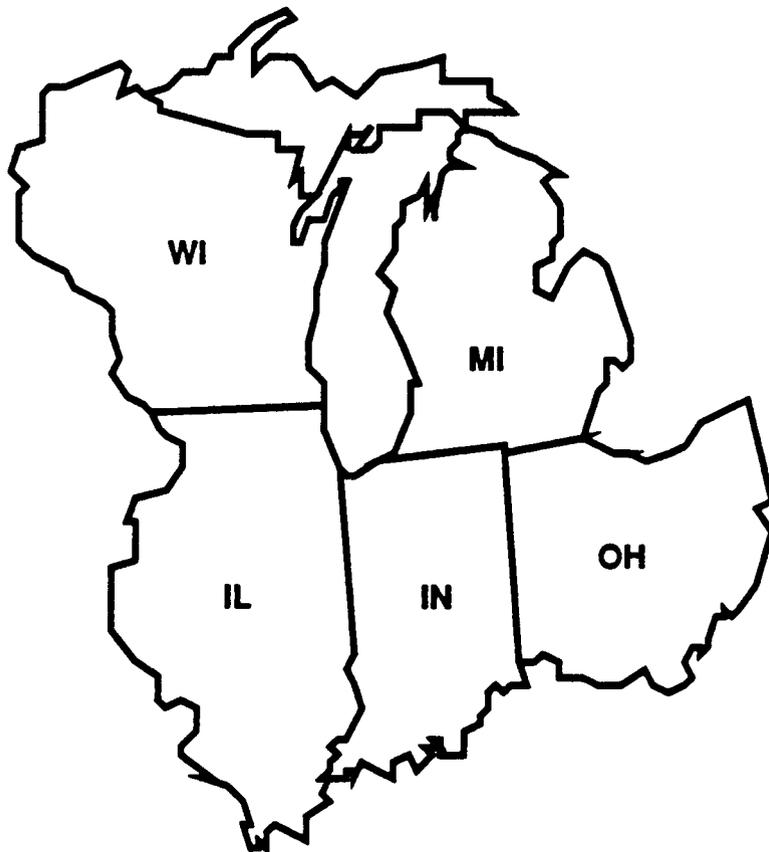
MIAMI/FT. LAUDERDALE, FLORIDA

MODE C INTRUDER ALERT

The Mode C Intruder (MCI) base altitude has been raised to 1,500 feet Mean Sea Level (MSL) within 50 nautical miles of Miami International Airport. MCI service will not be available below 1,500 feet MSL within that area.

(MIAMI TOWER 8/19/96)

EAST CENTRAL UNITED STATES



STANDARDIZED (CODED) TAXI ROUTES

Chicago O'Hare International Airport

(Amendment 2)

On September 16, 1993 Chicago O'Hare Tower instituted coded taxi routes to all runways for departure aircraft. As a result of an on-going evaluation, the number of coded routes have been reduced and amended. This change is effective November 14, 1995.

Route will be issued by Ground Control. Route will indicate that an aircraft is to proceed via Taxiway Alpha or Bravo taxiway to the Route starting point. Pilots who are unable to comply with standardized routes should advise ground control on initial contact.

Note: READ BACK RUNWAY ASSIGNMENT AND ALL HOLD SHORT INSTRUCTIONS

To Runway 4L Silver	
Taxiway	Routing
"A" route	A-A6-J-W
"B" route	B-J-W

To Runway 9L Black	
Taxiway	Routing
"A" route	A-A6-J
"B" route	B-J

To Runway 22L Red	
Taxiway	Routing
"A" route	A-A17-D
"B" route	B-D

To Runway 27L Blue	
Taxiway	Routing
"A" route	A-A17-D-M5-M
"B" route	B-D-M5-M

To Runway 32L at T-10 Green 1	
Taxiway	Routing
"A" route	A-A7-T
"B" route	B-A7-T

To Runway 32L at T-10 Green 2	
Taxiway	Routing
"A" route	A-A13-M2-M-T
"B" route	B-M2-M-T

Bridge Transition	
Taxiway	Routing
taxi via:	H-P-A

4/8/96 (AGL-530)



CHICAGO O'HARE INTERNATIONAL AIRPORT

LAND AND HOLD SHORT OPERATIONS

RUNWAY 9R AND TAXIWAY SIERRA

Chicago O'Hare has been granted a waiver that permits aircraft to land and hold short of an intersecting taxiway while aircraft/vehicles simultaneously taxi beyond the hold short point. These operations will be conducted on Runway 9R with the hold short point located prior to Taxiway Sierra.

This procedure may be utilized when Group 1, 2, 3, 4 or 5 aircraft (except as follows) are landing on Runway 9R. All series of the DC8, B747, S210, L329, and DA01 are not permitted to land on Runway 9R to hold short of Taxiway Sierra. The usable distance from the Runway 9R landing threshold to the hold short point is 9,300 feet.

These procedures are governed by the following conditions and limitations:

- a. The tailwind on Runway 9R must be less than 3 knots or calm.
- b. The weather conditions must be at or greater than ceiling 1,000 feet, and visibility 3 miles.
- c. The runway must be dry with no reports that braking action is less than good.
- d. A statement that simultaneous landings and runway crossings are being conducted shall be included on the ATIS.
- e. The Tower shall issue traffic information and must obtain acknowledgment from both participants involved in the hold short operation.
- f. Land and hold short operations must be in effect at any time there are authorized taxiing operations on Taxiway QUEBEC beyond the end of Runway 9R.

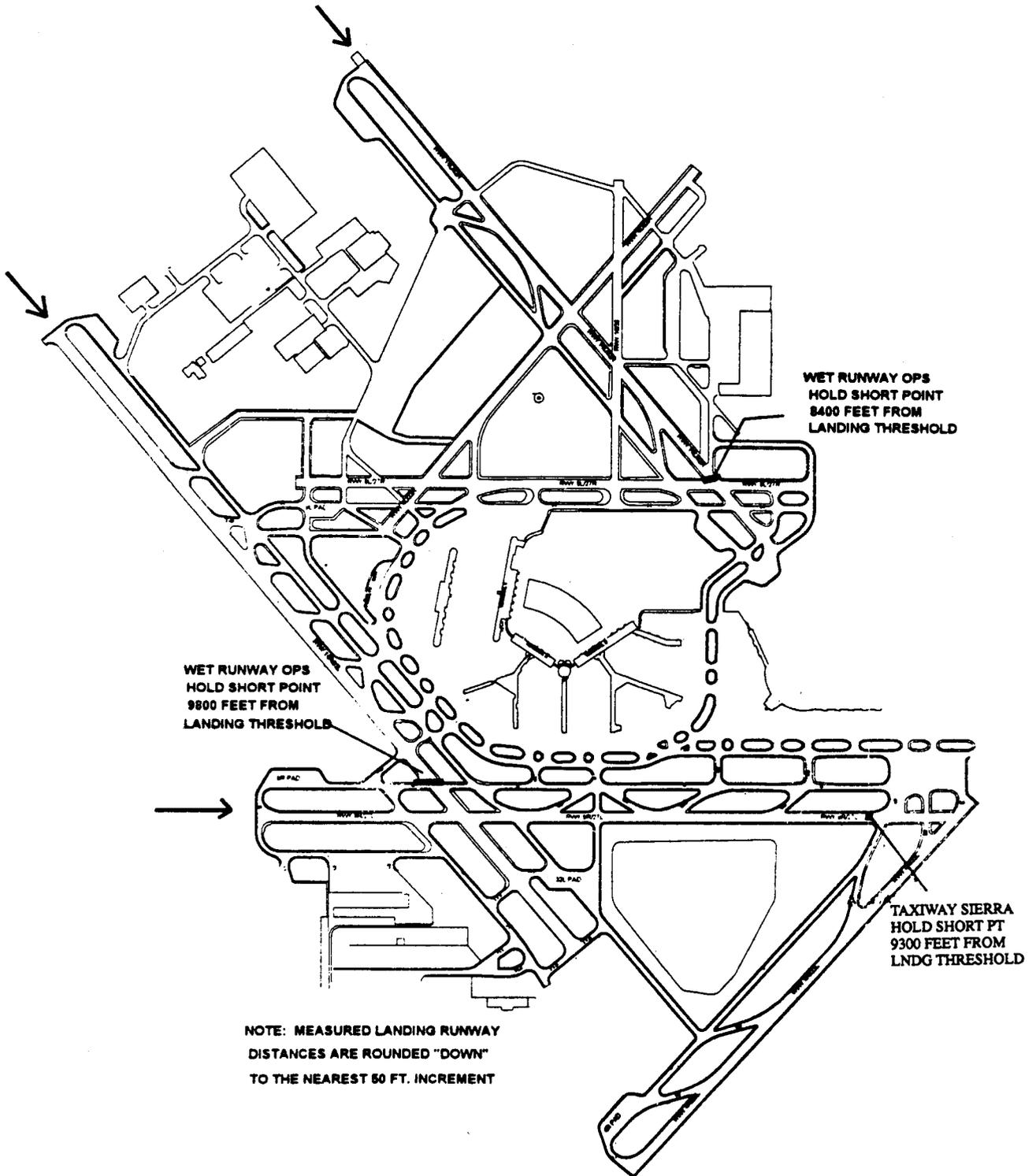
The safety and operation of an aircraft remain the responsibility of the pilot. A pilot must inform air traffic control if the full length of the runway or another runway is desired. The runway distance from the landing threshold to the hold short point will be provided to the pilot upon request.

This special demonstration will be in effect until further notice.

4/22/96 (AGL-530)



CHICAGO O'HARE INTERNATIONAL AIRPORT



STANDARDIZED TAXI ROUTES

Detroit Metropolitan Wayne County Airport

(Effective: Until Further Notice)

On June 22, 1995, the Detroit Metropolitan Wayne County Airport (DTW), will institute 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 will be issued by the DTW ground controller instead of the normal traditional full taxiway routings. The routes and associated codes are being published in text as well as graphic form below.



STANDARDIZED TAXI ROUTES

Detroit Metropolitan Wayne County (DTW)

To Runway 21R

Route ID	Start Point	Routing Via
Yellow 1	Concourses A thru C	Hotel, Foxtrot, Kilo 11, (Contact West Ground at Kilo 11), Yankee.
Yellow 2	Concourses A thru C	Hotel, Foxtrot, Victor (Hold short of Kilo and contact West Ground), Yankee.

To Runway 21C

Route ID	Start Point	Routing Via
Red 1	Concourses C thru G, International Terminal, Concourse J	Kilo, Foxtrot (Contact East Ground at K-12), Hotel 1, Mike.
Red 2	Concourses A thru C.	Hotel, Hotel 1, Mike
Red 3	Signature South Ramp, South T's.	Sierra 5 (Hold short of Runway 21L). Whiskey 5, Whiskey, Papa 4, Papa.
Red 4	Concourses C thru G, International Terminal, Concourse J	Yankee, Kilo 11 (Contact East Ground at Kilo 11), Foxtrot, Hotel, Hotel 1, Mike.

To Runway 21L

Route ID	Start Point	Routing Via
Orange 1	Concourses C thru G, International Terminal, Concourse J	Kilo, Foxtrot (Contact East Ground @ Foxtrot), Hotel, Hotel 1, Victor, (Hold short of Runway 21C), Victor, Whiskey.
Orange 2	Concourses A thru C.	Hotel, Hotel 1; Victor (Hold short of Runway 21C) Victor, Whiskey.
Orange 3	Concourses C thru G, International Terminal, Concourse J	Kilo, Foxtrot (Contact East Ground @ Foxtrot), Hotel, Mike 3 (Hold short of Runway 21C), Papa 4, Whiskey.

To Runway 3L

Route ID	Start Point	Routing Via
Tan 1	Concourses C thru H, International Terminal, Concourse J	Kilo (Hold short of taxiway Victor, Contact South Ground), Kilo, Kilo 10, Yankee.
Tan 2	Concourses A thru C.	Hotel, Foxtrot, Victor (Hold short of taxiway Kilo, Contact South Ground), Kilo, Kilo 10, Yankee

To Runway 3C

Route ID	Start Point	Routing Via
Silver 1	Concourses C thru H, International Terminal, Concourse J	Kilo, Foxtrot, Mike (Contact Ground East @ Taxiway Foxtrot).
Silver 2	Concourses A & B.	Hotel, Hotel I, Mike.
Silver 3	Signature South Ramp and South T's.	Sierra 4, Sierra, Foxtrot (Hold short of Runway 3R), Foxtrot (Hold short of Runway 3C) Foxtrot, Mike.
Silver 4	Signature North, Ford, Corporate Flight, GM	Mike (Hold short of Hotel 1), Mike

To Runway 3R

Route ID	Start Point	Routing Via
Gold 1	Concourses C thru H, International Terminal, Concourse J	Kilo, Foxtrot (Contact East Ground on Taxiway Foxtrot) (Hold short of Runway 3C), Foxtrot, Whiskey.
Gold 2	Concourses A & B	Hotel 1, Mike, Foxtrot (Hold short of Runway 3C), Foxtrot, Whiskey
Gold 3	Signature North, Ford, Corporate Flight	Papa, Papa 4 Whiskey

To Runway 27R

Route ID	Start Point	Routing Via
Gray 1	All Concourses	Kilo, Foxtrot (Contact East Ground @ Foxtrot), Hotel, Hotel 1, Cross 21C, Victor (Hold short of Runway 21L), Victor.
Gray 2	All Concourses	Kilo, Foxtrot (Contact East Ground @ Foxtrot), Hotel, Mike 3, Cross runway 21C, Papa 4, Victor (Hold short of Runway 21L), Victor.

4/8/96 (AGL-530)



COLUMBUS, OHIO / OHIO STATE UNIVERSITY

FOOTBALL STADIUM

BANNER TOW OPERATIONS

September 7, 1996 thru November 23, 1996

OHIO STADIUM BANNER TOW OPERATIONS: Banner tow operations around the Ohio State University (OSU) Stadium will only be permitted when the reported weather conditions at Port Columbus Airport (CMH) are at or above, ceiling of 2,200 feet, for runway 10 operations, or 2,000 feet for runway 28 operations, and a visibility of three (3) miles or greater. Banner towing aircraft will remain west of High Street and within 1/4 mile of the stadium at 2,200 feet MSL.

a. Runway 28 Operations.

During the periods when banner tow operations are in progress, jet departures will be assigned headings between 260° and 300° to pass clear of the OSU Stadium Area.

b. Runway 10 Operations.

1. ILS Approaches

Aircraft making an ILS approach will be required to maintain 2,700 feet after passing the outer marker, they will be advised when to begin descent from 2,700. This will be at a point between five (5) and six (6) miles from the airport.

2. Visual approaches.

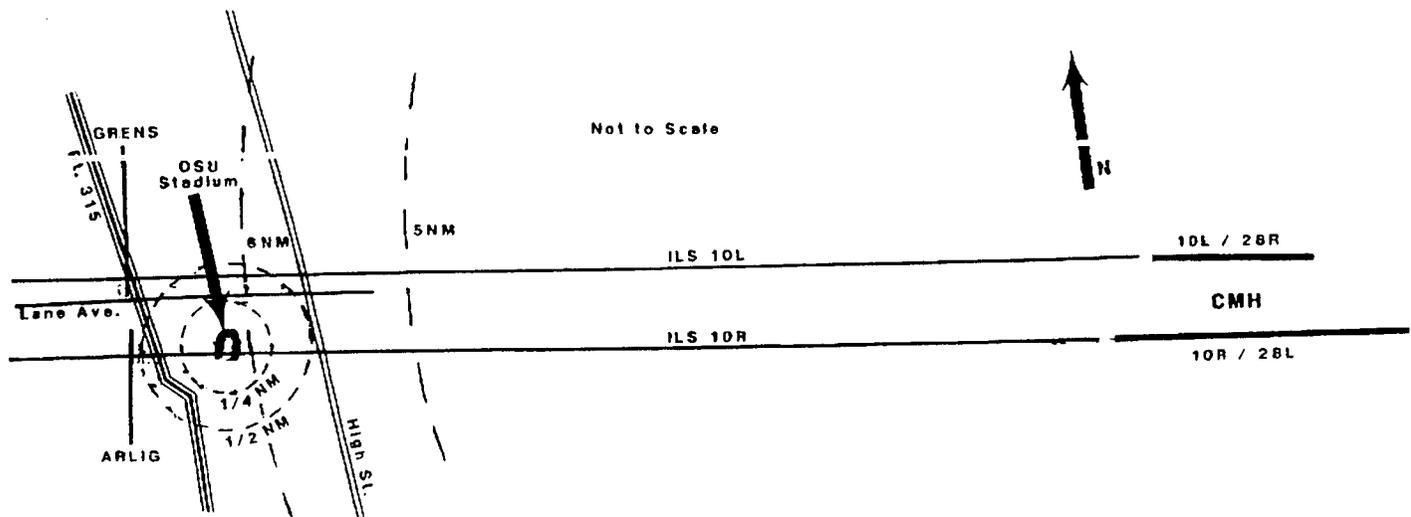
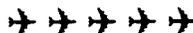
Aircraft being vectored for a visual approach shall be instructed when they may descend out of 2,700 feet. This will be at a point east of the stadium; i.e. five (5) to six (6) miles from the airport.

c. Banner tow aircraft shall monitor frequency 119.65 while operating in the vicinity of OSU Stadium.

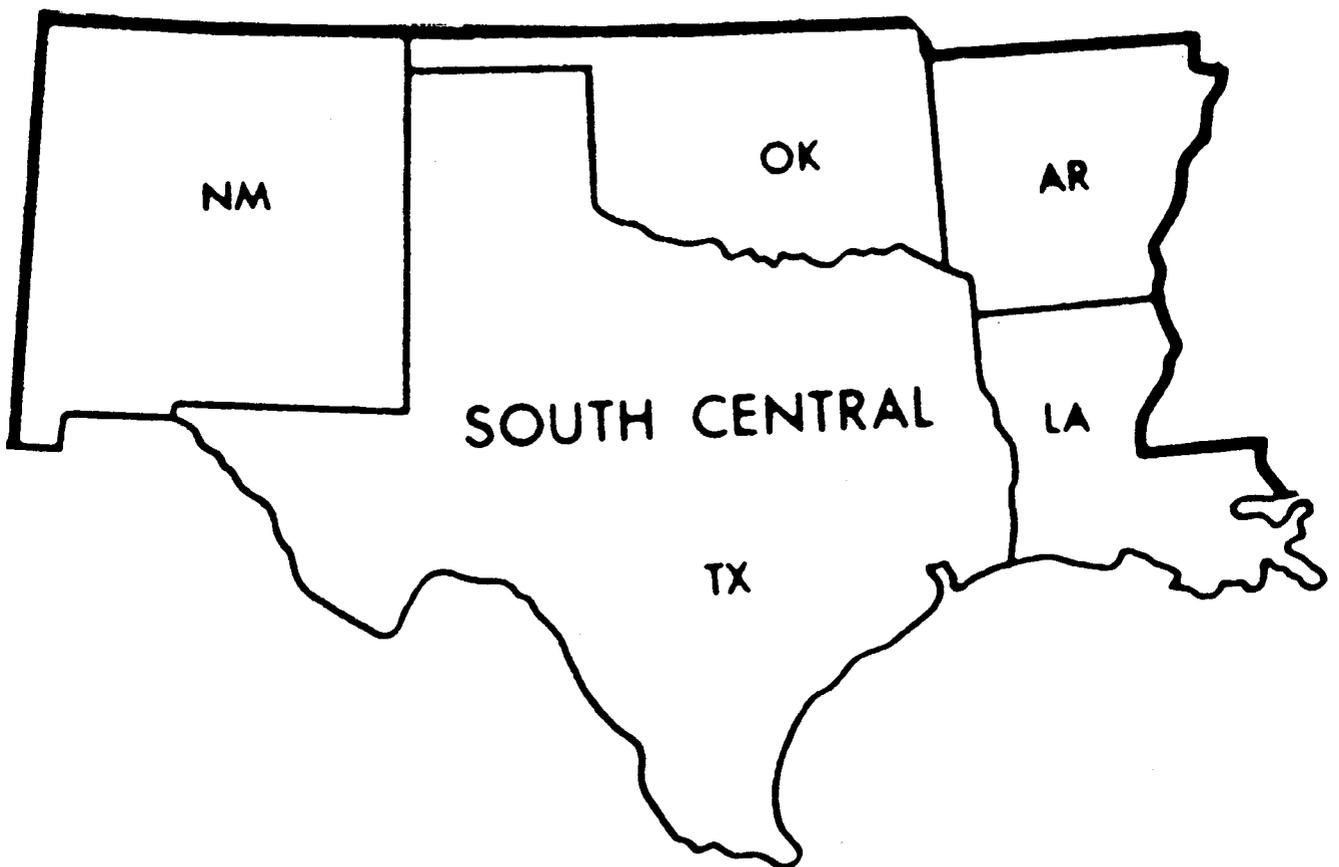
d. CMH ATIS content shall include the following:

“Caution is advised for numerous banner tow aircraft operations at 2,200 feet MSL in the vicinity of the Ohio State football stadium, located six (6) miles west of Port Columbus Airport.”

7/15/96 (AGL-530)



SOUTH CENTRAL UNITED STATES



DFW INTERNATIONAL AIRPORT

LAND AND HOLD SHORT OPERATIONS

DFW is authorized to instruct aircraft to land on a runway and hold short of an intersecting taxiway while aircraft/vehicles simultaneously taxi across the runway at beyond the hold-short point for the following runway/taxiway combinations.

18R	AND	TAXIWAY B	8,100 FEET
17C	AND	TAXIWAY B	8,450 feet
35C	AND	TAXIWAY EJ	9,050 feet
36L	AND	TAXIWAY Z	10,650 feet

These procedures are governed by the following conditions and limitations:

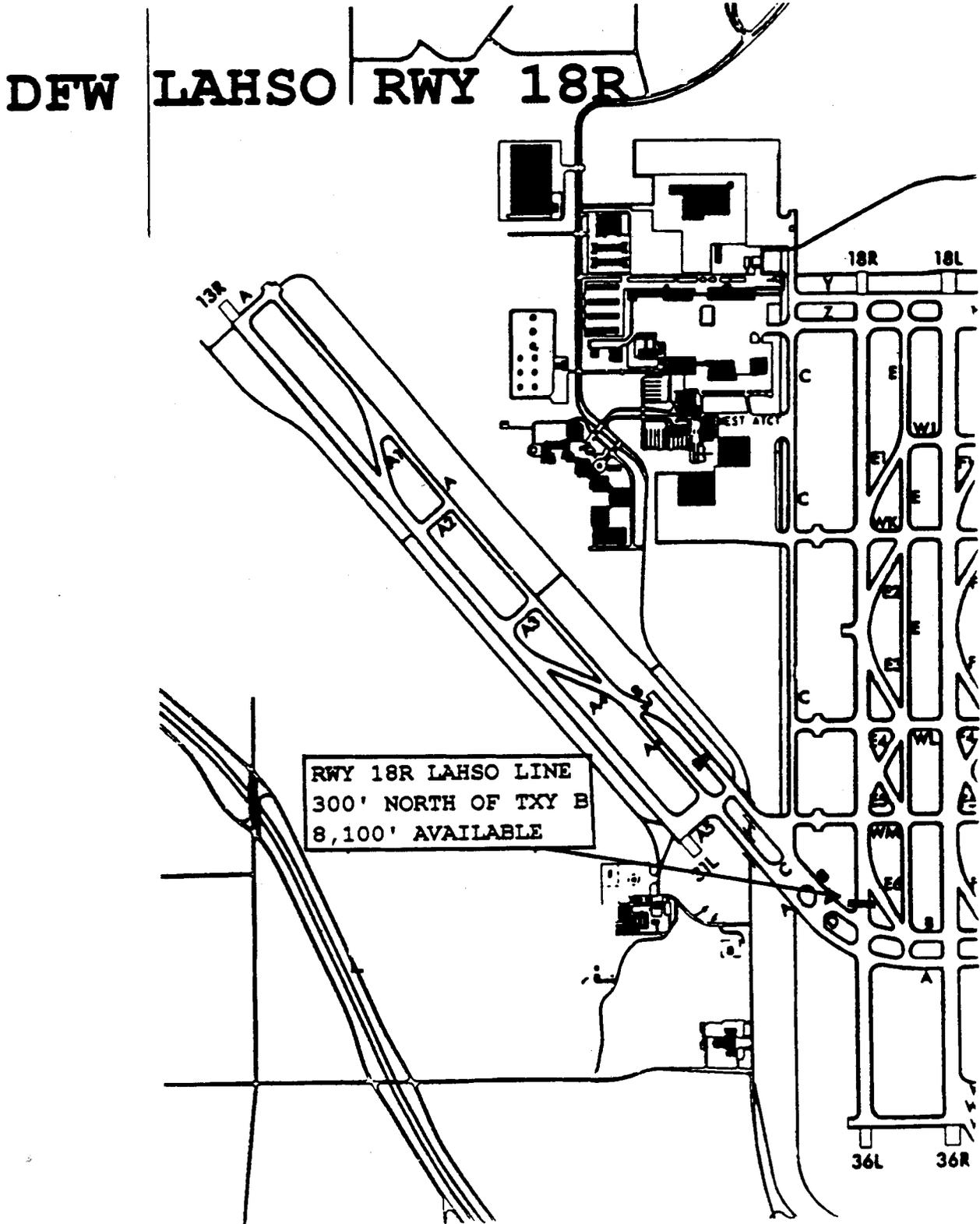
- a. Hold short operations shall only be conducted when the tailwind is considered calm or less than 3 knots.
- b. A statement that simultaneous landings and runway crossings are being conducted shall be included on the ATIS.
- c. The runways must be dry with no reports that braking action is less than good.
- d. The weather conditions must be at or greater than ceiling 1,000 feet, and visibility 3 miles.
- e. The tower shall issue traffic information and obtain acknowledgment from both participants involved in the hold short operation.
- f. All series of the DC-8, DC-10, and B747 are not eligible for land and hold short operations on runways 18R, 17C, and 35C.
- g. Hold short markings, taxiway identification signs, and in-pavement lights will be used to identify the hold-short points. The lighting system consists of five in-pavement white lights, flashing/pulsing simultaneously, arranged in a line across the landing runway perpendicular to the runway centerline.

The safety and operation of an aircraft remain the responsibility of the pilot. A pilot must inform air traffic control if the full length of the runway or another runway is desired. The runway distance from the landing threshold to the hold short point will be provided to the pilot upon request.

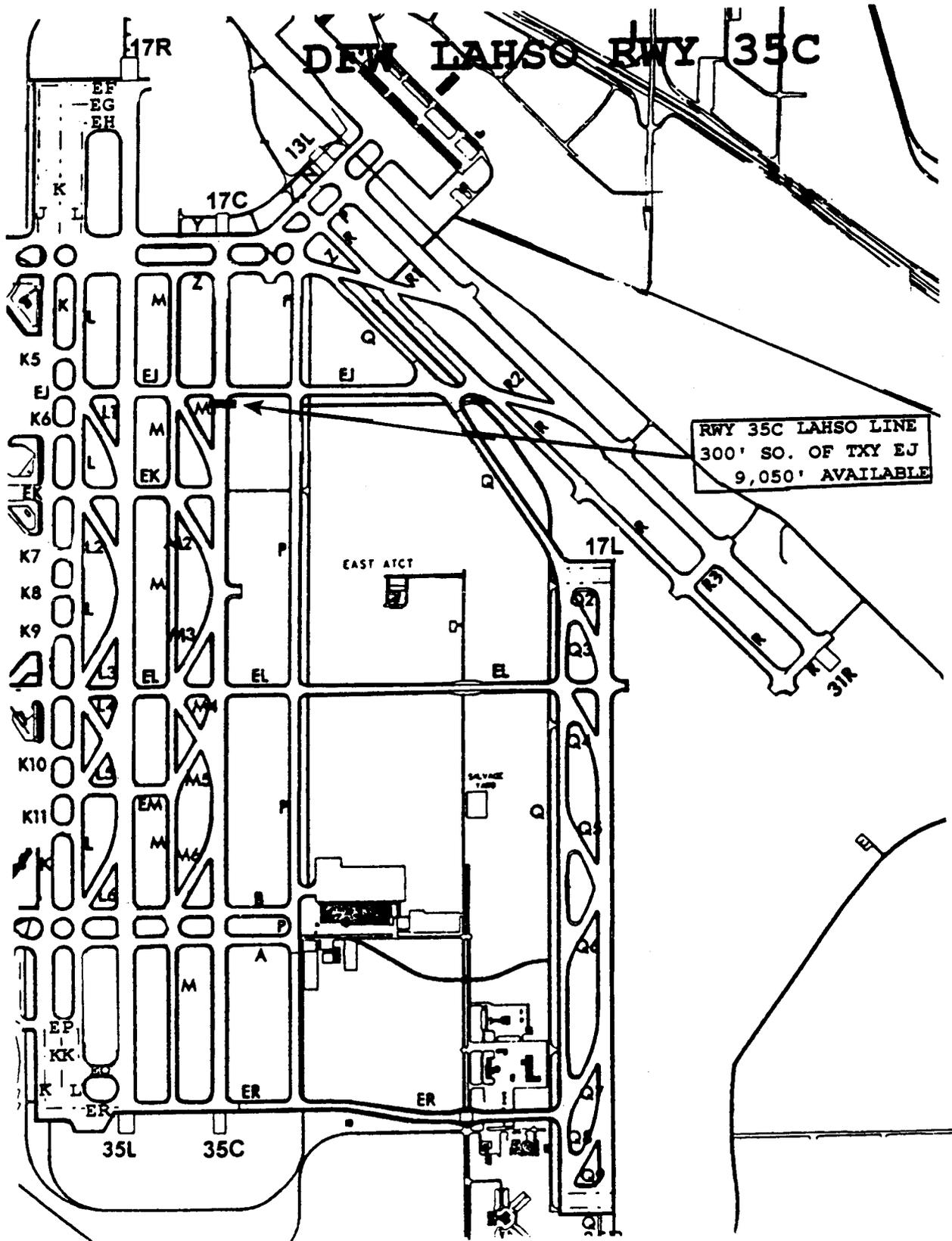
This special demonstration will be in effect until further notice.

(DFW 9/17/96)

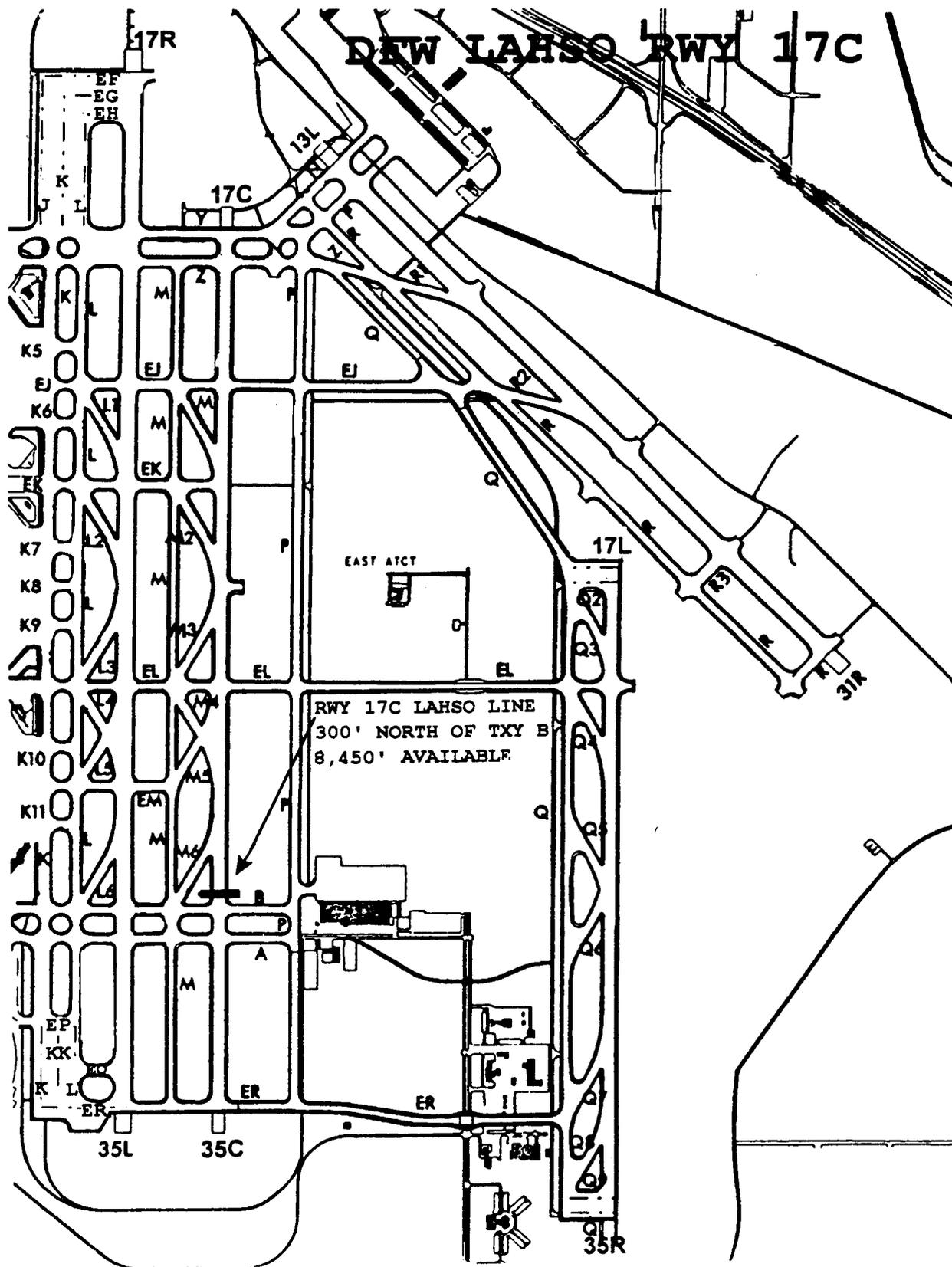
DFW LAHSO RWY 18R



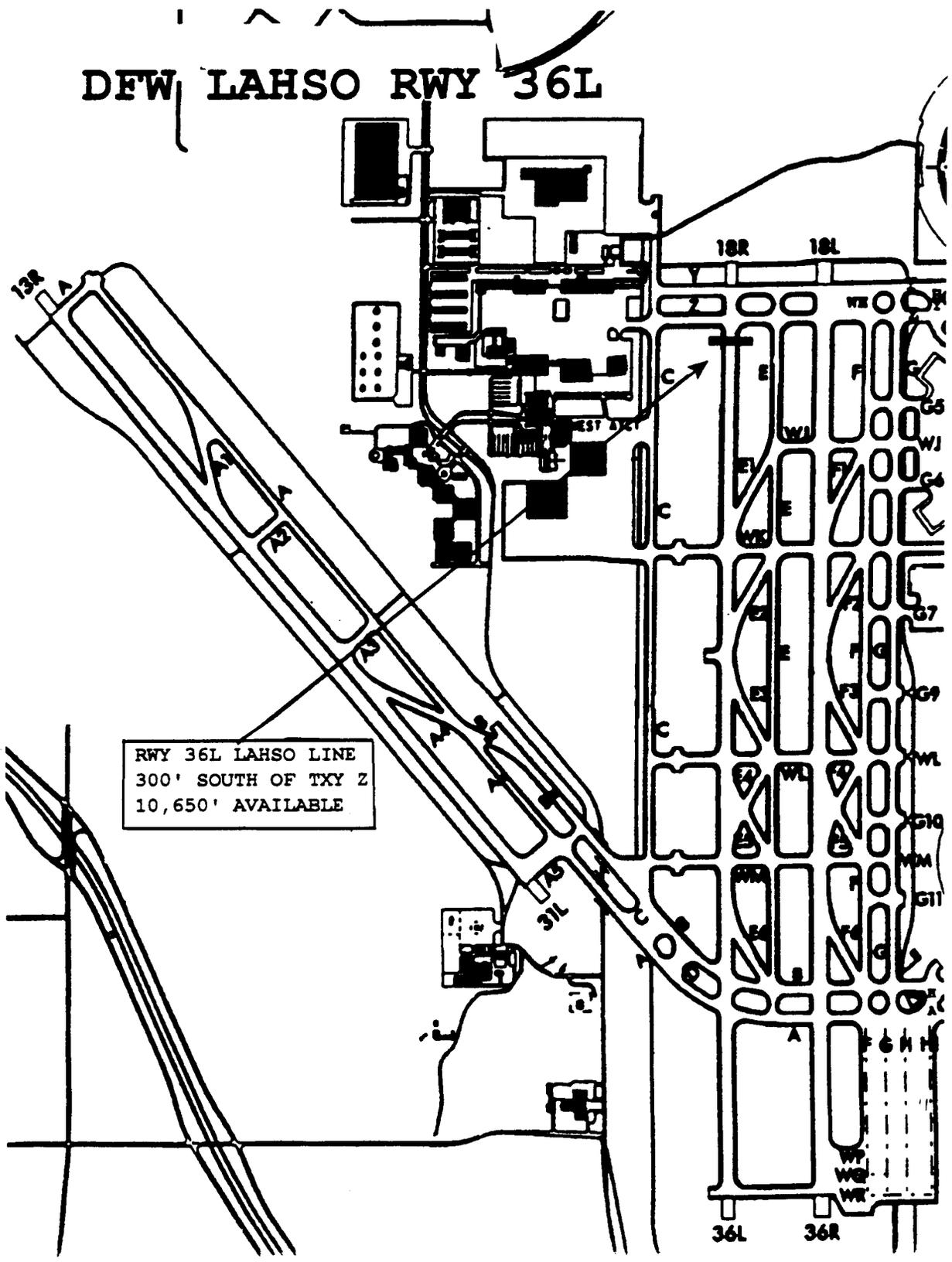
DFW LAHSO RWY 35C



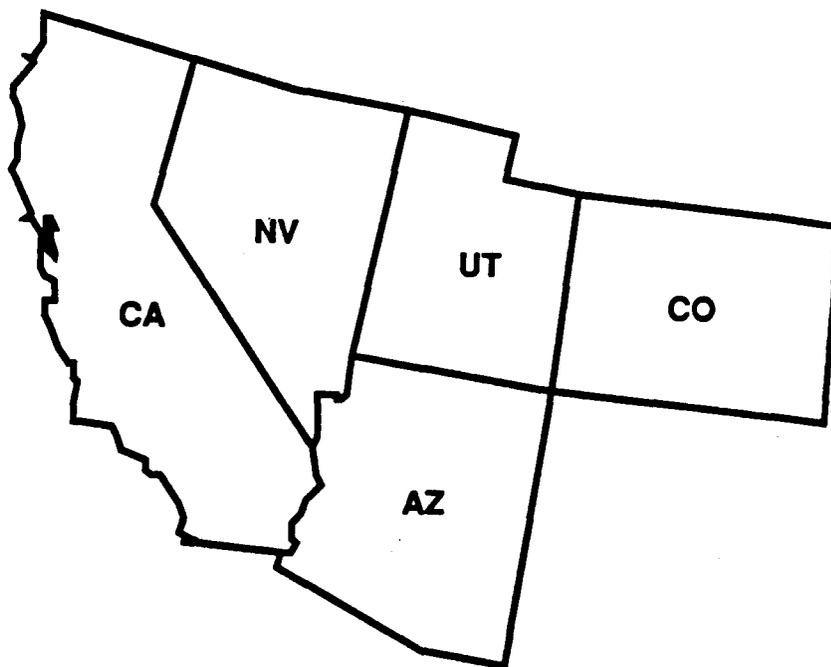
DFW LAHSO RWY 17C



DFW LAHSO RWY 36L



SOUTHWEST UNITED STATES



New Denver International Airport, Denver, Colorado

Surface Movement Guidance and Control System (SMGCS) and Low Visibility Taxi Procedures (Effective with Opening of Airport)

Purpose.

The FAA has approved the new Denver International Airport to conduct landing and takeoff operations down to 300 feet runway visual range (RVR) with special aircraft and crew certification for Runways 35R, 35L, and 34. Procedures for aircraft and vehicle ground movement will be implemented when the visibility decreases to less than 1200 RVR and less than 600 RVR.

Lighting and markings.

Standard taxi routes from the apron areas to Runway 35L, and 34 and from Runways 35R, 35L and 34 to the apron areas have been established for operations below 1200' RVR (see airport diagram illustrations). These routes will be illuminated by green centerline taxiway lights to provide positive guidance to taxiing aircraft. If while taxiing a pilot does not see any green centerline lights, the aircraft should be stopped and a call for assistance should be made to the tower.

An ICAO standardized stop bar system (see stop bar configuration illustration) is used at the intersections of all taxiways and runways to provide positive runway protection and visual confirmation of air traffic clearances onto runways. This stop bar system consists of red in-pavement lights located at the runway holding position marking and green taxiway centerline lead-on lights that extend from the red stop bars onto the runway. When the red stop bar lights are illuminated, the green taxiway centerline lead-on lights will be off. When Air Traffic extinguishes the red stop bar lights, the green lead-on lights will illuminate to provide guidance beyond the stop bar and on to the runway. **AT NO TIME SHALL A PILOT CROSS AN ILLUMINATED RED STOP BAR.**

In addition to stop bars, all intersections of runways and taxiways have yellow wig/wag lights installed abeam the stop bar location for runway incursion prevention. The flashing yellow wig/wag lights will be illuminated twenty four (24) hours a day.

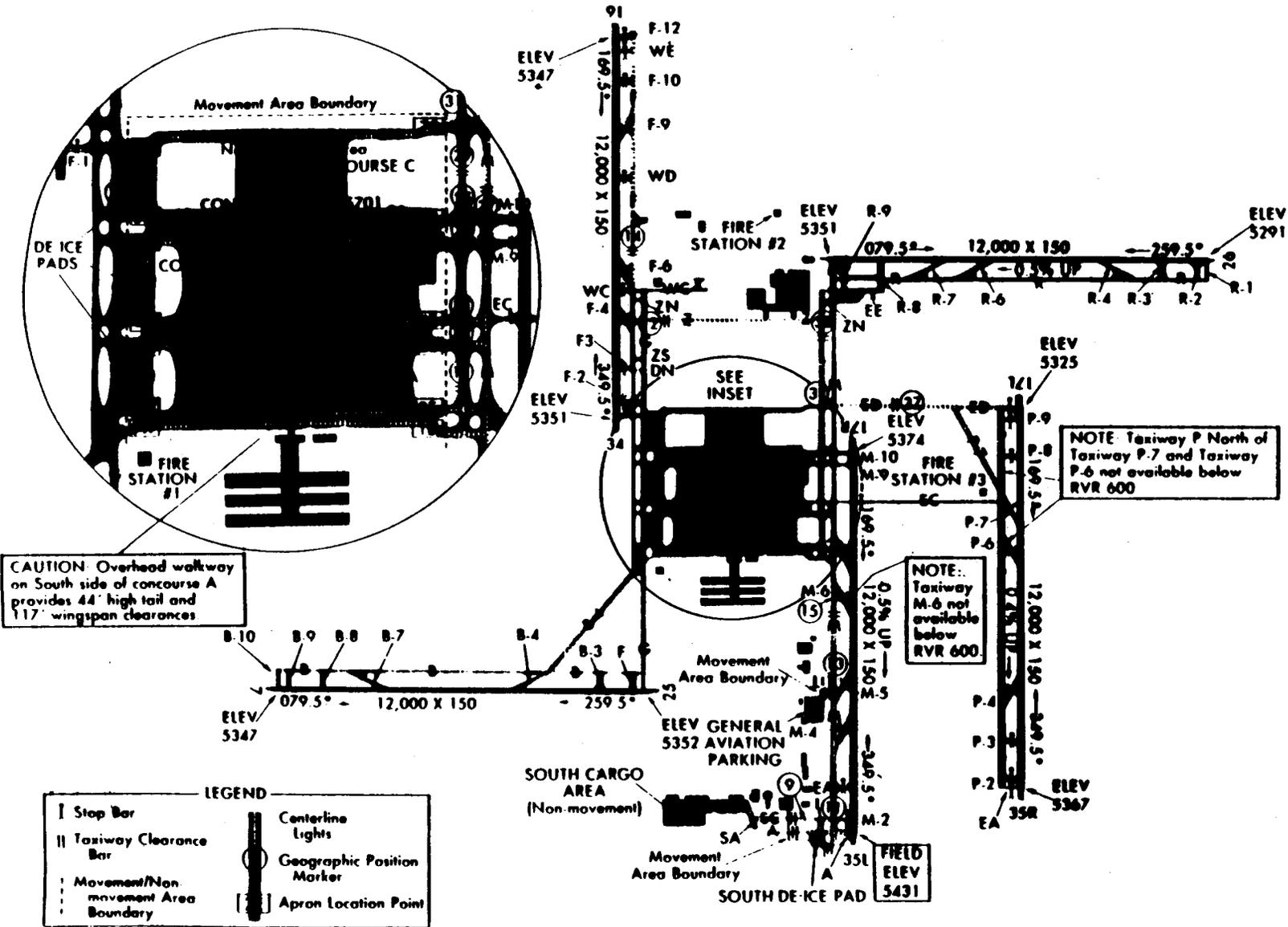
A numbered system of geographical position markings are painted at locations along the SMGCS taxi routes to be used by pilots and controllers for position determination and hold points. A geographical position marking consists of a black numeral inscription within a pink circle with a white ring and black outer border. Holding locations have painted taxiway or runway holding position markings in addition to geographical position markings. These holding position markings are supplemented with three in-pavement yellow lights if they are to be used as hold points below 600 RVR.

Operations.

Air traffic will operate the stop bar system and provide taxi instructions in accordance with approved guidance provided by facility directives. Only those routes designated as low visibility routes, illuminated with green centerline lighting may be used during SMGCS operations. Pilots and vehicle operators will refer to the published SMGCS chart for the depiction of the SMGCS routes and associated geographic position markings and to follow ATC instructions. Pilots should not hold at geographic position markings with holdline markings and taxiway clearance bars unless instructed to hold by ATC.

1/9/95 (ANM-223)

THE NEW DENVER INTERNATIONAL AIRPORT DIAGRAM



LOS ANGELES INTERNATIONAL AIRPORT

TAXI ROUTES

(Until further notice)

BRIDGE ROUTES: This instruction means: Taxi via taxiway Echo (E) then south on taxiway Alfa Alfa (AA), hold short of taxiway Charlie (C) contact Ground on Frequency 121.75 when number one approaching taxiway Charlie (C).

WEST ROUTE: This instruction means: Taxi via taxiway Charlie (C) west-bound, hold short of taxiway Alfa Alfa (AA), contact Ground on frequency 121.65 when number one approaching taxiway Alfa Alfa (AA).

7/1/96 (LAX)



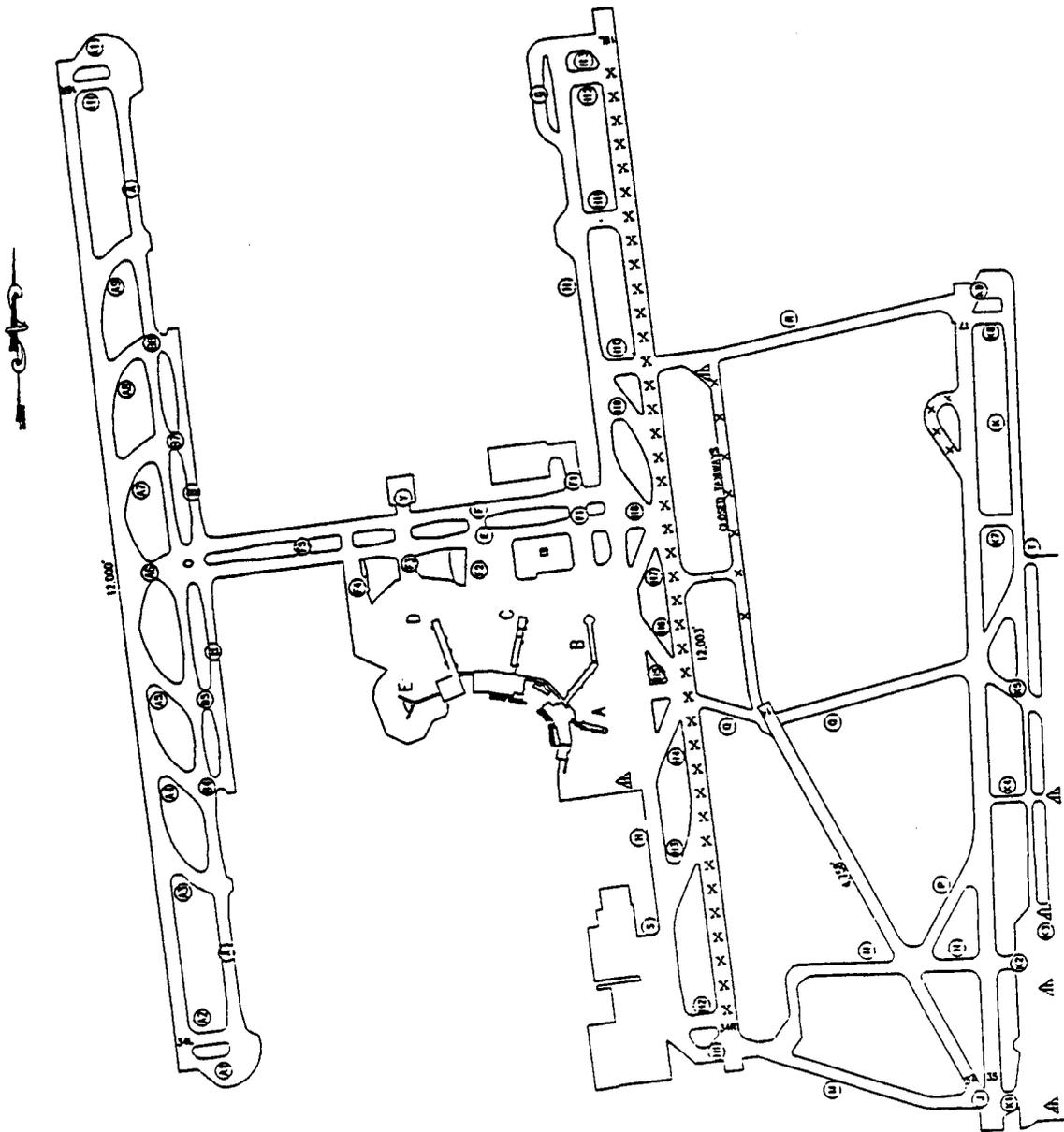
SALT LAKE CITY INTERNATIONAL AIRPORT

Runway Under Construction

Salt Lake City, Utah

(Effective: 00:00L September 5, 1996 until 06:00L October 7, 1996)

Runway 16L/34R will be closed for pavement overlay. Bright lights will be in operation during hours of darkness. Exercise caution when landing; verify you are lined up with the assigned runway. Aircraft requiring to cross taxi Runway 16L/34R exercise caution for personnel and equipment on and abeam the runway.



GRAND JUNCTION, COLORADO

DENVER TRACON

(Effective: October 10, 1996)

Effective October 10, 1996, Denver Terminal Radar Approach Control (TRACON) will assume approach control responsibilities for Grand Junction Airport during the hours Grand Junction (GJT) Airport Traffic Control Tower (ATCT) is open (6:00 a.m. local through 10:00 p.m. local). During periods when GJT ATCT is closed (10:00 p.m. local through 6:00 a.m. local) Denver Air Route Traffic Control Center (ARTCC) will assume approach control responsibilities.

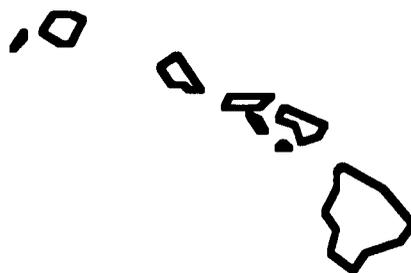
Denver TRACON will provide approach control services within twenty-five (25) nautical miles of the Grand Junction VORTAC from the surface up to and including 14,000 feet mean sea level. The frequencies for approach control services will remain the same (119.7/317.4).

9/12/96 (ANM-530)

ALASKA



HAWAII



HONOLULU CERAP

Out of Service RADAR

Until January 16, 1997

Lihue, South Kauai, Honolulu CERAP Secondary Radar SOK 144-022, 256NM arc out of service effective 16 September 1996 1800Z until 16 January 1997 1800Z.



92496 (HONOLULU AFSS)

1997 AT A GLANCE

JANUARY							FEBRUARY							MARCH						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4							1							1
5	6	7	8	9	10	11	2	3	4	5	6	7	8	2	3	4	5	6	7	8
12	13	14	15	16	17	18	9	10	11	12	13	14	15	9	10	11	12	13	14	15
19	20	21	22	23	24	25	16	17	18	19	20	21	22	16	17	18	19	20	21	22
26	27	28	29	30	31		23	24	25	26	27	28		23	24	25	26	27	28	29
														30	31					

APRIL							MAY							JUNE						
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					1	2	3	1	2	3	4	5	6	7
6	7	8	9	10	11	12	4	5	6	7	8	9	10	8	9	10	11	12	13	14
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20	21	22	23	24	25	26	18	19	20	21	22	23	24	22	23	24	25	26	27	28
27	28	29	30				25	26	27	28	29	30	31	29	30					

JULY							AUGUST							SEPTEMBER						
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						1	2		1	2	3	4	5	6
6	7	8	9	10	11	12	3	4	5	6	7	8	9	7	8	9	10	11	12	13
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							31													

OCTOBER							NOVEMBER							DECEMBER						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4							1		1	2	3	4	5	6
5	6	7	8	9	10	11	2	3	4	5	6	7	8	7	8	9	10	11	12	13
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							30													

 - Cutoff Dates are TWENTY-TWO (22) days before effective date.

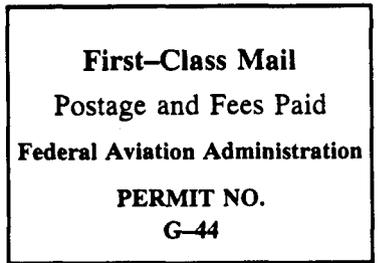
 - Effective Dates are in OUTLINE.

U.S. Department
of Transportation

**Federal Aviation
Administration**

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