U.S. Department
of Transportation

**Federal Aviation
Administration**

NOTICES TO AIRMEN

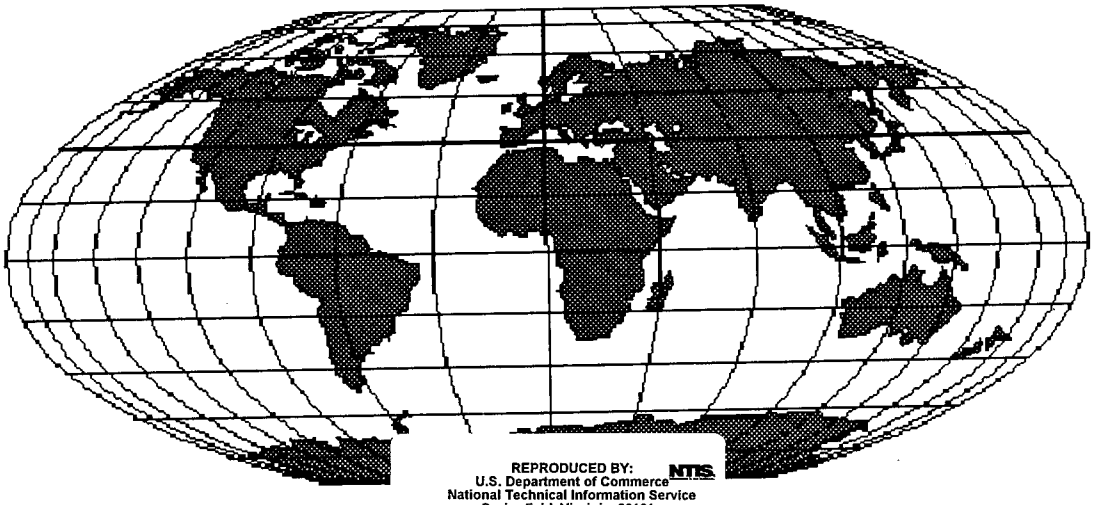
Domestic/International

PB99-104325

September 10, 1998

Next Issue

October 8, 1998



REPRODUCED BY: NTIS
U.S. Department of Commerce
National Technical Information Service
Springfield, Virginia 22161

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

1998 AT A GLANCE

JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

FEBRUARY

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28

MARCH

SUN	MON	TUE	WED	THU	FRI
1	2	3	4	5	6
8	9	10	11	12	13
15	16	17	18	19	20
22	23	24	25	26	27
29	30	31			

APRIL

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

MAY

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

JUNE

SUN	MON	TUE	WED	THU	FRI
	1	2	3	4	5
7	8	9	10	11	12
14	15	16	17	18	19
21	22	23	24	25	26
28	29	30			

JULY

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

AUGUST

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

SEPTEMBER

SUN	MON	TUE	WED	THU	FRI
		1	2	3	4
6	7	8	9	10	11
13	14	15	16	17	18
20	21	22	23	24	25
27	28	29	30		

OCTOBER

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

NOVEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

DECEMBER

SUN	MON	TUE	WED	THU	FRI
		1	2	3	4
6	7	8	9	10	11
13	14	15	16	17	18
20	21	22	23	24	25
27	28	29	30	31	

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

Date due to Printer

= Effective Dates are in OUTLINE.

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, ATA-10, 800 Independence Avenue, SW, Washington, DC 20591. The editors of the International Notices to Airmen Publication can be reached at (202) 267-9223, 0800-1700 (EASTERN).

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 ATA-10 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.

NOTICES TO AIRMEN

Publication Schedule

Effective Date	*1998/99 Information Cutoff Dates*
10 SEPTEMBER 98	20 AUGUST 98
8 OCTOBER 98	17 SEPTEMBER 98
5 NOVEMBER 98	15 OCTOBER 98
3 DECEMBER 98	12 NOVEMBER 98
31 DECEMBER 98	10 DECEMBER 98
28 JANUARY 99	7 JANUARY 99
25 FEBRUARY 99	4 FEBRUARY 99
25 MARCH 99	4 MARCH 99
22 APRIL 99	1 APRIL 99
20 MAY 99	29 APRIL 99
17 JUNE 99	27 MAY 99
15 JULY 99	24 JUNE 99
12 AUGUST 99	22 JULY 99
9 SEPTEMBER 99	19 AUGUST 99
7 OCTOBER 99	16 SEPTEMBER 99
4 NOVEMBER 99	14 OCTOBER 99
2 DECEMBER 99	11 NOVEMBER 99
30 DECEMBER 99	9 DECEMBER 99

[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.

[b] All Information for inclusion in Part 3 and Part 4 should be submitted to ATA-10 from the region by the above dates.

ADDRESSING INFORMATION FOR PART 1 and PART 2

ATA-110

Address	*Category*	*Phone Numbers*
Federal Aviation Administration National Flight Data Center (ATA-110) 800 Independence Avenue SW Washington, DC 20591	Airports & Navaids Airspace & Procedures Part 95 Revisions	**1-800-457-6656**

ADDRESSING INFORMATION FOR PART 3 and PART 4

ATA-10

Address	*Commercial Phone*	*FAX Phone*
Federal Aviation Administration ATA-10, Room 428 800 Independence Avenue SW Washington, DC 20591	**1-202-267-9223**	**1-202-267-9291**

NOTICES TO AIRMEN

Table of Contents

September 10, 1998

NOTAM information current as of August 20, 1998.

FDC NOTAMS listed thru 8/5905, dated August 20, 1998.

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

PART 1

Category	*Section*
Airway Notams	1-1-1
Airports, Facilities, & Procedural Notams	1-2-1
General FDC Notams	1-3-1

PART 2

Category	*Section*
Part 95 Revisions to Minimum En Route IFR Altitudes and Changeover Points	

PART 3

Category	*Section*
INTERNATIONAL NOTICES TO AIRMEN	

PART 4

Category	*Section*
Graphic Notices	

NOTAM CONTRACTIONS

This list contains most (but possibly not all) of the commonly used contractions currently in use in Notices to Airmens (NOTAMS) and the standard aviation weather products, such as METAR/TAF, area forecasts, SIGMETs, AIRMETs, etc.

Contraction	*Decode*
A	
ABN	Airport Beacon
ABV	Above
ACC	Area control center (ARTCC)
ACCUM	Accumulate
ACFT	Aircraft
ACR	Air Carrier
ACT	Active
ADJ	Adjacent
ADZD	Advised
AFD	Airport Facility Directory
AGL	Above ground level
ALS	Approach Light System
ALT	Altitude
ALTM	Altimeter
ALTN	Alternate
ALTNLY	alternately
ALSTG	Altimeter Setting
AMDT	Amendment
AMGR	Airport Manager
AMOS	Automatic Meteorological Observing System
AP	airport
APCH	approach
AP LGT	Airport Lights
APP	Approach control
ARFF	Aircraft Rescue & Fire Fighting
ARR	arrive, arrival
ASOS	Automated Surface Observating System
ASPH	Asphalt
ATC	Air Traffic Control
ATCSCC	Air Traffic Control System Command Center
ATIS	Automatic Terminal Information Service
AUTH	authority
AUTOB	Automatic Weather Reporting System
AVBL	available
AWOS	Automatic Weather Observing/Reporting System
AWY	airway
AZM	Azimuth
B	
BA FAIR	braking action fair
BA NIL	braking action nil
BA POOR	braking action poor
BC	Back Course
BCN	Beacon
BERM	Snowbank/s Containing Earth/Gravel
BLW	Below
BND	Bound
BRG	bearing
BYD	Beyond
C	
CAAS	Class A Airspace
CAT	Category
CBAS	Class B Airspace
CBSA	Class B Surface Area
CCAS	Class C Airspace
CCLKWS	Counterclockwise
CCSA	Class C Surface Area
CD	Clearance Delivery
CDAS	Class D Airspace
CDSA	Class D Surface Area
CEAS	Class E Airspace
CESA	Class E Surface Area
CFR	Code of Ferderal Regulations

Contraction	*Decode*
CGAS	Class G Airspace
CHG	Change
CIG	ceiling
CK	check
CL	center line
CLKWS	Clockwise
CLR	Clearance, clear(s), cleared to
CLSD	Closed
CMB	climb
CMSND	Commissioned
CNL	Cancel
COM	communications
CONC	Concrete
CPD	coupled
CRS	Course
CTC	contact
CTL	control
D	
DALGT	Daylight
DCMSND	Decommissioned
DCT	Direct
DEGS	degrees
DEP	Depart/Departure
DEPPROC	departure procedures
DH	Decision Height
DISABLD	Disabled
DIST	distance
DLA	Delay or delayed
DLT	Delete
DLY	Daily
DME	Distance Measuring Equipment
DMSTN	Demonstration
DP	Dew Point Temperature
DRFT	Snowbank/s Caused By Wind Action
DSPLCD	Displaced
E	
E	East
EB	Eastbound
EFAS	En Route Flight Advisory Service
ELEV	Elevation
ENG	Engine
ENRT	en route
ENTR	Entire
EXC	Except
F	
FAC	facility or facilities
FAF	Final Approach fix
FAN MKR	Fan Marker
FDC	Flight Data Center
FI/T	flight inspection temporary
FI/P	flight inspection permanent
FM	from
FREQ	Frequency
FNA	final approach
FPM	feet per minute
FREQ	frequency
FRH	Fly Runway Heading
FRI	Friday
FRZN	Frozen
FSS	automated/Flight Service Station
FT	foot, feet

G	
GC	Ground Control
GCA	Ground Control Approach
GOVT	Government
GP	Glide Path
GPS	Global Positioning System
GRVL	Gravel

H	
HAA	Height Above Airport
HAT	Height Above Touchdown
HDG	heading
HEL	Helicopter
HELI	Heliport
HIRL	High Intensity Runway Lights
HIWAS	Hazardous Inflight Weather Advisory Service
HLDG	holding
HOL	Holiday
HP	Holding Pattern
HR	hour

I	
IAF	initial approach fix
IAP	Instrument Approach Procedure
INBD	Inbound
ID	Identification
IDENT	Identify/Identifier/Identification
IF	intermediate fix
ILS	Instrument Landing System
IM	Inner Marker
IMC	Instrument meteorological conditions
IN	Inch/Inches
INDEFLY	Indefinitely
INFO	information
INOP	Inoperative
INSTR	Instrument
INT	Intersection
INTL	international
INTST	Intensity
IR	Ice On Runway/s

K	
KT	knots

L	
L	Left
LAA	Local Airport Advisory
LAT	Latitude
LAWRS	Limited Aviation Weather Reporting Station
LB	Pound/Pounds
LC	Local Control
LOC	Local/Locally/Location
LCTD	Located
LDA	Localizer Type Directional Aid
LGT	light or lighting
LGTD	lighted
LIRL	Low Intensity Runway Lights
LLWAS	Low Level Wind Shear Alert System
LM	Compass Locator at ILS Middle Marker
LDG	Landing
LLZ	Localizer
LO	Compass Locator at ILS Outer Marker
LONG	Longitude
LRN	Loran
LSR	Loose Snow on Runway/s
LT	Left Turn

M	
MAG	magnetic
MAINT	maintain, maintenance
MALS	Medium Intensity Approach Light System
MALSF	Medium Intensity Approach Light System with Sequenced Flashers
MALSR	Medium Intensity Approach Light System with Runway Alignment Indicator Lights
MAPT	Missed Approach Point
MCA	Minimum Crossing Altitude
MDA	Minimum Descent Altitude
MEA	Minimum Enroute Altitude
MED	Medium
MIN	Minute
MIRL	Medium Intensity Runway Lights
MLS	Microwave Landing System
MM	Middle Marker
MNM	Minimum
MNT	Monitor/Monitoring/Monitored
MOC	Minimum Obstruction Clearance
MON	Monday
MRA	minimum reception altitude
MSA	Minimum Safe Altitude/Minimum Sector Altitude
MSAW	Minimum Safe Altitude Warning
MSG	message
MSL	Mean Sea Level
MU	MU meters
MUD	Mud
MUNI	Municipal

N	
N	North
NA	Not Authorized
NAV	navigation
NB	Northbound
NDB	Nondirectional Radio Beacon
NE	Northeast
NGT	Night
NM	Nautical Mile/s
NMR	Nautical Mile Radius
NONSTD	nonstandard
NOPT	No Procedure Turn Required
NR	number
NTAP	Notice To Airmen Publication
NW	Northwest

O	
OBSC	Obscured
OBST	Obstruction
OM	Outer Marker
OPR	Operate
OPS	Operation
ORIG	Original
OTS	Out of Service
OVR	Over

P	
PAEW	Personnel and Equipment Working
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
PARL	Parallel
PAT	Pattern
PAX	passenger
PCL	Pilot Controlled Lighting
PERM	Permanent/Permanently
PJE	parachute jumping exercise
PLA	Practice Low Approach
PLW	Plow/Plowed
PN	Prior Notice Required
PPR	Prior Permission Required
PREV	Previous
PRN	psuedo random noise
PROC	Procedure

PROP	Propeller
PSR	Packed Snow on Runway/s
PTCHY	patchy
PTN	Procedure Turn
PVT	Private
R	
RAIL	Runway Alignment Indicator Lights
RAMOS	Remote automatic meterological observing system
RCAG	Remote Communication Air/Ground Facility
RCL	Runway Centerline
RCLL	Runway Centerline Light System
RCO	Remote Communication Outlet
REC	Receive/Receiver
RELCTD	Relocated
RENL	Runway End Identifier Lights
REP	report
RLLS	runway lead-in lights system
RMNDR	Remainder
RNAV	Area Navigation
RPLC	Replace
RQRD	Required
RRL	Runway Remaining Lights
RSR	en route surveillance radar
RSVN	Reservation
RT	Right Turn
RTE	Route
RTR	Remote Transmitter/Receiver
RTS	Return to Service
RUF	Rough
RVR	Runway Visual Range
RVRM	Runway Visual Range Midpoint
RVRR	Runway Visual Range Rollout
RVRT	Runway Visual Range Touchdown
RWY	Runway
S	
S	South
SA	sand, sanded
SAT	Saturday
SAWR	Supplementary aviation weather reporting station
SB	Southbound
SDF	Simplified Directional Facility
SE	Southeast
SFL	Sequence Flashing Lights
SID	Standard Instrument Departure
SIMUL	simultaneous
SIR	Packed or Compacted Snow and Ice on Runway/s
SKED	Scheduled
SLR	Slush on Runway/s
SN	Snow
SNBNK	Snowbank/s Caused by Plowing
SNGL	Single
SPD	Speed
SSALF	Simplified Short Approach Lighting System with Sequenced Flashers
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
SSALS	Simplified Short Approach Lighting System
SSR	secondary surveillance radar
STA	straight-in approach
STAR	Standard Terminal Arrival
SUN	Sunday
SVC	Service

SW	Southwest
SWEPT	Swept or Broom/Broomed
T	
T	temperature
TACAN	Tactical Air Navigational Aid
TAR	terminal area surveillance radar
TDZ	Touchdown Zone
TDZ LG	touchdown zone lights
TEMPO	temporary
TFC	Traffic
TFR	Temporary Flight Restriction
TGL	Touch and Go Landings
THN	Thin
THR	Threshold
THRU	Through
THU	Thursday
TIL	Until
TKOF	Takeoff
TM	Traffic Manaagement
TMPA	Traffic Management Program Alert
TRML	Terminal
TRNG	Training
TRSN	Transition
TSNT	Transient
TUE	Tuesday
TWR	Tower
TWY	Taxiway
U	
UNAVBL	Unavailable
UNLGTD	Unlighted
UNMKD	Unmarked
UNMNT	Unmonitored
UNREL	Unreliable
UNUSBL	Unusable
V	
VASI	Visual Approach Slope Indicator
VDP	Visual Descent Point
VIA	By Way Of
VICE	Instead/Versus
VIS	Visibiliy
VMC	Visual Meteorological Conditions
VOL	Volume
VOR	VHF Omni-Directional Radio Range
VORTAC	VOR and TACAN (colocated)
W	
W	West
WB	Westbound
WED	Wednesday
WEF	with effect from or effective from
WI	Within
WKDAYS	Monday through Friday
WKEND	Saturday and Sunday
WND	Wind
WPT	Waypoint
WSR	Wet Snow on Runway/s
WTR	Water on Runway/s
WX	Weather

WEATHER CONTRACTIONS

Contraction	Decode
A	
A	Absolute (temperature)
A	Alaskan Standard Time (time groups only)
A	Arctic (air mass)
A01	Automated Observation without precipitation discriminator (rain/snow) (METAR)
A02	Automated Observation with precipitation discriminator (rain/snow) (METAR)
AAWF	Auxiliary Aviation Weather Facility
AC	Altocumulus
ACC	Altocumulus Castellanus
ACSL	Standing Lenticular Altocumulus
ACYC	Anticyclonic
ADRNDCK	Adirondack
ADV	Advise
ADVCTN	Advection
ADVY	Advisory
AFC	Area Forecast Center
AFDK	After Dark
ALF	Aloft
ALGHNY	Allegheny
ALQDS	All Quadrants
ALSEC	All Sectors
ALTA	Alberta
ALUTN	Aleutian
ALWF	Actual Wind Factor
AM	Ante Meridiem
AMD	Amended Forecast (TAF)
AMPLTD	Amplitude
AMS	Air Mass
AMS	American Meteorological Society
ANLYS	Analysis
APLCN	Appalachian
AS	Altostratus
ASOS	Automated Surface Observing System
ATLC	Atlantic
AURBO	Aurora Borealis
AWP	Aviation Weather Processors
B	
B	Beginning of Precipitation (time in minutes) (weather reports only)
B	Bering Standard Time (time groups only)
BACLIN	Baroclinic or Baroclinic Prognosis
BATROP	Barotropic or Barotropic Prognosis
BC	Patches (METAR)
BC	British Columbia
BCFG	Patchy Fog (METAR)
BCH	Beach
BCKG	Backing
BDA	Bermuda
BECMG	Becoming (expected between 2 digit beginning hour and 2 digit ending hour) (TAF)
BFDK	Before Dark
BINOVC	Breaks in Overcast
BKN	Broken
BL	Between Layers
BL	Blowing (METAR)

Contraction	Decode
BLD	Build
BLDUP	Buildup
BLKHLS	Black Hills
BLKT	Blanket
BLZD	Blizzard
BMS	Basic Meteorological Services
BNDRY	Boundary
BOVC	Base of Overcast
BR	Mist (METAR)
BRF	Brief
BRKHIC	Breaks in Higher Overcast
BRKSHR	Berkshire
BRM	Barometer
BTWN	Between
C	
C	Central Standard Time (time groups only)
C	Continental (air mass)
CAN	Canada
CARIB	Caribbean
CASCDS	Cascades
CAVOK	Cloud and Visibility OK (METAR)
CAVU	Clear or Scattered Clouds and Visibility Greater Than Ten Miles
CAWS	Common Aviation Weather Sub-system
CB	Cumulonimbus
CBMAM	Cumulonimbus Mamma
CC	Cirrocumulus
CCLKWS	Counterclockwise
CCSL	Standing Lenticular Cirrocumulus
CDFNT	Cold Front
CFP	Cold Front Passage
CHARC	Characteristic
CHSPK	Chesapeake
CI	Cirrus
CIG	Ceiling
CLD	Cloud
CLR	Clear at or below 12,000 feet (AWOS/ASOS report) (METAR)
CLRS	Clear and Smooth
CNCL	Cancel
CNDN	Canadian
CNVTV	Convective
CONFDC	Confidence
CONTDVD	Continental Divide
CONTRAILS	Condensation Trails
COR	Correction to the observation (METAR)
CS	Cirrostratus
CST	Coast
CTGY	Category
CTSKLS	Catskills
CU	Cumulus
CUFRA	Cumulus Fractus
CYC	Cyclonic
CYCLGN	Cyclogenesis

D	
DABRK	Daybreak
DCAVU	Clear or Scattered Clouds and Visibility Greater than Ten, Remainder of Report Missing (weather reports only)
DKTS	Dakotas
DMSH	Diminish
DNS	Dense
DNSLP	Downslope
DNSTRM	Downstream
DP	Deep
DPNG	Deepening
DPTH	Depth
DR	Low Drifting (METAR)
DRFT	Drift
DS	Dust Storm (METAR)
DSIPT	Dissipate
DTLN	International Dateline
DTRT	Deteriorate
DU	Widespread Dust (METAR)
DVV	Downward Vertical Velocity
DWNDFTS	Downdrafts
DWPNT	Dew Point
DZ	Drizzle (METAR)

E	
E	Eastern Standard Time (time groups only)
E	Ending of Precipitation (time in minutes)(weather reports only)
E	Equatorial (air mass)
E	Estimated (weather reports only)
ELNGT	Elongate
EMBDD	Embedded
EMSU	Environment Meteorological Support Unit
ENERN	East-northeastern (weather reports only)
ENEWD	East-northeastward (weather reports only)
EOF	Expected Operations Forecast
ESERN	East-southeastern (weather reports only)
ESEWD	East-southeastward (weather reports only)
EXTRAP	Extrapolate
EXTRM	Extreme

F	
FA	Area Forecast
FAH	Fahrenheit
FEW	1 or 2 octas (eighths) cloud coverage (METAR)
FC	Funnel Cloud (METAR)
+FC	Tornado/ Water Spout (METAR)
FG	Fog (METAR)
FIBI	Filed but Impractical to Transmit
FILG	Filling
FINO	Weather Report will not be Filed for Transmission
FL	Flash Advisory
FLDST	Flood Stage
FLG	Falling
FLRY	Flurry
FLWIS	Flood Warning Issued
FM	From (4 digit beginning time in hours and minutes) (TAF)
FNT	Front
FNTGNS	Frontogenesis
FNTLYS	Frontolysis
FORNN	Forenoon
FRMG	Forming
FROPA	Frontal Passage
FROSFC	Frontal Surface
FRST	Frost
FRWF	Forecast Wind Factor
FRZ	Freeze
FRZLVL	Freezing Level
FRZN	Frozen
FT	Terminal Forecast
FU	Smoke (METAR)
FULYR	Smoke Layer Aloft
FUOCTY	Smoke Over City
FWC	Fleet Weather Central
FZ	Supercooled/freezing (METAR)

G	
G	Gusts Reaching (knots) (weather reports only)
GLFALSK	Gulf of Alaska
GLFCAL	Gulf of California
GLFMEX	Gulf of Mexico
GLFSTLAWR	Gulf of St. Lawrence
GR	Hail (METAR)
GRAD	Gradient
GRBNKS	Grand Banks
GRDL	Gradual
GRTLKS	Great Lakes
GS	Small Hail/Snow Pellets (METAR)
GSTS	Gusts
GSTY	Gusty

H	
HCVIS	High Clouds Visible
HDFRZ	Hard Freeze
HDSVLY	Hudson Valley
HI	Hi
HIEAT	Highest Temperature Equaled for All Time
HIEFM	Highest Temperature Equaled for The Month
HIESE	Highest Temperature Equaled So Early
HIESL	Highest Temperature Equaled So Late
HIFOR	High Level Forecast
HITMP	Highest Temperature
HIXAT	Highest Temperature Exceeded for All Time
HIXFM	Highest Temperature Exceeded for The Month
HIXSE	Highest Temperature Exceeded So Early
HIXSL	Highest Temperature Exceeded So Late
HLSTO	Hailstones
HLTP	Hilltop
HLYR	Haze Layer Aloft
HURCN	Hurricane
HUREP	Hurricane Report
HX	High Index
HZ	Haze (METAR)

I	
IC	Ice Crystals (METAR)
ICG	Icing
ICGIC	Icing in Clouds

ICGICIP	Icing in Clouds and Precipitation
ICGIP	Icing in Precipitation
IMDT	Immediate
INLD	Inland
INSTBY	Instability
INTR	Interior
INTRMTRGN	Inter-Mountain Region
INTS	Intense
INTSFY	Intensify
INVRN	Inversion
IOVC	In Overcast
IR	Ice on Runway
J	
JTSTR	Jet Stream
K	
K	Cold (air mass)
KFRST	Killing Frost
L	
LABRDR	Labrador
LCTMP	Little Change in Temperature
LDG	Landing
LFT	Lift
LGRNG	Long Range
LIFR	Low IFR (weather reports only)
LK	Lake
LOEAT	Lowest Temperature Equaled for All Time
LOEFM	Lowest Temperature Equaled for The Month
LOESE	Lowest Temperature Equaled So Early
LOESL	Lowest Temperature Equaled So Late
LOTMP	Lowest Temperature
LOXAT	Lowest Temperature Exceeded for All Time
LOXFM	Lowest Temperature Exceeded for The Month
LOXSE	Lowest Temperature Exceeded So Early
LOXSL	Lowest Temperature Exceeded So Late
LSR	Loose Snow on Runway
LTGCC	Lightning Cloud-to-Cloud
LTGCCCG	Lightning Cloud-to-Cloud, Cloud-to-Ground
LTGCG	Lightning Cloud-to-Ground
LTGCW	Lightning Cloud-to-Water
LTGIC	Lightning in Clouds
LTLCG	Little Change
LTNG	Lightning
LX	Low Index
LYR	Layer or Layered or Layers
M	
M	Maritime (air mass)
M	In temperature field means "minus" or below zero (METAR)
M	In RVR Field, indicates visibility less than lowest reportable sensor value (e.g. M0600FT)
M	Missing (weather reports only)
M	Mountain Standard Time (time groups only)
MA	Map Analysis
MAN	Manitoba
MEGG	Merging

MEX	Mexico
MHKVLY	Mohawk Valley
MI	Shallow (METAR)
MIDN	Midnight
MIFG	Patches of Shallow Fog Not Deeper Than Two Meters (METAR)
MLTLVL	Melting Level
MMO	Main Meteorological Office
MNLD	Mainland
MOGR	Moderate or Greater
MONTR	Monitor
MOV	Move
MRGL	Marginal
MRNG	Morning
MRTM	Maritime
MS	Minus
MSTLY	Mostly
MSTR	Moisture
MTN	Mountain
MVFR	Marginal VFR
MXD	Mixed
N	
NB	New Brunswick
NCWX	No Change in Weather
NELY	Northeasterly (weather reports only)
NERN	Northeastern
NEW ENG	New England
NFLD	Newfoundland
NGT	Night
NL	No Layers
NMBR	Number
NNERN	North-northeastern (weather reports only)
NNEWD	North-northeastward (weather reports only)
NNWRN	North-northwestern (weather reports only)
NNWWD	Northwestward (weather reports only)
NO	Not available (e.g. SLPNO, RVRNO)
NORPI	No Pilot Balloon Observation Will Be Filed Next Collection Unless Weather Changes Significantly
NPRS	Nonpersistent
NS	Nimbostratus
NS	Nova Scotia
NSCSWD	No Small Craft or Storm Warning are Being Displayed
NSW	No Significant Weather (METAR)
NVA	Negative Vorticity Advection
NWLY	Northwesterly (weather reports only)
NWRN	Northwestern (weather reports only)
O	
OBS	Observation
OBSC	Obscure
OCFNT	Occluded Front
OCLD	Occlude
OCLN	Occlusion
OFP	Occluded Frontal Passage
OFSHR	Offshore
OMTNS	Over Mountains
ONSHR	On Shore

ONT	Ontario
ORGPHC	Orographic
OSV	Ocean Station Vessel
OTAS	On Top and Smooth
OTLK	Outlook
OVC	Overcast
P	
P	Pacific Standard Time (time group only)
P	Polar (air mass)
P	In RVR field, indicates visibility greater than highest reportable sensor value (e.g. P6000FT)
P6SM	Visibility greater than 6 statute miles (TAF only)
PAC	Pacific
PBL	Probable
PCPN	Precipitation
PDMT	Predominant
PDMT	Predominate
PDW	Priority Delayed Weather
PE	Ice Pellets (METAR)
PEN	Peninsula
PGTSND	Puget Sound
PIBAL	Pilot Balloon Observation
PISE	No Pilot Balloon Observation Due To Unfavorable Sea Conditions
PISO	No Pilot Balloon Observation Due To Snow
PIWI	No Pilot Balloon Observation Due To High, or Gusty, Surface Wind
PLW	Plow (snow)
PNHDL	Panhandle
PO	Dust/Sand Whirls (METAR)
PPINA	Radar Weather Report Not Available (or omitted for a reason different than those otherwise stated)
PPINE	Radar Weather Report No Echoes Observed
PPINO	Radar Weather Report Equipment Inoperative Due To Breakdown
PPIOK	Radar Weather Report Equipment Operation Resumed
PPIOM	Radar Weather Report Equipment Inoperative Due To Maintenance
PR	Partial (METAR)
PRBLTY	Probability
PRESFR	Pressure Falling Rapidly
PRESRR	Pressure Rising Rapidly
PRJMP	Pressure Jump (weather reports only)
PROB40	Probability 40 percent (METAR)
PROG	Prognosis or Prognostic
PRSNT	Present
PS	Plus
PSG	Passage
PSG	Passing
PTCHY	Patchy
PTLY	Partly
PVA	Positive Vorticity Advection
PY	Spray (METAR)
Q	
QSTNRY	Quasi-stationary
QUE	Quebec

R	
R	Runway (used in RVR measurement)
RA	rain (METAR)
RABA	No RAWIN Obs., No Balloons Available
RABAL	Radiosonde Balloon Wind Data
RABAR	Radiosonde Balloon Release
RACO	No RAWIN Obs., Communications Out
RADAT	Radiosonde Observation Data
RADNO	Report Missing Account Radio Failure
RAFI	Radiosonde Observation Not Filed
RAFRZ	Radiosonde Observation Freezing Levels
RAHE	No RAWIN Obs., No Gas Available
RAICG	Radiosonde Observation Icing at
RAOB	Radiosonde Observation
RAREP	Radar Weather Report
RAVU	Radiosonde Analysis and Verification Unit
RAWE	No RAWIN obs., Unfavorable Weather
RAWI	No RAWIN Obs., High and Gusty Winds
RAWIN	Upper Winds Obs. (by radio methods)
RCD	Radar Cloud Detection Report
RCDNA	Radar Cloud Detection Report Not Available
RCDNE	Radar Cloud Detection Report No Echoes Observed
RCDNO	Radar Cloud Detector Inoperative Due to Breakdown Until
RCDOM	Radar Cloud Detector Inoperative Due to Maintenance Until
RCKY	Rockies (mountains)
RDG	Ridge
RDWND	Radar Dome Wind
RESTR	Restrict
RGD	Ragged
RH	Relative Humidity
RHINO	Radar Echo Height Information Not Available
RHINO	Radar Range Height Indicator Not Operating on Scan
RIOGD	Rio Grande
RMK	Remark(s)
RNFL	Rainfall
ROBEPS	Radar Operating Below Prescribed Standard
RPD	Rapid
RSG	Rising
RUF	Rough
RY/RWY	Runway
S	
SA	Sand (METAR)
SASK	Saskatchewan
SBSD	Subside
SC	Stratocumulus
SCSL	Standing Lenticular Stratocumulus
SCT	Scattered
SELS	Severe Local Storms
SELY	Southeasterly (weather reports only)
SERN	Southeastern (weather reports only)
SFERICS	Atmospheries
SG	Snow Grains (METAR)
SGD	Solar-Geophysical Data
SH	Showers (METAR)
SHFT	Shift (weather reports only)
SHLW	Shallow
SHRTLY	Shortly

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

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

WNWRN	West-northwestern (weather reports only)
WNWWD	West-northwestward (weather reports only)
WPLTO	Western Plateau
WR	Wet Runway
WRM	Warm
WRMFNT	Warm Front
WRNG	Warning
WS	Wind Shear (in TAFs, low level and not associated with convective activity)
WS	SIGMET
WSHFT	Wind Shift
WSOM	Weather Service Operations Manual
WSR	Wet Snow on Runway
WSWRN	West-southwestern (weather reports only)
WSWWD	West-southwestward (weather reports only)
WTR	Water
WTSPT	Waterspout
WV	Wave

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

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
2. Airport Operating Restrictions:	ARFF ACR
3. Runway Data: (Hard Surface Only).	Openings Closings Commissionings Permanent Closures Ident Changes Length Width Surface Composition Changes Displaced Thresholds (Implementation and Changes)
4. Runway Edge Light Systems	Commissionings Changes Outages (with effective dates) Pilot Control (commissionings/decommissionings, outages (with effective dates)
5. Approach Light Systems	Commissionings Changes Decommissionings Outages (with effective dates) Pilot Control (Commissionings/Decommissionings, Outages (with effective dates))

NAVAIDS, COMMUNICATIONS, OTHER SERVICES

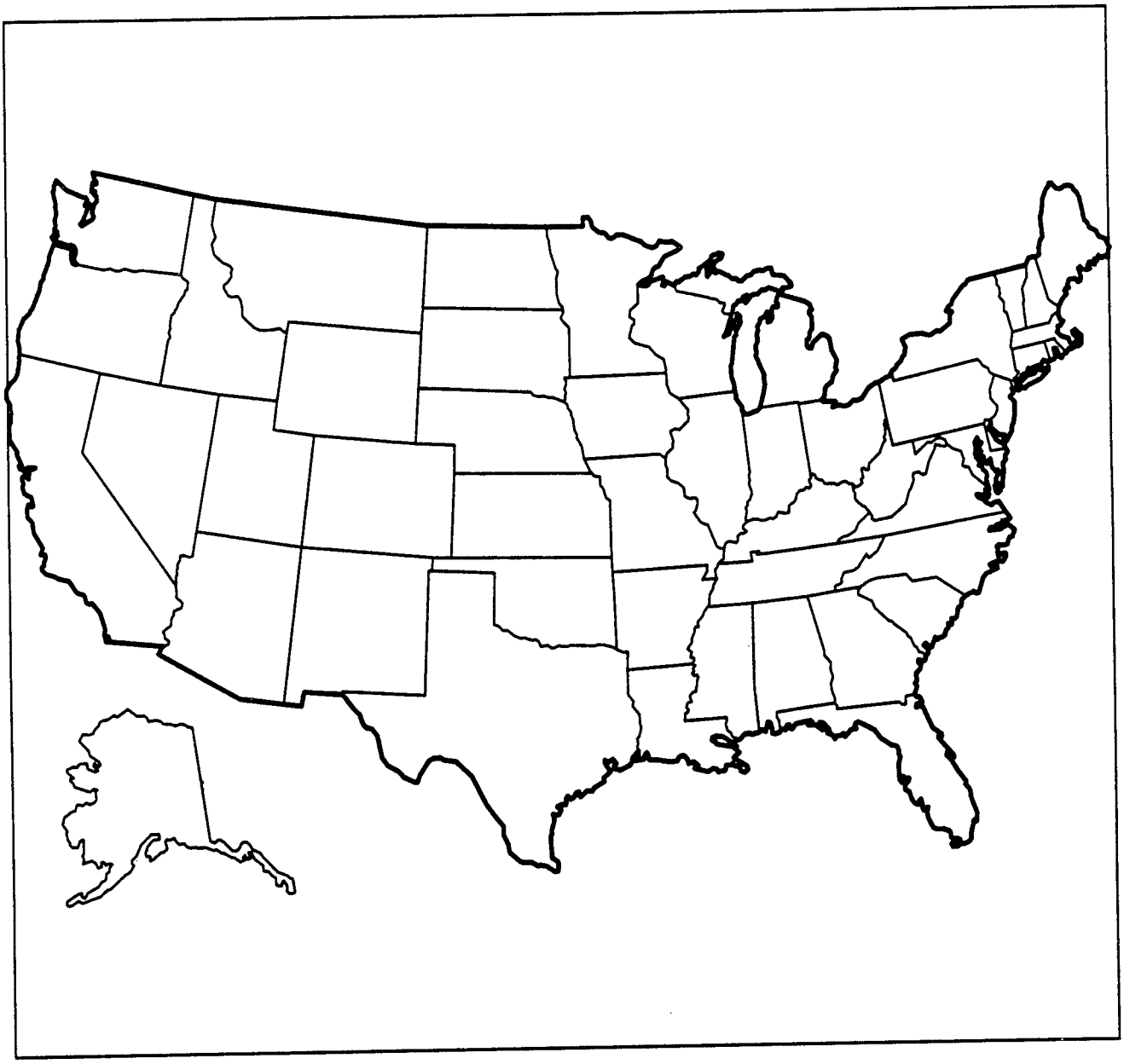
1. Navigational Facilities	Commissionings (including Ident and Frequency) Decommissionings (including Ident and Frequency) Frequency changes Changes in monitoring facility and/or status Restrictions Outages (with effective dates)
2. Airport Traffic Control Towers	Commissionings (including frequencies)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

Part 1.

Section 1.

FDC

AIRWAY NOTAMS



PART 1

Section 1. AIRWAY NOTAMS

ALBUQUERQUE ARTCC

FDC 8/5402 /ZAB/ FI/T AIRWAY ZFW ZAB...V272–440 SAYRE (SYO) VORTAC, OK TO BRISC INT, TX: MOCA 4300.

FDC 8/5158 ZAB TX..FI/T AIRWAY ZAB. V272 BORGER /BGD/ VORTAC, TX TO BRISC INT, TX MEA 5300 EXCEPT FOR DME OR RNAV EQUIPPED AIRCRAFT.

FDC 7/8507 ZAB FI/T AIRWAY ZAB. V280 TEXICO (TXO) VORTAC, TX TO SIDER INT, TX MOCA 5600.

ANCHORAGE ARTCC

FDC 8/5777 ZAN AK. FI/T AIRWAY ZAN. V440 EARMI DME FIX, AK TO GOLOS INT, AK MEA 5000. EXCEPT FOR AIRCRAFT COMPLYING WITH ALASKA SUPPLEMENT NOTICE "USE GPS DURING OUTAGE OF LAND–BASE NAVIGATION AIDS."

FDC 8/5776 ZAN AK. FI/T AIRWAY ZAN. V506 BAIME DME FIX, AK TO SETUP DME FIX, AK MEA 9000 EXCEPT FOR AIRCRAFT COMPLYING WITH ALASKA SUPPLEMENT NOTICE "USE GPS DURING OUTAGE OF LAND–BASE NAVIGATION AIDS."

FDC 8/5774 ZAN AK. FI/T AIRWAY ZAN. V506 SHOKK DME FIX, TO MEADE DME FIX, AK MEA 11000 EXCEPT FOR AIRCRAFT COMPLYING WITH ALASKA SUPPLEMENT NOTICE "USE GPS DURING OUTAGE OF LAND–BASE NAVIGATION AIDS."

FDC 8/5772 ZAN AK. FI/T AIRWAY ZAN. V506 (ODK) VORTAC, AK TO KING SALMON VORTAC (AKN), NOT AUTHORIZED EXCEPT FOR AIRCRAFT COMPLYING WITH ALASKA SUPPLEMENT NOTICE "USE GPS DURING OUTAGE OF LAND–BASE NAVIGATION AIDS."

FDC 8/4283 ZAN AK. FI/T AIRWAY ZAN. B26 YUKON RIVER (FTO) NDB, AK TO BARTER ISLAND (BTI) NDB, AK, MEA GAP 4 NM. 114 NM FTO TO 99 NM BTI.

ATLANTA ARTCC

FDC 8/1235 ZTL AL..FI/T AIRWAY ZTL ZME. V541 GADSDEN /GAD/ VOR/DME, AL TO HOBBI INT, AL MOCA 2800.

FDC 7/7099 ZTL GA.. FI/T AIRWAY ZTL. V70 VIENNA / VNA/ VORTAC GA TO OCONE INT GA MOCA 2000.

FDC 7/6761 ZTL GA..FI/T AIRWAY ZTL. V20–35–66–454 SINCA INT, GA TO MADDI INT, GA MOCA 2200. V20–35–66 MADDI INT, GA TO ATHENS /AHN/ VORTAC, GA MOCA 2200.

FDC 7/6138 ZTL FI/T AIRWAY ZTL,ZDC. V–37 PULASKI (PSK) VORTAC, VA TO HAWKI INT, WV, MEA 12000.

FDC 7/0655 ZTL FI/T AIRWAY ZDC ZTL. J37 LYNCHBURG /LYH/ VORTAC, VA TO COLZI INT, NC LYH R–230 UNSABLE.

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.

BOSTON ARTCC

FDC 8/4712 ZBW NY FI/T AIRWAY ZOB ZBW. J522 KLOPS, NY DME FIX TO ROCHESTER (ROC) VORTAC, NY VIA ROC R–309, THEN VIA ROC R–129 TO EXTOL, NY INT. COP AT EXTOL.

FDC 8/3438 ZBW FI/T AIRWAY ZBW. V203 ALBANY (ALB) VORTAC, NY, TO OTOLE INT, NY, MEA 6000; OTOLE INT TO DINNY INT, NY, MEA 10000.

FDC 8/3435 ZBW FI/T AIRWAY ZBW. V196 BECKS INT, NY, MRA 10000.

FDC 8/3434 ZBW FI/T AIRWAY ZBW. V490 GALWA INT, NY, MRA 6000.

FDC 8/3203 ZBW NY. FI/T AIRWAY ZBW. V123 CAMBRIDGE (CAM) VOR/DME, NY TO GLENS FALLS (GFL) VORTAC, NY MEA 4500. MCA CAM VOR/DME 4500 NORTHBOUND.

FDC 7/7994 ZBW NY. FI/T AIRWAY ZNY ZBW. J42 FROM LAURN INT NY. TO LA GUARDIA (LGA) VOR/DME NY. TO MARIO INT NY. LGA R–232 AND R–054 UNUSABLE.

FDC 7/1804 ZBW NY FI/T AIRWAY ZBW. V273 OXFOR INT TO GEORGETOWN (GGT) VORTAC NY GGT R–163 UNUSABLE.PITCH INT NY TO GGT MEA 5000.

FDC 7/1803 ZBW FI/T AIRWAY ZBW. V72 ROCKDALE VOR/DME, NY TO OXFOR INT NY.GEORGETOWN VORTAC NY R–163 UNUSABLE AT OXFOR INT.

FDC 7/0177 ZBW NY FI/T AIRWAY ZBW. V203 MUNZA INT, NY TO MASSENA (MSS) VORTAC, NY MEA 7000.

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.

CHICAGO ARTCC

NO AIRWAY NOTAMS

CLEVELAND ARTCC

FDC 8/4711 ZOB NY FI/T AIRWAY ZOB ZBW. J522 KLOPS, NY DME FIX TO ROCHESTER (ROC) VORTAC, NY VIA ROC R–309, THEN VIA ROC R–129 TO EXTOL, NY INT. COP AT EXTOL.

FDC 8/3506 ZOB PA FI/T AIRWAY ZOB. V119 CLARION (CIP) VOR/DME PA TO BRADFORD (BFD) VOR/DME PA COP BFD MEA 4200 BFD R–232 UNUSEABLE.

FDC 7/3602 ZOB NY FI/T AIRWAY ZOB. V84 BUFFALO (BUF) VOR/DME NY TO COLTS INT CN MEA 6000

FDC 7/3597 ZOB NY FI/T AIRWAY ZOB. V14 BUFFALO (BUF) VOR/DME, NY TO DUNKIRK (DKK) VORTAC NY MEA 3000.

FDC 6/9330 ZOB PA FI/T AIRWAY ZOB. V33 BRADFORD (BFD) VOR/DME PA TO MIDPOINT COP R–006 UNUSABLE.

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

DENVER ARTCC

FDC 8/3761 ZDV NM FI/T AIRWAY ZDV ZAB...V187 MISSY INT, NM TO ALBUQUERQUE (ABQ) VORTAC, NM NON-DME OR RNAV EQUIPPED ACFT MEA 11000.

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 8/5404 /ZFW/ FI/T AIRWAY ZFW...V583 PARIS (PRX) VOR/DME, TX TO MCALESTER (MLC) VORTAC, OK: MEA 3000.

FDC 8/5401 /ZFW/ FI/T AIRWAY ZFW ZAB...V272-440 SAYRE (SYO) VORTAC, OK TO BRISC INT, TX: MOCA 4300.

FDC 7/6921 /ZFW/ FI/T AIRWAY ZFW...V566 KNELT INT, LA TO COVEX INT, LA: MOCA 1800.

FDC 7/5617 /ZFW/ FI/T AIRWAY ZFW...V385 ABILENE (ABI) VORTAC, TX TO LUBBOCK (LBB) VORTAC, TX NA.

FDC 7/4544 ZFW FI/T AIRWAY ZFW ZME LA/MS. V427 MONROE /MLU/ VORTAC, LA TO PECKS INT, MS MEA 5000.

FDC 7/4383 ZFW FI/T AIRWAY ZFW ZME. V397 MONROE /MLU/ VORTAC , LA TO RUTTS INT MS MEA 6000. V397 RUTTS INT, MS TO GREENVILLE /GLH/ MS MEA 2000.

FDC 7/4381 ZFW FI/T AIRWAY ZME ZFW. V417 MONROE /MLU/ VORTAC, LA TO BOLTS INT, MS MEA 5000.

FDC 7/4351 ZFW FI/T AIRWAY AR/LA ZFW. V13 BETWEEN BELCHER VORTAC, LA /EIC/ AND TEXARKANA VORTAC, AR /TXK/ IDDAS INT MRA 3000.

FDC 7/4327 ZFW OK FI/T AIRWAY ZFW. V272 BETWEEN MC ALESTER (MLC) VORTAC AND WILL ROGERS (IRW) VORTAC MEA BETWEEN MINGG INT AND HOLLE INT 4700.

FDC 7/3229 ZFW FI/T AIRWAY ZHU ZFW. V194 COLLEGE STATION (CLL VORTAC, TX TO CEDAR CREEK (CQY) VORTAC, TX NON-DME OR RNAV EQUIPPED AIRCRAFT MEA 4000.

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

HONOLULU CERAP

FDC 8/1573 /ZHN/ FI/T AIRWAY ZHN. V2 HONOLULU / HNL/ VORTAC HI TO LANAI (LNY) VORTAC HI, V6 PLUMB INT HI TO BLUSH INT HI, V6-22 MAUI (OGG) VORTAC HI TO PLUMB INT HI, V12-13 KOKO HEAD (CKH) VORTAC HI TO SHARK INT HI, V16-21 ALANA INT HI TO LANAI (LNY) VORTAC HI, V20 HONOLULU (HNL) VORTAC HI TO JULLE INT HI...DME REQUIRED.

FDC 7/8221 ZHN HI...FI/T AIRWAY ZHN. V12 FROM MAGGI INT HI TO SHARK INT HI, MEA 16000.

FDC 7/7114 ZHN HI...FI/T AIRWAY ZHN. V1-2 HARPO INT, HI TO MAKEN INT, HI; V8 BLUSH INT, HI TO FISHE INT, HI; V21 BISEN INT, HI TO OSTAH INT, HI...RNAV EQUIPPED ACFT ONLY.

FDC 7/7113 ZHN HI...FI/T AIRWAY ZHN. R577 ALICA INT, HI TO EBBER INT, HI, R578 PUMIC INT, HI TO FITES INT, HI...RNAV EQUIPPED ACFT ONLY.

FDC 7/7112 ZHN HI...FI/T AIRWAY ZHN. V1 MAKEN INT, HI TO ROWIN INT, HI; V1-7 KONA (IAI) VORTAC, HI TO ROWIN INT, HI; V2-15-16 HILO (ITO) VORTAC, HI TO PUMIC INT HI; V2-21 PULPS INT, HI TO DEREC INT, HI; V3 MYNAH INT, HI TO VELLA INT, HI; V11 MAUI (OGG) VORTAC, HI TO SWEEP INT, HI; V12 MAGGI INT, HI TO SHARK INT, HI; V15-22 MAUI (OGG) VORTAC, HI TO RABAT INT, HI; V21 FUNKI INT, HI TO BESEN INT, HI; V22 HILO (ITO) VORTAC, HI TO BARBY INT, HI; V25 COOKE INT, HI TO BASSY INT, HI...DME REQUIRED.

FDC 7/7109 ZHN HI...FI/T AIRWAY ZHN. R577 MAUI (OGG) VORTAC, HI TO ALICA INT, HI...DME REQUIRED.

HOUSTON ARTCC

FDC 8/0071 /ZHU/ FI/T AIRWAY, TX...V556 MARCS INT TX TO SEEDS INT TX MEA 5600.

FDC 7/7768 /ZHU/ FI/T AIRWAY, TX...V13 HUMBLE (IAH) VORTAC, TX TO CLEEP INT, TX MEA 3000.

FDC 7/7743 /ZHU/ FI/T AIRWAY, TX...V306 DAISETTA (DAS) VORTAC, TX TO CLEEP INT, TX, MEA 3000.

FDC 7/3556 ZHU TX FI/T AIRWAY ZHU. V358-568 BETWEEN GUADA INT, TX AND STONEWLL (STV) VORTAC, TX...MOCA 3400.

FDC 7/3228 ZHU FI/T AIRWAY ZHU ZFW. V194 COLLEGE STATION (CLL) VORTAC, TX TO CEDAR CREEK (CQY) VORTAC, TX NON-DME OR RNAV EQUIPPED AIRCRAFT MEA 4000.

FDC 7/2410 ZHU TX FI/T AIRWAY ZHU. V358-568 BETWEEN SAN ANTONIO/SAT/VORTAC, TX AND GUADA INT, TX MOCA 2700.

FDC 7/0149 ZHU FI/T AIRWAY ZHU. V70-194 LAFAYETTE /LFT/ VORTAC LA TO BATON ROUGE /BTR/ VORTAC LA MEA 2000.

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.

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

FDC 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

FDC 8/1657 ZID FI/T AIRWAY ZID. V512 LOUISVILLE / IIU/ VORTAC, KY TO CLEGG INT, KY R-080 MEA 10000.

FDC 8/1656 ZID FI/T AIRWAY ZID. V5 LOUISVILLE /IIU/ VORTAC, KY TO NERVE INT, IN MEA 10000.

FDC 8/1655 ZID FI/T AIRWAY ZID. V51 LOUISVILLE /IIU/ VORTAC, KY TO NABB /ABB/ VORTAC, IN MEA 10000.

FDC 8/1654 ZID FI/T AIRWAY ZID. V53 LOUISVILLE /IIU/ VORTAC, KY TO HOUSE INT, IN MEA 10000.

FDC 8/1653 ZID FI/T AIRWAY ZID. V171 LOUISVILLE / IIU/ VORTAC, KY TO SCOTO INT, IN MEA 10000.

FDC 7/2038 FI/T AIRWAY ZID. V45 HENDERSON (HNN) VORTAC, WV TO BREMN INT, OH MEA 10000. V45 BREMN INT, OH TO APPLETON (APE) VORTAC, OH MEA 3000.

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

FDC 6/1058 ZID KY FI/T AIRWAY ZID. V4–53 LOUISVILLE /IIU/VORTAC, KY TO LEXINGTON /HYK/ VORTAC, KY FEDRA INT, KY; DME ONLY.

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

JACKSONVILLE ARTCC

FDC 7/6694 ZJX FI/T AIRWAY ZMA ZJX. V159–V537 /VRB/ VORTAC, FL TO PRESK INT, FL MEA 2100. V159 PRESK INT, FL TO /ORL/ VORTAC, FL MEA 2100. V295 /VRB/ VORTAC,FL TO BAIRN INT, FL MEA 2100. V437 /PHK/ VORTAC, FL TO /MLB/ VOR/DME, FL MEA 2100.

FDC 7/0772 ZJX FI/T AIRWAY ZJX ZDC. V1 CHARLESTON /CHS/ VORTAC SC TO GRAND STRAND /CRE/ VORTAC SC—INLET /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 3000. V136 GRAND STRAND /CRE/ VORTAC SC TO FAYETTEVILLE /FAY/ VOR/DME NC — HICKE INT NC – MRA 3000. V437 CHARLESTON /CHS/ VORTAC SC TO FLORENCE /FLO/ VORTAC SC — WESEL INT SC TO FLO VORTAC – MEA 4000.

FDC 6/9429 ZJX FI/T AIRWAY ZJX. V1 GRAND STRAND /CRE/ VORTAC R–234 TO PLANN INT, 24 DME AND INLET INT 40 DME, DME ONLY.

FDC 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.

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

KANSAS CITY ARTCC

FDC 8/5688 ZKC MO FI/T AIRWAY ZKC. V132 STEME INT, MO TO FORNEY (TMN) VOR, MO...MEA 9000.

FDC 8/4443 ZKC FI/T AIRWAY ZKC ZMP. V216 MANKATO (TKO) VORTAC, KS TO PAWNEE CITY (PWE) VORTAC, NE...MOCA 3200.

FDC 8/2823 ZKC FI/T AIRWAY ZME ZKC. J45 DENNI INT, IL TO TINGS INT, KY: IDENTIFY ROUTE FROM BNA VORTAC R–315. DENNI INT/BNA 132 DME; TINGS INT/ BNA 103 DME AT FL180 AND ABOVE. CHANGE OVER POINT: BNA 132 DME.

FDC 8/1686 /ZKC/ FI/T AIRWAY ZKC. J151 FARMINGTON (FAM) VORTAC, MO TO CANDU FIX, TN FAM R–138 UNUSABLE.

FDC 8/0674 /ZKC/ FI/T AIRWAY ZKC. V63 HALLSVILLE (HLV) VORTAC,MO TO GIBSN MEA 3000.

FDC 7/6671 /ZKC/ FI/T AIRWAY ZKC. V502 HOOZE INT, KS TO EMPORIA (EMP) VORTAC, KS MEA 3500.

LOS ANGELES ARTCC

FDC 8/4319 ZLA CA FI/T AIRWAY ZLA ZOA. SAUSALITO /SAU/ VORTAC, CA. V–485 SNIDR INT, CA TO GILRO INT, CA MEA 4800.

FDC 8/1666 ZLA FI/T AIRWAY ZLA ZOA. V25 SAN MARCUS /RZS/ VORTAC, CA TO POZOE INT, CA MEA 9500. POZOE INT, CA TO PASO ROBLES /PRB/ VORTAC, CA MEA 7000.

MEMPHIS ARTCC

FDC 8/2822 ZME FI/T AIRWAY ZME ZKC. J45 DENNI INT, IL TO TINGS INT, KY: IDENTIFY ROUTE FROM BNA VORTAC R–315. DENNI INT/BNA 132 DME; TINGS INT/ BNA 103 DME AT FL180 AND ABOVE. CHANGE OVER POINT: BNA 132 DME.

FDC 8/1687 /ZME/ FI/T AIRWAY ZME. J151 FARMINGTON (FAM) VORTAC, MO TO CANDU FIX, TN FAM R–138 UNUSABLE.

FDC 8/1234 ZME FI/T AIRWAY ZTL ZME. V541 GADSDEN /GAD/ VOR/DME, AL TO HOBBI INT, AL MOCA 2800.

FDC 7/4545 ZME FI/T AIRWAY ZFW ZME LA/MS. V427 MONROE /MLU/ VORTAC, LA TO PECKS INT, MS MEA 5000.

FDC 7/4384 ZME FI/T AIRWAY ZME ZFW. V397 MONROE /MLU/ VORTAC, LA TO RUTTS INT, MS MEA 6000. V397 RUTTS INT, MS TO GREENVILLE /GLH/ MS MEA 2000.

FDC 7/4382 ZME FI/T AIRWAY ZME ZFW. V417 MONROE /MLU/ VORTAC, LA TO BOLTS INT, MS MEA 5000.

FDC 7/4317 ZME AR FI/T AIRWAY ZME. V534 DRANO INT MRA 3000.

FDC 7/4316 ZME AR FI/T AIRWAY ZME. V303–532 BARBI INT MRA 3000.

FDC 7/0513 ZME MS FI/T AIRWAY ZME. V455 SOSOE INT, MS TO MERIDAN /MEI/ VORTAC, MS N/A. V194 MIZZE INT, MS TO MERIDAN /MEI/ VORTAC, MS N/A. V18 BAETT INT, MS TO CONEE INT, MS MEA 4000. V9 BERRA INT, MS DME ONLY. V555 VAHNS INT, MS DME ONLY.

FDC 6/0554 ZME TN FI/T AIRWAY ZME. V94 BETWEEN 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.

MIAMI ARTCC

FDC 8/1805 ZMA PR..FI/T AIRWAY ZSU ZMA. RTE 7 TUNNA INT PR. TO GESSO INT PR MEA 9000.

FDC 8/1319 ZMA FI/T AIRWAY ZSU ZMA. RTE 9 DAKES INT PR, TO PONCE /PSE/ VOR/DME PR, MEA 3000.

FDC 8/1317 ZMA FI/T AIRWAY ZSU ZMA. RTE 10 ALASK INT PR, TO PONCE /PSE/ VOR/DME PR, MEA 3200.

FDC 8/1307 ZMA FI/T AIRWAY ZSU ZMA. R507 GRAND TURK /GT/ NDB, TK TO CONCH INT, OA BRG 123.

FDC 8/1305 ZMA FI/T AIRWAY ZSU ZMA. RTE 7 SAALR INT, PR TO PLING INT, PR MEA 12000. SANLO INT, PR TO TUUNA INT, PR MEA 4000.

FDC 8/1303 ZMA FI/T AIRWAY ZSU ZMA. RTE 2 TOURO INT, PR TO MALIE INT, VI MEA 2000.

FDC 8/1301 ZMA FI/T AIRWAY ZSU ZMA. RTE 6 BEANO INT, PR TO ROBLE INT, PR MEA 6000. CHAKA INT, PR TO PALCO INT MEA 3000.

FDC 8/1299 ZMA FI/T AIRWAY ZSU ZMA. RTE 3 JAAWS INT, PR TO UTAHS INT, PR MEA 12000.

FDC 7/7161 ZMA FL..FI/T AIRWAY ZMA. V521 LEE COUNTY /RSW/ VORTAC FL TO QUNCY INT FL MOCA 2500.

FDC 7/6693 ZMA FI/T AIRWAY ZMA ZJX. V159–V537 /VRB/ VORTAC, FL TO PRESK INT, FL MEA 2100. V159 PRESK INT, FL TO /ORL/ VORTAC, FL MEA 2100. V295 /VRB/ VORTAC, FL TO BAIRN INT, FL MEA 2100. V437 /PHK/ VORTAC, FL TO /MLB/ VOR/DME, FL MEA 2100.

MINNEAPOLIS ARTCC

FDC 8/5663 ZMP MI. FI/T AIWAY ZMP. V113 SAGINAW (MBS) VOR/DME, MI TO TRAVERSE CITY (TVC) VORTAC, MI. MOCA 2700.

FDC 8/5307 ZMP FI/T AIRWAY ZMP. V216 MANKATO (TKO) VORTAC, KS TO PAWNEE CITY (PWE) VORTAC, NE...NA.

FDC 8/5156 ZMP ND FI/T AIRWAY ZMP. V491 DICKINSON (DIK) VORTAC, ND TO MINOT (MOT) VORTAC, ND MOCA 4300.

FDC 8/4776 ZMP WI FI/T AIRWAY ZMP. V55 EAU CLAIRE (EAU) VORTAC, WI TO BELOGO INT, WI NA.

FDC 8/4607 ZMP NE FI/T AIRWAY ZMP. V6–8 GRAND ISLAND (GRI) VORTAC, NE TO TOUHY INT, NE...MOCA 3100.

FDC 8/4444 ZMP FI/T AIRWAY ZKC ZMP. V216 MANKATO (TKO) VORTAC, KS TO PAWNEE CITY (PWE) VORTAC, NE...MOCA 3200.

FDC 8/2703 ZMP FI/T AIRWAY, ZMP. V13 FARMINGTON (FGT) VORTAC, MN TO CINCI INT, MN MEA 5500 MOCA 3400.

FDC 8/2648 ZMP FI/T AIRWAY, ZMP. V413–510 GOPHER (GEP) VORTAC, MN ADD MRA FLAG AT WAGNR INT 5500.

FDC 7/2207 ZMP FI/T AIRWAY ZMP. V148 HAYWARD / HYR/ VOR/DME WI R057 TO MID POINT MEA 10000. R235 TO COP MEA 10000.

FDC 7/2206 ZMP FI/T AIRWAY ZMP. V345 HAYWARD / HYR/ VOR/DME WI TO GRASS INT WI MEA 10000. R178 TO COP MEA 10000.

FDC 7/2205 ZMP FI/T AIRWAY ZMP. V177 HAYWARD / HYR/ VOR/DME WI: R128 TO COP MEA 10000. R324 TO COP MEA 10000.

FDC 7/0978 ZMP FI/T AIRWAY ZMP. V215 WHITE CLOUD, MI VORTAC /HIC/ TO GAYLORD, MI VOR/DME /GLR/ ADD CHANGEOVER POINT AT HIC 40 NM/GLR 57 NM.

NEW YORK ARTCC

FDC 8/2554 ZNY FI/T AIRWAY ZNY. J146 ALLENTOWN (FJC) VORTAC, PA TO KENNEDY (JFK) VOR/DME, NY, USE JFK R–287.

FDC 7/7993 ZNY NY FI/T AIRWAY ZNY ZBW. J42 FROM LAURN INT NY. TO LA GUARDIA (LGA) VOR/DME NY. TO MARIO INT NY. LGA R–232 AND LGA R–054 UNUSABLE.

FDC 7/4793 ZNY FI/T AIRWAY ZNY, V149 ALLENTOWN (FJC) VORTAC, PA TO MAZIE INT, PA, FJC R–157 UNUSABLE.

FDC 7/0652 ZNY PA. FI/T AIRWAY ZNY. V184 HARRISBURG (HAR) VORTAC, PA. TO DELRO INT, PA. HAR R–145 UNUSABLE.

FDC 7/0651 ZNY FI/T AIRWAY ZNY. V162 HYPER INT, MD. TO HARRISBURG (HAR) VORTAC, PA. HAR R–201 UNUSABLE.

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

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.

OAKLAND ARTCC

FDC 8/4674 ZOA CA FI/T AIRWAY ZOA ZSE. V607 MENDOCINO (ENI) VORTAC, CA TO YAGER INT, CA MEA 10,000.

FDC 8/4318 ZOA CA FI/T AIRWAY ZLA ZOA. SUASALITO (SAU) VORTAC, CA. V–485 SNIDR INT, CA TO GILRO INT, CA MEA 4800.

FDC 8/1667 ZOA FI/T AIRWAY ZLA ZOA. V25 SAN MARCUS /RZS/ VORTAC, CA TO POZOE INT, CA MEA 9500. POZOE INT, CA TO PASO ROBLES /PRB/ VORTAC, CA MEA 7000.

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

SALT LAKE CITY ARTCC

FDC 7/4861 ZLC FI/T AIRWAY ID/UT ZLC. J12–15 TWIN FALLS /TWF/ VORTAC, ID TO SALT LAKE CITY /SLC/ VORTAC, UT MEA 22000.

FDC 7/4860 ZLC FI/T AIRWAY ID/UT ZLC. V484 DRYAD INT, ID TO SWITZ INT, UT NA.

FDC 7/4637 ZLC FI/T AIRWAY ZLC. V465 DUNOIR (DNW) VOR/DME WY TO REDLO INT MT MEA 17000 COP 45 NM.

FDC 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 8/1804 ZSU PR..FI/T AIRWAY ZSU ZMA. RTE 7 TUNNA INT PR TO GESSO INT PR MEA 9000.

FDC 8/1318 ZSU FI/T AIRWAY ZSU ZMA. RTE9 DAKES INT PR, TO PONCE /PSE/ VOR/DME PR, MEA 3000.

FDC 8/1316 ZSU FI/T AIRWAY ZSU ZMA. RTE10 ALASK INT PR, TO PONCE /PSE/ VOR/DME PR, MEA 3200.

FDC 8/1306 ZSU FI/T AIRWAY ZSU ZMA. R507 GRAND TURK /GT/ NDB, TK TO CONCH INT, OA BRG 123.

FDC 8/1304 ZSU FI/T AIRWAY ZSU ZMA. RTE 7 SAALR INT, PR TO PLING INT, PR MEA 12000. SANLO INT, PR TO TUUNA INT, PR MEA 4000.

FDC 8/1302 ZSU FI/T AIRWAY ZSU ZMA. RTE 2 TOURO INT, PR TO MALIE INT, VI MEA 2000.

FDC 8/1300 ZSU FI/T AIRWAY ZSU ZMA. RTE 6 BEANO INT, PR TO ROBLE INT, PR MEA 6000. CHAKA INT, PR TO PALCO INT MEA 3000.

FDC 8/1298 ZSU FI/T AIRWAY ZSU ZMA. RTE 3 JAAWS INT, PR TO UTAHS INT, PR MEA 12000.

FDC 6/3752 ZSU FI/T AIRWAY ZSU. A555 ST. CROIX / COY/ VOR/DME, VI TO PORQE INT, VI TO ILURI INT, PR /TJZS/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

FDC 8/4675 ZSE CA FI/T AIRWAY ZOA ZSE. V607 MENDOCINO (ENI) VORTAC, CA TO YAGER INT, CA MEA 10,000.

FDC 7/5141 ZSE FI/T AIRWAY ZSE. WHEN BATTLEGROUND/BTG/VORTAC OUT OF SERVICE; V-165 NEWBERG VORTAC OR. TO WINLO INT WA. NON-DME/RNAV EQUIPPED AIRCRAFT MEA 6000.V-500 NEWBERG VORTAC OR. TO HARZL INT OR. EASTBOUND MEA 10000 WESTBOUND DME REQUIRED.V1-165 NEWBERG VORTAC OR TO DESCHUTES OR. NORTHWESTBOUND DME REQUIRED, SOUTHEASTBOUND MEA 12500. V-182 NEWBERG VORTAC OR TO OSWEG INT OR. NA.

WASHINGTON ARTCC

FDC 7/6137 ZDC FI/T AIRWAY ZDC,ZTL. V37 PULASKI (PSK) VORTAC, VA TO HAWKI INT, WV, MEA 12000.

FDC 7/2052 ZDC FI/T AIRWAY ZDC. V296 GANDS INT MRA 3000.

FDC 7/0773 ZDC FI/T AIRWAY ZDC ZJX. 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 3000. V136 GRAND STRAND /CRE/ VORTAC SC TO FAYETTEVILLE /FAY/ VOR/DME NC- HICKE INT NC-MRA 3000. V437 CHARLESTON /CHS/ VORTAC SC TO FLORENCE /FLO/ VORTAC SC-WESEL INT SC TO FLO VORTAC- MEA 4000.

FDC 7/0654 ZDC FI/T AIRWAY ZDC ZTL. J37 LYNCHBURG (LYH) VORTAC, VA. TO COLZI INT, NC. LYH R-230 UNUSABLE.

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.

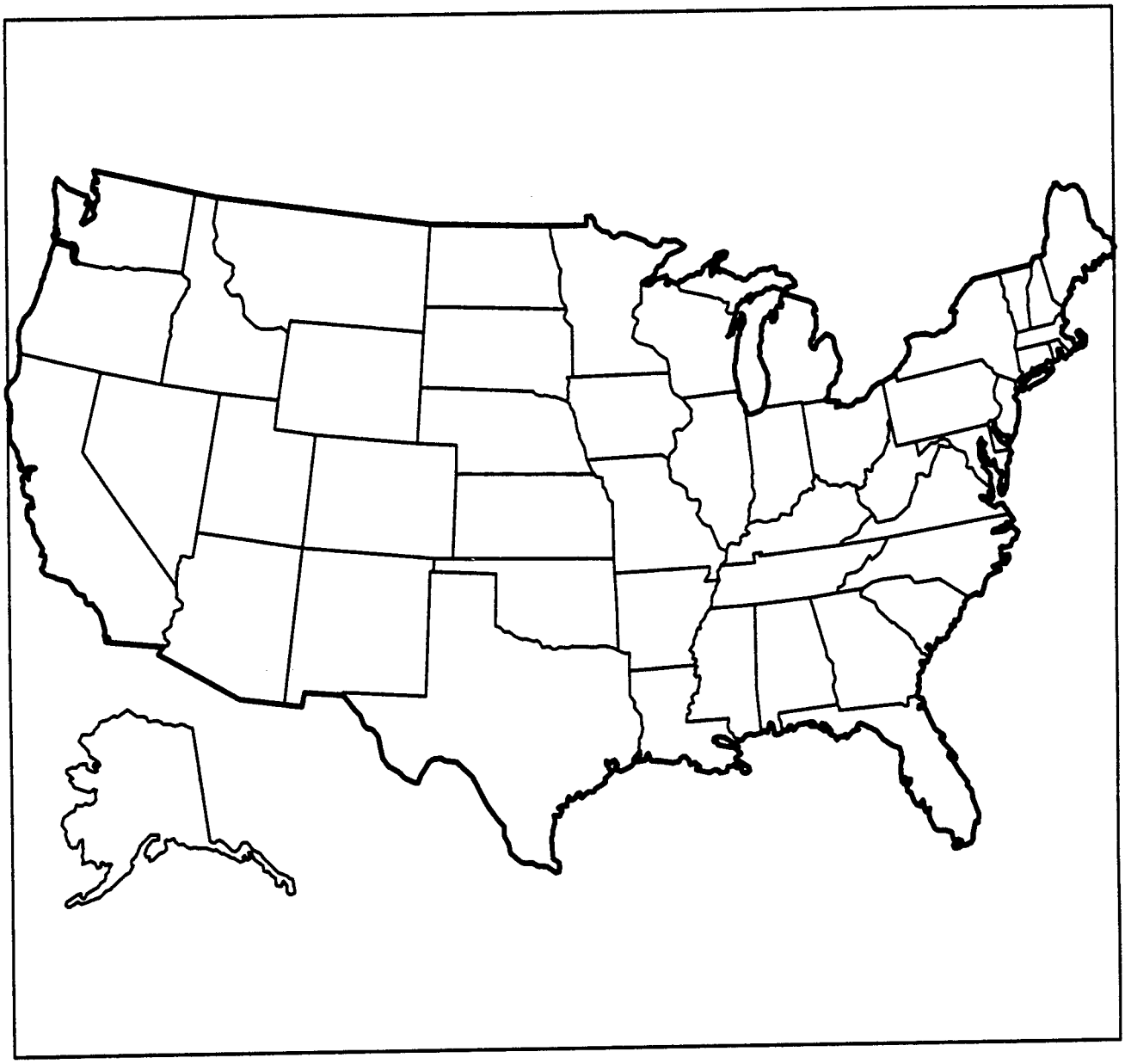
FDC 6/4187 ZDC FI/T AIRWAY ZDC. V38 GORDONSVILLE (GVE) VORTAC, VA TO CEROL INT, VA MEA 6000

Part 1.

Section 2.

FDC

AIRPORTS, FACILITIES, & PROCEDURAL NOTAMS



Section 2. AIRPORTS / FACILITIES / & PROCEDURAL NOTAMS

ALABAMA

DOTHAN

Dothan

FDC 8/5207 /DHN/ FI/P DOTHAN, DOTHAN, AL. ILS RWY 32, AMDT 7C...CAIRNS ALSTG MINIMUMS: ADD: S–ILS 32 DH 628/HAT 246, VIS RVR 2400 ALL CATS. THIS IS ILS RWY 32, AMDT 7D.

FDC 8/3552 /DHN/ FI/P DOTHAN, DOTHAN, AL. VOR OR GPS RWY 14 AMDT 3B...ADD CAIRNS ALSTG MNMS: S–18 MDA 880/HAT 485 ALL CATS; VIS CAT A/B 1, CAT C 1 1/4, CAT D 1 1/2. CIRCLING CAT A/B/C MDA 920/HAA 519, CAT D MDA 1020/HAA 619; VIS CAT A/B 1, CAT C 1 1/2, CAT D 2. CHANGE ALSTG NOTE TO READ: WHEN CONTROL TOWER CLOSED OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED USE CAIRNS ALSTG. THIS IS VOR OR GPS RWY 14 AMDT 3C.

FDC 8/3551 /DHN/ FI/P DOTHAN, DOTHAN, AL. VOR OR GPS RWY 18 AMDT 3A... ADD CAIRNS ALSTG MNMS: S–18 MDA 880/HAT 485 ALL CATS, VIS CAT A/B 1, CAT C 1 1/4, CAT D 1 1/2. CIRCLING CAT A/B/C MDA 920/HAA 519, CAT D MDA 1020/HAA 619. VIS CAT A/B 1, CAT C 1 1/2, CAT D 2. CHANGE ALSTG NOTE TO READ: WHEN CONTROL TOWER CLOSED OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED USE CAIRNS ALSTG. THIS IS VOR OR GPS RWY 18 AMDT 3B.

FDC 8/3402 /DHN/ FI/P DOTHAN, DOTHAN, AL. ILS RWY 32 AMDT 7B...DELETE ALL REFERENCES TO RRS 2.5 DME FIX. DELETE PROFILE NOTES: LOC ONLY 920 WHEN USING CAIRNS ALSTG. DELETE DME MINIMUMS. ADD CAIRNS ALSTG MINIMUMS: S–LOC 32 MDA 940/HAT 536 ALL CATS. VIS CAT A/B RVR 2400, CAT C RVR 5000. CAT D RVR 6000. CIRCLING CAT A/B/C MDA 940/HAA 536. CAT D MDA 1020/HAA 619. VIS CAT C 1 1/2, CAT D 2. CHANGE ALSTG NOTE TO READ: WHEN CONTROL TOWER CLOSED OBTAIN LOCAL ALSTG ON CTAF. WHEN NOT RECEIVED USE CAIRNS ALSTG. THIS IS ILS RWY 32 AMDT 7C.

FDC 8/3401 /DHN/ FI/P DOTHAN, DOTHAN, AL. LOC BC RWY 14 AMDT 6B...ADD CAIRNS ALSTG MINIMUMS: S–14 MDA 880/HAT 479 ALL CATS. VIS CAT A/B 1, CAT C 1 1/4, CAT D 1 1/2. CIRCLING CAT A/B/C MDA 920/HAA 519. CAT D MDA 1020/HAA 619. VIS CAT A/B 1. CAT C 1 1/2, CAT D 2. CHANGE ALSTG NOTE TO READ: WHEN CONTROL TOWER CLOSED OBTAIN LOCAL ALSTG ON CTAF. WHEN NOT RECEIVED USE CAIRNS ALSTG. THIS IS LOC BC RWY 14 AMDT 6C.

FDC 8/3400 /DHN/ FI/P DOTHAN, DOTHAN, AL. VOR–A OR TACAN OR GPS AMDT 11A...MIN ALT AT RRS VORTAC (FAF) 1300. ADD CAIRNS ALSTG MINIMUMS: CIRCLING CAT A/B/C MDA 920/HAA 519. CAT D MDA 1020/HAA 619. VIS CAT A/B 1. CAT C 1 1/2, CAT D 2. CHANGE ALSTG NOTE TO READ: WHEN CONTROL TOWER CLOSED OBTAIN LOCAL ALSTG ON CTAF. WHEN NOT RECEIVED USE CAIRNS ALSTG. CHANGE PROCEDURE NAME TO READ: VOR OR TACAN OR GPS–A. THIS IS VOR OR TACAN OR GPS–A AMDT 11B.

GREENSBORO

Greensboro Muni

FDC 8/3768 /7AO/ FI/P GREENSBORO MUNI, GREENSBORO, AL. NDB OR GPS RWY 36, ORIG–A...S–36 MDA 800/HAT 628 ALL CATS. VIS CAT C 1 3/4. CIRCLING MDA 800/HAA 620 ALL CATS. DELETE NOTE: ACTIVATE MIRL RWY 18–36 CTAF. THIS IS NDB OR GPS RWY 36. ORIG–B.

HALEYVILLE

Posey Field

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

HUNTSVILLE

Huntsville Intl-Carl T. Jones Field

FDC 8/5832 /HSV/ FI/T HUNTSVILLE INTL–CARL T. JONES FIELD, HUNTSVILLE, AL. EFF EXCEPT WHEN ATC ADVISED CRANE IS DOWN. VOR OR GPS–A AMDT 2...CIRCLING MDA 1260/HAA 630 ALL CATS VIS CAT C 1 3/4. NDB OR GPS RWY 18R AMDT 2...KITTZ FIX MNMS: S–18R – MDA 1240/HAT 610. VIS CAT C RVR 6000. CAT D 1 3/4. CIRCLING MDA 1260/HAA 630 ALL CATS. VIS CAT C 1 3/4. ILS RWY 18R AMDT 2...S–ILS 18R: DH 971/HAT 341. VIS RVR 4000 ALL CATS. CIRCLING MDA 1260/HAA 630 ALL CATS. VIS CAT C 1 3/4. CAT E 2 1/4. ILS RWY 36L AMDT 2...CIRCLING MDA 1260/HAA 630 ALL CATS. VIS CAT C 1 3/4. CAT E 2 1/4. RADAR–1 AMDT 8...CIRCLING MDA 1260/HAA 630 ALL CATS. VIS CAT C 1 3/4. CAT E 2 1/4. TEMP CRANE 954 MSL 1988 FT SE OF RWY 18R.

FDC 8/5831 /HSV/ FI/T HUNTSVILLE INTL–CARL T. JONES FIELD, HUNTSVILLE, AL. EFF EXCEPT WHEN ATC ADVISES CRANE IS DOWN. HI–ILS RWY 18R...S–ILS 18R – DH 971/HAT 341. VIS RVR 4000 ALL CATS. CIRCLING: MDA 1260/HAA 630 ALL CATS. VIS CAT C 1 3/4. CAT E 2 1/4. HI–ILS RWY 36L...S–ILS 36L – DH 830/HAT 208. CIRCLING MDA 1260/HAA 630 ALL CATS. VIS CAT C 1 3/4. CAT E 2 1/4. HI–TACAN–A...CIRCLING MDA 1260/HAA 630 ALL CATS VIS CAT C 1 3/4. CAT E 2 1/4. TEMP CRANE 954 MSL 1988 FT SE OF RWY 18R.

MONROEVILLE

Monroe County

FDC 8/5194 /MVC/ FI/T MONROE COUNTY, MONROEVILLE, AL. VOR OR GPS RWY 21, AMDT 8...DME MNMS: S–21 MDA 860/HAT 441 ALL CATS, VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 920/HAA 501 CAT A,B,C...VOR OR GPS RWY 3, AMDT 8: CIRCLING MDA 920/HAA 501 CAT A,B,C. TEMP CRANE 602 MSL, 5500 FT EAST OF RWY 21.

MONTGOMERY

Montgomery Rgnl (Dannelly Field)

FDC 8/2814 /MGM/ FI/T MONTGOMERY RGNL (DANNELLY FIELD, MONTGOMERY, AL. HI–ILS RWY 28 AMDT 8B...S–28 DH 531/HAT 334 ALL CATS. CIRCLING MDA 720/HAA 499 CAT C. HI–ILS RWY 10 AMDT 23B...CIRCLING MDA 720/HAA 499 CAT C. TKOF MINIMUMS RWY 10: 300–1.

FDC 7/4474 /MGM/ FI/T MONTGOMERY RGNL (DANNELLY FIELD), MONTGOMERY, AL. HI–TACAN–A...MISSED APPROACH: CLIMB TO 2000 DIRECT MGM VORTAC. CONTINUE CLIMB TO 2300 VIA MGM R–126 TO 10 DME THEN CONTINUE CLIMB TO 3500 VIA MGM R–126 TO SHADY INT.

FDC 7/1202 /MGM/ FI/T MONTGOMERY RGNL (DANNELLY FIELD), MONTGOMERY, AL. ILS RWY 28, AMDT 8B...COUPLED APPROACHES NA BELOW 842 FT MSL.

MUSCLE SHOALS

Northwest Alabama Regional

FDC 8/3399 /MSL/ FI/P NORTHWEST ALABAMA REGIONAL, MUSCLE SHOALS, AL. VOR/DME OR GPS RWY 11, AMDT 5A...DLT ALSTG NOTE. CHART ASOS. THIS IS VOR/DME OR GPS RWY 11, AMDT 5B.

FDC 8/3398 /MSL/ FI/P NORTHWEST ALABAMA REGIONAL, MUSCLE SHOALS, AL. ILS RWY 29, AMDT 3A...DLT ALSTG NOTE. CHART ASOS. THIS IS ILS RWY 29, AMDT 3B.

FDC 8/3397 /MSL/ FI/P NORTHWEST ALABAMA REGIONAL, MUSCLE SHOALS, AL. VOR OR GPS RWY 29, AMDT 26A...DLT ALSTG NOTE: CHART ASOS. THIS IS VOR OR GPS RWY 29, AMDT 26B.

FDC 8/2541 /MSL/ FI/T NORTHWEST ALABAMA REGIONAL, MUSCLE SHOALS, AL. ILS RWY 29 AMDT 3A...RADAR REQUIRED. MISSED APPROACH: CLIMB TO 3000, RIGHT TURN DIRECT DCU VOR/DME AND HOLD. HOLD W, RT, 094 INBOUND.

FDC 8/2540 /MSL/ FI/T NORTHWEST ALABAMA REGIONAL, MUSCLE SHOALS, AL. VOR/DME OR GPS RWY 11 AMDT 5A...VOR/DME PORTION NA.

FDC 8/2539 /MSL/ FI/T NORTHWEST ALABAMA REGIONAL, MUSCLE SHOALS, AL. VOR OR GPS RWY 29 AMDT 26A...VOR PORTION NA.

PRATTVILLE

Autauga County

ACTVT MIRL RY 09/27 – CTAF.(07/98)

REFORM

North Pickens

ACTVT MIRL RY 18/36 – CTAF.(07/98)

TROY

Troy Muni

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

TUSCALOOSA

Tuscaloosa Muni

FDC 7/7406 /TCL/ FI/T TUSCALOOSA MUNI, TUSCALOOSA, AL. ILS RWY 4 AMDT 14...S–4 ILS DH 557/HAT 398 ALL CATS, VIS 1 ALL CATS. FOR INOPERATIVE MALSR INCREASE S–ILS–4 VISIBILITY TO 1 1/2 MILES. S–4 LOC MDA 600/HAT 441 ALL CATS, VIS CATS A AND B 1/2, CATS C AND D 3/4. FOR INOPERATIVE MALSR INCREASE S–LOC–4 CAT D VIS TO 1 1/2. BIRMINGHAM ALSTG MNMS: S–4 ILS DH 824/HAT 665 ALL CATS, VIS 2 1/4 ALL CATS. FOR INOPERATIVE MALSR INCREASE S–ILS–4 VISIBILITY TO 2 1/2 MILES. S–4 LOC MDA 880/HAT 721 ALL CATS, VIS CATS A AND B 1/2, CAT C 1 1/2, CAT D 1 3/4. DEP RWY 22 TKOF MNMS: 300–1.

VERNON

Lamar County

MIRL RY 16/34 RTS.(08/98)

ALASKA

AMBLER

Ambler

FDC 7/5655 /AFM/ FI/T AMBLER, AMBLER, AK. NDB RWY 36, AMDT 1A...4 DME STEPDOWN FIX, DME MNMS, AND VDP NA. S–36 MDA 1440/HAT 1151 ALL CATS. VIS CAT A 1–1/4; CAT B 1–1/2; CAT C 3. CIRCLING ALL CATS MDA 1440/HAA 1151. VIS CAT A 1–1/4; CAT B 1–1/2; CAT C 3.

ANIAK

Aniak

FDC 8/0781 /ANI/ FI/T ANIAK, ANIAK, AK. ILS/DME RWY 10, AMDT 6...LOC/DME RWY 10, AMDT 2...NDB/DME OR GPS RWY 28, AMDT 2...PROCEDURE NOT AUTHORIZED.

COLD BAY

Cold Bay

ASOS CMSND. FREQ 135.750. PHONE 907–532–2639.(07/98)

DEADHORSE

Deadhorse

FDC 8/5836 /SCC/ FI/P DEADHORSE, DEADHORSE, AK. CORRECT U.S. TERMINAL PROCEDURES, ALASKA, VOL. 1 OF 1, DATED 13 AUG 98, PAGE 90, VOR/DME OR TACAN RWY 22, AMDT 2...ADD (IAF) AT LAWIK INT.

FDC 8/5694 /SCC/ FI/P DEADHORSE, DEADHORSE, AK. THIS CORRECTS U.S. TERMINAL PROCEDURES, ALASKA, VOL 1 OF 1, DATED 13 AUG 98, PAGE 88, LOC/DME BC RWY 22, AMDT 8...ADD (IAF) AT LAWIK INT.

DEERING

Deering

ASOS CMSND. FREQ 135.50. PHONE 907–363–2102.(07/98)

FAIRBANKS

Fairbanks Intl

FDC 8/5342 /FAI/ FI/T FAIRBANKS INTL, FAIRBANKS, AK. ILS RWY 19R, AMDT 20A...S–LOC 19R MDA 1400/HAT 966 ALL CATS. VIS CAT A 4000, CAT B 5000, CAT C–E 1 1/2. CIRCLING MDA 1400/HAA 966 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C–E 3. RADAR FIX MINIMA: S–LOC 19R MDA 780/HAT 346 ALL CATS. 3 NM RADAR FIX MINIMUM ALTITUDE 1400. MINIMUM ALTITUDE AT FOX NDB 3800. DISREGARD NOTE: GLIDE SLOPE UNUSABLE ABOVE 2500. DISREGARD: S–LOC VSBY NOTE, INOP TABLE APPLIES TO LOCALIZER MINIMUMS. ALT MNMS: CATEGORY A, B 1000–2, CAT C–E 1000–3.

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

GUSTAVUS

Gustavus

FDC 7/1104 /GST/ FI/T GUSTAVUS, GUSTAVUS, AK. NDB OR GPS–A AMDT 3A...PROC NA.

HOMER

Homer

FDC 7/7110 /HOM/ FI/T HOMER, HOMER, AK. LOC/DME RWY 3, AMDT 8A...S–3 MDA 400/HAT 335, VIS 1–1/4 ALL

CATS. CIRCLING CAT A MDA 480/HAA 402, VIS CAT A/B 1–1/4.

FDC 7/6884 /HOM/ FI/T HOMER, HOMER, AK. NDB OR GPS RWY 3, AMDT 2B...S–3 STRAIGHT IN MINIMUMS NOT AUTHORIZED.

KALTAG

Kaltag

ASOS CMSND. FREQ 135.80. PHONE 907–534–2272.(07/98)

KING SALMON

King Salmon

FDC 7/6957 /AKN/ FI/T KING SALMON, KING SALMON, AK. VOR/DME OR TACAN OR GPS RWY 29 AMDT 8...TERMINAL ROUTE OLLER/AKN R–205/15 TO AKN R–111/15 VIA 15 DME ARC AND PROCEDURE TURN NOT AUTHORIZED FOR TACAN ONLY EQUIPPED ACFT.

FDC 7/6956 /AKN/ FI/T KING SALMON, KING SALMON, AK. LOC/DME BC RWY 29, AMDT 1A. TERMINAL ROUTE OLLER/AKN R–205/15 TO AKN R–111/15 VIA 15 DME ARC NOT AUTHORIZED FOR TACAN ONLY EQUIPPED ACFT.

FDC 7/2615 /AKN/ FI/T KING SALMON, KING SALMON, AK. ILS RWY 11 AMDT 1...S–LOC 11: MDA 440/HAT 396 ALL CATS, VIS CAT E 1.

KIVALINA

Kivalina

ASOS CMSND. FREQ 135.80. PHONE 907–645–2160.(07/98)

MCGRATH

McGrath

ASOS CMSND. FREQ 135.650. PHONE 907–524–3850.(07/98)

NOME

Nome

ASOS CMSND. FREQ 135.400. PHONE 907–443–4818.(07/98)

FDC 8/3843 /OME/ FI/T NOME, NOME, AK. MLS RWY 9 ORIG...CIRCLING CATS A/B MDA 520/HAA 483, CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2–1/4. ALTERNATE MINIMUMS CAT D 800 2–1/4. ADD NOTE: CIRCLING NOT AUTHORIZED AT NIGHT TO RWY 2/20.

FDC 8/3841 /OME/ FI/T NOME, NOME, AK. NDB/DME OR GPS–1 RWY 2, ORIG–C...STRAIGHT–IN MINIMUMS ALL CATS MDA 400/HAT 376. CIRCLING CATS A/B MDA 520/HAA 483, CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2–1/4. ALTERNATE MINIMUMS CAT D 800 2–1/4. ADD NOTE: S–2 MINIMUMS NOT AUTHORIZED AT NIGHT. ADD NOTE: CIRCLING NOT AUTHORIZED AT NIGHT TO RWY 2/20.

FDC 8/3837 /OME/ FI/T NOME, NOME, AK. ILS–2 RWY 27, ORIG–A...CIRCLING CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2–1/4. ALTERNATE MINIMUMS CAT D 800 2–1/4. ADD NOTE: CIRCLING NOT AUTHORIZED AT NIGHT TO RWY 2/20.

FDC 8/3835 /OME/ FI/T NOME, NOME, AK. VOR/DME OR GPS RWY 9, ORIG–B...CIRCLING CAT A/B MDA 520/HAA 483, CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2–1/4. ALTERNATE MINIMUMS CAT D 800 2–1/4. ADD NOTE: CIRCLING NOT AUTHORIZED AT NIGHT TO RWY 2/20.

FDC 8/3833 /OME/ FI/T NOME, NOME, AK. ILS–1 RWY 27, ORIG–A...CIRCLING CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2–1/4. LOC/DME MINIMUMS: CIRCLING CATS A/B MDA 520/HAA 483, CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2–1/4. ALTERNATE MINIMUMS CAT D 800 2–1/4. ADD NOTE: CIRCLNG NOT AUTHORIZED AT NIGHT TO RWY 2/20.

FDC 8/3831 /OME/ FI/T NOME, NOME, AK. VOR OR GPS RWY 27, ORIG–A...PROCEDURE TURN ENTRY ALTITUDE 2000. CHANGE MISSED APPROACH INSTRUCTIONS TO READ: CLIMBING LEFT TURN TO 2200 DIRECT OME VORTAC AND HOLD. CIRCLING: CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2–1/4. DME MINIMUMS CIRCLING: CATS A/B MDA 520/HAA 483, CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2–1/4. ALTERNATE MINIMUMS CAT D 800 2–1/4. ADD NOTE: CIRCLING NOT AUTHORIZED AT NIGHT TO RWY 2/20. ADD NOTE: DME MINIMUMS. FOR INOPERATIVE MALSR, INCREASE S–27 CATS C/D VIS TO RVR 6000

FDC 8/3829 /OME/ FI/T NOME, NOME, AK. LOC/DME BC RWY 9, ORIG–A...CIRCLING CATS A/B MDA 520/HAA 483, CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2–1/4. ALTERNATE MINIMUMS CAT D 800 2–1/4. ADD NOTE: CIRCLING NOT AUTHORIZED AT NIGHT TO RWY 2/20.

FDC 8/3827 /OME/ FI/T NOME, NOME, AK. NDB RWY 27, ORIG–A...S–27 ALL CATS MDA 480/HAT 465. CIRCLING CATS A/B MDA 520/HAA 483, CAT C MDA 580/HAA 543, CAT D MDA 740/HAA 703 VIS 2–1/4. ALTERNATE MINIMUMS CAT D 800 2–1/4. PROCEDURE TURN COMPLETION MINIMUM ALTITUDE 2400. ADD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO CATS A/B. ADD NOTE: FOR INOPERATIVE MALSR, INCREASE S–27 CAT C VIS TO RVR 6000. ADD NOTE: CIRCLING NOT AUTHORIZED AT NIGHT TO RWY 2/20.

NUIQSUT

Nuiqsut

ASOS CMSND. FREQ 135.35. PHONE 907–480–5577.(07/98)

PORT HEIDEN

Port Heiden

AWOS–3 CMSND. FREQ 135.4. PHONE 907–837–2278.(07/98)

SAGWON

Sagwon

ARPT CLSD INDEFLY.(08/98)

ST. PAUL ISLAND

St. Paul Island

FDC 8/5741 /SNP/ FI/T ST. PAUL ISLAND, ST. PAUL ISLAND, AK. NDB/DME OR GPS RWY 18, AMDT 2A...GPS PORTION NA.

TANANA

Ralph M Calhoun Memorial

FDC 7/7973 /TAL/ FI/T RALPH M CALHOUN MEMORIAL, TANANA, AK. VOR/DME OR GPS RWY 6 ORIG...S–06 MDA 760/HAT 534. VIS CAT A/B 1. CAT C 1–1/2. CAT D 1–3/4. CIRCLING MDA 760 HAA 533 CAT A/B/C. MDA 820/HAA 593 CAT D. VIS CAT A/B 1. CAT C 1–1/2. CAT D 2.

FDC 7/7972 /TAL/ FI/T RALPH M CALHOUN MEMORIAL, TANANA, AK. VOR OR GPS–A, AMDT 6...CIRCLING CAT D MDA 820/HAA 593.

UNALAKLEET

Unalakleet

FDC 8/5773 /UNK/ FI/T UNALAKLEET, UNALAKLEET, AK. VOR/DME OR GPS–D, AMDT 3...TERMINAL ROUTE UNALAKLEET (UNK) VORTAC R–269/21 DME TO UNALAKLEET (UNK) VORTAC R–269/16 DME NA EXCEPT FOR AIRCRAFT COMPLYING WITH ALASKA SUPPLEMENT NOTICE "USE OF GPS DURING OUTAGE OF LAND–BASED NAVIGATION AIDS."

VALDEZ

Valdez

FDC 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.

WRANGELL

Wrangell NDB

(RGL)NDB DCMSND.(07/98)

YAKUTAT

Yakutat

FDC 8/2674 /YAK/ FI/T YAKUTAT, YAKUTAT, AK. VOR OR GPS RWY 29, AMDT 3A...TERMINAL ROUTE FROM YAK–089/17 DME TO YAK R–120/10 DME NA. TERMINAL ROUTE FROM YAK R–110/17 DME TO YAK R–120/10 DME NA.

FDC 8/2815 /YAK/ FI/T YAKUTAT, YAKUTAT, AK. VOR OR GPS RWY 11, AMDT 11A...TERMINAL ROUTE FROM YAK R–242/18 DME TO YAK R–271/10 DME NOT AUTHORIZED. TERMINAL ROUTE FROM YAK R–260/18 DME TO YAK R–271/10 DME NOT AUTHORIZED. S–11 MDA 600/HAT 567 ALL CATS, VIS CAT A/B RVR 2400, CAT C 5000, CAT D 6000. CIRCLING MDA 600/HAA 567 CATS A/B/C, VIS CAT A/B 1, CAT C 1–1/2. VOR/DME OR VOR/NDB MINIMA NA.

ARIZONA

ALMYRA

Almyra Muni

FDC 7/0283 /M73/ FI/T ALMYRA MUNI, ALMYRA, AZ. VOR/DME OR GPS–A, AMDT 4B...PROC NA.

CHANDLER

Stellar Airpark

FDC 7/5953 /P19/ FI/T STELLAR AIRPARK, CHANDLER, AZ. VOR OR GPS–A AMDT 1...CIRCLING MDA CAT A 1600 HAA 425.

FLAGSTAFF

Flagstaff Pulliam

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

FORT HUACHUCA/SIERRA VISTA

Libby AAF-Sierra Vista Muni

FDC 6/9444 /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. VOR OR GPS RWY 26 AMDT 2...ILS RWY 26 AMDT 1...MSA TO LIBBY TACAN /FHU/ R–280 CW TO R–100 10500.

GRAND CANYON

Grand Canyon National Park

FDC 7/3361 /GCN/ FI/T GRAND CANYON NATIONAL PARK, GRAND CANYON, AZ. VOR RWY 3 AMDT 4...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE 1. PROCEDURE NOT AUTHORIZED. 2. ALTERNATE MNMS NOT AUTHORIZED. IFR ALTN MNM: STANDARD EXPECT CAT D 800 2 1/4.

FDC 7/2778 /GCN/ FI/T GRAND CANYON NATIONAL PARK, GRAND CANYON, AZ. ILS/DME RWY 3 AMDT 3...DELETE NOTE WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA. ADD NOTE: WHEN LOCAL ALTM NOT RECEIVED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA. IFR ALTN MNMS: STANDARD, NA WHEN CONTROL TOWER CLOSED.

PARKER

Avi Suquilla

FDC 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.

PHOENIX

Phoenix Sky Harbor Intl

FDC 8/1287 /PHX/ FI/T PHOENIX SKY HARBOR INTL, PHOENIX, AZ. ILS RWY 8R AMDT 10...CIRCLING MDA 1760/HAA 627, CATS A/B/C. VIS CAT C 1 3/4. PURCH DME MINIMA – CIRCLING MDA 1760/HAA 627, CATS A/B/C, VIS CAT C 1 3/4. LOC BC RWY 26L AMDT 9...DME MNMS – CIRCLING MDA 1760/HAA 627, CATS A/B/C; VIS CAT C 1 3/4. VOR/DME RWY 26L AMDT 1...CIRCLING MDA 1760/HAA 627. VOR/DME–A ORIG...CIRCLING MDA 1760/HAA 627, CATS A/B/C, VIS CAT C 1 3/4. GPS RWY 8R ORIG...CIRCLING MDA 1760/HAA 627, CATS A/B/C, VIS CAT C 1 3/4. GPS RWY 26L ORIG...CIRCLING MDA 1760/HAA 627 CATS A/B/C, VIS CAT C 1 3/4. TEMP 1398 FT MSL CRANE 4668 FT NE AER 26R.

TUCSON

Ryan Field

FDC 8/2134 /RYN/ FI/T RYAN FIELD, TUCSON, AZ. IFR TKOF MNMS AND DEP PROCS...ADD RWY 6L/24R TKOF MNMS NA.

Tuscson Intl

FDC 8/5276 /TUS/ FI/T TUCSON INTL, TUSCON, AZ. ILS RWY 11L AMDT 12B...VOR OR TACAN OR GPS RWY 11L ORIG...CANCEL NOTE: ADF OR DME REQUIRED. ADD NOTE: DME REQUIRED.

WINSLOW

Winslow-Linbergh Regional

FDC 8/5611 /INW/ FI/T WINSLOW-LINBERGH REGIONAL, WINSLOW, AZ. VOR OR GPS RWY 11 AMDT 4...DME REQUIRED FOR NOPT ON TERMINAL ROUTE FRISY INT TO WINSLOW VORTAC.

YUMA

Yuma MCAS-Yuma Intl

FDC 8/1286 /YUM/ FI/T YUMA MCAS-YUMA INTL, YUMA, AZ. ILS RWY 21R AMDT 5...ADD NOTE: RADAR REQUIRED.

ARKANSAS

ASH FLAT

Cherokee Village

RY 04/22 NOW RY 03/21. (08/98)

FDC 8/5380 /CVK/ FI/P CHEROKEE VILLAGE, ASH FLAT, AR. GPS RWY 4, ORIG...CHANGE ALL REFERENCE TO RWY 4-22 TO RWY 3-21. THIS IS GPS RWY 3, ORIG-A.

FDC 8/5379 /CVK/ FI/P CHEROKEE VILLAGE, ASH FLAT, AR. NDB RWY 4, AMDT 1...CHANGE ALL REFERENCE TO RWY 4-22 TO 3-21. THIS IS NDB RWY 3, AMDT 1A.

BENTONVILLE

Bentonville muni/Louise M. Thaden Field

FDC 8/4104 /VBT/ FI/T BENTONVILLE MUNI/LOUISE M. THADEN FIELD, BENTONVILLE, AR. TAKE-OFF MINIMUMS: RWY 36, 400-3 OR STANDARD WITH MINUMUM CLIMB OF 240 FT PER NM TO 1700.

BRINKLEY

Frank Federer Memorial

FDC 7/0292 /M36/ FI/T FRANK FEDERER MEMORIAL, BRINKLEY, AR. GPS RWY 20, ORIG-A...PROC NA.

DUMAS

Billy Free Municipal

RY 18/36 MIRL OTS INDEFLY. (08/98)

FAYETTEVILLE/SPRINGDALE/ROGERS

Northwest Arkansas Regional

FDC 8/5699 /XNA/ FI/T NORTHWEST ARKANSAS REGIONAL, FAYETTEVILLE/SPRINGDALE/ROGERS, AR. ILS/DME RWY 16, ORIG...ILS/DME RWY 34, ORIG...GPS RWY 16, AMDT 1...GPS RWY 34, AMDT 1...PROC NA.

FORT SMITH

Fort Smith Regional

FDC 7/8068 /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. RADAR 1, AMDT 7...HI-LOC BC RWY 7, AMDT 4...HI-VOR/DME OR TACAN RWY 7, AMDT 4...S-ASR 7 MDA 1160/HAT 691 ALL CATS. CIRCLING CATS A-D MDA 1160/HAA 691. CAT E MDA 1220/HAA 751 VIS 2 3/4.

FDC 7/8067 /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. HI-ILS RWY 25, AMDT 5...HI-VOR/DME OR TACAN RWY 25, AMDT 5...CIRCLING CAT E MDA 1220/HAA 751 VIS 2 3/4.

FDC 7/7211 /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. HI-VOR/DME OR TACAN RWY 25, AMDT 5...PGO R-359 NA. MISSED APPROACH INSTRUCTIONS: CLIMB TO 4000 VIA FSM R-232 TO SPIRO/15.00 DME AND HOLD.

FDC 7/6480 /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. VOR/DME OR TACAN OR GPS RWY 7, AMDT 10...CIRCLING CAT E MDA 1220/HAA 751 VSBY 2-3/4. ALTN MNMS CAT E 800 - 2-3/4. MSA 270-360 3500. MISSED APPROACH INSTRUCTIONS: CLIMB TO 3000 DIRECT TO FSM VORTAC AND HOLD (TACAN AIRCRAFT CONTINUE TO 4000 VIA R-036 TO FIGGS 10 DME AND HOLD, NE, RIGHT TURN, 216 INBOUND.

FDC 7/6479 /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. VOR OR TACAN OR GPS RWY 25, AMDT 24...CIRCLING CAT E MDA 1220/HAA 751 VSBY 2-3/4. ALTN MNMS CAT E 800 - 2-3/4. MSA 270-360 3500.

FDC 7/6478 /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. RADAR-1, AMDT 7...ILS RWY 25, AMDT 20...LOC BC RWY 7, AMDT 9...CIRCLING CAT E MDA 1220/HAA 751 VSBY 2-3/4. ALTN MNMS CAT E 800 - 2-3/4.

FDC 7/4854 /FSM/ FI/T FORT SMITH REGIONAL, FORT SMITH, AR. NDB RWY 25, AMDT 24. S-25 MDA 1140/HAT 695 ALL CATS. VIS CAT C 1-1/2, VIS CAT D 2. ALTERNATE MNMS: CAT C 800 2-1/4, CAT D 800 2-1/2.

GURDON

Gurdon Lowe Field

RY 08/26 NOW 4403 FT BY 60 FT. (07/98)

HARRISON

Boone County

FDC 8/3888 /HRO/ FI/T BOONE COUNTY, HARRISON, AR. ILS/DME RWY 36, ORIG...VOR OR GPS-A, AMDT 12A...NDB OR GPS-B, AMDT 2A...NDB RWY 18, AMDT 5B...GPS RWY 18, ORIG...PROC NA.

HOT SPRINGS

Memorial Field

FDC 8/5786 /HOT/ FI/T MEMORIAL FIELD, HOT SPRINGS, AR. VOR-1 RWY 5, AMDT 15...S-5 MDA 1620/HAT 1105 ALL CATS. VIS CAT A/B 1 1/4, CAT C/D 2 1/2. CIRCLING MDA 1620/HAA 1080 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C/D 3. LITTLE ROCK ALSTG MNMS: S-5 MDA 1720/HA 1265 ALL CATS, VIS CAT A/B 1 1/4, CAT C/D 2 1/2. CIRCLING MDA 1780/HAA 1240 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C/D 3. INOP TABLE DOES NOT APPLY TO CAT A. FOR INOP MALSR INCR CAT B VIS TO 1 1/2.

FDC 8/5785 /HOT/ FI/T MEMORIAL FIELD, HOT SPRINGS, AR. ILS RWY 5, AMDT 13...S-LOC 5 MDA 940/HAT 425 ALL CATS, VIS CAT C 3/4. CIRCLING CAT A/B/C MDA 1060/HAA 520. LITTLE ROCK ALSTG MNMS: S-LOC 5 MDA 1080/HAT 565 ALL CATS. VIS CAT C 1, CAT D 1 1/4. CIRCLING CAT A/B/C MDA 1200/HAA 660.

FDC 8/5784 /HOT/ FI/T MEMORIAL FIELD, HOT SPRINGS, AR. VOR-2 RWY 5, AMDT 3...S-5 MDA 940/HAT 425 ALL CATS. CIRCLING CAT A/B/C MDA 1060/HAA 520. LITTLE ROCK ALSTG MNMS: CIRCLING CAT A/B MDA 1200/HAA 660.

LITTLE ROCK

Adams Field

RY 22R THLD NO LONGER DSPLCD. (08/98)

MANILA

Manila Muni

FDC 8/0173 /MXA/ FI/T MANILA MUNI, MANILA, AR. GPS RWY 18, ORIG...PROC NA.

ROGERS

Rogers Muni-Carter Field

FDC 8/5541 /ROG/ FI/T ROGERS MUNI–CARTER FIELD, ROGERS, AR. VOR/DME RWY 19, AMDT 10...PROC NA.

SPRINGDALE

Springdale Muni

FDC 8/5438 /ASG/ FI/T SPRINGDALE MUNI, SPRINGDALE, AR. ILS RWY 18, AMDT 6A...VOR/DME OR GPS RWY 36, AMDT 8...VOR OR GPS RWY 18, AMDT 14B...PROC NA.

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.

BAKERSFIELD

Bakersfield Muni

FDC 7/7431 /BFL/ FI/T MEADOWS FIELD, BAKERSFIELD, CA. VOR OR GPS RWY 30R AMDT 7...S–30R MNMS NOT AUTHORIZED. C AND D (WITHOUT DME). DLT NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, USE VALENTINE ALSTG AND INCR ALL MDAS 140 FT AND ALL VIS 1/2 MILE. DLT PROFILE NOTE: 3440 WHEN USING VALENTINE ALSTG. ALTN MNMS: STANDARD, EXCEPT CAT D 800–2 1/4. CHART: MALSR RWY 35. THIS IS VOR OR GPS RWY 35, AMDT 3A.

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.

Meadows Field

FDC 7/7431 /BFL/ FI/T MEADOWS FIELD, BAKERSFIELD, CA. VOR OR GPS RWY 30R AMDT 7...S–30R MNMS NOT AUTHORIZED.

BANNING

Banning Muni

RY 23 THLD NOW DSPLCD 230 FT.(07/98)

MIRL RY 08/26 RTS. ACTVT MIRL RY 08/26 – CTAF.(07/98)

CAMARILLO

Camarillo

FDC 8/3604 /CMA/ FI/T CAMARILLO, CAMARILLO, CA. VOR OR GPS RWY 26 AMDT 4...TERMINAL ROUTE VNY VOR/DME TO COOGA INT MNM ALT 4400. HOLD IN LIEU OF PROC TURN TO COOGA INT MNM ALT 4400. DME MNMS: S–26 CATS A/B MDA 680/HAT 605 VIS 1, CAT C MDA 680/HAT 605 VIS 1 3/4. ADD NOTE: CIRCLING NA NORTH OF RWY 8/26.

CARLSBAD

McClellan-Palomar

FDC 7/2772 /CRQ/ FI/T MCCLELLAN–PALOMAR, CARLSBAD, CA. VOR OR GPS–A AMDT 6...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE USE MIRAMAR ALSTG AND INCREASE ALL DME MNMS 80 FT. CHANGE IFR ALTN MNMS TO: CATS A/B 1000–2 CAT C 1000–3. NA WHEN CONTROL TOWER CLOSED EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

CHINO

Chino

FDC 8/5789 /CNO/ FI/T CHINO, CHINO, CA. ILS RWY 26R AMDT 4A...S–LOC 26R MDA 1080/HAT 446 ALL CATS. VIS CAT D 1 1/2.

FDC 6/9316 /CNO/ FI/T CHINO, CHINO, CA. ADD TKOF MNMS RWYS 08R AND 26L NA. DEP PROC: CHANGE ALL REFERENCES TO RWY 08/26 TO 08L/26R.

FDC 6/8686 /CNO/ FI/T CHINO, CHINO, CA. VOR OR GPS–B AMDT 3...CIRCLING ALL CATS MDA 1480, HAA 830, CAT B VIS 1 1/4, CAT C VIS 2 1/2, CAT D VIS 2 3/4.

COLUMBIA

Columbia

FDC 7/6738 /O22/ FI/T COLUMBIA, COLUMBIA, CA. IFR DEP PROC NA.

CONCORD

Buchanan Field

FDC 7/4155 /CCR/ FI/T BUCHANAN FIELD, CONCORD, CA. NDB OR GPS RWY 19R, ORIG...S–19R: ALL CATS, MDA 1040/HAT 1020; VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING ALL CATS, MDA 1040/HAA 1017 VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CHANGE INOP TABLE NOTE TO READ: INOP TABLE DOES NOT APPLY.

FDC 7/2755 /CCR/ FI/T BUCHANAN FIELD, CONCORD, CA. LDA RWY 19R AMDT 7...VOR RWY 19R AMDT 12...NDB OR GPS RWY 19R ORIG...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, USE TRAVIS AFB ALSTG AND INCREASE ALL MDA'S 80 FT. ADD NOTE: WHEN LOCAL ALSTG NOT RECEIVED, USE TRAVIS AFB ALSTG AND INCREASE ALL MDA'S 80 FT. CHANGE IFR ALTN MNMS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED.

EL MONTE

El Monte

FDC 8/2428 /EMT/ FI/T EL MONTE, EL MONTE, CA. VOR OR GPS–A, AMDT 6....CHANGE ALL REFERENCES OF AZUSA INT/POM 6.5 DME TO SELAW INT/POM 6.3 DME.

FDC 7/6348 /EMT/ FI/T EL MONTE, EL MONTE, CA. NDB OR GPS–C ORIG...PROC NA.

FDC 7/2757 /EMT/ FI/T EL MONTE, EL MONTE, CA. VOR/DME OR GPS–B AMDT 2...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE ONTARIO ALSTG MNMS. CHANGE IFR ALTN MNMS TO: CATS A/B 1100–2, NA WHEN CONTROL TOWER CLOSED.

EUREKA

Murray Field

FDC 8/4043 /EKA/ FI/T MURRAY FIELD, EUREKA, CA. VOR/DME RNAV OR GPS RWY 11 AMDT 5...VOR/DME RNAV PORTION NA.

FDC 8/0121 /EKA/ FI/T MURRAY FIELD, EUREKA, CA. VOR/DME RNAV OR GPS RWY 11 AMDT 5...S–11 MDA ALL CATS 1000, HAT ALL CATS 993. VIS CATS A 1 1/4, CAT B 1 1/2, CAT C 3, CIRCLING MDA – ALL CATS 1000. HAA ALL CATS 993. VIS CATS A 1 1/4, CAT B 1 1/2, CAT C 3.

FORTUNA

Rohnerville

FDC 8/3682 /FOT/ FI/T ROHNERVILLE, FORTUNA, CA. VOR OR GPS RWY 11 AMDT 2...PROC NA.

FDC 8/4915 /FOT/ FI/T ROHNERVILLE, FORTUNA, CA. VOR OR GPS RWY 11 AMDT 2...S–11 CAT A MDA 1740, VIS 1 1/4, HAT 1358, CAT B MDA 1780, VIS 1 1/2, HAT 1398, CAT C AND D MDA 1820, VIS 3, HAT 1438. CIRCLING CAT A MDA 1740, VIS 1 1/4, HAA 1348, CAT B MDA 1780, VIS 1 1/2, HAT 1388, CAT C AND D MDA 1820, VIS 3, HAA 1428. TDZE 382.

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.

HANFORD

Hanford Muni

FDC 8/5765 /HJO/ FI/P HANFORD MUNI, HANFORD, CA. CORRECT U.S. TERMINAL PROC SW VOL 2 OF 2 DATED 13 AUG 98, PAGE 109. VOR OR GPS–A AMDT 8...CHANGE MSA TO READ AS FOLLOWS: VIS VOR/ DME 330–120 5700, 120–330 1900.

HAWTHORNE

Jack Northrop Field/Hawthorne Muni

FDC 8/5839 /HHR/ FI/T JACK NORTHROP FIELD/HAWTHORNE MUNI, HAWTHORNE, CA. LOC RWY 25 AMDT 10...ADD NOTE: CIRCLING NA WHEN CONTROL TOWER CLOSED.

FDC 8/5838 /HHR/ FI/T JACK NORTHROP FIELD/HAWTHORNE MUNI, HAWTHRONE, CA. VOR OR GPS RWY 25 AMDT 15...ADD NOTE: CIRCLING NA WHEN CONTROL TOWER CLOSED.

HAYWARD

Hayward Air Terminal

FDC 8/4421 /HWD/ FI/T HAYWARD AIR TERMINAL, HAYWARD, CA. GPS RWY 28L ORIG...VOR OR GPS–A AMDT 6A...VOR/DME OR GPS–B AMDT 1A...LOC/DME RWY 28L AMDT 1...CHANGE NOTE TO READ: CIRCLING NA NORTH OF RWY 19L/28R.

FDC 7/2779 /HWD/ FI/T HAYWARD AIR TERMINAL, HAYWARD, CA. LOC/DME RWY 28L AMDT 1...VOR/ DME OR GPS–B AMDT 1A...VOR OR GPS–A AMDT 6A...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, USE OAKLAND ALSTG. CHANGE IFR ALTN MNMS TO LOC/DME RWY 28L – STANDARD @. VOR/ DME OR GPS–B – STANDARD @. VOR OR GPS–A – STANDARD @*. *CAT C 800–2 1/4, CAT D 800–2 1/2. @ NA WHEN CONTROL TOWER CLOSED.

LA VERNE

Brackett Field

FDC 7/2770 /POC/ FI/T BRACKETT FIELD, LA VERNE, CA. ILS RWY 26L AMDT 2B...CHANGE NOTE TO: WHEN LOCAL ALTM NOT RECEIVED, USE ONTARIO ALSTG. CHANGE IFR ALT MNMS TO: STANDARD NA WHEN CONTROL TOWER CLOSED. VOR OR GPS–A AMDT 5A...CHANGE NOTE TO: WHEN LOCAL ALTM NOT RECEIVED. USE ONTARIO ALSTG, CHANGE IFR ALTM MNMS TO: STANDARD#. NA WHEN CONTROL TOWER CLOSED. #CAT C 800–2 1/4.

LIVERMORE

Livermore Muni

FDC 8/5904 /LVK/ FI/T LIVERMORE MUNI, LIVERMORE, CA. ILS RWY 25R AMDT...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, PROC NA. IFR ALTN MNMS: DELETE NOTE: NA WHEN CONTROL ZONE NOT IN EFFECT. ADD NOTE: ILS AND LOC STANDARD EXCEPT NA WHEN CONTROL TOWER CLOSED.

FDC 8/4948 /LVK/ FI/P LIVERMORE MUNI, LIVERMORE, CA. GPS RWY 25R ORIG...DELETE STOCKTON ALTIMETER SETTING MNMS. THIS IS GPS RWY 25R ORIG–A.

LONG BEACH

Long Beach (Daugherty Field)

FDC 7/3640 /LGB/ FI/T LONG BEACH (DAUGHERTY FIELD), LONG BEACH, CA. ILS RWY 30 AMDT 32...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, USE ORANGE COUNTY ALSTG. CHANGE IFR ALTN MNMS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED. CATS A/B 800–2; CAT C 800–2 1/4; CAT D 800–2 1/2; LOC CAT C 800–2 1/4; CAT D 800–2 1/2. VOR OR TACAN OR GPS RWY 30 AMDT 7...CHANGE NOTE TO: WHEN LOCAL ALSTG SETTING NOT RECEIVED, USE ORANGE COUNTY ALSTG. CHANGE IFR ALTN MNMS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED. CAT A/B 800–2, CAT C 800–2 1/4; CAT D 800–2 1/2. NDB RWY 30 AMDT 9...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, USE ORANGE COUNTY ALSTG. CHANGE IFR ALN MNMS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED. CATS A/B 800–2; CAT C 800–2 1/4, CAT D 800 2 1/2.

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 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 7/7708 /LAX/ FI/T LOS ANGELES INTL, LOS ANGELES, CA. ILS RWY 25L AMDT 7A...MNM ALT AT HUNDA/I–LAX 12.2 DME SHOULD BE 3500 LOC ONLY.

Whiteman

FDC 7/8520 /WHP/ FI/T WHITEMAN, LOS ANGELES, CA. GPS–B ORIG...PROC NA.

MERCED

Merced Muni-Macready Field

FDC 8/4920 /MCE/ FI/T MERCED MUNI–MACREADY FIELD, MERCED, CA. ILS RWY 30 AMDT 13A...TERMINAL ROUTE TURLO INT TO HYP VOR/DME MNM ALT 2300. S–ILS 30 CAT A/B/C/D DH 356/ HAT 200 VIS 1/2. S–LOC 30 CAT A/B/C MDA 480/HAT 324 VIS 1/2; CAT D MDA 480/HAT 324 VIS 1. CIRCLING CAT A MDA 540/HAA 384 VIS 1; CAT B MDA 620/HAA 464, VIS 1; CAT C MDA 620/HAA 464 VIS 1 1/2; CAT D MDA 720/HAA 564

VIS 2. FRESNO YOSEMITE INTL ALSTG MNMS: S–ILS 30 CAT A/B/C/D DH 494/ HAT 338 VIS 3/4. S–LOC 30 CAT A/B MDA 620/HAT 464, VIS 1/2, CAT C MDA 620/HAT 464 VIS 3/4, CAT D MDA 620/HAT 464 VIS 1. CIRCLING CAT A/B MDA 680/HAA 524 VIS 1, CAT C MDA 680/HAA 524, VIS 1 1/2, CAT D MDA 720/HAA 564 VIS 2. ADD NOTE: CIRCLING NA NORTHEAST OF RWY 12/30. TDZE 156.

FDC 8/4919 /MCE/ FI/T MERCED MUNI–MACREADY FIELD, MERCED, CA. LOC BC RWY 12 AMDT 9A...S–12 CAT A/B/C MDA 520/HAT 365 VIS 1, CAT D MDA 520/HAT 365 VIS 1 1/4. CIRCLING CAT A MDA 540/HAA 384 VIS 1, CAT B MDA 620/HAA 464, VIS 1 CAT C MDA 620/HAA 464 VIS 1 1/2, CAT D MDA 720/HAA 564 VIS 2. FRESNO YOSEMITE INTL ALSTG MNMS: S–12 CAT A/B MDA 660/HAT 505 VIS 1, CAT C/D MDA 660/HAT 505 VIS 1 1/2. CIRCLING CAT A/B MDA 680/HAA 524 VIS 1 CAT C MDA 680/HAA 524, VIS 1 1/2, CAT D MDA 720/HAA 564 VIS 2. ADD NOTE: CIRCLING NA NOTRHEAST OF RWY 12/30. TDZE 155.

FDC 8/4918 /MCE/ FI/T MERCED MUNI–MACREADY FIELD, MERCED, CA. VOR OR GPS RWY 30 AMDT 17A...TERMINAL ROUTE VOLTA INT TO HYP VOR/DME MNM ALT 2200. TERMINAL ROUTE TURLO INTO TO HYP VOR/DME NMM ALT 2300. S–30 CAT A/B/C MDA 540/HAT 384 VIS 1/2, CAT D MDA 540/HAT 384, VIS 1. CIRCLING CAT A MDA 540/HAA 384 VIS 1, CAT B MDA 620/HAA 464, VIS 1, CAT C MDA 620/HAA 464 VIS 1 1/2, CAT D MDA 720/HAA 564 VIS 2. FRESNO YOSEMITE INTL ALSTG MNMS: S–30 CAT A/B MDA 680/HAT 524 VIS 1/2, CAT C MDA 680/HAT 524, VIS 1, CAT D MDA 680/HAT 524 VIS 1 1/4. CIRCLING CAT A/B MDA 680/HAA 524 VIS 1, CAT C MDA 680/HAA 524, VIS 1 1/2, CAT D MDA 720/HAA 564 VIS 2. ADD NOTE: CIRCLING NA NORTHEAST OF RWY 12/30. TDZE 156 CHANGE NOTE: FOR INOP MALSR INCREASE S–30 CAT D VIS TO 1 1/4 WHEN USING LOCAL ALTIMETER.

MODESTO

Modesto City-County/Harry Sham Field

FDC 7/2782 /MOD/ FI/T MODESTO CITY–COUNTY AIRPORT–HARRY SHAM FIELD, MODESTO, CA. VOR OR GPS RWY 28R, AMDT 10A...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, 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 IFR ALTERNATE MINS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. CAT C 800–2 1/4; CAT D 800–2 1/2. ILS RWY 28R AMDT 12...NDB RWY 28R AMDT 7B...CHANGE IFR ALTN MNMS TO: STANDARD, NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

MONTEREY

Monterey Peninsula

FDC 8/5028 /MRY/ FI/T MONTEREY PENINSULA, MONTEREY, CA. ILS RWY 10R AMDT 26...S–LOC 10R AND CIRCLING: CHANGE MISSED APPROACH POINT TO 3.80 MILES AFTER MUNSO LOM OR AT I–MRY 1.8 DME. ADD NOTES: ILS UNUSABLE FROM MM INBOUND. FAF TO MAP 3.80 NM. CHANGE TIME DISTANCE TABLE TO READ: KNOTS/MIN:SEC – 60/3:48; 90/2:32; 120/1:54; 150/1:31; 180/1:16.

MURRIETTA/TEMECULA

Murrieeta/Temecula/Franch Valley

FDC 8/5620 /F70/ FI/P MURRIETA/TEMECULA/FRENCH VALLEY, MURRIETA/TEMECULA, CA. GPS RWY 18 ORIG...ADD NOTE: PROC NA AT NIGHT. ADD NOTE: CIRCLING NA WEST OF RWY 18/36. DELETE: MARCH FIELD ALSTG MNMS. DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF, WHEN NOT RECEIVED USE MARCH FIELD ALSTG. DELETE NOTE IN PROFILE VIEW: ASTERISK – 2320 WHEN USING MARCH FIELD ALSTG. THIS IS GPS RWY 18 ORIG–A.

FDC 8/5550 /F70/ FI/T MURRIETA/TEMECULA/FRENCH VALLEY, MURRIETA/TEMECULA, CA. GPS RWY 18 ORIG...CIRCLING NA WEST OF RWY 18/36.

NAPA

Napa County

FDC 7/2803 /APC/ FI/T NAPA COUNTY, NAPA, CA. VOR OR GPS RWY 6 AMDT 11...CHANGE NOTE TO: WHEN LOCAL ALSTG NOT RECEIVED, USE TRAVIS AFB ALSTG AND INCREASE ALL MDA'S 60 FT. CHANGE IFR ALTN MNMS TO: STANDARD*. *NA WHEN CONTROL TOWER CLOSED. CAT D, 1200–3. LOC RWY 36L AMDT 2B...CHANGE IFR ALTN MNMS TO: STANDARD*. *NA WHEN CONTROL TOWER CLOSED. CAT D, 1200–3.

OAKDALE

Oakdale

FDC 8/4669 /O27/ FI/T OAKDALE, OAKDALE, CA. VOR OR GPS RWY 10 AMDT 5B...S–10: MDA 720/HAT 486 CAT A/B. CIRCLING MDA 800/HAA 566 CAT A/B.

OAKLAND

Metropolitan Oakland Intl

FDC 8/4900 /OAK/ FI/T METROPOLITAN OAKLAND INTL, OAKLAND, CA. VOR/DME OR GPS RWY 27L AMDT 10...TERMINAL ROUTE: SUNOL/OAK 21 DME / IAF/ TO BLANT/OAK 14 DME MNM ALT 3300. CIRCLING CAT A MDA 520/HAA 514. CHANGE MISSED APPROACH INSTRUCTION TO READ "CLIMB TO 3100 VIA OAK R–313 TO PEERE INT/OAK 9.1 DME AND HOLD."

FDC 8/3669 /OAK/ FI/T METROPOLITAN OAKLAND INTL, OAKLAND, CA. ILS RWY 27R AMDT 31...CHANGE MISSED APPROACH INSTRUCTIONS TO READ "CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 3100 VIA OAK R–313 TO PEERE INT/OAK 9.1 DME AND HOLD."

FDC 8/3667 /OAK/ FI/T METROPOLITAN OAKLAND INTL, OAKLAND, CA. NDB RWY 27R AMDT 4...CHANGE MISSED APPROACH INSTRUCTIONS TO READ ~"CLIMB TO 3100 VIA OAK R–313 TO PEERE INT/OAK 9.1 DME AND HOLD."

ONTARIO

Ontario Intl

FDC 7/3896 /ONT/ FI/T ONTARIO INTL, ONTARIO, CA. ILS RWY 26R AMDT 2...S–ILS 26R VIS RVR 4000 CATS A/B/C. DELETE NOTE: S–ILS 26R INOP TABLE DOES NOT APPLY TO MM ALL CATS OR TO MALSR CAT D. ADD NOTE: INOP TABLE DOES NOT APPLY. S–LOC 26R VIS RVR 4000 CATS A/B. ADD NOTE: FOR INOP MALSR INCREASE VIS CATS A/B TO RVR 5000. BAKES DME MNMS: S–LOC 26R VIS RVR 4000 CATS A/B. ADD NOTE: FOR INOP MALSR INCREASE VIS CATS A/B TO RVR 5000.

OXNARD

Oxnard

FDC 8/4431 /OXR/ FI/T OXNARD, OXNARD, CA. ILS RWY 25 AMDT 8...ILS GLIDESLOPE UNUSABLE FOR COUPLED APPROACHES BELOW 867 FT MSL.

FDC 7/8001 /OXR/ FI/T OXNARD, OXNARD, CA. ILS RWY 25 AMDT 8...ADD NOTE: FOR TERMINAL ROUTE FILLMORE VORTAC TO HYDEN INT. V-299 ARRIVALS DESCEND IN HOLDING PATTERN /HOLD N, RT, 167 INBOUND/ AT FILLMORE VORTAC TO 8000 BEFORE COMMENCING APPROACH.

FDC 7/7969 /OXR/ FI/T OXNARD, OXNARD, CA. VOR OR GPS RWY 25 AMDT 8...TERMINAL ROUTE FILLMORE VORTAC TO PLEAT INT NA.

FDC 7/3437 /OXR/ FI/T OXNARD, OXNARD, CA. VOR/ DME OR GPS RWY 7 ORIG...PROC NA.

PALM SPRINGS

Palm Springs Regional

FDC 7/2812 /PSP/ FI/T PALM SPRINGS REGIONAL, PALM SPRINGS, CA. VOR OR GPS-B AMDT 2...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPER SITH APPROVED WEATHER REPORTING SERVICE, USE THERMAL, CA ALSTG AND INCREASE ALL MDA'S 80 FT. ADD NOTE: WHEN LOCAL ALTM NOT RECEIVED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, USE THERMAL, CA ALSTG AND INCREASE ALL MDA'S 80 FT. IFR ALTN MNMS: 1400-3*. *NA WHEN CONTROL TOWER CLOSED.

RAMONA

Ramona

FDC 8/3576 /L39/ FI/T RAMONA, RAMONA, CA. VOR/ DME OR GPS-A AMDT 1B...GPS RWY 9 ORIG.

REDLANDS

Redlands Muni

FDC 8/5700 /L12/ FI/T REDLANDS MUNI, REDLANDS, CA. IFR TKOF MNMS AND DEP PROC, ORIG...TKOF MNMS: RWY 8: NA. RWY 26:1700-2 OR STANDARD WITH A MNM CLIMB OF 300 FT PER NM TO 4000 FT. IFR DEP PROC: CLIMBING LEFT TURN DIRECT PDZ VORTAC. AIRCRAFT DEPARTING PDZ VORTAC R-091 CW R-140 AND R-231 CW R-280 CLIMB ON COURSE. ALL OTHERS CONTINUE IN PDZ VORTAC HOLDING PATTERN (HOL NE RT, 210 INBOUND) TO CROSS PDZ VORTAC AT OR ABOVE: R-281 CW-090, 7700, R-141 CW R-230, 4900.

RIVERSIDE

Riverside Muni

FDC 7/2811 /RAL/ FI/T RIVERSIDE MUNI, RIVERSIDE, CA. ILS RWY 9 AMDT 6...NOTE: WHEN LOCAL ALTM NOT RECEIVED, USE ONTARIO, CA ALSTG AND INCREASE ALL MDA'S 40 FT. IFR ALTN MNMS: STANDARD*. *ILS CATS C/D 700-2**. **NA WHEN CONTROL TOWER CLOSED. VOR OR GPS RWY 9 AMDT 9...NOTE: WHEN LOCAL ALTM NOT RECEIVED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, USE ONTARIO ALSTG AND INCREASE ALL MDA'S 40 FT. IFR ALTN MNMS: STANDARD*. *NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

FDC 7/2810 /RAL/ FI/T RIVERSIDE MUNI, RIVERSIDE, CA. VOR OR GPS-B ORIG...NOTE: WHEN LOCAL ALTM NOT RECEIVED, USE ONTARIO, CA ALSTG AND INCREASE ALAL DH/MDA'S 40 FT. IFR ALTN MNMS: STANDARD*. CATS A/B 1600-2*. *NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

SACRAMENTO

Sacramento Executive

FDC 8/3942 /SAC/ FI/T SACRAMENTO EXECUTIVE, SACRAMENTO, CA. VOR OR GPS RWY 2 AMDT 9...DELETE 175 KIAS ICON AT SAC VORTAC HOLDING PATTERN.

FDC 8/3941 /SAC/ FI/T SACRAMENTO EXECUTIVE, SACRAMENTO, CA. ILS RWY 2 AMDT 22...NDB RWY 2 AMDT 9...DELETE 175 KIAS ICON AT EXECC LOM HOLDING PATTERN.

Sacramento Mather

FDC 8/4193 /MHR/ FI/T SACRAMENTO MATHER, SACRAMENTC, CA. ILS RWY 22L ORIG...VOR OR GPS RWY 4R ORIG...CIRCLING MDA 680/HAA 584 ALL CATS. MCCLELLAN AFB ALSTG MNMS - CIRCLING MDA 700/HAA 604 ALL CATS. TEMP CRANE 313 MSL 1.15 NM E RWY 22L.

SAN CARLOS

San Carlos

FDC 8/0009 /SQL/ FI/T SAN CARLOS, SAN CARLOS, CA. GPS RWY 30 ORIG...PROC NA.

SAN DIEGO

Gillespie Field

FDC 8/2171 /SEE/ FI/T GILLESPIE FIELD, SAN DIEGO (EL CAJON), CA. LOC-D AMDT 9...PROC NA.

Montgomery Field

FDC 7/2942 /MYF/ FI/T MONTGOMERY FIELD, SAN DIEGO, CA. ILS RWY 28R AMDT 2...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE NAS MIRAMAR ALSTG. CHANGE IFR ALTN MNMS TO: 900-2, NA WHEN CONTROL TOWER CLOSED. NDB OR GPS RWY 28R AMDT 1...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE NAS MIRAMAR ALSTG. CHANGE IFR ALTN MNMS TO: 1000-2. NA WHEN CONTROL TOWER CLOSED.

SAN JOSE

San Jose Intl

FDC 8/5877 /SJC/ FI/T SAN JOSE INTL, SAN JOSE, CA. ILS RWY 12R AMDT 4A...S-LOC 12R - MDA 580/HAT 538 ALL CATS. VIS CAT C 1, CAT D 1 1/4. SIDESTEP RWY 12L - MDA 580/HAT 532 ALL CATS. TEMP 345 FT MSL CRANE 1.58 NM N AER 12R.

FDC 8/4474 /SJC/ FI/T SAN JOSE INTL, SAN JOSE, CA. VOR OR GPS RWY 12R AMDT 2A...S-12R: MDA 880/HAT 838 ALL CATS. CAT B VIS 3/4. CAT C VIS 2. CAT D 2 1/4. SIDESTEP 12L: MDA 880/HAT 832 ALL CATS, CAT B VIS 1 1/4. CAT C 2 1/2, CAT D 2 3/4. ALTN MNMS: CAT A/B 900-2, CAT C 900-2 1/2. CAT D 900-2 3/4.

FDC 8/3794 /SJC/ FI/T SAN JOSE INTL, SAN JOSE, CA. VOR/DME RNAV OR GPS RWY 30L, ORIG-A...PLANVIEW: TERMINAL ROUTE (IAF) GILRO TO KLIDE WPT MINIMUM ALTITUDE 4000. PROFILE MINIMUM ALTITUDE AT KLIDE WPT 4000.

FDC 8/4921 /SJC/ FI/T SAN JOSE INTL, SAN JOSE, CA. ILS RWY 30L, AMDT 20A...LOC/DME RWY 30L, AMDT 10A...NDB/DME RWY 30L, AMDT 4A...PLANVIEW: TER-

MINAL ROUTE (IAF) GILRO TO KLIDE INT MINIMUM ALTITUDE 4000. PROFILE: MINIMUM ALTITUDE AT KLIDE INT 4000.

FDC 8/3791 /SJC/ FI/T SAN JOSE INTL, SAN JOSE, CA. VOR/DME RWY 30L, ORIG–A...PLANVIEW: TERMINAL ROUTE (IAF) GILRO TO SJC VOR/DME R–122/16.8 DME MINIMUM ALTITUDE 4000. PROFILE: MINIMUM ALTITUDE AT SJC 16.8 DME 4000.

FDC 8/3694 /SJC/ FI/T SAN JOSE INTL, SAN JOSE, CA. LOC/DME RWY 30L AMDT 10A...VDP NA.

SANTA BARBARA

Santa Barbara Muni

FDC 7/3367 /SBA/ FI/T SANTA BARBARA MUNI, SANTA BARBARA, CA. VOR OR GPS RWY 25 AMDT 6A...DELETE FROM ALTN MNMS: NA WHEN CONTROL ZONE NOT IN EFFECT EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

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.

SHAFTER

Shafter-Minter Field

FDC 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.

SOUTH LAKE TAHOE

Lake Tahoe

FDC 7/2794 /TVL/ FI/T LAKE TAHOE, SOUTH LAKE TAHOE, CA. VOR/DME OR GPS–A AMDT 3...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, PROC NA. CHANGE IFR ALTN MNMS TO 2600–5*. *NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

STOCKTON

Stockton Metropolitan

FDC 8/5610 /SCK/ FI/T STOCKTON METROPOLITAN, STOCKTON, CA. VOR OR GPS RWY 29R AMDT 18...DME REQUIRED FOR NOPT TERMINAL ROUTE, MODESTO / MOD/ VOR/DME TO MANTECA /ECA/ VORTAC.

FDC 7/2809 /SCK/ FI/T STOCKTON METROPOLITAN, STOCKTON, CA. ILS RWY 29R AMDT 18A...NDB RWY 29R AMDT 14A...DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, USE SACRAMENTO ALSTG AND INCREASE ALL MDA'S/DH 200 FT AND VIS CATS C/D 1/2 MILE.

TRUCKEE

Truckee-Tahoe

FDC 7/7551 /TRK/ FI/T TRUCKEE–TAHOE, TRUCKEE, CA. GPS RWY 19 ORIG...CHANGE MISSED APPROACH PROC TO: CLIMBING RIGHT TURN TO 12000 VIA 332 DEGREE COURSE TO TRUCK WPT THEN VIA 060 DEGREE COURSE TO FMG VORTAC. CROSS 6.5 DME WEST OF FMG AT 12000.

TORRANCE

Zamperini Field

FDC 7/3641 /TOA/ FI/T ZAMPERINI FIELD, TORRANCE, CA. VOR OR GPS RWY 11L, AMDT 14...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE, USE LOS ANGELES ALSTG AND INCREASE ALL MDA'S 20 FT. CHANGE IFR ALTN MNMS TO 900–2. NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

FDC 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.

TRACY

Tracy Muni

FDC 7/2834 /TCY/ FI/T TRACY MUNI, TRACY, CA. VOR OR GPS–A AMDT 4A...DELETE NOTE: USE STOCKTON ALSTG WHEN NOT AVAILABLE, USE CASTLEAFT ALSTG AND INCREASE ALL MDA'S 200 FT AND VIS 1/4 MILE. ADD NOTE: USE STOCKTON ALSTG, WHEN NOT RECEIVED PROC NA.

TWENTYNINE PALMS

Twentynine Palms

FDC 7/0340 /TPN/ FI/T TWENTYNINE PALMS, TWENTYNINE PALMS, CA. IFR TKOF MNMS AND DEP PROCEDURES...TKOF MNMS RWY 17 NA.

UKIAH

Ukiah Muni

FDC 7/3446 /UKI/ FI/T UKIAH MUNI, UKIAH, CA. LOC RWY 15 AMDT 5...ALTN MNMS NA.

VACAVILLE

Nut Tree

FDC 8/3943 /O34/ FI/T NUT TREE, VACAVILLE, CA. VOR OR GPS–A AMDT 4...DELETE 175 KIAS ICON FOR MISSED APPROACH HOLDING AT DOLCE INT/SAC 14 DME.

VAN NUYS

Van Nuys

FDC 7/2806 /VNY/ FI/T VAN NUYS, VAN NUYS, CA. ILS RWY 16R AMDT 5...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE BURBANK ALSTG AND INCREASE S–16R DH 10 FT AND CIRCLING MDA CATS A/B/C 20 FT. CHANGE IFR ALTN MNMS TO: STANDARD*. *NA WHEN CONTROL TOWER CLOSED. LDA–C AMDT 2A...CHANGE NOTE TO READ: WHEN LOCAL ALSTG NOT RECEIVED USE BURBANK ALSTG. CHANGE IFR ALTN MNMS TO: STANDRAD*. *NA WHEN CONTROL TOWER CLOSED. VOR/DME OR GPS–B AMDT 2...CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BURBANK ALSTG AND INCREASE CATS A/B/C MDA'S 20 FT. CHANGE IFR ALTN MNMS TO: STANDARD*. *NA WHEN CONTROL TOWER CLOSED. VOR OR GPS–A AMDT 3...CHANGE IFR ALTN MNMS TO STANDARD*. *NA WHEN CONTROL CLOSED, CAT D 800–2 1/4.

VICTORVILLE

Southern California Intl

FDC 7/4242 /VCV/ FI/T SOUTHERN CALIFORNIA INTL, VICTORVILLE, CA. ILS RWY MDT 1...CIRCLING MDA 3420/HAA 545 CATS B/C, CAT D MDA 3580/HAA 705 VIS CAT D 2 1/4.

VISALIA

Visalia Muni

FDC 8/5857 /VIS/ FI/T VISALIA MUNI, VISALIA, CA. ILS RWY 30 AMDT 5... DELETE NOTE: WHEN VISALIA ALSTG NOT AVAILABLE, USE FRESNO AIR TERMINAL ALSTG AND INCREASE ALL DH'S AND MDA'S 140 FT. CHANGE IFR ALT MNMS TO: STANDARD, EXCEPT NA BETWEEN 1900 LCL AND 0700 LCL.

FDC 8/5855 /VIS/ FI/T VISALIA MUNI, VISALIA, CA. NDB RWY 30 AMDT 3... DELETE NOTE: WHEN VISALIA ALSTG NOT AVAILABLE, USE FRESNO ALSTG AND INCREASE ALL MDA'S 140 FT. CHANGE IFR ALT MNMS TO STANDARD, EXCEPT NOT AUTHORIZED BETWEEN 1900 LCL AND 0700 LCL.

FDC 8/5760 /VIS/ FI/T VISALIA MUNI, VISALIA, CA. VOR RWY 12 AMDT 5...GPS PORTION NA. DINUB INT TO VISALIA VOR/DME (VIS) DISTANCE SHOULD READ 8.49 NM. MSA VIS VOR/DME CW R-160 TO R-250 1700, R-250 TO R-340 3000, R-340 TO R-160 5700. DELETE NOTE: WHEN CONTROL ZONE NOT IN EFFECT, USE FRESNO AIR TERMINAL ALSTG AND RAISE ALL MDA'S 140 FT. CHANGE IFR ALT MNMS TO: STANDARD, EXCEPT NA BETWEEN 0500 AND 1500 UTC.

WATSONVILLE

Watsonville Muni

FDC 5/6581 /WVI/ 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

ASPEN

Aspen-Pitkin Co/Sardy Field

ASOS CMSND. PHONE 970-925-9168.(07/98)

FDC 8/5882 /ASE/ FI/T ASPEN-PITKIN COUNTY/SARDY FIELD, ASPEN, CO. TKOF MNMS AND DEP PROC....TKOF MMNS: RWY 15 - NA. RWY 33 - 3100-3 OR 1000-2 WITH A MNM CLIMB OF 460 FT PER NM TO 10500. (NOTE: 8179 FT MSL TREE 3447 FT FROM DEP END OF RWY, 1379 FT LEFT OF CNTRLN.) DEP PROC: CLIMB HEADING 340 DEGREES TO 8700, THEN LEFT CLIMBING TURN TO 1600 HEADING 270 TO INTERCEPT AND PROCEED VIA I-PKN NW CRS (OUTBOUND ON LOCALIZER BACKCOURSE) AND DBL R-244 OUTBOUND TO GLENO INT/DBL 22.7 DME. CLIMB IN GLENO HOLDING PATTERN (SW, LT, 064 INBOUND) TO CROSS GLENO AT OR ABOVE 14000 BEFORE PROCEEDING ON COURSE.

AURORA

Aspen-Pitkin Co/Sardy Field

AIRPORT NOW OPEN.(07/98)

COLORADO SPRINGS

City of Colorado Springs Muni

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

DENVER

Centennial

FDC 7/5841 /APA/ FI/T CENTENNIAL, DENVER, CO. IFR DEPARTURE AND TAKEOFF MINIMUMS...TAKEOFF MINIMUMS RWY 28, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 290 FT PER NM TO 6200. TEMP CRANE 6094 MSL 1.2 NM W OF RWY 28 DEPARTURE END.

FORT COLLINS

Fort Collins-Loveland Muni

FDC 8/3666 /FNL/ FI/T FORT COLLINS-LOVELAND MUNI, FORT COLLINS, CO. ILS RWY 33, AMDT 5A...ADF REQUIRED.

FORT COLLINS

Fort Collins Downtown

FDC 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.

GRAND JUNCTION

Grand Junction/Walker Field

FDC 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.

FDC 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,ÿ20HAA 582, VSBY 1 1/2; CAT D: MDA 5540, HAA 682, VSBY 2.

GUNNISON

Gunnison County

FDC 8/1927 /GUC/ FI/T GUNNISON COUNTY, GUNNISON, CO. ILS RWY 6, AMDT 3A...S-LOC 6 MDA 9020/HAT 1360 ALL CATS. ADD NOTE: INOPERATIVE TABLE DOES NOT APPLY.

MONTE VISTA

Monte Vista Muni

FDC 7/2760 /MVI/ FI/T MONTE VISTA MUNI, MONTE VISTA, CO. VOR/DME OR GPS-A AMDT 2...CHANGE ALTIMETER NOTE TO READ: 'WHEN ALAMOSA ALTIMETER SETTING NOT RECEIVED, PROC NA.'

PUEBLO

Pueblo Memorial

FDC 8/3957 /PUB/ FI/T PUEBLO MEMORIAL, PUEBLO, CO. ILS RWY 8L, AMDT 22...ILS GLIDESLOPE UNUSABLE FOR COUPLED APPROACHES BLW 4910 MSL.

RIFLE

Rifle VOR/DME

(RIL)VOR PORTION UNUSBL 000-050 BYD 30 NM BLO 16000 FT; 051-100 BYD 30 NM BLO 14000 FT; 101-190 BYD 30 NM BLO 15000 FT; 191-230 BYD 30 NM ALL

ALTS; 231–324 BYD 30 NM BLO 15000 FT; 325–359 BYD 30 NM BLO 16000 FT. DME UNUSBL 000–040 BYD 20 NM BLO 12000 FT; 041–220 BYD 20 NM BLO 14000 FT; 221–260 BYD 20 NM BLO 12000 FT; 261–280 BYD 12 NM BLO 13000 FT; 281–359 BYD 20 NM BLO 12000 FT. DME UNUSBL BYD 30 NM ALL ALTS.(07/98)

TELLURIDE

Telluride Regional

FDC 7/5017 /TEX/ FI/P TELLURIDE REGIONAL, TELLURIDE, CO. LOC/DME RWY 9 ORIG...ADD NOTE: LOC UNUSABLE FROM 1.0 DME TO THRESHOLD. THIS IS LOC/DME RWY 9 ORIG–A.

CONNECTICUT

DANBURY

Danbury Muni

FDC 7/6859 /DXR/ FI/T DANBURY MUNI, DANBURY, CT. LOC RWY 8 AMDT 2...CIRCLING: CAT A AND B MDA 1180/HAA 722. 872 FT MSL TEMP CRANE.

DELAWARE

LAUREL

Laurel

FDC 7/2307 FI/T LAUREL, LAUREL, DE. VOR/DME OR GPS RWY 32 ORIG...VOR/DME PORTION NA.

DISTRICT OF COLUMBIA

WASHINGTON

Washington National

FDC 8/5900 /DCA/ FI/P WASHINGTON NATIONAL, WASHINGTON, DC. CORRECT U.S. TERMINAL PROC NE, VOL 3 OF 3, DATED 13 AUG 98, PAGE 424. NDB OR GPS RWY 36 AMDT 10...PLAN VIEW: DISTANCE FROM INHED INT TO OXONN LOM SHOULD READD 5.89 NM VICE 6 NM.

FDC 8/5899 /DCA/ FI/P WASHINGTON NATIONAL, WASHINGTON, DC. CORRECT U.S. TERMINAL PROC NE, VOL 3 OF 3, DATED 13 AUG 98, PAGE 414. ILS RWY 36 (CAT II), AMDT 39...PROFILE VIEW: ELEVATION OF 14 MSL AT 1010 FT POINT ON RWY SHOULD READ 15.

FLORIDA

AVON PARK

Avon Park Muni

RY 27 THLD DSPLCD 500 FT.(7/98)

BOCA RATON

Boca Raton

FDC 7/7578 /BCT/ FI/T BOCA RATON, BOCA RATON, FL. GPS RWY 5, ORIG...PROC NA.

CRESTVIEW

Bob Sikes

FDC 8/3502 /CEW/ FI/P BOB SIKES, CRESTVIEW, FL. NDB OR GPS RWY 17 AMDT 2A...S–17: MDA 700/HAT 486 ALL CATS. VIS CAT C 1 1/4. CAT D 1–1/2. CIRCLING CATS A/B/C MDA 700/HAA 486, CAT D MDA 820/HAA 606. THIS IS NDB OR GPS RWY 17 AMDT 2B.

FDC 8/0925 /CEW/ FI/T BOB SIKES, CRESTVIEW, FL. LOC RWY 17, AMDT 2...CIRCLING CATS A/B/C MDA 760/HAA 546, CAT D MDA 880/HAA 666. MSA CE LOM 090–270 1800, 270–090 2300. DELETE EGLIN AFB ALTIMETER SETTING MINIMUMS. DELETE NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE EGLIN AFB ALTIMETER SETTING. ALTERNATE MINIMUMS STANDARD.

DELAND

Bob Lee Flight Strip

RY 27 THLD DSPLCD 500 FT.(7/98)

DESTIN

Destin-Fort Walton Beach

FDC 8/1819 /DTS/ FI/T DESTIN–FORT WALTON BEACH, DESTIN, FL. RADAR–1, AMDT 7A...S–32: MDA 560/HAT 538 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. NDB RWY 32, ORIG...S–32: MDA 660/HAT 638 ALL CATS. CIRCLING: MDA 660/HAA 638 ALL CATS. GPS RWY 32, ORIG...S–32: MDA 500/HAT 478 ALL CATS. TAKEOFF MINIMUMS...RWY 14, 300–1 OR STANDARD WITH MINIMUM CLIMB OF 320 FT PER NM TO 400. TEMP CRANE 218 MSL 4893 SE OF RWY 32.

FORT LAUDERDALE

Fort Lauderdale-Hollywood Intl

FDC 8/5392 /FLL/ FI/T FORT LAUDERDALE–HOLLYWOOD INTL, FORT LAUDERDALE, FL. RADAR–1, AMDT 3C...S–31 MDA 520/HAT 509 ALL CATS. VIS CAT C 1 1/2. TEMP CRANE 258 MSL 1.94 NM ESE OF RWY 31.

FORT PIERCE

St Lucie County

FDC 7/7103 /FPR/ FI/T ST LUCIE COUNTY, FORT PIERCE, FL. ILS RWY 9, AMDT 1...VOR/DME OR GPS RWY 14, AMDT 7A...NDB RWY 9, ORIG...NDB OR GPS RWY 27, ORIG...LOCAL ALTIMETER SETTING MINIMUMS NA.

GAINESVILLE

Gainesville Regional

FDC 8/5858 /GNV/ FI/T GAINESVILLE REGIONAL, GAINESVILLE, FL. LOC BC RWY 10 AMDT 7B...S–10 MDA 600/HAT 452, VIS CAT C 1 1/4, CAT D 1 1/2. RADAR REQUIRED TO IDENTIFY HAGGE INT.

FDC 8/1823 /GNV/ FI/T GAINESVILLE REGIONAL, GAINESVILLE, FL. ILS RWY 28, AMDT 11B...MISSED APPROACH: CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 1700 DIRECT GN LOM AND HOLD, HOLD EAST, RT, 285 INBOUND. ADF REQUIRED.

FDC 8/0350 /GNV/ FI/T GAINESVILLE REGIONAL, GAINESVILLE, FL. VOR OR GPS–A, AMDT 10A...CIRCLING MDA 1060/HAA 908 ALL CATS VIS CAT A/B 1 1/4, VIS CAT C 2 3/4, VIS CAT D 3. GNV R–213/5.00 DME ALTITUDE 1060. DME MNMS CIRCLING MDA 740/HAA 588 ALL CATS.

FDC 8/0005 /GNV/ FI/T GAINESVILLE REGIONAL, GAINESVILLE, FL. VOR/DME RNAV OR GPS 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

Craig Muni

FDC 8/3582 /CRG/ FI/T CRAIG MUNI, JACKSONVILLE, FL. TAKEOFF MINIMUMS/DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 23: 1100–3 OR STANDARD WITH MINIMUM CLIMB OR 320 FT PER NM TO 1300. DEPARTURE PROCEDURE: RWY 05: CLIMB RUNWAY HEADING TO 800 PRIOR TURNING SOUTH. RWY 14: CLIMB RUNWAY HEADING TO 1000 PRIOR TO TURNING RIGHT.

Jacksonville Intl

RY 07/25 NOW 10000 FT BY 150 FT.(07/98)

FDC 7/8301 /JAX/ FI/T JACKSONVILLE INTL, JACKSONVILLE, FL. HI–ILS RWY 7...CIRCLING CAT D MDA 640/HAA 610. CAT E MDA 820/HAA 790, VIS CAT E 2 3/4. NOTE: DME OR RADAR REQUIRED.

FDC 7/8300 /JAX/ FI/T JACKSONVILLE INTL, JACKSONVILLE, FL. HI–TACAN RWY 13...CIRCLING CAT D MDA 640/HAA 610. CAT E MDA 820/HAA 790, VIS CAT E 2 3/4.

FDC 7/8299 /JAX/ FI/T JACKSONVILLE INTL, JACKSONVILLE, FL HI–ILS RWY 13 CIRCLING CAT D MDA 640/HAA 610. CAT E MDA 820/HAA 790, VIS CAT E 2 3/4.

KEYSTONE HEIGHTS

Keystone Airpark

RY 16 THLD NO LONGER DSPLCD.(07/98)

FDC 7/7455 /42J/ FI/T KEYSTONE AIRPARK, KEYSTONE HEIGHTS, FL. VOR/DME OR GPS RWY 4. AMDT 1...ADD NOTE: USE GAINESVILLE REGIONAL ALTIMETER SETTING.

KEY WEST

Key West Intl

FDC 8/5327 /EYW/ FI/T KEY WEST INTL, KEY WEST, FL. RADAR–1, AMDT 4...ASR 9 PROC NA.

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

RY 05/23 CLSD INDEFLY.(07/98)

FDC 8/3724 /LCQ/ FI/T LAKE CITY MUNI, LAKE CITY, FL. VOR/DME OR GPS–A, AMDT 3...VOR/DME PORTION NA.

FDC 8/3723 /LCQ/ FI/T LAKE CITY MUNI, LAKE CITY, FL. GPS RWY 10, ORIG–A...S–10 MDA 720/HAT 519 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. GAINESVILLE ALSTG MNMS: S–10 MDA 820/HAT 619 ALL CATS, VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 820/HAA 619 ALL CATS, VIS CAT C 1 3/4.

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 Intl

FDC 7/6345 /MLB/ FI/P MELBOURNE INTL, MELBOURNE, FL. ILS RWY 9R, AMDT 10...MISSED APPROACH: CLIMB TO 2000 VIA MLB VOR/DME R–091 TO CAPEN 5.2 DME/RADAR AND HOLD, HOLD E, LT, 271 INBOUND. THIS IS ILS RWY 9R, AMDT 10A.

MIAMI

Miami Intl

FDC 8/3483 /MIA/ FI/P MIAMI INTL, MIAMI, FL. ILS RWY 27R, AMDT 13...S–ILS 27R VIS RVR 2400 ALL CATS. S–LOC 27R VIS CAT A/B RVR 2400, CAT C/D RVR 4000. THIS IS ILS RWY 27R, AMDT 13A.

FDC 8/3482 /MIA/ FI/P MIAMI INTL, MIAMI, FL. GPS RWY 9R, ORIG...S–9R VIS CAT A/B RVR 2400, CAT C RVR 4000, CAT D/E RVR 5000. THIS IS GPS RWY 9R, ORIG–A.

FDC 8/3480 / MIA/ FI/P MIAMI INTL, MIAMI, FL. GPS RWY 27R, ORIG... S–27R VIS CAT A/B RVR 2400, CAT C RVR 4000, CAT D RVR 5000. THIS IS GPS RWY 27R, ORIG–A.

FDC 8/3478 /MIA/ FI/P MIAMI INTL, MIAMI, FL. ILS RWY 9R, AMDT 8B...S–ILS 9R VIS RVR 2400 ALL CATS. S–LOC 9R VIS CAT A/B RVR 2400, CAT C RVR 4000, CAT D/E RVR 5000. CHANGE VISIBILITY NOTE TO READ: FOR INOPERATIVE MALSR INCREASE S–ILS CAT E VISIBILITY TO RVR 4000 AND CAT E S–LOC TO 1 1/2. THIS IS ILS RWY 9R, AMDT 8C.

FDC 8/3475 /MIA/ FI/P MIAMI INTL, MIAMI, FL. ILS RWY 9L, AMDT 28A...ADD NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 500 FT. THIS IS ILS RWY 9L, AMDT 28B.

FDC 7/7154 /MIA/ FI/T MIAMI INTL, MIAMI, FL. NDB OR GPS RWY 27L, AMDT 18B. S–27 MDA 660/HAT 649 ALL CATS. VIS CAT C 1 3/4, CAT D 2. TDZE 11.00FT. TEMP CRANE 350 MSL 1.80 NM SE OF RWY 27L.

FDC 7/4828 /MIA/ FI/T MIAMI INTL, MIAMI, FL. ILS RWY 12 AMDT 3A...S–LOC 12 MDA 560/HAT 549 ALL CATS. VIS CATS A/B RVR 5000, CAT C 1 1/2 CAT D 1 3/4. TEMP CRANE 306 MSL 3.52 NM NW OF RWY 12.

Opa Locka

FDC 8/4829 /OPF/ FI/P OPA LOCKA, MIAMI, FL. ILS/DME RWY 27R ORIG...DELETE DISTANCE FAF TO MAP. CHANGE LOC MAP TO READ: I–PLJ 1.52 DME. THIS IS ILS/DME RWY 27R ORIG–A.

NAPLES

Naples Muni

CLSD TO ACR OPNS WITH MORE THAN 30 PSGR SEATS WHEN ATCT CLSD EXCP PPR CALL AMGR 941–643–3773.(07/98)

FDC 8/4835 /APF/ FI/P NAPLES MUNI, NAPLES, FL. GPS RWY 23, ORIG...S–23 MDA 440/HAT 431 ALL CATS. VIS CAT A/B 3/4. ADD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO CAT C. THIS IS GPS RWY 23, ORIG–A.

FDC 8/4832 /APF/ FI/P NAPLES MUNI, NAPLES, FL. VOR RWY 23, AMDT 6...S–23 MDA 480/HAT 471 ALL CATS. VIS CAT A/B 3/4. CIRCLING MDA CAT A/B/C 500/HAA 491. ADD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO CAT C. THIS IS VOR RWY 23, AMDT 6A.

FDC 8/4828 /APF/ FI/P NAPLES MUNI, NAPLES, FL. NDB RWY 23, AMDT 8...S–23 MDA 540/HAT 531 ALL CATS. VIS CAT A/B 3/4. CIRCLING MDA CAT A/B/C 540/HAA 531, CAT D MDA 560/HAA 551. ADD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO CAT C. THIS IS NDB RWY 23, AMDT 8A.

FDC 7/6696 /APF/ FI/T NAPLES MUNI, NAPLES, FL. TAKEOFF MINIMUMS...RWYS 5, 14, 32 STANDARD. NOTE: RWY 23, 132 AGL TEMP CRANES(3) 3183 FT DEPARTURE END OF RUNWAY ON CENTERLINE.

ORLANDO

Kissimmee Muni

FDC 8/3467 /ISM/ FI/P KISSIMMEE MUNI, ORLANDO, FL. VOR/DME OR GPS–A, AMDT 7A...CIRCLING HAA CAT A/B/C 537. CAT D 557. TERMINAL ROUTE ORL R–139/28.0 DME (IAF) VIA 28.0 DME ARC TO TEMPE/28.0 DME MIN ALT 2600 MSL. DELETE NOTE: IF LOCAL ALTM NOT RECEIVED USE ORLANDO INTERNATIONAL ALSTG AND INCREASE ALL MDAS 40 FEET. THIS IS VOR/DME OR GPS–A, AMDT 7B.

FDC 8/3076 /ISM/ FI/P KISSIMMEE MUNI, ORLANDO, FL. NDB RWY 15, AMDT 9A...CIRCLING HAA 677 ALL CATS. VOR MNMS: CIRCLING HAA CAT A 497, CATS B/C 537, CAT D 557. DELETE NOTE: 800 WHEN USING ORLANDO INTL ALSTG. DELETE NOTE: IF LOCAL ALTM NOT RECEIVED USE ORLANDO INTL ALSTG AND INCREASE ALL MDAS 40 FT. THIS IS NDB RWY 15, AMDT 9B.

FDC 8/3075 /ISM/ FI/P KISSIMMEE MUNI, ORLANDO, FL. VOR/DME RNAV OR GPS RWY 15, AMDT 5...CIRCLING HAA CAT A 497, CATS B/C 537, CAT D 557. DELETE NOTE: IF LOCAL ALTM NOT RECEIVED USE ORLANDO INTL ALSTG AND INCREASE ALL MDAS 20 FT. ADD: MSA 25 NM MAP WPT 2700. THIS IS VOR/DME RNAV OR GPS RWY 15, AMDT 5A.

Orlando Intl

FDC 8/1017 /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME OR GPS RWY 18R, AMDT 5...VOR RWY 18R, AMDT 3...S–18R MDA 580/HAT 484 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 680/HAA 584 ALL CATS. TEMP CRANES 379 MSL, CENTER OF AIRPORT, 3568 FT WEST OF RWY 17 AND 319 MSL CRANE 1.1 NM NORTH OF RWY 17.

FDC 8/1016 /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME OR GPS RWY 18L AMDT 5...VOR RWY 18L, AMDT 3...S–18L MDA 580/HAT 484 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 680/HAA 584 ALL CATS. TEMP CRANE 379 MSL, CENTER OF ARPT, 3568 FT WEST OF RWY 17 AND 319 MSL CRANE 1.1 NM NORTH OF RWY 17.

FDC 8/0500 /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME RNAV RWY 36L, ORIG...S–36L MDA 540/HAT 447 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 680/HAA 584 ALL CATS. TEMP CRANE 379 MSL, CENTER OF AIRPORT, 3568 FT WEST OF RWY 17.

FDC 8/0499 /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME OR GPS RWY 36L, AMDT 4A...S–36L MDA 480/HAT 387 ALL CATS. CIRCLING MDA 680/HAA 584 ALL CATS. TEMP CRANE 379 MSL, CENTER OF ARPT, 3568 FT WEST OF RWY 17.

FDC 8/0477 /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. RADAR–1, AMDT 5A...S–36R MDA 480/HAT 388 ALL CATS. S–36L MDA 480/HAT 387 ALL CATS. S–17 MDA 620/HAT 530 ALL CATS. VIS CAT C RVR 5000, CAT D RVR 6000. TEMP CRANE 379 MSL, CENTER OF AIRPORT, 3568 FT WEST OF RWY 17.

FDC 8/0467 /MCO/ FI/T ORLANDO INTL, ORLANDO, FL. VOR/DME OR GPS RWY 36R, AMDT 9...S–36R MDA 480/HAT 388 ALL CATS. CIRCLING MDA 680/HAA 584 ALL CATS. TEMP CRANE 379 MSL, CENTER OF AIRPORT, 3568 FT WEST OF RWY 17.

FDC 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.

ORMOND BEACH

Ormond Beach Muni

FDC 8/5873 /OMN/ FI/P ORMOND BEACH MUNI, ORMOND BEACH, FL. VOR OR GPS RWY 17 AMDT 1A...DELETE CAT MNMS (NA). THIS IS VOR OR GPS RWY 17 AMDT 1B.

FDC 8/3132 /OMN/ FI/P ORMOND BEACH MUNI, ORMOND BEACH, FL. VOR OR GPS RWY 17, AMDT 1...DME MINIMUMS: S–17 MDA 480/HAT 454 ALL CATS, CIRCLING CAT D MDA 680/HAA 652. THIS IS VOR OR GPS RWY 17, AMDT 1A.

FDC 8/3131 /OMN/ FI/P ORMOND BEACH MUNI, ORMOND BEACH, FL. RADAR–1, AMDT 2...CIRCLING CATS A/B/C MDA 500/HAA 472, CAT D MDA 680/HAA 652. DELETE NOTE: ACTIVATE MIRL AND VASI RWY 8/26 122.7. THIS IS RADAR–1, AMDT 2A.

PAHOKEE

Palm Beach County Glades

FDC 8/3730 /PHK/ FI/P PALM BEACH COUNTY GLADES, PAHOKEE, FL. VOR OR GPS RWY 17, AMDT 8...CIRCLING CAT D MDA 700/HAA 682, VIS CAT D 2 1/4. THIS IS VOR OR GPS RWY 17, AMDT 8A.

PANAMA CITY

Panama City-Bay County Intl

FDC 8/5394 /PFN/ FI/P PANAMA CITY–BAY COUNTY INTL, PANAMA CITY, FL. VOR OR TACAN OR GPS RWY 14, AMDT 15A...DME MINIMUMS: CIRCLING CAT A, MDA 480/HAA 459, CAT B/C MDA 500/HAA 479. CHANGE NOTE 'WHEN CONTROL ZONE IN EFFECT' TO READ 'WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE TYNDALL AFB ALTIMETER SETTING AND INCREASE ALL MDAS 40 FT.' THIS IS VOR OR TACAN OR GPS RWY 14, AMDT 15B.

FDC 8/5393 /PFN/ FI/P PANAMA CITY–BAY COUNTY INTL, PANAMA CITY, FL. ILS RWY 14, AMDT 15A...DME MINIMUMS: CIRCLING CAT A MDA 480/HAA 459. THIS IS ILS RWY 14, AMDT 15B.

PENSACOLA

Pensacola Regional

FDC 8/2556 /PNS/ FI/T PENSACOLA REGIONAL, PENSACOLA, FL. NDB OR GPS RWY 35 AMDT 16...MINIMUM FAF ALTITUDE 900 MSL. S–35 MINIMUMS NA. CIRCLING CAT D MA 720/HAA 599. ILS RWY 17 AMDT 13D...NDB OR GPS RWY 17 ORIG–A...CIRCLING CAT D MDA 720/HAA 599. RADAR 1 AMDT 3A...S–35 MDA 660/HAT 557 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. TEMP CRANE 410 MSL 1.9 NM S OF RWY 35.

POMPANO BEACH

Pompano Beach Airpark

FDC 8/3118 /PMP/ FI/P POMPANO BEACH AIRPARK, POMPANO BEACH, FL. LOC RWY 14, ORIG–B...S–14 VIS CAT A/B 1. REMOVE PROFILE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO CAT C. ADD NOTE: INOPERATIVE TABLE DOES NOT APPLY. THIS IS LOC RWY 14, ORIG–C.

ST. PETERSBURG–CLEARWATER

St. Petersburg-Clearwater Intl

FDC 8/2758 /PIE/ FI/T ST. PETERSBURG–CLEARWATER INTL, ST. PETERSBURG–CLEARWATER, FL. LOC BC RWY 35R, AMDT 14A...LOCALIZER UNUSABLE BEYOND 15 NM.

FDC 7/7118 /PIE/ FI/T ST. PETERSBURG–CLEARWATER INTL, ST. PETERSBURG–CLEARWATER, FL. VOR RWY 35R, ORIG...BLOOP INT/DME MINIMUMS: S–35R MDA 500/HAT 489 ALL CATS. TEMP CRANE 245 MSL 1.76 NM SSE OF RWY 35R.

TALLAHASSEE

Tallahassee Regional

FDC 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.

TAMPA

Peter O'Knight

FDC 8/3614 /TPF/ FI/P PETER O'KNIGHT, TAMPA, FL. NDB OR GPS RWY 3, AMDT 10A...S–3 MDA 700/HAT 692 ALL CATS. VIS CAT C 2. CIRCLING CAT A/B MDA 700/HAA 692, CAT C MDA 1000/HAA 992. VIS CAT C 3. CHART: 380 FT MSL, 365 FT AGL CRANE 275627.07N/0822714.34W (98–ASO–3612–OE) 1.2 NM NNW OF RWY 17. THIS IS NDB OR GPS RWY 3, AMDT 10B.

FDC 8/3613 /TPF/ FI/P PETER O'KNIGHT, TAMPA, FL. NDB OR GPS–A, ORIG...CIRCLING CAT A/B MDA 920/HAA 912, CAT C MDA 1000/HAA 992, VIS CAT C 3. THIS IS NDB OR GPS–A, ORIG–A.

FDC 8/3612 /TPF/ FI/P PETER O'KNIGHT, TAMPA, FL. RADAR–1, AMDT 4...CIRCLING CAT C MDA 1000/HAA 992, VIS 3. THIS IS RADAR–1, AMDT 4A.

Tampa Intl

FDC 8/2819 /TPA/ FI/T TAMPA INTL, TAMPA, FL. ILS RWY 18R, AMDT 3...S–LOC 18R MDA 460/HAT 439 ALL CATS. TEMP CRANE 200 MSL 2.48 NM N OF RWY 18R.

FDC 7/1363 /TPA/ FI/T TAMPA INTL, TAMPA, FL. EFF EXCEPT WHEN ATC ADVISED CRANE IS DOWN. ILS RWY 18L AMDT 38E...ILS RWY 18R AMDT 3...NDB OR GPS RWY 18L AMDT 32A...NDB OR GPS RWY 36L AMDT 13B...CIRCLING MDA 620/HAA 593 ALL CATS. ILS RWY 36L AMDT 15...CIRCLING CATS A/B/C/D MDA 620 HAA 593. VOR OR GPS RWY 9 AMDT 7B...DME MINIMA – CIRCLING MDA 620/HAA 593 ALL CATS. GPS RWY 36R...CIRCLING CAT A MDA 620/HAA 593. RADAR–1 AMDT 11...S–27 MDA 620/HAT 553 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 620/HAA 593 ALL CATS. TEMP CRANE 316 MSL 3876 FT ENE OR RWY 27.

Vandenberg

FDC 7/4567 /X16/ FI/T VANDENBERG, TAMPA, FL. GPS RWY 18 ORIG...PROC NA.

WINTER HAVEN

Winter Haven's Gilbert

RY 11 THLD NO LONGER DSPLCD.(07/98)

GEORGIA

ATLANTA

Dekalb-Peachtree

FDC 8/2776 /PDK/ FI/T DEKALB–PEACHTREE, ATLANTA, GA. ILS RWY 20L, AMDT 7A...CIRCLING: MDA 1540/HAA 538 CATS A/B/C. FULTON COUNTY ARPT–BROWN FIELD ALSTG MNMS. S–LOC 20L: MDA 1540/HAT 549 ALL CATS. CIRCLING: MDA 1600/HAA 598 ALL CATS. VOR/DME OR GPS RWY 20L, AMDT 1A...S–20L MDA 1540/HAT 549 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING: MDA 1540/HAA 538 CATS A/B/C. FULTON COUNTY ARPT–BROWN FIELD ALSTG MNMS. S–20L MDA 1600/HAT 609 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING: MDA 1600/HAA 598. VIS CAT C 1 3/4. VOR/DME OR GPS RWY 27, AMDT 1A...S–27L MDA 1520/HAT 518 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING: MDA 1540/HAA 538 CATS A/B/C. FULTON COUNTY ARPT–BROWN FIELD ALSTG MNMS: S–27L MDA 1580/HAT 578 ALL CATS. CIRCLING: MDA 1600/HAA 598 ALL CATS. TAKE–OFF MNMS: RWY 02R 300–1 OR STANDARD WITH MINIMUM CLIMB OF 230 FT PER NM TO 1300. TEMP CRANE 1230 FT MSL (335403.36N/0841655.72W) 1.3 NM NE RWY 20L.

Peachtree City-Falcon Field

FDC 8/1994 /FFC/ FI/T PEACHTREE CITY–FALCON FIELD, ATLANTA, GA. VOR/DME RNAV OR GPS RWY 31, ORIG–B...VOR/DME RNAV PORTION NOT AUTHORIZED.

The William B. Hartfield Atlanta Intl

FDC 8/5547 /ATL/ FI/T THE WILLIAM B. HARTSFIELD ATLANTA INTL, ATLANTA, GA. EFF EXCEPT WHEN ATC ADVISES CRANE IS DOWN ILS RWY 26R, AMDT 2A...S–ILS 26R VIS ALL CATS RVR 4000. S–LOC 26R VIS CATS A/B/C RVR 4000. INOPERATIVE TABLE DOES NOT APPLY TO S–ILS 26R. FOR INOPERATIVE MALSR, INCREASE S–LOC 26R CAT A/B/C TO RVR 5000. TEMP CRANE 1036 MSL 1200 FEET EAST OF RWY 26R THLD 290 FEET NORTH OF CNTRLN.

FDC 8/0904 /ATL/ THE WILLIAM B. HARTSFIELD ATLANTA INTL, ATLANTA, GA. EFF EXCEPT WHEN ATC ADVISES CRANE IS DOWN. ILS RWY 9R, AMDT 16...CAT II AND III NA. TEMP CRANE 1166 MSL 5300 FT ESE OF RWY 9R (SOUTH CARGO AREA).

AUGUSTA

Bush Field

FDC 7/6202 /AGS/ FI/T BUSH FIELD, AUGUSTA, GA. ILS RWY 35, AMDT 25A...NDB OR GPS RWY 35, AMDT 27...PROC TURN COMPLETION MINIMUM ALTITUDE 1800.

BLAIRSVILLE

Blairsville

RY 07/25 NOW 3800 FT BY 75 FT.(08/98)

BRUNSWICK

Malcolm McKinon

FDC 8/3610 /SSI/ FI/P MALCOLM MCKINON, BRUNSWICK, GA. NDB RWY 4, ORIG...S–4 MDA 940/HAT 924 ALL CATS. VIS CATS A/B 1 1/4, CAT C 2 3/4, CAT D 3. CIRCLING: MDA 940/HAA 920 ALL CATS. VIS CATS A/B 1 1/4, CAT C 2 3/4, CAT D 3. JACKSONVILLE ALSTG MNMS: S–4 MDA 1040/HAT 1024 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. CIRCLING: MDA 1040/HAT

1020 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CATS C/D 3. CHART: 530 CRANES 310706/812903 (4.66 NM SOUTHWEST OF RWY 4 THLD). THIS IS NDB RWY 4, ORIG-A.

COVINGTON

Covington Muni

FDC 8/2483 /9A1/ FI/T COVINGTON-MUNI, COVINGTON, GA. NDB RWY 28, AMDT 1...S-28 MDA 1600 /HAT 811 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. CIRCLING: MDA 1600/HAA 805 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. GPS RWY 28, ORIG...S-28 MDA 1540/HAT 751 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING: MDA 1600/HAA 805 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. VOR/DME OR GPS RWY 10, AMDT 3. S-10 MDA 1320/HAT 525 ALL CATS. CIRCLING: MDA 1600/HAA 805 ALL CATS. VIS CAT C 2 1/4, CAT D 1/2. TAKE-OFF MINIMUMS: RWY 10 500-1 OR STANDARD WITH MINIMUM CLIMB OF 510 FT PER NM TO 1400. TEMP CRANE 1235 FT MSL (333726.03N/0834923.93W) 1 NM E RWY 28.

FDC 8/1993 /9A1/ FI/T COVINGTON MUNI, COVINGTON, GA. VOR/DME OR GPS RWY 10, AMDT 3...VOR/DME PORTION NOT AUTHORIZED.

HAMPTON

Clayton County-Tara Field

FDC 7/1657 /4A7/ FI/T CLAYTON COUNTY-TARA FIELD, HAMPTON, GA. GPS RWY 24, ORIG...LOCAL ALTIMETER SETTING MINIMUMS NA. ATLANTA ALTIMETER SETTING MINIMUMS: S-24 MDA 1540/HAT 667 ALL CATS. VSBY CAT C 1 3/4, CAT D 2. CIRCLING MDA 1540/HAA 667 ALL CATS.

JASPER

Pickens County

FDC 6/8705 /JZP/ FI/T PICKENS COUNTY, JASPER, GA. NDB RWY 34 AMDT 1...PROC NA.

LAWRENCEVILLE

Gwinnett County-Briscoe Field

FDC 8/2578 /LZU/ FI/T GWINNETT COUNTY-BRISCOE FIELD, LAWRENCEVILLE, GA. GPS-A ORIG...CIRCLING: MDA 1640/HAA 579 CATS A/B/C. 1340 MSL TOWER (335750.00N, 0835828.00W) 1 NM S RWY 7 THLD.

FDC 8/2577 /LZU/ FI/T GWINNETT COUNTY-BRISCOE FIELD, LAWRENCEVILLE, GA. VOR/DME OR GPS RWY 7, AMDT 1A...S-7 MDA 1660/HAT 598 ALL CATS. CIRCLING: MDA 1660/HAA 599 CATS A/B/C. 1399 MSL ANTENNA (335639.21N/0835740.42W) 1.9 NM S RWY 7 THLD.

MACON

Middle Georgia Regional

FDC 8/4415 /MCN/ FI/T MIDDLE GEORGIA REGIONAL, MACON, GA. GPS RWY 31, ORIG...S-31: MDA 800/HAT 448 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. TEMP CRANE 510 MSL 3 NM SE OF RWY 31.

MOULTRIE

Moultrie Muni

FDC 8/2838 /MGR/ FI/T MOULTRIE MUNI, MOULTRIE, GA. VOR OR GPS RWY 22, AMDT 11B...S-22 MDA 960/HAT 666 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C/D 3. CIRCLING: MDA 960/HAA 666 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C/D 3. MISSED APPROACH: CLIMB TO 2000, THEN RIGHT TURN VIA MGR R-230 TO MGR VOR/DME AND HOLD. TOWER 598 MSL 5.77 NE RWY 22 THLD.

FDC 8/0998 /MGR/ FI/T MOULTRIE MUNI, MOULTRIE, GA. TAKE-OFF MINIMUMS: RWY 34: 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 370 FT PER NM TO 500. TAKE-OFF OBSTACLE 425 FT MSL TOWER 1900 FT FROM DEPARTURE END OF RUNWAY 600 FT RIGHT OF CENTERLINE.

ROME

Richard B. Russell

FDC 8/3984 /RMG/ FI/T RICHARD B. RUSSELL, ROME, GA. ILS/DME RWY 1, ORIG...S-ILS 1 VIS ALL CATS 3/4. S-LOC-1 VIS CATS A/B/C 1, CAT D 1 1/4. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS-1. INOPERATIVE TABLE DOES NOT APPLY TO S-LOC-A.

SAVANNAH

Savannah Intl

FDC 8/4982 /SAV/ FI/P SAVANNAH INTL, SAVANNAH, GA. ILS RWY 9, AMDT 25C...S-ILS 9 VIS ALL CATS RVR 1800. THIS IS ILS RWY 9, AMDT 25D.

HAWAII

HONOLULU

Honolulu Intl

FDC 7/7534 /HNL/ FI/T HONOLULU INTL, HONOLULU, HI. ILS RWY 4R AMDT 1A...VOR OR TACAN OR GPS RWY 4R ORIG-A...VOR OR TACAN OR GPS-A...DME OR RADAR REQUIRED.

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 7/7104 /OGG/ FI/T KAHULUI, KAHULUI, HI. ILS RWY 2 AMDT 22B...HARPO INT /IAF/: FIXED BY THE LANAI/LNY/ VORTAC RADIAL 095 AND THE 185 BEARING FROM VALLEY ISLAND/VYI/ NDB. KEIKI INT/IAF/: FIXED BY THE LANAI/LNY/ VORTAC RADIAL 095 AND THE 218 BEARING FROM VALLEY ISLAND /VYI/ NDB.

FDC 7/3639 /OGG/ FI/T KAHULUI, KAHULUI, HI. NDB RWY 20 AMDT 10...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD CAT D 800-2 1/4. NA WHEN CONTROL TOWER CLOSED.

FDC 7/2839 /OGG/ FI/T KAHULUI, KAHULUI, HI. ILS RWY 2 AMDT 22B...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD*#. *ILS CAT D 700-2, CAT E 1200-3, LOC CAT E 1200-3. #NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

FDC 7/2838 /OGG/ FI/T KAHULUI, KAHULUI, HI. VOR/DME OR TACAN OR GPS RWY 20 AMDT 8...VOR RWY 20 AMDT 12...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD*. *NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

FDC 7/2837 /OGG/ FI/T KAHULUI, KAHULUI, HI. LOC/ DME BC RWY 20 AMDT 12...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD*. *NA WHEN CONTROL TOWER CLOSED.

FDC 7/2836 /OGG/ FI/T KAHULUI, KAHULUI, HI. NDB/ DME OR GPS RWY 2 AMDT 1B...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROC NA, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTN MNMS: STANDARD*. *NA WHEN CONTROL TOWER CLOSED.

KAILUA–KONA

Keahole-Kona Intl

FDC 7/2879 /KOA/ FI/T KEAHOLE–KONA INTL, KAILUA–KONA, HI. ILS/DME RWY 17, AMDT 9...LOC RWY 17, AMDT 6...LOC BC RWY 35, AMDT 8...VOR/DME TACAN OR GPS RWY 17, AMDT 3...VOR OR TACAN OR GPS RWY 35, AMDT 6...NOTE: WHEN LOCAL ALTIMETER NOT RECEIVED, PROCEDURE NOT AUTHORIZED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE. IFR ALTERNATE MINS: STANDARD* *NA WHEN CONTROL TOWER CLOSED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE.

LANAI

Lanai City

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.

LIHUE

Lihue

FDC 7/6789 /LIH/ FI/T LIHUE, LIHUE, HI. TAKE–OFF MINIMUMS: RWY 21...NA. DEPARTURE PROC: RWY 21...NA. SPECIAL DEPARTURE PROC: RWY 21...NA.

WAHIAWA

Wheeler AAF

FDC 7/8293 /HHI/ FI/T WHEELER AAF, WAHIAWA, HI. IWOIHI ONE DEPARTURE...CROSS IWOHI INT AT OR ABOVE 4500.

IDAHO

BOISE

Boise Air Terminal/Gowen Field

FDC 8/3261 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. HI–VOR/DME OR TACAN RWY 28L, AMDT 2...ARPT ELEV 2868. RWY 28R TDZE 2868. SIDESTEP RWY 28R: CAT C MDA 3360 VIS 1 1/2 HAT 492, CAT C/E MDA 3360 VIS 2 HAT 492. CIRCLING CAT C MDA 3360/HAA 492, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

FDC 8/0310 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. GPS RWY 28L, ORIG...PROC NA.

FDC 7/7806 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. HI–LOC/DME BC RWY 28L, AMDT 2...ARPT ELEV 2868. RWY 28R, TDZE 2868. SIDESTEP RWY 28R: CAT C MDA 3300 VIS 1 1/2 HAT 432, CAT D/E MDA 3300 VIS 2/HAT 432. CIRCLING: CAT C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

FDC 7/7805 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. LOC BC RWY 28L, ORIG...ARPT ELEV 2868. RWY 28R TDZE 2868. SIDESTEP RWY 28R: CAT A/B MDA 3300 VIS 1 HAT 432, CAT C MDA 3300 VIS 1 1/2 HAT 432, CAT D/E MDA 3300 VIS 2/HAT 432. CIRCLING: CAT A MDA 3300/HAA 432, CAT B/C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

FDC 7/7803 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. HI ILS RWY 10R, AMDT 2. ARPT ELEV 2868. CIRCLING: CAT C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

FDC 7/7802 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. HI–VOR/DME OR TACAN RWY 10R, ORIG...ARPT ELEV 2868. CIRCLING: CAT C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

FDC 7/7801 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. GPS RWY 10L, ORIG. ARPT ELEV 2868. CIRCLING CAT A MDA 3220/HAA 352, CAT B/C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552.

FDC 7/7800 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. ILS RWY 10R, AMDT 8B. CIRCLING: CAT A MDA 3300/HAA 432, CAT B/C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

FDC 7/7799 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. MLS RWY 28L, ORIG. CIRCLING: CAT A/B/C MDA 3360/HAA 492, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812.

FDC 7/7798 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE,ID. NDB RWY 10R, AMDT 27. CIRCLING: CAT A MDA 3300/HAA 432, CAT B/C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552.

FDC 7/7797 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. VOR/DME OR GPS RWY 10R, ORIG. CIRCLING; CAT A MDA 3300/HAA 432, CAT B/C 3320/HAA 452, CAT D MDA 3420/HAA 552.

FDC 7/7796 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. VOR RWY 10R, ORIG. CIRCLING: CAT A MDA 3300/HAA 432, CAT B/C MDA 3320/HAA 452, CAT D MDA 3420/HAA 552.

FDC 7/7795 /BOI/ FI/T BOISE AIR TERMINAL/GOWEN FIELD, BOISE, ID. VOR/DME OR TACAN RWY 28L, AMDT 1A. ARPT ELEV 2868. RWY 28R, TDZE 2868. SIDESTEP RWY 28R: CAT A/B MDA 3360 VIS 1 HAT 492, CAT C MDA 3360 VIS 1 1/2 HAT 492, CAT D/E MDA 3360 VIS 2 HAT 492. CIRCLING: CAT A/B/C MDA 3360/HAA 492, CAT D MDA 3420/HAA 552, CAT E MDA 3680/HAA 812

DRIGGS

Teton Peaks/Driggs Muni

FDC 8/5100 /U59/ FI/P TETON PEAKS/DRIGGS MUNI, DRIGGS, ID. GPS–A, ORIG...CHANGE MISSED APPROACH INSTRUCTIONS TO 'CLIMBING RIGHT TURN TO 10000 DIRECT PIKEQ WP AND HOLD.' THIS IS GPS–A, ORIG–A.

FDC 8/4388 /U59/ FI/T TETON PEAKS/DRIGGS MUNI, DRIGGS, ID. IFR DEPARTURE PROC ORIG...GPS REQUIRED. SELECT 1 NM RECEIVER SENSITIVITY, RWY 03, CLIMB VIA 033 COURSE TO EXDUH WP AND 308 COURSE TO LAMON WP, THEN: RWY 21, CLIMB VIA 213 COURSE TO ETREQ WP AND 328 COURSE TO LAMON WP, THEN: WESTBOUND CONTINUE CLIMB TO 9000 VIA V–298 TO DBS VORTAC BEFORE PROCEEDING ON COURSE. EASTBOUND CONTINUE CLIMB IN LAMON WP HOLDING PATTERN (W, RIGHT TURN, 085 INBOUND) TO 13000. THEN CONTINUE CLIMB TO MEA

VIA V–298 TO DNW VORTAC BEFORE PROCEEDING ON COURSE.

FDC 7/8386 /U59/ FI/T TETON PEAKS/DRIGGS MUNI, DRIGGS, ID. GPS–A ORIG...ATTN GARMIN GPS RECEIVER OWNERS: THE DATA BASE IN GARMIN RECEIVERS IDENTIFIES THE GPS INSTRUMENT APCH PROC AT TETON PEAKS/DRIGGS MUNI AS "GPS RW21" INSTEAD OF THE PUBLISHED GPS–A PROC. THIS IS A GARMIN DATA BASE NAMING DIFFERENCE ONLY. WHEN THE GPS RW21 APCH IS SELECTED, PILOTS MUST USE THE PUBLISHED GPS–A APCH CHART AND REFER TO IT AS THE GPS–A APCH IN ALL COMMUNICATIONS WITH APCH CONTROL.

HAILEY

Friedman Memorial

FDC 8/3301 /SUN/ FI/P FRIEDMAN MEMORIAL, HAILEY, ID. GPS RWY 31, ORIG...DELETE NOTE: PROCEDURE NOT AUTHORIZED AT NIGHT. ADD NOTE: CIRCLING NOT AUTHORIZED AT NIGHT. THIS IS GPS RWY 31, ORIG–A.

FDC 7/1403 /SUN/ FI/T FRIEDMAN MEMORIAL, HAILEY, ID. NDB/DME OR GPS–A, ORIG–A...REMOVE 'NOPT' FROM KINZE /IAF/ R–007/16.2.

LEWISTON

Lewiston-Nez Perce County

FDC 8/1152 /LWS/ FI/T LEWISTON–NEZ PERCE COUNTY, LEWISTON, ID. ILS RWY 26, AMDT 11...AUTOPILOT COUPLED APPROACHES NA BLW 2320 MSL.

ILLINOIS

BELLEVILLE

Scott AFB/Midamerica

FDC 8/1423 /BLV/ FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS RWY 14R, ORIG–B...S–LOC 14R MDA 1040/HAT 587 ALL CATS. VIS 5000 CATS A/B, 1 1/2 CAT C, 1 3/4 CAT D, 2 CAT E. CIRCLING MDA 1040/HAA 587 CATS A/B.

FDC 8/1325 /BLV/ FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. GPS RWY 14R, ORIG...S–14R MDA 1040/HAT 587 ALL CATS. CIRCLING MDA 1040/HAA 587 CATS A/B.

FDC 8/1324 /BLV/ FI/T SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. GPS RWY 14L, ORIG...S–14L MDA 1040/HAT 598 ALL CATS. VIS 1 1/2 CAT C, 1 3/4 CAT D, 2 CAT E. CIRCLING MDA 1040/HAA 587 CATS A/B.

CAHOKIA/ST LOUIS

St Louis Downtown-Parks

FDC 8/4912 /CPS/ FI/P ST LOUIS DOWNTOWN–PARKS, CAHOKIA/ST LOUIS, IL. ILS RWY 30L, AMDT 6...DELETE: LAMBERT–ST LOUIS INTL ALTIMETER SETTING MINIMUMS. DELETE NOTE: WHEN CONTROL TOWER CLOSED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE USE LAMBERT–ST LOUIS INTL ALTIMETER SETTING. THIS IS ILS RWY 30L, AMDT 6A.

FDC 8/4913 /CPS/ FI/P ST LOUIS DOWNTOWN–PARKS, CAHOKIA/ST LOUIS, IL. NDB RWY 30L, ORIG...DELETE: LAMBERT–ST LOUIS INTL ALTIMETER SETTING MINIMUMS. DELETE NOTE: WHEN CONTROL TOWER CLOSED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE USE LAMBERT–ST LOUIS INTL ALTIMETER SETTING. THIS IS NDB RWY 30L, ORIG–A.

CHICAGO

Chicago O'Hare Intl

FDC 8/3999 /ORD/ FI/T CHICAGO O'HARE INTL, CHICAGO, IL. DEPARTURE PROCEDURES/TAKEOFF MINIMUMS...RWY 4L: 300–1 OR STANDARD WITH A MINIMUM CLIMB OF 250 FT PER NM TO 800. TEMPORARY CRANE 745 MSL 1950 FT NE OF RWY 22.

Lansing Muni

RY 18/36 CLSD INDEFLY.(7/98)

DANVILLE

Vermilion County

FDC 8/4925 /DNV/ FI/P VERMILION COUNTY, DANVILLE, IL. VOR OR GPS RWY 21, AMDT 13...DELETE: LAFAYETTE ALTIMETER SETTING MINIMUMS. DELETE NOTE: USE DANVILLE ALTIMETER SETTING. WHEN NOT AVAILABLE EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE USE LAFAYETTE ALTIMETER SETTING. DELETE NOTE: DANVILLE ALTIMETER SETTING MINIMUMS CAT D S–21 VISIBILITY INCREASED 1/4 MILE FOR INOPERATIVE MALSR. ADD: ALTERNATE MINIMUMS STANDARD. ADD NOTE: FOR INOPERATIVE MALSR INCREASE S–21 CAT D VISIBILITY TO 1–1/4. THIS IS VOR OR GPS RWY 21, AMDT 13A.

FDC 8/4882 /DNV/ FI/T VERMILION COUNTY, DANVILLE, IL. VOR/DME RNAV OR GPS RWY 34 AMDT 4...DELETE: LAFAYETTE ALTIMETER SETTING MINIMUMS. DELETE NOTE: USE DANVILLE ALTIMETER SETTING. WHEN NOT AVAILABLE EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE USE LAFAYETTE ALTIMETER SETTING. DELETE: ASTERISK AT STEPDOWN FIX ALTITUDE. DELETE PROFILE NOTE: ASTERISK 1540 WHEN USING LAFAYETTE ALTMETER SETTNG. ADD: ALTERNATE MINIMUMS STANDARD.

FDC 8/4881 /DNV/ FI/P VERMILION COUNTY, DANVILLE, IL. VOR/DME OR GPS RWY 3 AMDT 11...DELETE LAFAYETTE ALTIMETER SETTING MINIMUMS. DELETE NOTE: USE DANVILLE ALTIMETER SETTING. WHEN NOT AVAILABLE EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE USE LAFAYETTE ALTIMETER SETTING. DELETE: ASTERISK AT STEPDOWN FIX ALTITUDE. DELETE PROFILE NOTE: ASTERISK 1440 WHEN USING LAFAYETTE ALTIMETER SETTING. ADD: ALTERNATE MINIMUMS STANDARD. THIS IS VOR/DME OR GPS RWY 3 AMDT 11A.

FDC 8/4879 /DNV/ FI/P VERMILION COUNTY, DANVILLE, IL. ILS RWY 21 AMDT 5...DELETE: LAFAYETTE ALTIMETER SETTING MINIMUMS. DELETE NOTE: USE DANVILLE ALTIMETER SETTING. WHEN NOT AVAILABLE EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE USE LAFAYETTE ALTIMETER SETTING. DELETE NOTE: CAT D S–LOC VISIBILITY INCREASED 1/4 MILE FOR INOPERATIVE MM WHEN USING DANVILLE ALTIMETER SETTING. ADD: ALTERNATE MINIMUMS STANDARD. THIS IS ILS RWY 21 AMDT 5A.

GALESBURG

Galesburg Muni

FDC 8/3433 /GBG/ FI/T GALESBURG MUNI, GALESBURG, IL. ILS RWY 3, AMDT 9A...VOR OR GPS RWY 3, AMDT 6A...VOR OR GPS RWY 21, AMDT 6A...DME REQUIRED.

GIBSON CITY

Schertz Field

FDC 8/4406 /C34/ FI/T SCHERTZ FIELD, GIBSON CITY, IL. VOR OR GPS–A, AMDT 3...DEPARTURE PROCEDURES/TAKEOFF MINIMUMS RWY 18: 300–1 OR STANDARD WITH MINIMUM CLIMB OF 280 FT PER NM TO 1100. GRAIN ELEVATOR 972 MSL.

HARVARD

Dacy

RY 09 THLD DSPLCD 800 FT.(8/98)

MOLINE

Moline/Quad City Intl

FDC 8/3430 /MLI/ FI/T MOLINE/QUAD CITY INTL, MOLINE, IL. ILS RWY 9, AMDT 29C...ADF REQUIRED. MISSED APROACH: CLIMB TO 1000. THEN CLIMBING RIGHT TURN TO 2300 DIRECT ML LOM AND HOLD W, RT 090 INBOUND.

FDC 8/3429 /MLI/ FI/T MOLINE/QUAD CITY INTL, MOLINE, IL. ILS RWY 27, ORIG–B...ADF REQUIRED. MISSED APPROACH: CLIMB TO 2100 DIRECT ML LOM AND HOLD W, RT 090 INBOUND.

FDC 8/3428 /MLI/ FI/T MOLINE/QUAD CITY INTL, MOLINE, IL. VOR/DME RNAV OR GPS RWY 31, AMDT 9...VOR/DME RNAV PORTION NA.

FDC 8/3427 /MLI/ FI/T MOLINE/QUAD CITY INTL, MOLINE, IL. NDB OR GPS RWY 9, AMDT 27B...ADF REQUIRED. MISSED APPROACH: CLIMBING RIGHT TURN TO 2300 DIRECT ML LOM AND HOLD W, RT 090 INBOUND.

MONMOUTH

Monmouth Muni

FDC 8/3432 /C66/ FI/T MONMOUTH MUNI, MONMOUTH, IL. VOR OR GPS–A, AMDT 4...DME REQUIRED.

INDIANA

ANDERSON

Anderson Muni-Darlington Field

FDC 8/2789 /AID/ FI/T ANDERSON MUNI–DARLINGTON FIELD, ANDERSON, IN. LOC RWY 30, AMDT 5A...VOR OR GPS–A, AMDT 8A...CIRCLING: CAT B MDA 1400 HAA 481 VIS 1; CAT C MDA 1400 HAA 481 VIS 1–1/2. INDIANAPOLIS ALTIMETER SETTING MINIMUMS: CAT B MDA 1500 HAA 581 VIS 1; CAT C MDA 1500 HAA 581 VIS 1–1/2.

FORT WAYNE

Smithfield

FDC 8/4315 /SMD/ FI/T SMITHFIELD, FORT WAYNE, IN. VOR OR GPS RWY 13, AMDT 8...S–13: MDA 1380/HAT 546 ALL CATS, VIS CAT C 1 1/2. CHANGE NOTE TO READ: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE FORT WAYNE INTL ALTIMETER SETTING.

GARY

Gary/Chicago ATCT

ATCT OPERS 0500–2100 LCL.(8/98)

INDIANAPOLIS

Indianapolis Intl

FDC 8/4191 /IND/ FI/T INDIANAPOLIS INTL, INDIANAPOLIS, IN. ILS RWY 5R, AMDT 1...ILS RWY 5R (CAT II), AMDT 1...ILS RWY 5R (CAT III) AMDT 1...TERMINAL ROUTE SHB VORTAC TO OQ LOM NA.

FDC 7/7001 /IND/ FI/T INDIANAPOLIS INTL, INDIANAPOLIS, IN. ILS RWY 5L, ORIG...LOC S–5L MDA 1300/HAT 552 ALL CATS, VIS CAT C RVR 5000, CAT D RVR 6000. CIRCLING MDA CAT A 1300/HAA 503, CATS B,C MDA 1320/HAA 523. NDB RWY 5L, ORIG...S–5L MDA 1340/HAT 592 ALL CATS. CIRCLING MDA CATS A,B,C 1340/HAA 543. ILS RWY 5R, AMDT 1. ILS RWY 14, AMDT 4. ILS RWY 23L, AMDT 1. ILS RWY 23R, ORIG. ILS RWY 32, AMDT 17A. VOR OR GPS RWY 14, AMDT 25. NDB OR GPS RWY 5R, AMDT 1. NDB OR GPS RWY 23L, AMDT 1. NDB OR GPS RWY 32, AMDT 14...CIRCLING CATS B,C MDA 1320/HAA 523.

JEFFERSONVILLE

Clark County

AWOS–3 CMSND. PHONE 812–246–1278. (8/98)

KENDALLVILLE

Kendallville Muni

FDC 8/5482 /C62/ FI/P KENDALLVILLE MUNI, KENDALLVILLE, IN. VOR/DME–A, ORIG...CIRCLING MDA: MDA 1740/HAA 735 ALL CATS. FORT WAYNE ALTIMETER SETTING MINIMUMS: CIRCLING: MDA 1840/HAA 835 ALL CATS. ADDITIONAL FLIGHT DATA: FAS OBST: 1484 TOWER 41–23–54/85–15–08; CHART: 1275 TOWER 41–29–19/85–15–44. THIS IS VOR/DME–A, ORIG–A.

LAFAYETTE

Aretz

FDC 7/2951 /3AR/ FI/T ARETZ, LAFAYETTE, IN. VOR OR GPS–C AMDT 1...GPS PORTION NA.

VALPARAISO

Porter County Muni

FDC 7/8114 /VPZ/ FI/T PORTER COUNTY MUNI, VALPARAISO, IN. RNAV OR GPS RWY 9, AMDT 2A...DELETE NOTE: OBTAIN LOCAL ALSTG CTAF; WHEN NOT AVAILABLE, USE SOUTH BEND ALSTG MNMS. DELETE SOUTH BEND ALSTG MNMS. ALTERNATE MNM: STANDARD.

IOWA

BURLINGTON

Burlington Regional

FDC 8/5688 /BRL/ FI/T BURLINGTON REGIONAL, BURLINGTON, IA. ILS RWY 36, AMDT 9C...S–ILS 36 DH 944/HAT 250 ALL CATS. VIS CAT D 3/4.

FDC 8/5015 /BRL/ FI/P BURLINGTON REGIONAL, BURLINGTON, IA. ILS RWY 36, AMDT 9B...MSA FROM BURLINGTON (BRL) VORTAC 2500. CHANGE NOTE TO READ: ADF OR DME REQUIRED. REASON: NEW TOWER 1427 MSL 404103N/0903529W. THIS IS ILS RWY 36, AMDT 9C.

FDC 8/5000 /BRL/ FI/P BURLINGTON REGIONAL, BURLINGTON, IA. VOR/DME OR GPS RWY 12, AMDT 4...MSA FROM BURLINGTON (BRL) VORTAC 2500. THIS IS VOR/DME OR GPS RWY 12, AMDT 4A.

FDC 8/4946 /BRL/ FI/P BURLINGTON REGIONAL, BURLINGTON, IA. NDB OR GPS RWY 36, AMDT 8A...MSA

FROM BURNS (BR) LOM 2500. THIS IS NDB OR GPS RWY 36, AMDT 8B.

FDC 8/4944 /BRL/ FI/P BURLINGTON REGIONAL, BURLINGTION, IA. VOR OR GPS RWY 30, AMDT 11...MSA FROM BURLINGTON (BRL) VORTAC 2500. THIS IS VOR OR GPS RWY 30, AMDT 11A.

DAVENPORT

Davenport Muni

FDC 8/3431 /DVN/ FI/T DAVENPORT MUNI, DAVENPORT, IA. VOR OR GPS RWY 3, AMDT 8A...DME REQUIRED.

DES MOINES

Des Moines Intl

FDC 8/3484 /DSM/ FI/T DES MOINES INTL, DES MOINES, IA. LOC RWY 5, AMDT 1...S-5 MDA 1360/HAT 424 ALL CATS.

FDC 8/0300 /DSM/ FI/T DES MOINES INTL, DES MOINES, IA. HI-ILS RWY 31R, AMDT 5...S-ILS 31R VIS CAT C AND D, RVR 1800. (MILITARY ONLY)

DUBUQUE

Dubuque Regional

FDC 8/0657 /DBQ/ FI/T DUBUQUE REGIONAL, DUBUQUE, IA. NDB OR GPS RWY 31, AMDT 8B...S-31 CATS A-B VIS 5000.

FDC 8/0656 /DBQ/ FI/T DUBUQUE REGIONAL, DUBUQUE, IA. VOR RWY 31, AMDT 11B...S-31 VIS CATS A-B 5000. DME MINIMUMS, S-31 VIS CATS A-B 5000, CAT C 6000.

FDC 8/0655 /DBQ/ FI/T DUBUQUE REGIONAL, DUBUQUE, IA. ILS RWY 31, AMDT 10C...S-ILS 31 VIS ALL CATS 2400. S-LOC 31 VIS CATS A-B 2400, CAT C 4000, CAT D 5000.

FOREST CITY

Forest City Muni

FDC 8/2110 /FXY/ FI/T FOREST CITY MUNI, FOREST CITY, IA. VOR/DME OR GPS-A, AMDT 2B...VOR/DME RNAV OR GPS RWY 33, ORIG-A...NDB RWY 33, ORIG-B...CIRCLING MDA 2080/HAA 850 CAT D, VSBY 2-3/4 CAT D.

MAQUOKETA

Maquoketa Muni

FDC 7/4612 /OQW/ FI/T MAQUOKETA MUNI, MAQUOKETA, IA. RNAV OR GPS RWY 33, ORIG-A...DELETE LOCAL ALTIMETER SETTING MNMS. CHANGE NOTE TO READ: USE DUBUQUE ALTIMETER SETTING, IF NOT RECEIVED PROC NA.

MOUNT PLEASANT

Mount Pleasant Muni

FDC 8/1719 /MPZ/ FI/T MOUNT PLEASANT MUNI, MOUNT PLEASANT, IA. TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES, ORIG...ADD RWY 33: 500-2 OR STANDARD WITH MINUMUM CLIMB OF 280 FT PER NM TO 1400.

MUSCATINE

Muscatine Muni

FDC 7/4790 /MUT/ FI/T MUSCATINE MUNI, MUSCATINE, IA. NDB OR GPS RWY 6, AMDT 12B...S-6 MDA 1400/852 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4. CIRCLING MDA 1400/HAA 852 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4. ALTERNATE MNMS CATS A AND B 900-2, CAT C 900-2 1/2, CAT D 900 2/3/4.

RED OAK

Red Oak Muni

FDC 8/2461 /RDK/ FI/T RED OAK MUNI, RED OAK, IA. VOR/DME OR GPS-A, AMDT 4...CIRCLING MDA 1660/HAA 616 CAT A, MDA 1740/HAA 696 CAT B.

VINTON

Vinton Veterans Meml Arpk

RY 34 THLD DSPLCD 200 FT.(07/98)

KANSAS

BURLINGTON

Coffey County

FDC 8/1662 /UKL/ FI/T COFFEY COUNTY, BURLINGTON, KS. NDB OR GPS RWY 36, AMDT 1...S-36 MDA 1840/HAT 668 ALL CATS. CIRCLING MDA 1840/HAA 667 ALL CATS. EMPORIA ALST MNMS: S-36 MDA 1920/HAT 748 ALL CATS, VIS CAT C 2 1/4. CIRCLING MDA 1920/HAA 747 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4.

CLAY CENTER

Clay Center Muni

FDC 7/4836 /CYW/ FI/T CLAY CENTER MUNI, CLAY CENTER, KS. GPS RWY 17, ORIG...LOCAL ALSTG MNMS NA. CHG NOTE TO READ: USE SALINA ALSTG. NDB OR GPS RWY 35...CHANGE NOTE TO READ: USE SALINA ALSTG.

CONCORDIA

Blosser Muni

FDC 8/5543 /CNK/ FI/T BLOSSER MUNI, CONCORDIA, KS. NDB OR GPS RWY 17, AMDT 1A...S-17 MDA 2220/HAT 738 ALL CATS, VIS CAT C 2. CIRCLING MDA 2220/HAA 734 ALL CATS, VIS CAT C 2. TERMINAL ROUTE: TKO VORTAC TO CNK NDB MIN ALT 3200.

HAYS

Hays Muni

FDC 7/8090 /HYS/ FI/T HAYS MUNI, HAYS, KS. VOR/DME RWY 16, AMDT 3...TERMINAL ROUTE: R-221 HYS VORTAC CW (IAF) TO R-350 HYS VORTAC 10.00 DME ARC MIN ALT 4200. LOC RWY 34, AMDT 2...VOR/DME RWY 16, AMDT 3...VOR/DME RWY 34, AMDT 2...VOR RWY 16, AMDT 3...VOR RWY 34, AMDT 5...NDB OR GPS RWY 34, AMDT 2...GPS RWY 16, ORIG...MSA 4200.

HUTCHINSON

Hutchinson Muni

FDC 7/7981 /HUT/ FI/T HUTCHINSON MUNI, HUTCHINSON, KS. VOR OR GPS RWY 3, AMDT 18B...CHANGE MISSED APPROACH TO READ: CLIMB TO 2200 THEN CLIMBING LEFT TURN TO 3100 DIRECT HUT VOR/DME AND HOLD. HOLD SW HUT VOR/DME LT 033 INBOUND 3100 FT IN LIEU OF PT (IAF) MINIMUM ALTITUDE AT HUT 3000 (FAF).

FDC 7/7960 /HUT/ FI/T HUTCHINSON MUNI, HUTCHINSON, KS. ILS RWY 13, AMDT 15A...CHANGE MISSED APPROACH TO READ: CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3100 DIRECT HUT VOR/DME AND HOLD. LOC BC RWY 31, AMDT 13A...CHANGE MISSED APPROACH TO READ: CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3100 DIRECT HUT VOR/DME AND

HOLD. VOR/DME RWY 21, AMDT 5B...CHANGE MISSED APPROACH TO READ: CLIMB TO 3100 DIRECT HUT VOR/DME AND HOLD. NDB OR GPS RWY 13, AMDT 14B...CHANGE MISSED APPROACH TO READ: CLIMBING RIGHT TURN TO 3100 DIRECT HUT VOR/DME AND HOLD.

LIBERAL

Liberal Muni

FDC 8/1541 /LBL/ FI/T LIBERAL MUNI, LIBERAL, KS. VOR OR GPS RWY 35, AMDT 10...S-35 MDA 3340/HAT 466 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 3400/HAA 517 CAT A THRU C, HAA 557 CAT D. INOPERATIVE TABLE DOES NOT APPLY TO CAT D. CAT C S-35 VIS INCREASED 1/4 FOR INOPERATIVE MALSR. VOR/DME RWY 17, AMDT 2...S-17 MDA 3340/HAT 464 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 3400/HAA 517 CAT A THRU C, HAA 557 CAT D. ILS RWY 35, AMDT 2...ADD NOTE: RADAR REQUIRED. CIRCLING MDA 3400/HAA 517 CAT A THRU C, HAA 557 CAT D. NDB RWY 35, AMDT 2...CIRCLING MDA 3400/HAA 517 CAT A THRU C, HAA 557 CAT D. TAKEOFF MNMS RWY 21 300-1. TEMPORARY DRILLING RIG 3086 MSL 5725 FT W OF RWY 3. TEMPORARY DRILLING RIG 3088 MSL 2 NM N OF RWY 17.

FDC 8/1196 /LBL/ FI/T LIBERAL MUNI, LIBERAL, KS. VOR OR GPS RWY 3, AMDT 1...DME MNMS NA.

MANHATTAN

Manhattan Regional

FDC 7/7587 /MHK/ FI/T MANHATTAN REGIONAL, MANHATTAN, KS. ILS RWY 3, AMDT 6A...VOR/DME OR GPS-F, ORIG-A...VOR-H, AMDT 14A...CIRCLING MDA 1760/HAA 704 CAT D, VIS CAT D 2 1/4. VOR OR GPS RWY 3, AMDT 17A...DME MNMS: CIRCLING MDA 1760/HAA 704 CAT D, VIS CAT D 2 1/4.

NEWTON

Newton-City-County

FDC 8/5469 /EWK/ FI/T NEWTON-CITY-COUNTY, NEWTON, KS. ILS RWY 17, AMDT 2B...CIRCLING MDA 2000/HAA 467 CAT A/B/C, MDA 2100/HAA 567 CAT D. ADD NOTE ADF REQUIRED. NDB RWY 35, AMDT 2A...S-35 MDA 1960/HAT 433 ALL CATS, VIS CAT D 1 1/2. CIRCLING MDA 2000/HAA 467 CAT A/B/C. MDA 2100/HAA 567 CAT D. VOR/DME OR GPS-A, ORIG-A...CIRCLING MDA 2000/HAA 467 CAT A/B/C. MDA 2100/HAA 567 CAT D. NDB OR GPS RWY 17, AMDT 3A...CIRCLING HAA 487 CAT A/B/C. MDA 2100/HAA 567 CAT D.

OLATHE

Olathe/Johnson County Executive

FDC 8/1373 /OJC/ FI/T OLATHE/JOHNSON COUNTY EXECUTIVE, OLATHE, KS. LOC RWY 18, AMDT 6A...CIRCLING MDA 1540/HAA 444 CAT A. KANSAS CITY DOWNTOWN ALTIMETER SETTING MINIMUMS: CIRCLING MDA 1640/HAA 544 ALL CATS. VOR RWY 36, AMDT 10A...DME MINIMUMS: CIRCLING MDA 1540/HAA 444 CAT A. NDB OR GPS RWY 18, AMDT 3B...CIRCLING MDA 1540/HAA 444 CAT A. KANSAS CITY DOWNTOWN ALTIMETER SETTING MINIMUMS: CIRCLING MDA 1640/HAA 544 ALL CATS.*/

SALINA

Salina Muni

FDC 8/2533 /SLN/ FI/T SALINA MUNI, SALINA, KS. VOR OR GPS RWY 17, ORIG-A...ADD NOTE: ADF REQUIRED.

SMITH CENTER

Smith Center Muni

FDC 8/5631 /K82/ FI/T SMITH CENTER MUNI, SMITH CENTER, KS. VOR/DME OR GPS-A, AMDT 1A...PROC NA.

TOPEKA

Forbes Field

FDC 8/1262 /FOE/ FI/T FORBES FIELD, TOPEKA, KS. VOR/DME OR TACAN OR GPS RWY 21, AMDT 6A...S-21 MDA 1440/HAT 393 ALL CATS. PHILLIP BILLARD ALSTG MNMS: S-21 MDA 1500/HAT 453 ALL CATS.

FDC 7/7454 /FOE/ FI/T FORBES FIELD, TOPEKA, KS. NDB OR GPS RWY 13, AMDT 5A...NDB PORTION NA.

Philip Billard Muni

FDC 8/5681 /TOP/ FI/P PHILIP BILLARD MUNI, TOPEKA, KS. CORRECT U.S. TERMINAL PROCEDURES, NORTH CENTRAL (NC), VOL 2 OF 3, DATED 13 AUG 1998, PAGE 336, VOR/DME RNAV OR GPS RWY 18, AMDT 7...CIRCLING MINIMUMS: CAT A SHOULD READ 1400-1, CAT B SHOULD READ 1420-1.

FDC 8/1550 /TOP/ FI/T PHILIP BILLARD MUNI, TOPEKA, KS. LOC BC RWY 31, AMDT 18...PROC NA.

WICHITA

Colonel James Jabara

FDC 7/7947 /3KM/ FI/T COLONEL JAMES JABARA, WICHITA, KS. VOR/DME RNAV OR GPS RWY 18, AMDT 2...S-18 MDA 1940/HAT 524 ALL CATS, VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1940/HAA 520 CATS A-C, VIS CAT C 1 1/2.

Wichita Mid-Continent

FDC 8/5592 /ICT/ FI/T WICHITA MID-CONTINENT, WICHITA, KS. ILS RWY 1L, AMDT 2A...ILS RWY 19R, AMDT 4...LOC BC RWY 19L, AMDT 15...VOR/DME RNAV OR GPS RWY 1L, AMDT 1A...GPS RWY 32, ORIG...CIRCLING MDA 1820/HAA 488 CATS A/B. ILS RWY 1R, AMDT 16B...S-LOC 1R MDA 1700/HAT 380 ALL CATS. CIRCLING MDA 1820/HAA 688 CATS A/B. VOR OR GPS RWY 14, AMDT 1...DME MNMS: CIRCLING MDA 1820/HAA 488 CATS A/B. NDB OR GPS RWY 1R, AMDT 15...S-1R MDA 1740/HAT 420 ALL CATS. CIRCLING MDA 1820/HAA 488 CATS A/B. TEMPORARY CRANE 1514 MSL 823 FT NE OF RWY 1R.

WINIFRED CITY

Strother VOR

(SOR)VOR DCMSND.(08/98)

KENTUCKY

ALBANY

Spring Creek

MIRL RY 17/35 NOW LIRL.(07/98)

FALMOUTH

Gene Snyder

FDC 8/3151 /K62/ FI/P GENE SNYDER, FALMOUTH, KY. VOR OR GPS-A, AMDT 2...CIRCLING MDA 1500/HAA

602 ALL CATS. VIS CAT C 1 3/4. THIS IS VOR OR GPS–A, AMDT 2A.

FRANKFORT

Frankfort/Capital City

FDC 8/3144 /FFT/ FI/P FRANKFORT/CAPITAL CITY, FRANKFORT, KY. LOC/DME RWY 24, ORIG...MISSED APCH: CLIMB TO 3000 FT THEN LEFT TURN DIRECT HYK VORTAC AND HOLD SOUTHEAST, RIGHT TURN, 304 INBOUND. DELETE: LEXINGTON ALSTG MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF, WHEN NOT RECEIVED, USE LEXINGTON ALSTG. THIS IS LOC/DME RWY 24, ORIG–A.

GEORGETOWN

Georgetown Scott County-Marshall Field

FDC 8/3259 /27K/ FI/P GEORGETOWN SCOTT COUNTY–MARSHALL FIELD, GEORGETOWN, KY. GPS RWY 3, ORIG...DELETE NOTE: USE LEXINGTON ALSTG. THIS IS GPS RWY 3, ORIG–A.

FDC 8/3161 /27K/ FI/P GEORGETOWN SCOTT COUNTY–MARSHALL FIELD, GEORGETOWN, KY. VOR/DME RWY 3 ORIG...MISSED APPROACH: CLIMBING LEFT TURN TO 3000 DIRECT HYK VORTAC AND HOLD SOUTHEAST RIGHT TURN 304 INBOUND. DELETE NOTE: USE LEXINGTON ALSTG. THIS IS VOR/DME RWY 3 ORIG–A.

FDC 8/3150 /27K/ FI/P GEORGETOWN SCOTT COUNTY–MARSHALL FIELD, GEORGETOWN, KY. GPS RWY 21, ORIG...DELETE NOTE: USE LEXINGTON ALSTG. THIS IS GPS RWY 21, ORIG–A.

GREENVILLE

Muhlenberg County

RY 05/23 NOW 4199 FT BY 75 FT.(07/98)

LEXINGTON

Lexington/Blue Grass

FDC 8/3147 /LEX/ FI/P LEXINGTON/BLUE GRASS, LEXINGTON, KY. NDB OR GPS RWY 4 AMDT 20...DELETE TERMINAL ROUTE FFT VOR TO LE LOM. NOTE: RADAR REQUIRED. THIS IS NDB OR GPS RWY 4, AMDT 20A.

FDC 8/3146 /LEX/ FI/P LEXINGTON/BLUE GRASS, LEXINGTON, KY. VOR OR GPS–A AMDT 8...MISSED APPROACH: CLIMB TO 3000 FT THEN TURN LEFT DIRECT HYK VORTAC AND HOLD SOUTHEAST, RIGHT TURN, 304 INBOUND. THIS IS VOR OR GPS–A, AMDT 8A.

LOUISVILLE

Bowman Field

FDC 8/1641 /LOU/ FI/T BOWMAN FIELD, LOUISVILLE, KY. VOR OR GPS RWY 14, AMDT 9...VOR PORTION NA.

FDC 8/1640 /LOU/ FI/T BOWMAN FIELD, LOUISVILLE, KY. VOR OR GPS RWY 24, AMDT 7...TERMINAL ROUTE IIU VORTAC TO BQM VOR/DME NA. MISSED APPROACH: CLIMBING LEFT TURN TO 3000 VIA HEADING 180 DEGREES AND IIU VORTAC R–279 TO IIU VORTAC AND HOLD. HOLD SOUTHEAST RIGHT TURN 300 INBOUND. NOTE: RADAR REQUIRED.

FDC 8/1639 /LOU/ FI/T BOWMAN FIELD, LOUISVILLE, KY. VOR RWY 32 AMDT 14...PROCEDURE NA.

FDC 8/1638 /LOU/ FI/T BOWMAN FIELD, LOUISVILLE, KY. NDB OR GPS RWY 32 AMDT 15...NDB PORTION ONLY: TERMINAL ROUTE IIU VORTAC TO LAANG LOM NA. MISSED APPROACH: CLIMBING RIGHT TURN TO 2500 DIRECT LAANG LOM AND HOLD. HOLD SOUTH, RIGHT TURN, 347 INBOUND. NOTE: RADAR REQUIRED.

Louisville Intl-Standiford Field

RY 17R MALSR CMSND.(08/98)

FDC 8/5472 /SDF/ FI/P LOUISVILLE INTL–STANDIFORD FIELD, LOUISVILLE, KY. GPS RWY 17R, ORIG...S–17R VIS CAT A RVR 2400, CAT B 4000, CAT C 2, CAT D 2 1/4. CHART MALSR RWY 17R. THIS IS GPS RWY 17R, ORIG–A.

FDC 8/5471 /SDF/ FI/P LOUISVILLE INTL–STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 17R, ORIG...S–17R VIS RVR 2400 ALL CATS. S–LOC–17R VIS CAT A RVR 2400, CAT B 4000, CAT C 2, CAT D 2 1/4. CHART MALSR RWY 17R. THIS IS ILS RWY 17R, ORIG–A.

FDC 8/5221 /SDF/ FI/T LOUISVILLE INTL–STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 17L, AMDT 1...MISSED APPROACH: CLIMB TO 3000 VIA HEADING 168 DEGREES AND IIU R–279 TO IIU VORTAC AND HOLD. HOLD SOUTHEAST, RIGHT TURNS, 300 INBOUND.

FDC 8/5219 /SDF/ FI/T LOUISVILLE INTL–STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 35R, AMDT 1A...MISSED APPROACH: CLIMB TO 1600 THEN CLIMBING LEFT TURN TO 3000 VIA HEADING 230 DEGREES AND IIU R–279 TO DAMEN INT AND HOLD. HOLD WEST, RIGHT TURN, 099 INBOUND.

FDC 8/5197 /SDF/ FI/P LOUISVILLE INTL–STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 35R AMDT 1...CIRCLING VIS CAT A 1 1/4, CAT C 2 3/4, CAT D 3. ALTERNATE MNMS: CAT A/B 900–2, CAT C 900–2 3/4, CAT D 900–3. THIS IS ILS RWY 35R AMDT 1A.

FDC 8/1647 /SDF/ FI/T LOUISVILLE INTL–STANDIFORD FIELD, LOUISVILLE, KY. VOR OR TACAN RWY 29, AMDT 22A...PROC NA.

FDC 8/1646 /SDF/ FI/T LOUISVILLE INTL–STANDIFORD FIELD, LOUISVILLE, KY. ILS RWY 29, AMDT 22A...TERMINAL ROUTE IIU VORTAC TO LAANG LOM NA. NOTE: RADAR REQUIRED.

FDC 8/1645 /SDF/ FI/T LOUISVILLE INTL–STANDIFORD FIELD, LOUISVILLE, KY. NDB OR GPS RWY 29, AMDT 19A...NDB PORTION ONLY, TERMINAL ROUTE IIU VORTAC TO LAANG LOM NA. NOTE: RADAR REQUIRED.

OWENSBORO

Owensboro-Daviess County

FDC 7/7592 /OWB/ FI/T OWENSBORO–DAVIESS COUNTY, OWENSBORO, KY. NDB OR GPS RWY 36, AMDT 8...S–36 MDA 920/HAT 519 ALL CATS. CIRCLING CATS A/B MDA 940/HAA 533 WHEN USING EVANSVILLE ALTIMETER SETTING: S–36 MDA 980/HAT 579 ALL CATS. CIRCLING CATS A/B MDA 980/HAA 573. TEMP CRANE 578 MSL 1274 FT NE OF RWY 36.

PADUCAH

Barkley Regional

FDC 8/2033 /PAH/ FI/T BARKLEY REGIONAL, PADUCAH, KY. DEPARTURE PROCEDURE: RWY 22, CLIMB ON RUNWAY HEADING TO 1000 FEET BEFORE TURNING RIGHT. TAKE–OFF MNMS: RWY 32, 300–1 OR STANDARD WITH MNM CLIMB OF 340 FEET PER NM TO 900 FEET. TEMP CRANE 520 FEET MSL 1972 FEET NW OF RWY 32.

SOMERSET

Somerset-Pulaski County

FDC 8/2262 /SME/ FI/T SOMERSET–PULASKI COUNTY, SOMERSET, KY. GPS RWY 22, ORIG...S–22 MDA 1820/HAT 893 ALL CATS. VIS CAT A AND B 1 1/4, CAT C 2 3/4, CAT D 3. CIRCLING MDA 1820/HAA 933 ALL CATS. VIS CATS A AND B 1 1/4, CAT C 2 3/4, CAT D 3.

LOUISIANA

ALEXANDRIA

Alexandria Esler Regional

FDC 8/3047 /ESF/ FI/T ALEXANDRIA ESLER REGIONAL, ALEXANDRIA, LA. VOR OR GPS RWY 32, AMDT 13B...S–32 MDA 480/HAT 387 ALL CATS. MISSED APPROACH: CLIMB TO 3000 DIRECT ESF VORTAC AND HOLD.

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.

BATON ROUGE

Baton Rouge Metropolitan/Ryan Field

ACTVT MALSR RYS 22R & 13 AND MALS RY 31 – CTAF. WHEN ATCT CLSD HIRL RYS 13/31 & 04L/22R PRESET LOW INTST; TO INCR INTST ACTVT – CTAF. MIRL RY 04R/22L NOT AVBL. (07/98)

FDC 8/5880 /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. ILS RWY 13, AMDT 25...NDB OR GPS RWY 13, AMDT 23...NDB RWY 31, AMDT 1A...GPS RWY 31, ORIG...DLT "WHEN CONTROL TOWER CLOSED; RWY 13–31 CLOSED, STRAIGHT–IN MINIMUMS NA.

FDC 8/5601 /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. RADAR–1, AMDT 9A...S–4L MDA 860/HAT 791 ALL CATS. VIS CATS A/B 1 1/4, VIS CAT C 2 1/4, VIS CAT D 2 1/2. S–13 MDA 560/HAT 492 ALL CATS. VIS CAT A/B 3/4. S–22R VIS CAT A/B 4000. S–31 MDA 520/HAT 451 ALL CATS. VIS CATS A/B 1 1/4, CAT D 1 1/2. CIRCLING MDA 860/HAA 790 ALL CATS. VIS CATS A/B 1 1/4, VIS CAT C 2 1/4, VIS CAT D 2 1/2.

FDC 8/5596 /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. ILS RWY 8R, AMDT 13A...VOR OR GPS RWY 8R, AMDT 7A...ADF REQUIRED. CHG MISSED APPROACH TO CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 2400 DIRECT SNOOP LOM AND HOLD. NDB RWY 8R, AMDT 11A...CHG MISSED APPROACH TO CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 2400 DIRECT SNOOP LOM AND HOLD. NDB OR GPS RWY 26L, AMDT 1...CHG MISSED APPROACH TO CLIMB TO 2400 DIRECT SNOOP LOM AND HOLD.

FDC 8/4820 /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. VOR OR GPS RWY 4L, AMDT 16A...DME OR RADAR FIX MINIMA: CIRCLING MDA 720/HAA 650 CAT D. TEMPORARY CRANE 402 MSL 1.5 NM SW OF AIRPORT.

FDC 8/4773 /BTR/ FI/T BATON ROUGE METROPOLITAN/RYAN FIELD, BATON ROUGE, LA. ILS RWY 13, AMDT 25...ILS RWY 22R, AMDT 9...LOC BC RWY 4L, AMDT 6...VOR/DME RWY 22R, AMDT 8A...NDB OR GPS RWY 13, AMDT 23...GPS RWY 31, ORIG...CIRCLING MDA 720/HAA 650 CAT D. TEMPORARY CRANE 402 MSL 1.5 NM SW OF AIRPORT.

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 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.

COVINGTON

Greater St. Tammany

FDC 7/7356 /LA08/ FI/T GREATER ST. TAMMANY, COVINGTON, LA. VOR/DME OR GPS–A, ORIG...CAT A AND CAT B CIRCLING MDA 540, HAA 501.

HAMMOND

Hammond Muni

FDC 8/1116 /OR9/ FI/T HAMMOND MUNI, HAMMOND, LA. GPS RWY 31, ORIG...S–31 MDA 440/HAT 397 ALL CATS. DELETE GLIDE SLOPE COMPUTER SETTING.

HOUMA

Houma-Terrebonne

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

LAKE CHARLES

Lake Charles Regional

FDC 8/1882 /LCH/ FI/T LAKE CHARLES REGIONAL, LAKE CHARLES, LA. VOR/DME–B AMDT 7...MNM ALT LCH 8 DME 660. TEMP OIL PLATFORM 402 MSL 3.3 NM SW OF RWY 5.

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.

NEW ORLEANS

Lakefront

ASOS CMSND. PHONE 504–242–5993. (08/98)

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

PATTERSON

Harry P. Williams Memorial

FDC 6/8990 /PTN/ FI/T HARRY P. WILLIAMS MEMORIAL, PATTERSON, LA. VOR/DME OR GPS–A, AMDT 9...PROC NA.

RAYVILLE

John H. Hooks, Jr. Memorial

FDC 7/2034 /M79/ FI/T JOHN H. HOOKS JR. MEMORIAL, RAYVILLE, LA. GPS RWY 36 ORIG...PROC NA.

SPRINGHILL

Springhill

FDC 7/4312 /SPH/ FI/T SPRINGHILL, SPRINGHILL, LA. NDB RWY 35, ORIG...PROC NA.

SULPHUR

Southland Field

FDC 8/2782 /L75/ FI/T SOUTHLAND FIELD, SULPHUR, LA. LOC RWY 15, ORIG...ADD NOTE: ADF REQUIRED.

MAINE

BANGOR

Bangor Intl

FDC 8/2273 /BGR/ FI/T BANGOR INTL, BANGOR, ME. HI–ILS/DME RWY 15 ORIG...S–LOC 15: MDA 700/HAT 508 ALL CATS VIS CAT C RVR 5000. CIRCLING: MDA 700/HAT 508 CAT C. BGR VORTAC STEPDOWN FIX NA.

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 2600 MSL BEFORE PROCEEDING ON COURSE.

GREENVILLE

Greenville Muni

FDC 8/5902 /3B1/ FI/T GREENVILLE MUNI, GREENVILLE, ME. NDB OR GPS RWY 14 AMDT 4A...TERMINAL ROUTE FROM AUG VOR/DME TO XQA NDB MNM ALT 6500.

Greenville Seaplane Base

FDC 8/5903 /52B/ FI/T GREENVILLE SEAPLANE BASE, GREENVILLE, ME. NDB OR GPS–A AMDT 4...TERMINAL ROUTE FROM AUG VOR/DME TO XQA NDB MNM ALT 6500.

PORTLAND

Portland Intl Jetport

FDC 8/3706 /PWM/ FI/T PORTLAND INTL JETPORT, PORTLAND, ME. GPS RWY 18, ORIG...GPS RWY 36, ORIG...ILS RWY 29, ORIG...ILS RWY 11, AMDT 20...CIRCLING: MDA 640/HAA 566 CAT A/B. NDB OR GPS RWY 11, AMDT 15...S–11: MDA 640/HAT 566 ALL CATS, VIS CAT A/B RVR 5000, CAT C 1 1/2, CAT D 1 3/4. CIRCLING: MDA 640/HAA 566 CAT A/B. NOTE: INOPERATIVE TABLE DOES NOT APPLY.

PRINCETON

Princeton Muni

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

MARYLAND

BALTIMORE

Martin State

FDC 8/5143 /MTN/ FI/P MARTIN STATE, BALTIMORE, MD. NDB OR GPS RWY 33 AMDT 7C...ALTN MNMS STANDARD EXCEPT NA WHEN CONTROL TOWER CLOSED. THIS IS NDB OR GPS RWY 33 AMDT 7D.

FDC 8/5142 /MTN/ FI/P MARTIN STATE, BALTIMORE, MD. LOC RWY 15 ORIG–C...ALTN MNMS STANDARD EXCEPT NA WHEN CONTROL TOWER CLOSED. THIS IS LOC RWY 15 ORIG–D.

FDC 8/5141 /MTN/ FI/P MARTIN STATE, BALTIMORE, MD. NDB OR GPS RWY 15 AMDT 7B...DELETE NOTE: IF LOCAL ALTIMETER NOT RECEIVED, USE BALTIMORE–WASHINGTON INTL ALSTG AND INCREASE ALL MDAS 60 FT. ALTN MNMS STANDARD EXCEPT NA WHEN CONTROL TOWER CLOSED. THIS IS NDB OR GPS RWY 15 AMDT 7C.

FDC 8/3295 /MTN/ FI/T MARTIN STATE, BALTIMORE, MD. VOR/DME OR TACAN–1 RWY 15 AMDT 4A...PROC NA.

CUMBERLAND

Greater Cumberland Regional

FDC 8/3527 /CBE/ FI/T GREATER CUMBERLAND REGIONAL, CUMBERLAND, MD. NDB–A AMDT 8...PROC NA.

LEONARDTOWN

St Marys County

FDC 8/0966 /2W6/ FI/T ST MARYS COUNTY, LEONARDTOWN, MD. VOR RWY 11, AMDT 4...PROC NA.

FDC 8/0322 /2W6 /FI/T ST MARYS COUNTY, LEONARDTOWN, MD. VOR OR GPS RWY 29 AMDT 5...VOR PORTION NA.

WESTMINSTER

Carroll Co Regional/Jack B Poage Field Arpt

ACTVT MIRL RY 16/34 – CTAF.(07/98)

MASSACHUSETTS

BOSTON

General Edward Lawrence Logan Intl

FDC 7/3431 /BOS/ FI/T GENERAL EDWARD LAWRENCE LOGAN INTL, BOSTON, MA. VOR/DME RWY 27 AMDT 2...S–27 MDA 540/HAT 523 ALL CATS, CATS A/B RVR 5000, CAT C VIS 1 1/2, CAT D VIS 1 3/4. VDP 1.63 DME, VDP DISTANCE TO THR 1.52 NM. VOR/DME RWY 33L AMDT 2A...S–33L MDA 540/HAT 523 ALL CATS, CATS A/B RVR 2400 CAT C RBR 5000, CAT D 6000. VDP 1.52 DME, VDP DISTANCE TO THR 1.46 NM. TEMP CRANE 284 MSL 1.5 NM AND 285 MSL 1.6 NM SE OF RWY 27.

LAWRENCE

Lawrence Muni

FDC 8/4373 /LWM/ FI/T LAWRENCE MUNI, LAWRENCE, MA. ILS RWY 5 AMDT 2...NDB OR GPS RWY 5 AMDT

4...DELETE 175K SPEED RESTRICTION FROM LAWRENCE /LWM/ VOR/DME HOLDING PATTERN.

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 8/5835 /EWB/ FI/T NEW BEDFORD REGIONAL, NEW BEDFORD, MA. ILS RWY 5 AMDT 24A...S-LOC 5: MDA 700/HAT 628 ALL CATS. VSBY CAT C 1 1/4. VSBY CAT D 1 1/2. CIRCLING MDA 700/HAA 620 ALL CATS. VSBY CAT C 1 3/4. DELETE PROVIDENCE ALSTG NOTE AND MNMS. NDB RWY 5 AMDT 11A...DELETE PROVIDENCE ALSTG NOTE AND MNMS.

NEWBURYPORT

Plum Island

FDC 8/4372 /2B2/ FI/T PLUM ISLAND, NEWBURYPORT, MA. VOR OR GPS RWY 10 AMDT 5...DELETE 175K SPEED RESTRICTION FROM LAWRENCE /LWM/ VOR/DME HOLDING PATTERN.

PALMER

Metropolitan

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

STOW

Minuteman Airfield

FDC 8/4737 /6B6/ FI/T MINUTEMAN AIRFIELD, STOW, MA. TKOF MNNS AND DEP PROCS: TKOF MNMS - RWY 3 300-1. RWY 21 300-1 OR STANDARD WITH A MNM CLIMB OF 390 FT PER NM TO 600. RWY 12/30 NA. DEP PROC - RWY 21 CLIMB RWY HEADING TO RWY HDG TO 1000 BEFORE PROCEEDING ON CRS.

WESTFIELD

Barnes Muni

ASOS CMSND. PHONE 413-568-2267.(08/98)

WORCESTER

Worcester Regional

FDC 8/4979 /ORH/ FI/P WORCESTER REGIONAL, WORCESTER, MA. ILS RWY 29 AMDT 2A...S-ILS-29: DH 1191 ALL CATS. S-LOC-29: HAT 289 ALL CATS. ADD NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1190 FT. RWY 29 TOUCHDOWN ZONE ELEVATION: 991 FT. THIS IS ILS RWY 29 AMDT 2B.

MICHIGAN

ALLEGAN

Padgham Field

FDC 8/0308 /35D/ FI/T PADGHAM FIELD, ALLEGAN, MI. VOR OR GPS RWY 28, AMDT 13...RWY 28 TDZE ELEVATIN 704. S-28 MDA 1460/HAA 756 ALL CATS. VIS CAT B 1-1/4, CAT C 2-1/4. CIRCLING MDA 1460/HAA 752 ALL CATS, VIS CAT B 1-1/4 CAT C 2-1/4. CHANGE NOTE DUAL VOR OR DME MNMS TO READ: FONFO INT MNMS. FONFO INT MNMS...S-28 MDA 1400/HAT 696 ALL CATS, VIS CAT C 2. CIRCLING MDA 1400/HAA 692 ALL CATS. VIS CAT C 2. CHANGE PROFILE NOTE TO READ: 1460 (ASTERISK) 1560 WHEN USING GRAND RAPIDS ALSTG.

ALPENA

Alpena County Regional

FDC 8/5011 /APN/ FI/P ALPENA COUNTY REGIONAL, ALPENA, MI. VOR RWY 1 AMDT 14A...DLT NOTE: WHEN LOCAL ALSTG NOT RECEIVED, USE OSCODA-WURTSMITH ALSTG AND INCR ALL MDA 100 FEET AND VISIBILITIES 1/2 MILE. DLT PROFILE NOTE: (ASTERISK) 1380 WHEN USING OSCODA-WURTSMITH ALSTG. THIS IS VOR RWY 1 AMDT 14B.

FDC 8/5010 /APN/ FI/P ALPENA COUNTY REGIONAL, ALPENA, MI. VOR OR GPS RWY 19 AMDT 14A...DLT NOTE: WHEN LOCAL ALSTG NOT RECEIVED, USE OSCODA-WURTSMITH ALSTG AND INCR ALL MDA 100 FEET, AND VISIBILITIES 1/4 MILE. DLT PROFILE NOTE: (ASTERISK) 1320 WHEN USING OSCODA-WURTSMITH ALSTG. DLT ASTERISK AT STEPDOWN FIX ALTITUDE. THIS IS VOR OR GPS RWY 19 AMDT 14B.

FDC 8/5009 /APN/ FI/P ALPENA COUNTY REGIONAL, ALPENA, MI. NDB OR GPS RWY 1 AMDT 6A...DLT OSCODA-WURTSMITH ALSTG MNMS. DLT NOTE: WHEN LOCAL ALSTG NOT RECEIVED, USE OSCODA-WURTSMITH ALSTG. THIS IS NDB OR GPS RWY 1 AMDT 6B.

FDC 8/5008 /APN/ FI/P ALPENA COUNTY REGIONAL, ALPENA, MI. ILS RWY 1 AMDT 8A...DLT: OSCODA-WURTSMITH ALSTG MNMS. DLT NOTE: WHEN LOCAL ALSTG NOT RECEIVED, USE OSCODA-WURTSMITH ALSTG. DLT PROFILE NOTE: (ASTERISK) LOC ONLY. THIS IS ILS RWY 1 AMDT 8B.

CHARLOTTE

Fitch H. Beach

FDC 8/5308 /07G/ FI/T FITCH H. BEACH, CHARLOTTE, MI. VOR OR GPS RWY 20, AMDT 10...VOR PORTION NA.

DETROIT

Detroit Metropolitan Wayne County

FDC 8/1933 /DTW/ FI/T DETROIT METROPOLITAN WAYNE COUNTY, DETROIT, MI. ILS RWY 27R, AMDT 10A...GLIDESLOPE ALT AT OM 2528, TCH 50. DELETE ALL REFERENCE TO MM.

DETROIT/GROSSE ILE

Detroit/Grosse Ils Muni

AWOS-3 TELEPHONE NUMBER CHANGED TO 734-692-9686.(8/98)

EATON RAPIDS

Skyway Estates

RY 26 THLD DSPLCD 200 FT.(8/98)

FREMONT

Fremont Muni

ACTVT MIRL RYS 09/27 & 18/36 - CTAF.(8/98)

GRAND RAPIDS

Kent County Intl

FDC 8/5689 /GRR/ FI/P KENT COUNTY INTL, GRAND RAPIDS, MI. CORRECT U.S. TERMINAL PROCEDURES, EAST CENTRL (EC) VOL. 1 OF 3 DATED 13 AUG 98, PAGE N1, RADAR-1. AMDT 10B...ASR 26R: HAT SHOULD READ 386 VICE 393 ALL CATS.

GWINN

Sawyer ILS Ry 01

(I-SOU)LOC FREQ NOW 110.1.(7/98)

HOUGHTON LAKE

Roscommon County

FDC 8/3985 /HTL/ FI/T ROSCOMMON COUNTY, HOUGHTON LAKE, MI. VOR OR GPS RWY 9, AMDT 2...VOR OR GPS RWY 27, AMDT 1...DME MNMS NA.

PORT HURON

St Clair County Intl

HIRL RY 04/22 & MIRL RY 10/28 PRESET ON LOW INTST; TO INCR INTST & ACTVT MALSR RY 04 – CTAF.(8/98)

TROY

Oakland/Troy

FDC 7/5057 /7D2/ FI/T OAKLAND/TROY, TROY, MI. GPS RWY 9, ORIG...PROC NA.

MINNESOTA

APPLETON

Appleton Muni

FDC 8/5687 /AQP/ FI/T APPLETON MUNI, APPLETON, MN. NDB OR GPS RWY 13, AMDT 1...GPS PORTION NA.

BUFFALO

Buffalo Muni

FDC 8/5363 /8Y2/ FI/T BUFFALO MUNI, BUFFALO, MN. VOR OR GPS–B, AMDT 3...TRML RTE FROM GEP VORTAC R–352/10 DME ARC CCW NA.

GRAND RAPIDS

Itasca County-Gordon Newstrom Field

FDC 6/9525 /GPZ/ FI/T ITASCA COUNTY– GORDON NEWSTROM FIELD, GRAND RAPIDS, MN. VOR/DME OR GPS RWY 16 ORIG...VOR/DME PORTION NA.

MAPLE LAKE

Maple Lake Muni

FDC 8/5456 /Y33/ FI/P MAPLE LAKE MUNI, MAPLE LAKE, MN. VOR–A, AMDT 2B...DELETE PRINCETON ALTIMETER SETTING MNMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER ON CTAF; WHEN NOT RECEIVED, USE PRINCETON ALTIMETER SETTING. ALTERNATE MNMS NA. THIS IS VOR–A, AMDT 2C.

MINNEAPOLIS

Anoka County-Blaine Airport (Janes Field)

FDC 8/5204 /ANE/ FI/T ANOKA COUNTY–BLAINE AIRPORT (JANES FIELD), MINNEAPOLIS, MN. GPS RWY 35, ORIG...PROC NA.

Minneapolis/Flying Cloud

FDC 8/3003 /FCM/ FI/T FLYING CLOUD, MINNEAPOLIS, MN. VOR OR GPS RWY 36, AMDT 11B...DME REQUIRED.

Minneapolis-St Paul Intl (Wold-Chamberlain)

FDC 8/4389 /MSP/ FI/T MINNEAPOLIS–ST PAUL INTL, (WOLD–CHAMBERLAIN), MINNEAPOLIS, MN. ILS RWY 22, AMDT 5...HALPN FIX MINIMUMS NA.

FDC 8/3001 /MSP/ FI/T MINNEAPOLIS–ST PAUL INTL, (WOLD–CHAMBERLAIN) MINNEAPOLIS, MN. ILS RWY 30R, AMDT 8...DME OR RADAR REQUIRED.

FDC 8/3000 /MSP/ FI/T MINNEAPOLIS–ST PAUL INTL, (WOLD–CHAMBERLAIN) MINNEAPOLIS, MN. ILS RWY 4, AMDT 26...NDB OR GPS RWY 4, AMDT 19...NDB OR GPS RWY 30R, AMDT 12...RADAR REQUIRED.

FDC 8/2999 /MSP/ FI/T MINNEAPOLIS–ST PAUL INTL, (WOLD–CHAMBERLAIN) MINNEAPOLIS, MN. ILS RWY 30L, AMDT 42...RADAR REQUIRED. MISSED APPROACH: CLIMB TO 1500, THEN CLIMBING LEFT TURN TO 4000 VIA HEADING 158, EXPECT RADAR VECTORS.

FDC 8/2998 /MSP/ FI/T MINNEAPOLIS–ST PAUL INTL, (WOLD–CHAMBERLAIN) MINNEAPOLIS, MN. NDB OR GPS RWY 30L, AMDT 24...RADAR REQUIRED. MISSED APPROACH: CLIMBING LEFT TURN TO 4000 VIA HEADING 175, EXPECT RADAR VECTORS.

FDC 8/2997 /MSP/ FI/T MINNEAPOLIS–ST PAUL INTL, (WOLD–CHAMBERLAIN) MINNEAPOLIS, MN. ILS 12R, AMDT 6...RADAR REQUIRED. MISSED APPROACH: CLIMB TO 1500, THEN CLIMBING RIGHT TURN TO 5000 VIA HEADING 179, EXPECT RADAR VECTORS.

FDC 8/2981 /MSP/ FI/T MINNEAPOLIS–ST PAUL INTL, (WOLD–CHAMBERLAIN) MINNEAPOLIS, MN. ILS RWY 22, AMDT 5...RADAR REQUIRED. MISSED APPROACH: CLIMB TO 2000, THEN CLIMBING LEFT TURN TO 4000 VIA HEADING 158, EXPECT RADAR VECTORS.

FDC 7/7764 /MSP/ FI/T MINNEAPOLIS–ST PAUL INTL (WOLD–CHAMBERLAIN), MINNEAPOLIS, MN. ILS RWY 12L, AMDT 4. MISSED APPROACH: CLIMB TO 4000, THEN LEFT TURN DIRECT GOPHER VORTAC AND HOLD, NW, LT, 117 INBOUND.

OWATONNA

Owatonna Muni

FDC 7/4962 /OWA/ FI/T OWATONNA MUNI, OWATONNA, MN. VOR OR GPS RWY 12, AMDT 9...S–12 MINIMUMS NA.

FDC 7/4952 /OWA/ FI/T OWATONNA MUNI, OWATONNA, MN. VOR/DME RWY 30, AMDT 3...S–30 MINIMUMS NA.

RUSH CITY

Rush City Muni

AWOS–3 CMSND. FREQ 282. PHONE 320–358–3339(07/98)

ST. CLOUD

St. Cloud Regional

FDC 8/5696 /STC/ FI/P ST. CLOUD REGIONAL, ST. CLOUD, MN. CORRECT U.S. TERMINAL PROCEDURES, NORTH CENTRAL (NC), VOL. 1 OF 3, DATED 13 AUG 98, PAGE 279, GPS RWY 5, ORIG–A...DELETE PRINCETON ALTIMETER SETTING MINIMUMS.

FDC 8/5695 /STC/ FI/P ST. CLOUD REGIONAL, ST. CLOUD, MN. CORRECT U.S. TERMINAL PROCEDURES, NORTH CENTRAL (NC), VOL. 1 OF 3, DATED 13 AUG 98, PAGE 280, GPS RWY 23, ORIG–A...DELETE PRINCETON ALTIMETER SETTING MINIMUMS.

ST. PAUL

St. Paul Downtown Holman Field

FDC 8/1452 /STP/ FI/T ST. PAUL DOWNTOWN HOLMAN FIELD, ST. PAUL, MN. ILS RWY 32, AMDT 3C...MM DCMSND.

FDC 7/8040 /STP/ FI/T ST. PAUL DOWNTOWN HOLMAN FIELD, ST. PAUL, MN. ILS RWY 32, AMDT 3C...S–ILS 32 DH 1004/HAT 300 ALL CATS. S–LOC 32 MDA 1280/HAT 576 ALL CATS. VIS CAT C 1–1/2, CAT D 1–3/4. MISSED APPROACH: CLIMB TO 1300, THEN CLIMBING RIGHT TURN TO 4000 VIA HEADING 040 AND GEP R–085, TO GOPHER VORTAC AND HOLD, NW, LT, 117 INBOUND

St. Paul/Lake Elmo

FDC 8/2970 /21D/ FI/T ST. PAUL/LAKE ELMO, ST. PAUL, MN. NDB OR GPS RWY 3, AMDT 3A...TERMINAL ROUTE: WHISK INT TO HOPEY (PPI) NDB NA.

MISSISSIPPI

BROOKHAVEN

Brookhaven-Lincoln County

FDC 8/0868 /1R7/ FI/T BROOKHAVEN-LINCOLN COUNTY, BROOKHAVEN, MS. VOR/DME OR GPS-A, AMDT 8...PROC NA.

COLUMBIA

Columbia-Marion County

FDC 8/3463 /ORO/ FI/P COLUMBIA-MARION COUNTY, COLUMBIA, MS. VOR/DME OR GPS RWY 23, AMDT 4...CHANGE ALTM NOTE TO READ: USE HATTIESBURG-LAUREL REGIONAL ALSTG. THIS IS VOR/DME OR GPS RWY 23, AMDT 4A.

COLUMBUS/WEST POINT-STARKVILLE

Golden Triangle Regional

FDC 8/3599 /GTR/ FI/P GOLDEN TRIANGLE REGIONAL, COLUMBUS/WEST POINT-STARKVILLE, MS. ILS RWY 18, AMDT 6...CHANGE MOOED INT/OM (IAF) TO MOOED OM, DELETE IGB R-303. DELETE TERMINAL ROUTE IGB VORTAC TO MOOED INT/OM. DELETE PROC TURN. PROFILE STARTS AT JOIST/IGB 13 DME, MIN ALT 2000. CHART NOTE: DME OR RADAR REQUIRED. THIS IS ILS RWY 18, AMDT 6A.

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 8/0219 /PIB/ FI/T HATTIESBURG-LAUREL REGIONAL, HATTIESBURG-LAUREL, MS. TAKE-OFF MNMS: RWY 18 STANDARD. RWY 36: NOTE 86 AGL TREE 1899 FT FROM DEPARTURE END OF RWY, 936 FT LEFT OF CENTERLINE.

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.

INDIANOLA

Indianola Muni

FDC 8/3748 /IDL/ FI/P INDIANOLA MUNI, INDIANOLA, MS. NDB OR GPS RWY 35, AMDT 4...S-35 MDA 700/HAT 579 ALL CATS. CIRCLING CAT A/B/C MDA 700/HAA 574. GREENWOOD ALSTG MNMS: S-35 MDA 780/HAT 659 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING MDA 780/HAA 654 CAT A/B/C. VIS CAT C 1 3/4. CHANGE ALTM NOTE TO READ: USE GREENVILLE ALSTG IF NOT RECEIVED, USE GREENWOOD ALSTG. THIS IS NDB OR GPS RWY 35, AMDT 4A.

LAUREL

Hesler-Noble Field

FDC 8/3424 /LUL/ FI/P HESLER-NOBLE FIELD, LAUREL, MS. VOR/DME-A, AMDT 2...DELETE NOTE: USE HATTIESBURG-LAUREL REGIONAL ALSTG WHEN NOT AVAILABLE, USE MERIDIAN ALSTG AND INCREASE ALL MDAS 160 FT. THIS IS VOR/DME-A, AMDT 2A.

FDC 8/3419 /LUL/ FI/P HESLER-NOBLE FIELD, LAUREL, MS. NDB RWY 13, AMDT 6...DELETE NOTE: USE HATTIESBURG-LAUREL REGIONAL ALSTG WHEN NOT AVAILABLE, USE MERIDIAN ALSTG AND INCREASE ALL MDAS 160 FT. THIS IS NDB RWY 13, AMDT 6A.

OXFORD

University-Oxford

FDC 8/0214 /UOX/ FI/T UNIVERSITY-OXFORD, OXFORD, MS. VOR/DME RNAV OR GPS RWY 27 AMDT 2...CIRCLING CATS A/B MDA 1000/HAA 549. CATS C/D MDA 1060/HAA 609. VIS CAT C 1 3/4. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF. IF NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE MEMPHIS ALTIMETER SETTING AND INCREASE ALL MDAS 200 FEET.

FDC 8/0213 /UOX/ FI/T UNIVERSITY-OXFORD, OXFORD, MS. VOR/DME RNAV OR GPS RWY 9 AMDT 2...CIRCLING CATS A/B MDA 1000/HAA 549. CATS C/D MDA 1060/HAA 609. VIS CAT C 1 3/4. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF. IF NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE MEMPHIS ALTIMETER SETTING AND INCREASE ALL MDAS 200 FEET.

PRENTISS

Prentiss-Jefferson Davis County

FDC 8/3422 /MSO4/ FI/P PRENTISS-JEFFERSON DAVIS COUNTY, PRENTISS, MS. NDB OR GPS RWY 30, ORIG...CHANGE ALTM NOTE TO READ: USE HATTIESBURG-LAUREL REGIONAL ALSTG. THIS IS NDB OR GPS RWY 30, ORIG-A.

TUNICA

Tunica Muni

MIRL RY 18/36 OTS INDEFLY.(08/98) ■

WALLS

Twinkletown

FDC 8/3652 /2M6/ FI/P TWINKLETOWN, WALLS, MS. RADAR-1 AMDT 2...CIRCLING RWY 5, CIRCLING RWY 23; DLT CAT C MINIMUMS. THIS IS RADAR-1 AMDT 2A.

MISSOURI

CABOOL

COLUMBIA

Columbia Regional

FDC 8/0737 /COU/ FI/T COLUMBIA REGIONAL, COLUMBIA, MO. VOR OR GPS RWY 13, AMDT 2...TERMINAL ROUTE: R-234 COU VOR/DME CLKWS (IAF) TO R-329 COU VOR/DME 11 DME ARC NA. R-093 COU VOR/DME COUNTER CLKWS (IAF) TO R-329 COU VOR/DME 11 DME ARC NA. HLV VORTAC (IAF) TO COU VOR/

DME (NO PT) 329/11.00, COURSE 222/12.6 NM ALT 2900, COU VOR/DME 329/11.00 TO SAPPY COURSE 149/5.00 MIN ALT 2600. VOR/DME OR GPS RWY 20, AMDT 2A...TERMINAL ROUTE: R-289 COU VOR/DME CLKWS (IAF) TO R-013 COU VOR/DME 11 DME ARC NA.

CUBA

Cuba Muni

FDC 7/7449 /UBX/ FI/T CUBA MUNI, CUBA, MO. NDB RWY 18, AMDT 2...NDB RWY 36, AMDT 2...PROCEDURES NA.

FARMINGTON

Farmington Regional

FDC 8/1082 /FAM/ FI/T FARMINGTON REGIONAL, FARMINGTON, MO. NDB RWY 2, AMDT 2A...NDB OR GPS RWY 20, AMDT 2A...VOR/DME OR GPS-A, ORIG...DLT CAT C AND D MNMS. DLT NOTE: USE CAPE GIRARDEAU ALST.

FORT LEONARD WOOD

Forney AAF

FDC 8/0817 /TBN/ FI/T FORNEY AAF, FORT LEONARD WOOD, MO. NDB RWY 32, ORIG...S-32 MDA 1700/HAT 547 ALL CATS, VIS CAT A AND B 1, CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1720/HAA 561 ALL CATS. SPRINGFIELD REGIONAL AIRPORT ALSTG MINIMUMS: S-32 MDA 2000/HAT 847 ALL CATS, VIS CAT A AND B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. DLT NOTE: CIVIL OPR INCR S-VIS 1/4 MILE. CHG NOTE TO READ: WHEN CONTROL TOWER CLOSED USE SPRINGFIELD REGIONAL AIRPORT ALSTG. VOR OR GPS RWY 32, ORIG...S-32 MDA 1640/HAT 487 ALL CATS, VIS CATS A,B AND C 1, CAT D 1 1/2. CIRCLING MDA 1720/HAA 561 CATS A, B AND C. SPRINGFIELD REGIONAL AIRPORT ALSTG MINIMUMS; S-32 MDA 1940/HAT 787 ALL CATS, VIS CAT A 1, CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING MDA 2020/HAA 861 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. DLT NOTE: CIVIL OPR INCR S-VIS 1/4 MILE. CHG NOTE TO READ: WHEN CONTROL TOWER CLOSED USE SPRINGFIELD REGIONAL AIRPORT ALSTG. ALTERNATE MINIMUMS NA. TEMPORARY CRANE 1360 MSL 5489 FT NW RWY 32, TEMPORARY CRANES 1.25 NM E RWY 32.

FDC 8/0815 /TBN/ FI/T FORNEY AAF, FORT LEONARD WOOD, MO. LOC RWY 14, AMDT 1...S-14 VIS 1 ALL CATS. CIRCLING MDA 1720/HAA 561, CATS A-C. SPRINGFIELD REGIONAL AIRPORT ALSTG MNMS: S-14 VIS 1 ALL CATS. CIRCLING MDA 2020/HAA 861 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. DLT NOTE: CIVIL OPR INCR S-VIS 1/4 MILE. CHG NOTE TO READ WHEN CONTROL TOWER CLOSED USE SPRINGFIELD REGIONAL AIRPORT ALSTG. VOR OR GPS RWY 14, ORIG...S-14 MDA 1660/HAT 502 ALL CATS, VIS CATS A AND B 1, CAT C 1 1/2, CAT D 2 1/4. CIRCLING MDA 2020/HAA 861 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/2, CAT D 2 3/4. DLT NOTE: CIVIL OPR INCR S-VIS 1/4 MILE. CHG NOTE TO READ: WHEN CONTROL TOWER CLOSED USE SPRINGFIELD REGIONAL AIRPORT ALSTG. ALTERNATE MNMS NA. TEMPORARY CRANE 1360 FT MSL 5489 FT NW RWY 32, TEMPORARY CRANES 1.25 NM E RWY 32.

FREDERICKTOWN

Fredericktown Regional

FDC 7/7998 /H88/ FI/T FREDERICKTOWN REGIONAL, FREDERICKTOWN, MO. VOR/DME OR GPS RWY 1, AMDT 2...VOR OR GPS RWY 19, ORIG...STRAIGHT IN MINIMUMS NA. PROC NA AT NIGHT.

GRAIN VALLEY

East Kansas City

FDC 7/2958 /3GV/ FI/T EAST KANSAS CITY, GRAIN VALLEY, MO. VOR/DME RNAV OR GPS RWY 27, AMDT 1...CIRCLING MDA 1440/HAA 605 CAT A AND B. VOR OR GPS RWY 23, AMDT 2...CIRCLING MDA 1440/HAA 605 CAT A AND B.

GRAVOIS MILLS

Harbour

APRT CLSD INDEFLY.(098/07)

JEFFERSON CITY

Jefferson City Memorial

FDC 8/4044 /JEF/ FI/T JEFFERSON CITY MEMORIAL, JEFFERSON CITY, MO. LOC BC RWY 12, AMDT 6B...TRML RTE FROM HALLSVILLE (HLV) VORTAC TO GIBSN INT/I-JEF 13.4 DME MIN ALT 2900. NDB RWY 12, AMDT 2...TRML RTE FROM HALLSVILLE (HLV) VORTAC TO GIBSN INT MNM ALT 2900.

KAISER/LAKE OZARK

Lee C. Fine Memorial

FDC 8/4716 /AIZ/ FI/T LEE C. FINE MEMORIAL, KAISER/LAKE OZARK, MO. NDB RWY 21, AMDT 6...PROC NA.

KANSAS CITY

Kansas City Downtown

FDC 8/4362 /MKC/ FI/T KANSAS CITY DOWNTOWN, KANSAS CITY, MO. VOR OR GPS RWY 3, AMDT 16A...DME MNMS: S-3 MDA 1540/HAT 796 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING MDA 1540/HAA 781 ALL CATS. VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. TEMPORARY CRANE 1181 MSL 5788 FEET SW OF RWY 3.

FDC 7/2970 /MKC/ FI/T KANSAS CITY DOWNTOWN, KANSAS CITY, MO. ILS RWY 19, AMDT 20C...CHG MISSED APPROACH TO READ: CLIMB TO 3000 VIA RIS VOR/DME, THEN VIS RIS R-230 AND ANX VORTAC R-260 TO DESOT INT AND HOLD SW, LT, 043 INBOUND.

Kansas City Intl

FDC 8/4470 /MCI/ FI/T KANSAS CITY INTL, KANSAS CITY, MO. VOR OR GPS RWY 27, AMDT 14...S-27 MDA 1540/HAT 514 ALL CATS. VIS CAT C 1, CAT D 1 1/4, TEMPORARY CRANE 1240 MSL 1.1 NM SE OF RWY 27.

KIRKSVILLE

Kirksville Rgnl

ASOS CMSND. FREQ 121.125. PHONE (660) 665-9153.(07/09)

ST LOUIS

Lambert-St Louis Intl

FDC 8/5490 /STL/ FI/P LAMBERT-ST LOUIS INTL, ST LOUIS, MO. ILS RWY 12R, AMDT 21A...CHART MIDDLE MARKER: 0.67 NM FROM THLD. G/S ALT AT MM 809 FT MSL. THIS IS ILS RWY 12R, AMDT 21B.

FDC 8/5439 /STL/ FI/T LAMBERT-ST LOUIS INTL, ST LOUIS, MO. ILS RWY 24, AMDT 45...S-ILS 24: DH 784/HAT 250, ALL CATS. TEMPORARY OIL RIG 572 MSL OPERATING 2700 FEET NE OF RWY THRESHOLD.

Spirit of St. Louis

MALSR RWY 26L CMSND.(08/98)

FDC 8/5892 /SUS/ FI/T SPIRIT OF ST LOUIS, ST LOUIS, MO. VOR OR GPS RWY 8R, AMDT 7A...VOR PORTION NA.

FDC 7/5610 /SUS/ FI/T SPIRIT OF ST LOUIS, ST LOUIS, MO. VOR RWY 26L AMDT 5...PROC NA.

SPRINGFIELD

Downtown

RY 11/29 NOW 4035 FT BY 35 FT.(07/98)

TRENTON

Trenton Muni

FDC 7/2949 /TRX/ FI/T TRENTON MUNI, TRENTON, MO. NDB OR GPS RWY 18, AMDT 6A...CHG MISSED APPROACH TO READ, CLIMB TO 2200 THEN LEFT TURN DIRECT TRX NDB AND HOLD. NDB OR GPS RWY 36, AMDT 8A...CHG MISSED APPROACH TO READ, CLIMB TO 2200 THEN RIGHT TURN DIRECT TRX NDB AND HOLD.

WEST PLAINS

West Plains Muni

FDC 7/7707 /UNO/ FI/T WEST PLAINS MUNI, WEST PLAINS, MO. GPS RWY 18, ORIG...S-18 MDA 1680/HAT 452 ALL CATS. CIRCLING MDA 1740/HAA 512 ALL CATS.

MONTANA

BILLINGS

Billings Logan Intl

FDC 7/4400 /BIL/ FI/T BILLINGS LOGAN INTL, BILLINGS, MT. ILS RWY 10L, AMDT 24...VOR/DME RWY 28R AMDT 13...CIRCLING: CAT A MDA 4160/HAA 511, CAT B AND C MDA 4180/HAA 531. CAT D MDA 4220/HAA 571. VOR OR GPS-A AMDT 1...CIRCLING: CAT D MDA 4220/HAA 571. HI-ILS RWY 10L...HI-VOR/DME OR TACAN RWY 28R...CIRCLING: CAT C MDA 4180/HAA 531, CAT D MDA 4220/HAA 571.

BUTTE

Bert Mooney

FDC 8/4672 /BTM/ FI/T BERT MOONEY, BUTTE, MT. ILS RWY 15 AMDT 5...TERMINAL ROUTE HELENA /HLN/ VORTAC TO KETCH INT THEN, KETCH TO MAGIC INT NA.

FDC 8/4671 /BTM/ FI/T BERT MOONEY, BUTTE, MT. LOC/DME RWY 15 AMDT 6B...TERMINAL ROUTE HELENA /HLN/ VORTAC TO KETCH INT, KETCH TO DOVAL INT AND DOVAL TO ZIPPER INT NA.

FORSYTH

Forsyth/Tillitt Field

FDC 6/9233 /1S3/ FI/T FORSYTH/TILLITT FIELD, FORSYTH, MT. GPS RWY 26, ORIG...PROC NA.

FDC 6/7913 /1S3/ FI/T FORSYTH/TILLITT FIELD, FORSYTH, MT. NDB OR GPS RWY 26 AMDT 2A...GPS PORTION NA.

GLASGOW

Wokal Fld/Glasgow Intl

ASOS FREQ 135.175 CMSND.

GREAT FALLS

Great Falls Intl

FDC 8/2514 /GTF/ FI/T GREAT FALLS INTL, GREAT FALLS, MT. HI-VOR /DME OR TACAN RWY 3 AMDT 2...S-3: CAT C MDA 4060 VIS 1/2 HAT 386, CAT D MDA 4060 VIS 1 HAT 386, CAT E MDA 4060 VIS 1 HAT 386. ADD NOTE: CAT D/E VIS INCREASED 1/4 MILE FOR INOP MALSR.

HAVRE

Havre City-County

FDC 7/2791 /HVR/ FI/T HAVRE CITY-COUNTY, HAVRE, MT. VOR OR GPS RWY 7 AMDT 6...VOR OR GPS RWY 25 AMDT 8A...CHANGE ALTIMETER NOTE TO READ: 'WHEN LOCAL ALTIMETER SETTING NOT RECEIVED EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, PROC NOT AUTHORIZED'.

HELENA

Helena Regional

FDC 8/4254 /HLN/ FI/T HELENA REGIONAL, HELENA, MT. TAKEOFF MINIMUMS AND IFR DEPARTURE PROCEDURES: TAKEOFF MINIMUMS RWY 5: 1500-2 OR STANDARD WITH MINIMUM CLIMB OF 320 FT PER NM TO 5800. RWY 9: 1500-2 OR STANDARD WITH MINIMUM CLIMB OF 275 FT PER NM TO 5700. RWY 23: 1700-2 OR STANDARD WITH MINIMUM CLIMB OF 560 FT PER NM TO 5800. RWY 27: 1500-2 OR STANDARD WITH MINIMUM CLIMB OF 320 FT PER NM TO 5700. RWYS 16, 34 NA.

LIVINGSTON

Livingston/Mission Field

FDC 6/7837 /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.

FDC 6/7792 /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.

MISSOULA

Missoula Intl

FDC 8/1374 /MSO/ FI/T MISSOULA INTL, MISSOULA, MT. ILS RWY 11 AMDT 10A...PROC NA.

YELLOWSTONE

West Yellowstone

FDC 8/4286 /WYS/ FI/T YELLOWSTONE, WEST YELLOWSTONE, MT. ILS RWY 1, AMDT 3A...TERMINAL ROUTE DUNOIR (DNW) VOR/DME TO TARGY (LO) LOM NA.

FDC 8/4285 /WYS/ FI/T YELLOWSTONE, WEST YELLOWSTONE, MT. NDB OR GPS RWY 1, AMDT 3A...TERMINAL ROUTE DUNOIR (DNW) VOR/DME TO TARGY (LO) LOM NA.

NEBRASKA

OMAHA

Eppley Airfield

FDC 8/5713 /OMA/ FI/P CORRECT U.S. TERMINAL PROCEDURES PUBLICATION, VOLUME NC-2, OMAHA, NE,

EPPLEY AIRFIELD: PROCEDURE "ILS RWY 32L" WAS INADVERTENTLY DELETED. THE "NDB RWY 32L" PROCEDURE IS PRINTED TWICE (PAGE 263 AND 266). CHART CORRECTION SUPPLEMENTS ARE FORTHCOMING TO SUBSCRIBERS.

SUPERIOR

Superior Muni

FDC 8/5635 /12K/ FI/T SUPERIOR MUNI, SUPERIOR, NE. VOR/DME OR GPS–A, ORIG...PROC NA.

NEVADA

ELKO

Elko Muni-J.C. Harris Field

FDC 8/4247 /EKO/ FI/T ELKO MUNI–J.C. HARRIS FIELD, ELKO, NV. VOR/DME OR GPS–B AMDT 2...CIRCLING MDA 6040/HAA 900, CAT A/B/C VIS CAT A/B 1 1/4.

ELY

Ely Airport-Yelland Field

FDC 8/2290 /ELY/ FI/T ELY AIRPORT–YELLAND FIELD, ELY, NV. IFR TKOF MNMS AND DEP PROC...ADD RWY 18 TKOF MNMS 1000–3 OR STANDARD WITH MNM CLIMB OF 270 FT PER NM.

LAS VEGAS

Mc Carran Intl

FDC 8/ /LAS/ FI/P MCCARRAN INTL, LAS VEGAS, NV. CORRECT U.S. TERMINAL PROC SW VOL 1 OF 2 DATED 13 AUG 98, PAGE 285. MEAD TWO DEPARTURE...GRAPHIC NOTES: THIRD NOTE SHOULD READ: TURBOJETS DEPARTING RWY 25 L/R CAN EXPECT TO DEPART AND REENTER THE CLASS b AIRSPACE BEYOND 6 DME ARC FROM THE LAS R–260 CLOCKWISE TO THE LAS R–300.

FDC 8/5518 /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. TAKE–OFF MINIMUMS AND DEPARTURE PROCEDURES. ADD TAKE–OFF MINIMUMS FOR RWY 19R; 300–1 OR STANDARD WITH A MINIMUM CLIMB OF 360 FT PER NM TO 2500'. TEMP 130 FT AGL CRANE 3631 FT SW DEPARTURE END OF RUNWAY.

FDC 8/3659 /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. ILS RWY 25R AMDT 16B...DME REQUIRED. SIDESTEP RWY 25L, VIS CAT C 1 1/2, CATS D/E 2.

FDC 8/3658 /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. VOR/DME RWY 1R ORIG...MISSED APPROACH: CLIMBING RIGHT TURN TO 6000 VIA HEADING 070 DEGRES, EXPECT RADAR VECTORS.

FDC 8/3657 /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. VOR RWY 25L/R AMDT 1...MISSED APPROACH: CLIMB TO 3200 THEN CLIMBING RIGHT TURN TO 7000 DIRECT LAS VEGAS VORTAC AND HOLD. IF NOT LEVEL AT 7000 UPON REACHING LAS VEGAS VORTAC CONTINUE CLIMB IN HOLDING PATTERN (HOLD S, RT 346 INBOUND).

FDC 8/3656 /LAS/ FI/T MCCARRAN INTL, LAS VEGAS, NV. TKOF MNMS AND DEP PROC...TKOF MNMS: RWYS 1L, 1R 2100–2 OR STANDARD WITH MNM CLIMB OF 400 FT PER NM TO 6000 FT. RWYS 7L, 7R, 19L, 19R 3400–2 OR STANDARD WITH MNM CLIMB OF 400 FT PER NM TO 6000 FT. DEP PROC: RWYS 1L, 1R, 7L, 7R, 19L, 19R, 25L, 25R – CLIMB TO 3500 THEN CLIMBING RIGHT TURN DIRECT LAS VEG VORTAC, CROSS LAS VEGAS VORTAC AT OR ABOVE 6000 FT. CLIMB IN HOLDING PATTERN (S, RT, 346 DEGREES INBOUND) TO ASSIGNED ALTITUDE OR AIRWAY MEA.

FDC 8/1769 /LAS/ FI/T MC CARRAN INTL, LAS VEGAS, NV. ILS RWY 25L AMDT 2...ILS RWY 25R AMDT 16B...VOR/DME RWY 1R ORIG–A...GPS RWY 1R ORIG...CIRCLING MDA/HAA 3120/941 ALL CATS. VOR RWY 25L/R AMDT 1...S–25L/R MDA/HAT 2680/614. VIS CAT C 1 3/4. CAT D 2. CIRCLING MDA/HAA 3120/941 ALL CATS. TEMP CRANE 2752 MSL, 5965 FT SW RWY 19R.

North Las Vegas

FDC 8/3910 /VGT/ FI/T NORTH LAS VEGAS, LAS VEGAS, NV. TKOF MNMS AND DEP PROC...TKOF MNMS: RWYS 7, 12 1000–2 OR STANDARD WITH MINIMUM CLIMB GRADIENT OF 320 FT PER NM TO 3400 FT. DEP PROC: RWYS 7,12 TURN RIGHT. RWYS 25, 30 TURN LEFT. ALL AIRCRAFT CLIMB VIA HEADING 220 DEGREES AND LAS R–300 TO LAS VEGAS VORTAC. CROSS LAS VORTAC AT 4000, EXPECT RADAR VECTORS.

MESQUITE

Mesquite

FDC 7/6237 /67L/ FI/T MESQUITE, MESQUITE, NV. VOR/DME OR GPS–A ORIG...PROC NA.

RENO

Reno/Tahoe Intl

FDC 8/1081 /RNO/ FI/T RENO/TAHOE INTL, RENO, NV. HI–LOC/DME BC RWY 34L...CHANGE CIRCLING NOTE TO READ: CAT E CIRCLING NA TO RWY 7–25.

FDC 7/7605 /RNO/ FI/T RENO/TAHOE INTL, RENO, NV. IFR TAKE–OFF MNMS AND DEP PROC AMDT 2...TKOF MNMS: RWY 7: NA. RWY 16L: CATS A/B, 1800–2 OR STANDARD WITH A MNM CLIMB OF 610 FT PER NM TO 6600 FT. CATS C/D, 2800–2 OR STANDARD WITH A MNM CLIMB OF 610 FT PER NM TO 7700 FT. RWY 16R: CATS A/B, 1800–2 OR STANDARD WITH A MNM CLIMB OF 490 FT PER NM TO 6600 FT. CATS C/D, 2800–2 OR STANDARD WITH A MNM CLIMB OF 490 FT PER NM TO 7700 FT. RWY 25: CATS A/B, 1700–2 OR STANDARD WITH A MNM CLIMB OF 300 FT PER NM TO 6600 FT. CATS C/D, 4000–2 OR STANDARD WITH A MNM CLIMB OF 510 FT PER NM TO 8900 FT. RWY 34L/R: 1900–2 OR STANDARD WITH A MNM CLIMB OF 330 FT PER NM TO 5000 FT THEN 270 FT PER NM TO 6700 FT. RWY 7: NA. RWY 16L/R: CLIMB VIA I–RNO SOUTH COURSE TO 5500 FT, THEN CLIMBING LEFT TURN DIRECT FMG VORTAC. RWY 25: TURN RIGHT; CLIMB DIRECT FMG VORTAC. RWY 34L/R: CLIMB VIA I–RNO NORTH COURSE TO 7500 FT, THEN CLIMBING RIGHT TURN DIRECT FMG VORTAC. ALL ACFT CROSS FMG VORTAC AT OR ABOVE 800 FT. ALL ACFT CLIMB IN FMG VORTAC HOLDING PATTERN (HOLD NE, LEFT TURNS, 221 DEGREES INBOUND) TO DEPART FMG VORTAC: R–260 CW R–170 AT OR ABOVE 10,000 FT, R–171 CW R–195 AT OR ABOVE 10,500 FT R–196 AT OR ABOVE 10,500 FT, R–196 CW R–259 AT OR ABOVE 12,000 FT.

NEW HAMPSHIRE

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.

MANCHESTER

Manchester

FDC 8/2029 /MHT/ FI/T MANCHESTER, MANCHESTER, NH. VOR RWY 17 ORIG-A...PROC NA.

PORTSMOUTH

Pease Intl Tradeport

FDC 8/4964 /PSM/ FI/T PEASE INTL TRADEPORT, PORTSMOUTH, NH. GPS RWY 16 ORIG...S-16: VIS CATS A/B/C RVR 2400 CAT D RVR 5000. MAP TO THR DISTANCE 0.13 NM. VOR OR TACAN RWY 16 AMDT 4...S-16: VIS CATS A/B/C RVR 2400 CATS D/E RVR 5000. MAP TO THR DISTANCE 0.62 NM. RADAR INSTRUMENT APPROACH MNMS...PAR RWY 16...PROC NA.

NEW JERSEY

BELMAR-FARMINGDALE

Allaire

FDC 8/5737 /BLM/ FI/P ALLAIRE, BELMAR-FARMINGDALE, NJ. VOR OR GPS-A AMDT 2...CIRCLING CAT A MDA 620/HAA 461. THIS IS VOR OR GPS-A AMDT 2A.

FDC 8/5719 /BLM/ FI/P ALLAIRE, BELMAR-FARMINGDALE, NJ. LOC RWY 14 ORIG...CIRCLING CAT A MDA 620/HAA 461. THIS IS LOC RWY 14 ORIG-A.

NEWARK

Newark Intl

FDC 7/7564 /EWR/ FI/T NEWARK INTL, NEWARK, NJ. ILS RWY 22R AMDT 1...PROC NA.

WILDWOOD

Cape May County

FDC 8/5517 /WWD/ FI/T CAPE MAY COUNTY, WILDWOOD, NJ. LOC RWY 19, AMDT 5...S-19 MDA 420/HAT 401 ALL CATS, VIS CATS C/D 1 1/4. CIRCLING CATS A/B/C MDA 520/HAA 497. ADD NOTE: USE MILLVILLE MUNI ALTIMETER SETTING. VOR OR GPS-A, AMDT 2...CIRCLING DME MINIMUMS CATS A/B/C MDA 520/HAA 497. ADD NOTE: USE MILLVILLE MUNI ALTIMETER SETTING. VOR/DME RNAV OR GPS RWY 19, AMDT 6...CIRCLING CATS A/B/C MDA 520/HAA 497. ADD NOTE: USE MILLVILLE MUNI ALTIMETER SETTING. GPS RWY 10, ORIG...S-10 MDA 460/HAT 441 ALL CATS, VIS CAT C 1 1/4, VIS CAT D 1 1/2. CIRCLING CATS A/B/C MDA 520/HAA 497. ADD NOTE: USE MILLVILLE MUNI ALTIMETER SETTING.

NEW MEXICO

ALBUQUERQUE

Albuquerque/Double Eagle II

FDC 8/1794 /AEG/ FI/T ALBUQUERQUE/DOUBLE EAGLE II, ALBUQUERQUE, NM. ILS RWY 22 AMDT 1A...NOTE: ADF OR RADAR REQUIRED.

Albuquerque International Sunport

FDC 8/4818 /ABQ/ FI/T ALBUQUERQUE INTERNATIONAL SUNPORT, ALBUQUERQUE, NM. ILS RWY 3, ORIG-A...ILS RWY 8, AMDT 5...NDB OR GPS RWY 35, AMDT 7...CIRCLING CAT D MDA 6060/HAA 708. CAT D VIS 2 1/4. VOR OR TACAN OR GPS RWY 8, AMDT 19...DME MINIMA CIRCLING CAT D MDA 6060/HAA 708. CAT D VIS 2 1/4. RADAR 1, AMDT 20A...HI-ILS RWY 8...HI-TACAN RWY 8...CIRCLING CAT D/E MDA 6060/HAA 708. CAT D VIS 2 1/4, CAT E VIS 2 1/2. TEMPORARY CRANE 5752 MSL 1.82 NM E OF RWY 26.

ARTESIA

Artesia Muni

FDC 8/5271 /ATS/ FI/T ARTESIA MUNI, ARTESIA, NM. NDB OR GPS RWY 30, AMDT 3...S-30 MDA 4000/HAT 452 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING CAT A MDA 4000/HAA 452. TEMPORARY OIL RIG 3649 MSL 3033 FT SE OF RWY 30.

CARLSBAD

Cavern City Air Terminal

24 HRS PPR FOR ACR OPNS WITH MORE THAN 30 PSGR SEATS CTC AMGR 505-887-3060. (08/98)

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.

FARMINGTON

Four Corners Regional

FDC 7/0291 /FMN/ FI/T FOUR CORNERS REGIONAL, FARMINGTON, NM. VOR/DME OR GPS RWY 7, AMDT 3A...CHANGE MISSED APPROACH INSTRUCTIONS TO: CLIMB TO 8500 DIRECT FMN VORTAC AND HOLD.

GALLUP

Gallup Muni

FDC 7/5696 /GUP/ FI/T GALLUP MUNI, GALLUP, NM. LOC RWY 6, AMDT 3A...S-LOC MDA 7280/HAT 817 ALL CATS. VIS CAT C 2 1/2, CAT D 2 3/4. CIRCLING MDA 7280/HAA 811 CATS A, B AND C. CAT C VIS 2 1/2.

LOVINGTON

Lea County-Zip Franklin Memorial

FDC 8/0911 /E06/ FI/T LEA COUNTY-ZIP FRANKLIN MEMORIAL, LOVINGTON, NM. GPS RWY 3, ORIG...S-3 MDA 4540/HAT 565 ALL CATS. CAT C VIS 1 1/2. CIRCLING CAT A/B MDA 4560/HAA 582, CAT C MDA 4580/HAA 602. CAT C VIS 1 3/4. VOR/DME RNAV RWY 3, ORIG...CIRCLING CAT A/B MDA 4560/HAA 582, CAT C MDA 4580/HAA 602. CAT C VIS 1 3/4. GPS RWY 21, ORIG...S-21 MDA 4480/HAT 510 ALL CATS. CAT C VIS 1 1/2. CIRCLING CAT A/B MDA 4560/HAA 582, CAT C MDA 4580/HAA 602. CAT C VIS 1 3/4. NUMEROUS TEMPORARY OIL RIGS ON AND IN VICINITY OF AIRPORT.

RATON

Raton Muni/Crews Field

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

ROSWELL

Roswell Industrial Air Center

FDC 8/5409 /ROW/ FI/T ROSWELL INDUSTRIAL AIR CENTER, ROSWELL, NM. HI-VOR/DME-A OR TACAN-A...RADAR REQUIRED. HIGH ALTITUDE TEARDROP PENETRATION NOT AUTHORIZED.

SOCORRO

Socorro Muni

RY 01/19 DCMSND. RY 15/33 NOW RY 14/32. RY 14/32 LIRL DCMSND. (08/98)

FDC 7/0858 /ONM/ FI/T SOCORRO MUNI, SOCORRO, NM. TKOF MNMS AND DEP PROCS RWY 15 DEP PROC AMDT 1...PROC NA.

TAOS

TAOS MUNI

FDC 7/0323 /SKX/ FI/T TAOS MUNI, TAOS, NM. NDB RWY 4, ORIG-B...PROCEDURE TURN COMPLETION ALTITUDE 9200. S-4 MDA 8440/HAT 1372 ALL CATS. CIRCLING MDA 8440/HAA 1349 ALL CATS. NDB/VOR MINIMA N/A.

NEW YORK

AKRON

Akron

FDC 7/7746 /9G3 /FI/T AKRON, AKRON, NY. VOR OR GPS RWY 7 AMDT 3...VOR PORTION NA.

FDC 7/7719 /9G3/ FI/T AKRON, AKRON, NY. VOR/DME OR GPS RWY 25 AMDT 4...VOR/DME PORTION NA.

ALBANY

Albany County

FDC 8/4412 /ALB/ FI/T ALBANY INTL, ALBANY, NY. VOR/DME OR GPS RWY 1 AMDT 10...VOR/DME PORTION NA. VOR RWY 1 AMDT 19A...PROC NA. VOR OR GPS RWY 19 AMDT 19A...VOR PORTION NA.

ALBION

Pine Hill

FDC 7/1992 /9G6/ FI/T PINE HILL, ALBION, NY. VOR/DME OR GPS-A AMDT 3...VOR/DME PORTION NA.

BINGHAMTON

Binghamton Regional/Edwin A Link Field

FDC 8/5016 /BGM/ FI/T BINGHAMTON REGIONAL/EDWIN A LINK FIELD, BINGHAMTON, NY. ILS RWY 15 AMDT 6...ILS RWY 34 AMDT 2...CIRCLING MDA 2100/HAA 464 CAT A. ALTN MNMS: STANDARD EXCEPT NA WHEN CONTROL TOWER CLOSED. VOR/DME OR GPS RWY 28 AMDT 9...VOR OR GPS RWY 10 ADMT 6...CIRCLING MDA 2100/HAA 464 CATS A/B/C. NDB OR GPS RWY 34 AMDT 17...ALTN MNMS: STANDARD EXCEPT NA WHEN CONTROL TOWER CLOSED.

BUFFALO

Buffalo Airfield

FDC 7/1807 /9G0/ FI/T BUFFALO AIRFIELD, BUFFALO, NY. VOR OR GPS RWY 24 AMDT 6B...VOR PORTION NA.

Buffalo Niagara Intl

FDC 8/0423 /BUF/ FI/T BUFFALO NIAGARA INTL, BUFFALO, NY. VOR/DME RNAV OR GPS RWY 23 ORIG...VOR/DME RNAV OR GPS RWY 32 AMDT 5A...VOR/DME RNAV PORTION NOT AUTHORIZED.

FDC 7/8075 /BUF/ FI/T BUFFALO NIAGARA INTL, BUFFALO, NY. NDB OR GPS RWY 5 AMDT 10A... NDB PORTION RADAR REQUIRED. NDB PORTION TERMINAL ROUTE FROM BUFFALO /BUF/ VOR/DME TO PLAZZ /GB/ LOM NA. NDB PORTION TERMINAL ROUTE FROM DUNKIRK /DKK/ VORTAC TO ABURG INT NA. NDB PORTION TERMINAL ROUTE FROM ABURG INT TO PLAZZ /GB/ LOM NA. NDB PORTION MISSED APPROACH: CLIMB RWY HEADING TO 4000, EXPECT RADAR VECTORS.

FDC 7/8074 /BUF/ FI/T BUFFALO NIAGARA INTL, BUFFALO, NY. ILS RWY 5 AMDT 13A...RADAR REQUIRED. TERMINAL ROUTE FROM BUFFALO /BUF/ VOR/DME TO PLAZZ /GB/ LOM NA. TERMINAL ROUTE FROM DUNKIRK /DKK/ VORTAC TO ABURG INT NA. TERMINAL ROUTE FROM ABURG INT TO PLAZZ /GB/ LOM NA. MISSED APPROACH: CLIMB RWY HEADING TO 4000, EXPECT RADAR VECTORS.

FDC 7/7716 /BUF/ FI/T BUFFALO NIAGARA INTL, BUFFALO, NY. ILS RWY 23 AMDT 28B...NDB RWY 23 AMDT 15A...RADAR REQUIRED. MISSED APPROACH: CLIMB RUNWAY HEADING TO 4000, EXPECT RADAR VECTORS.

FDC 7/7715 /BUF/ FI/T BUFFALO NIAGARA INTL, BUFFALO, NY. VOR OR GPS-A AMDT 17A...VOR PORTION NOT AUTHORIZED.

ELMIRA

Elmira/Corning Regional

FDC 8/3194 /ELM/ FI/T ELMIRA/CORNING REGIONAL, ELMIRA, NY. ILS RWY 24 AMDT 17...ADF REQUIRED.

FULTON

Oswego County

FDC 8/0940 /FZY/ FI/T OSWEGO COUNTY, FULTON, NY. VOR OR GPS RWY 33 AMDT 3...VOR PORTION NA.

ISLIP

Long Island MacArthur

FDC 7/2508 /ISP/ FI/T LONG ISLAND MACARTHUR, ISLIP, NY. NDB OR GPS RWY 6 AMDT 18...S-6 MDA 900/HAT 806 ALL CATS. VIS CAT C 1 3/4. CAT D 2 1/4. CIRCLING MDA 900/HAA 801 ALL CATS. VIS CAT B 1 1/4. CAT C 2 1/4. CAT D 2 1/2. FOR INOP MALSR INCREASE S-6 CAT B VIS TO 1 1/4 MILE. TEMP CRANE 536 MSL 1.8 NM NORTH OF LOKKS LOM.

MONTAUK

Montauk

MIRL RY 06/24 OPER DUSK-0000 JUN-SEP; OTR TIMES ACTVT - 121.7.(08/98)

FDC 8/3815 /MTP/ FI/T MONTAUK, MONTAUK, NY. VOR OR GPS RWY 6, AMDT 2...MISSED APPROACH: CLIMB TO 3000 DIRECT SEY VOR/DME AND HOLD E, LEFT TURNS, 279 INBOUND.

MONTICELLO

Monticello

FDC 8/5881 /N37/ FI/T MONTICELLO, MONTICELLO, NY. VOR/DME OR GPS RWY 1 AMDT 3...DELETE 175K SPEED RESTRICTION FROM VALID/HUO 8 DME HOLDING PATTERN.

NEW YORK

John F. Kennedy Intl

FDC 8/5851 /JFK/ FI/T JOHN F. KENNEDY INTL, NEW YORK, NY. ILS RWY 13L AMDT 14B...ILS RWY 13L (CAT II) AMDT 14B...TCH 45.

La Guardia

FDC 8/5109 /LGA/ FI/P LA GUARDIA, NEW YORK, NY. LOC RWY 31 AMDT 1...ADF AND RADAR REQUIRED. S-31 MDA 640/HAT 632 ALL CATS. CIRCLING MDA 640/HAA 618 CATS A/B/C. RWY 31 TDZE 8. THIS IS LOC RWY 31 AMDT 1A.

FDC 8/5108 /LGA/ FI/P LA GUARDIA, NEW YORK, NY. ILS RWY 22 AMDT 18...DELETE ALL REFERENCE TO

MM. S-LOC MDA 620/HAT 607 ALL CATS. VIS CAT C RVR 6000, CAT D 1 1/2. CIRCLING MDA 620/HAA 598 CATS A/B. THIS IS ILS RWY 22 AMDT 18A.

FDC 8/5107 /LGA/ FI/P LA GUARDIA, NEW YORK, NY. VOR RWY 4 AMDT 2...DME MMNS CIRCLING MDA 580/HAA 558 CAT A. THIS IS VOR RWY 4 AMDT 2A.

FDC 8/5106 /LGA/ FI/P LA GUARDIA, NEW YORK, NY. ILS RWY 4 AMDT 34A...DELETE ALL REFERENCE TO MM. CIRCLING MDA 580/HAA 558 CAT A. DELETE NOTE: DECISION HEIGHT NOT INCREASED FOR INOPERATIVE MIDDLE MARKER. THIS IS ILS RWY 4 AMDT 34B.

FDC 8/3728 /LGA/ FI/T LA GUARDIA, NEW YORK, NY. TAKEOFF MINIMUMS/DEPARTURE PROCEDURES, AMDT 4...TAKEOFF MINIMUMS: RWY 4, 13 AND 31, 400-1 OR STANDARD WITH MINIMUM CLIMB OF 220 FT PER NM TO 500. RWY 22, 400-1. DEPARTURE PROCEDURES: COMPLY WITH SIDS, OR...RWY 4 AND 13: CLIMB TO 1100 BEFORE PROCEEDING WESTBOUND. RWY 22: CLIMB TO 2000 BEFORE PROCEEDING WESTBOUND. RWY 31: CLIMB TO 1400 BEFORE PROCEEDING SOUTHBOUND.

NIAGARA FALLS

Niagara Falls Intl

FDC 7/7761 /IAG/ FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY. ILS 1 RWY 28R, AMDT 22. TACAN RWY 28R...TERMINAL ROUTE FROM BUFFALO (BUF) VOR/DME TO DIONE/IAG 12 DME NOT AUTHORIZED.

FDC 7/7712 /IAG/ FI/T NIAGARA FALLS INTL, NIAGARA FALLS, NY. HI-ILS 1 RWY 28R...HI-TACAN RWY 28R...TERMINAL ROUTE FROM BUFFALO /BUF/ VOR/DME TO WAPUM/IAG 29 DME NA.

OLEAN

Cattaraugus-Olean

FDC 8/0020 /OLE/ FI/T CATTARAUGUS-OLEAN, OLEAN, NY. VOR/DME RNAV RWY 22 AMDT 4A...TERMINAL ROUTE BUFFALO /BUF/ VOR/DME, NY TO STEHL WP, NY NOT AUTHORIZED.

PENN YAN

Penn Yan

FDC 8/4938 /PEO/ FI/T PENN YAN, PENN YAN, NY. TKOF MNMS AND DEP PROCS...TKOF MNMS: RWY 1, 500-2 OR STANDARD WITH MNM CLIMB OF 230 FT PER NM TO 1700. RWY 19, 600-2 OR STANDARD WITH MNM CLIMB OF 230 FT PER NM TO 1700. RWY 28, 600-2 OR STANDARD WITH MNM CLIMB OF 320 FT PER NM TO 1700. NOTE: RWY 10, 40 FT AGL TREES AT DEP END OF RWY, 96 FT RIGHT OF CNTRLN.

POUGHKEEPSIE

Dutchess County

FDC 8/5101 /POU/ FI/T DUTCHESS COUNTY, POUGHKEEPSIE, NY. ILS RWY 6 AMDT 5A...CIRCLING MDA 840/HAA 675 CATS B/C/D, VIS CAT C 2, CAT D 2 1/4. ALTN MNMS: STANDARD EXCEPT CAT B/C 700-2 (ILS), CAT D 800-2 1/4 (ILS/LOC), NA WHEN CONTROL TOWER CLOSED. VOR/DME RWY 6 AMDT 5A...VOR/DME OR GPS RWY 24 AMDT 3A...VOR OR GPS-A AMDT 10...VOR/DME RNAV OR GPS RWY 6 AMDT 5...CIRCLING MDA 840/HAA 675 CATS B/C/D VIS CAT C 2 CAT D 2 1/4. ALTN MNMS: STANDARD EXCEPT CAT D 800-2 1/4.

SARANAC LAKE

Adirondac Regional

PPR ONE HR FOR ACR OPNS WITH MORE THAN 30 PSGR SEATS CALL AMGR 518-891-4600.(08/98)

SARATOGA SPRINGS

Saratoga County

FDC 8/2772 /5B2/ FI/T SARATOGA COUNTY, SARATOGA SPRINGS, NY. VOR OR GPS-A AMDT 5...VOR PORTION DME REQUIRED.

WHITE PLAINS

Westchester County

FDC 8/4714 /HPN/ FI/T WESTCHESTER COUNTY, WHITE PLAINS, NY. COPTER ILS/DME 162 DEGREE ORIG...S-LOC NA.

FDC 7/6950 /HPN/ FI/T WESTCHESTER COUNTY, WHITE PLAINS, NY. VOR/DME OR GPS-A, AMDT 3B...CIRCLING MDA/HAT 980/541 CAT A/B, 1020/581 C/D. 720 MSL TEMP CRANE 1.6 NM NW RWY 16 THLD.

FDC 7/6949 /HPN/ FI/T WESTCHESTER COUNTY, WHITE PLAINS, NY. ILS RWY 34, AMDT 3...VOR/DME RNAV OR GPS RWY 34, AMDT 6...CIRCLING MDA/HAT 1020/581 CAT C/D. 720 MSL TEMP CRANE 1.6 NM NW RWY 16 THLD.

FDC 7/6948 /HPN/ FI/T WESTCHESTER COUNTY, WHITE PLAINS, NY. COPTER ILS/DME 162 DEGREES, ORIG...S-LOC MDA/HAT 980/541. 720 MSL CRANE 1.6 NM FROM RWY 16 THLD ON CENTERLINE.

FDC 7/6947 /HPN/ FI/T WESCHESTER COUNTY, WHITE PLAINS, NY. ILS RWY 16, AMDT 22A...S-LOC MDA/HAT 980/541 ALL CATS, VIS CAT D RVR 6000. CIRCLING MDA/HAA 980/541 CAT A/B, 1020/581 CAT C/D. 720 MSL TEMP CRANE 1.6 NM FROM RWY 16 THLD ON CENTERLINE.

NORTH CAROLINA

ALBEMARLE

Stanly County

FDC 8/4890 /VUJ/ FI/P STANLY COUNTY, ALBEMARLE, NC. LOC RWY 22L, ORIG-D...DELETE TRANSITION ROUTE FROM SDZ VORTAC TO ALLER LOM. DELETE CHARLOTTE ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE CHARLOTTE ALTIMETER SETTING. THIS IS LOC RWY 22L, ORIG-E.

FDC 8/4888 /VUJ/ FI/P STANLY COUNTY, ALBEMARLE, NC. GPS RWY 4R, ORIG-A...DELETE CHARLOTTE ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE CHARLOTTE ALTIMETER SETTING. THIS IS GPS RWY 4R, ORIG-B.

FDC 8/4887 /VUJ/ FI/P STANLY COUNTY, ALBEMARLE, NC. NDB OR GPS RWY 22L, ORIG-A...DELETE TRANSITION ROUTE FROM SDZ VORTAC TO ALLER LOM. DELETE CHARLOTTE ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE CHARLOTTE ALTIMETER SETTING. THIS IS NDB OR GPS RWY 22L, ORIG-B.

BEAUFORT

Michael J. Smith Field

FDC 8/5019 /MRH/ FI/P MICHAEL J. SMITH FIELD, BEAUFORT, NC, NDB RWY 14 ORIG...S-14: MDA

740/HAT 730 ALL CATS. VIS CAT C 2, CAT D 2 1/4. CIRCLING MDA 740/HAA 729 ALL CATS, VIS CAT C 2, CAT D 2 1/4. NEW BERN ALSTG MNMS: S–14 MDA 760/HAT 750 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. CIRCLING MDA 760/HAA 749 ALL CATS, VIS CAT B 1 1/4, CAT C 2 1/4, CAT D 2 1/2. THIS IS NDB RWY 14 ORIG–A.

CHAPEL HILL

Horace Williams

FDC 8/5344 /IGX/ FI/T HORACE WILLIAMS, CHAPEL HILL, NC. GPS RWY 9, ORIG...GPS RWY 27, ORIG...VOR/DME RNAV RWY 9 ORIG...VOR/DME RWY 27 ORIG–B...RADAR–1 AMDT 8...PROCEDURE NOT AUTHORIZED AT NIGHT.

ELIZABETH CITY

Elizabeth City Coast Guard Air Station/Muni

FDC 8/3270 /ECG/ FI/T ELIZABETH CITY COAST GUARD AIR STATION/MUNI, ELIZABETH CITY, NC. DEPARTURE PROCEDURE: WHEN TETHERED BALLOON LOCATED APPROXIMATELY 2NM SE OF AIRPORT IS FLYING: RWY 1, 10, 28: CLIMB RWY HEADING TO 4000 BEFORE TURNING SOUTH. RWY 19: CLIMB TO 4000 VIA HEADING 270 BEFORE PROCEEDING ON COURSE.

ELIZABETHTOWN

Elizabethtown

FDC 8/4744 /4W1 /FI/T ELIZABETHTOWN, ELIZABETHTOWN, NC. NDB OR GPS RWY 33 ORIG...TRANSITION ROUTE FROM RAPEN INT TO TGQ NDB NA.

GREENSBORO

Piedmont Triad Intl

FDC 8/5669 /GSO/ FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. ILS RWY 5, AMDT 5A...ILS RWY 23, AMDT 8A...VOR/DME OR GPS RWY 23, AMDT 9B...VOR/DME OR GPS RWY 32, AMDT 3A...NDB OR GPS RWY 14, AMDT 15B...RADAR–1, AMDT 9B...CIRCLING MDA 1480/HAA 554 CAT A. ILS RWY 14, AMDT 18A...S–ILS 14 DH 1180/HAT 250 ALL CATS. S–LOC 14 MDA 1420/HAT 494 ALL CATS. CIRCLING MDA 1480/HAA 554 CAT A. VOR OR GPS RWY 5, AMDT 12A...S–5 MDA 1320/HAT 419 ALL CATS. CIRCLING MDA 1480/HAA 554 CAT A. RADAR–1, AMDT 9B...ASR 14 MDA 1440/HAT 514 ALL CATS. TEMP CRANE 1121 MSL, .82 NM NW APPROACH END RWY 14, 1300 FT LEFT OF CENTERLINE.

FDC 8/5636 /GSO/ FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. TAKE–OFF MINIMUMS: RWYS 5, 23 AND 14 STANDARD. RWY 32, 300–1 OR STANDARD WITH A MINIMUM CLIMB OF 400 FT PER NM TO 1200. TEMP CRANE 1121 MSL, .82 NM NW APPROACH END RWY 14.

FDC 8/4292 /GSO/ FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. VOR/DME OR GPS RWY 32, AMDT 3A...VOR/DME PORTION NOT AUTHORIZED.

FDC 8/1371 /GSO/ FI/T PIEDMONT TRIAD INTL, GREENSBORO, NC. VOR/DME OR GPS RWY 23 AMDT 9A...S–23 MDA 1300/HAT 410 ALL CATS. VIS A/B/C RVR 4000. NOTE: FOR INOP ALSF–2, INCREASE S–23 CAT A/B VIS TO RVR 5000.

FDC 7/6178 /GSO/ FI/P PIEDMONT TRIAD INTL, GREENSBORO, NC. NDB OR GPS RWY 14 AMDT 15A...S–14 MDA 1440/HAT 514 ALL CATS. VIS RVR CAT C 5000, CAT D 1 1/2. CIRCLING MDA 1440/HAA 514 CAT A. THIS IS NDB OR GPS RWY 14, AMDT 15B.

FDC 7/6177 /GSO/ FI/P PIEDMONT TRIAD INTL, GREENSBORO, NC. RADAR–1. AMDT 9A...S–14 MDA 1380/HAT 454 ALL CATS. CIRCLING MDA 1380/HAA 454 CAT A. THIS IS RADAR 1, AMDT 9B.

KINSTON

Kinston Regional Jetport at Stallings Field

FDC 7/6355 /ISO/ FI/T KINSTON REGIONAL JETPORT AT STALLINGS FIELD, KINSTON, NC. VOR/DME OR GPS RWY 5, AMDT 12. VOR/DME PORTION NA.

LUMBERTON

Lumberton Muni

FDC 7/4636 /LBT/ FI/T LUMBERTON MUNI, LUMBERTON, NC. VOR RWY 5, AMDT 8...PROC NA.

FDC 7/4635 /LBT/ FI/T LUMBERTON MUNI, LUMBERTON, NC. VOR OR GPS RWY 13, AMDT 9...VOR PORTION NA.

MANTEO

Dare County Regional

FDC 8/3556 /MQI/ FI/T DARE COUNTY REGIONAL, MANTEO, NC. VOR OR GPS RWY 17, AMDT 3A...PROC TURN ALT 2000. MIN ALT: RBX 4.0 DME 1100. S–17 MDA 1100/HAT 1086 ALL CATS, VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING MDA 1100/HAA 1086 ALL CATS. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. DME MINIMUMS: S–17 MDA 440/HAT 426 ALL CATS. VIS CAT C 1 1/4. MISSED APPROACH INSTRUCTIONS: CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2000 DIRECT RBX VOR/DME AND HOLD. NDB RWY 17, AMDT 4A...PROC TURN ALT 2000. MISSED APPROACH INSTRUCTIONS: CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 2000 DIRECT MQI NDB AND HOLD.

FDC 8/1576 /MQI/ FI/T DARE COUNTY REGIONAL, MANTEO, NC. TAKE–OFF MINIMUMS: CHANGE ALL REFERENCES TO RWY 16 TO RWY 17, RWY 10 CLOSED.

MAXTON

Laurinburg-Maxton

FDC 7/2094 /MEB/ FI/T LAURINBURG–MAXTON, MAXTON, NC. ILS RWY 5 ORIG...S–LOC 5, MDA 740/HAT 524 ALL CATS. VIS CAT C 1 1/2, VIS CAT D 1 3/4. CIRCLING MDA 740/HAA 520 CATS A, B AND C. SIMMONS AAF ALTIMETER SETTING MINIMUMS S–LOC–5 MDA 800/HAT 584 ALL CATS. CIRCLING MDA 800/HAA 580 ALL CATS.

NEW BERN

Craven County Regional

ASOS PHONE NOW 252–514–2086.(07/98)

FDC 8/4885 /EWN/ FI/T CRAVEN COUNTY REGIONAL, NEW BERN, NC. TAKE–OFF MINIMUMS AND DEPARTURE PROCEDURES: TAKE–OFF MINIMUMS: RWY 4, 300–1. RWY 22 – 75 FT TREES 958 FT FROM DEPARTURE END OF RUNWAY, 705 FT RIGHT OF CENTERLINE. RWY 13 – 79 FT AGL TREES 1297 FT FROM DEPARTURE END OF RUNWAY, 531 FT RIGHT OF CENTERLINE. RWY 31 – 91 FT AGL TREES 743 FT FROM DEPARTURE END OF RUNWAY, 626 FT LEFT OF CENTERLINE. DEPARTURE PROCEDURE: RWY 4, 31, CLIMB RUNWAY HEADING TO 900 FT BEFORE TURNING NORTH.

FDC 8/1884 /EWN/ FI/T CRAVEN COUNTY REGIONAL, NEW BERN, NC. RADAR–1, AMDT 2A...ASR RWY 22 NOT AUTHORIZED.

FDC 8/1182 /EWN/ FI/T CRAVEN COUNTY REGIONAL, NEW BERN, NC. VOR OR GPS RWY 22, AMDT 1C...S–22 MINIMUMS NA. S–22 DME MINIMUMS NA.

NORTH WILKESBORO

Wilkes County

FDC 8/5511 /UKF/ FI/P WILKES COUNTY, NORTH WILKESBORO, NC. ILS RWY 1, ORIG...S–ILS 1 ALL CATS VIS 1/2, S–LOC 1 CATS A/B VIS 1/2. CAT C 1 1/4, CAT D 1 1/2. DME MINIMUMS: S–LOC 1 CAT A/B/C VIS 1/2, CAT D 3/4. ADD NOTE: 'DME MINIMUMS: FOR INOPERATIVE MALSR, INCREASE S–LOC 1 CAT D VISIBILITY TO 1 MILE.' DELETE NOTE: 'DME MINIMUMS: INOPERATIVE TABLE DOES NOT APPLY TO S–LOC 1 CAT C.' THIS IS ILS RWY 1, ORIG–A.

FDC 8/5370 /UKF/ FI/P WILKES COUNTY, NORTH WILKESBORO, NC. NDB RWY 1, AMDT 2...S–1 CAT C VIS 1, CAT D VIS 1 1/4. DME MINIMUMS: S–1 CAT C VIS 3/4. CAT D VIS 1. DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO CAT C. THIS IS NDB RWY 1, AMDT 2A.

FDC 8/5320 /UKF/ FI/P WILKES COUNTY, NORTH WILKESBORO, NC. GPS RWY 1, ORIG–A...S–1 CATS A/B/C VIS 1/2, CAT D 1. ADD NOTE: FOR INOPERATIVE MALSR, INCREASE S–1 CAT D VISIBILITY TO 1 1/4 MILES. THIS IS GPS RWY 1, ORIG–B.

FDC 7/4997 /UKF/ FI/T WILKES COUNTY, NORTH WILKESBORO, NC. GPS RWY 1 ORIG...TAKE–OFF MINIMUMS: RWY 1, 400–1 OR STANDARD WITH MINIMUM CLIMB OF 300 FEET PER NM TO 1700.

RALEIGH/DURHAM

Raleigh-Durham Intl

FDC 7/6330 /RDU/ FI/P RALEIGH–DURHAM INTL, RALEIGH/DURHAM, NC. RADAR 1 AMDT 7B...S–23L VIS 4000 CATS A/B AND C; RVR 5000 CAT D. THIS IS RADAR 1 AMDT 7C.

ROANOKE RAPIDS

Halifax County

FDC 8/3454 /RZZ/ FI/P HALIFAX COUNTY, ROANOKE RAPIDS, NC. NDB OR GPS RWY 5 AMDT 3...CIRCLING HAA 724 ALL CATS. CHART: ASOS. DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF. WHEN NOT AVAILABLE USE ROCKY MOUNT ALSTG AND INCREASE ALL MDA(S) 160 FT. WHEN ROCKY MOUNT ALTM NOT AVAILABLE PROC NOT AUTHORIZED. THIS IS NDB OR GPS RWY 5 AMDT 3A.

STATESVILLE

Statesville Muni

FDC 8/3764 /SVH/ FI/P STATESVILLE MUNI, STATESVILLE, NC. VOR/DME RWY 10, AMDT 7...MISSED APPROACH INSTRUCTIONS: CLIMB TO 3300 VIA BZM VOR/DME R–118 TO OWALT INT AND HOLD. DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, USE CHARLOTTE ALSTG. DELETE CHARLOTTE ALSTG MINIMUMS. THIS IS VOR/DME RWY 10, AMDT 7A.

FDC 8/3763 /SVH/ FI/P STATESVILLE MUNI, STATESVILLE, NC. GPS RWY 10 ORIG...MISSED APPROACH INSTRUCTIONS: CLIMB TO 3300 DIRECT OWALT WP AND HOLD. DELETE NOTE: OBTAIN LOCAL ALSTG ON CTAF; WHEN NOT RECEIVED, USE CHARLOTTE ALSTG. DELETE CHARLOTTE ALSTG MINIMUMS. THIS IS GPS RWY 10, ORIG–A.

WADESBORO

Anson County

FDC 8/3296 /3A3/ FI/P ANSON COUNTY, WADESBORO, NC. NDB OR GPS RWY 16, AMDT 1B...DELETE TERMINAL ROUTE FROM SDZ VORTAC TO AFP NDB. THIS IS NDB OR GPS RWY 16, AMDT 1C.

WALLACE

Henderson Field

FDC 7/8498 /ACZ/ FI/T HENDERSON FIELD, WALLACE, NC. VOR/DME–A AMDT 4...PROC NA.

WILMINGTON

New Hanover Intl

FDC 8/3168 /ILM/ FI/P NEW HANOVER INTL, WILMINGTON, NC. GPS RWY 24 ORIG...S–24 MDA 440/HAT 413 ALL CATS. VIS CAT C 1 1/4. THIS IS GPS RWY 24, ORIG–A.

WILSON

Wilson Industrial Air Center

FDC 8/3050 /WO3/ FI/P WILSON, NC, WILSON INDUSTRIAL AIR CENTER, CORRECT U.S. TERMINAL PROCEDURE, SE, VOL 2, DATED 23 APR 98. PAGE 375, NDB OR GPS RWY 3, AMDT 6. REF PLANVIEW HOLDING AT JAMBE LOM SHOULD READ 233 OUTBOUND VICE 053 INBOUND.

NORTH DAKOTA

BOWMAN

Bowman Muni

FDC 8/5709 /BPP/ FI/T BOWMAN MUNI, BOWMAN, ND. NDB OR GPS RWY 29, AMDT 3...GPS PORTION NA.

FARGO

Hector Intl

FDC 8/5031 /FAR/ FI/T HECTOR INTL, FARGO, ND. VOR/DME RNAV OR GPS RWY 13, AMDT 6...PROC NA.

MINOT

Minot Intl

FDC 8/3550 /MOT/ FI/T MINOT INTL, MINOT, ND. LOC BC RWY 13, AMDT 6...CHG PROFILE NOTE: PROCEDURE TURN REMAIN WITHIN 10 NM. ADD NOTE: PROCEDURE TURN NA FOR CAT E.

OHIO

CLEVELAND

Burke Lakefront

FDC 8/2628 /BKL/ FI/T BURKE LAKEFRONT, CLEVELAND, OH. TAKEOFF MNMS: RWYS 24R/L, 300–1 OR STANDARD WITH MNM CLIMB OF 420 FEET PER NM TO 1000 FEET. (REASON: TEMP 711 FT MSL CRANE APPROX 1550 FEET FROM DEPARTURE ENDS OF BOTH RWYS.)

Cleveland-Hopkins Intl

FDC 8/5496 /CLE/ FI/T CLEVELAND–HOPKINS INTL, CLEVELAND, OH. VOR/DME RNAV OR GPS RWY 18, AMDT 10...VOR/DME RNAV OR GPS RWY 36, AMDT 10...PROC NA.

Cuyahoga County

FDC 8/5149 /CGF/ FI/P CUYAHOGA COUNTY, CLEVELAND, OH. NDB OR GPS RWY 23, AMDT 8...DELETE

NOTE: WHEN CONTROL TOWER CLOSED, USE CLEVELAND–HOPKINS ALTIMETER SETTING. ADD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE CLEVELAND–HOPKINS ALTIMETER SETTING. THIS IS NDB OR GPS RWY 23, AMDT 8A.

FDC 8/5147 /CGF/ FI/P CUYAHOGA COUNTY, CLEVELAND, OH. ILS RWY 23, AMDT 13...DELETE NOTE: WHEN CONTROL TOWER CLOSED, USE CLEVELAND–HOPKINS ALTIMETER SETTING. ADD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE CLEVELAND–HOPKINS ALTIMETER SETTING. THIS IS ILS RWY 23, AMDT 13A.

FDC 8/5146 /CGF/ FI/P CUYAHOGA COUNTY, CLEVELAND, OH. LOC BC RWY 5, AMDT 10...DELETE NOTE: WHEN CONTROL TOWER CLOSED, USE CLEVELAND–HOPKINS ALTIMETER SETTING. ADD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE CLEVELAND–HOPKINS ALTIMETER SETTING. THIS IS LOC BC RWY 5, AMDT 10A.

COLUMBUS

Ohio State University

FDC 8/4872 /OSU/ FI/P OHIO STATE UNIVERSITY, COLUMBUS, OH. ILS RWY 9R, AMDT 4...DLT: PORT COLUMBUS INTL ALSTG MNMS. DLT NOTE: WHEN CONTROL ZONE NOT IN EFFECT, USE PORT COLUMBUS INTL ALSTG. ADD ALTERNATE MINIMUMS: STANDARD, EXCEPT NA WHEN CONTROL TOWER CLOSED. CHG NOTE: ADF OR RADAR REQUIRED TO READ ADF REQUIRED. THIS IS ILS RWY 9R, AMDT 4A.

FDC 8/4870 /OSU/ FI/P OHIO STATE UNIVERSITY, COLUMBUS, OH. NDB RWY 9R, AMDT 2...DLT: PORT COLUMBUS INTL ALSTG MNMS. DLT NOTE: WHEN CONTROL ZONE NOT IN EFFECT, USE PORT COLUMBUS INTL ALSTG. ADD ALTERNATE MINIMUMS: STANDARD, EXCEPT NA WHEN CONTROL TOWER CLOSED. THIS IS NDB RWY 9R, AMDT 2A.

FDC 8/4868 /OSU/ FI/P OHIO STATE UNIVERSITY, COLUMBUS, OH. VOR/DME RNAV RWY 27L, AMDT 6...DLT: PORT COLUMBUS INTL ALSTG MNMS. DLT NOTE: WHEN CONTROL TOWER CLOSED, USE PORT COLUMBUS INTL ALSTG. ADD ALTERNATE MINIMUMS: STANDARD, EXCEPT NA WHEN CONTROL TOWER CLOSED. THIS IS VOR/DME RNAV RWY 27L, AMDT 6A.

FDC 8/4866 /OSU/ FI/P OHIO STATE UNIVERSITY, COLUMBUS, OH. NDB RWY 27L, AMDT 6A...DLT: PORT COLUMBUS INTL ALSTG MNMS. DLT NOTE: WHEN CONTROL ZONE NOT IN EFFECT, USE PORT COLUMBUS INTL ALSTG. ADD ALTERNATE MINIMUMS: STANDARD, EXCEPT NA WHEN CONTROL TOWER CLOSED. THIS IS NDB RWY 27L, AMDT 6B.

FDC 7/6795 /OSU/ FI/T OHIO STATE UNIVERSITY, COLUMBUS, OH. GPS RWY 27L, ORIG–A...S–27L MDA 1600/HAT 697 ALL CATS. VIS CAT A/B 1, CAT C 2, CAT D 2–1/4. CIRCLING MDA 1600/HAA 694 ALL CATS. VIS CAT A/B 1, CAT C 2, CT D 2–1/4.

Port Columbus Intl

FDC 8/5665 /CMH/ FI/P PORT COLUMBUS INTL, COLUMBUS, OH. NDB RWY 28R, ORIG–A...S–28R VIS CATS A, B 3/4, CAT C 1–1/4, CAT D 1–3/4. CHART: MALSR RWY 28R. THIS IS NDB RWY 28R, ORIG–B.

FDC 8/5664 /CMH/ FI/P PORT COLUMBUS INTL, COLUMBUS, OH. ILS RWY 28R, AMDT 1...S–ILS 28R VIS 1/2 ALL CATS; S–LOC 28R VIS CATS A, B 1/2, CAT C 1–1/4, CAT D 1–1/2. UNOIT FIX MINIMUMS: S–LOC 28R VIS CATS A, B, C 1/2, CAT D 3/4. CHART: MALSR RWY 28R. THIS IS ILS RWY 28R, AMDT 1A.

DELAWARE

Delaware Muni

FDC 8/4263 /DLZ/ FI/T DELAWARE MUNI, DELAWARE, OH.VOR RWY 28, AMDT 5...NDB RWY 10, AMDT 4...GPS RWY 10, ORIG...GPS RWY 28, ORIG...LOCAL ALTIMETER MNMS: NA.

FREMONT

Sandusky County Regional

NEW ARPT OPENED TO PUBLIC. RY 06/24 5500 FT BY 100 FT. ACTVT MIRL RY 06/24 – CTAF.(8/98)

WASHINGTON COURT HOUSE

Fayette County

FDC 7/4499 /I23/ FI/T FAYETTE COUNTY, WASHINGTON COURT HOUSE, OH. NDB OR GPS RWY 22, AMDT 3...STRAIGHT–IN MINIMUMS NA.

WILMINGTON

Clinton Field

FDC 8/0126 /I66/ FI/T CLINTON FIELD, WILMINGTON, OH. GPS RWY 21, ORIG...PROC NA.

OKLAHOMA

ALTUS

Altus Muni

FDC 7/3573 /AXS/ FI/T ALTUS MUNI, ALTUS, OK. GPS RWY 17, ORIG...PROC NA.

FDC 7/3572 /AXS/ FI/T ALTUS MUNI, ALTUS, OK. VOR/DME RNAV RWY 17, AMDT 1...PROC NA.

DUNCAN

Halliburton Field

FDC 8/2528 /DUC/ FI/T HALLIBURTON FIELD, DUNCAN, OK. VOR RWY 35, AMDT 10A...MISSED APPROACH INSTRUCTIONS: CLIMB TO 1700 THEN CLIMBING RIGHT TURN TO 3000 DIRECT DUC VOR/DME AND HOLD.

DURANT

Durant NDB

(DUA) NDB OTS INDEFLY. (08/98)

NORMAN

University of Oklahoma Westheimer

FDC 8/5150 /OUN/ FI/T UNIVERSITY OF OKLAHOMA WESTHEIMER, NORMAN, OK. LOC RWY 3, AMDT 3A...VOR/DME RNAV OR GPS RWY 3, ORIG–B...CIRCLING CATS A/B/C MDA 1680/HAA 498. GPS RWY 17, ORIG...STRAIGHT IN MINIMA NOT AUTHORIZED; CIRCLING CATS A/B/C MDA 1680/HAA 498. TAKEOFF MNMS: RWY 35, 300–1 OR STANDARD WITH A MNM CLIMB OF 470 FEET PER NM UNTIL 1400 FEET. TEMPORARY CRANE 1370 MSL LOCATED 2230 FEET NORTH AND 103 FEET WEST OF RWY 17 THLD.

OKLAHOMA CITY

Wiley Post

FDC 8/2276 /PWA/ FI/T WILEY POST, OKLAHOMA CITY, OK. VOR OR GPS RWY 35R, AMDT 2...VOR PORTION NA.

Will Rogers World

FDC 8/4252 /OKC/ FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. NDB OR GPS RWY 17R, AMDT 24...S-17R MDA 1780/HAT 498 ALL CATS. CIRCLING MDA CAT A/B/C 1780/HAA 485. GPS PORTION NA. TEMPORARY CRANE 1477 MSL 1.48 NM W OF RWY 17R.

FDC 8/4251 /OKC/ FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. VOR OR GPS RWY 17L, AMDT 1B...CIRCLING CAT A/B/C MDA 1780/HAA 485. GPS PORTION NA. TEMPORARY CRANE 1477 MSL 1.48 NM W OF RWY 17R.

FDC 8/4250 /OKC/ FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. NDB OR GPS RWY 35R, AMDT 5A...CIRCLING CAT A/B/C MDA 1780/HAA 485. GPS PORTION NA. TEMPORARY CRANE 1477 MSL 1.48 NM W OF RWY 17R.

FDC 8/4249 /OKC/ FI/T WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS RWY 17L, ORIG-D...ILS RWY 17R, AMDT 9A...ILS RWY 35R, AMDT 8C...LOC BC RWY 35L, AMDT 10B...GPS RWY 17L, ORIG...GPS RWY 17R, ORIG...GPS RWY 35L, ORIG...GPS RWY 35R, ORIG...CIRCLING CAT A/B/C MDA 1780/HAA 485. TEMPORARY CRANE 1477 MSL 1.48 NM W OF RWY 17R.

OKMULGEE

Okmulgee Muni

FDC 7/7390 /OKM/ FI/T OKMULGEE MUNI, OKMULGEE, OK. NDB OR GPS RWY 17, AMDT 3...PROC NA.

FDC 7/7389 /OKM/ FI/T OKMULGEE MUNI, OKMULGEE, OK. ILS RWY 17, AMDT 3...PROC NA.

POTEAU

Robert S. Kerr

FDC 8/0701 /RKR/ FI/T ROBERT S. KERR, POTEAU, OK. VOR/DME RWY 36, AMDT 4...PROC NA.

PRYOR

Mid-America Industrial

RY 17/35 NOW 5000 FT BY 75 FT. (08/98)

SAND SPRINGS

William R. Pogue Muni

AWOS-3 CMSND. FREQ 118.325. PHONE 918-246-2635. (08/98)

FDC 8/2005 /0F8/ FI/T WILLIAM R. POGUE MUNI, SAND SPRINGS, OK. NDB RWY 35, AMDT 2...MISSED APPROACH INSTRUCTIONS: CLIMBING LEFT TURN TO 2400 VIA HEADING 190 EXPECT RADAR VECTORS.

FDC 8/2003 /0F8/ FI/T WILLIAM R. POGUE MUNI, SAND SPRINGS, OK. VOR OR GPS-A, AMDT 1A...DME AND RADAR REQUIRED.

SHAWNEE

Shawnee Muni ILS Ry 17

(I-HNQ) ILS CMSND. LOC FREQ 108.75. (08/98)

TULSA

Richard Lloyd Jones Jr.

FDC 8/4197 /RVS/ FI/T RICHARD LLOYD JONES JR., TULSA, OK. ILS RWY 1L, ORIG...S-ILS-1L DH 877/252. TEMPORARY CRANE 879 FT NE OF RWY 1L.

FDC 8/2006 /RVS/ FI/T RICHARD LLOYD JONES JR., TULSA, OK. ILS RWY 1L, ORIG...VOR RWY 1L, AMDT 4...CHG MISSED APPROACH INSTRUCTIONS: CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 2400 VIA HEADING 280 EXPECT RADAR VECTORS.

Tulsa Intl

FDC 8/2004 /TUL/ FI/T TULSA INTL, TULSA, OK. ILS RWY 18L, AMDT 13B...ILS RWY 18R, AMDT 6A...ILS RWY 36R, AMDT 28B...NDB OR GPS RWY 18L, AMDT 10A...NDB OR GPS RWY 36R, AMDT 19D...CHG MISSED APPROACH INSTRUCTIONS: CLIMB TO 2500 EXPECT RADAR VECTORS.

FDC 8/1887 /TUL/ FI/T TULSA INTL, TULSA, OK. HI-NDB OR ILS RWY 36R...DME MNMS: S-NDB 36R - MDA 1220/HAT 571 ALL CATS. VIS CAT C 1. CIRCLING: CAT C MDA 1220/HAA 543.

FDC 8/1764 /TUL/ FI/P TULSA INTL, TULSA, OK. RADAR-1, AMDT 17...S-36L MDA 1180/HAT 503 ALL CATS. VIS CAT C 1 1/2. CIRCLING CAT A/B/C MDA 1180/HAA 503. THIS IS RADAR-1, AMDT 17A.

FDC 7/7306 /TUL/ FI/T TULSA INTL, TULSA, OK. NDB OR GPS RWY 18L, AMDT 10A...GPS PORTION NA.

FDC 7/7304 /TUL/ FI/T TULSA INTL, TULSA, OK. VOR/DME OR TACAN OR GPS RWY 8, AMDT 3B...GPS PORTION NA.

FDC 7/7302 /TUL/ FI/T TULSA INTL, TULSA, OK. NDB OR GPS RWY 36R, AMDT 19A...GPS PORTION NA.

VINITA

Vinita Muni

RY 17/35 MIRL RTS. (08/98)

OREGON

ASTORIA

Astoria Regional

FDC 8/0589 /AST/ FI/T ASTORIA REGIONAL, ASTORIA, OR. VOR OR GPS RWY 8 AMDT 11...S-8 MDA 740/HAT 730 ALL CATS. VIS CAT C 2, CAT D 2 1/4. CIRCLING CAT A MDA 740, HAA 729, CAT D MDA 900 VIS 3, HAA 889. ALTERNATE MINIMUMS: CAT D 900-3.

EUGENE

Mahlon Sweet Field

FDC 7/7176 /EUG/ FI/T MAHLON SWEET FIELD, EUGENE, OR. VOR/DME OR TACAN OR GPS RWY 34 AMDT 3...TERMINAL ROUTE: EUG R-130 CW (IAF) TO EUG R-152/14 DME NOT AUTHORIZED. PROFILE VIEW: EUG R-152/14 DME MINIMUM ALTITUDE 4000.

GRANTS PASS

Grants Pass

FDC 7/8518 /3S8/ FI/T GRANTS PASS, GRANTS PASS, OR. IFR DEPARTURE PROCEDURE NOT AUTHORIZED.

FDC 6/9120 /3S8/ FI/T GRANTS PASS, GRANTS PASS, OR. GPS-A ORIG...PROC NA.

NEWPORT

NEWPORT MUNI

FDC 7/3953 /ONP/ FI/P NEWPORT MUNI, NEWPORT, OR. ILS RWY 16 ORIG-A...MISSED APPROACH: CLIMB TO 600 THEN CLIMBING RIGHT TURN TO 3000 DIRECT AGGET LOM/ONP 6 DME AND HOLD. THIS IS ILS RWY 16 ORIG-B.

FDC 7/1887 /ONP/ FI/T NEWPORT MUNI, NEWPORT, OR. ILS RWY 16, ORIG...LOC UNUSABLE FROM MM INBD.

NORTH BEND

North Bend Muni

FDC 7/3863 /OTH/ FI/T NORTH BEND MUNI, NORTH BEND, OR. ILS RWY 4 AMDT 5...ADF REQUIRED.

PORTLAND

Portland Intl

FDC 8/1922 /PDX/ FI/T PORTLAND INTL, PORTLAND, OR. ILS RWY 10R, AMDT 30D...CAT II AND III NOT AUTHORIZED EXCEPT WHEN ATC ADVISES TEMP OBSTRUCTIONS ARE REMOVED.

FDC 7/1135 /PDX/ FI/T PORTLAND INTL, PORTLAND, OR. MLS RWY 28L, ORIG-A...S-MLS 28L MINIMUMS NA. TEMP CRANES NEAR CENTER OF AIRPORT.

Portland-Hillsboro

FDC 7/3818 /HIO/ FI/T PORTLAND-HILLSEORO, PORTLAND, OR. IFR TAKEOFF MINIMUMS AND DEP PROC, AMDT 4...NOTE: RWY 20, 81 FT AGL, TREES 1000 FT FROM DEP END OF RWY, 600 FT LEFT OF CENTERLINE.

REDMOND

Roberts Field

WHEN ATCT CLSD ACTVT HIRL RY 04/22; MIRL RY 10/28; MALSR RY 22 – CTAF.(07/98)

SCAPPOOSE

Scappoose Industrial Park

ASOS CMSND. FREQ 135.875. PHONE 503-543-6401.

PACIFIC

AMERICAN SAMOA

PAGO PAGO

Pago Pago Intl

FDC 7/2878 /PPG/ FI/T PAGO PAGO INTL, PAGO PAGO, AQ. VOR/DME OR TACAN-A AMDT 3...VOR/DME OR TACAN-B AMDT 5...NOTE: WHEN CONTROL TOWER CLOSED—1. NOT CONTROL AIRSPACE BELOW 9500 FT. 2. CONTACT NANDI ATC FOR TRAFFIC ADVISORIES. IFR ALTN MNMS: STANDARD*. *NA WHEN CONTROL TOWER CLOSED.

FDC 7/2877 /PPG/ FI/T PAGO PAGO INTL, PAGO PAGO, AQ. ILS/DME RWY 5 AMDT 13...NOTE: WHEN CONTROL TOWER CLOSED—1. NOT CONTROL AIRSPACE BELOW 9500 FT. 2. CONTACT NANDI ATC FOR TRAFFIC ADVISORIES. IFR ALTN MNMS: STANDARD * **. *ILS CATS C/D 700-2. **NA WHEN CONTROL TOWER CLOSED.

FDC 7/2876 /PPG/ FI/T PAGO PAGO INTL, PAGO PAGO, AQ. VOR-D AMDT 5...NOTE: WHEN CONTROL TOWER CLOSED—1. NOT CONTROL AIRSPACE BELOW 9500 FT. 2. CONTACT NANDI ATC FOR TRAFFIC ADVISORIES. IFR ALTN MNMS: ALL CATS 1100-3*. *NA WHEN CONTROL TOWER CLOSED.

FDC 7/2875 /PPG/ FI/T PAGO PAGO INTL, PAGO PAGO, AQ. NDB-C AMDT 6...IFR ALTN MNMS: STANDARD*#. *CAT D 800-2 1/4. #NA WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERS WITH APPROVED WEATHER REPORTING SERVICE.

GUAM

AGANA

Guam Intl

FDC 7/0023 /GUM/ FI/T GUAM INTL, AGANA, GUAM. VOR/DME OR TACAN RWY 6L ORIG...TACAN AZIMUTH UNUSABLE.

TINIAN ISLAND

West Tinian

FDC 7/5912 /TNI/ FI/T WEST TINIAN, TINIAN ISLAND, MP. NDB-A AMDT 1...ALTN MNMS: STANDARD EXCEPT CAT C 800-2 1/4 CAT D 800 2 1/2. NA WHEN TERMINAL WEATHER NOT AVAILABLE (0900 UTC TO 2000 UTC). TERMINAL WEATHER AVAILABLE ON SAIPAN RADIO 123.6 (CTAF) FROM 2000 UTC TO 0900 UTC.

PENNSYLVANIA

ALLENTOWN

Allentown/Lehigh Valley Intl

FDC 7/5632 /ABE/ FI/T ALLENTOWN/LEHIGH VALLEY INTL, ALLENTOWN, PA. VOR OR TACAN OR GPS-A, AMDT 8...VOR PORTION 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

Centre Airpark Arpt

RY 06 THLD NOW DSPLCD 390 FT. RY 24 THLD NOW DSPLCD 405 FT.(07/98)

INDIANA

Indiana Co

AWOS-3 FREQ NOW 126.625.(07/98)

LATROBE

Westmoreland County

FDC 7/8516 /LBE/ FI/T WESTMORELAND COUNTY, LATHROBE, PA. VOR/DME RNAV RWY 5 AMDT 1...PROC NA.

NORTH EAST

Moorhead Airpark

RY 08 THLD DSPLCD 550 FT.(08/98)

PHILADELPHIA

Northeast Philadelphia

FDC 7/8510 /PNE/ FI/T NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. VOR/DME RNAV OR GPS RWY 33 AMDT 4...TRANSITION FROM ECHEL TO FARES NA.

FDC 7/8508 /PNE/ FI/T NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. VOR/DME RNAV OR GPS RWY 15 AMDT 2...TRANSITION FROM BUCKS TO PACKS NA.

Philadelphia Intl

FDC 7/8512 /PHL/ FI/T PHILADELPHIA INTL, PHILADELPHIA, PA. VOR/DME RNAV OR GPS RWY 17 AMDT 4...TRANSITION FROM BUCKS TO BROMA NA.

UNIONVILLE

Keystone Gliderport

RY 07/25 NOW 3325 FT BY 100 FT. RY 07 THLD NOW DSPLCD 740 FT.(07/98)

WILLIAMSPORT

Williamsport Regional

FDC 8/1605 /IPT/ FI/T WILLIAMSPORT REGIONAL, WILLIAMSPORT, PA. VOR/DME RNAV-A, ORIG...PROC NA.

PUERTO RICO

MAYAGUEZ

Eugenio Maria De Hostos

FDC 7/3828 /MAZ/ FI/T EUGENIO MARIA DE HOSTOS, MAYAGUEZ, PR. VOR OR GPS RWY 9, AMDT 8...S-9 MDA 1000/HAT 971 ALL CATS, VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING MDA 1000/HAT 971 ALL CATS, VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. MISSED APPROACH: CLIMB TO 2000 VIA MAZ R-081 THEN CLIMBING LEFT TURN TO 2500 DIRECT MAZ VOR/DME AND HOLD. ALTERNATE MINIMUMS: 1000-3, NA WHEN CLASS E AIRSPACE IS NOT IN EFFECT. WHEN CLASS E AIRSPACE NOT IN EFFECT, PROC NA. MSA FROM MAZ VOR/DME 045 TO 225 16000.

PONCE

Mercedita

FDC 8/3420 /PSE/ FI/P MERCEDITA, PONCE, PR. VOR RWY 30, AMDT 10...CHANGE PROFILE MIN FAF NOTE TO: 1500 WHEN USING LUIS MUNOZ MARIN INTL ALSTG. CHANGE MINIMUM NOTE TO: OBTAIN LOCAL ALSTG ON CTAF: WHEN NOT RECEIVED: 1. USE LUIS MUNOZ MARIN INTL ALSTG. 2. S-30 MINIMUMS NOT AUTHORIZED; INCREASE ALL CIRCLING MDAS TO 1340 AND VISIBILITIES TO 3 MILES. ALTERNATE MINIMUMS: NOT AUTHORIZED. THIS IS VOR RWY 30, AMDT 10A.

FDC 3/3463 /PSE/ FI/T MERCEDITA, PONCE, PR. TAKEOFF 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.

SAN JUAN

Luis Munoz Marin Intl

FDC 8/3442 /SJU/ FI/P LUIS MUNOZ MARIN INTL, SAN JUAN, PR. ILS RWY 8, AMDT 15A...TERMINAL ROUTE VARNA INT TO WESEN INT, DISTANCE: 8.14, MINIMUM ALT 3200. THIS IS ILS RWY 8, AMDT 15B.

FDC 8/3413 /SJU/ FI/P LUIS MUNOZ MARIN INTL, SAN JUAN, PR. NDB RWY 8, AMDT 7A...TERMINAL ROUTE SANLO INT TO SJ LOM: DISTANCE: 15.25, MINIMUM ALTITUDE 4000. THIS IS NDB RWY 8, AMDT 7B.

FDC 8/1949 /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. GPS RWY 10 ORIG...S-10 VIS 1 ALL CATS. INOPERATIVE TABLE DOES NOT APPLY TO CATS A/B. FOR INOPERATIVE MALSR, INCREASE S-10 CAT C VIS TO 1 1/4.

FDC 8/1948 /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. ILS RWY 10, AMDT 4A...S-ILS 10 DH 316/HAT 307 ALL CATS. VIS 1. INOPERATIVE TABLE DOES NOT APPLY. S-LOC 10 VIS CAT A/B 1. INOPERATIVE TABLE DOES NOT APPLY TO S-LOC-10 CAT A/B. HI-ILS/DME RWY 10...S-ILS 10 DH 316/HAT 307 VIS 1 ALL CATS. S-LOC 10 VIS CAT A/B 1.

FDC 8/1806 /SJU/ FI/T LUIS MUNOZ MARIN INTL, SAN JUAN, PR. ILS RWY 8 AMDT 15A...S-1IL-8 DH 260/HAT 250 ALL CATS. S-LOC-8 MDA 560/HAT 550 ALL CATS. CIRCLING MDA 560/HAA 550 ALL CATS. LOC UNUSABLE 0.6 NM INBOUND. FAF TO MAP 4.0 NM. KNOTS/MIN: SEC-60/4:00 90/2:39 120/2:00 150/1:36 180/1:19. 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. LOC UNUSABLE 0.6 NM INBOUND. TEMP CRANE 155 MSL 2338 FT WNW OF RWY 8.

RHODE ISLAND

NORTH KINGSTOWN

Quonset State

FDC 8/1939 /OQU/ FI/T QUONSET STATE, NORTH KINGSTOWN, RI. ILS RWY 16 AMDT 7...S-LOC 16: MDA 680/HAT 661 ALL CATS, VIS CAT A AND B 3/4, CAT C 1 1/4, CAT D 1 1/2. CIRCLING: MDA 680/HAA 661 ALL CATS, VIS CAT C 1 3/4. BEYEL FIX MNMS NA.

SOUTH CAROLINA

CAMDEN

Woodward Field

FDC 8/0352 /CDN/ FI/T WOODWARD FIELD, CAMDEN, SC. VOR/DME OR GPS-A, AMDT 3A...CIRCLING CATS A/B/C MDA 860/HAA 553. COLUMBIA ALTIMETER SETTING MINIMUMS CIRCLING MDA 940/HAA 633 ALL CATS.

CHARLESTON

Charleston AFB/Intl

FDC 8/1947 /CHS/ FI/T CHARLESTON AFB/INTL, CHARLESTON, SC. HI-ILS RWY 33...S-ASR-33 MDA 540/HAT 494 ALL CATS. CIRCLING MDA 580/HAA 534 CAT C. TEMP CRANE 279 MSL 1.7 NM S OF RWY 33.

FDC 8/1946 /CHS/ FI/T CHARLESTON AFB/INTL, CHARLESTON, SC. HI-ILS RWY 33...S-LOC-33 MDA 580/HAT 534 CATS C/D/E. CIRCLING MDA 580/HAA 534 CAT C.

FDC 8/1064 /CHS/ FI/T CHARLESTON AFB/INTL, CHARLESTON, SC. NDB RWY 15 AMDT 18...VOR/DME OR TACAN OR GPS RWY 21 AMDT 13...VOR/DME OR TACAN OR GPS RWY 15 AMDT 13...VOR/DME OR TACAN OR GPS RWY 3 AMDT 13...ILS RWY 15 AMDT 20B...CIRCLING CAT C MDA 580/HAA 534. TEMP CRANE 279 MSL 1.7 NM S OF RWY 33.

FDC 8/1060 /CHS/ FI/T CHARLESTON AFB/INTL, CHARLESTON, SC. RADAR-1, AMDT 16...S-33 MDA 540/HAT 494 ALL CATS. CIRCLING CAT C MDA 580/HAA 534. FOR INOPERATIVE MALSR INCREASE S-33 CAT A/B VIS TO RVR 5000. TEMP CRANE 279 MSL 1.7 NM S OF RWY 33.

FDC 8/1057 /CHS/ FI/T CHARLESTON AFB/INTL, CHARLESTON, SC. HI-VOR/DME OR TACAN RWY 15...CIRCLING CAT C MDA 580/HAA 534 ALL CATS. TEMP CRANE 279 MSL 1.7 NM S OF RWY 33.

FDC 8/1056 /CHS/ FI/T CHARLESTON AFB/INTL, CHARLESTON, SC. HI-VOR/DME OR TACAN RWY 33...S-ASR-33 MDA 540/HAT 494 ALL CATS. TEMP CRANE 279 MSL 1.7 NM S OF RWY 33.

FDC 8/1055 /CHS/ FI/T CHARLESTON AFB/INTL, CHARLESTON, SC. HI-ILS RWY 15...CIRCLING CAT C

MDA 580/HAA 534. TEMP CRANE 279 MSL 1.7 NM S OF RWY 33.

FDC 8/0752 /CHS/ FI/T CHARLESTON AFB/INTL, CHARLESTON, SC. ILS RWY 15 (CAT II), AMDT 20B...PROC NA. VOR/DME OR TACAN OR GPS RWY 21, AMDT 13...S-21 MDA 460/HAT 416 ALL CATS. TEMP CRANE 223 MSL, NNE OF RWY 33 (EAST OF RWY 33 AND RWY 21 ON AP)

Charleston Executive

FDC 8/5373 /JZI/ FI/T CHARLESTON EXECUTIVE, CHARLESTON, SC. TAKE-OFF MNMS: RWYS 4, 22, 9 AND 27 STANDARD. IFR DEPARTURE PROC: RWY 22, CLIMB TO 700 BEFORE TURNING WEST.

FDC 8/4631 /JZI/ FI/T CHARLESTON EXECUTIVE, CHARLESTON, SC. VOR/DME RNAV RWY 9 AMDT 5A...DELETE ALL REFERENCES TO STEPDOWN FIX 2NM FROM MAP WPT. S-9 MDA 660/HAT 640 ALL CATS. VIS CAT C 1 3/4. CAT D 2. CIRCLING MDA 660/HAA 640 ALL CATS. VIS CAT C 1 3/4.

COLUMBIA

Columbia Metropolitan

FDC 8/3926 /CAE/ FI/T COLUMBIA METROPOLITAN, COLUMBIA, SC. VOR/DME RNAV OR GPS RWY 5 ORIG-A...CIRCLING MDA 760/HAA 524 CAT C, CAT D MDA 860/HAA 624.

CONWAY

Horry County

FDC 8/3210 /HYW/ FI/T HORRY COUNTY, CONWAY, SC. VOR/DME-B AMDT 4...PROC NA.

FLORENCE

Florence Regional

FDC 8/3757 /FLO/ FI/P FLORENCE REGIONAL, FLORENCE, SC. RADAR-1 ORIG...S-27 MDA 560, HAT 420 ALL CATS. VISIBILITY CAT C AND D 1 1/4. CIRCLING HAA 692 ALL CATS. THIS IS RADAR-1 ORIG-A.

GEORGETOWN

Georgetown County

FDC 8/3770 /GGE/ FI/P GEORGETOWN COUNTY, GEORGETOWN, SC. NDB OR GPS RWY 5, AMDT 5...CIRCLING HAA 480 CATS A/B/C, 700 CAT D. MYRTLE BEACH INTL ALTIMETER SETTING MINIMUMS: CIRCLING HAA 600 CAT A/B/C, 820 CAT D. PLANVIEW: DELETE TERMINAL ROUTE FROM PLANN TO GEORGETOWN NDB. THIS IS NDB OR GPS RWY 5, AMDT 5A.

GREER

Greenville-Spartanburg

FDC 8/5303 /GSP/ FI/P GREENVILLE-SPARTANBURG, GREER, SC. GPS RWY 21 AMDT 1...CHANGE NOTE TO READ: FOR INOP MALSR, INCREASE S-21 CAT D VISIBILITY TO RVR 6000. THIS IS GPS RWY 21 AMDT 1A.

FDC 7/1946 /GSP/ FI/T GREENVILLE-SPARTANBURG, GREER, SC. NDB RWY 3, AMDT 14A...PROCEDURE TURN COURSE: 217 OUTBOUND, 037 INBOUND. FINAL APPROACH: 037.

LAKE CITY

Lake City Muni CJ Evans Field

FDC 8/5757 /51J/ FI/T LAKE CITY MUNI CJ EVANS FIELD, LAKE CITY, SC. NDB OR GPS-A AMDT 1B...PROC NA.

FDC 8/3772 /51J/ FI/P LAKE CITY MUNI CJ EVANS FIELD, LAKE CITY, SC. NDB OR GPS-A, AMDT 1A...CIRCLING MDA 740/HAA 665 CATS A/B, HAA 705 CAT C, HAA 785 CAT D. THIS IS NDB OR GPS-A, AMDT 1B.

MYRTLE BEACH

Myrtle Beach Intl

FDC 8/3209 /MYR/ FI/T MYRTLE BEACH INTL, MYRTLE BEACH, SC. ILS RWY 17 ORIG-A...TERMINAL ROUTE: CRE 14 DME ARC NA. NOTE: RADAR REQUIRED.

FDC 8/3208 /MYR/ FI/P MYRTLE BEACH INTL, MYRTLE BEACH, SC. ILS RWY 35 ORIG-A...MISSED APPROACH INSTRUCTIONS: CLIMB TO 3000 VIA HEADING 350 TO INTERCEPT CRE R-302 TO KOOKE INT AND HOLD. PLAN VIEW: DELETE CRE 16 DME AT KOOKE INTERSECTION. THIS IS ILS RWY 35 ORIG-B.

WALTERBORO

Walterboro Muni

FDC 8/5105 /RBW/ FI/T WALTERBORO MUNI, WALTERBORO, SC. TAKE-OFF MINIMUMS...RWY 5, 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 280 FT PER NM TO 300. 256 MSL TANK .54 NM FROM DEPARTURE END RWY 5, 1023 FT NW OF EXTENDED CENTERLINE RWY 23.

SOUTH DAKOTA

GREGORY

Gregory Muni

FDC 8/2527 /9D1/ FI/T GREGORY MUNI, GREGORY, SD. GPS RWY 31, ORIG...MISSED APPROACH: CLIMB TO 5000 DIRECT CEZSO WPT AND HOLD.

MOBRIDGE

Mobridge Muni

FDC 8/5849 /MBG/ FI/P MOBRIDGE MUNI, MOBRIDGE, SD. NDB OR GPS RWY 12, AMDT 1...S-12 MDA 2340/HAT 637 ALL CATS; CAT C VSBY 1-3/4, CAT D VSBY 2. CIRCLING MDA 2360/HAA 645 CATS A, B, AND C; CAT C VSBY 1-3/4. CHART: ASOS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; IF NOT RECEIVED, PROCEDURE NOT AUTHORIZED. THIS IS NDB OR GPS RWY 12, AMDT 1A.

PHILIP

Philip

FDC 8/5090 /PHP/ FI/P PHILIP, PHILIP, SD. VOR OR GPS-A, AMDT 11...DELETE PIERRE ALTIMETER SETTING MINIMUMS. DELETE NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; IF NOT RECEIVED, USE PIERRE MUNI ALTIMETER SETTING. CIRCLING MINS: CAT A MDA 2720 HAA 513; CAT B MDA 2740 HAA 533; CAT C MDA 2780 HAA 573; CAT D MDA 2820 HAA 613. CHART: ASOS. THIS IS VOR OR GPS-A, AMDT 11A.

PINE RIDGE

Pine Ridge

FDC 8/5186 /IEN/ FI/P PINE RIDGE, PINE RIDGE, SD. GPS RWY 30, ORIG...MSA 5600. DELETE RAPID CITY ALTIMETER SETTING MINIMUMS. DELETE NOTE: USE CHADRON MUNI ALTIMETER SETTING. WHEN NOT RECEIVED, USE RAPID CITY REGIONAL ALTIMETER SETTING. THIS IS GPS RWY 30, ORIG-A.

TENNESSEE

ARLINGTON

Arlington Muni

FDC 8/5728 /LHC/ FI/P ARLINGTON MUNI, ARLINGTON, TN. NDB OR GPS RWY 15 AMDT 8...MEMPHIS ALTIMETER SETTING MINIMUMS: S-15: MDA 1040/HAT 738 CATS B/C. VIS CAT B 1, CAT C 2. THIS IS NDB OR GPS RWY 15 AMDT 8A.

BRISTOL–JOHNSON–KINGSPORT

Tri-Cities Regional

FDC 7/6279 /TRI/ FI/P TRI–CITIES REGIONAL, BRISTOL–JOHNSON–KINGSPORT, TN/VA. ILS RWY 23, AMDT 24A. ILS RWY 23 (CAT II), AMDT 24A...ADD NOTE: ILS UNUSEABLE INSIDE THLD. THIS IS ILS RWY 23, AMDT 24B AND ILS RWY 23 (CAT II), AMDT 24B.

FDC 5/2690 /TRI/ FI/T TRI–CITIES REGIONAL, 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

Lovell Field

FDC 8/5340 /CHA/ FI/P LOVELL FIELD, CHATTANOOGA, TN. ILS RWY 20 (CAT I,II) AMDT 35A...CHART CHA INNER MARKER: 350238.82N–0851158.82W, 760FT FROM THLD, G/S ALT AT IM 763 FT MSL. THIS IS ILS RWY 20 (CAT I,II), AMDT 35B.

DAYTON

Mark Anton

FDC 7/7660 /2AO/ FI/T MARK ANTON, DAYTON, TN. GPS RWY 21, ORIG...PROC NA.

JOHNSON CITY

Johnson City

RY 04/22 LIRL DCMSND.(08/98)

KNOXVILLE

McGhee-Tyson

FDC 7/6925 /TYS/ FI/T MCGHEE–TYSON, KNOXVILLE, TN. ILS RWY 23R AND ILS RWY 23R (CAT II), AMDT 10A...PROCEDURE TURN INBOUND: MAINTAIN AT OR ABOVE 3000 UNTIL VXV 4 DME. DME OR RADAR REQUIRED. HI–ILS RWY 23...AFTER INTERCEPTING LOCALIZER, MAINTAIN AT OR ABOVE 3000 UNTIL VXV 4 DME. DME OR RADAR REQUIRED.

MEMPHIS

General DeWitt Spain

FDC 7/5251 /MO1/ FI/T GENERAL DEWITT SPAIN, MEMPHIS, TN. IFR DEPARTURE PROCEDURE, ORIG...TAKEOFF MNMS: RWY 16: 600–2 OR STANDARD WITH MNM CLIMB OF 220 FT PER NM TO 800. RWY 34: STANDARD. IFR DEPARTURE PROCEDURE: RWYS 16/34: CLIMB RUNWAY HEADING TO 900 THEN CLIMB ON COURSE.

Memphis Intl

FDC 8/5691 /MEM/ FI/P MEMPHIS INTL, MEMPHIS, TN. ILS RWY 18L, AMDT 1...MISSED APPROACH: CLIMB TO 900 THEN CLIMBING LEFT TURN TO 5000 VIA MEM VORTAC R–151 TO KEEZE INT/MEM 10.44 DME AND HOLD. ALTERNATE MINIMUMS: ILS AND LOC: STANDARD EXCEPT CAT E 800–2 3/4. THIS IS ILS RWY 18L, AMDT 1A.

FDC 8/5690 /MEM/ FI/P MEMPHIS INTL, MEMPHIS, TN. ILS RWY 18R, AMDT 12...MISSED APPROACH: CLIMB TO 900 THEN CLIMBING RIGHT TURN TO 5000 VIA MEM VORTAC R–232 TO WALLZ INT/MEM 15.00 DME AND HOLD. THIS IS ILS RWY 18R, AMDT 12A.

FDC 8/2251 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. TKOF MNMS: RWY 36R, 300–1 OR STANDARD WITH A MNM CMB OF 340 FT PER MILE TO 700 FT. TEMP CRANE 372 FT MSL 1454 FT NNE OF RWY 18L.

FDC 8/0750 /MEM/ FI/P MEMPHIS INTL, MEMPHIS, TN. ILS RWY 36R (CAT I,II,III),ORIG...GLIDE SLOPE ALTITUDE AT HADAN/I–MYO 12.6 DME RADAR IS 3989. CHART GLIDE SLOPE INTERCEPT ALTITUDE 3000 BETWEEN HADAN AND MCGHE FIXES. THIS IS ILS RWY 36R, (CAT I,II,111) ORIG–A.

FDC 7/6163 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. RADAR–1, AMDT 37B...ASR S–18C: PROC NA ASR S–36C: PROC NA. ASR S–9: MDA 800/HAT 541 ALL CATS. ASR S–27: MDA 780/HAT 488 ALL CATS. ASR S–36L: MDA 820/HAT 500 ALL CATS, VIS CAT C RVR 4000, CAT D RVR 5000. ASR CIRCLING: CAT A MDA 860/HAA 525, CAT B/C/D MDA 920/HAA 585.

FDC 6/9008 /MEM/ FI/T MEMPHIS INTL, MEMPHIS, TN. NDB RWY 36C, AMDT 7A...PROC NA.

MILLINGTON

Charles W. Baker

FDC 8/2813 /2M8/ FI/T CHARLES W. BAKER, MILLINGTON, TN. DEPARTURE PROCEDURE: RWY 18: CLIMB RUNWAY HEADING TO 1500 FT BEFORE TURNING LEFT.

MURFREESBORO

Murfreesboro Muni

FDC 8/1515 /MBT/ FI/T MURFREESBORO MUNI, MURFREESBORO, TN. NDB RWY 18, ORIG...NDB CIRCLING MINIMUMS: CAT B/C MDA 1300/HAA 685, VIS CAT C 2. BUYRO DME MINIMUMS: S–18 MDA 1060/HAT 447 ALL CATS. CIRCLING: MDA CAT A 1060/HAA 445, MDA CATS B/C 1300/HAA 685, VIS CAT C 2.

FDC 8/1511 /MBT/ FI/T MURFREESBORO MUNI, MURFREESBORO, TN. IFR DEPARTURE PROCEDURE: RWY 18: 400–1 1/2.

NASHVILLE

Nashville Intl

FDC 8/2386 /BNA/ FI/P NASHVILLE INTL, NASHVILLE, TN. ILS RWY 20R, AMDT 7...TERMINAL ROUTE: HIKRY/BNA 10.50 DME/RADAR TO AKUFF/BNA 7.50 DME/RADAR: MINIMUM ALTITUDE 3000*; AKUFF TO OPERY INT/LOM/BNA 4.30 DME/RADAR MINIMUM ALTITUDE 2000. *2000 WHEN AUTHORIZED BY ATC. THIS IS ILS RWY 20R, AMDT 7A.

FDC 7/2353 /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. RADAR–1 AMDT 22A...RWY 20R – 1160 MDA/582 HAT ALL CATS; VIS CAT C 1 1/2. CAT D 1 3/4. RWY 20L – 1160 MDA/609 HAT ALL CATS. CIRCLING 1160 MDA 561 HAA CATS A/B/C VIS 1 3/4 CAT C.

FDC 7/2351 /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. NDB OR GPS RWY 20R AMDT 7...DME MNMS NA.

FDC 7/0941 /BNA/ FI/T NASHVILLE INTL, NASHVILLE, TN. NDB OR GPS RWY 2L, AMDT 6...MDA AT TEPEA/I–BNA 5 DME FIX: 1800. NDB OR GPS RWY 20R, AMDT 7...DME MINIMUMS NA.

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'.

PULASKI

Abernathy Field

FDC 8/5884 /GZS/ FI/T ABERNATHY FIELD, PULASKI, TN. NDB OR GPS RWY 15 AMDT 4...GPS PORTION NA.

SAVANNAH

Savannah-Hardin County

FDC 7/6452 /SNH/ FI/P SAVANNAH–HARDIN COUNTY, SAVANNAH, TN. VOR/DME RWY 18, AMDT 5B...CHANGE ALL REFERENCES TO RWY 18–36 TO RWY 19–01. THIS IS VOR/DME RWY 19, AMDT 5C.

TEXAS

ALICE

Alice Intl

FDC 7/0758 /ALI/ FI/T ALICE INTL, ALICE, TX. VOR OR GPS–A AMDT 13...CIRCLING MDA 1160/HAA 982 ALL CATS, VIS CAT A 1–1/4, CAT B 1–1/2, CAT D 3.

ANAHUAC

Chambers County

FDC 7/2557 /T00/ FI/T CHAMBERS COUNTY, ANAHUAC, TX. GPS RWY 12, ORIG...RADAR REQUIRED.

ANDREWS

Andrews County

FDC 7/1199 /E11/ FI/T ANDREWS COUNTY, ANDREWS, TX. NDB OR GPS RWY 15, AMDT 2...GPS PORTION NA.

ANGLETON/LAKE JACKSON

Brazoria County

FDC 8/1670 /LBX/ FI/T BRAZORIA COUNTY, ANGLETON/LAKE JACKSON, TX. GPS RWY 35, ORIG...S–35: MDA 580/HAT 556 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING: MDA 580/HAA 555 ALL CATS. HOUSTON (WILLIAM P. HOBBY) ALSTG MNMS: S–35 MDA 660/HAT 636 ALL CATS. VIS CAT C 1 3/4, CAT D 2. CIRCLING: MDA 660/HAA 635 ALL CATS. VIS CAT C 1 3/4.

ARLINGTON

Arlington Muni

FDC 8/2008 /F54/ FI/T ARLINGTON MUNI, ARLINGTON, TX. VOR/DME RWY 34, AMDT 6...CIRCLING: CAT B/C MDA 1300/HAA 669. CAT C VSBY 1 3/4. GPS RWY 34, ORIG...CIRCLING: CAT B/C MDA 1300/HAA 669. CAT C VSBY 1 3/4. FORT WORTH MEACHAM ALTIMETER SETTING MNMS: CIRCLING: CAT B/C MDA 1340/HAA 709. CAT C VSBY 2 VOR/DME RNAV RWY 34, AMDT 5...CIRCLING: CAT B/C MDA 1300/HAA 669. CAT C VSBY 1 3/4. FORT WORTH MEACHAM ALTIMETER SETTING MNMS: CIRCLING: CAT B/C MDA 1340/HAA 709. CAT C VSBY 2. TEMPORARY CRANE 990 MSL 1.31 NM NW OF APCH END RWY 16.

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.

AUSTIN

Austin-Bergstrom Intl

FDC 8/5348 /BSM/ FI/T AUSTIN–BERGSTROM INTL, AUSTIN, TX. ILS RWY 17R, ORIG...S–LOC 17R: MDA 940/HAT 399 ALL CATS.

Robert Mueller Muni

FDC 8/0112 /AUS/ FI/T ROBERT MUELLER MUNI, AUSTIN, TX. ILS RWY 31L, AMDT 32A...VOR/DME OR GPS RWY 31L, ORIG...VOR/DME OR TACAN OR GPS RWY 13R, AMDT 9...VOR/DME OR TACAN OR GPS RWY 17, AMDT 8...NDB RWY 31L, AMDT 33...CIRCLING CATS B/C MDA 1140/HAA 508. TEMPORARY CRANE 825 MSL 1.5 NM W OF RWY 35.

BAY CITY

Bay City Muni

FDC 8/2924 /3R1/ FI/T BAY CITY MUNI, BAY CITY, TX. VOR/DME OR GPS–A, AMDT 4...CIRCLING: MDA 1080/HAA 1035 ALL CATS. VISIBILITY CAT A 1 1/4, CAT B 1 1/2, CAT C 3.

BAYTOWN

Baytown

FDC 6/8809 /HPY/ FI/T BAYTOWN, BAYTOWN, TX. NDB R3Y 32, ORIG–A...S–32: MDA 700/HAT 667 ALL CATS. CIRCLING MDA 700/HAA 667 ALL CATS. HOUSTON (WILLIAM P. HOBBY) ALTIMETER SETTING MINIMUMS: S–32 MDA 760/HAT 727 ALL CATS. CIRCLING MDA 760/HAA 727 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

FDC 8/0845 /BPT/ FI/T JEFFERSON COUNTY, BEAUMONT–PORT ARTHUR, TX. EFFECTIVE: FEB 9, 1998 1400 UTC. VOR OR GPS–A, AMDT 6...RADAR OR DME REQUIRED.

FDC 7/4082 /BPT/ FI/T JEFFERSON COUNTY, BEAUMONT–PORT ARTHUR, TX. VOR RWY 12, AMDT 9...S–12 MDA 500/HAT 484 ALL CATS. VIS CAT D RVR 5000. CAT E 6000. CIRCLING MDA 500/HAA 484 CATS A/B/C. TEMPORARY CRANE 246 MSL 1.8 NM NW OF RWY 12.

FDC 7/4081 /BPT/ FI/T JEFFERSON COUNTY, BEAUMONT–PORT ARTHUR, TX. ILS RWY 12, AMDT 22...S–LOC–12 MDA 500/HAT 484 ALL CATS. VIS CAT D RVR 5000. CAT E RVR 6000. CIRCLING MDA 500/HAA 484 CATS A/B/C. TEMPORARY CRANE 246 MSL 1.8 NM NW OF RWY 12.

FDC 7/4080 /BPT/ FI/T JEFFERSON COUNTY, BEAUMONT–PORT ARTHUR, TX. ASR RWY 12, AMDT 8...S–12 MDA 500/HAT 484 ALL CATS. VIS CAT D RVR 5000. CAT E RVR 6000. CIRCLING MDA 500/HAA 484 CATS A/B/C. TEMPORARY CRANE 246 MSL 1.8 NM NW OF RWY 12.

FDC 7/4079 /BPT/ FI/T JEFFERSON COUNTY, BEAUMONT–PORT ARTHUR, TX. NDB OR GPS RWY 12, AMDT 18...S–12 MDA 560/HAT 544 ALL CATS. VIS CAT C RVR 5000. CAT D 1 1/2. CIRCLING MDA 560/HAA 544 CATS A/B/C. TEMPORARY CRANE 246 MSL 1.8 NM NW OF RWY 12.

BIG SPRING

Big Spring McMahon-Wrinkle

FDC 8/1350 /21XS/ FI/T BIG SPRING MCMAHON-WRINKLE, BIG SPRING, TX. IFR DEP PROC...RWY 6: CLIMB TO 3300 PRIOR TO RIGHT TURN. RWY 17: CLIMB TO 3300 PRIOR TO LEFT TURN.

BROWNSVILLE

South Padre Island Intl.

FDC 8/1190 /BRO/ FI/T SOUTH PADRE ISLAND INTL, BROWNSVILLE, TX. LOC BC RWY 31L, AMDT 11...VOR/DME RNAV OR GPS RWY 17, AMDT 3...VOR/DME RNAV OR GPS RWY 35, AMDT 3...VOR OR TACAN OR GPS-A, AMDT 1...NDB OR GPS RWY 13R, AMDT 13...CIRCLING CATS A/B/C MDA 500/HAA 477.

FDC 8/1189 /BRO/ FI/T SOUTH PADRE ISLAND INTL, BROWNSVILLE, TX. ILS RWY 13R, AMDT 11...S-LOC-13R MDA 440/HAT 421 ALL CATS. VIS CAT C 3/4. CIRCLING CATS A/B/C MDA 500/HAA 477.

BRYAN

Coulter Field

FDC 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

FDC 7/3787 /BMQ/ FI/T BURNET MUNI KATE CRADDOCK FIELD, BURNET TX. VOR/DME RNAV OR GPS RWY 19, AMDT 3...VOR/DME RNAV PORTION NA. RNAV DESCENT ANGLE NA.

CADDO MILLS

Caddo Mills Muni

RY 17R/35L NOW 3998 FT BY 75 FT. ACTVT LIRL RY 17R/35L - CTAF. (08/98)

CENTER

Center Muni

FDC 8/0846 /F17/ FI/T CENTER MUNI, CENTER, TX. NDB RWY 17, AMDT 1...PROCEDURE NA.

CLEBURNE

Cleburne Muni

FDC 7/6432 /F18/ FI/T CLEBURNE MUNI, CLEBURNE, TX. VOR/DME RNAV RWY 33, ORIG...PROCEDURE NA. VOR/DME-A, ORIG...CIRCLING TO RWY 33 NA. VOR/DME RNAV RWY 15, ORIG...CIRCLING TO RWY 33 NA.

CLEVELAND

Cleveland Muni

FDC 7/7775 /6R3/ FI/T CLEVELAND MUNI, CLEVELAND, TX. DEPARTURE PROCEDURE: RWY 16, CLIMB RWY HEADING TO 2600 BEFORE TURNING WESTBOUND.

COLLEGE STATION

Easterwood Field

FDC 8/5551 /CLL/ FI/T EASTERWOOD FIELD, COLLEGE STATION, TX. ILS RWY 34, AMDT 10A...VOR/DME OR GPS RWY 28, AMDT 12A...VOR OR TACAN OR GPS RWY 10, AMDT 18A...NDB OR GPS RWY 35, AMDT 11A...CIRCLING CATS B/C MDA 900/HAA 580. TEMPORARY CRANE 596 MSL 1.4 NM NE OF RWY 22.

FDC 7/5876 /CLL/ FI/T EASTERWOOD FIELD, COLLEGE STATION, TX. ILS RWY 34, AMDT 10A...COUTH INT IS INITIAL APPROACH FIX (IAF).

DALLAS

Addison

FDC 8/5241 /ADS/ FI/T ADDISON, DALLAS, TX. NDB OR GPS RWY 15, AMDT 5...S-15 MDA 1260/HAT 616 ALL CATS. VIS CAT C 1 1/4, CAT D 1 3/4. CIRCLING MDA 1260/HAA 616 CATS A/B/C, VIS CAT C 1 3/4. DALLAS LOVE FIELD ALTIMETER SETTING MINIMUMS: S-15 MDA 1300/HAT 656 ALL CATS. VIS CAT C 1 1/4, CAT D 1 3/4. CIRCLING MDA 1300/HAA 656 CATS A/B/C. VIS CAT C 1 3/4. INOP TABLE DOES NOT APPLY TO CATS A/B. TEMPORARY CRANE 957 FT MSL 3.27 NM NORTH OF APCH END RWY 15.

FDC 8/5240 /ADS/ FI/T ADDISON, DALLAS, TX. ILS RWY 15, AMDT 9...CIRCLING MDA 1220/HAA 576 CATS A/B/C. DALLAS LOVE FIELD ALTIMETER SETTING MINIMUMS: CIRCLING MDA 1260/HAA 616 CATS A/B/C, VIS CAT C 1 3/4. TEMPORARY CRANE 909 FT MSL 1.47 NM SE OF RWY 15.

FDC 7/5986 /ADS/ FI/T ADDISON, DALLAS, TX. ILS RWY 33, AMDT 1...S-ILS 33: DH 911, HAT 267 ALL CATS. DALLAS LOVE FIELD ALSTG MNMS: S-ILS 33: DH 950/HAT 306 AL CATS.

Dallas-Fort Worth Intl

FDC 8/3390 /DFW/ FI/T DALLAS-FORT WORTH INTL, DALLAS-FORT WORTH, TX. ILS RWY 17C, AMDT 6...S-LOC 17C: MDA 940/HAT 377 ALL CATS.

Dallas-Love Field

FDC 8/4825 /DAL/ FI/P DALLAS-LOVE FIELD, DALLAS, TX. ILS RWY 13R, AMDT 3...MSA FROM CVE VOR/DME: 090-270 3400, 270-090 2600. THIS IS ILS RWY 13R, AMDT 3A.

FDC 8/4824 /DAL/ FI/P DALLAS-LOVE FIELD, DALLAS, TX. ILS RWY 13L, AMDT 29...MSA FROM CVE VOR/DME: 090-270 3400, 270-090 2600. THIS IS ILS RWY 13L, AMDT 29A.

FDC 8/4823 /DAL/ FI/P DALLAS-LOVE FIELD, DALLAS, TX. ILS RWY 31L, AMDT 19A...MSA FROM CVE VOR/DME: 090-270 3400, 270-090 2600. THIS IS ILS RWY 31L, AMDT 19B.

FDC 8/4822 /DAL/ FI/P DALLAS-LOVE FIELD, DALLAS, TX. ILS RWY 31R, AMDT 3...MSA FROM CVE VOR/DME: 090-270 3400, 270-090 2600. THIS IS ILS RWY 31R, AMDT 3A.

FDC 8/1551 /DAL/ FI/T DALLAS-LOVE FIELD, DALLAS, TX. ILS RWY 13L, AMDT 29...ILS RWY 13R, AMDT 3...CIRCLING-CAT A MDA 1020/HAA 533. TEMPORARY CRANE 710 MSL .87 NM SOUTH OF APCH END RWY 31L.

FDC 7/6427 /DAL/ FI/T DALLAS-LOVE FIELD, DALLAS, TX. RADAR-1, AMDT 26...ASR 13L PROC NA. ASR 13R PROC NA.

FDC 7/5009 /DAL/ FI/T DALLAS-LOVE FIELD, DALLAS, TX. ILS RWY 31R, AMDT 3...S-ILS 31R-ALL CATS VIS 3/4. INOP TABLE DOES NOT APPLY. DME MINIMUMS S-LOC 31R-CAT A/B VIS 3/4. FOR INOP MALSR INCREASE CAT A/B VIS 1/4 MILE.

DEL RIO

Del Rio Intl

FDC 8/3351 /DRT/ FI/T DEL RIO INTL, DEL RIO, TX. IFR TKOF MNMS AND DEP PROC...DEP PROC: RWY 13 CLIMB TO 1500 PRIOR TO LEFT TURN.

FDC 8/3350 /DRT/ FI/T DEL RIO INTL, DEL RIO, TX. VOR OR GPS–A, AMDT 10...CIRCLING MDA 1780/HAA 781 ALL CATS.

FDC 7/6544 /DRT/ FI/T DEL RIO INTL, DEL RIO, TX. LOC RWY 13, AMDT 3...NDB RWY 13, AMDT 2...GPS RWY 13, ORIG...CIRCLING MDA 1640/HAA 641 CAT D. LAUGHLIN AFB ALTIMETER SETTING MINIMUMS: CIRCLING MDA 1660/HAA 661 CAT D.

DENISON

Sherman/Denison/Grayson County

FDC 8/1376 /F39/ FI/T SHERMAN/DENISON/GRAYSON COUNTY, SHERMAN/DENISON, TX. NDB OR GPS RWY 17L, AMDT 9...S–17L MDA 1300/HAT 556 ALL CATS. VIS CAT C 1, CAT D 1 1/2. CIRCLING–CAT A–C MDA 1300/HAA 551. DALLAS–LOVE FIELD ALTIMETER SETTING MINIMUMS: S–17L MDA 1460/HAT 716 ALL CATS. VIS CAT C 1 1/2, CAT D 2. CIRCLING–CAT A–C MDA 1460/HAA 711.

EASTLAND

Eastland Muni

FDC 8/4242 /ETN/ FI/T EASTLAND MUNI, EASTLAND, TX. NDB OR GPS RWY 35, AMDT 2...IFR TKOF MNMS: RWY 17, 300–1. NOTE: 185 FT AGL TOWER 2675 FT FROM DEPARTURE END OF RWY 17, 416 FT LEFT OF CENTERLINE. RWY 35, 600–2 OR STANDARD WITH MNM CLIMB OF 210 FT PER NM TO 2300.

FDC 6/7844 /ETN/ FI/T EASTLAND MUNI, EASTLAND, TX. NDB OR GPS RWY 35, AMDT 1...TRANSITION FROM CISSI INT TO OIP NDB NA. RADAR REQUIRED.

FOLLETT

Follett-Lipscomb County

FDC 8/3283 /TX80/ FI/T FOLLETT–LIPSCOMB COUNTY, FOLLETT, TX. VOR/DME OR GPS–A, AMDT 2...CIRCLING ALL CATS MDA 3200/HAA 599.

FORT WORTH

Fort Worth Alliance

FDC 8/0549 /AFW/ FI/T FORT WORTH ALLIANCE, FORT WORTH, TX. GPS RWY 16L, ORIG–B...S–16L MDA 1240/HAT 525 ALL CATS. VIS CAT A/B 1/2. CAT C 1. CAT D 1 1/4. INOP TABLE APPLIES TO ALL CATS. CIRCLING MDA 1320/HAA 598 CAT A/B/C. VIS CAT A/B 1. MISSED APPROACH: CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 DIRECT OBLON WPT AND HOLD. TEMPORARY CRANE 1010 MSL .73 NM WEST OF APCH END RWY 16L.

FDC 8/0545 /AFW/ FI/T FORT WORTH ALLIANCE, FORT WORTH, TX. ILS RWY 16L, AMDT 4...CIRCLING MDA 1320/HAA 598 CAT A/B/C. TEMPORARY CRANE 1010 MSL .73 NM WEST OF APCH END RWY 16L.

FDC 8/0544 /AFW/ FI/T FORT WORTH ALLIANCE, FORT WORTH, TX. GPS RWY 34R, ORIG–B...S–34R MDA 1280/HAT 599 ALL CATS. VIS CAT A/B 3/4. CAT C 1. CAT D 1 1/4. CIRCLING MDA 1320/HAA 598 CAT A/B/C. VIS CAT A/B 1, CAT C 1 1/2. ILS RWY 34R, AMDT 3...CIRCLING MDA 1320/HAA 598 CAT A/B/C. VIS CAT A/B 1, CAT C 1 1/2. TEMPORARY CRANE 1010 MSL 1.5 NM NW OF RWY 34R.

Fort Worth Meacham Intl

FDC 8/3854 /FTW/ FI/T FORT WORTH MEACHAM INTL, FORT WORTH, TX. ILS RWY 16L, AMDT 6...PROC TURN COMPLETION ALT 2300 FT WITHIN 10NM OF MUFIN LOM.

FDC 6/7854 /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.

Fort Worth Spinks

RY 13/31 CLSD UNTIL 08 OCT 98. (08/98)

GEORGETOWN

Georgetown Muni

FDC 8/1765 /GTU/ FI/T GEORGETOWN MUNI, GEORGETOWN, TX. NDB RWY 18, AMDT 4A...S–18 MDA 1480/HAT 695 ALL CATS. VIS CAT C 2. CIRCLING MDA 1480/HAA 691 ALL CATS. VIS CAT C 2.

HARLINGEN

Valley Intl

FDC 8/1147 /HRL/ FI/T VALLEY INTL, HARLINGEN, TX. ILS RWY 17R, AMDT 11...LOCAL ALSTG MNMS: S–ILS–17R VIS ALL CATS RVR 2400. S–LOC–17R VIS CATS A/B/C RVR 2400, CATS D/E RVR 4000. FOR INOP MALSR S–LOC–17R INCREASE CAT D/E VIS TO RVR 5000. BROWNSVILLE ALSTG MNMS: S–ILS–17R VIS ALL CATS RVR 2400. S–LOC–17R VIS CATS A/B RVR 2400, CATS C/D RVR 4000, CAT E RVR 5000. FOR INOP MALSR S–ILS–17R INCREASE ALL CAT VIS TO RVR 5000. S–LOC–17R INCREASE CAT E VIS 1 1/2. FEEDER ROUTE HRL VOR/DME TO SEBAS LOM NA.

FDC 8/1146 /HRL/ FI/T VALLEY INTL, HARLINGEN, TX. NDB OR GPS RWY 17R, AMDT 11...LOCAL ALSTG MNMS: S–17R VIS CAT A/B/C RVR 4000, CAT D RVR 5000. FOR INOP MALSR INCREASE CAT C VIS TO RVR 5000. BROWNSVILLE ALSTG MNMS: S–17R VIS CATS A/B/C RVR 4000, CAT D RVR 6000. FEEDER ROUTE HRL VOR/DME TO SEBAS LOM NA.

FDC 8/1144 /HRL/ FI/T VALLEY INTL, HARLINGEN, TX. VOR OR GPS RWY 13, AMDT 11...VOR AND DME PORTIONS NA.

FDC 8/1143 /HRL/ FI/T VALLEY INTL, HARLINGEN, TX. NDB RWY 17L, AMDT 5...FEEDER ROUTE HRL VOR/DME TO SEBAS LOM NA.

FDC 8/1142 /HRL/ FI/T VALLEY INTL, HARLINGEN, TX. LOC BC RWY 35L, AMDT 12...FEEDER ROUTE HRL VOR/DME TO SEBAS LOM NA.

HIGGINS

Higgins-Lipscomb County

FDC 8/5115 /TX81/ FI/P HIGGINS–LIPSCOMB COUNTY, HIGGINS, TX. VOR/DME OR GPS RWY 18, AMDT 3...S–18: HAT 596 CATS A/B/C. CIRCLING: HAA 634 CATS A/B/C. THIS IS VOR/DME OR GPS RWY 18, AMDT 3A.

HONDO

Hondo Muni

FDC 7/8144 /HDO/ FI/T HONDO MUNI, HONDO, TX. GPS RWY 17L, AMDT 1. PROC NA.

HOUSTON

Andrau Airpark

FDC 8/4246 /AAP/ FI/T ANDRAU AIRPARK, HOUSTON, TX. NDB OR GPS RWY 16, AMDT 16...S–16: MDA 780/HAT 700 CATS A/B/C. CIRCLING: MDA 780/HAA 700 CATS A/B. TEMPORARY CRANE 382 MSL 3/4 NM NORTH OF RWY 16.

West Houston

FDC 8/3052 /IWS/ FI/T WEST HOUSTON, HOUSTON, TX. NDB RWY 15, AMDT 1...SNACK INT MINIMUMS: S–15

MDA 580/HAT 469 CAT A/B. CIRCLING MDA 580/HAA 469 CAT A/B. S-15 CAT C NA. SNACK INT MINIMUMS: S-15 CAT C NA.

FDC 8/0048 /IWS/ FI/T WEST HOUSTON, HOUSTON, TX. VOR/DME RNAV OR GPS RWY 33, AMDT 2...TERMINAL ROUTE FROM IAH VORTAC TO COART WPT NA. TERMINAL ROUTE FROM BLUMS INT TO COART WPT MINIMUM ALTITUDE 2500. TERMINAL ROUTE FROM HUB VOR/DME TO COART WPT MINIMUM ALTITUDE 2500. MINIMUM ALTITUDE AT COART WPT 2500.

FDC 8/0047 /IWS/ FI/T WEST HOUSTON, HOUSTON, TX. VOR/DME RNAV OR GPS RWY 15, AMDT 2...TERMINAL ROUTE FROM IAH VORTAC TO JOSEY WP NA. MISSED APPROACH: CLIMB TO 2500 DIRECT COART WPT AND HOLD.

William P Hobby

ASOS CMSND. PHONE 713-641-2122. (08/98)

JASPER

Jasper County-Bell Field

FDC 8/0311 /JAS/ FI/T JASPER COUNTY-BELL FIELD, JASPER, TX. TAKEOFF MINIMUMS: RWY 36, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 300 FEET PER NM TO 1100.

JUNCTION

Kimble County

FDC 8/0078 /JCT/ FI/T KIMBLE COUNTY, JUNCTION, TX. VOR/DME RNAV OR GPS RWY 17, AMDT 2...S-17: MDA 2440, HAT 711, ALL CATS. CIRCLING: MDA 2440, HAA 691 CATS A AND B, CAT C MDA 2680, HAA 931, VIS 2 3/4. SAN ANGELO ALSTG MNMS: CIRCLING: HAA 951 CATS A AND B, HAA 1211 CAT C.

KERRVILLE

Kerrville Muni/Schreiner

FDC 8/2934 /ERV/ FI/T KERRVILLE MUNI/SCHREINER, KERRVILLE, TX. LOC RWY 30, AMDT 3...VOR/DME RNAV OR GPS RWY 12, AMDT 2...NDB OR GPS RWY 30, AMDT 3...STRAIGHT-IN MINIMUMS NA. PROCEDURES NA AT NIGHT.

LAREDO

Laredo Intl

FDC 8/2084 /LRD/ FI/T LAREDO INTL, LAREDO, TX. VOR/DME OR TACAN OR GPS RWY 14, AMDT 9...S-14: MDA 980/HAT 472 ALL CATS. CAT D VIS 1-1/2. CAT E VIS 1-3/4. CIRCLING: MDA 980/HAA 472 CAT A. VOR OR TACAN OR GPS RWY 32 AMDT 9A...S-32: MDA 1020/HAT 526 ALL CATS. CAT C VIS 1-1/2. CAT D/E VIS 1-3/4. CIRCLING: MDA 1020/HAA 512 CATS A/B/B. TEMPORARY CRANE 815 MSL 4000 FT W OF RWY 35L.

LLANO

LLano Muni

FDC 7/8106 /6R9/ FI/T LLANO MUNI, LLANO, TX. GPS RWY 35 ORIG...PROC NA.

LONGVIEW

Gregg County

FDC 7/2909 /GGG/ FI/T GREGG COUNTY, LONGVIEW, TX. ILS RWY 13, AMDT 11...WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE SHREVEPORT REGIONAL, LA. ALSTG AND INCR ALL MDAs 160 FEET AND ALL VIS 1/2 MILES. WHEN LOCAL ALSTG NOT RECEIVED, ALTERNATE MNMS NA. ADF OR DME REQUIRED.

FDC 7/2820 /GGG/ FI/T GREGG COUNTY, LONGVIEW, TX. VOR/DME OR TACAN RWY 31, AMDT 6. VOR/DME RNAV RWY 22, AMDT 6. VOR OR TACAN RWY 13, AMDT 20. NDB RWY 13, AMDT 14. WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE SHREVEPORT REGIONAL, LA. ALTIMETER SETTING AND INCREASE ALL MDAS 160 FEET AND CAT C AND D VISIBILITIES TO 1 1/2 MILES.

MARFA

Marfa Muni

FDC 7/2192 /MRF/ FI/T MARFA MUNI, MARFA, TX. GPS RWY 30, ORIG...PROCEDURE NA.

MARLIN

Marlin

FDC 7/5857 /T15/ FI/T MARLIN, MARLIN, TX. VOR/DME OR GPS-A, AMDT 6...CIRCLING MDA 1280/HAA 870 CAT A/B.

MARSHALL

Harrison County

FDC 7/1671 /ASL/ FI/P HARRISON COUNTY, MARSHALL, TX. VOR/DME-A AMDT 4B...CHG NOTE: USE GREGG COUNTY, LONGVIEW, TX ALSTG, WHEN NOT RECEIVED USE SHREVEPORT REGIONAL ALSTG. THIS IS VOR/DME-A AMDT 4C.

FDC 7/1670 /ASL/ FI/P HARRISON COUNTY, MARSHALL, TX. GPS RWY 33 ORIG-A...CHG NOTE: USE GREGG COUNTY, LONGVIEW, TX ALSTG, WHEN NOT RECEIVED USE SHREVEPORT REGIONAL ALSTG. THIS IS GPS RWY 33 ORIG-B.

FDC 7/1669 /ASL/ FI/P HARRISON COUNTY, MARSHALL, TX. RNAV RWY 33 AMDT 1A...CHG NOTE: USE GREGG COUNTY, LONGVIEW, TX ALSTG, WHEN NOT RECEIVED USE SHREVEPORT REGIONAL ALSTG. THIS IS RNAV RWY 33 AMDT 1B.

MASON

Mason County

FDC 6/9196 /T92/ FI/T MASON COUNTY, MASON, TX. VOR/DME OR GPS-A AMDT 2...USE BURNET MUNI/ KATE CRADDOCK FIELD ALSTG; WHEN NOT RCVD, PROC NA.

MIDLAND

Midland Intl

FDC 8/5653 /MAF/ FI/T MIDLAND INTL, MIDLAND, TX. RADAR-1, AMDT 4...S-ASR 4: MDA 3300/HAT 450 ALL CATS.

OLNEY

Olney Muni

FDC 7/1693 /ONY/ FI/T OLNEY MUNI, OLNEY, TX. NDB OR GPS RWY 17 AMDT 3...GPS PORTION NA.

PALACOIS

Palacios Muni

FDC 8/0541 /PSX/ FI/T PALACIOS MUNI, PALACIOS, TX. VOR RWY 13, AMDT 10...GPS RWY 13, ORIG...PROCEDURE NA.

PAMPA

Perry Lefors Field

FDC 7/1186 /PPA/ FI/T PERRY LEFORS FIELD, PAMPA, TX. VOR/DME OR GPS–A, AMDT 1...CIRCLING MDA 3700/HAA 456 CAT A. CHG NOTE TO READ: OBTAIN LCL ALSTG ON UNICOM, WHEN NOT AVAILABLE USE AMARILLO ALSTG AND INCR ALL MDA's 140 FEET.

FDC 7/1184 /PPA/ FI/T PERRY LEFORS FIELD, PAMPA, TX. NDB OR GPS RWY 17, AMDT 3...OR GPS PORTION NA. S–17 MDA 3700/HAT 456 ALL CATS. VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 3700/HAA 456 CATS A,B,C MDA 3800/HAA 556 CAT D. CHG NOTE TO READ: OBTAIN LCL ALSTG ON UNICOM, WHEN NOT AVAILABLE USE AMARILLO ALSTG AND INCR ALL MDA's 140 FEET.

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.

PORT LAVACA

Calhoun County

FDC 8/2923 /T97/ FI/T CALHOUN COUNTY, PORT LAVACA, TX. VOR/DME OR GPS–A, AMDT 3...CIRCLING: MDA 760/HAA 726 ALL CATS. VISIBILITY CAT C 2.

ROBSTOWN

Nueces County

RY 12/30 NOW 3700 FT BY 75 FT. (08/98)

SAN ANGELO

San Angelo/Mathis Field

FDC 8/0379 /SJT/ FI/T SAN ANGELO/MATHIS FIELD, SAN ANGELO, TX. ILS RWY 3, AMDT 20...HI–ILS RWY 3...S–ILS 3: DH 2297 HAT 381 VIS 3/4 ALL CATS. FOR INOPERATIVE SSALR, INCREASE S–ILS VISIBILITY TO 1 1/4. TAKEOFF MNMS: RWY 21 300–1 OR STANDARD WITH MINIMUM CLIMB 210 PER NM TO 2200. TEMP CRANE 2100 MSL 1.0 NM SW OF RWY 3.

SAN ANTONIO

San Antonio Intl

FDC 8/4112 /SAT/ FI/T SAN ANTONIO INTL, SAN ANTONIO, TX. VOR/DME RNAV OR GPS RWY 30L, AMDT 11...ASR RWY 30L, AMDT 25...S–30L: VIS CAT A/B 5000, CAT C 6000, CAT D 1 1/2. TEMPORARY CRANE 834 MSL 0.15 NM SE OF RWY 30L.

FDC 8/4111 /SAT/ FI/T SAN ANTONIO INTL, SAN ANTONIO, TX. ILS RWY 30L, AMDT 8A...S–ILS–30L: VIS 4000 ALL CATS. S–LOC–30L: VIS CAT A/B 5000, CAT C 1 1/2, CAT D 1 3/4. S–LOC–30L DME OR RADAR MINIMUMS: VIS CAT A/B 5000, CAT C/D 6000. TEMPORARY CRANE 834 MSL 0.15 NM SE OF RWY 30L.

FDC 8/1426 /SAT/ FI/P SAN ANTONIO INTL, SAN ANTONIO, TX. NDB OR GPS RWY 12R, AMDT 20A...S–12R MDA 1460/HAT 651 ALL CATS. CIRCLING MDA 1460/HAA 651 ALL CATS. THIS IS NDB OR GPS RWY 12R, AMDT 20B.

SEMINOLE

Seminole/Gaines County

FDC 8/5037 /FI/T SEMINOLE/GAINES COUNTY, SEMINOLE, TX. NDB OR GPS RWY 35, ORIG...IFR TAKEOFF MINIMUMS AND DEPARTURE PROCEDURES...TAKEOFF MINIMUMS: RWY 35, 500–2 OR STANDARD WITH MINIMUM CLIMB OF 310 PER NM TO 3900. TOWER 3765 MSL 1.8 NM N OF DEPARTURE END RWY 35.

SEYMOUR

Seymour Muni

FDC 7/7996 /60F/ FI/T SEYMOUR MUNI, SEYMOUR, TX. GPS RWY 17, ORIG...PROC NA.

SNYDER

Winston Field

FDC 8/3173 /SNK/ FI/T WINSTON FIELD, SNYDER, TX. DEP PROC: RWY 26 CLIMB RWY HEADING TO 2900 PRIOR TO TURNING NORTHBOUND.

TYLER

Tyler Pounds Field

FDC 8/5460 /TYR/ FI/T TYLER POUNDS FIELD, TYLER, TX. ILS RWY 13, AMDT 20B...S–ILS 13: DH 790/HAT 250. VIS 3/4 ALL CATS. S–LOC 13: VIS 3/4 CATS A/B/C. FOR INOP MALSR INCREASE S–LOC 13 VIS TO 1 ALL CATS. GREGG COUNTY ALTIMETER SETTING MINIMUMS. S–ILS 13: DH 896/HAT 356. VIS 3/4 ALL CATS. S–LOC 13: VIS 3/4 CAT A/B. FOR INOP MALSR INCREASE S–ILS 13 VIS TO 1 1/4 ALL CATS, INCREASE S–LOC 13 VIS TO 1 CATS A/B. TEMPORARY CRANE 591 MSL 2251 FT NW OF RWY 13.

WHARTON

Wharton Muni

FDC 7/7661 /5R5/ FI/T WHARTON MUNI, WHARTON, TX. VOR/DME OR GPS–A, AMDT 3...CIRCLING MDA 580/HAA 480 ALL CATS. MSA FROM EAGLE LAKE VOR/DME (27 NM) 2100.

FDC 7/6666 /5R5/ FI/T WHARTON MUNI, WHARTON, TX. NDB OR GPS RWY 14, AMDT 1...PROC NA. NDB OR GPS RWY 32, AMDT 1...PROC NA.

WICHITA FALLS

Scotland NDB

(SKB) NDB RTS. (08/98)

Wichita Falls/Kickapoo Downtown Airpark

FDC 8/0686 /T47/ FI/T WICHITA FALLS/KICKAPOO DOWNTOWN AIRPARK, WICHITA FALLS, TX. NDB RWY 35, AMDT 3...PROC NA 1900–0700 LCL DAILY.

Tom Danaher

FDC 6/7120 /2F9/ FI/T TOM DANAHER, WICHITA FALLS, TX. VOR/DME OR GPS RWY 35, AMDT 1...PROC NA.

UTAH

DELTA

Delta Muni

FDC 7/8219 /DTA/ FI/T DELTA MUNI, DELTA, UT. VOR/DME OR GPS RWY 16 AMDT 1A...FAF ALTITUDE 6500 FT MSL. HOLDING ALTITUDE AT EACKS 6500 FT MSL.

DUGWAY PROVING GROUND

Michael AAF

FDC 7/0699 /DPG/ FI/T MICHAEL AAF, DUGWAY PROVING GROUND, UT. NDB OR GPS–A, AMDT 2A...CIRCLING NA RWY 12 AT NIGHT. TACAN RWY 12, ORIG...HI–TACAN RWY 12...STRAIGHT–IN MINIMUMS NA AT NIGHT. CIRCLING N A RWY 12 AT NIGHT.

OGDEN

Ogden-Hinckley

FDC 8/0037 /OGD/ FI/T OGDEN–HINCKLEY, OGDEN, UT. VOR/DME RNAV OR GPS RWY 3, ORIG...CHANGE ALTIMETER NOTE TO READ: 'WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE HILL AFB ALTIMETER SETTING.'

FDC 8/0022 /OGD/ FI/T OGDEN–HINCKLEY, OGDEN, UT. VOR RWY 7 AMDT 5...CHANGE ALTIMETER NOTE TO READ: 'WHEN CONTROL TOWER CLOSED, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE, USE HILL AFB ALTIMETER SETTING.'

PRICE

Carbon County

FDC 8/1746 /PUC/ FI/T CARBON COUNTY, PRICE, UT. VOR OR GPS RWY 36, ORIG...PROC NA.

FDC 5/6753 /PUC/ FI/T 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; CATERGORIES 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.

PROVO

Provo Muni

FDC 7/1329 /PVU/ FI/T PROVO MUNI, PROVO, UT. VOR OR GPS RWY 13, AMDT 1...S–13 MDA 5140/HAT 649 ALL CATS, VIS CAT C 1 1/4, VIS CAT D 1 1/2, CIRCLING MDA 5140/HAA 649 ALL CATS, VIS CAT C 1 3/4.

SALT LAKE CITY

Salt Lake City Intl

FDC 8/3093 /SLC/ FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. VOR/DME OR TACAN OR GPS RWY 34R, AMDT 7...PROC NA.

FDC 8/3092 /SLC/ FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. ILS RWY 34R, ORIG...PROC NA.

FDC 8/0321 /SLC/ FI/T SALT LAKE CITY INTL, SALT LAKE CITY, UT. VOR/DME OR TACAN OR GPS RWY 17, ORIG...VDP NOT AUTHORIZED.

ST GEORGE

St. George Muni

FDC 7/3044 /SGU/ FI/T ST GEORGE MUNI, ST GEORGE, UT. GPS RWY 34 ORIG...TERMINAL ROUTE FROM PEACH SPRINGS (PGS) VORTAC TO UTIBY WP NA.

VERMONT

FDC 8/2198 /BTV/ FI/T BURLINGTON INTL, BURLINGTON, VT. TKOF MNMS AND DEP PROCS...TKOF MNMS: RWY 15 – 1000–2 OR STANDARD WITH A MNM CLIMB OF 260 FT PER NM TO 1600. RWY 19 – 700–2 OR STANDARD WITH A MNM CLIMB OF 220 FT PER NM TO 1200. DEP PROCS: RWY 1 – CLIMB RWY HEADING TO 800, THEN CLIMBING LEFT TURN DIRECT BTV VORTAC BEFORE PROCEEDING ON COURSE. RWY 15, 19 – CLIMBING RIGHT TURN DIRECT BTV VORTAC, CLIMB IN HOLDING PATTERN (SW, LEFT TURNS, 036 INBOUND) TO 4100 BEFORE PROCEEDING ON COURSE. RWY 33 – CLIMBING LEFT TURN DIRECT BTV VORTAC, CLIMB IN HOLDING PATTERN (SW LEFT TURNS 036 INBOUND) TO 4100 BEFORE PROCEEDING ON COURSE.

FDC 7/2318 /BTV/ FI/T BURLINGTON INTL, BURLINGTON, VT. HI–VOR/DME OR TACAN RWY 15 AMDT 1...VOR/DME PORTION NA.

VIRGINIA

BLACKSBURG

Virginia Tech

FDC 8/2617 /BCB/ FI/T VIRGINIA TECH, BLACKSBURG, VA. LOC RWY 12 AMDT 5...ADF AND DME REQUIRED. TERMINAL RTE: ZOOMS /IAF/ TO FENJE INT NA.

BROOKNEAL

Brookneal/Campbell County

FDC 8/4735 /0V4/ FI/T BROOKNEAL/CAMPBELL COUNTY, BROOKNEAL, VA. VOR/DME OR GPS–A ORIG...DELETE 175K SPEED RESTRICTION FROM USSEL DME FIX HOLDING PATTERN.

FREDRICKSBURG

Fredricksburg/Shannon

FDC 8/2585 /EZF/ FI/T FREDRICKSBURG/SHANNON, FREDRICKSBURG, VA. VOR RWY 24 AMDT 7...PROC NA.

GORDONSVILLE

Gordonsville Muni

FDC 8/5893 /GVE/ FI/T GORDONSVILLE MUNI, GORDONSVILLE, VA. NDB OR GPS RWY 23 AMDT 1...NDB PORTION NA.

NEWPORT NEWS

Newport News/Williamsburg Intl

FDC 8/5239 /PHF/ FI/P NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. ILS RWY 7 AMDT 30...MSA FROM HENRY (PJS) NDB 090–270 2100, 270–090 1800. THIS IS ILS RWY 7 AMDT 30A.

FDC 8/5238 /PHF/ FI/P NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. NDB RWY 25 AMDT 4...MSA FROM HENRY (PJS) NDB 090–270 2100, 270–090 1800. THIS IS NDB RWY 25 AMDT 4A.

FDC 8/5237 /PHF/ FI/P NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. LOC BC RWY 25 AMDT 13A...MSA FROM HENRY (PJS) NDB 090–270 2100, 270–090 1800. THIS IS LOC BC RWY 25 AMDT 13B.

FDC 8/5236 /PHF/ FI/P NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. NDB OR GPS RWY 20 AMDT 3A...MSA FROM HENRY (PJS) NDB 090–270 2100, 270–090 1800. THIS IS NDB OR GPS RWY 20 AMDT 3B.

FDC 8/5235 /PHF/ FI/P NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. NDB OR GPS RWY 2 AMDT 4...MSA FROM HENRY (PJS) NDB 090–270 2100, 270–090 1800. THIS IS NDB OR GPS RWY 2 AMDT 4A.

FDC 8/5233 /PHF/ FI/P NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. NDB RWY 7, AMDT 3A...S–7 MDA 600/HAT 560 ALL CATS, CAT C RVR 5000. CAT D VIS 1 1/2. CIRCLING MDA 600/HAA 557 ALL CATS. MSA FROM HENRY (PJS) NDB 090–270 2100, 270–090 1800. THIS IS NDB RWY 7, AMDT 3B.

NORFOLK

Norfolk NAS

RY 10/28 NOW 8369 FT BY 200 FT.(07/98)

RICHMOND

Richmond Intl

FDC 8/5743 /RIC/ FI/T RICHMOND INTL, RICHMOND, VA. VOR OR GPS RWY 25 AMDT 14...DUAL VOR OR VOR/DME MNMS: S–25 MDA 540/HAT 379 ALL CATS. VIS CAT D 1 1/4.

FDC 8/5724 /RIC/ FI/T RICHMOND INTL, RICHMOND, VA. HI–TACAN RWY 16...MNM ALT AT BILTT/RIC 4 DME 1000.

FDC 8/5232 /RIC/ FI/P RICHMOND INTL, RICHMOND, VA. ILS RWY 2, ORIG–A...MSA FROM RICHMOND (RIC) VORTAC 360–090 2000, 090–180 1600, 180–360 2600. THIS IS ILS RWY 2, ORIG–B.

FDC 8/5178 /RIC/ FI/T RICHMOND INTL, RICHMOND, VA. HI–ILS/DME RWY 34...S–LOC 34: MDA 520/HAT 358 ALL CATS.

FDC 8/2831 /RIC/ FI/T RICHMOND INTL, RICHMOND, VA. VOR RWY 34 AMDT 21...S–34 MDA 1000/HAT 838 ALL CATS. VIS CAT B RVR 4000, VIS CAT C 2, VIS CAT D 2 1/4. CIRCLING MDA 1000/HAA 832 ALL CATS. VIS CAT B 1 1/4. VIS CAT C 2 1/4. VIS CAT D 2 3/4. VDP AT 1.67 DME. DISTANCE VDP TO THR 0.95 MILES. MNM ALT RIC 4.00 DME 1000.

STAUNTON/WAYNESBORRO/HARRISON URG

Shenandoah Valley Regional

ARFF INDEX NOW B.(08/98)

WISE

Wise/Lonesome Pine

FDC 7/2250 /LNP/ FI/T WISE/LONESOME PINE, WISE, VA. SDF/DME RWY 24 AMDT 3A...RADAR REQUIRED.

WASHINGTON

ARLINGTON

Arlington Muni

FDC 8/2073 /AWO/ FI/T ARLINGTON MUNI, ARLINGTON, WA. LOC RWY 34, AMDT 4...ADD NOTE: ADF REQUIRED.

COUPEVILLE

Coupeville VOR/DME

(CVV)VOR/DME CMSND EFFECTIVE 8 OCT 98. FREQ 117.20. DME CHANNEL 119X.(07/98)

ELLENSBURG

Bowers Fld

ASOS CMSND. FREQ 118.375. PHONE 509–925–2040.(08/98)

EPHRATA

Ephrata Muni

FDC 7/2911 /EPH/ FI/T EPHRATA MUNI, EPHRATA, WA. VOR/DME OR GPS RWY 2 AMDT 3...CHANGE CONTROL ZONE MINIMUMS TO READ: 'WENATCHEE ALTIMETER SETTING MINIMUMS' CHANGE ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED THE FOLLOWING APPLIES: 1. USE WENATCHEE ALTIMETER SETTING. 2. ALTERNATE MINIMUMS NOT AUTHORIZED.

FDC 7/2910 /EPH/ FI/T EPHRATA MUNI, EPHRATA, WA. VOR OR GPS RWY 20, AMDT 18...CHANGE ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED USE WENATCHEE ALTIMETER SETTING.

GRANT COUNTY

Moses Lake

FDC 8/1578 /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. VOR–A OR GPS RWY 14L ORIG...S–14L MDA 1620/HAT 454 ALL CATS, VIS CAT C 1 1/4, VIS CAT D 1 1/2. MSA MOSES LAKE (MWH) VOR/DME 030–160 3300, 160–250 3800, 250–030 4100. WENATCHEE ALTIMETER SETTINGS MINIMUMS NA.

FDC 7/2624 /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. VOR OR GPS RWY 22, AMDT 4...S–22 MDA 1760/HAT 599, ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING MDA 1760/HAA 575, ALL CATS. WENATCHEE ALTIMETER SETTING MNMS NA.

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.

MOSES LAKE

Grant County

FDC 8/1045 /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. VOR OR GPS RWY 32R AMDT 19...TOUCHDOWN ZONE ELEVATION RWY 32R 1164. S–32R HAT 396 ALL CATS. MSA MOSES LAKE (MWH) VOR/DME 030–160 3300, 160–250 3800, 250–030 4100. WENATCHEE ALTIMETER SETTINGS MINIMUMS NA.

FDC 8/0760 /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. NDB RWY 32R AMDT 16...TOUCHDOWN ZONE ELEVATION RWY 32R 1164. S–32 HAT 456 ALL CATS. FEEDER QUINT INT TO PELLY LOM 4200. MSA PELLY (MW) LOM 170–350 4000, 350–170 3300. WENATCHEE ALTIMETER SETTINGS MINIMUMS NA.

FDC 8/0758 /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. VOR–1 RWY 14L, ORIG...S–14L MDA 1840/HAT 674, ALL CATS, VIS CAT C 2, VIS CAT D 2 1/4. CIRCLING MDA 1840/HAA 655 ALL CATS. GABBI DME OR RADAR MNMS: S–14L MDA 1640/HAT 474, ALL CATS, VIS CAT C 1 1/4, CAT D 1 1/2. CIRCLING MDA 1640/HAA 455, CAT A. MINIMUM ALTITUDE AT GABBI/EPH 6.00 DME/RADAR 1840. MSA FROM EPHRATA (EPH) VORTAC SECTOR 180–360 4800. WENATCHEE ALTIMETER SETTING MNMS NA.

FDC 8/0702 /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. VOR OR GPS RWY 22, AMDT 4...S–22 MDA 1760/HAT 599 ALL CATS, VIS CAT C 1 1/2, VIS CAT D 1 3/4. CIRCLING MDA 1760/HAA 575 ALL CATS. FEEDER MWH VOR/DME TO YOYOS 3500. MSA MOSES LAKE (MWH) VOR/DME 030–160 3300, 160–250 3800, 250–030 4100. WENATCHEE ALTIMETER SETTING MINIMUMS NA.

FDC 8/0668 /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. HI–ILS/DME RWY 32R AMDT 1...HI–VOR/DME OR TACAN RWY 32R AMDT 1...MLS RWY 32R ORIG...WENATCHEE ALTIMETER SETTINGS MINIMUMS NA.

FDC 8/0667 /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. VOR OR GPS RWY 4 AMDT 5...PROCEDURE TURN COMPLETION ALTITUDE 3000. MSA MOSES LAKE (MWH) VOR/DME 030–160 3300, 160–250 3800, 250–030 4100. WENATCHEE ALTIMETER SETTINGS MINIMUMS NA.

FDC 8/0666 /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. ILS RWY 32R AMDT 18...TOUCHDOWN ZONE ELEVATION RWY 32R 1164. S–ILS 32R DH 1364/HAT 200 ALL CATS. S–LOC 32R HAT 276 ALL CATS. GLIDESLOPE ALTITUDE AT LOM 2742, TCH 56. FEEDER QUINT INT TO PELLY LOM 4200. MSA PELLY (MW) LOM 170–350 4000. 350–170 3300. WENATCHEE ALTIMETER SETTINGS MINIMUMS NA.

FDC 8/0660 /MWH/ FI/T GRANT COUNTY, MOSES LAKE, WA. VOR/DME RNAV RWY 22, ORIG...4 NM FROM MAP WPT FAF ALTITUDE 2600. TRANSITION ROUTE FROM EPH VORTAC TO MALEE WP NA. RNAV DESCENT ANGLE NA. MSA FROM ADCAP WPT 4100. WENATCHEE ALTIMETER SETTING MINIMUMS NA.

PASCO

Pasco/Tri-Cities ILS Ry 21R

(I–PSC)ILS MM DCMSND.(08/98)

Pasco/Tri-Cities

FDC 8/4429 /PSC/ FI/T PASCO/TRI–CITIES, PASCO, WA. ILS RWY 21R, AMDT 10...MISSED APPROACH CLIMB TO 900 THEN CLIMBING RT TO 2800 DIRECT DUNEZ LOM AND HOLD, NE, RT, 206 INBOUND.

PAYALLUP

Pierce County-Thun Field

FDC 8/3508 /1S0/ FI/P PIERCE COUNTY–THUN FIELD, PUYALLUP, WA. GPS RWY 34 ORIG...DELETE NOTE: PROCEDURE NA AT NIGHT. THIS IS GPS RWY 34 ORIG–A.

PORT ANGELES

William R. Fairchild Intl

FDC 7/2850 /CLM/ FI/T WILLIAM R. FAIRCHILD INTL, PORT ANGELES, WA. ILS–1 RWY 8 AMDT 1A...ILS–2 RWY 8 AMDT 1A...CHANGE ALTIMETER NOTE TO READ: 'WHEN LOCAL ALTIMETER SETTING NOT RECEIVED THE FOLLOWING APPLIES, EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICES: 1. USE WHIDBEY ISLAND NAS ALTIMETER SETTING. 2. INCREASE ALL DH/MDAS 160 FT. 3. ALTERNATE MINIMUMS NOT AUTHORIZED.

QUINCY

Quincy Muni

FDC 8/0026 /80WA/ FI/T QUINCY MUNI, QUINCY, WA. VOR/DME RNAV OR GPS RWY 27, ORIG...RNAV PORTION NA.

RICHLAND

RICHLAND

FDC 5/6599 /RLD/ FI/T RICHLAND, RICHLAND, WA. VOR OR GPS RWY 25, AMDT 6...S–25 VIS CAT A 1, VIS CAT B 1.

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

FDC 7/0364 /SEA/ FI/T SEATTLE–TACOMA INTL, SEATTLE, WA. ILS/DME RWY 34R ORIG...ILS/DME RWY 34L ORIG...VOR OR GPS RWY 34L/R AMDT 8A...NDB RWY 34R AMDT 7A...MISSED APPROACH: CLIMB TO 2100 VIA SEA R–339 TO PARKK LOM/SEA 5.8 DME AND HOLD.

FDC 5/6812 /SEA/ FI/T SEATTLE–TACOMA INTL, SEATTLE, WA. ILS/DME RWY 34R ORIG...S–ILS 34R: SIMULTANEOUS RECEPTION OF I–SEA AND SEA DME REQUIRED TO NEEAL INTERSECTION.

SPOKANE

Spokane Intl

FDC 8/0024 /GEG/ FI/T SPOKANE INTL, SPOKANE, WA. ILS RWY 21 AMDT 19...VOR/DME RNAV OR GPS RWY 21 ORIG...NDB RWY 21 AMDT 14B...CIRCLING CAT A MDA 2840 HAA 468, CATS B/C MDA 2860 HAA 488.

YAKIMA

Yakima Air Terminal

FDC 5/5869 /YKM/ FI/T YAKIMA AIR TERMINAL, YAKIMA, 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

Raeigh Co Mem

AWOS–3 CMSND.FREQ 124.65.(07/98)

JACKSON COUNTY

Ravenswood

FDC 8/4186 /I18/ FI/T JACKSON COUNTY, RAVENSWOOD, WV. VOR/DME RWY 4 AMDT 2A...PROC NA.

BUCKHANNON

Upshur Co Regional

NEW ARPT NOW OPEN TO THE PUBLIC. RY 11/29 3500 BY 75 ASPH. ACTVT MIRL RY 11/29 – CTAF.(08/98)

PINEVILLE

Pineville/Kee Field

FDC 7/5552 /I16/ FI/T PINEVILLE/KEE FIELD, PINEVILLE, WV. VOR RWY 25 AMDT 3...PROC NA.

SUMMERSVILLE

Summersville

FDC 8/2088 /SXL/ FI/T SUMMERSVILLE, SUMMERSVILLE, WV. GPS RWY 4 ORIG...S–4: MDA 2700/HAT 879 CAT A/B/C. VIS CAT B 1 1/4, CAT C 2 1/2. CIRCLING: MDA 2700/HAA 879 CAT A/B/C. VIS CAT B 1 1/4, CAT C 2 1/2. CHARLESTON ALTIMETER SETTING MINIMUMS: S–4: MDA 2900/HAT 1079 CAT A/B/C. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. CIRCLING: MDA 2900/HAA 1079 CAT A/B/C. VIS CAT A 1 1/4, CAT B 1 1/2, CAT C 3. MSA FROM PEDCE WP 5600.

FDC 8/2044 /SXL/ FI/T SUMMERSVILLE, SUMMERSVILLE, WV. GPS RWY 22 ORIG...PROC NA.

WISCONSIN

CABLE

Cable Union

FDC 7/2204 /3CU/ FI/T CABLE UNION, CABLE, WI. VOR/DME OR GPS–A AMDT 5...VOR PORTION NA. ADD NOTE: RADAR REQUIRED. VOR/DME RNAV OR GPS RWY 34 AMDT 4...VOR/DME PORTION NA. ADD NOTE: RADAR REQUIRED. NDB OR GPS–B AMDT 9B...TERMINAL ROUTE HAYWARD (HYR) VOR/DME TO SEELEY (SLY) NDB NA. ADD NOTE: RADAR REQUIRED.

CUMBERLAND

Cumberland Muni

FDC 7/2203 /UBE/ FI/T CUMBERLAND MUNI, CUMBERLAND, WI. NDB OR GPS RWY 9 AMDT 1...TERMINAL ROUTE HAYWARD (HYR) VOR/DME TO CUMBERLAND (UBE) NDB NA. ADD NOTE: RADAR REQUIRED.

EAU CLAIRE

Eau Claire VORTAC

(EAU)VOR PORTION UNUSBL 096–119.(7/98)

Chippewa Valley Regional

FDC 8/4778 /EAU/ FI/T CHIPPEWA VALLEY REGIONAL, EAU CLAIRE, WI. ILS RWY 22, AMDT 6...TRML ROUTE: R–176 EAU VORTAC COUNTER CLKWS (IAF) TO EA LOM, 12 DME ARC NA. LOC/DME BC RWY 4, AMDT 7...TRML ROUTE: R–087 EAU VORTAC CLKWS (IAF) TO EAU LOC COURSE, 12 DME ARC NA. VOR OR GPS–A, AMDT 21...TRML ROUTE: R–130 EAU VORTAC COUNTER CLKWS (IAF) TO EAU VORTAC R–360, 7 DME ARC NA.

FDC 8/2804 /EAU/ FI/T CHIPPEWA VALLEY REGIONAL, EAU CLAIRE, WI. LOC/DME BC RWY 4, AMDT 7...ILS RWY 22, AMDT 6...NDB OR GPS RWY 22, AMDT 6...VOR OR GPS–A, AMDT 21...CIRCLING: MDA 1500/HAA 593, CAT B AND C.

GREEN BAY

Austin Straubel Intl

FDC 8/5645 /GRB/ FI/T AUSTIN STRAUBEL INTL, GREEN BAY, WI. VOR OR GPS RWY 12, AMDT 18...RADAR–1 RWY 12, AMDT 8...RADAR–1 RWY 30, AMDT 8...PROC NA. TAKEOFF MINIMUMS...DELETE ALL REFERENCES TO RWY 12/30.

HAYWARD

Hayward Muni

FDC 7/6306 /HYR/ FI/T HAYWARD MUNI, HAYWARD, WI. VOR/DME OR GPS RWY 02, AMDT 1, VOR RWY 20, AMDT 6...PROC NA. NDB OR GPS RWY 20, AMDT 12...RADAR REQUIRED FOR TERMINAL ROUTING TO SEELEY (SLY) NDB, WI.

JANESVILLE

Rock County

FDC 8/2644 /JVL/ FI/T ROCK COUNTY, JANESVILLE, WI. VOR OR GPS RWY 4, AMDT 26...S–4: MDA 1220/HAT 415, ALL CATS, VSBY CAT C 3/4. CIRCLING: MDA 1260/HAA 452, CAT A. DME MINIMUMS: S–4 MDA 1140/HAT 335, ALL CATS. CIRCLING: MDA 1260/HAA 452, CAT A. TRML RTE: R–341 JVL VORTAC COUNTER CLKWS (IAF) TO BAKKS/7 DME, 7 DME ARC, MIN ALT 3000. MSA JVL VORTAC 3100.

FDC 8/1489 /JVL/ FI/T ROCK COUNTY, JANESVILLE, WI. ILS RWY 4, AMDT 11...TRML RTE: R–341 JVL VORTAC COUNTER CLKWS (IAF) TO LOC INCPT 8 DME ARC, MIN ALT 3000. MSA JVL VORTAC 3100.

LADYSMITH

Rusk County

FDC 7/2200 /RCX/ FI/T RUSK COUNTY, LADYSMITH, WI. NDB OR GPS RWY 32 AMDT 2...TERMINAL ROUTE HAYWARD (HYR) VOR/DME TO RUSK COUNTY (RCX) NDB NA. ADD NOTE: RADAR REQUIRED.

LAKE GENEVA

Lake Geneva Resort

RY 05/23 NOW 3820 FT BY 75 FT.(8/98)

LAND O'LAKES

King's Land O'Lakes

FDC 8/4980 /LNL/ FI/T KING'S LAND O'LAKES, LAND O'LAKES, WI. NDB OR GPS RWY 14, AMDT 9...NDB RWY 32, ORIG...LOCAL ALSTG MNMS NA. USE EAGLE RIVER ALSTG.

MADISON

Dane County Regional-Truax Field

FDC 8/4256 /MSN/ DANE COUNTY REGIONAL–TRUAX FIELD, MADISON, WI.RADAR–1, AMDT 15...HI–TACAN RWY 36, AMDT 1...ASR: S–36 MDA 1400/HAT 538, ALL CATS. S–36 MDA 1400/HAT 538, ALL CATS. (TEMPORARY CRANE 1100 MSL, 43–04–18.98N/089–19–30.42W.)

MILWAUKEE

General Mitchell Intl

FDC 8/5847 /MKE/ FI/P GENERAL MITCHELL INTL, MILWAUKEE, WI. NDB OR GPS RWY 7R, AMDT 10A...CHANGE MISSED APPROACH TO READ: CLIMB TO 2800 THEN LEFT TURN DIRECT BAE VORTAC AND HOLD. THIS IS NDB OR GPS RWY 7R, AMDT 10B.

FDC 8/4928 /MKE/ FI/T GENERAL MITCHELL INTL, MILWAUKEE, WI. RADAR–1 AMDT 23A...ASR S–7R: MDA 1320/HAT 597 ALL CATS. CIRCLING: MDA 1320/HAA 597 ALL CATS. NDB OR GPS RWY 7R AMDT 10A...S–7R: MDA 1380/HAT 657 ALL CATS. VIS CAT C RVR 6000. VIS CAT D 1–3/4. CIRCLING: MDA 1380/HAA 657 ALL CATS. VIS CAT C 1–3/4. (TEMPORARY CRANE 1017 MSL 3.43 NM SW OF RWY 7R.)

MONROE

Monroe Muni

FDC 8/1488 /EFT/ FI/T MONROE MUNI, MONROE, WI. VOR/DME OR GPS RWY 30, AMDT 7...TRML RTE: R–341 JVL VORTAC COUNTER CLKWS (IAF), TO JVL VORTAC R–276, 11 DME ARC, MIN ALT 3000. MSA JVL VORTAC 3100.

PORTAGE

Portage Muni

FDC 5/6014 /C47/ FI/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.

SOLON SPRINGS

Solon Springs Muni

FDC 7/2201 /OLG/ FI/T SOLON SPRINGS MUNI, SOLON SPRINGS, WI. NDB RWY 19 AMDT 1...TERMINAL ROUTE HAYWARD (HYR) VOR/DME TO SOLON SPRINGS (OLG) NDB NA. ADD NOTE: RADAR REQUIRED.

WYOMING

BUFFALO

Johnson Co

ASOS CMSND. FREQ 135.425. PHONE 307–684–2558.(08/98)

CASPER

Natrona County Intl

FDC 8/5905 /CPR/ FI/T NATRONA COUNTY INTL, CASPER, WY. ILS RWY 8 AMDT 24...DELETE NOTE: CAT D 2–LOC VIS INCREASED 1/4 MILE FOR INOP MM.

FDC 4/6941 /CPR/ FI/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.

CHEYENNE

Cheyenne

FDC 8/5212 /CYS/ FI/P CHEYENNE, CHEYENNE, WY. GPS RWY 12, AMDT 1...CIRCLING CAT D MDA 6720/HAA 564. THIS IS GPS RWY 12, AMDT 1A.

FDC 8/3749 /CYS/ FI/T CHEYENNE, CHEYENNE, WY. ILS RWY 26, AMDT 33...CHANGE NOTE TO READ: FOR INOPERATIVE MALSR INCREASE CAT D S–LOC VISIBILITY 1/4 MILE.

DUBOIS

Dubois Muni

RY 10/28 NOW 6100 FT BY 58 FT.(08/98)

FT BRIDGER

Ft Bridger

FDC 5/2829 /FBR/ FI/T FT BRIDGER, FT BRIDGER, WY. VOR OR GPS RWY 22 AMDT 1...PROC NA.

GILLETTE

Gillette-Campbell Co

AWOS–A DCMSND. ASOS CMSND. PHONE 307–682–1745.(08/98)

SARATOGA

Shively Field

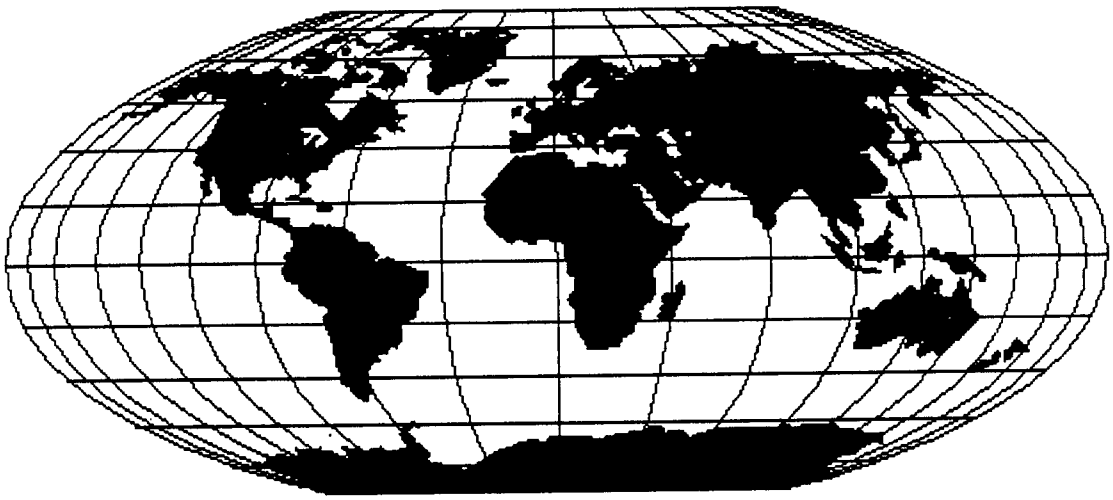
RY 05/23 NOW 8800 FT BY 75 FT.(08/98)

Part 1.

Section 3.

FDC

GENERAL NOTAMS



Section 3. GENERAL FDC NOTAMS

FDC 8/3619 FDC .....ETHIOPIAN/ERITREA ADVISORY.....

ETHIOPIAN FIGHTER AIRCRAFT ATTACKED THE MILITARY OPERATIONS SIDE OF ASMARA INTERNATIONAL AIRPORT, ERITREA, TWICE ON JUNE 5,1998. AS PART OF AN ESCALATING BORDER DISPUTE. ERITREAN AIRCRAFT ATTACKED MEKELE AIRPORT IN NORTHERN ETHIOPIA ON THE SAME DAY. THE SITUATION REMAINS UNSETTLED. OPERATORS CONSIDERING FLIGHTS WITHIN ETHIOPIA AND ERITREA SHOULD FAMILIARIZE THEMSELVES WITH THE CURRENT SITUATION AND ARE ADVISED TO CONTACT RESPECTIVE TOWERS IN ETHIOPIA AND ERITREA FOR THE LATEST UPDATE.

FDC 8/2843 ZZZ PART 1 OF 2 FI/T 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:

A. 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; OR

B. EAST OF 070 35 EAST LONGITUDE, OR SOUTH OF 33 NORTH LATITUDE.

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.

FDC 8/2186 FDC AIRCRAFT EQUIPMENT SUFFIXES EFFECTIVE APRIL 23 1998 THE FOLLOWING CHANGES WILL BE INCORPORATED INTO THE FAA(S) LIST OF DESIGNATED QUALIFIER SUFFIXES:

/R - RNP TYPE CERTIFICATION.

(RNP - REQUIRED NAVIGATIONAL PERFORMANCE - INDICATES THAT THE ONBOARD AVIONICS HAVE BEEN CERTIFIED TO A LEVEL OF ACCURACY THAT ALLOWS THE AIRCRAFT TO OPERATE IN AIRSPACE THAT INCORPORATES REDUCED SEPARATION STANDARDS.

/I - AREA NAVIGATION WITH MODE C.

PILOTS SHOULD NOTE THAT BOTH /R AND /I INDICATE AN ABILITY TO CONDUCT POINT TO POINT NAVIGATION. PILOTS SHOULD ALSO NOTE THAT THESE CHANGES ALIGN THE U.S. WITH ICAO EQUIPMENT SUFFIXES FOR THESE TWO DESIGNATORS.

INCLUSION OF /R INDICATES THAT AN AIRCRAFT MEETS THE RNP TYPE PRESCRIBED FOR THE ROUTE SEGMENT(S),ROUTE(S) AND/OR AREA CONCERNED.

FDC 8/1167 ZZZ SPECIAL FEDERAL AVIATION REGULATION (SFAR) NO. 79—

PROHIBITION AGAINST CERTAIN FLIGHTS WITHIN THE FLIGHT INFORMATION REGION (FIR) OF THE DEMOCRATIC PEOPLE'S REPUBLIC OF KOREA (DPRK) HAS BEEN AMENDED TO ALLOW U.S. OPERATIONS WITHIN THE PYONGYANG FIR. EAST OF 132 DEGREES EAST LONGITUDE.

REQUIRED OPERATIONAL GUIDELINES ESTABLIHED BY THE D.P.R. OF KOREA FOR FLIGHTS WITHIN PYONGYANG FIR MAY BE FOUND IN THE AERONAUTICAL INFORMATION PUBLICATION (AIP) OF D.P.R. OF KOREA (NORTH KOREA).

THE AIP MAY BE REQUESTED VIA AFTN: ZKKKYOYX, OR BY WRITING TO: AERONAUTICAL INFORMATION SERVICE, ROOM 308, CIVIL AVIATION ADMINISTRATION, SUNAN DISTRICT, PYONGYANG, D.P.R. OF KOREA.

U.S. OPERATORS ARE RESPONSBILE FOR OBTAINING AND MAKING AVAILABLE TO FLIGHT CREWS ALL NECESSARY INFORMATION AND DOCUMENTATION TO ENSURE SAFETY OF FLIGHT. FLIGHT CREWS MUST BE ABLE TO OPERATE USING THE METRIC UNITS OF MEASURE USED IN ALL PHASES OF FLIGHT OPERATIONS. E.G., METERS, KILOMETERS PER HOUR, HECTOPASCALS, METERS PER SECOND, ETC.

THE U.S. GOVERNMENT DOES NOT CURRENTLY MAINTAIN DIPLOMATIC, CONSULAR, OR TRADE RELATIONS WITH NORTH KOREA. CONSEQUENTLY, THE U.S. GOVERNMENT IS NOT IN A POSITION TO ACCORD NORMAL CONSULAR PROTECTIVE SERVICES TO U.S. CITIZENS IN NORTH KOREA. THE SWEDISH GOVERNMENT, ACTING THROUGH ITS EMBASSY IN PYONGYANG, SERVES AS THE PROTECTING POWER FOR U.S. INTERESTS IN NORTH KOREA. ANY U.S. OPERATOR MAKING AN UNANTICIPATED LANDING IN NORTH KOREA SHOULD CONTACT THE SWEDISH EMBASSY IN PYONGYANG FOR ANY NEEDED ASSISTANCE AT TELEPHONE (850-2)381-7523 OR FAX / TELEPHONE (850-2)381-7258.

FDC 8/1845 FDC US NOTAM OFFICE, ATCSCC, HERNDON, VA

EFFECTIVE 1 APRIL 1998 UNTIL FURTHER NOTICE THE US NOTAM SYSTEM WILL BEGIN RETAINING THE FDC NOTAM NUMBER LINE OF CANCELLED FDC NOTAMS AND ADD A REFERENCE TO THE CANCELLING NOTAM FOR A PERIOD OF 30 DAYS FROM THE CANCELLATION DATE. THIS CHANGE WILL BE DISPLAYED AS FOLLOWS:

FDC x/xxxx XXX CANCELLED BY FDC x/xxxx ON 3/1/98 15:35.

THE ABOVE EXAMPLE WOULD BE REMOVED FROM THE US NOTAM DATABASE ON 3/31/98.

THIS DISPLAY WILL BE AVAILABLE FROM THE USNS DATABASE ONLY WHEN REQUESTED.

FDC 8/0093 FDC INSTRUMENT DEPARTURE PROCEDURES (DP'S)

EFFECTIVE JANUARY 01, 1998 ALL EXISTING TEXTUAL DEPARTURE PROCEDURES AND STANDARD INSTRUMENT DEPARTURES (SID) WILL BE REDESIGNATED AS INSTRUMENT DEPARTURE PROCEDURES (DP'S). PROCEDURALLY, THERE WILL BE NO CHANGES TO THE USE OF GRAPHICALLY PUBLISHED DP'S (FORMER SID'S) OR THEIR NAMES. FOR TEXTUALLY PUBLISHED DP'S, WHEN COMPLIANCE WITH THE PROCEDURE IS NECESSARY FOR TRAFFIC SEPARATION, ATC WILL ISSUE: "DEPART VIA (AIRPORT NAME) (RUNWAY NUMBER) DEPARTURE PROCEDURE." AS PART OF THE ATC CLEARANCE. THE "T" ICON ON

INSTRUMENT APPROACH PROCEDURE CHARTS WILL CONTINUE TO INDICATE THAT NONSTANDARD IFR TAKEOFF MINIMUMS AND/OR TEXTUAL DP'S ARE PUBLISHED FOR THAT AIRPORT. TEXTUAL DP'S PROVIDE OBSTACLE CLEARANCE.

IN THE ABSENCE OF A DP IN THE ATC CLEARANCE, PART 91 OPERATORS ARE ENCOURAGED TO USE THESE PROCEDURES DURING IMC AND/OR NIGHT OPERATIONS. BEGINNING WITH THOSE PUBLISHED AFTER 01/01/98, ALL NEW RNAV DP'S WILL BE PUBLISHED GRAPHICALLY. EXISTING TEXTURAL DP'S WILL BE REVIEWED INDIVIDUALLY AND, WHERE APPROPRIATE, PROCESSED FOR GRAPHIC DEPICTION. THIS NOTAM DOES NOT AFFECT ANY FAR OR AIR CARRIER OPS SPEC.

FDC 7/6158 FDC WAKE VORTEX ENCOUNTERS WITHIN NAT MNPS AIRSPACE.

IN FLIGHT CONTINGENCY PROCEDURES FOR WAKE VORTEX ENCOUNTERS WITHIN NORTH ATLANTIC (NAT) MINIMUM NAVIGATION PERFORMANCE SPECIFICATIONS (MNPS) AIRSPACE. EFFECTIVE SEPTEMBER 24, 1997 UNTIL FURTHER NOTICE. 1000 FEET VERTICAL SEPARATION MINIMUM WAS IMPLEMENTED IN THE MNPS AIRSPACE ON THE NORTH ATLANTIC REGION FROM FLIGHT LEVELS 330 TO 370 INCLUSIVE ON 27 MARCH 1997.

PILOT REPORTS HAVE SINCE BEEN RECEIVED OF WAKE VORTEX FROM AIRCRAFT AHEAD ON THE SAME ROUTE AND 1000 FEET ABOVE.

IN SUCH INSTANCES, THE PILOT SHOULD NOTIFY ATC AND REQUEST A REVISED CLEARANCE. HOWEVER, IN SITUATIONS WHERE A REVISED CLEARANCE IS NOT POSSIBLE OR PRACTICABLE:

a) THE PILOT MAY ESTABLISH CONTACT WITH OTHER AIRCRAFT ON 131.8 MHZ, IF POSSIBLE, AND

B) ONE OR BOTH AIRCRAFT MAY INITIATE LATERAL OFFSET(S) NOT TO EXCEED 2 NM FROM THE ASSIGNED ROUTE(S) OR TRACK(S),

I) AS SOON AS IT IS PRACTICABLE TO DO SO, OFFSETTING AIRCRAFT NOTIFY ATC THAT TEMPORARY LATERAL OFFSET(S) HAVE BEEN TAKEN AND SPECIFY THE REASON FOR DOING SO (ATC WILL NOT NORMALLY RESPOND), AND

II) OFFSETTING AIRCRAFT RETURN TO THE ASSIGNED ROUTE(S) OR TRACK(S) AS SOON AS THE OFFSET(S) ARE NO LONGER REQUIRED, AND

III) OFFSETTING AIRCRAFT NOTIFY ATC WHEN RE-ESTABLISHED ON ASSIGNED ROUTE(S) OR TRACK(S) (ATC WILL NOT NORMALLY RESPOND).

NOTE: ATC WILL NOT ISSUE CLEARANCES FOR LATERAL OFFSETS.

THIS PROCEDURE DOES NOT SUPERCEDE THE IN-FLIGHT CONTINGENCY PROCEDURES CONTAINED IN THE NAT REGIONAL SUPPLEMENTARY PROCEDURES. OR THE IN-FLIGHT PROCEDURES. OR THE IN-FLIGHT PROCEDURES CONTAINED IN NAT GUIDANCE MATERIAL. IT SHOULD NOT BE INTERPRETED IN ANY WAY THAT PREJUDICES THE FINAL AUTHORITY AND RESPONSIBILITY OF THE PILOT-IN-COMMAND FOR THE SAFE OPERATION OF THE AIRCRAFT.

FDC 7/4186 ZZZ

THE UNITED STATES WILL WITHDRAW ITS SUPPORT AND FUNDING OF THE OMEGA LONG RANGE NAVIGATION SYSTEM ON SEPTEMBER 30, 1997. THIS WILL EFFECTIVELY ELIMINATE THE USE OF OMEGA FOR GLOBAL NAVIGATION. THE U.S. WILL WITHDRAW EXISTING APPROVALS AND DECERTIFY THE USE OF OMEGA FOR GLOBAL NAVIGATION BY U.S. OPERATORS AND FOREIGN OPERATORS OPERATING IN U.S. AIRSPACE ON OR ABOUT THIS SAME DATE. ALL CURRENT OMEGA OWNER/OPERATORS ARE REMINDED THAT THEY ARE REQUIRED TO NAVIGATE ON PLANNED ROUTES TO THE DEGREE OF ACCURACY REQUIRED FOR AIR TRAFFIC CONTROL AND MAY NEED TO INSTALL/USE ALTERNATIVE LONG RANGE NAVIGATION EQUIPMENT APPROPRIATE FOR THEIR ROUTE OF FLIGHT BEFORE THIS DATE. PLEASE BE ADVISED THAT THE FAA INTENDS TO ISSUE A CORRECTION RULE TO REMOVE ANY REFERENCE TO OMEGA FROM THE FEDERAL AVIATION REGULATIONS IN THE NEAR FUTURE

FDC 7/3220 ZZZ - IRAQ ADVISORY -

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 CONJUCTION 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, THOSE MISSIONS PLANNED FOR SOUTH OF 33 DEGREES NORTH LATITUDE 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 435-7783, TO PROVIDE FLIGHT PLAN INFORMATION ABOVE.

THOSE MISSIONS PLANNED FOR NORTH OF 36 DEGREES NORTH LATITUDE PROVIDE ABOVE STATED INFORMATION TO COMBINED TASK FORCE OPERATION NORTHERN WATCH (CTF-ONW). INFORMATION MAY BE PROVIDED BY MESSAGE TO "CTF OPERATION NORTHERN WATCH INCIRLIK AB TU" OR TELECON TO 90-322-316-3014.

NON-COALITION, NON-UN AIRCRAFT OPERATING WITHIN THE NFZ WITHOUT BOTH UN SANCTION COMMITTEE APPROVAL AND DIRECT FLIGHT PLAN NOTICE TO JTF-SWA OR CTF-ONW 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 MONITOR GUARD EMERGENCY FREQUENCIES (VHF 121.5 AND/OR UHF 243.0 MHZ). AIRCRAFT EQUIPPED WITH A CIVIL TYPE RADAR TRANSPONDER SHOULD OPERATE IT CONTIUOUSLY 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 OVER WHICH THE CALLS WERE RECEIVED AND PROVIDE REQUESTED INFORMATION.

FDC 7/2273 FDC AIRCRAFT EQUIPMENT SUFFIXES.

EFFECTIVE MAY 22 1997 EQUIPMENT SUFFIXES /W AND /Y ARE AMENDED FOR USE IN U.S. DOMESTIC FLIGHT PLANS.

/W INDICATES AIRCRAFT HAS APPROVAL TO OPERATE IN AIRSPACE DESIGNATED FOR REDUCED VERTICAL SEPARATION MINIMA (RVSM).

/Y INDICATES THAT THE AIRCRAFT IS EQUIPPED WITH RNAV BUT NO TRANSPONDER.

PILOTS SHOULD NOTE THAT DOMESTIC DEFINITION OF /W IS NOW ALIGNED WITH ICAO FLIGHT PLAN EQUIPMENT SUFFIX /W. NEXT EDITIONS OF U.S. AIP (AERONAUTICAL INFORMATION PUBLICATION) AND AIM (AIRMAN INFORMATIOM PUBLICATION) WILL BE AMENDED TO REFLECT THESE CHANGES.

FDC 6/6776 FDC BURUNDI ADVISORY

ATTENTION U.S. AIRMEN AND OPERATORS: THE NATIONAL COUNCIL FOR THE DEFENSE OF DEMOCRACY (CNDD). ONE OF THE FACTIONS INVOLVED IN THE ONGOING CIVIL CONFLICT IN BURUNDI, ANNOUNCED THAT ANY AIRCRAFT OPERATING IN BURUNDI AIRSPACE WITHOUT CLEARANCE FROM THE COUNCIL COULD BE SHOT DOWN. ALTHOUGH THERE IS NO INFORMATION INDICATING AN ACTUAL INTENT TO CARRY OUT THIS THREAT, THIS FACTION MAY POSSESS THE WEAPONRY TO DO SO. THE FAA HAS NO INFORMATION ON HOW OPERATORS OBTAIN CLEARANCE FROM THE CNDD. THE U.S. DEPARTMENT OF STATE HAS ISSUED A TRAVEL WARNING FOR BURUNDI.

FDC 6/4847 FDC FI/T 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 6/2900 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 6/2762 FDC FI/T - 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.

FDC 6/1335 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.

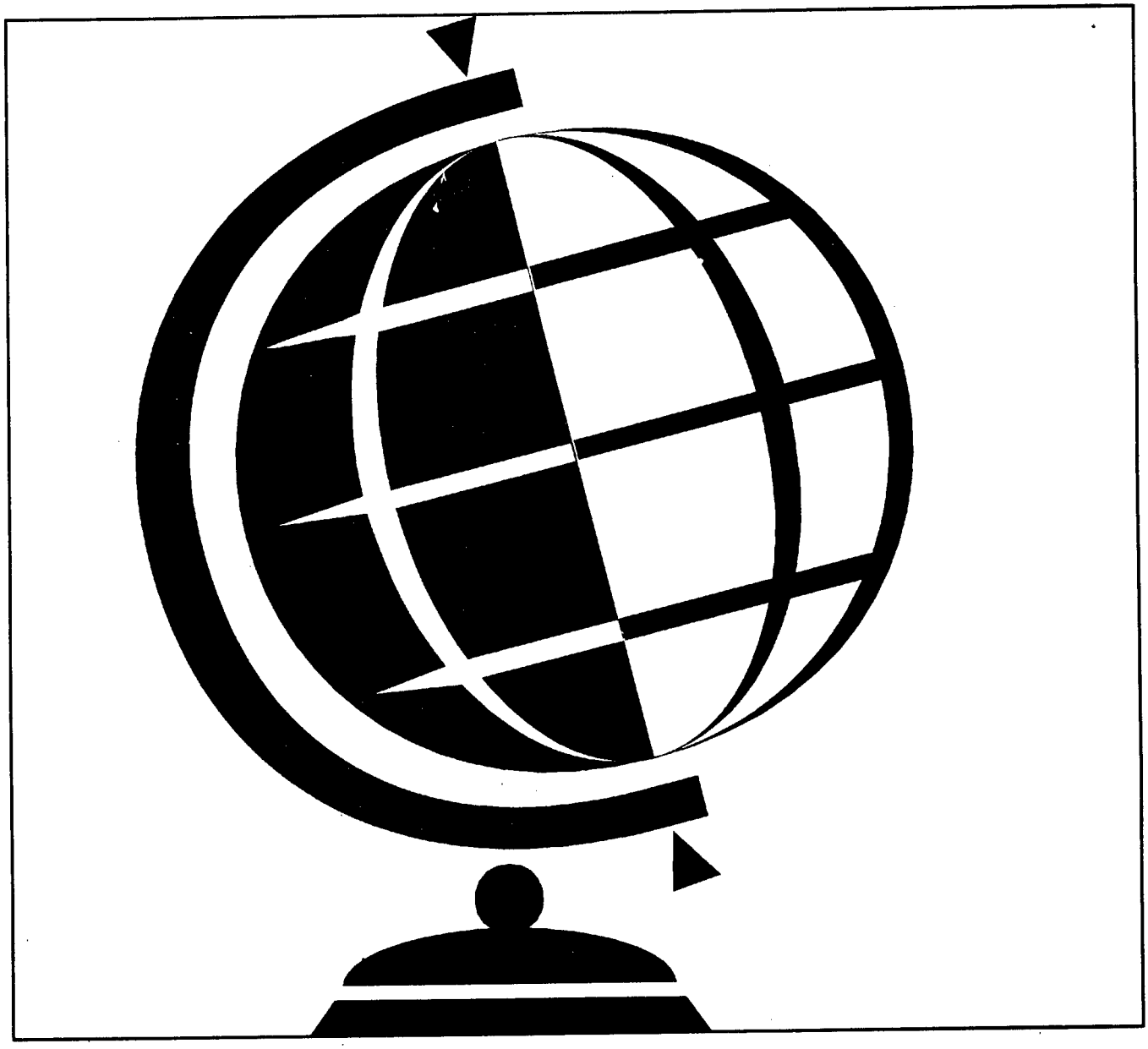
THE ADMINISTRATOR HAS ISSUED A CEASE AND DESIST ORDER AND NOTICE OF ENFORCEMENT POLICY EFFECTIVE FEBRUARY 29.1996.

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 TERRITORAIL 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.

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 ATX-400 at (202) 267-5652.

REVISIONS TO MINIMUM ENROUTE IFR ALTITUDES & CHANGEOVER POINTS

AMENDMENT 410 EFFECTIVE DATE, AUGUST 13, 1998

§95.6001 VOR FEDERAL AIRWAY 1

IS AMENDED TO READ IN PART

FROM	TO	MEA
SALISBURY, MD VORTAC	WATERLOO, DE VOR/DME	*5000
*1800 – MOCA		

§95.6016 VOR FEDERAL AIRWAY 16

IS AMENDED TO READ IN PART

FROM	TO	MEA
TAPPA, VA FIX	COLIN, VA FIX	*4000
*1500 – MOCA		

§95.6020 VOR FEDERAL AIRWAY 20

IS AMENDED TO READ IN PART

FROM	TO	MEA
TAPPA, VA FIX	COLIN, VA FIX	*4000
*1500 – MOCA		

§95.6029 VOR FEDERAL AIRWAY 29

IS AMENDED TO READ IN PART

FROM	TO	MEA
SALISBURY, MD VORTAC	LAFLN, DE FIX	*5000
*1800 – MOCA		
LAFLN, DE FIX	SMYRNA, DE VORTAC	1800

§95.6044 VOR FEDERAL AIRWAY 44

IS AMENDED TO READ IN PART

FROM	TO	MEA
PALEO, MD FIX	DONIL, DE FIX	*13000
*7000 – MOCA		

§95.6049 VOR FEDERAL AIRWAY 49

IS AMENDED TO READ IN PART

FROM	TO	MEA
ELKED, AL FIX	NASHVILLE, TN VORTAC	*3500
*2800 – MOCA		

§95.6155 VOR FEDERAL AIRWAY 155

IS AMENDED TO READ IN PART

FROM	TO	MEA
COLLIERS, SC VORTAC	*WIDER, SC FIX	2500
*3000 – MRA		

§95.6157 VOR FEDERAL AIRWAY 157

IS AMENDED TO READ IN PART

FROM	TO	MEA
KEY WEST, FL VORTAC	*FAMIN, FL FIX	**5000
*5700 – MRA		
**1300 – MOCA		
FAMIN, FL FIX	DOLPHIN, FL VORTAC	*5000
*1500 – MOCA		
TAPPA, VA FIX	COLIN, VA FIX	*4000
*1500 – MOCA		

§95.6159 VOR FEDERAL AIRWAY 159

IS AMENDED TO READ IN PART

FROM	TO	MEA
VULCAN, AL VORTAC	HAMILTON, AL VORTAC	*2600
*2200 – MOCA		

§95.6213 VOR FEDERAL AIRWAY 213

IS AMENDED TO READ IN PART

FROM	TO	MEA
TAPPA, VA FIX	COLIN, VA FIX	*4000
*1500 – MOCA		

§95.6218 VOR FEDERAL AIRWAY 218

IS AMENDED TO READ IN PART

FROM	TO	MEA
WAUKON, IA VORTAC	*BAULK, WI FIX	**4000
*4000 – MRA		
**3000 – MOCA		

§95.6267 VOR FEDERAL AIRWAY 267

IS AMENDED TO READ IN PART

FROM	TO	MEA
PAHOKEE, FL VORTAC	DIDDY, FL FIX	*2000
*1400 – MOCA		
DIDDY, FL FIX	ORLANDO, FL VORTAC	2600

§95.6295 VOR FEDERAL AIRWAY 295

IS AMENDED TO READ IN PART

FROM	TO	MEA
VERO BEACH, FL VORTAC	ORLANDO, FL VORTAC	2600

§95.6296 VOR FEDERAL AIRWAY 296

IS AMENDED TO READ IN PART

FROM	TO	MEA
FAYETTEVILLE, NC VOR/DME	*GANDS, NC FIX	2000
*3000 – MRA		
GANDS, NC FIX	*URRIE, NC FIX	2000
*3000 – MRA		

§95.6310 VOR FEDERAL AIRWAY 310

IS AMENDED TO READ IN PART

FROM	TO	MEA
BURCH, NC FIX	GREENSBORO, NC VORTAC	3500

§95.6345 VOR FEDERAL AIRWAY 345

IS AMENDED TO READ IN PART

FROM	TO	MEA
DELLS, WI VORTAC	MILTO, WI FIX	*3500
*2800 – MOCA		
FALEN, WI FIX	EAU CLAIRE, WI VORTAC	3500

§95.6359 VOR FEDERAL AIRWAY 359

IS AMENDED TO READ IN PART

FROM	TO	MEA
U.S. MEXICAN BORDER	LAREDO, TX VORTAC	*3000
*2500 – MOCA		

§95.6441 VOR FEDERAL AIRWAY 441

IS AMENDED TO READ IN PART

FROM	TO	MEA
MELBOURNE, FL VOR/DME	LAKELAND, FLVORTAC	2600

§95.6529 VOR FEDERAL AIRWAY 529

IS AMENDED TO READ IN PART

*FAMIN, FL FIX	SWAGS, FL FIX	**5700
*5700 – MRA		
**1500 – MOCA		

§95.6531 VOR FEDERAL AIRWAY 531

IS AMENDED TO READ IN PART

FROM	TO	MEA
BAIRN, FL FIX	ORLANDO, FL VORTAC	2600

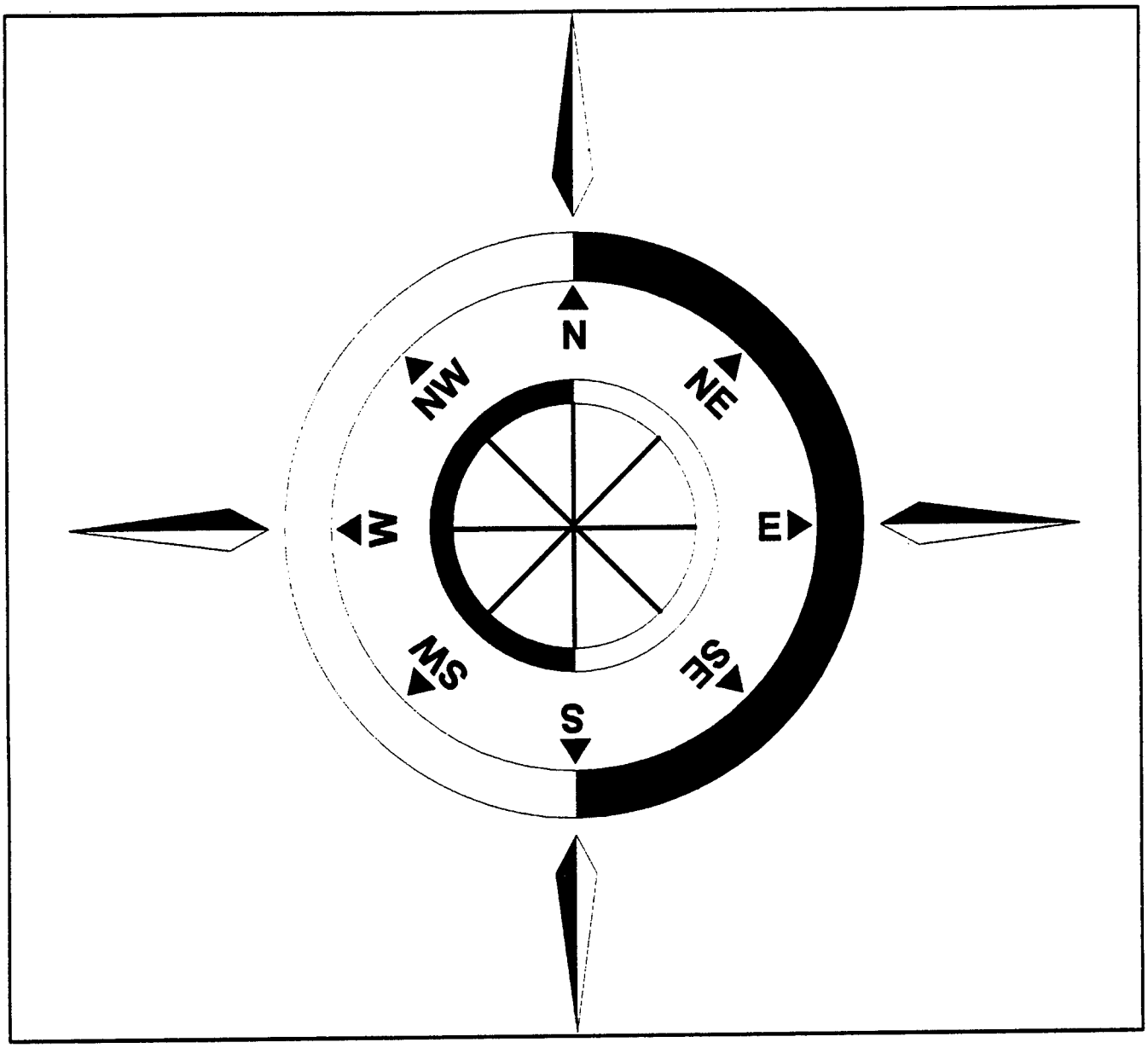
§95.6605 VOR FEDERAL AIRWAY 605		
IS ADDED TO READ		
SPARTANBURG, SC VORTAC	GENOD, NC FIX	*5000
**4200 – MOCA*		
GENOD, NC FIX	HOLSTON MOUNTAIN, TN VORTAC	8500

§95.6415 HAWAII VOR FEDERAL AIRWAY 15		
IS AMENDED TO READ IN PART		
FROM	**TO**	**MEA**
PARIS, HI FIX	*ARBOR, HI FIX	**4000
**8000 – MRA*		
***3000 – MOCA*		

§95.7118 JET ROUTE NO. 118			
IS AMENDED TO READ IN PART			
FROM	**TO**	**MEA**	**MAA**
MEMPHIS, TN VORTAC	CHOO CHOO, TN VORTAC	18000	45000

Part 3.

INTERNATIONAL NOTICES TO AIRMEN



GENERAL

This section features significant international notices to airmen (NOTAM) information and special notices. These may affect a pilot's decision to enter or use areas of foreign or international airspace. This publication complements and expands data carried in the International Flight Information Manual (IFIM) which is available 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

code	*Information Source*
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

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

a. their identification

b. aircraft type

c. position

d. direction of flight and

e. cruising level.

These reports shall enable the respective approach control unit to provide a more effective advisory service to possible conflicting flights, controlled and uncontrolled within the TMAS'.

Pilots shall contact the appropriate approach control unit as follows:

a. "NASSAU APPROACH" on frequency 121.0 MHz.

b. "FREEPORT APPROACH" on frequency 126.5 MHz. (Bahamas AIC 2/94)

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-offs 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:

1. Aircraft type and use p-w-e-i between 1130-1530 and 2100-2330 UTC.

2. Aircraft operated by aerotaxi companies between 1230-1430 and 2130-2330 UTC.

3. 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:

c. Aircraft in a declared emergency

d. A verified ambulance flight.

e. VIP flights duly verified, as stated in the AIC Nr 01 of July 3, 1990.

f. 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. Columbia 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:

a. aircraft that do not follow procedures in the case of interception IAW ICAO procedures.

b. aircraft that land in a different location than ordered by the intercepting aircraft and does not have an authorized flight plan.

c. aircraft that land on a clandestine runway within or outside a restricted or prohibited area after the hours of sunset;

d. 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

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 HF11300KHZ during the day or 5658KHZ at night. (NOTAM Class 2 9/88)

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.v 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.

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)**

North Korea

Special Federal Aviation Regulation (SFAR) No. 79 Prohibition against certain flights within the Flight Information Region of the Democratic People's Republic of Korea

a. Applicability. This rule applies to the following persons:

1. All U.S. air carriers or commercial operators.

2. All persons exercising the privileges of an airman certificate issued by the FAA, except such persons operating U.S.-registered aircraft for a foreign air carrier.

3. All operators of aircraft registered in the United States except where the operator of such aircraft is a foreign air carrier.

b. Flight Prohibition. Except as provided in paragraphs 3 and 4 of this SFAR, no person described in paragraph 1 may conduct flight through the Pyongyang FIR west of 132 degrees east longitude.

c. Permitted Operations. This SFAR does not prohibit persons described in paragraph 1 from conducting flight operations within the Pyongyang FIR west of 132 degrees east longitude where such operations are authorized either by exemption issued by the Administrator or by another agency of the United States Government with FAA approval.

d. Emergency situations. In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command of an aircraft may deviate from this SFAR to the extent required by that emergency. Except for U.S. air carriers and commercial operators that are subject to the requirements of 14 CFR parts 121, 125, or 135, each person who deviates from this rule shall, within ten (10) days of the deviation, excluding Saturdays, Sundays, and Federal holidays, submit to the nearest FAA Flight Standards District Office a complete report of the operations of the aircraft involved in the deviation, including a description of the deviation and the reasons therefore.

e. Expiration. This Special Federal Aviation Regulation No. 79 will remain in effect until further notice.

(AIA-120) 4/29/98

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 Untied 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. Inidentified 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.

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 escalting 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. (051900KMIAYF)

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)

Proposed Modification to Notification to Users

The International Civil Aviation Organization (ICAO) has established standards which will go into effect January 1, 1998 affecting requirements for aircraft ILS/VOR receivers and VHF communications systems. These standards call for these aircraft navigational and communications systems to meet new requirements for immunity from interference from FM broadcast signals. The new requirements address the potential for increased FM interference with these avionics systems beginning in 1998. The details of these standards are outlined in ICAO Annex 10, Volume I, Paragraphs 3.1.4 and 3.3.8, and Annex 10, Volume III, Paragraph 2.3.3.

Due to measures taken by the FAA and the FCC, the enhanced avionics equipage called for by the subject standards will not be required or necessary in the United States. Accordingly, the U.S. has notified ICAO of its intention not to implement these standards in U.S. controlled airspace. However, all operators are reminded of their responsibility to comply with the applicable regulations in force in the foreign airspace in which they operate, including any regulations requiring upgraded navigational and communications equipage compliant with the subject standards.

(FAA/AIA-100, 7/28/97)

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 of use 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 Azervbaijan, 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 FL290 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 T. Hinson at ARINC Inc by telephone at (410) 266-4707 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)**

International Oceanic Airspace Notice

ATLANTIC

Implementation of Reduced Vertical Separation Minima (RVSM);

Operational Procedures

Reduced vertical separation minima (RVSM) will be implemented in all designated Minimum Navigation Performance Specification (MNPS) airspace of the North Atlantic (NAT) region between flight levels 330 and 370, inclusive. Within this airspace, vertical separation will be reduced from 2000 ft to 1000 ft between approved aircraft.

Aircraft and operators currently operating within MNPS airspace are required to meet the lateral navigation performance standards of MNPS and are required to be approved to conduct MNPS operations by the State of Registry or the State of the Operator, as appropriate.

Operators that choose to operate between FL 330 and FL 370, inclusive, are required to be approved by the State of Registry or the State of the Operator for both MNPS and RVSM operations. Operators that choose to operate in MNPS airspace at FL 310 and below and/or FL 390 and above are required to be approved for MNPS operations only.

RVSM approval is required for both the aircraft and the operator. RVSM approved aircraft are required to be equipped with altimetry, altitude alert, automatic altitude control, and transponder systems that are approved by the appropriate State authority. Operator approval requires the operator to adopt flight crew and maintenance operating practices and procedures appropriate to RVSM operations. NAT Doc 002, FAA Interim Guidance 91-RVSM, and Joint Airworthiness Authorities Information Leaflet (JAA IL) 23-1 contain guidance on aircraft and operator approval. NAT Doc 002 has been distributed to States by the ICAO Paris Office.

Flight Planning Note. Operators must annotate block 10 (Equipment) of the ICAO flight plan with the letter "W" to indicate RVSM approval. The letter "X" should still be used to indicate MNPS approval.

Contingency Procedures.

Pilots must be aware of the revised contingency procedures adopted for RVSM. These procedures are printed in NAT Doc 002, FAA Interim Guidance 91-RVSM, and JAA IL 23-1. One key element of the revised procedures is the use of a 500 foot (instead of a 1,000 foot) altitude offset when such an offset is considered necessary.

Transition Areas within the New York FIR

Aircraft transitioning to/from RVSM flight levels in the New York FIR should expect transitions to occur:

Westbound (from RVSM to conventional vertical separation minima-CVSM):

Prior to 18 North for aircraft entering the Piarco FIR;

Prior to crossing 60 West for aircraft entering the West Atlantic Route System (WATRS) or San Juan non-radar airspace; or

Within Bermuda radar coverage for aircraft that will enter that airspace.

Eastbound (from CVSM to RVSM):

After crossing 18 North and prior to entering RVSM airspace;

After crossing 60 West for aircraft entering RVSM airspace from WATRS; or

Within Bermuda radar coverage for aircraft that will overfly that airspace.

A699/A700

Northeast bound, CVSM to RVSM - expect transitions after passing AKERS or SLATN;

Southwest bound, RVSM to CVSM - expect transitions prior to AKERS or SLATN.

NOTE: Do not expect FL 340 or FL360 on these airways.

RVSM/CVSM transitions may be issued in other portions of the airspace depending on traffic conditions; all airspace in the New York FIR has been designated as "transition airspace." Aircraft may be assigned altitudes above or below the RVSM stratum as traffic requires.

"When Able Higher" (WAH) Reports

To ensure maximum use of available altitudes, aircraft entering RVSM and/or MNPS airspace in the New York FIR should be prepared to advise ATC of the time or position the aircraft can accept the next higher altitude. WAH reports are also used to plan the altitude for aircraft as they transition from RVSM to CVSM altitudes. Therefore it is important that the altitude capabity of the aircraft is known by controllers. If the airacrft is capable of a higher altutude that, for whatever reason, is not preferred by the pilot, give the altitude in the WAH report and advise that you prefer not to be assigned that altitude.

The procedures will differ for eastbound and westbound aircraft since many of the eastbound aircraft will enter New York MNPS/RVSM airspace from ATC sectors that have direct Controller-Pilot communications. ATC acknowledgment of a WAH report is NOT a clearance to change altitude.

Eastbound aircraft entering RVSM or MNPS airspace in the New York FIR:

Pilots may be requested by ATC to provide an estimate for when the flight can accept the next higher altitude(s). If requested, pilots should provide this information as soon as possible.

Westbound aircraft entering RVSM or MNPS airspace in the New York FIR:

Pilots should include in the initial position report the time or location that the next higher altitude can be accepted.

Example: "GLOBAL AIR 543, 40 NORTH 40 WEST AT 1010, FLIGHT LEVEL 350, ESTIMATING 40 NORTH 50 WEST AT 1110, 40 NORTH 60 WEST NEXT, ABLE FLIGHT LEVEL 360 AT 1035."

NOTE: Pilots may include more than one altitude if that information is available.

Example: (after stating initial report) "ABLE FLIGHT LEVEL 360 AT 1035, ABLE FLIGHT LEVEL 370 AT 1145, ABLE FLIGHT LEVEL 390 AT 1300."

Mandatory Pilot Reports

In addition to reading back altitude assignments, pilots shall report reaching any altitude assigned within RVSM airspace. This serves as a double check between pilots and controllers and reduces the possibility of operational errors. This requirement for altitude readback and reports of reaching assigned altitudes applies to both RVSM and CVSM altitudes (i.e., flight levels 330, 340, 350, 360 and 370).

Example:

1. *(initial altitude readback)*: "GLOBAL AIR 543 CLIMBING TO FLIGHT LEVEL 360."

2. *(upon reaching assigned altitude)*: "GLOBAL AIR 543 LEVEL AT FLIGHT LEVEL 360."

Non-RSVM Aircraft Climbing/Descending Through RVSM Airspace

If requested, ATC may clear aircraft that are not RVSM certified to climb/descend through RVSM airspace if traffic permits. However, the aircraft must maintain a standard rate of climb or descent. There are no provisions for non-RVSM certified aircraft to cruise-climb through RVSM airspace or to level off and maintain any altitude within RVSM airspace at any time.

(3/31/97 - ATO-100)

SPECIAL NOTICE -- FLIGHT PLANNING IN THE NEW YORK CTA/FIR

Implementation of the Oceanic Display and Planning system (ODAPS) at New York Center is completed, thereby requiring a change in flight plan addressing. Effective immediately, 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 Area from a point beginning at 4137N/6700W clockwise to 4230N/6000W to 4347N/5453 thence along the New York oceanic boundary to 1800N/6100W, shall address flights' plans to KZWYZOZX.

b. All other flights entering New York Oceanic Control Area, ***excluding*** departures from Bermuda, shall address flight plans to KZNYZOZX.

c. Bermuda departure flight plans shall be addressed to KZNYZQZX.

d. 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.

e. 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)."

f. "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/501/13 Appendix 2, A2-6).

g. Following these procedures will avoid processing delays that could affect timely receipt of oceanic clearances or requested routes and altitudes.

SATVOICE CAPABILITY - NEW YORK FIR

New York Center oceanic control now has capability for direct Air/Ground and Ground/Air satellite telephone service (SATVOICE). Satvoice contact between the pilot and New York Center shall be limited to distress and urgency situations.

New York Center oceanic control may initiate SATVOICE calls to aircraft when other means are not available and communication is essential.

NOTE -
Aircraft should be logged onto the Atlantic Ocean Region West (AOR-W) satellite while operating in the New York Fir in order for New York Center to be able to initiate calls to the aircraft.

The INMARSAT Codes for New York Oceanic FIR are 436695 (MNPSA and AIRSPACE East of 60W and South of 27N; and 436696 (WATRS Area).

ATLANTIC AND PACIFIC AREA LORAN-C INFORMATION

The current operational status of all U.S. and Canadian Coast Guard Loran station is available from the various assigned Coordinator of Chain Operations (COCOs). Individual COCOs monitors the day-to-day operations of the LORAN-C chain under their control. General information is also available. Contact either the applicable COCO or the Loran management staff at the phone numbers below.

a. COCO Great Lakes (8970) and Northeast (9960) chains is located at LORAN Station Seneca, NY. COCO: (607)869-1334

b. COCO Canadian East Coast (5930) and Newfoundland East Coast (7270) chains is located at LORAN Monitor Station, St. Anthony, NFLD, Canada. Recorder announcement: (709)454-3261. COCO: (709)454-2392.

c. COCO Southeast U.S. (7980) and South Central U.S. (9610) chains is located at LORAN Station Malone, FL. COCO: (334)899-5225.

d. COCO North Central U.S. (8290) and U.S. West Coast (9940) chains is located at the Coast Guard Navigation Center Detachment, Petaluma, CA. COCO: (707)765-7590.

e. COCO Canadian West Coast Chain (5990) is located at LORAN Station William Lake, B.C., Canada. COCO: (604)659-5680

f. COCO Gulf of Alaska (7960) and North Pacific (9990) chains is located at LORAN Station Kodiak, AK. COCO: (907)487-5583.

g. Atlantic Area Regional Manager, Coast Guard Navigation Center, Alexandria, VA. Telephone: (703)313-5875

h. Pacific Area Regional Manager, Coast Guard Navigation Center Detachment, Petaluma, CA. Telephone: (707)765-7582

i. U.S. Coast Guard's Navigation Information Service (NIS), operated by the Coast Guard Navigation Center and staffed 24 hours a day. Telephone: (703)313-5900. Internet Address: http://www.navcen.uscg.mil

j. Scheduled LORAN-C off-air times are also available from one or more of the following sources:

1. The U.S. Coast Guard Navigation Center Computer BBS. Telephone: (703)313-5910.

2. Published U.S. Coast Guard Local Notice to Mariners

3. Canadian Coast Guard Notices to Shipping (NOTSHIPs)

4. U.S. FAA Notice to Airmen (NOTAMs)

5. U.S. Coast Guard marine radio voice broadcasts

6. Navtex Broadcasts

7. U.S. Coast Guard Navigation Center, Internet Address: http://www.navcen.uscg.mil

k. 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 the Coordinator of Chain Operations to quickly check the record for the period in question.

l. Information concerning Overseas LORAN-C is available via internet address http://www.navcen.uscg.mil.

OMEGA

Omega will not be an available Radionavigation service after 30 September 1997. The U.S. will terminate its participation in the Omega System on 30 September 1997. Prior to 30 September 1997 the following user services will be provided:

a. Summary status and propagation anomaly notifications are broadcasted from WWV by telephone and radio at 14-15 minutes past the hour and WWVH at 43-44 minutes past the hour. Telephone: (303)499-7111. Radio frequencies: 2.5, 5, 10, 15, 20 MHz.

b. Coast Guard Navigation Center, Alexandria, VA. (Recorder announcement): (703) 313-5906.

c. U.S. Naval Observatory (USNO) (Automated Data Service): (202)762-1503/1602/1610.

d. If additional information is required, contact the Coast Guard Navigation Center, Alexandria, VA, (703)313-5900.

1/8/97 (ATO-3)

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.

DIRECT SATVOICE CAPABILITY FOR ATC USE - OAKLAND FIR

Oakland Center oceanic control has the capability for air/ground and ground/air satellite telephone service (SATVOICE). Direct SATVOICE contact between the pilot and Oakland Center shall be limited to distress and urgency situations, or other exceptional circumstances only.

Oakland Center oceanic control may initiate calls to aircraft when other means are not available and communications is essential.

Aircraft satellite data units may be pre-programmed with the INMARSAT six digit code for easy access call set-up. The INMARSAT code for Oakland Center oceanic control is 436697. If the aircraft provides direct dial access, the INMARSAT six digit code may be utilized for initiating the air/ground call. To receive SATVOICE service, aircraft must be logged on to an INMARSAT communications satellite. Call forwarding from the ground service provider will initiate the call to the aircraft.

NOTE -
Aircraft should log on to the INMARSAT Pacific ocean satellite while operating anywhere within the Oakland FIR. This is necessary for Oakland Center to be able to initiate calls to aircraft.

In the event of controller pilot data link (CPDLC) failure, flight crews are requested to communicate directly with ARINC (SFO or HNL) on HF radio or SATVOICE for routine communications. Do not call Oakland Center directly for routine communications.

Direct questions to Oakland International Operations, 510-745-3469, fax - 510-745-3628.

1/23/97 (ATO-3)

Anchorage CTA/FIR

Notice of Required Performance 10 (RNP-10) implementation on April 23, 1998. RNP-10 lateral separation will be applied on all NOPAC Routes and those ATS and Flexible Routes (PACOTS) which cross, join or diverge from the NOPAC within the Anchorage FIR, at and above FL280. Implementation will occur at 0900Z at the Anchorage/Tokyo FIR boundary. RNP-10 approval will be required for all aircraft operating in the NOPAC between FL310 and FL390, inclusive.

Information on RNP-10 Approval. FAA Order 8400.12A, RNP-10 Operational Approval, contains criteria and processes for aircraft and operator approval. The 13 March ICAO Bangkok State letter recommends its use. The Order and a step-by-step outline of the approval process are published on the FAA RNP website:

www.faa.gov/ats/ato/rnp.htm

US Government Flight Information Publication Supplement Alaska update. The following information will update the April 23, 1998 Alaska Supplement. Section C. GENERAL NOTICES, provides guidance on NOPAC policy, route planning, navigation procedures, etc. Major Supplement paragraph headings are used below.

Separation Standards. Beginning April 23, 1998, lateral separation standards will be applied on NOPAC routes and NOPAC transition routes within the Anchorage FIR as follows:

At/Below FL270: 100NM

At/Above FL280: 50NM between RNP-10 approved aircraft; 100NM if aircraft on parallel routes are not both RNP-10 approved.

Composite Separation: The combination of 50NM and 1000 feet vertical may be applied between aircraft on parallel routes if either or both aircraft are not RNP-10 approved.

Flight Plans. To show that the aircraft and operator have been approved for RNP-10 by the State of Operator or Registry and that the aircraft can meet RNP-10 over the entire RNP-10 route, the operator must annotate block 10 of the ICAO flight plan with the letter "R". Aircraft that do not meet these requirements will not annotate the letter "R".

RNP-10 aircraft may flight plan any of the NOPAC routes with the following altitude restrictions:

R220: FL280 and all odd cardinal altitudes at and above FL290.

R580: All odd cardinal altitudes FL310 through FL390.

A590: FL280 and all odd cardinal altitudes at and above FL290.

R591: All odd cardinal altitudes FL310 through FL390.

G344: Westbound all odd cardinal altitudes FL310 through FL390. Eastbound FL 280 and all odd cardinal altitudes at and above FL290.

Non-RNP-10 aircraft shall flight plan as follows:

Westbound: R220 only. Available altitudes are FL280, FL290 and at or above FL410.

Eastbound: A590 at any time, or G344 when available for eastbound flow. Available altitudes are FL280, FL290 and at or above FL410.

Peak Traffic Periods. Eastbound 0700Z to 2100Z. Westbound 1200Z to 1900Z and 2200Z to 0700Z. During peak periods, ATC may assign reroutes to other than the filed NOPAC route due to traffic congestion. All flight crews should carry information for routes other than the one flight planned to minimize flight crew and controller workload in the event of a reroute.

Inflight Contingencies.

R580 Fuel Diversion Procedures are canceled. If a fuel diversion is required, contact ATC for clearance or appropriate actions.

Weather Deviation Procedures. The procedures published in the Alaska Supplement remain valid regardless of the separation type being applied (RNP, Composite, Oceanic) with the following exception:

III. Actions to be taken: Pilot-Controller Communications are Established.

a. Pilot notifies ATC and requests clearance to deviate from track, advising when possible, the extent of the deviation expected.

b. ATC takes one of the following actions:

1. If there is no conflicting traffic in the horizontal dimension, ATC will issue clearance to deviate from track.

2. If there is conflicting traffic in the horizontal dimension, ATC separates aircraft by establishing vertical separation (2,000 feet above FL290, 1,000 feet below FL290) and issues clearance to deviate from track.

3. If there is conflicting traffic in the horizontal dimension and ATC is unable to establish vertical separation, ATC shall:

(a) Advise the pilot that standard separation cannot be applied; and

(b) to the extent practicable, provide essential traffic information for all affected aircraft; and

(c) If possible, suggest a course of action. ATC may suggest that the pilot climb or descend to a contingency altitude.

c. Pilot will take one of the following actions: these remain the same.

IV. Actions to be taken: Pilot-Controller Communication Not Established or Revised ATC Clearance Not Available.

A.5. Deviations of less than 10NM should REMAIN at ASSIGNED altitude.

The remainder of the procedures are valid.

Navigation Performance. Chapter 7of ICAO Annex 6, (Parts I and II) states that aircraft "...shall be provided with navigation equipment which will enable it to proceed in accordance with the prescribed RNP types."

Guidance on What Constitutes a Failed System. If the pilot is unable to resolve a 20NM disparity between navigation systems, the systems should be considered to have failed and the pilot should follow the guidance established for Partial Or Complete Loss Of Navigation Capability.

Partial/Complete Loss of Navigation Capability. Paragraph E. For system failures or partial failures where the pilot is unsure of aircraft position in relation to the cleared route, the pilot should consider following the established Inflight Contingency procedures published in the Alaska Supplement.

Questions should be directed to Anchorage ARTCC Traffic Management Unit at (907) 269-1108, or International Procedures Office at (907) 269-1801.

Anchorage ARTCC (4/1/98)

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 -- 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:

a. Between sunset and sunrise;

b. At or above Flight Level (FL) 60 when operating within the New York, Oakland, and Anchorage Flight Information Regions (FIRs); or

c. Above FL180 when operating within the Miami and Houston FIRs, and in the San Juan Control Area. Flights between the east coast of the U.S. and Bermuda or Caribbean terminals and traversing the New York FIR at or above 5,500 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, the pilot should:

a. Adjust the transponder to reply on Mode 3/A, Code 7700 for a period of 1 (one) minute;

b. then change to code 7600 and remain on 7600 for a period of 15 minutes or the remainder of the flight whichever occurs first; and

c. repeat steps A and B as practicable.

The pilot should understand that s/he may not be in an area of radar coverage. Many radar facilities are also not presently equipped to automatically display code 7600 and will interrogate 7600 only when the aircraft is under direct radar control at the time of radio failure. However, replying on 7700 first increases the probability of early detection of a radio failure condition. (FAA)

SPECIAL NOTICE -- 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):

a. Position Report

b. Request Clearance

c. Revised Estimate

d. Miscellaneous Message

1.2. In order to enable ground stations to process messages in the shortest possible time, pilots should observe the following rules:

a. Use the correct type of message applicable to the data transmitted;

b. State the message type on the contact call to the ground station or at the start of the message;

c. Adhere strictly to the sequence of information for the type of message;

d. All times in each of the messages should be expressed in hours and minutes.

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

a. "POSITION"

b. Flight identification

c. Present position

d. Time over present position (hours and minutes)

e. Present flight level

f. Next position on assigned route

g. Estimated time for next position (hours and minutes)

h. Next subsequent position

i. Any further information; e.g., MET data or Company message

EXAMPLE -
"POSITION, SWISSAIR 100, 56N 010W 1235, FLIGHT LEVEL 330, ESTIMATING 56N 020W 1310, NEXT 56N 030W"

2.1.2. 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

1. "REQUEST CLEARANCE"

2. Flight identification

3. Present or last reported position

4. Time over present or last reported position (hours and minutes)

5. Present flight level

6. Next position on assigned route or oceanic entry point

7. Estimate for next position or oceanic entry point

8. Next subsequent position

9. Requested mach number, flight level or route

10. Further information or clarifying remarks

EXAMPLE -
"REQUEST CLEARANCE, TWA 801, 56N 020W 1245, FLIGHT LEVEL 330, ESTIMATING 56N 030W 1320, NEXT 56N 040W, REQUESTING FLIGHT LEVEL 350"

b. To be used to request a change in mach number, flight level or route when a position report message is not appropriate

CONTENT AND DATE SEQUENCE

a. "REQUEST CLEARANCE"

b. Flight identification

c. 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

SATCOM VOICE FOR ATC USE

Effective June 1, 1996, ARINC began normal operational use of SATCOM Voice as an acceptable alternative communications medium for oceanic long range ATC communications. It is intended that SATCOM Voice will augment HF radio, in that HF will remain primary for all air-ground-air communications between ARINC Communications Centers and en route oceanic aircraft. Aircraft desiring to contact an ARINC Comm Center should use the following INMARSAT Security Numbers (published on Jepp En route Charts) to call the appropriate ARINC Center:

Oceanic Area	*Center*	*Number*
Atlantic/Caribbean Central/South America	NYC	436623
Pacific	SFO	436625

ARINC will also utilize SATCOM Voice as a normal operational backup to HF to initiate communications from ground-to-air on the rare occasions when HF communications cannot be established in a timely manner. SATCOM Voice may be used for either ATC or AOC (Aeronautical Operational Control Communications. This capability will be on a "search, find and contact" basis initially, which may require some delay in contacting flights. Aircraft operators with aircraft currently cockpit SATCOM Voice equipped should contact ARINC at 410-266-4430 to provide, update, or verify aircraft AES ID codes which are required to initiate ground-to-air calls.

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.

IMPROVEMENTS TO HF COMMUNICATIONS IN THE CENTRAL WEST PACIFIC AREA OF THE OAKLAND OCEANIC FIR

ARINC has recently completed improvements to HF radio communications and SELCAL reliability in the Central West Pacific (CWP) with enhancements to the auxiliary ARINC HF ground station located on Guam, Marianas Islands. This station was installed by ARINC in March, 1997 to augment the main CWP HF ground station located in Hawaii. It is intended primarily for flights operating within 1,000 NM of Guam. The Guam radio is now continuously available to the ARINC Communications Center at SFO through a full-period telephone circuit. Prior to May 12, 1998, this station was only available for Radio Operator use through a dial-access system which had operational limitations. Operating frequencies are 2998 and 6532 KHz. Frequencies 4666, 8903, 11384, and 13300 KHz will be implemented on the Guam station by June 15, 1998.

Aircraft operators required to maintain HF en-route radio guard with SFO ARINC while operating in the CWP area, especially west of 165 East Longitude, should notice overall improved communications as a result of this enhancement to ARINC facilities.

Feedback to ARINC on this issue is desired. ARINC is very interested in flight crew comments regarding communications quality in this area, either positive or negative. COmments can be relayed to Radio Operators working flights, via E-mail after completion of a flight to agops@arinc.com, or by calling ARINC HDQ Air/Ground Operations at 410-266-4430.

Questions regarding ARINC Air/Ground Voice Services or this NOTUS should be directed to ARINC Air/Ground Operations at 410-266-4430.

(5/22/98) ARINC

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)

FREQUENCY 3452 kHz TO BE ADDED AT ARINC SAN FRANCISCO AERONAUTICAL STATION

Effective 0001 UTC, September 15, 1998, Major World Air Route Area (MWARA) HF frequency 3452kHz will be implemented at the ARINC San Francisco Aeronautical Station. It will be for use by aircraft operating in the Central East Pacific (CEP) oceanic area.

The following is a listing of all Central East Pacific MWARA frequencies that will be in service at SFO ARINC after September 15, 1998.

FREQUENCIES	MWARA HF GROUP
3413, 5574, 8843, 13354, 17904	CEP-1
2869, 5547, 11282, 13288, 21964	CEP-2
3452, 6673, 10057, 13288	CEP-3

ARINC - (8/20/98)

ARINC AERONAUTICAL STATION SATCOM DIRECT PHONE NUMBERS

Aircraft operatiors with SATCOM Voice can contact ARINC Aeronautical Stations using the following direct dial telephone numbers:

ARINC STATION	DIRECT DIAL	INMARSAT SECURITY CODE
SFO	925-371-3920	436625
NYC	516-244-2492	436623

These numbers are being published in conjunction with the six-digit Inmarsat security numbers wihich are currently listed on Enroute Charts, Supplements, NOTAMS, and in other ARINC notifications and service handbooks. The six-digit Inmarsat Security numbrs will continue to work through all Ground Earth Stations if they are compatible with SATCOM units.

The direst dial numbers are being published because some SATCOM installations will not accept a six-digit number (some units will not accept less than ten digits in a dialing sequence).

Questions reguarding ARINC Air/Ground Voice Services or this NOTAM should be directed to ARINC HDQ, Air/Ground Operations Department, at 410-266-4430 or email: AGOPS@arinc.com

ARINC - (8/20/98)

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)

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 Merdia 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 Oceanic CTA/FIR boundary (Long. 2400N) on the frequencies listed below for airways/direct routes:

between 8100W-8300W 132.2 VHF/323.1 UHF
between 8000W-8100W 124.7 VHF/323.0 UHF
between 7810W-8000W 135.22 VHF/381.45 UHF
between 7810W-Southeast to 2200N/7500 W 127.22 VHF/239.02 UHF

Aircraft on IFR flight plans entering the Miami CTA/FIR below FL240 from the Havana CTA/FIR are requested to establish communication with Miami ARTCC 10 minutes prior to the Miami Oceanic CTA/FIR boundary (Long. 2400N) on the frequencies listed below:

B646 & G765 _ at an above FL170 132.2 VHF/323.1 UHF, at and below FL160 133.5 VHF/306.9 UHF.

B503 _ 127.22 VHF/239.02 UHF

G437 - 125.7 VHF/307.9 UHF

A301 & R628 - 134.6 VHF/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 OCEANIC CTA/FIR

EFFECTIVE IMMEDIATELY, ALL AIRSPACE USERS ENTERING NEW YORK CENTERS' WEST ATLANTIC ROUTE SYSTEM (WATRS) SOUTHBOUND ON ATS ROUTES A554, A300, A523 AND G432 SHALL FLIGHT PLAN AND FILE THE FOLLOWING ROUTES:

ATS ROUTE	*NEW ROUTING*
For A554	LINND-RANCO-KUPEC-A554
For A300	LINND-DIDLE-WAYDE-A300

For A523	LINND-KWINN-GABES-A523
For G432	LINND-RETTA-TARGA-G432

SIGNIFICANT POINT	*COORDINATES*
RANCO	37°54.0'N/071°33.0'W
DIDLE	37°58.0'N/071°10.0'W
KWINN	38°08.0'N/070°42.0'W
RETTA	38°19.0'N/070°21.0'W

NOTE-
1. Users of B24 (either direction) are NOT effected.
2. Northbound A300, A523, A554, G432 are NOT effected.

1/23/97 (ATO-3)

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 -- BERMUDA VORTAC

On or about 15 January, 1998 the Bermuda VORTAC (BDA) is to be shutdown. The Eastern Region FAA intends to refurbish or rebuild the facility as an (H) VOR/DME only, (BDA). The work is expected to take approximately ninety (90) days. For planning purpose the Bermuda (H) VOR/DME (BDA) facility will be operational on or about 15 April, 1998.

(AEA-520 - 12/19/97)

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--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 withh 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 bounds, 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 osition 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 Henry E. Rohlsen Airports that require customs, contact San Juan IFSS one hour prior to landing and request customs be advised (ADCUS). Also include ADCUS in remarks section of the Flight Plan. ADCUS service is not available at other airports in the San Juan FIR. Pilots are responsible for advising customs of their intended arrival in accordance with procedures contained in the International Flight Information Manual. (San Juan IFSS 101200)

SPECIAL NOTICE -- ROOSEVELT ROADS, PUERTO RICO

The U.S. Navy conducts intermittent year-round drone launch and recovery operations between sunrise and sunset in the RPV ALTRV defined below:

NORTHEAST CORRIDOR:

5 NM on each side of a line from Cabras Island to LAT. 18-15-00N., 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)

NORTH AMERICAN ROUTES FOR NORTH ATLANTIC TRAFFIC (NAR)

This is to notify all users that the North American Routes are now located in the North East Edition of the Airport Facility Directory effective January 1, 1998.

Part 4.

GRAPHIC NOTICES

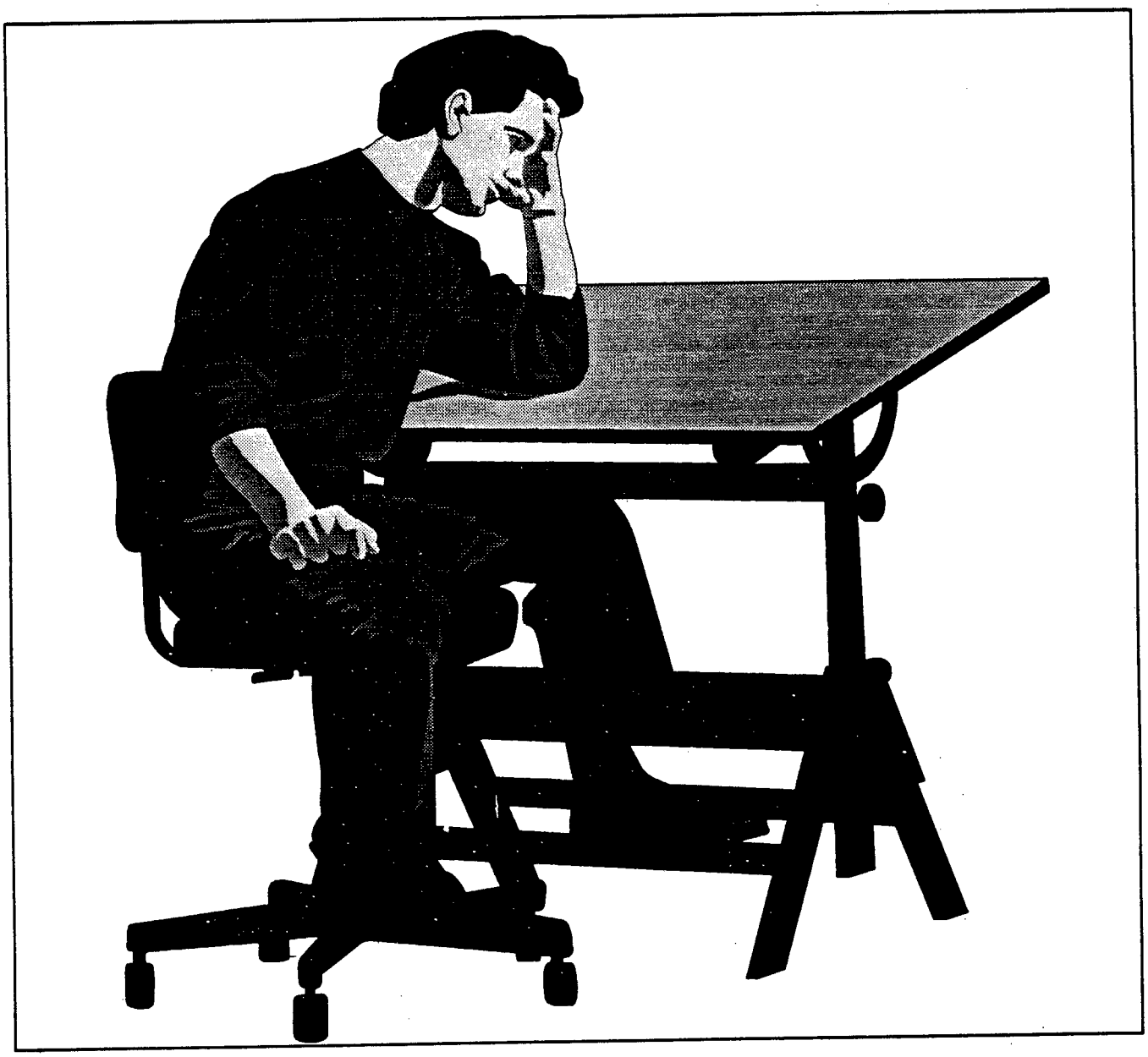


Table of Contents

September 10, 1998

PAGE CONTROL

Description	*Effective*	*Page Number*
GENERAL INFORMATION		
UNITED STATES (Ice Pellets)	Effective: See Notice	GEN-3
OKLAHOMA (CNFs)	Effective: See Notice	GEN-4
UNITED STATES (GPS)	Effective: See Notice	GEN-5
SPECIAL MILITARY OPERATIONS		
NEW MEXICO (Fort Wingate/White Sands Missle Range)	Effective: See Notice	MIL-3
NEW MEXICO (White Sands Missle Range)	Effective: See Notice	MIL-6
TEXAS (Eldorado Air Station)	Effective: See Notice	MIL-8
TEXAS (Bronco)	Effective: See Notice	MIL-10
MAJOR SPORTING AND/OR ENTERTAINMENT EVENTS		
FLORIDA (U of Florida Football)	Effective: See Notice	SPORT-3
PENNSYLVANIA (Penn State Football)	Effective: See Notice	SPORT-5
FLORIDA (U of Florida Football)	Effective: See Notice	SPORT-6
FLORIDA (Pepsi 400)	Effective: See Notice	SPORT-7
NEVADA (Air Races)	Effective: See Notice	SPORT-11
ALABAMA (Talladega Airport)	Effective: See Notice	SPORT-14
NEW MEXICO (Balloon)	Effective: See Notice	SPORT-17
NORTH CAROLINA (UAW-GM)	Effective: See Notice	SPORT-19
NORTHEAST UNITED STATES		
BOSTON (Logan International Airport)	Effective: See Notice	NE-3
NEW YORK (Darien Lake)	Effective: See Notice	NE-4
PITTSBURGH	Effective: See Notice	NE-6
MASSACHUSETTS (Nantucket)	Effective: See Notice	NE-8
BOSTON (Logan Internation Airport)	Effective: See Notice	NE-9
SOUTHEAST UNITED STATES		
MISSISSIPPI	Effective: See Notice	SE-3
FLORIDA (Disney Theme Park)	Effective: See Notice	SE-4
FLORIDA (Eglin RAPCON)	Effective: See Notice	SE-5
TENNESSEE (Class B Airspace)	Effective: See Notice	SE-6
EAST CENTRAL UNITED STATES		
CHICAGO (Taxi Routes)	Effective: See Notice	EC-3
DETROIT (Taxi Routes)	Effective: See Notice	EC-4
OHIO (Cleveland Taxi Routes)	Effective: See Notice	NC-7
SOUTH CENTRAL UNITED STATES		
TEXAS (Houston)	Effective: Until Further Notice	SC-3
TEXAS (Six Flags)	Effective: See Notice	SC-4
SOUTHWEST UNITED STATES		
UTAH (Salt Lake City)	Effective: See Notice	SW-3
SPECIAL AIRSHOW SECTION		
DELAWARE (EAA Fly-In)	Effective: See Notice	ASH-3
PENNSYLVANIA (AEROFEST 98)	Effective: See Notice	ASH-11
MISSOURI (Bonanza Fly-In)	Effective: See Notice	ASH-14
CALIFORNIA (Golden West)	Effective: See Notice	ASH-15
ARIZONA (Copperstate Fly-In)	Effective: See Notice	ASH-17

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.

USA Code Change For Ice Pellets

Effective: November 5, 1998

Effective 0000 UTC, November 5, 1998 the Aviation Routine Weather Report/Aviation Selected Special Weather (METAR/SPECI) code formats used in the United States of America (USA) for reporting ice pellets will change from "PE" to "PL." New USA observing policy/procedures will require that only "PL" be used to encode ice pellets starting November 5, 1998. This change applies to all manual observing stations and automated observing stations where human augmentation is provided for reporting ice pellets. It does not apply to unstaffed automated observing stations which do not/cannot report ice pellets.

The dual capability to encode ice pellets as either "PE" or "PL" will be implemented at over 100 staffed Automated Surface Observing System (ASOS) locations from August 1998 to October 1998. Although these locations will have the capability to trransmit ice pellets as "PL," they will be instructed to only use "PE" until November 5, 1998. Furthermore, although the implementation on November 5, 1998 is planned to be a fully coordinated "turn-key" event, there may still be some obvservers who did not "get the word" and may incorrectly continue to use the obsolete "PE" code after 0000 UTC, November 5, 1998.. All deliquencies will be corrected as soon as possible. As a precaution, users with automated decoders are urged to take appropriate steps now to recognize both "PE" and "PL" in the METAR/SPECI code.

Concurrent with the METAR/SPECI ice pellet code conversion (PE to PL) at 0000 UTC, November 5, 1998, the USA will also convert the Terminal Aerodrome Forecast (TAF) code format for ice pellets from "PE" to "PL." All USA TAFS which are valid on or after 0000 UTC, November 5, 1998 will use PL when referring to ice pellets. Again, as a precaution, users with automated decoders are urged to take appropriate steps now to recognize both "PE" and "PL" in the TAF code as well.

In addition, effective 0000 UTC, November 5, 1998 "PL" will be used to indicate ice pellets in USA SIGMETs, Convective SIGMETs, domestic and international Area Forecasts, and Center Weather Service Unit products (Center Weather Advisories and Meteorological Impact Statements).

6/25/98(ATA-100)

Charting of Computer Navigation Fixes (CNFs)

With the advent of modern, data base-dependent navigation systems, such as Global Positioning System (GPS) receivers and Flight Management Systems (FMS), pilots/flight crews need to see the same information on a paper chart as that shown by the navigation system on the cockpit display. This paper/display correlation helps operators of this equipment maintain situational awareness. Since GPS receivers and FMSs are basically "TO-TO" navigators, they must always be navigating to a defined point. Where that point has not been assigned a name by the FAA and charted, a commercial database supplier has created a name which appears on the cockpit display, but is not depicted on aeronautical charts. A point used for the purpose of defining the navigation track for an airborne computer system (i.e., GPS receiver or FMS) is called a Computer Navigation Fix (CNF). CNFs include unnamed (by the FAA) DME fixes, intersections, turn points on enroute airways, beginning and ending points of DME arcs, and sensor Final Approach Fixes (FAFs) on some GPS overlay approaches. To aid in the paper/display correlation process, the FAA has begun a program to assign names to CNFs and to chart CNFs on various National Ocean Service (NOS) aeronautical products, i.e. enroute and instrument approach procedure charts.

Since CNFs primarily perform a navigation function for certain airborne systems, the CNF name will not be used for any air traffic control (ATC) application, such as holding, radar vectors or flight clearances. They will not be used in filing a flight plan or in aircraft/ATC communications. Use current phraseology, e.g., facility name, radial, distance, to describe these fixes.

CNFs will be charted to distinguish them from conventional reporting points, fixes, intersections and waypoints. The CNF name will be enclosed in parenthesis, e.g., (MABEE), and the name will be placed next to the CNF it defines. If the CNF is not at an existing point defined by means such as crossing radials or radial/DME, the point will be indicated by an "x".

3/13/98 (ATO-260)

USE OF THE GLOBAL POSITIONING SYSTEM (GPS) AS A SUBSTITUTE FOR NON-DIRECTIONAL BEACONS (NDB) AND DISTANCE MEASURING EQUIPMENT (DME)

Purpose.

This Notice is issued to clarify the authorized uses of GPS in the U. S. National Airspace System (NAS). It is intended to amplify guidance contained in Advisory Circular (AC) 90-94, "GUIDELINES FOR USING GLOBAL POSITIONING SYSTEM EQUIPMENT FOR IFR EN ROUTE AND TERMINAL OPERATIONS AND FOR NONPRECISION INSTRUMENT APPROACHES IN THE U.S. NATIONAL AIRSPACE SYSTEM." The 14 Code of Federal Regulations (CFR) Part 91 requires air navigational equipment to be "appropriate to ground facilities to be used." The current U. S. NAS is based on NDB, Very-high frequency Omni-Range (VOR) and VOR/DME ground facilities. Therefore, depending on ground facilities to be used, in addition to VOR equipment, Automatic Direction Finding (ADF), and/or DME equipment OR an area navigation (RNAV) system which provides navigational performance equivalent to ADF, and/or DME equipment must be installed in an aircraft and must be operable for IFR flight operations in the NAS. Properly installed IFR-certificated GPS equipment, operated in accordance with AC 90-94 and this Notice, provides navigational performance equivalent to ADF or DME equipment, except for flying NDB instrument approach procedures.

Operations.

Subject to the restrictions below, operators in the U. S. NAS are authorized to use GPS equipment certified for IFR operations in place of ADF and DME equipment for the following operations:

Determining the aircraft position over a DME fix.

Flying a DME arc.

Navigating to/from an NDB.

Determining the aircraft position over an NDB.

Determining the aircraft position over a fix made up of a crossing NDB bearing.

Holding over an NDB.

Restrictions.

These operations are approved for GPS avionics approved for IFR, including multi-sensor systems with GPS sensor. This equipment must be properly installed and the provisions of the applicable FAA approved Aircraft Flight Manual (AFM), Flight Manual supplement, or Approved Operations Manual should be met. The required integrity for these operations is provided by Receiver Autonomous Integrity Monitoring (RAIM), or an equivalent method. For air carrier operations, operations specification approval is required to use GPS.

Waypoints to be used for these operations must be retrieved from the GPS airborne database. The database must be current.

The GPS system must be operated within the guidelines contained in the AFM, Flight Manual Supplement or Approved Operations Manual.

The Course Deviation Indicator (CDI) must be set to terminal sensitivity when tracking GPS course guidance in terminal areas.

The NDB or DME ground facility which supports the charted requirement may be temporarily out of service.

Charting will not change to support these operations. Except for use as the primary instrument approach navigational source, charted requirements for ADF or DME can be met using the GPS system.

NOTE-
An aircraft is not authorized to fly any IFR approach using GPS unless that instrument approach procedure is retrievable from the airborne database. Approach procedures that are omitted from the database can not be legally flown using GPS navigational equipment.

Guidance.

The following is provided as interim guidance until the new Advisory Circular 90-94 or the next issue of the Aeronautical Information Manual (AIM) are published. It is general and not specific to any particular GPS system. For specific guidance for your system refer to the approved AFM, Flight Manual Supplement or Approved Operations Manual or contact the manufacturer of your system.

To determine the aircraft position over a DME fix:

If the fix is identified by a five letter name which is contained in the GPS airborne database, you may select, from the airborne database, the named fix as the active GPS waypoint or you may select, from the airborne database, the facility providing the DME for fix make up as the active GPS waypoint.

If the fix is identified by a five letter name which is not contained in the GPS airborne database, or if the fix is not named, you must select, from the airborne database, the facility providing the DME for fix make up as the active GPS waypoint.

If you selected the named fix as your active GPS waypoint, you are over the fix when the GPS system indicates you are at the active waypoint.

If you selected the DME providing facility as the active GPS waypoint, you are over the fix when the GPS distance from the active waypoint equals the charted DME value.

To fly a DME arc:

You must select, from the airborne database, the facility providing the DME arc as the active GPS waypoint.

Maintain position on the arc by reference to the GPS distance in lieu of a DME readout.

To navigate to/from an NDB:

Select terminal CDI sensitivity in accordance with the AFM, Flight Manual Supplement or Approved Operations Manual if in the terminal area.

Select the NDB facility from the airborne database as the active waypoint.

Select and navigate on the appropriate course to/from the waypoint.

To determine the aircraft position over an NDB:

Select the NDB facility from the airborne database as the active waypoint.

You are over the NDB when the GPS system indicates you are at the active waypoint.

To determine the aircraft position over a fix made up of a crossing NDB bearing:

A fix made up by a crossing NDB bearing will be identified by a five letter fix name. You may select the named fix, from the airborne database, as the active GPS waypoint or you may select, from the airborne database, the NDB facility providing the crossing bearing for fix make up as the active GPS waypoint.

If you selected the named fix as your active GPS waypoint, you are over the fix when the GPS system indicates you are at the waypoint as you fly the prescribed track from the non-GPS navigational source.

If you selected the NDB facility as the active GPS waypoint, you are over the fix when the GPS bearing to the active waypoint is the same as the charted NDB bearing for the fix as you fly the prescribed track from the non-GPS navigational source.

To hold over an NDB:

Select terminal CDI sensitivity in accordance with the AFM, Flight Manual Supplement or Approved Operations Manual if in the terminal area.

Select the NDB facility from the airborne database as the active waypoint.

Select non-sequencing mode and the appropriate course in accordance with the AFM, Flight Manual Supplement or Approved Operations Manual.

Hold using the GPS system in accordance with the AFM, Flight Manual Supplement or Approved Operations Manual.

NOTE-
If the NDB is a compass locator charted with a collocated fix of the same name, use of that fix, from the airborne database, as the active waypoint in place of the NDB is authorized.

Planning:

You should plan ahead before using GPS systems as a substitute for ADF or DME. You will have several alternatives in selecting waypoints and system configuration. After you are cleared for the approach is not the time to begin programming your GPS. In the flight planning process you should determine whether you will use the equipment in the automatic sequencing mode or in the non-sequencing mode and select the waypoints you will use.

When you are using your GPS system to supplement other navigational systems, you may need to bring your GPS control panel into your navigation scan to see the GPS information. Some installations will present localizer information on the CDI whenever a localizer frequency is tuned, removing the GPS information from the CDI display.

Good advance planning and intimate knowledge of your navigational systems are vital to safe and successful use of GPS in lieu of ADF and DME.

6/25/98(ATA-100)

SPECIAL MILITARY OPERATIONS

FORT WINGATE/WHITE SANDS MISSILE RANGE

FORT WINGATE FAR 91.143

SPACE OPERATIONS AREA

(EFF: 101000Z thru 101400Z SEP 98)
(EFF: 171000Z thru 171400Z SEP 98)
(EFF: 241000Z thru 241400Z SEP 98)
(EFF: 011000Z thru 011400Z OCT 98)

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.

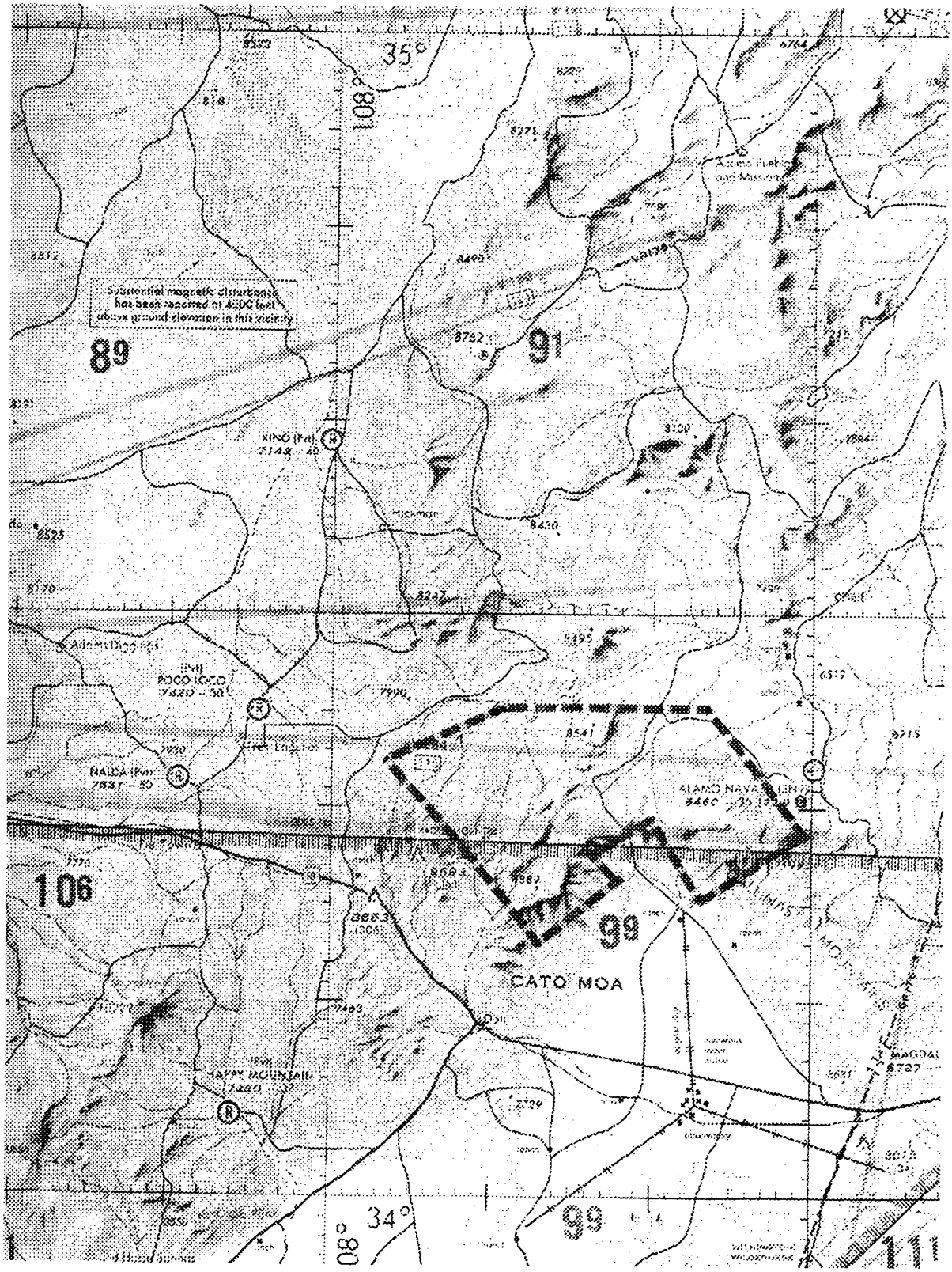
BOOSTER DROP AREA:

Beginning at Lat. 34°22'30"N., LONG. 107°57'00"W., to LAT. 34°25'00"N., LONG. 107°49'00"W.; to LAT. 34°24'45"N., LONG. 107°37'00"W.; to LAT. 34°18'00"N., LONG. 107°30'00"W.; to LAT. 34°15'08"N., LONG. 107°37'00"W.; to LAT. 34°19'00"N., LONG. 107°40'00"W.; to LAT. 34°15'08"N., LONG. 107°45'20"W.; to LAT. 34°14'52"N., LONG. 107°44'40"W.; to LAT. 34°13'00"N., LONG. 107°48'00"W.; to the point of beginning. At any altitude from surface to unlimited.

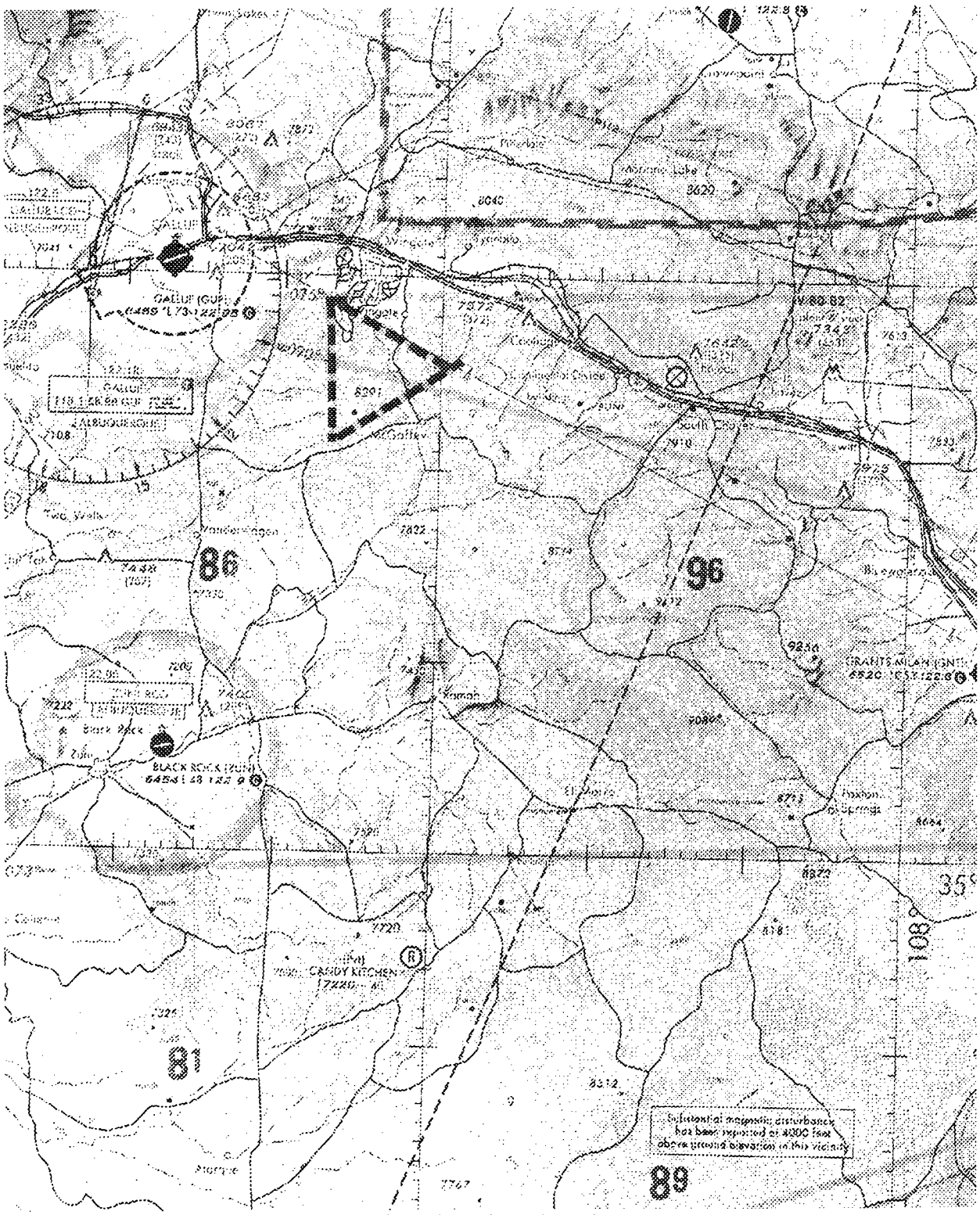
Albuquerque NM/ABQ (800-525-9963) is the coordinating flight service station and should be contacted for the current status of any airspace associated with the space flight operations. A stationary ALTRAV is also established for these three areas and the corridor below the missile flight path from the launch at Fort Wingate, NM, to ground impact within White Sands Missile Range.

8/20/988 (ASW-530)

BOOSTER DROP AREA



LAUNCH AREA



WHITE SANDS MISSILE RANGE

WHITE SANDS MISSILE RANGE FAR 91.143

SPACE OPERATIONS AREA

(EFF: 101030Z thru 101430Z SEP 98)
(EFF: 171030Z thru 171430Z SEP 98)
(EFF: 241030Z thru 241430Z SEP 98)
(EFF: 011030Z thru 011430Z OCT 98)

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. 32°56N LONG. 106°04W; to LAT. 34°12N LONG. 106°04W; to LAT. 34°12N LONG. 105°44W; to LAT. 33°57N LONG. 105°27W; to LAT. 32°56N to LONG. 105°27W; to point of origin.

EXCLUDING 7.1 NM Radius around airport at LAT. 33°28N LONG. 105°32W from surfact to 14,000 FT MSL and 3 NM radius around airport at LAT. 34°07N LONG. 105°40W from surface to 1,500 FT AGL.

This area encompasses R5109A and R5109B

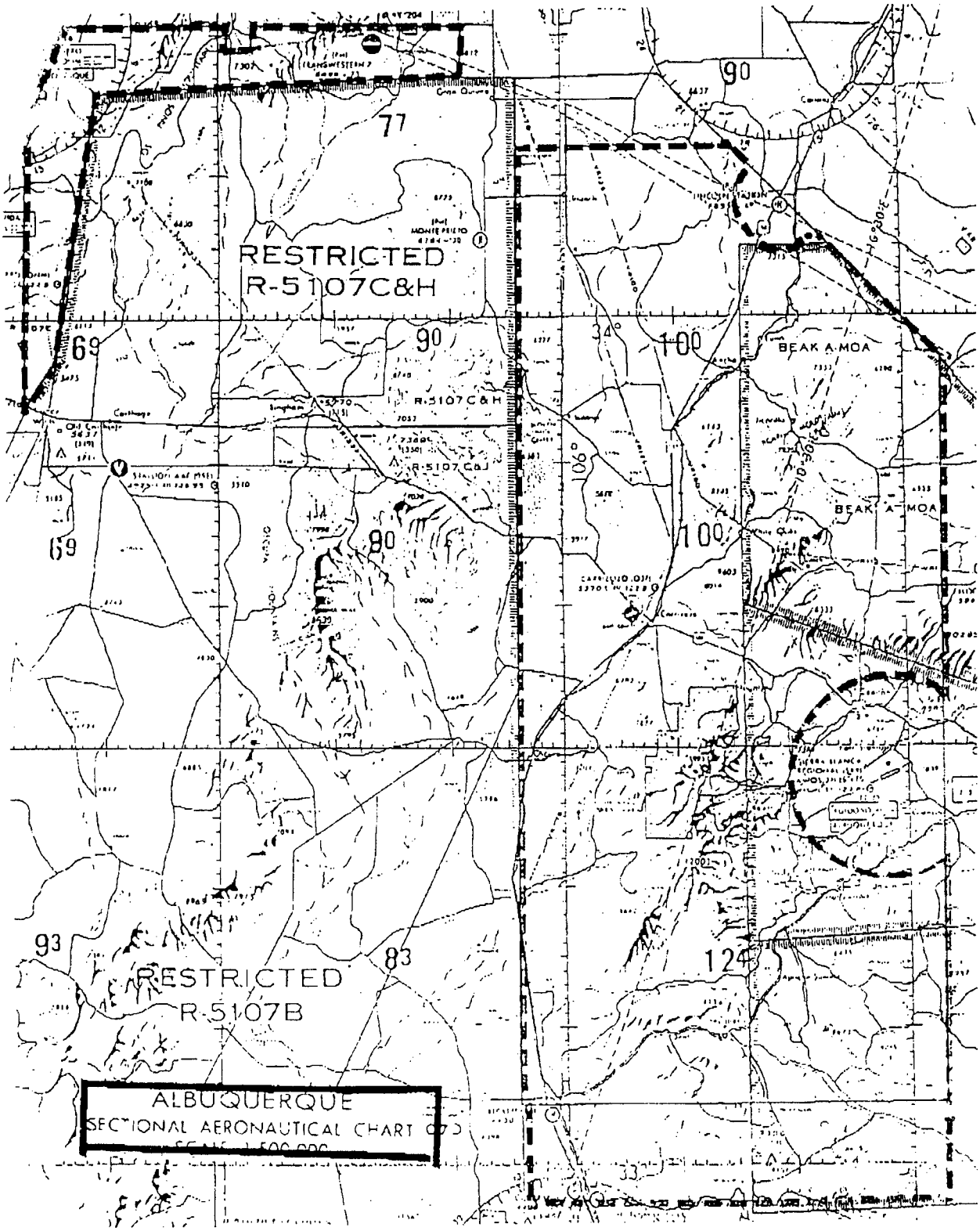
NORTHERN AREA:

Beginning at LAT. 33°54N LONG. 106°46W; to LAT. 34°05N LONG. 106°47W; to LAT. 34°20N LONG. 106°44W; to LAT. 34°20N LONG. 106°09W; to LAT. 34°17N to LONG. 106°09W; to LAT. 34°15N LONG. 106°40W; to LAT. 33°57N LONG. 106°44W; 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.

8/20/98 ASW-530)

WHITE SANDS MISSILE RANGE



HIGH ENERGY RADIATION AREA

PHASED ARRAY RADAR SYSTEM TESTING

Eldorado Air Station, Texas

(San Angelo (SJT) VORTAC 183 degree radial at 24 nautical miles)

JULY 1, 1998 throuh OCTOBER 31, 1998

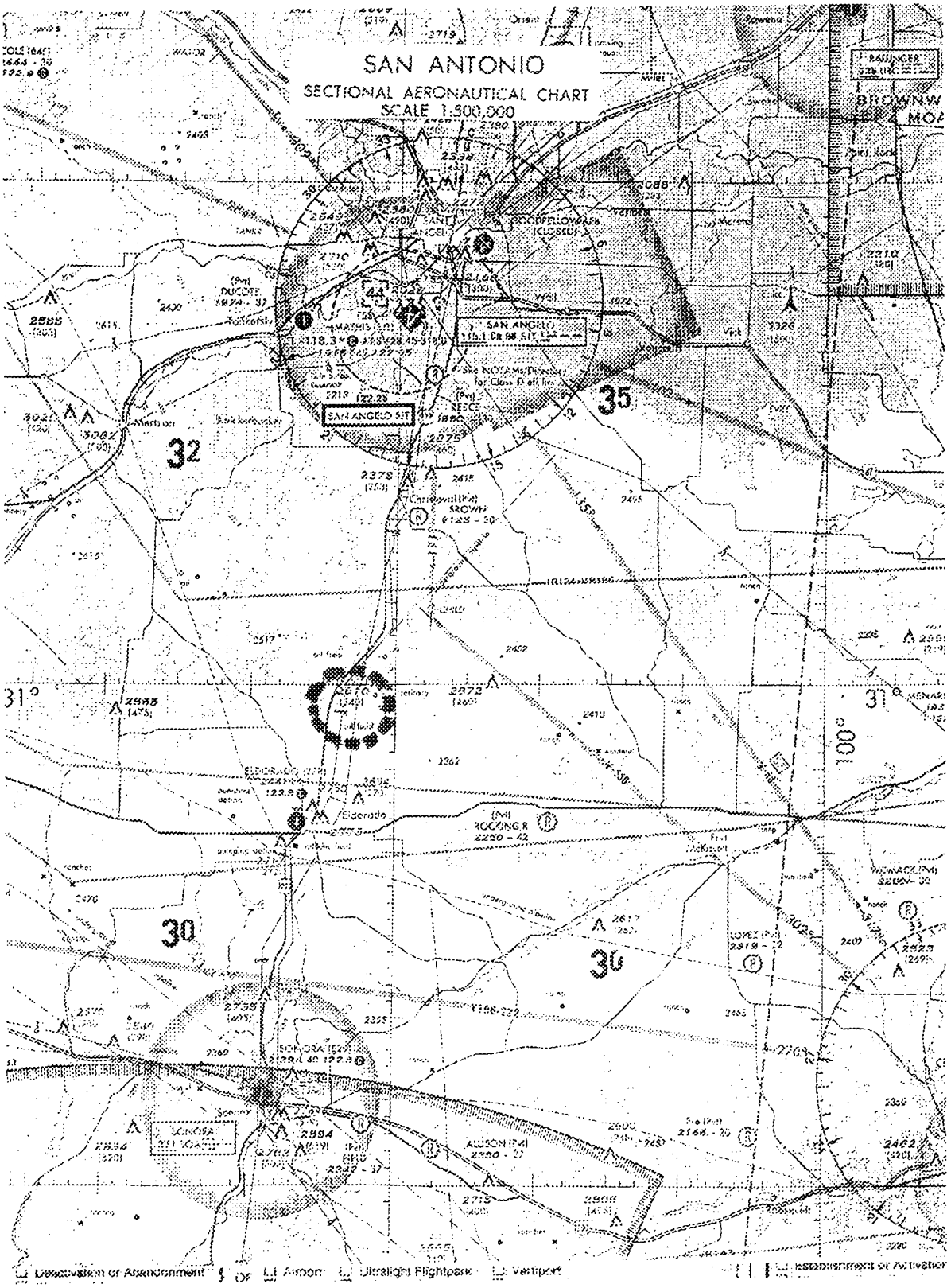
Beginning July 1, 1998, the United States Air Force will be conducting testing at the Eldorado Air Station (Pave Paws) site. The radar energy transmitted by the phased array radar system testing creates a hazard to people and aircraft. To remain clear of the hazardous area, aircraft should remain a minimum of two nautical miles around the site from the surface to 12,000 feet Above Ground Level (AGL). The following information and attached chart will assist in locating the affected area:

TEST DATES:	**July 1, 1998 through October 31, 1998**
TEST TIMES:	24 hours per day
SITE LOCATION:	30°58'42" North (Lat.); 100°33'10" West (Long.) (San Angelo (SJT) VORTAC 183 degree radial at 24 NM).
AFFECTED ALTITUDE:	Surface to 12,000' AGL.
AFFECTED RADIUS:	2 NM around the site.

San Angelo AFSS is the FAA coordination facility, telephone (915) 223-6041.

5/7/98 ASW-520

HIGH ENERGY RADIATION AREA



SPECIAL USE AIRSPACE

BRONCO 1, 2, 3, 4

Effective Date: June 18, 1998

BRONCO 1 MOA, TX (New)

Boundaries. Beginning at lat. 34°17'51"N., long. 102°48'21"W.; to lat. 34°03'56"N., long. 102°28'52"W.; to lat. 33°52'31"N., long. 102°34'59"W.; to lat. 33°46'02"N., long. 102°36'59"W.; to lat. 33°42'29"N., long. 102°37'24"W.; to lat. 33°35'35"N., long. 103°30'45"W.; to lat. 33°49'06"N., long. 103°18'16"W.; to the point of beginning.
Altitudes. 8,000 feet MSL to, but not including, FL 180.
Times of use. 0700 to 2200 local, Monday-Friday, other times by NOTAM.
Controlling Agency. FAA, Fort Worth ARTCC.
Using Agency. USAF, 27th Fighter Wing, Cannon AFB, NM.

BRONCO 2 MOA, TX (New)

Boundaries. Beginning at lat. 33°35'35"N., long. 103°30'45"W.; to lat. 33°42'29"N., long. 102°37'24"W.; to lat. 33°30'28"N., long. 102°36'33"W.; to lat. 33°21'42"N., long. 103°43'00"W.; to the point of beginning.
Altitudes. 10,000 feet MSL to, but not including, FL 180.
Times of use. By NOTAM.
Controlling Agency. FAA, Fort Worth ARTCC.
Using Agency. USAF, 27th Fighter Wing, Cannon AFB, NM.

BRONCO 3 MOA, TX (New)

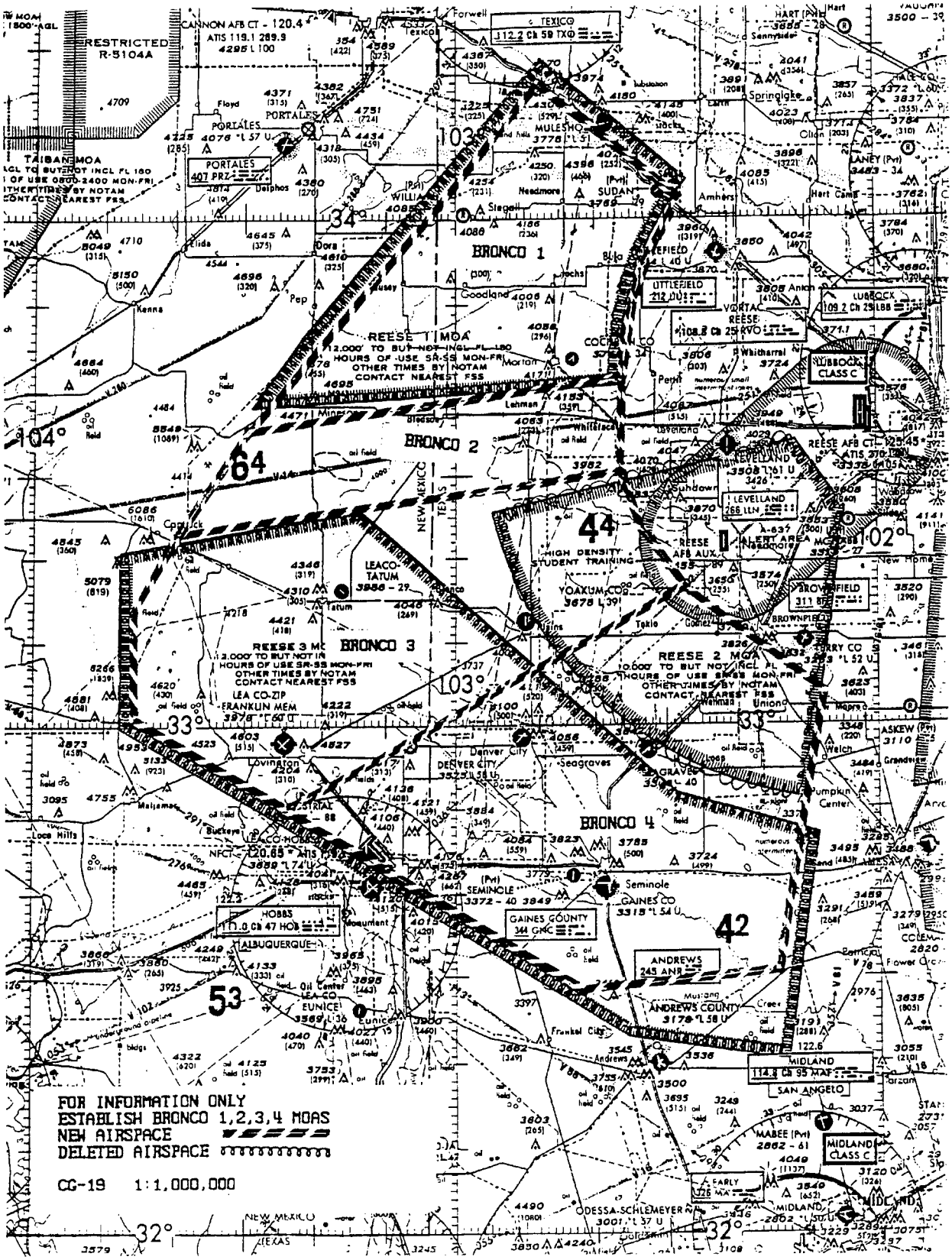
Boundaries. Beginning at lat. 33°21'42"N., long. 103°43'00"W.; to lat. 33°30'28"N., long. 102°36'33"W.; to lat. 33°23'24"N., long. 102°33'26"W.; to lat. 33°16'23"N., long. 102°28'27"W.; to lat. 32°47'17"N., long. 103°21'32"W.; to lat. 33°00'14"N., long. 103°47'52"W.; to lat. 33°15'38"N., long. 103°48'05"W.; to the point of beginning.
Altitudes. 10,000 feet MSL to, but not including, FL 180.
Times of use. 0700-2000, Monday-Friday, other times by NOTAM.
Controlling Agency. FAA, Fort Worth ARTCC.
Using Agency. USAF, 27th Fighter Wing, Cannon AFB, NM.

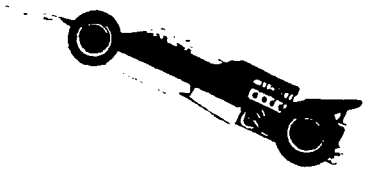
BRONCO 4 MOA, TX (New)

Boundaries. Beginning at lat. 32°47'17"N., long. 103°21'32"W.; to lat. 33°16'23"N., long. 102°28'27"W.; to lat. 33°09'30"N., long. 102°20'13"W.; to lat. 33°05'41"N., long. 102°13'16"W.; to lat. 33°04'03"N., long. 102°08'49"W.; to lat. 32°30'34"N., long. 102°13'42"W.; to lat. 32°28'21"N., long. 102°43'35"W.; to the point of beginning.
Altitudes. 10,000 feet MSL to, but not including, FL 180.
Times of use. 0700-2000, Monday-Friday, other times by NOTAM.
Controlling Agency. FAA, Fort Worth ARTCC.
Using Agency. USAF, 27th Fighter Wing, Cannon AFB, NM.

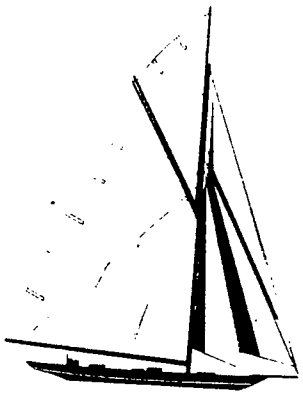
6/8/98 (ATA-400)

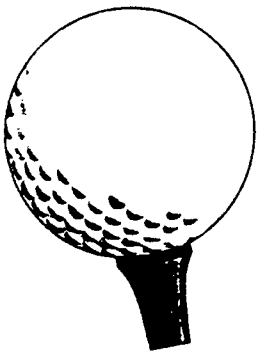
BRONCO 1, 2, 3 AND 4

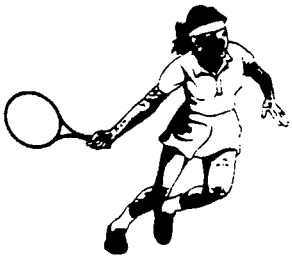




MAJOR SPORTING and/or ENTERTAINMENT EVENTS







1998 UNIVERSITY OF FLORIDA (UF)

HOME FOOTBALL GAME

GAINESVLLE/OCALA, FLORIDA

September 5, 1998 through November 14, 1998

In anticipation of a large number of aircraft operating to the Gainesville and Ocala, Florida, areas for the University of Florida home football game dates listed below, 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.Procedures contained in this Notice pertain to all home football games; however, the IFR Traffic Management Program only applies to the dates and times listed below.

** 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 NOTAM'S/ADVISORIES for possible changes.

DAY	*DATE*	*TIMES(UTC)*
SATURDAY	OCTOBER 10, 1998	1100-2359
SATURDAY	OCTOBER 17, 1998	1100-2359
SATURDAY	NOVEMBER 14, 1998	1200-0059

ETA slots can be obtained by pilots or Flight Service Stations at 0700 LCL on the Friday preceding Saturday's game (slot will not be issued between 2300 and 0700 LCL) by contacting Jacksonville Center at (904) 549-1471 or (904) 549-1472.

REMEMBER TO CLOSE YOUR FLIGHT PLAN

Be prepared to provide the following information:

1. Estimated Tme of Arrival (ETA)
2. Destination airport
3. 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 NOTAM'S, 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

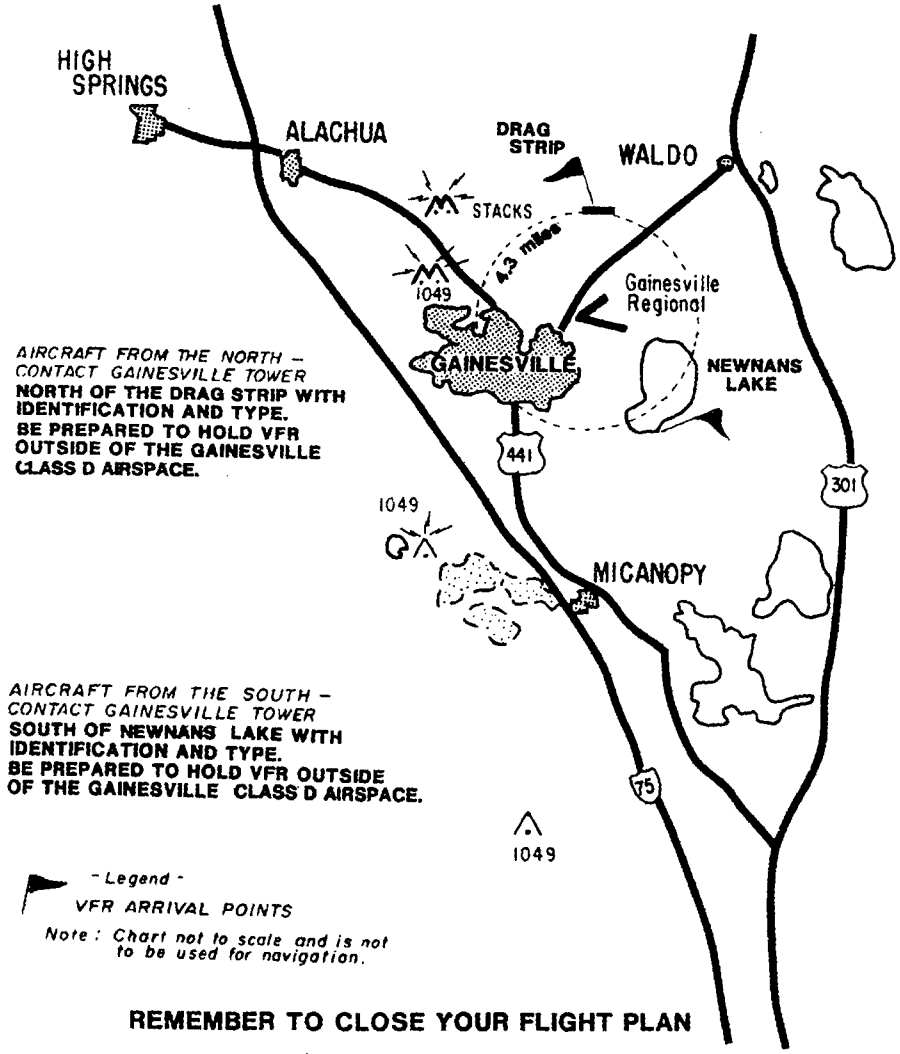
REMEMBER TO CLOSE YOUR FLIGHT PLAN

GAINESVILLE, FLORIDA

VFR ARRIVALS/HOLDING

FREQUENCIES

JAX APP CON	124.725
TOWER	119.55
GNV AFSS	122.5
ATIS	127.15
UNICOM	122.95
CTAF	119.55



REMEMBER TO CLOSE YOUR FLIGHT PLAN

5/25/98 (ASO-530)

1998 PENN STATE FOOTBALL GAMES

STATE COLLEGE, PENNSYLVANIA

September 5, 1998 - November 28, 1998

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*	*Team*	*RESERVATION REQUEST TIMES(UTC)*
SATURDAY	September 5	Mississippi	9/5 - 1100-2000
SATURDAY	September 12	Bowling Green	9/12 - 1100-2000
SATURDAY	October 17	Purdue	10/17 - 1100-2000
SATURDAY	October 31	Illinois	10/31 - 1100-2000
SATURDAY	November 14	Northwestern	11/14 - 1200-2100
SATURDAY	November 28	Michigan State	11/28 - 1200-2100

Times may change due to media commitments.

** IFR TRAFFIC MANAGEMENT PROGRAM **

A slot arrival time can only be obtained by Flight Service Stations. Pilots should not call the New York Center directly. Calls will be accepted forty-eight (48) hours prior to the beginning of each weekend's reservation program. Flight Service Stations should call New York Center Traffic Management at 516-468-1085. An approval code ("slot code") will be issued and should be inserted in the remarks section of applicable flight plans. This "slot code" should consist of six (6) digits (UTC time) followed by two letter suffix (initials), e.g. An approval code for a 1730 arrival on the 5th of September could be shown as: **051730BK**

Be prepared to provide the following information:

a. Aircraft call sign
b. Departure Airport
c. Destination airport
d. Requested Estimated Time of Arrival (ETA)
e. Any Other Pertinent Remarks

Except for emergency situations, flights without approved :slot codes," airfiles, and change of destination requests on airborne flights to N96, PSB, and UNV will not be accepted while this program is in effect.

(AEA-530) 7/27/98

FLORIDA STATE UNIVERSITY (FSU)

VS

UNIVERSITY OF FLORIDA (UF)

FOOTBALL GAME

TALLAHASSEE, FLORIDA

October 4, 1997

In anticipation of a large number of aircraft operating to Tallahassee, Florida for the FSU/UF football game, a special traffic management procedure 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.

DAY	*DATE*	*TIMES(UTC)*
SATURDAY	November 21, 1998	1100z-0100z

ETA slots can be obtained by pilots or Flight Service Stations by calling Jacksonville Center at (904) 549-1471 between 0700 LCL and 2300 LCL on November 20. 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.

8/7/98 (ASO-530)

PEPSI 400

SPECIAL TRAFFIC MANAGEMENT PROGRAM

DAYTONA BEACH, FLORIDA

OCTOBER 16-17, 1998

In anticipation of a large number of aircraft traveling to and from the Daytona Beach area during the PEPSI 400 RACE weekend, the following procedures will be used to enhance safety and minimize air traffic delays.

TRAFFIC MANAGEMENT PROGRAM

A special Traffic Management Program for arrivals will be in effect October 16, 1998 through October 17, 1998, during the following times:

DATE	FROM	THROUGH
16 October, 1998	1100 UTC (0700 Local)	2359 UTC (1959 Local)
17 October, 1998	1100 UTC (0700 Local)	2359 UTC (1959 Local)

DAYTONA BEACH AREA

For the purpose of this special Traffic Management Program, the Daytona Beach area includes the following airports:

AIRPORT	IDENTIFIER
Daytona Beach International	DAB
Ormond Beach	OMN
Deland	DED
New Smyrna	EVB
Flagler County	X47
Spruce Creek	44J

Jacksonville Center will assign an Estimated Time of Arrival (ETA) slot for unscheduled IFR flights arriving the Daytona Beach area during the dates and times listed above.

ETA slot times can be obtained by pilots or Flight Service Stations starting Wednesday October 14, 1998 at 0700 AM, by contacting Jacksonville Center Traffic Management Unit at the following numbers:

Commercial: (904) 549-1471 or (904) 549-1472

Requests for slot times will not be accepted between 0300 and 1100 UTC.

Be prepared to provide the following information:

a. Estimated Time of Arrival (ETA).

b. Destination airport.

c. Aircraft call sign.

An ETA slot time 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 ETA's should be within five (5) minutes before to five (5) minutes after the approved time. If this window cannot be complied with contact Jacksonville Center for a new ETA slot time assignment.

Airfiles and change of destination from airborne flights to DAB, OMN, DED, EVB, X47 and 44J will not be accepted except for emergency situations while this program is in effect.

ATIS

Monitor Daytona Beach International ATIS 120.05 Mhz prior to initial contact inbound and engine startup outbound.

VFR ARRIVALS

Daytona Class C Airspace

Pilot participation in the Class C Airspace Area is required and will be provided to aircraft landing at airports within the lateral limits of the Daytona Beach Class C Airspace. Contact Daytona Beach Approach Control at least 20 miles from the Daytona Beach International Airport. Pilots are requested to remain clear of Class C Airspace until clearance is received to proceed inbound. Three Visual Check Points on the Jacksonville Sectional Chart will be used as necessary for VFR holding points. They are the New Smyrna Airport, High Bridge and Lake Disston.

VFR arriving aircraft are requested to cancel their flight plans with Flight Service prior to landing.

FREQUENCIES

122.4 Mhz	Transmit/Receive
122.1 Mhz	Transmit
OMN VOR 112.6 Mhz	Receive

DAYTONA INTERNATIONAL SPEEDWAY ADVISORY

Continuous aircraft operations over the Daytona International Speedway will be permitted with prior approval. Approval may be obtained from the Daytona Beach International Airport Air Traffic Control Tower.

(904) 226-3900

CAUTION NUMEROUS AERIAL DEMONSTRATIONS

Aerial demonstration may include parachute jumping, banner towing, helicopter operations, hot air balloons, military fly-bys and blimps.

WARNING AREA AND RESTRICTED AREA ADVISORY

R2906, R2907A/B, R2910, W158A

Pilots should be aware of the existence of Warning/Restricted area airspace to the east, south, west and northwest of Daytona Beach. Penetration of Warning/Restricted area airspace without authorization from the using or controlling agency may be extremely hazardous.

NOTE-
Pilots are urged to review all applicable NOTAMS and arrival/departure procedures prior to conducting flight.

SPECIAL RACE DAY DEPARTURE PROCEDURES

Pilots are requested **NOT** to file the ROYES THREE DEPARTURE. Expect vectors to filed route.

ALL AIRCRAFT must depart with Class C service. Monitor ATIS on 120.05 Mhz prior to taxi. Detailed departure procedures will be available at all FBO's or may be accessed through the Daytona Beach International Airport web site at the following address;

http://www.volusia.org/airport/notam/htm

DEPARTURE INSTRUCTIONS

a. Taxi to nearest exit spot (see airport diagram) and **monitor** appropriate ground control frequency as indicated on sign.

b. When you are number 1 at exit spot you will be contacted by ground control. Advise ground control of aircraft call sign, destination, if IFR or VFR and current ATIS code.

c. Taxi as instructed. Expect to depart from runway end unless otherwise advised. **Monitor** clearance delivery when instructed by ground control.

d. Monitor Tower frequency when instructed by clearance delivery.

e. Tower will consider aircraft ready for departure when number 1 for assigned runway.

NOTE-
Aircraft equipped with anticollision lights should exercise courtesy while taxiing.

DEPARTURE INSTRUCTIONS - HELICOPTERS ONLY

a. Contact clearance delivery on 119.3 Mhz. Advise clearance delivery of your aircraft call sign, type aircraft, destination, if IFR or VFR and current ATIS code.

b. Contact tower on 120.7 Mhz.

AIRCRAFT THAT CAN UTILIZE RUNWAY 7R/25L MAY INCUR LESS DELAY IF PARKED ADJACENT TO SPOT "J" OR SPOT "S"

DEVIATION FROM THE ABOVE PROCEDURES MAY RESULT IN INCREASED DEPARTURE DELAYS

FAA vehicles will be in communication with the tower to assist pilots in complying with these procedures.

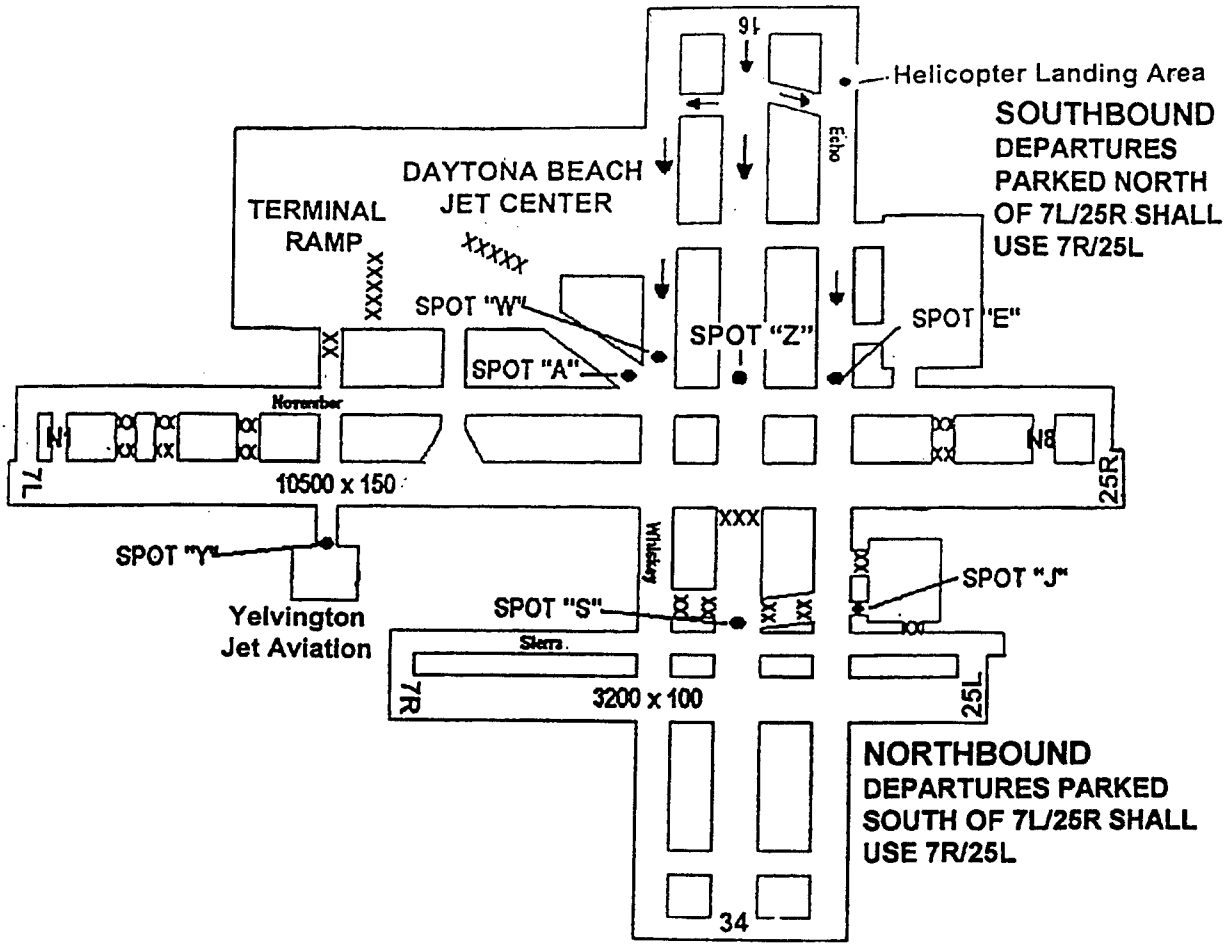
FUEL ADVISORY

Due to special ATC departure procedures following the PEPSI 400, departures can expect to be held to altitudes lower than requested. Higher altitudes can be anticipated as traffic permits.

✈ ✈ ✈ ✈ ✈

7/5/98 (ZJX-1)

DAYTONA BEACH INTERNATIONAL AIRPORT
RACE DAY DEPARTURE TAXI CHART



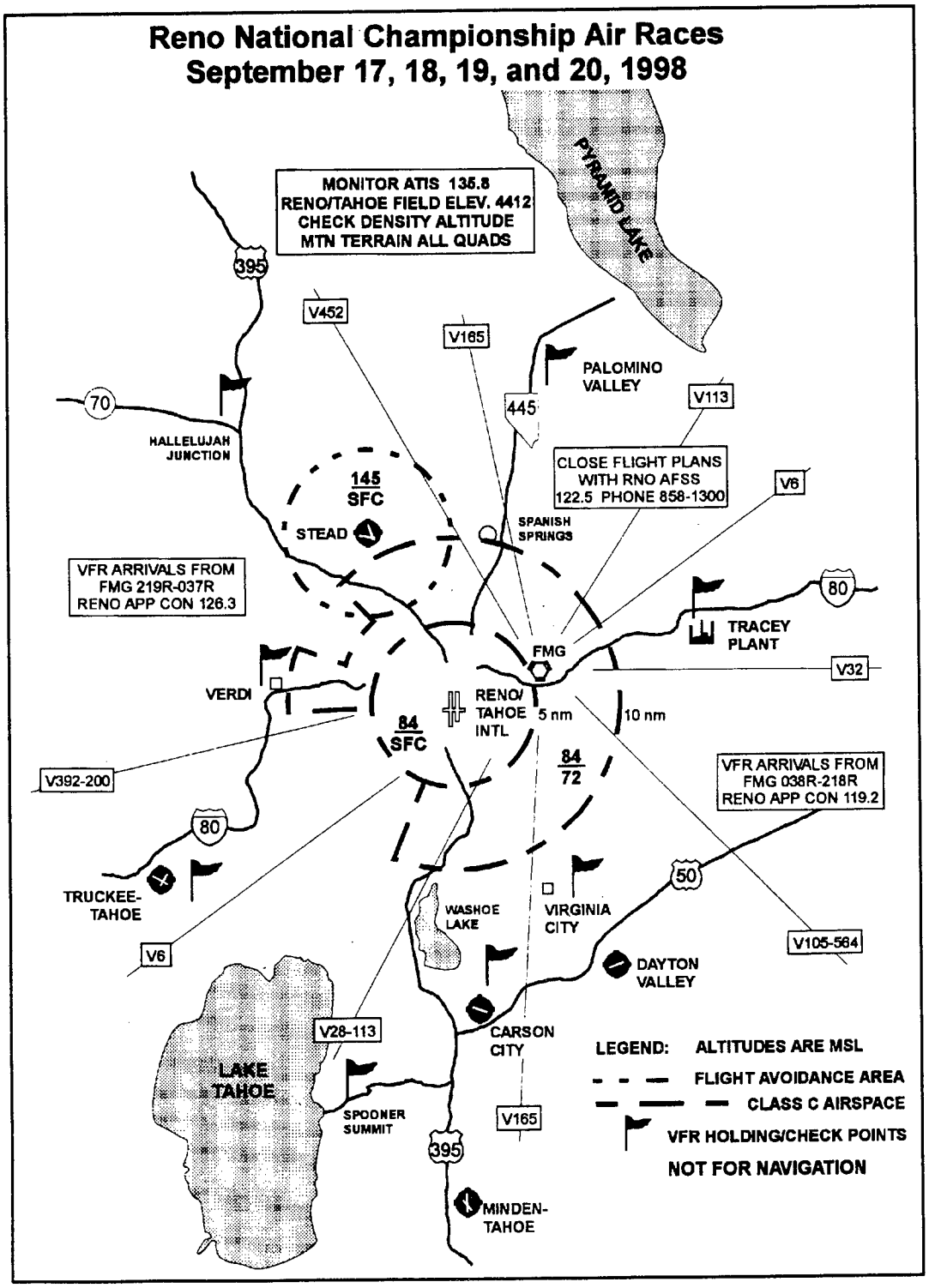
MONITOR GROUND CONTROL FREQUENCIES	
SPOT "A", "E", "Z", "W", "Y"	SPOT "S", "J"
121.9	124.25

RENO NATIONAL CHAMPIONSHIP AIR RACES

RENO, NEVADA

SEPTEMBER 17-20, 1998

RENO/TAHOE RESERVATIONS



VFR ARRIVAL PROCEDURES

Monitor RENO ATIS on frequency 135.8 PRIOR TO CONTACTING Reno Approach.

Reno/Tahoe International Airport is in Class C Airspace. Pilots are reminded that two-way radio contact must be established with Reno Approach prior to entering Class C airspace.

Reno Approach requests that pilots hold at the VFR Holding/Check Points (depicted on the graphic) until two-way radio contact is established.

RENO/TAHOE FREQUENCIES

Use	Frequency
Reno/Tahoe ATIS	135.8/277.2
Approach Control West/North FMG 219-037	126.3/353.9
Approach Control East/South FMG 038-218	119.2/325.8
Tower Rwy 16R/34L	118.7/257.8
Tower Rwy 16L/34R	127.95
Ground Control	121.9/348.6
Clearance Delivery	124.9/343.9
Reno AFSS	122.5

WAKE TURBULENCE ADVISORY

Reno/Tahoe International Airport has a significant number of large aircraft operating on parallel runways. Pilots are urged to exercise caution and to apply wake turbulence avoidance procedures.

VFR FLIGHT PLAN CANCELLATION

Arriving VFR aircraft are requested to cancel flight plans with Reno AFSS on 122.5 or via local telephone number 858-1300.

PILOT BRIEFINGS

Reno Automated Flight Service Station (AFSS) is located on the East Side of Reno/Tahoe International Airport. Pilot weather briefings, flight planning and In-flight services are available 24 hours a day. A flight planning and Information area will be provided at Reno-Stead Airport during the hours of Air Race activity. Direct connect telephone briefing lines and flight planning materials will be available.

For telephone briefing and flight planning service from any location dial, 1-800-WX-BRIEF (1-800-992-7433) or dial 858-1300 from Reno, Reno-Stead, or Carson City.

Pilots inbound to the Reno area can contact Reno AFSS through the following RCO's: Currant-122.3, Elko-122.6, Ely-122.2, Eureka-122.3, Jackpot-122.5, Las Vegas-122.35 or 122.4, Lovelock-122.4, Mt. Lewis-122.65, Sod House-122.6, Squaw Valley-122.25, Tonopah-122.6, Winnemucca-122.3, or via the following VOR's transmitting 122.1 listening: LWL-114.2, HZN-114.1, MVA-115.1, ILC-116.3, OAL-117.7, BTY-114.7, or MMM-114.3.

As a reminder, please don't forget to close your flight plan on arrival.

RENO-STEAD AIRPORT

Reno-Stead airport will be closed to all aircraft except race participants from Monday, Sept. 14, through Sunday, Sept. 20.

AIRCRAFT PARKING AT RENO/TAHOE INTL

Single engine aircraft may be required to park in designated grass or gravel parking areas. Tie-downs are not provided. Pilots are advised to bring tie-downs.

VFR DEPARTURES

Monitor the ATIS (135.8) prior to taxi.

Special clearance delivery procedures will be in effect on Sunday, Sept. 20, between 1700 and 2100 local time, and Monday, Sept. 21, between 0800 and 1400 local time. Reno AFSS and the local FBO's will provide departure handout sheets that highlight the special procedures.

IFR DEPARTURES

Due to the heavy departure traffic that follows the Reno Air Races, a Special Traffic Management Program will be in effect for IFR departures from Reno/Tahoe International Airport on Sunday, September 20, from 1700-2100 PDT (0000-0400 UTC), and Monday, September 21, from 0800-1400 PDT (1500-2100 UTC).

Beginning September 18, 1998 through September 21, 1998, pilots may obtain IFR departure reservations by calling the Computerized Voice Reservations System (CVRS) at the following numbers:

Touch tone telephone: 1-800-875-9755.

Personal computer with modem: 1-800-875-9762.

If problems are encountered obtaining reservations via the above numbers, contact the Airport Reservations Office at (703) 904-4452. The reservation system will be available twenty-four (24) hours a day. Pilots will be issued a code that must be included in the remarks section of the flight plan.

Monitor the ATIS (135.8) prior to contacting Clearance Delivery.

Advise Clearance Delivery of your location on the airport when you receive your IFR clearance.

Advise Ground Control that you are IFR when you call for taxi clearance.

✈ ✈ ✈ ✈ ✈

7/27/98 (AWP-530)

THE WINSTON SELECT 500 NASCAR EVENT

TALLADEGA MUNICIPAL AIRPORT (ASN)

TALLADEGA, ALABAMA

SUNDAY, OCTOBER 11, 1998

TEMPORARY CONTROL TOWER

The Federal Aviation Administration will operate a temporary control tower at Talladega Municipal Airport (ASN) on October 11, 1998, from 0700-1800 CDT. In anticipation of the large number of aircraft expected to arrive for The Winston Select 500 mile race, the following procedures will be used to minimize air traffic delays and enhance safety.

ASN TOWER FREQUENCIES		*AFSS FREQUENCIES*
Tower	118.475	128.6
Ground Control	121.9	122.3
Clearance Delivery	125.3	122.2
ATIS	135.05	

VFR ARRIVAL PROCEDURES

(Effective during hours of temporary tower operation)

All aircraft monitor ATIS. Two-way radio will be required. All aircraft contact Talladega Tower approximately 15 miles from the airport. Keep transmissions brief to reduce frequency congestion. Except for landing or takeoff, no aircraft shall be permitted to operate within five miles of the Talladega Municipal Airport below 2,500 feet. Unless otherwise directed by the Tower, all entries to the traffic pattern should be made on the downwind leg. A left hand pattern will be used for Runway 21 and a right hand pattern for Runway 03. Pilots are requested to maintain a pattern as close to the airport boundary as safety will allow and expedite clearing the runway at the first available exit.

IFR ARRIVAL PROCEDURES

All aircraft monitor ATIS. Limited radar coverage exists in the Talladega area. To minimize delays and make the best use the radar coverage west of Talladega, all aircraft can expect the VOR A approach, if weather permits. Expect radar vectors at or above 4000 to remain in radar coverage. Due to the non-radar separation required below 4000, expect to be held at or above 4000 until approach clearance can be issued. Aircraft will be cleared for a straight-in only approach to expedite traffic flow.

NOTE: IFR aircraft inbound to PLR, ANB, or ASN between 1500-1800 CDT can expect a 2-3 hour delay for departure traffic off ASN. All aircraft inbound to these airports should plan to arrive before 1500 CDT or after 1800 CDT.

VFR DEPARTURE PROCEDURES

All aircraft shall monitor the ATIS. Monitor Ground Control frequency and call entering the parallel taxiway. Call Tower with direction of flight when number one for takeoff.

IFR DEPARTURE PROCEDURES

All aircraft departing ASN shall monitor the ATIS. IFR aircraft call Clearance Delivery for clearance. Expect to receive a beacon code and initial altitude from Tower when released for an IFR departure. Monitor Ground Control frequency and call entering the parallel taxiway. Call Tower and state that you will depart IFR. Due to limited radar coverage east of Talladega, high performance aircraft can expect to depart to the west, regardless of destination. Expect to resume on course once radar contact has been established.

Aircraft departing PLR or ANB shall request a clearance through Anniston AFSS. Expect the same departure procedures as aircraft departing ASN.

VFR DEPARTURE - IFR PICKUP PROCEDURES

(For aircraft departing ASN, PLR, and ANB)

An IFR clearance will be valid only after a beacon code and altitude are assigned with an IFR release. Due to the extremely high volume of traffic in the TDG area, follow these procedures unless an emergency situation exists:

1. DO NOT request IFR pickup below 5,000 feet MSL, due to radar coverage. If ceilings are below 5,000, you should depart IFR. Use caution for mountainous terrain.

2. DO NOT call Birmingham Approach until at least 15 miles from ASN. DO NOT call any Atlanta Center frequency until at least 15 miles east of ASN, or above 10,000 feet if westbound.

3. All aircraft whose routing is through Atlanta Approach Control airspace should expect V18 at 9,000 feet.

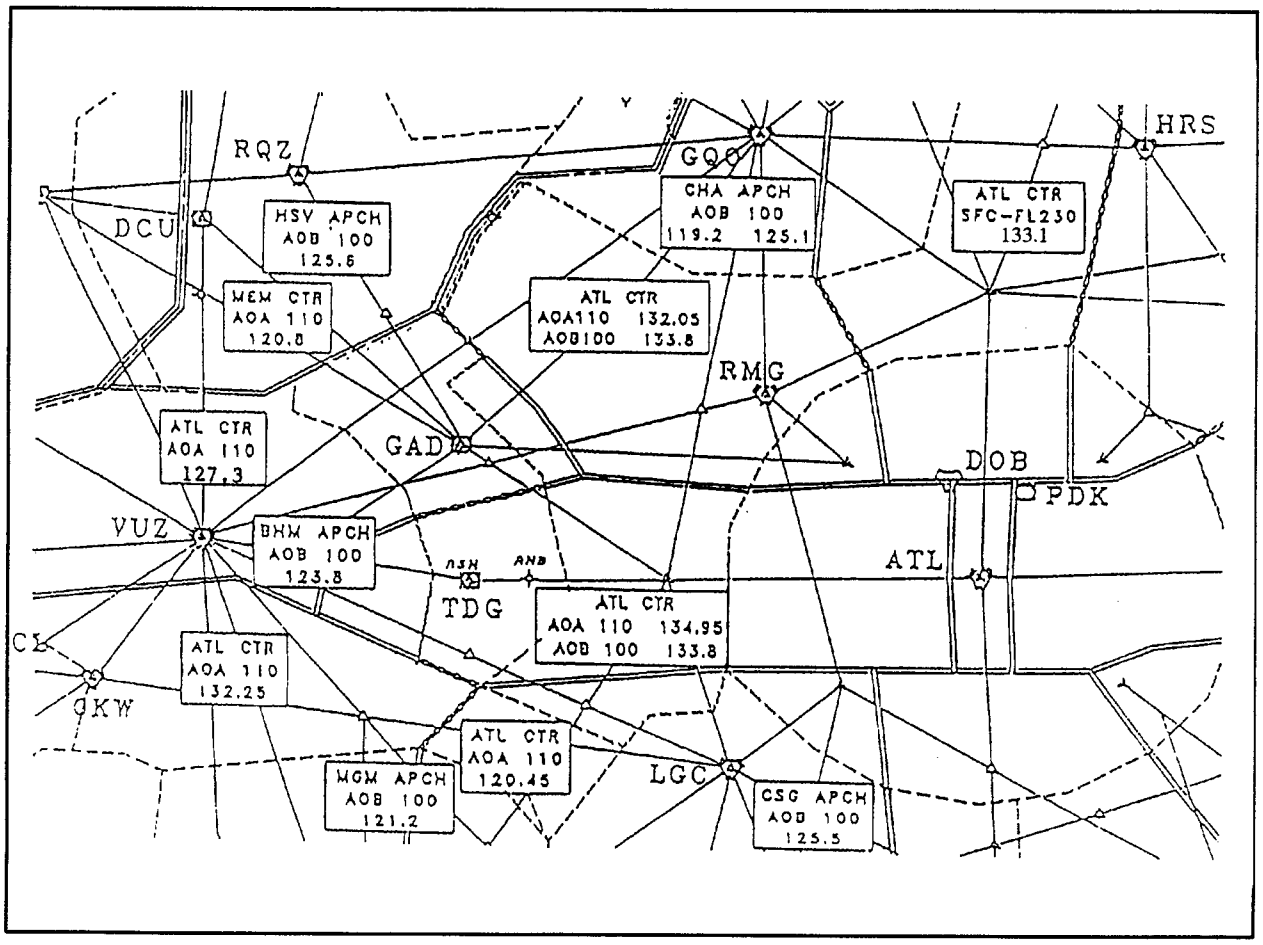
4. Squawk 1200 on departure.

GENERAL INFORMATION

Flight Planning and weather briefs are available by telephone in the administration building. Pilots are encouraged to file flight plans at home FSS. Use caution for all types of traffic operating in the area including banner tows, helicopters, and blimps.

✈ ✈ ✈ ✈ ✈

7/30/98 (ASO-530)



Aircraft <u>AT OR BELOW (AOB)</u> 10000' and BETWEEN

TDG 328 radial	023 radial	ATLANTA CENTER	127.3
TDG 024 radial	110 radial	ATLANTA CENTER	133.8
TDG 111 radial	138 radial	COLUMBUS APPROACH	125.5
TDG 139 radial	164 radial	ATLANTA CENTER	120.45
TDG 165 radial	200 radial	MONTGOMERY APCH	121.2
TDG 201 radial	327 radial	BIRMINGHAM APCH	123.8

Aircraft <u>ABOVE</u> 10000' MSL and BETWEEN

TDG 261 radial	028 radial	ATLANTA CENTER	127.3
TDG 024 radial	055 radial	ATLANTA CENTER	132.05
TDG 056 radial	110 radial	ATLANTA CENTER	134.95
TDG 111 radial	190 radial	ATLANTA CENTER	120.45
TDG 191 radial	327 radial	ATLANTA CENTER	132.25

KODAK - ALBUQUERQUE INTERNATIONAL

BALLOON FIESTA

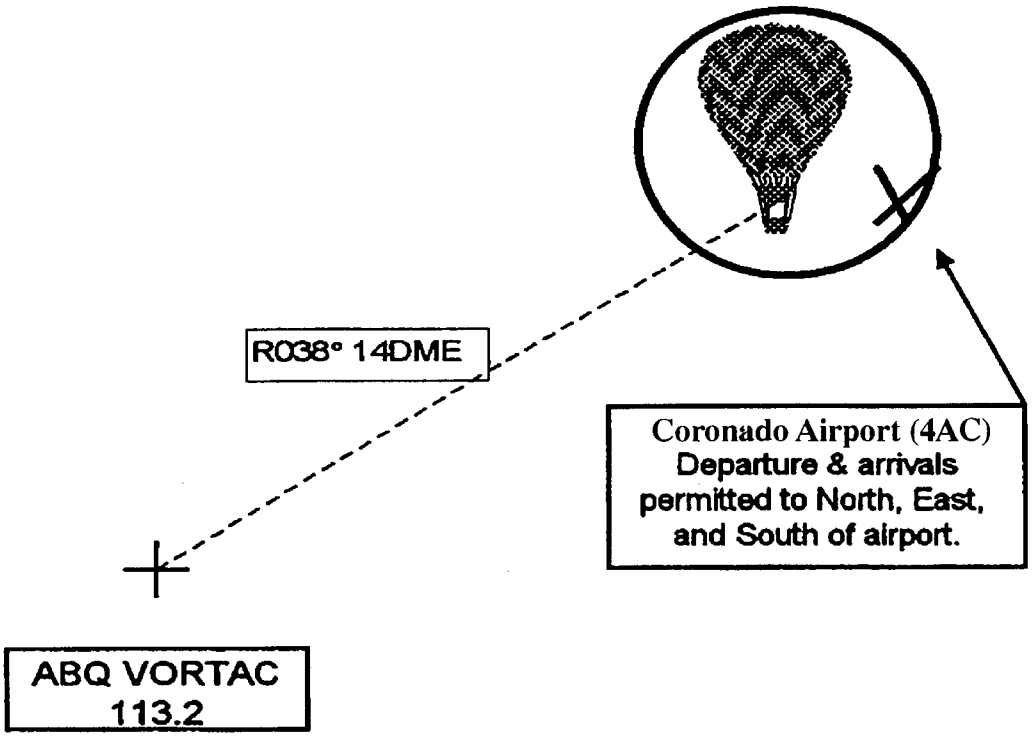
Albuquerque, New Mexico

October 3-11, 1998

TEMPORARY FLIGHT RESTRICTIONS	
October 3-11	0530-1200 LOCAL
October 3-10	1600-2200 LOCAL

For Further Information Contact Albuquerque AFSS

AVOIDANCE AREA
4 NM RADIUS
(N35° 11.93' W106° 35.72')
ABQ VORTAC 038°/14 DME
AT & BELOW 8000 MSL



HOT AIR BALLOON EVENTS
MORNING ASCENSIONS
October 3-11, 1998
Up to 900 balloons take off from balloon site; flight primarily within 4 NM radius, 8000 MSL and below; competitive, non-competitive and other events.
AFTERNOON ASCENSIONS
October 8-9, 1998
Approximately 100 Special Shape balloons take off from balloon site; flight primarily within a 4 NM radius; 8000 MSL and below.

OTHER EVENTS
AMERICA'S CHALLENGE GAS BALLOON RACE on or after October 3, 1998
15-20 gas balloons launching at about 1700 local; 2-3 day flight duration; 17,999 MSL and below; VFR only; transponder and radio equipped; direction of flight dependent on prevailing winds.
HIGH ALTITUDE PARACHUTE JUMPING Contact Albuquerque AFSS for NOTAM's.

The Kodak-Albuquerque International Balloon Fiesta will generate a high volume of balloon and aircraft traffic. Pilots are urged to exercise caution when flying in the Albuquerque area during this period.

For Further information, contact Albuquerque AFSS:

Within New Mexico	1-800-992-7433
Out-of-State	(505) 243-7831

8/20/98 (ASW-530)

UAW-GM QUALITY 500

TEMPORARY CONTROL TOWER

CONCORD REGIONAL AIRPORT (JQF)

OCTOBER 2 through OCTOBER 4, 1998

In anticipation of increased air traffic to and from the Concord Regional Airport during the UAW-GM Quality 500 National Association of Stock Car Auto Racing (NASCAR) event, the Federal Aviation Administration will operate a temporary control tower at Concord Regional Airport (JQF), Concord, North Carolina. Special procedures will be implemented to enhance safety and minimize delays.

✈ TEMPORARY CONTROL TOWER HOURS OF OPERATION ✈

DATE	HOURS OF OPERATION
October 2, 1998	0800-1900 LOCAL
October 3, 1998	0800-1900 LOCAL
October 4, 1998	0800-0100 LOCAL

✈ FREQUENCIES ✈

DATE	HOURS OF OPERATION
Concord Tower	134.65
Concord Ground Control	121.85
Concord Clearance Delivery	118.55
Charlotte Approach Control	128.325
Raleigh Durham AFSS	122.4

✈ GENERAL ✈

Concord Regional Airport is within Class G Airspace. Federal Aviation Regulation 91.126, paragraph (d), requires all aircraft to establish two-way communications with an operational control tower when operating an aircraft to, from, through, on, or within four (4) miles of an airport in Class G Airspace having an operational control tower. This four (4) mile area includes operations over the Charlotte Motor Speedway (CMS). Special VFR operations **are not** authorized in Class G Airspace.

Helicopters, lighter-than-air ships, and banner tow operations should be anticipated in the area surrounding CMS. Pilots are encouraged to keep radio transmissions brief to reduce frequency congestion and to review all applicable NOTAMs prior to flight.

✈ FLIGHT SERVICE STATION ✈

For flight planning and weather briefings, contact Raleigh-Durham Automated Flight Service Station (AFSS) at 1-800-WX-BRIEF (1-800-992-7433). Contact Raleigh-Duram AFSS on frequency 122.4 to file, open, or close VFR flight plans.

✈ HELICOPTER OPERATIONS ✈

INBOUND TO CMS LANDING ZONE FROM CHARLOTTE - GREEN ROUTE

Contact Charlotte Clearance Delivery on frequency 127.15 and request "GREEN ROUTE". After receiving VFR departure instructions, contact Charlotte Tower on frequency 118.1. After receiving departure clearance, proceed via West Boulevard to I-77, then via I-277 until east of downtown Charlotte, then proceed on course to a point south of and abeam the University of North Carolina-Charlotte (UNCC) Campus. Radar service will automatically be terminated abeam UNCC; then contact Concord Tower on frequency 134.65 and advise "INBOUND LANDING ZONE". From abeam UNCC, proceed to the designated landing zone for CMS, remaining east of, and parallel to, Highway 29 until Speedway Boulevard, them remain north of Speedway Boulevard until final approach to the designated landing zone. Expect an altitude assignment of 1,800 feet.

OUTBOUND TO CMS LANDING ZONE FROM CHARLOTTE - YELLOW ROUTE

Depart the designated landing zone and contact Concord Tower on frequency 134.65 and request "YELLOW ROUTE". Remain south of Speedway Boulevard and west of, and parallel to, Highway 29, then proceed to a point abeam UNCC, and contact Charlotte Approach Control on frequency 128.325, and advise "INBOUND LANDING CHARLOTTE". Upon receiving clearance to enter Charlotte Class B Airspace, follow Highway 29 to I-85, then proceed to I-77 to Highway 74 to Morris Field Drive. Expect an altitude assignment of 1,300 feet.

OUTBOUND AND/OR INBOUND BETWEEN CMS AND SOUTH CHARLOTTE AREA - RED ROUTE

Depart the designated landing zone and contact Concord Tower on frequency 134.65 and request "RED ROUTE". Remain south of Speedway Boulevard and west of, and parallel to, Highway 29, then proceed to a point abeam UNCC, and contact Charlotte Approach Control on frequency 128.325, and advise "INBOUND LANDING (destination other than Charlotte Airport)". Upon receiving clearance to enter Charlotte Class B Airspace, proceed direct to destination, advising Charlotte Approach Control when one mile from destination.

Departing from the south Charlotte area contact Charlotte Approach Control on frequency 128.325 and request "RED ROUTE". Upon receiving clearance to enter Charlotte Class B Airspace, proceed direct to a point abeam UNCC. Radar service will automatically be terminated abeam UNCC; then contact Concord Tower on frequency 128.325 and advise "INBOUND LANDING ZONE". From abeam UNCC, proceed to the designated landing zone for CMS, remaining east of, and parallel to, Highway 29 until Kings Grant Highway, then remain north of Speedway Boulevard until on final approach to the designated landing zone. Expect altitude assignment of 1,800 feet.

✈ TRAFFIC MANAGEMENT ✈

When weather conditions and/or volume dictate, traffic management initiatives may be implemented for IFR and VFR flights.

✈ IFR ARRIVALS ✈

Turbojet and turboprop aircraft entering the Charlotte Terminal Area may expect routings via the UNARM, MAJIC, SHINE, or CHESTERFIELD Standard Terminal Arrival Route. Pilots are encouraged to review NOTAMs concerning the authorized published instrument approach procedures to the Concord Regional Airport. Arriving IFR aircraft may encounter extensive delays if the VOR/DME or GPS-A Approach procedure is in use.

✈ VFR ARRIVALS ✈

Clearance to enter Charlotte Class B Airspace is **mandatory**. VFR aircraft desiring to land at Concord Regional Airport shall contact Charlotte Approach Control no later than 20 NM from Concord Regional Airport for radar sequencing, and must remain outside of Charlotte Class B Airspace until ATC clearance is received. Traffic pattern altitude at Concord Regional Airport is 2,300 MSL.

✈ IFR/VFR DEPARTURES ✈

1. Obtain current weather from the Concord AWOS on frequency 133.675.

2. Obtain IFR clearances from Concord Clearance Delivery on frequency 118.55.

3. IFR clearance should be available 20 minutes prior to proposed departure.

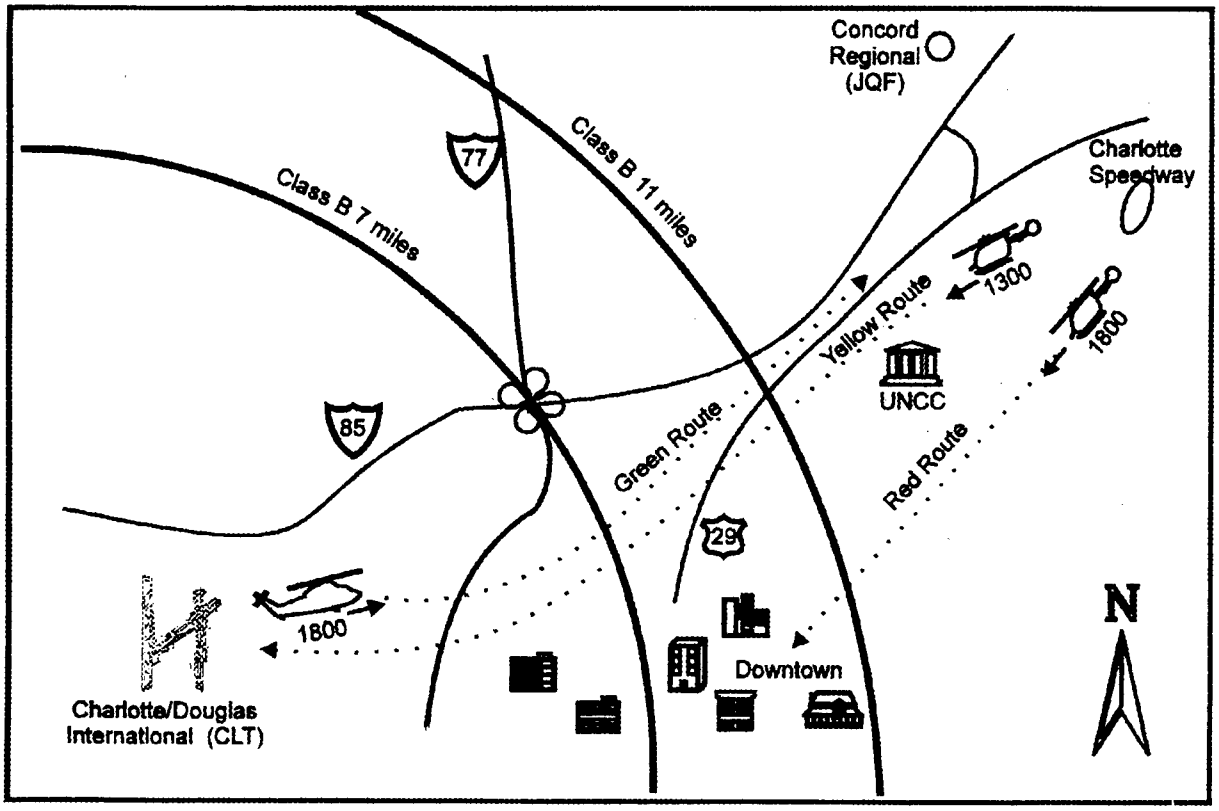
4. VFR aircraft contact Concord Ground Control on frequency 121.85, and advise the controller of VFR flight, aircraft type and destination airport or direction of flight, prior to requesting taxi instructions. Remain clear of Charlotte Class B Airspace. To request radar service, contact Charlotte Approach Control on frequency 128.325 when frequency is approved by Concord Tower.

5. All departing aircraft contact Concord Tower on frequency 134.65 when number one for departure. In order to avoid delays, make every effort to be ready for takeoff when number one for departure. DO NOT contact the Tower for takeoff until in the number one position to take the runway.

✈ ✈ ✈ ✈ ✈

8/21/97 (ASW-530)

Helicopter Routes between Charlotte/Douglas International Airport and the Charlotte Motor Speedway and between the Charlotte Motor Speedway and south Charlotte area

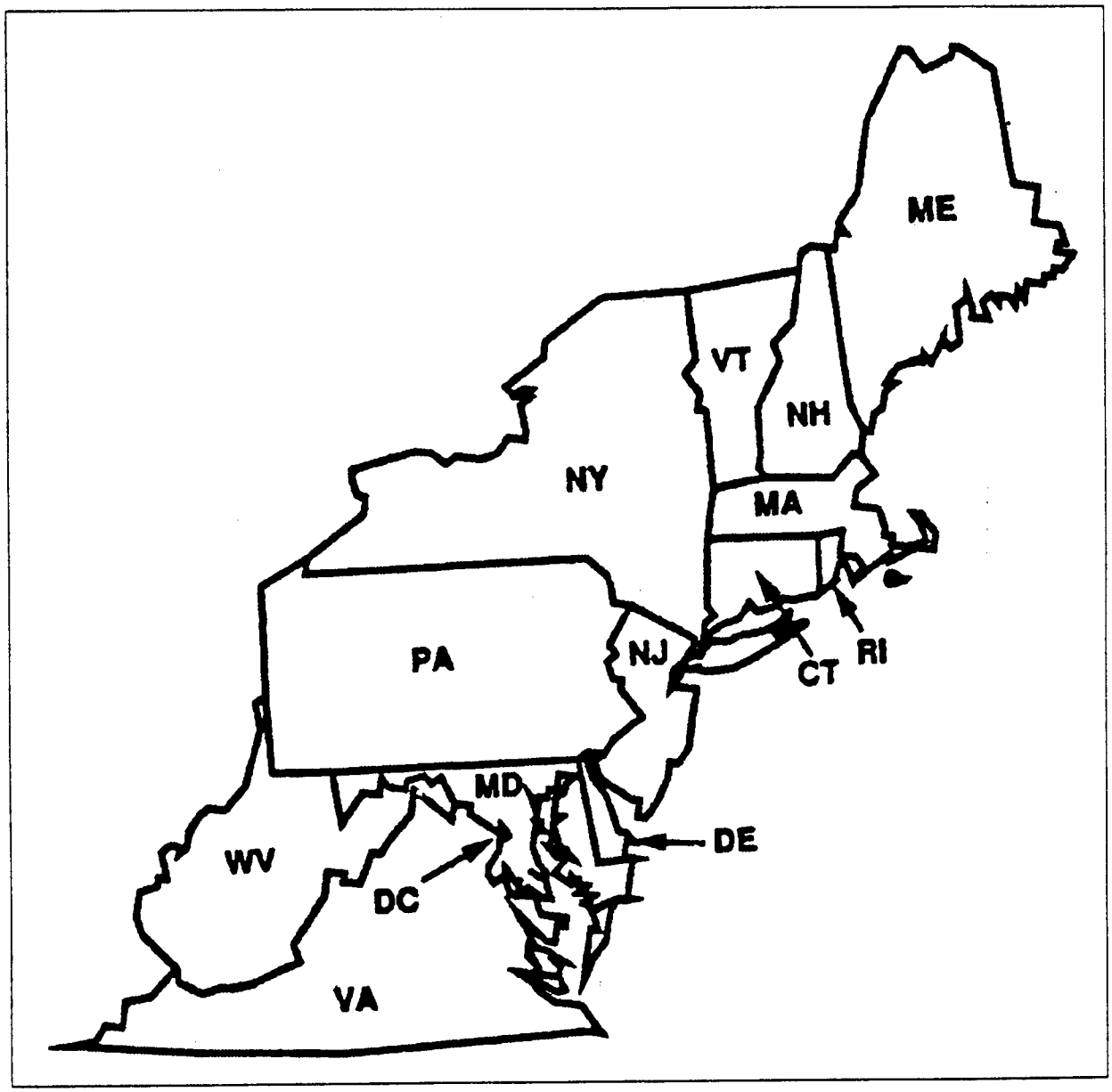


NOT TO SCALE

See attached narrative for route descriptions and special ATC procedures.

Charlotte Class B Airspace is in effect.
Remain clear of Class B Airspace unless authorized by ATC.

NORTHEAST UNITED STATES



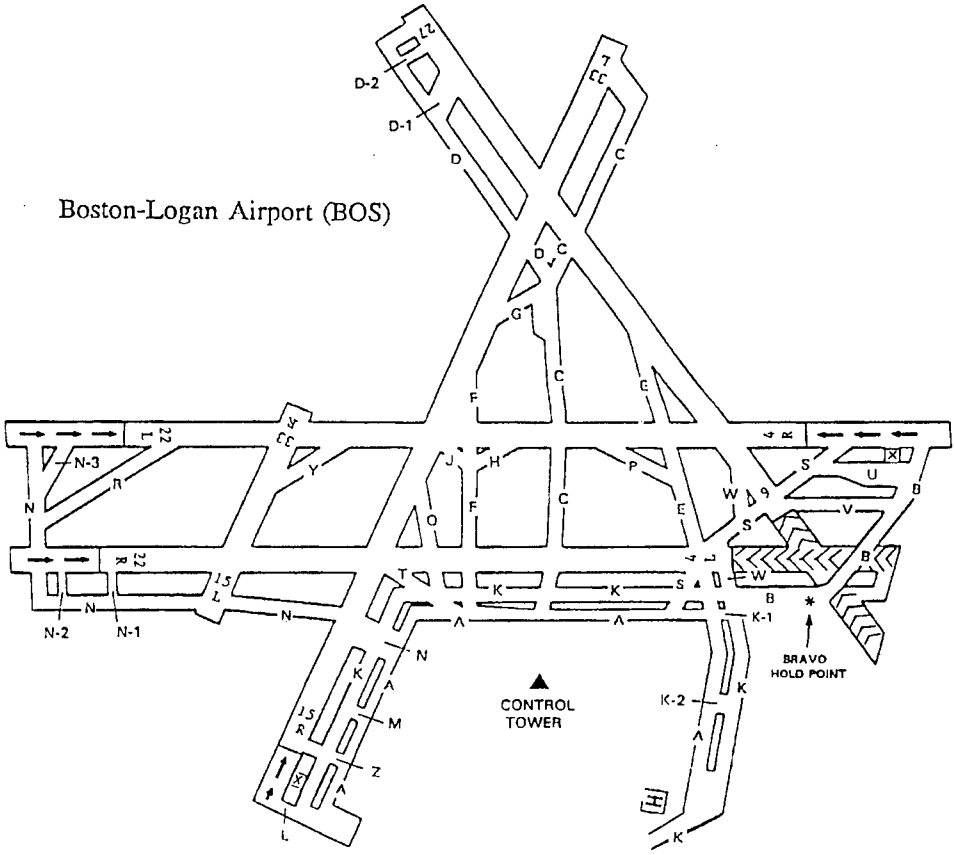
BOSTON-LOGAN INTERNATIONAL AIRPORT

Preferred Taxi Routes at Boston-Logan Airport (BOS)

The list below shows the preferred taxi routes for Boston-Logan International Airport (BOS). These routes have been published to aid flight crews in their pre-taxi planning.

Unless airfield circumstances require otherwise, outbound aircraft can expect to be taxied to the departure runway via the taxi route indicated below:

RUNWAY	TAXI ROUTE
22R	'K' and 'N' Taxiways.
22L	'K' and 'N' Taxiways, with a restriction to hold short of Runway 22R.
4L	'K' Taxiway
4R	'K' Taxiway to the Bravo Hold Point, thence expect further clearance via Taxiway 'B'.
9	'K' Taxiway to the Bravo Hold Point, thence expect further clearance via 'B' and 'V' Taxiways.
15R	'K' Taxiway.
27	'K', 'C' and 'D' Taxiways, with a restriction to hold short of Runway 33L.
33L	'K' and 'C' Taxiways, with a restriction to hold short of Runway 27.
33L at 'G'	'K', 'C' and 'G' Taxiways (this intersection is not authorized for jet aircraft).



3/9/98 (ANE-530)

LASER LIGHT DEMONSTRATION

Darien Lake Theme Park & Camping Resort

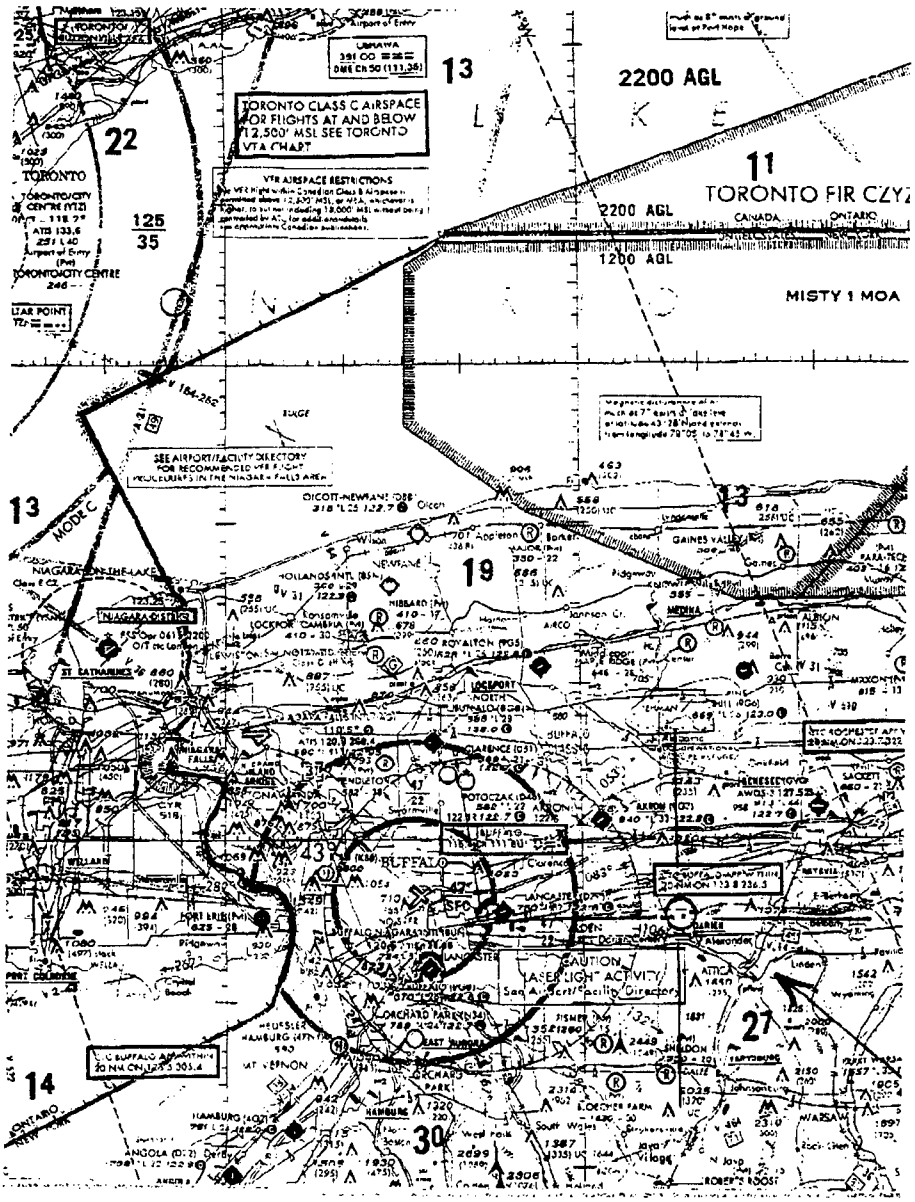
DARIEN CENTER, NEW YORK

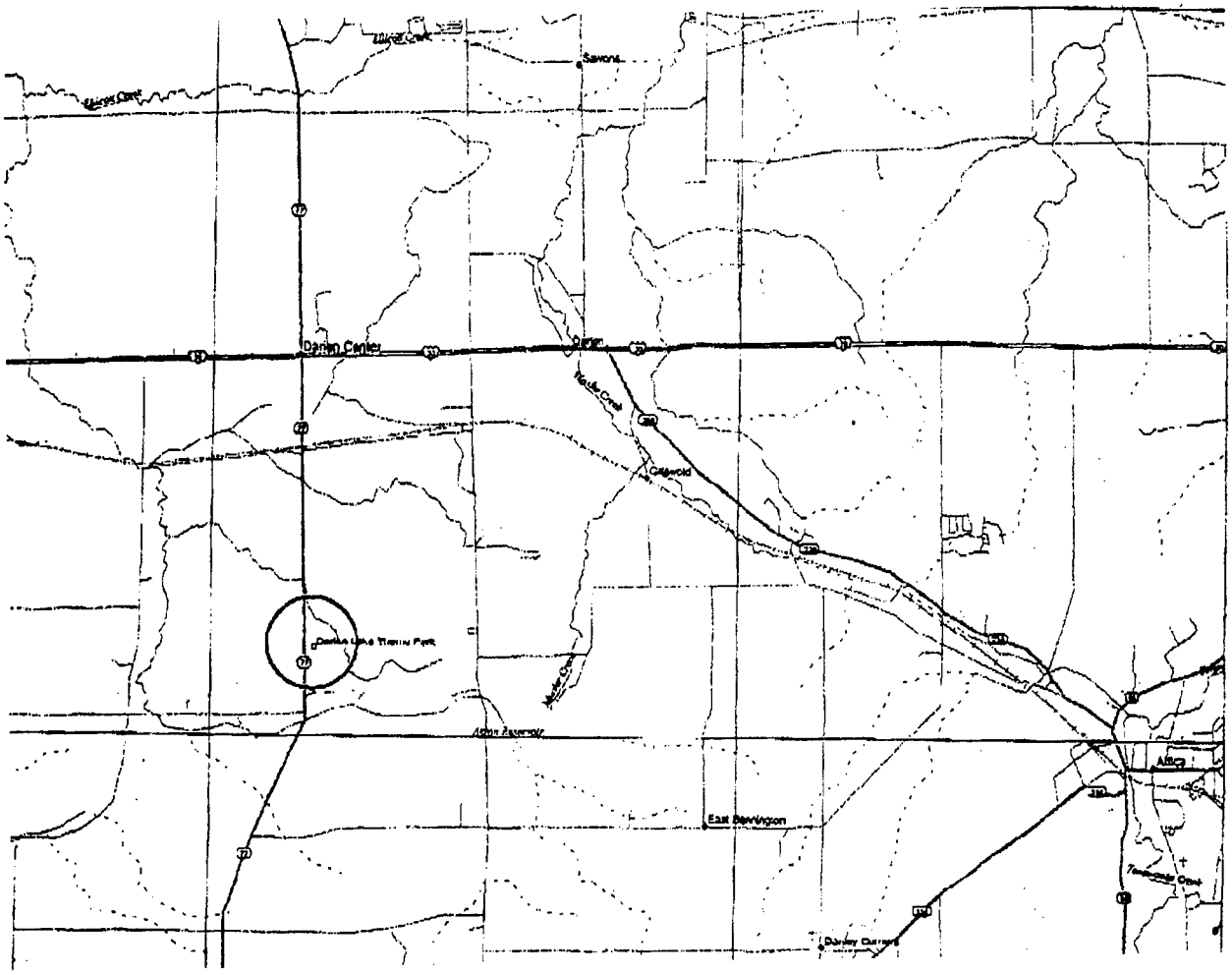
May 20 thru September 20, 1998

"A Laser Light show demonstration will be conducted at the Darien Lake Theme Park & Camping Resort, at the Amusement Park, Darien Center, New York. Buffalo VORTAC BUF 100/12. Approximately:

(Latitude 42°56′04″ Longitude 078°23′30″)

Laser light beam may be injurious to pilots/passengers eyes within 1,600 feet AMSL, 700 feet above ground, 1,100 feet laterally of the light source. The secondary effects of Flashblindness or Cockpit Illumination may occur at greater distances. The Buffalo Tower, 716-633-0664, is the coordination facility."





4/27/98 (AEA-530)

PITTSBURGH TOWER STANDARD TAXI ROUTES

Pittsburgh, Pennsylvania

(Effective: June 18, 1998)

On June 18, 1998, Pittsburgh Tower will institute standardized taxi routes to all runways for departure aircraft. The route will be issued by Ground Control as: "**TAXI TO RUNWAY (Runway ID), VIA STANDARD TAXI ROUTING** (and, if appropriate, specific taxi routing)."

TAXI ROUTE DEPARTURE: Follow the route corresponding with the exit point from the ramp. Route will indicate initial taxiway beginning from that used to depart the ramp.

START POINTS:

If Aircraft Originates From:	Follow Route For:
C1, C2, C3, C4, Y North	NORTH RAMP
V1, V2, V3, V4, V5, V6	EAST RAMP
D1, D2, W, D3, Y South*	SOUTH RAMP

* Aircraft departing from Yankee South join routing at Echo and taxi according to South Ramp procedures.

To Runway 28R	
START POINT	**ROUTING**
North Ramp	Charlie Bravo 1 (hold short of Bravo)
East Ramp	Cross Victor, Tango, Charlie, Bravo 1 (hold short of Bravo)
South Ramp	Cross Delta, Echo, Tango, Charlie, Bravo 1 (hold short of Bravo)

To Runway 28L/Papa Intersection	
START POINT	**ROUTING**
North Ramp	Charlie, Victor, Foxtrot (hold short of Papa)
East Ramp	Victor, Foxtrot (hold short of Papa)
South Ramp "Victor"	Cross Delta, Echo, Victor, Foxtroit (hold short of Papa)
South Ramp "Whiskey"	Cross Delta, Echo, Whiskey, Foxtrot (hold short of Papa)

To Runway 28C	
START POINT	**ROUTING**
North Ramp "Echo"	Charlie, Victor, Echo
North Ramp "November"	Charlie, November, Echo
East Ramp "Echo"	Victor, Echo
East Ramp "November"	Cross Victor, Tango, Charlie, November, Echo
South Ramp "Echo"	Cross Delta, Echo
South Ramp "November"	Cross Delta, Echo, Tango, Charlie, November, Echo

To Runway 10C	
START POINT	ROUTING
North Ramp	Charlie, Victor, Echo (hold short of Whiskey)
East Ramp	Victor, Echo (hold short of Whiskey)
South Ramp	Cross Delta, Echo (hold short of Whiskey)

To Runway 14	
START POINT	ROUTING
North Ramp "Echo"	Charlie, Victor, Echo, Sierra
North Ramp "November"	Charlie, November
East Ramp "Echo"	Victor, Echo, Sierra
East Ramp "November"	Cross Victor, Tango, Charlie, November
South Ramp "Echo"	Delta, Victor, Echo, Sierra
South Ramp "November"	Delta, Tango, Charlie, November

To Runway 10R	
START POINT	ROUTING
North Ramp	Charlie, Victor, Foxtrot
East Ramp	Victor, Foxtrot
South Ramp	Cross Delta, Echo, Whiskey, Foxtrot

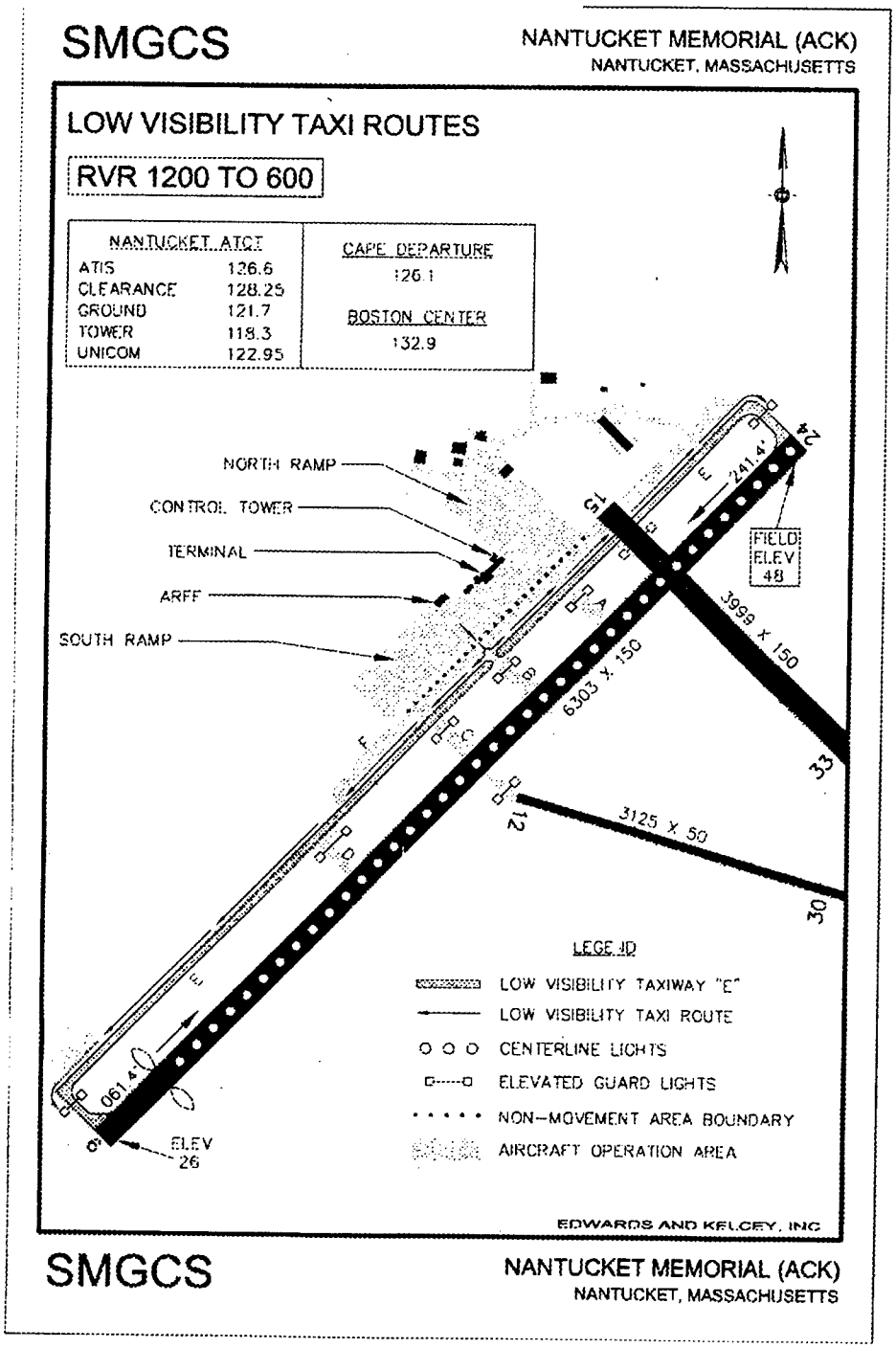
4/29/98 (AEA-530)

NANTUCKET MEMORIAL AIRPORT (ACK)

Nantucket, Massachusetts

Surface Movement Guidance and Control System (SMGCS)

Nantucket Memorial Airport Surface Movement and Control System Guidance Plan (SMGCS). See diagram below.



5/28/98 (ANE-520)

BOSTON-LOGAN INTERNATIONAL AIRPORT

INTERSECTION DEPARTURES DURING PERIODS OF DARKNESS

Air traffic control rules and procedures prohibit an aircraft from being put into "position and hold" at an intersection during periods of darkness.

Boston-Logan Airport Air Traffic Control Tower has been granted a waiver to this procedure that can be exercised at certain intersections on the airfield.

This waiver will allow Boston ATCT to taxi the aircraft into "position and hold" during periods of darkness at the locations/intersections listed below.

Affected Runways/Intersections:

Runway 27 at Taxiway Charlie

Runway 4R at Taxiway Charlie

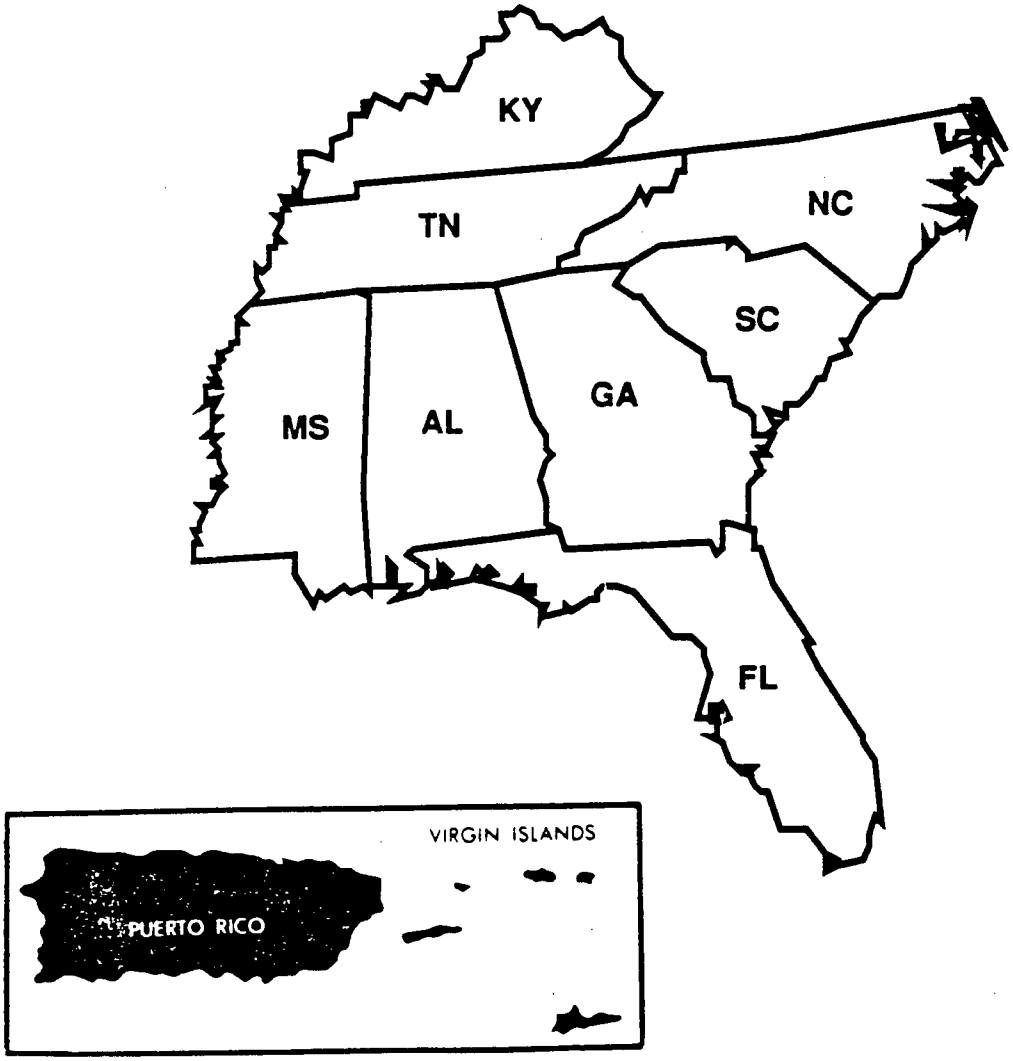
Runway 22L at Taxiway Charlie

When the provisions of the waiver are being exercised, the affected runways will not be utilized to accommodate arriving aircraft.

Though the provisions of the waiver can only be exercised at the location listed above, intersection departures can still take place at other locations during periods of darkness. At intersections other than the ones listed above, the aircraft cannot be put into position and hold prior to being issued its takeoff departure clearance.

8/20/98 (Boston Tower)

SOUTHEAST UNITED STATES



State of Mississippi
WND SOCK LGT OTS

COLUMBIA

Columbia-Marion Co.
/0R0/FI/T Columbia-Marion Co., Columbia, MS
WND SOCK LGT OTS

GREENWOOD

Greenwood-Leflore.
/GWO/FI/T Greenwood-Leflore, Greenwood, MS
WND SOCK LGT OTS

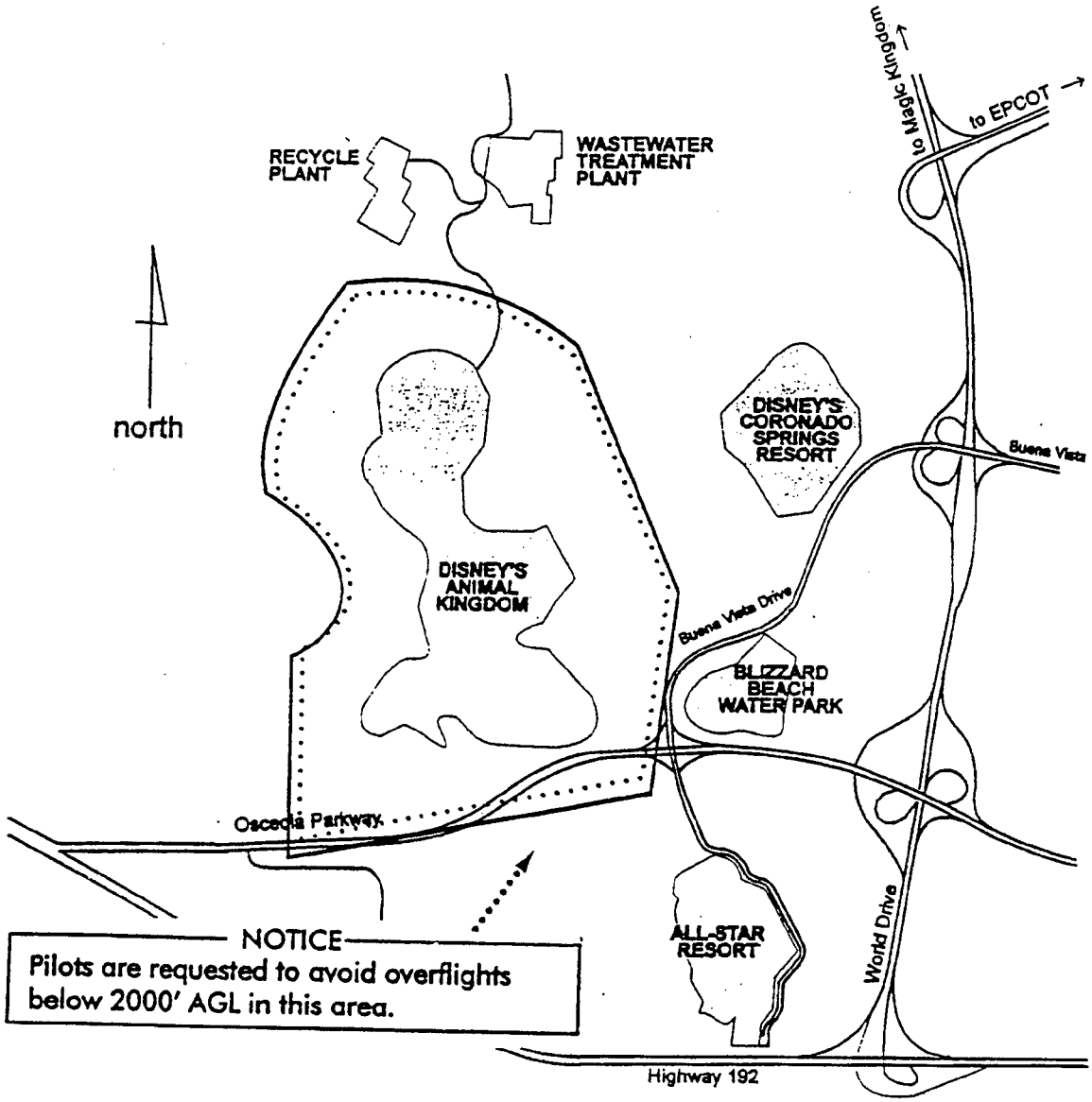
If you have any questions or need additional information, please contact Sheila Walker at (601) 453-8271.

3/20/98 (Greenwood AFSS)

DISNEY'S ANIMAL KINGDOM THEME PARK

BAY LAKE, FLORIDA

(Vicinity of 28°21'N/81°35'W)



On April 22nd, the Disney Animal Kingdom Theme Park, depicted above, was opened to the public. In order to reduce the potential for interference with wildlife or enjoyment of the park, the FAA recommends that VFR pilots avoid overflights below 2,000 AGL in this noise-sensitive area.

NOTE-

This procedure does not apply where it would conflict with air traffic control clearances or instructions, or where a lower altitude is considered necessary by the pilot for safety of flight. For further information, see Advisory Circular 91-36C, "Visual Flight Rules (VFR) Flight Near Noise- Sensitive Areas."

4/29/98 (ATA-421)

EGLIN AFB RAPCON

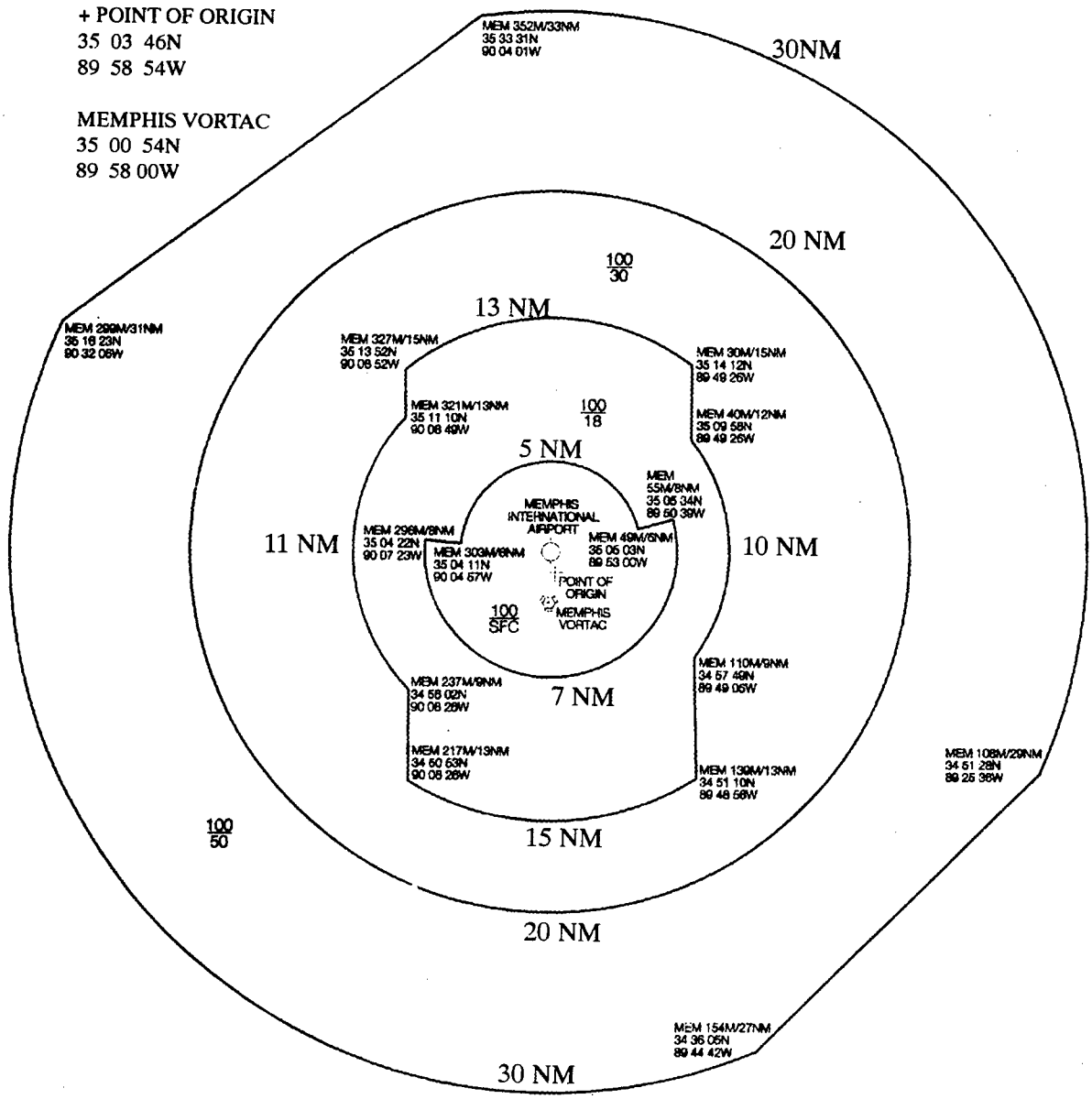
EGLIN AFB RAPCON WILL LIMIT THEIR HOURS OF OPERATION TO THE FOLLOWING: MON-FRI 1200Z-0400Z, SAT-SUN 1400Z-2200Z.

JACKSONVILLE ARTCC WILL BECOME THE CONTROLLING AGENCY AT ALL OTHER TIMES. WHEN JACKSONVILLE ARTCC IS THE CONTROLLING AGENCY, THE ABILITY TO PROVIDE THE ATC SERVICES SPECIFIED IN FAR PART 93 WILL BE REDUCED DUE TO LIMITED RADAR COVERAGE THEREFORE AIRCRAFT TRANSITING THIS AREA WILL ONLY RECEIVE INFORMATION CONCERNING THE STATUS OF SPECIAL USE AIRSPACE, AS TRAFFIC ADVISORIES WILL NOT BE AVAILABLE DURING THOSE TIMES. CONTACT JACKSONVILLE CENTER ON 132.1/360.6.

6/25/98 (ATO-100)

MEMPHIS, TENNESSEE CLASS B AIRSPACE

Effective August 13, 1998



Effective August 13, 1998, the legal description of the Memphis, TN, Class B airspace area is changed. Specifically, the point of origin of the airspace area has been changed from the Memphis Very High Frequency Omnidirectional Range/Tactical Air Navigation (VORTAC) to a geographical coordinate of the former location of the NAVAID.

The change in the legal description of the airspace area was necessitated due to the relocation of the Memphis VORTAC 2.85 nautical miles south of its current site. This change will be reflected on the Memphis Visual Flight Rules (VFR) Terminal Area Chart and Memphis Sectional Aeronautical Chart that will be published on October 8, 1998.

8/18/98 (ATA-400)

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 22L Red	
Taxiway	**Routing**
"A" route	A-A17-D
"B" route	B-D

To Runway 32L at T-10 Green 1	
Taxiway	**Routing**
"A" route	A-A7-T
"B" route	B-A7-T

Bridge Transition	
Taxiway	**Routing**
taxi via:	H-P-A

To Runway 9L Black	
Taxiway	**Routing**
"A" route	A-A6-J
"B" route	B-J

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 2	
Taxiway	**Routing**
"A" route	A-A13-M2-M-T
"B" route	B-M2-M-T

4/8/96 (AGL-530)

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.

4/8/96 (AGL-530)

STANDARDIZED TAXI ROUTES

Detroit Metropolitan Wayne County (DTW)

To Runway 21R

Route ID	Start Point	Routing Via
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	Kilo, Hotel (Contact Ground East @ taxiway Hotel), 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	Yankee, Kilo 11 (Contact Ground East @ Kilo 11), Hotel, Hotel 1, Mike.

To Runway 21L

Route ID	Start Point	Routing Via
Orange 1	Concourses C thru G, International Terminal	Kilo, Hotel (Contact Ground East @ taxiway 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	Kilo, Hotel (Contact Ground East @ taxiway 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 G, 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 G, International Terminal, Concourse J	Kilo, Hotel (Contact Ground East @ taxiway Hotel), Foxtrot, Mike.
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. Papa Papa.
Silver 4	Signature North, Ford, Corporate Flight, GM	Mike (Hold short of Hotel 1), Mike
Silver 5	Concourse C thru G	Kilo, Hotel (Contact ground east @ taxiway Hotel) Foxtrot, Uniform, Mike

To Runway 3R

Route ID	Start Point	Routing Via
Aqua 1	Concourses C thru G, International Terminal, Concourse J	Kilo, Hotel (Contact Ground East @ taxiway Hotel), Foxtrot (Hold Short of runway 3C), Foxtrot, Whiskey.
Aqua 2	Concourses A & B	Hotel 1, Mike, Foxtrot (Hold short of Runway 3C), Foxtrot, Whiskey
Aqua 3	Signature North, Ford, Corporate Flight	Papa, Papa 4 Whiskey

To Runway 27R

Route ID	Start Point	Routing Via
Gray 1	All Concourses	Kilo, Hotel (Contact Ground East @ taxiway Hotel), Hotel 1 (Cross runway 21C), Victor (Hold short of runway 21L), Victor.
Gray 2	All Concourses	Kilo, Hotel (Contact Ground East @ taxiway Hotel), Mike 3 (Cross runway 21C), Papa 4, Victor (Hold short of runway 21L), Victor.

1/5/98 (AGL-530)

STANDARDIZED TAXI ROUTES

Cleveland Hopkins International Airport

(Effective: Until Further Notice)

On June 15, the Cleveland Hopkins International Airport (CLE) 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 CLE 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.

READBACK ALL HOLD SHORT INSTRUCTIONS

To Runway 23L		
Route Ident	***Start Point***	***Routing Via***
Brown	All terminal parking areas	Juliet, Whiskey, Uniform Runway 28. **(Hold short of Runway 23L. *Runway 23L hold line located on Runway 28).**

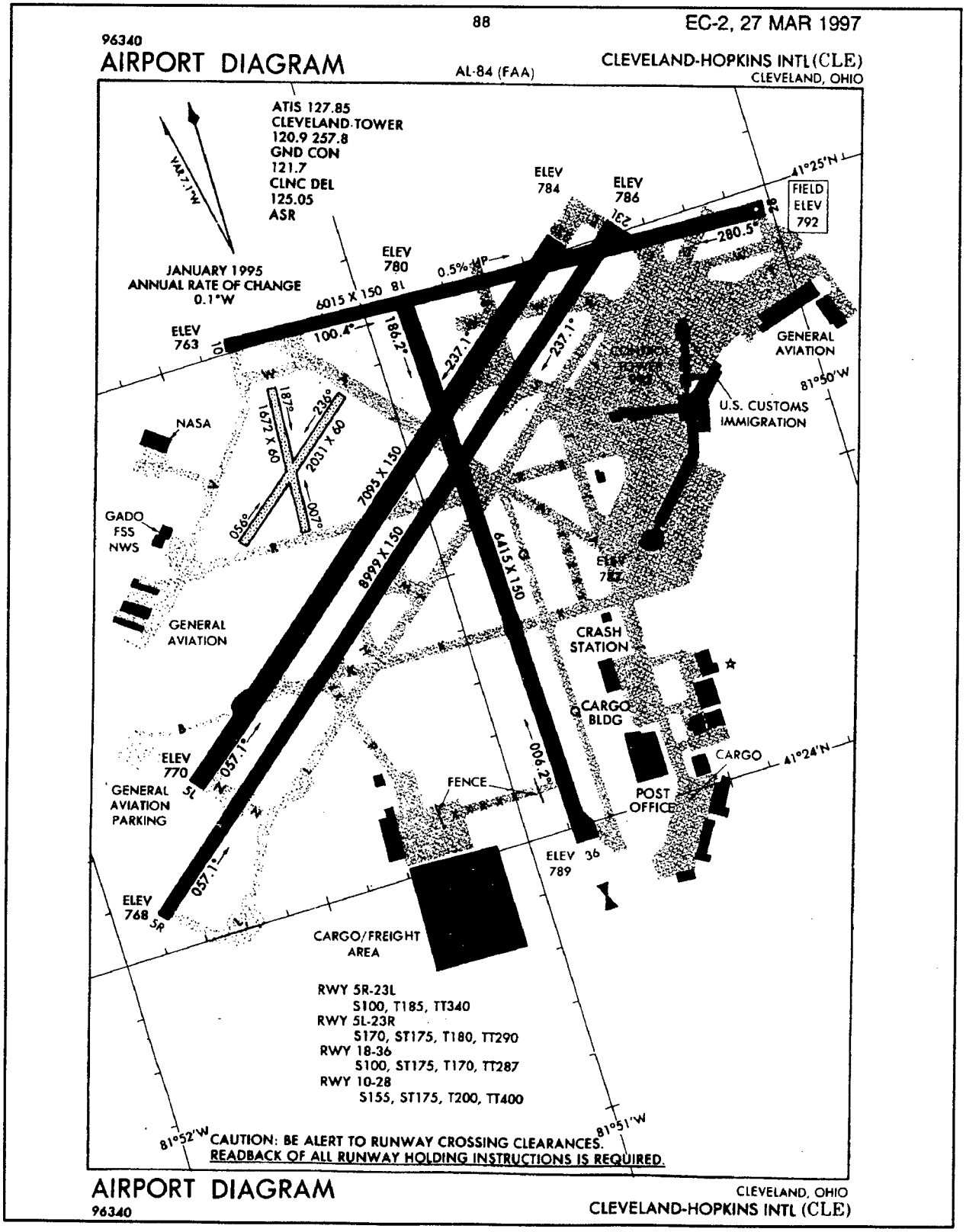
To Runway 23R		
Route Ident	***Start Point***	***Routing Via***
Orange	All terminal parking areas	Juliet, Whiskey, Uniform Runway 28. **(Hold short of Runway 23L. *Runway 23L hold line located on Runway 28).** Zulu

To Runway 5R		
Route Ident	***Start Point***	***Routing Via***
Emerald	All terminal parking areas	Juliet, Kilo, Lima

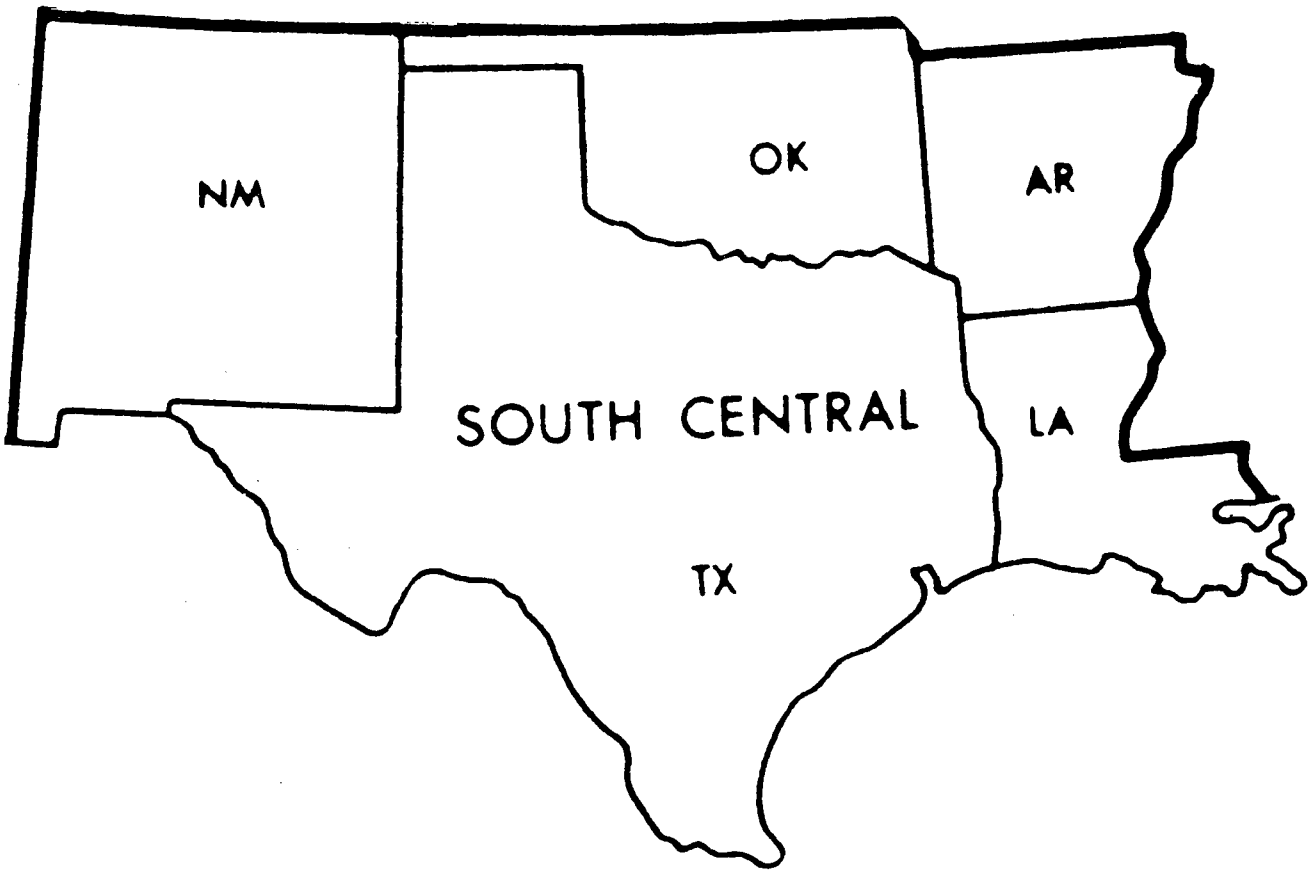
To Runway 5L		
Route Ident	***Start Point***	***Routing Via***
Violet	All terminal parking areas	Juliet, Kilo, Lima. **(Hold short of Runway 5R)** November

4/22/97 (ATO-100)

AIRPORT DIAGRAM



SOUTH CENTRAL UNITED STATES



INCREASED SPEED DEPARTURES

Houston Approach Control Airspace

Effective: Immediately until Further Advised

Pursuant to a Special Delegation of Authority to grant waivers to Code of Federal Regulations (CFR), Part 91, The FAA Southwest Region Air Traffic Division Manager has waived CFR 91.117A, (250 Knot Speed Limit) for departing Aircraft in the Houston, Texas approach control airspace for the purpose of testing the effect of increased departure speeds on the Air Traffic Control Environment.

Notice, Aircraft Departing from airports in Houston approach control airspace may be authorized to exceed the 250 KNOT speed restriction contained within CFR 91.117A, at the discretion of Air Traffic Control (ATC).

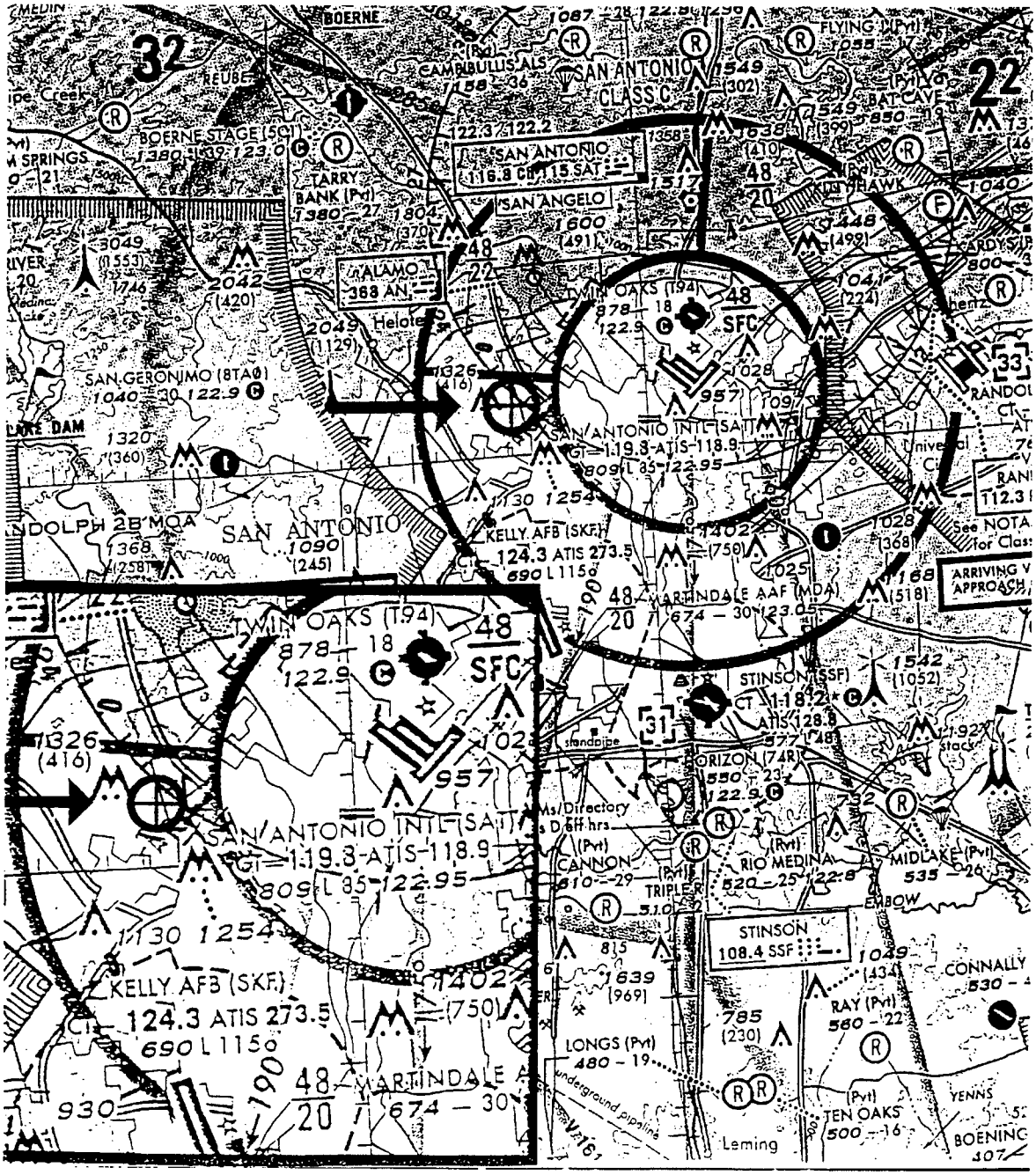
Houston ATC will be permitted to assign/authorize speed in excess of 250 KNOTS to departing aircraft using phraseology "NO SPEED LIMIT" or "INCREASE SPEED TO (NUMBER) KNOTS." This test is for departure traffic only and may be terminated at any time by ATC.

Questions should be directed to Houston Approach Control, Plans and Procedures Department, at 281-230-8400.

(2/2/98 ASW-530)

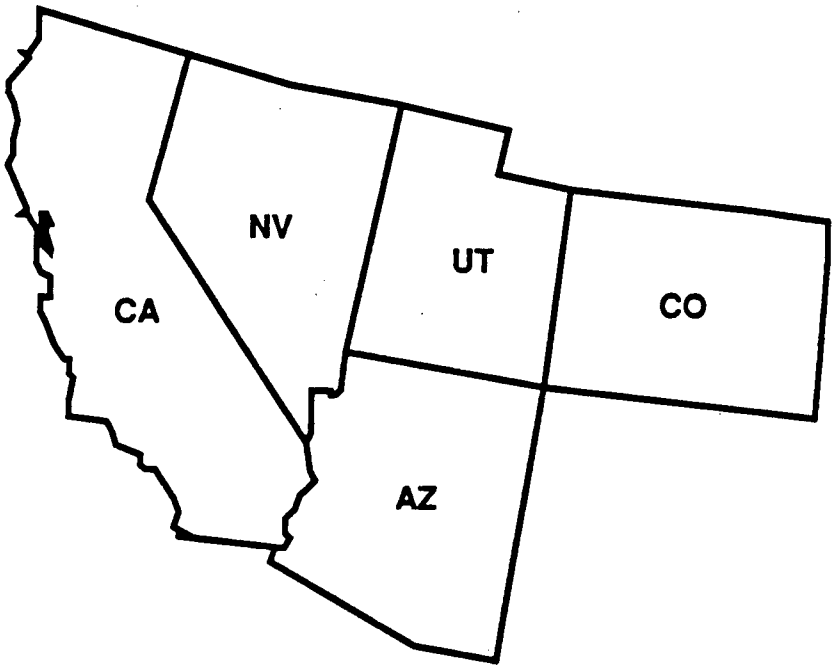
SIX FLAGS FIESTA TEXAS
1998 LASER SHOW
SAN ANTONIO, TEXAS
APRIL 1 - DECEMBER 31, 1998

A laser light show will be held at Six Flags Fiesta Texas in San Antonio, Texas every evening beginning April 1 through December 31, 1998. Side location is six (6) miles west of San Antonio International Airport. The show will last approximately thirty (30) minutes. San Antonio Airport Traffic Control Tower is the FAA Coordination Facility.



(ASW-532 3/26/98)

SOUTHWEST UNITED STATES



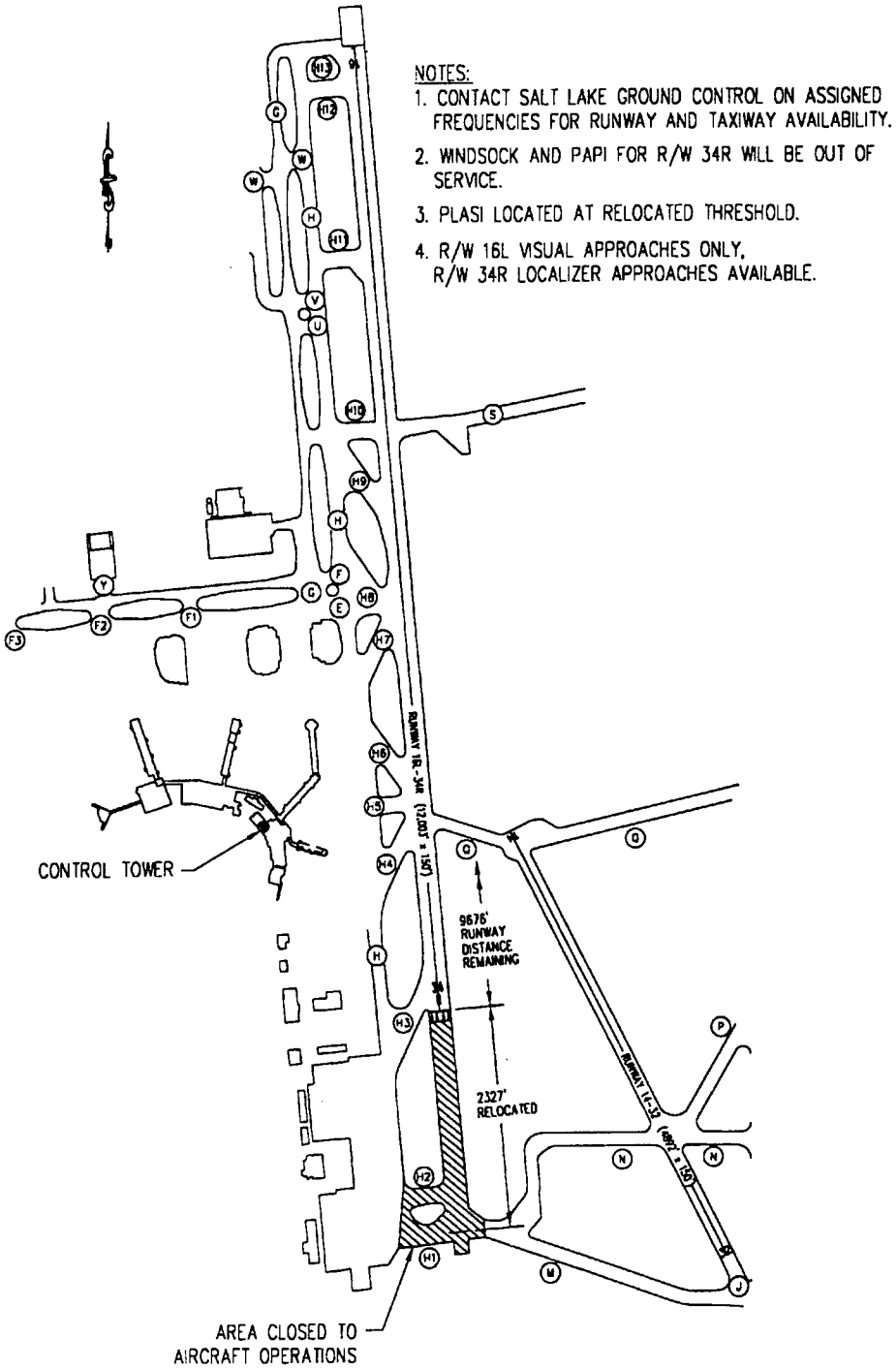
SALT LAKE CITY INTERNATIONAL AIRPORT

Runway Under Construction

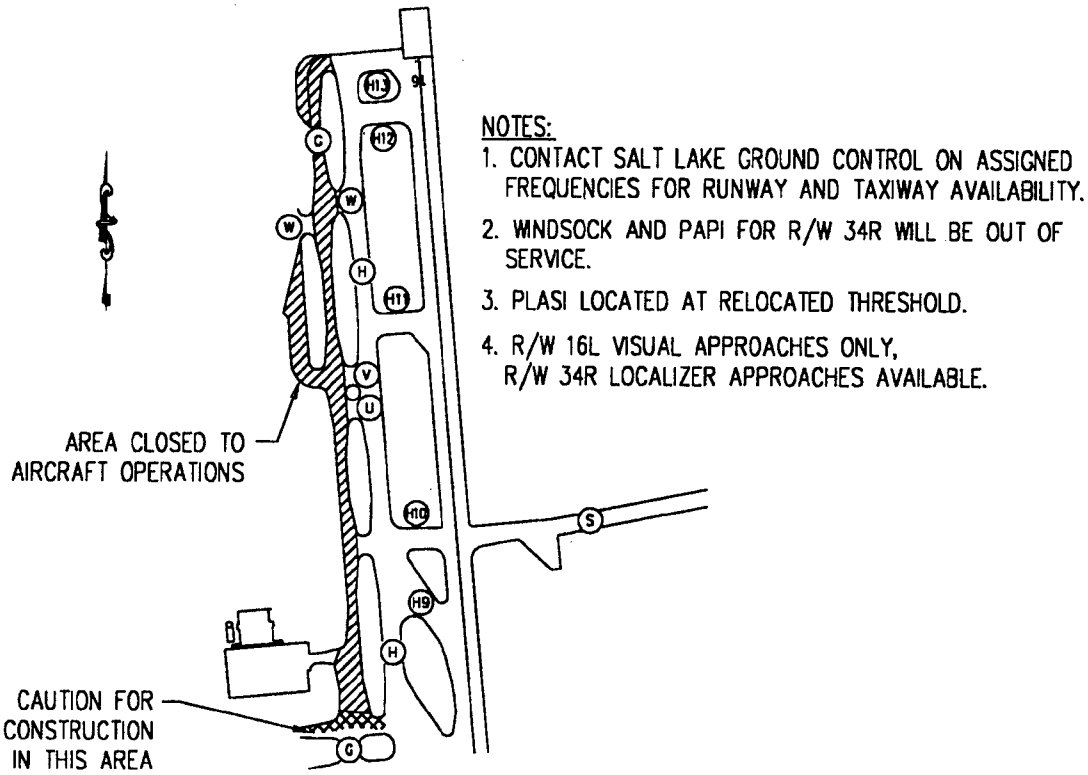
Salt Lake City, Utah

(Effective: See Dates on each Project)

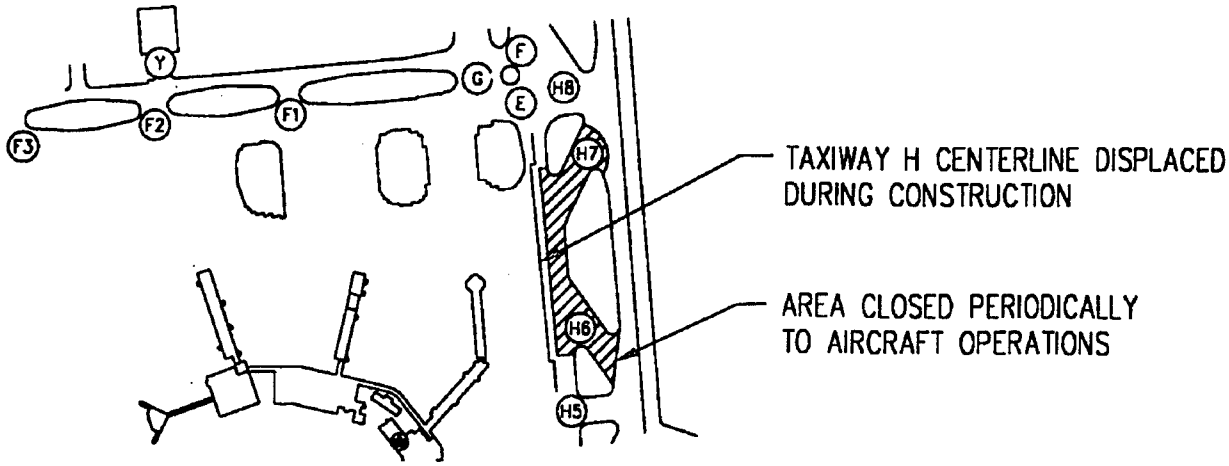
RUNWAY 34R RELOCATED THRESHOLD CONSTRUCTION FROM 18 MAY 1998 TO 29 AUGUST 1998.



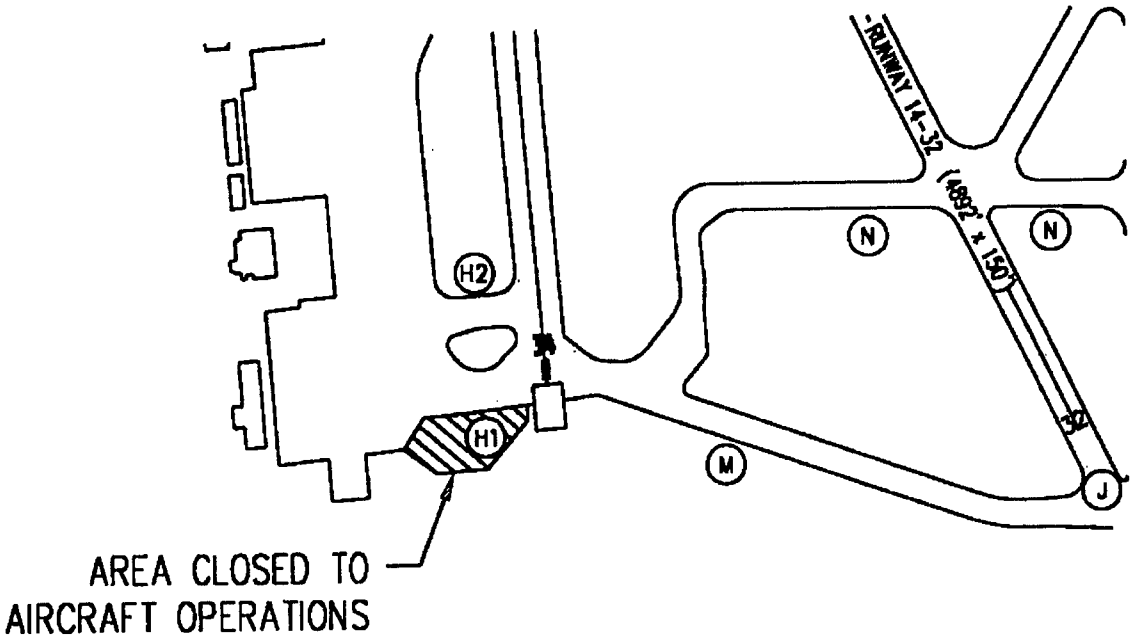
TAXIWAY G EXTENSION CONSTRUCTION FROM PRESENT TO 30 MAY 1998.



TAXIWAY H-6 & H-7 CENTERLINE LIGHTS INSTALLATION FROM 06 JULY 1998 TO 17 OCTOBER 1998.



BYPASS TAXIWAY CONSTRUCTION FROM 18 MAY 1998 TO 17 OCTOBER 1998.



4/27/98 (ATA-100)

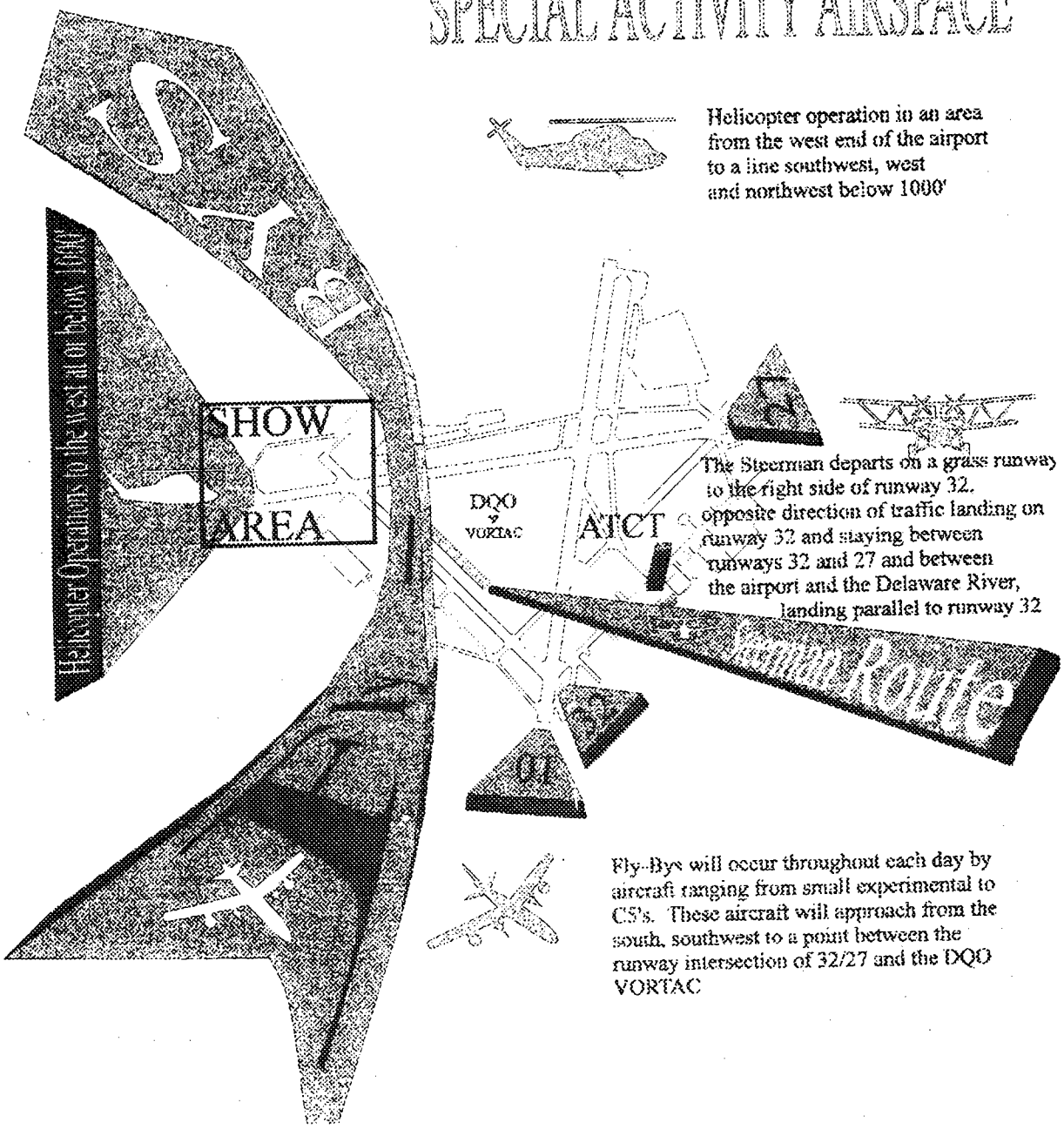
SPECIAL AIRSHOW SECTION

EAA East Coast Fly-In

October 10-11, 1998

New Castle County Airport

SPECIAL ACTIVITY AIRSPACE



EAA East Coast Fly-In 1998

New Castle County Airport, Delaware

October 10 & 11, 1998

(0800 to 1700 local time)

In anticipation of a large number of aircraft traveling to and from the Wilmington, Delaware area during the EAST COAST FLY-IN, the following procedures will be used to enhance safety and minimize air traffic delays at the New Castle County Airport.

GENERAL PROCEDURES

ARRIVALS: The preferred arrival runways for East Coast Fly-In aircraft are Runways 27 and 32. The preferred arrival runway for itinerant aircraft is Runway 01. See NEW ARRIVAL procedure section.

DEPARTURES: The preferred departure runways for the East Coast Fly-In aircraft are Runway 09 and 14. The preferred departure runway for itinerant aircraft is Runway 01. See NEW DEPARTURE procedure section.

ATIS: Monitor ATIS within twenty (20) miles of ILG for approach, active runway and any change in procedures.

STUDENT PILOTS: Student training flights are highly discouraged during this event. This includes student solo cross country flights, touch and go landings, low approaches, and practice instrument approaches.

IFR, Itinerant Aircraft and/or LARGE AIRCRAFT: Be prepared to go around at all times but particularly between the hours of 0800 to 1000 local time. Plan for delays up to thirty (30) minutes.

NO RADIO AIRCRAFT: Non-radio aircraft may land only between the hours of 0800 to 1000 local.

SPECIAL ACTIVITY AIRCRAFT: One (1) Steerman using the grass to the northeast of runway 14/32. The Steerman will take-off to the southeast and land to the northwest (parallel to runway 14/32).

Several helicopters giving rides to the southwest around to the northwest staging from the west end of the airport. Fly-by aircraft making low approaches between the intersection of runways 14/32 and 9/27 and runway one. The aircraft will parallel runway 1/19 and fly northerly heading with a left break just north of the airport. These aircraft may be as large as C5's and as fast as MIG 23's. See Special Aircraft procedure section.

YOUNG EAGLE FLIGHTS: Numerous Young Eagle flights will use a route to the northwest circling to the east south of the city of Wilmington and joining the arrival pattern for runway 27.

ULTRARIGHT: Until further notice ultraright aircraft will use the normal arrival routes and are encouraged to parallel the route so as to allow faster aircraft to pass until short final. Special procedures are not finalized at this time but check East Coast Fly-In Web Page for updates.

AFTER LANDING: Expeditious clearing of the runway is essential due to continuous arriving aircraft behind you. Once clear of the useful length of runway continue taxiing and follow flag personnel to parking.

CLOSED RUNWAYS/RUNWAY LIGHTS: Runway lights on signals the pilot that the runway is closed. Follow go around procedures for that runway.

CAUTION: IFR jet aircraft are vectored at 2000 feet within a twenty (20) mile radius of ILG airport.

CLOSE YOUR VFR FLIGHT PLAN: Pilots may contact MIV FSS on the ground or air by transmitting on frequency 122.10 and listening to frequency 114.00 (DQO VORTAC).

REGISTRATION: Don't forget to visit aircraft registration after you have parked.

REDUCED ARRIVAL AND DEPARTURE SEPARATION STANDARDS

A waiver has been issued reducing arrival and departure separation standards for category 1 and 2 aircraft (primarily single and light twin aircraft). Arriving and Departing pilots are reminded to monitor FAA frequencies for instructions. Arrivals monitor frequency 126.00, departures monitor frequency 126.00 when on take-off roll.

UPDATES AND ADDITIONAL INFORMATION AVAILABLE ON THE EAA EAST COAST FLY-IN WEB SITE

http://www.eastcoastflyin.org

HOT LINE: 302-737-4565

NEW ARRIVAL PROCEDURES

EAST COAST FLY-IN 1998

DUE TO AN ANTICIPATED INCREASE IN ARRIVAL TRAFFIC AND A DIFFERENT FLY-IN LOCATION ON THE AIRPORT, NEW ARRIVAL PROCEDURES ARE BEING INSTITUTED. PLEASE READ THE INFORMATION BELOW TO INSURE A SAFE ARRIVAL AT THE EAST COAST FLY-IN.

GENERAL PROCEDURES:

THE PREFERRED ARRIVAL RUNWAYS FOR THE EAST COAST FLY-IN AIRCRAFT ARE RUNWAYS 27 & 32. ILG TOWER WILL MAKE EVERY EFFORT TO USE RUNWAYS 27 & 32 DURING THE ARRIVAL PHASE OF THE EAST COAST FLY-IN.

RUNWAY LIGHTS ON MEANS THAT RUNWAY IS CLOSED AND AIRCRAFT SHALL NOT LAND AND MUST RE-ESTABLISH FOR THE OTHER ARRIVAL ROUTE, OR FOLLOW THE INSTRUCTIONS FROM TOWER PERSONNEL.

ALL FLY-IN AIRCRAFT MUST ENTER THE ARRIVAL PROCEDURE IN THE VICINITY OF HOOPES RESERVOIR IF NORTH OF THE AIRPORT OR CHESAPEAKE AND DELAWARE CANAL IF SOUTH OF THE AIRPORT.

MONITOR ATIS 123.95 WITHIN TWENTY (20) MILES OF ILG FOR APPROACH INSTRUCTIONS AND ACTIVE RUNWAY INFORMATION.

RUNWAYS 27 AND 32 WILL BE USED FOR LANDINGS EXCLUSIVELY FROM 0800 TO 1200 HOURS.

RUNWAY 27 WILL BE USED FOR LANDINGS ***AND*** OPPOSITE DIRECTION (RWY 9) DEPARTURES FROM 1200 TO 1400 HOURS.

RUNWAYS 27 AND 32 WILL BE USED FOR OPPOSITE DIRECTION (RWYS 9 & 14) DEPARTURES FROM 1500 TO 1600 HOURS.

RUNWAY 32 USABLE LENGTH IS 3750 FEET , THE LAST 846 FEET BEFORE RWY. 27 CLOSED. RUNWAY 27 USABLE LENGTH IS 5000 FEET, THE LAST 2165 FEET AFTER TAXIWAY K-5 CLOSED.

RUNWAY 1/19 WILL BE USED FOR ALL LARGE AND JET AIRCRAFT. ALL CONFLICTS WITH TRAFFIC LANDING RUNWAY 27 & 32 BETWEEN THE HOURS OF 0800-1000 WILL BE RESOLVED BY SENDING RUNWAY 1/19 TRAFFIC AROUND. AFTER 1000 HOURS AIRCRAFT LANDING RUNWAYS 27 AND 32 WILL BE REQUIRED TO GO-AROUND IF IN CONFLICT WITH AIRCRAFT LANDING RUNWAY 1/19.

NON-RADIO AIRCRAFT MUST FILL OUT POST CARD AND FOLLOW ARRIVAL PROCEDURES AND SHALL ONLY LAND BETWEEN THE HOURS OF 0800 AND 1000. WILMINGTON TOWER WILL ONLY PROTECT NON-RADIO ARRIVALS DURING THIS TWO HOUR PERIOD BY SENDING AROUND AIRCRAFT LANDING RUNWAY 1/19.

SIMULTANEOUS LANDINGS ON RUNWAYS 27 & 32 AND/OR DEPARTURES ON RWY 9 & 14.

ALL AIRCRAFT LANDING RUNWAYS 27 AND 32 MUST GIVE WAY TO ANY AIRCRAFT LANDING RUNWAY 1/19 AFTER 1000 HOURS. IN CASE OF A GO-AROUND ANNOUNCE YOUR INTENTIONS AND FLY RUNWAY HEADING—AIRCRAFT ON RUNWAY 32 TURN RIGHT HEADING 340 DEGREES AT MIDFIELD AND JOIN RIGHT TRAFFIC FOR RUNWAY 27—AIRCRAFT ON RUNWAY 27 FLY HEADING OF 340 DEGREES AFTER CROSSING RUNWAY 1/19 AND JOIN RIGHT TRAFFIC FOR RUNWAY 27.

SOUTH AND NORTH ARRIVAL PROCEDURES

SOUTH ARRIVALS

RADIO EQUIPPED AND NON-RADIO AIRCRAFT ARRIVAL PROCEDURES:

ALL AIRCRAFT MONITOR ILG ATIS (123.95) WITHIN TWENTY (20) MILES OF ILG. RUNWAYS 27 & 32 ARE THE PREFERRED RUNWAYS AND WILL BE IN USE UNLESS HIGH WINGS FORCE THE USE OF AN ALTERNATE RUNWAY.

ALL AIRCRAFT SOUTH OF THE 270/090 DEGREE RADIAL OF THE DQO VORTAC ENTER THE SOUTH ARRIVAL PROCEDURE BY FLYING EAST BOUND AT OR BELOW 1400 FEET (ILS TRAFFIC WILL BE ABOVE AT 1900 FEET) DOWN THE CHESAPEAKE AND DELAWARE CANAL TO THE DELAWARE RIVER AND THEN DIRECT TO PEA PATCH ISLAND (ABOUT 360 DEGREES) AND THEN TO THE MOST EASTERN POINT OF THE NEW JERSEY COAST LINE (KILLCOHOOK NATIONAL WILDLIFE REFUGE) REMAINING OVER THE WATER TO AVOID THE NATIONAL WILDLIFE REFUGE (SURFACE TO 2000 FEET (AC-91-36C)) AND THEN A HEADING (ABOUT 360 DEGREE) TO A POINT ON THE DELAWARE SHORE LINE THAT INTERCEPTS THE CENTER LINE OF RUNWAY 32 AND THEN STRAIGHT IN AND LAND ON RUNWAY 32. GIVE WAY TO ALL AIRCRAFT LANDING RUNWAY 1/19 AFTER 1000 HOURS AND FOLLOW GO-AROUND PROCEDURES.

CALL THE TOWER AND REPORT YOUR POSITION AS "PEA PATCH" WHEN OVER ISLAND WITH FORT. NO FURTHER TRANSMISSIONS WILL BE REQUIRED UNLESS REQUESTED BY ATC.

REMAIN ALERT FOR NORDO AIRCRAFT BETWEEN THE HOURS OF 0800 AND 1000 HOURS.

CONTINUE THE APPROACH AND MONITOR TOWER FOR FINAL INSTRUCTIONS.

EXIT RUNWAY STRAIGHT A HEAD AND KEEP AIRCRAFT TAXIING SPEED UP AS MUCH AS POSSIBLE AND FOLLOW FLAG PERSONNEL.

DON'T FORGET TO VISIT AIRCRAFT REGISTRATION AFTER YOU HAVE PARKED.

NORTH ARRIVALS

RADIO EQUIPPED AND NON-RADIO AIRCRAFT ARRIVAL PROCEDURES:

ALL AIRCRAFT MONITOR ILG ATIS (123.95) WITHIN TWENTY (20) MILES OF ILG. RUNWAYS 27 & 32 ARE THE PREFERRED RUNWAYS AND WILL BE IN USE UNLESS HIGH WINGS FORCE THE USE OF AN ALTERNATE RUNWAY.

ALL AIRCRAFT SOUTH OF THE 270/090 DEGREE RADIAL OF THE DQO VORTAC ENTER THE NORTH ARRIVAL PROCEDURE IN THE VICINITY OF HOOPES RESERVOIR. PROCEED ON A SOUTHEASTERLY COURSE DIRECT TO THE DELAWARE MEMORIAL BRIDGE AND TURN RIGHT TO ESTABLISH THE AIRCRAFT ON A 3 1/2 MILE FINAL AND

THEN STRAIGHT IN AND LAND ON RUNWAY 27. GIVE WAY TO ALL AIRCRAFT LANDING RUNWAY 1/19 AFTER 1000 HOURS AND FOLLOW GO-AROUND PROCEDURES.

CALL THE TOWER AND REPORT YOUR POSITION AS "WILMINGTON" IN THE VICINITY OF THE CITY OF WILMINGTON. WHEN TURNING FINAL FOR RUNWAY 27 REPORT "TWIN BRIDGES". NO FURTHER TRANSMISSIONS WILL BE REQUIRED UNLESS REQUESTED BY ATC.

REMAIN ALERT FOR NORDO AIRCRAFT BETWEEN THE HOURS OF 0800 AND 1000 HOURS.

CONTINUE THE APPROACH AND MONITOR TOWER FOR FINAL INSTRUCTIONS.

EXIT RUNWAY STRAIGHT A HEAD AND KEEP AIRCRAFT TAXIING SPEED UP AS MUCH AS POSSIBLE AND FOLLOW FLAG PERSONNEL.

DON'T FORGET TO VISIT AIRCRAFT REGISTRATION AFTER YOU HAVE PARKED.

ADDITIONAL ARRIVAL PROCEDURES FOR NON-RADIO AIRCRAFT:

NORDO PROCEDURES WILL BE VALID OCTOBER 10 & 11 ONLY.

PILOTS FLYING INTO NEW CASTLE COUNTY AIRPORT DURING THE FLY-IN WITHOUT OPERATING TWO-WAY RADIO ARE REQUIRED TO FOLLOW THE APPROPRIATE ARRIVAL PROCEDURES WITH THE ACTUAL LANDING BETWEEN THE HOURS OF 0800 TO 1000. THE PILOTS OF NON-RADIO AIRCRAFT ARE REQUIRED TO PRINT/TYPE NAME, AIRCRAFT TYPE, AIRCRAFT COLOR, IDENTIFICATION NUMBER, ADDRESS, AND THE WORDS "0800-1000" ON A POST CARD, SIGN THE CARD AND MAIL TO:

FAA-ATCT

151 N. DUPONT HIGHWAY

NEW CASTLE, DE 19720

ALL CARDS MUST BE RECEIVED NO LATER THAN OCTOBER 9, 1998.

DON'T FORGET TO VISIT AIRCRAFT REGISTRATION AFTER YOU HAVE PARKED.

NEW DEPARTURE PROCEDURES

EAST COAST FLY-IN 1998

GENERAL PROCEDURES:

THE PREFERRED DEPARTURE RUNWAYS FOR THE EAST COAST FLY-IN AIRCRAFT ARE RUNWAYS 9 & 14. THE TOWER WILL MAKE EVERY EFFORT TO USE RUNWAYS 9 & 14 DURING THE DEPARTURE PHASE OF THE EAST COAST FLY-IN.

HIGH VOLUME DEPARTURE PROCEDURES

ALL SOUTH, SOUTHEAST, SOUTHWEST AND WEST DEPARTURES HOLD GREEN CARD IN WINDOW SO THAT FLAG PERSONNEL WILL TAKE YOU TO RUNWAY 14.

ALL NORTH, NORTHEAST AND NORTHWEST DEPARTURES HOLD RED CARD IN WINDOW SO THAT FLAG PERSONNEL WILL TAKE YOU TO RUNWAY 9.

NOTE: APPLIES TO ALL AIRCRAFT (NON-RADIO & IFR)

MONITOR ATIS (123.95) BEFORE DEPARTURE TO RECEIVE ANY UPDATES, WIND AND ALTIMETER.

RUNWAYS 9 & 14 WILL BE USED FOR OPPOSITE DIRECTION (RWYS 27 & 32 ARRIVALS) BETWEEN 1200-1600 HOURS.

RUNWY 9 WILL BE USED FOR DEPARTURES *AND* OPPOSITE DIRECTION (RWY 27) ARRIVALS FROM 1200-1500 HOURS

RUNWAYS 9 & 14 WILL BE USED FOR DEPARTURES ONLY FROM 1500 TO 1600 HOURS.

RUNWAY 14 USABLE LENGTH IS 3750 FEET. THE FIRST 846 FEET CLOSED.

RUNWAY 9 USABLE LENGTH IS 5000 FEET. THE FIRST 2165 FEET CLOSED.

RUNWAY 1/19 WILL BE USED FOR ALL LARGE AND JET AIRCRAFT. ALL CONFLICTS WITH TRAFFIC LANDING RUNWAY 9 & 14 BETWEEN THE HOURS OF 1400-1600 HOURS WILL BE RESOLVED BY SENDING RUNWAY 1/19 TRAFFIC AROUND.

SIMULTANEOUS LANDINGS ON RUNWAYS 27 & 32 AND/OR DEPARTURES ON RWY 9 & 14

ONLY TRANSIT ON GROUND CONTROL (121.70) IF YOU HAVE A PROBLEM OR IF YOU ARE IFR.

FOLLOW EAA FLAG PERSONNEL TO ACTIVE DEPARTURE RUNWAY AND WAIT FOR TOWER PERSONNEL TO SIGNAL YOU AIRCRAFT INTO POSITION AND HOLD. WHEN SIGNALED BY CONTROLLER YOU MAY DEPART. **MONITOR TOWER FREQUENCY ON 126.00 AND TRANSMIT ONLY IN CASE OF EMERGENCY.** RUNWAY 9 DEPARTURE MAY HAVE TWO AIRCRAFT HOLDING SIDE BY SIDE AND THE CONTROLLER WILL USE A STAGGERED DEPARTURE PROCEDURE.

NON-RADIO AIRCRAFT SHOULD FOLLOW THE EAA & TOWER FLAG PERSONNEL BETWEEN 1500-1600 HOURS AND DEPART ON THE APPROPRIATE DEPARTURE ROUTE. AT ALL OTHER TIMES NON-RADIO AIRCRAFT ARE REQUIRED TO SEEK OUT AN EAA OFFICIAL TO COORDINATE WITH THE TOWER OR THE DESIGNATED FAA OFFICIAL ON THE FIELD FOR DEPARTURE.

IFR DEPARTURE WILL CALL GROUND CONTROL FREQUENCY (121.70) FOR CLEARANCE AND FOLLOW EAA FLAG PERSONNEL TO THE DEPARTURE RUNWAY WITH LANDING LIGHT ON SO THAT THE AIRCRAFT IS NOT ACCIDENTALLY RELEASED, AND WILL WAIT FOR RADAR RELEASE ON GROUND CONTROL. WHEN GROUND CONTROL RELEASES THE AIRCRAFT TURN OFF THE LANDING LIGHT AND FOLLOW THE FAA FLAG PERSONNEL AND MONITOR TOWER. FREQUENCY (126.00). CONTACT THE TOWER WHEN AIRBORNE. ***NOTE: HOLD THE CORRECT COLORED CARD FOR THE RUNWAY ASSIGNED SO THAT FLAG PERSONNEL WILL TAKE YOU TO THE CORRECT RUNWAY.***

SOUTH DEPARTURES: (ALL AIRCRAFT WITH A HEADING SOUTH OF DQO 270/090r)

ALL SOUTH DEPARTURES WILL USE RUNWAY 14 WITH EAST DEPARTURES FLYING STRAIGHT OUT, SOUTHERLY DEPARTURES WILL FLY TO THE DELAWARE RIVER AND THEN ON COURSE, AND WESTERLY DEPARTURES WILL STAT A TURN ON COURSE BEFORE THE RIVER.

NORTH DEPARTURES: (ALL AIRCRAFT WITH A HEADING NORTH OF DQO 270/090r)

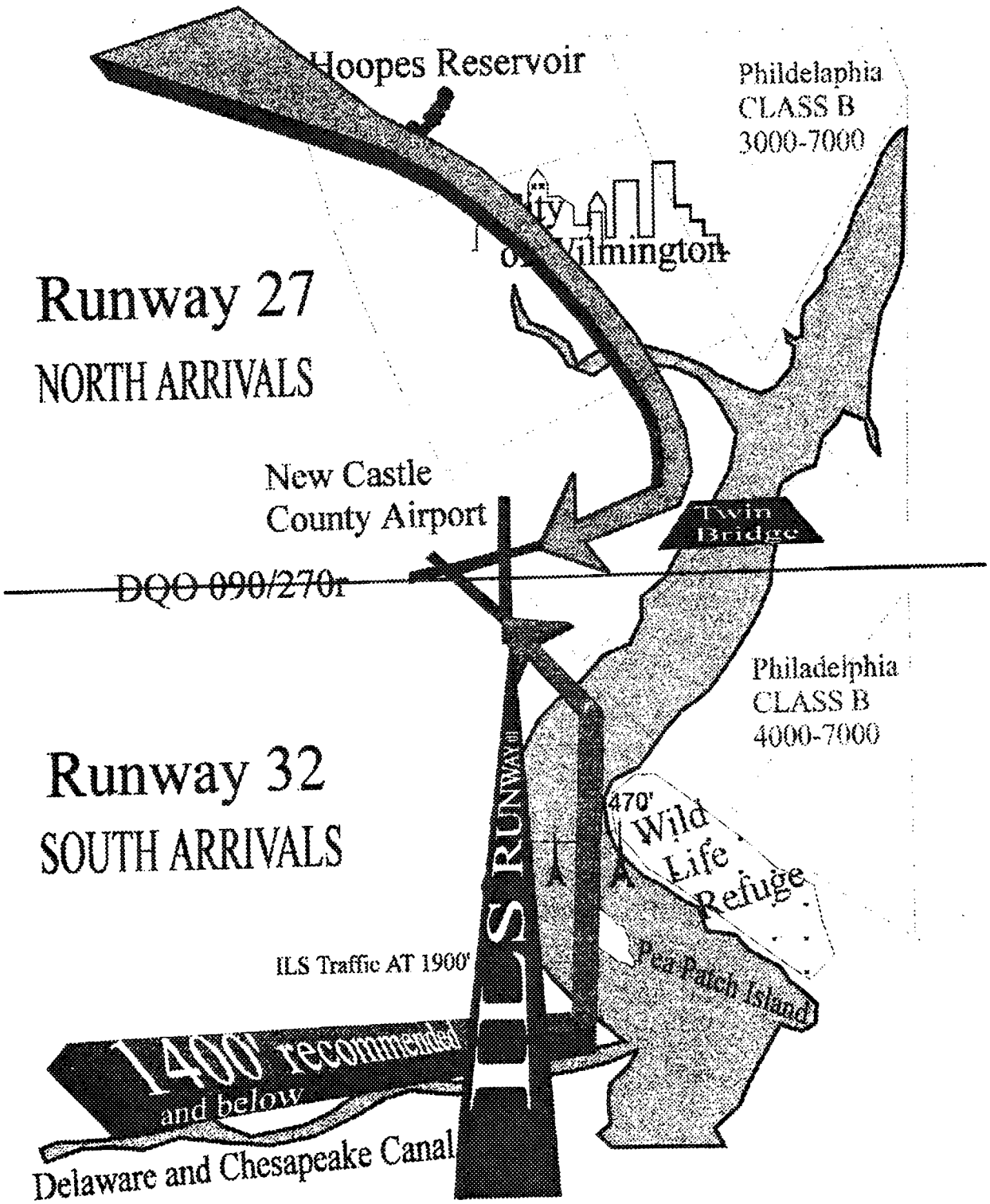
ALL NORTH DEPARTURES WILL USE RUNWAY 09 WITH THE EAST DEPARTURES FLYING STRAIGHT OUT, NORTHERLY DEPARTURES WILL FLY TO THE DELAWARE MEMORIAL BRIDGE AND THEN TURN ON COURSE, ALL WESTERLY DEPARTURES WILL TURN LEFT BEFORE THE DELAWARE BRIDGE ON COURSE. ***NOTE:*** ***USE CAUTION TO AVOID PHILADELPHIA CLASS BRAVO AIRSPACE.***

✈ ✈ ✈ ✈ ✈ ✈

EAA East Coast Fly-In

October 10-11, 1998

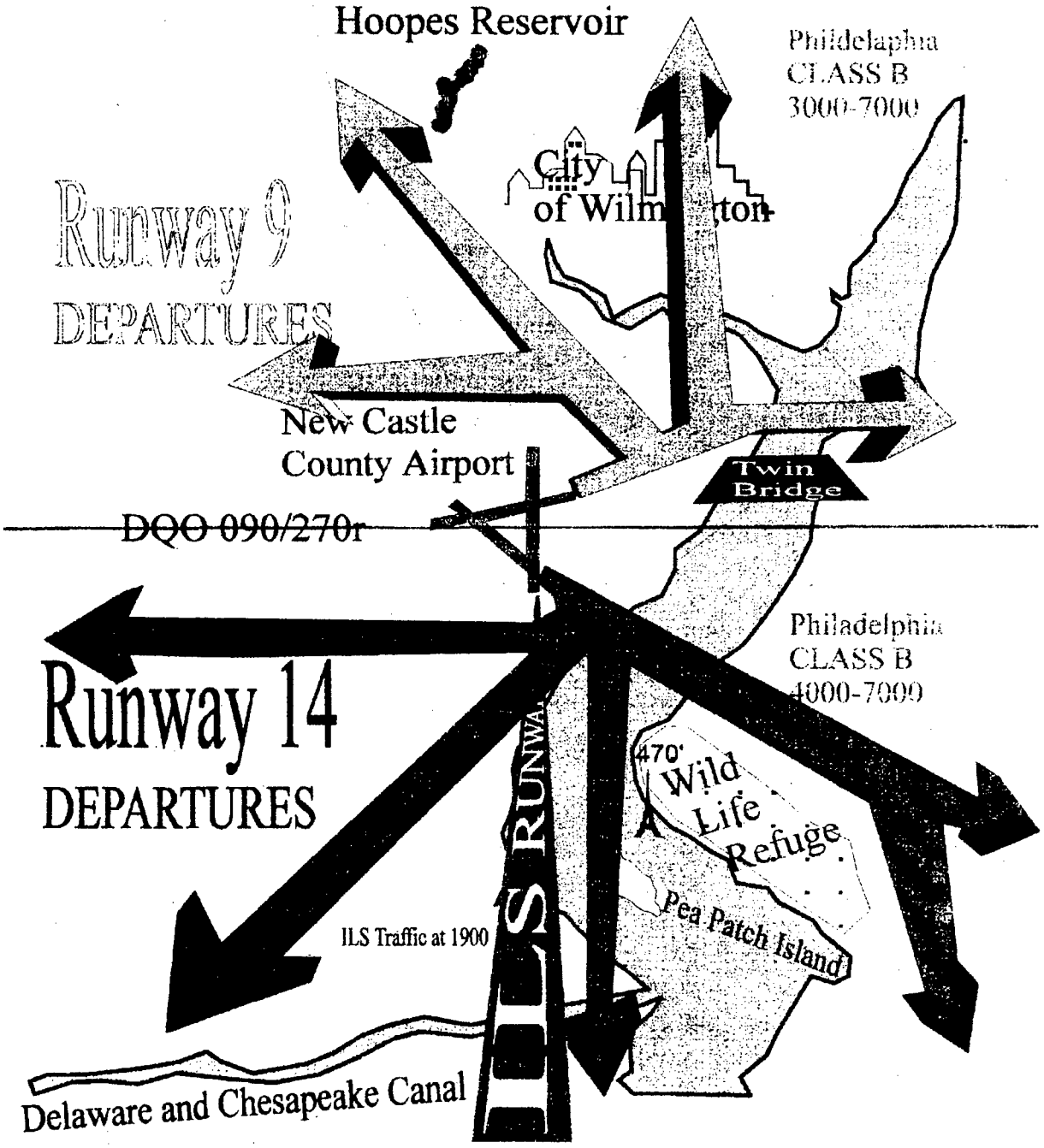
New Castle County Airport



EAA East Coast Fly-In

October 10-11, 1998

New Castle County Airport



7/2/97 (AEA-530)

1998 READING AIR SHOW "AEROFEST '98"

Reading Regional Airport, Reading, Pennsylvania

September 26 & 27, 1998

In anticipation of the large number of aircraft proceeding to and from the Reading Regional Airport area during the 1998 Reading Aerofest, special air traffic procedures will be used to minimize air traffic delays at the Reading Regional Airport. Special procedures will be in effect September 26, and 27, 1998.

**** *GENERAL INFORMATION* ****

The Reading Regional Airport will be closed Saturday, September 26 and Sunday, September 27, 1998, from 11:30 to 16:30 Eastern Daylight Time (EDT), for the air show. Check with your local AFSS/FSS for current NOTAMS and any other additional closing days and times. The air show operating area is from the surface to 15,000 feet MSL within a five (5) statute mile radius of the airport.

**** *READING ATIS* ****

Pertinent arrival and departure information will be broadcast continuously on the Reading ATIS, Frequency 127.1 MHZ. All pilots shall monitor this frequency.

**** *READING TOWER AND APPROACH CONTROL* ****

The Reading Tower and Approach Control will be open, and the Class Delta airspace in effect from 0600 to 2400 EDT. Reading Tower and Approach Control provides Radar and Basic Radar Services. These services will be modified during the event. Reading Approach Control will be operating and providing normal IFR services during the air show dates.

**** *VFR ARRIVAL PROCEDURES* ****

Pilots arriving at the Reading Regional Airport shall monitor the Reading ATIS 127.1, and contact Reading Approach Control on the appropriate frequency 15 miles from the airport. If you do not have 50 KHZ spacing capability, use 119.9 MHZ on initial call. Give your aircraft identification and type, position and altitude, and ATIS code. Please keep radio transmissions to an **absolute minimum**. Traffic advisories will be given on a workload permitting basis. Do not contact the tower until instructed by Approach Control.

If holding of VFR traffic becomes necessary, instructions will be issued on the ATIS frequency, and also by Approach Control. (See Attachment 1 for the VFR holding areas.)

It is anticipated that simultaneous landing will take place on two (2) intersecting runways:

a. If landing configuration I is in effect, aircraft landing Runway 13 shall hold short of Runway 36 (5400 feet available).

b. If landing configuration II is in effect, aircraft landing Runway 18 shall hold short of Runway 31 (3300 feet available).

c. If aircraft are unable to comply, advise the tower.

Aircraft inbound to Reading, except scheduled Air Carrier/Air Taxi aircraft, that are not able to land prior to the above show closing times, will have to land at outlying airports or remain clear of the "Airshow Operating Area" described under General Information. Pilots on VFR flight plans are reminded to extend, change or cancel their flight plan by calling Williamsport AFSS 1-800-992-7433.

When advised by Approach Control, aircraft shall enter the airport traffic area via the published arrival procedure, as indicated on Attachment I. Keep your pattern tight and follow the aircraft in front of you. Speed permitting, plan to exit the landing Runway onto the first available taxiway. Do not enter or cross the other active Runway unless instructed to do so.

Watch for orange vested ground personnel to assist you to the aircraft parking area. You must provide your own tie downs.

******* STUDENT PILOT TRAINING *******

No student training flights will be authorized at the Reading Airport on September 26, & 27, 1998. This includes student solo cross country flights, touch-and-go, and practice instrument approaches.

******* NON-RADIO AIRCRAFT *******

Aircraft not radio equipped shall contact Reading Tower (610) 374-8039 for approval and instructions prior to take-off.

******* DEPARTURE PROCEDURES *******

It is anticipated that when the airport re-opens, departure traffic will be departing from two (2) non-intersecting Runways. Monitor the Reading ATIS for instructions. Do not attempt to contact the Tower or Ground Controller (except for emergencies or transmissions of utmost importance). Follow the aircraft ahead of you to the departure Runway. Air Traffic Controllers will depart aircraft by the use of hand signals. IFR departures should listen to the ATIS for instructions on how to obtain clearances, delays, and assign departure Runway.

READING ATIS	127.1 MHZ
READING APPROACH CONTROL-EAST(001-181)	125.15 MHZ
READING APPROACH CONTROL-WEST(182-360)	119.25 MHZ
READING TOWER-PRIMARY	119.9 MHZ
READING TOWER	132.0 MHZ
READING GROUND CONTROL	121.9 MHZ
READING CLEARANCE DELIVERY	128.25 MHZ

Fuel and maintenance information will be available from aircraft parking attendants.

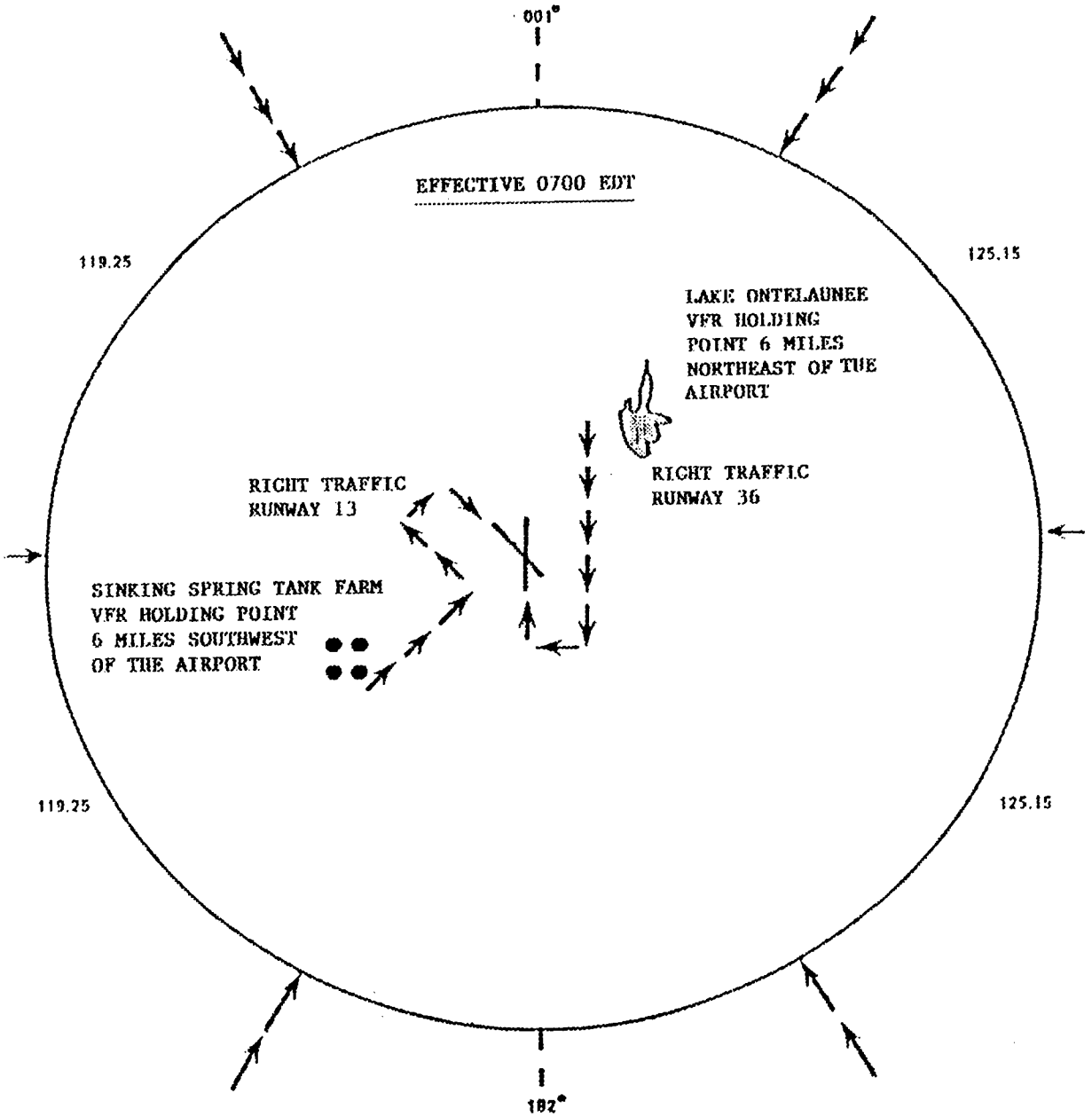
For AEROFEST '98 information, contact Reading Regional Airport , call 610-372-4666.

The Reading Airport will be closed for a few hours on Thursday, September 24 and Friday, September 25, 1998 for air show practice. Check NOTAMs for closing times.

KEEP ALERT AND WATCH FOR OTHER AIRCRAFT

ATTACHMENT I

VFR ARRIVAL PROCEDURES FOR AEROFEST ' 98 AIRSHOW, SEPTEMBER 26 & 27, 1998 AT THE READING REGIONAL AIRPORT, READING, PENNSYLVANIA.



7/6/98 (AEA-530)

AMERICAN BONANZA SOCIETY FLY-IN

SPECIAL TRAFFIC MANAGEMENT PROGRAM

St. Louis Lambert, St. Louis Downtown-Parks and Surrounding Airports

September 8 thru 13, 1998

In anticipation of the large number of aircraft traveling to the St. Louis, MO area during the American Bonanza Society Fly-In, special traffic management procedures will be used to enhance safety and minimize air traffic delays at the St. Louis Lambert, St. Louis Downtown-Parks and surrounding airports.

*** *IFR TRAFFIC MANAGEMENT* ***

The FAA will utilize a special traffic management program for all non-scheduled IFR (except international) flights arriving and departing the St. Louis Area Airports. Airport arrival capacity will be controlled between the hours of 0600 to 2159 CDT (1100-0259 UTC) on Tuesday, September 8, Wednesday, September 9, Thursday, September 10 Airport departure capacity will be controlled between the hours of 0600 to 2159 CDT (1100-0259 UTC) on Sunday, September 13, 1998. Airports included in the arrival program are St. Louis Lambert (STL). St. Louis Downtown-Parks (CPS), Spirit of St. Louis (SUS), St. Louis Regional (ALN) Airports. The airport included in the departure program is St. Louis Downtown-Parks (CPS) only.

*** *THE SYSTEM* ***

In balancing the expected demand for IFR arrivals and departures into and out of the St. Louis Area Airports, the computerized voice reservation system (CVRS) will assign a traffic management code which will include an expected arrival control time for each flight. The expected arrival and departure control time will take into account such factors as airport and ATC capacity, and weather.

*** *IFR ARRIVALS AND DEPARTURES ST. LOUIS AREA AIRPORTS* ***

Pilots expecting to arrive IFR to the St. Louis Area Airports and depart IFR from St. Louis Downtown-Parks Airport during the above periods must obtain a traffic management time code for their flight(s). Flights failing to do so may experience delays.

*** *HOW TO OBTAIN TRAFFIC MANAGEMENT TIME CODE* ***

Beginning September 5, 1998, at 0600 CDT (1100 UTC) through September 13, 1998 at 2159 CDT (0259 UTC) pilots may call the computerized voice reservation system (CVRS) at 1-800-875-9755, or by personal computer with modem at 1-800-875-9762 to obtain a slot time. The reservation system will be available twenty four (24) hours a day. For information and use of CVRS see the Aeronautical Information Manual.

(AOP-100/NMCC 7-15/98)

CASTLE AIRPORT

GOLDEN WEST EXPERIMENTAL AIRCRAFT ASSOCIATION FLY-IN

Atwater, California

September 25, 26 and 27, 1998

In anticipation of the large number of aircraft operating to and from Castle Airport during the Golden West Experimental Aircraft Association Fly-in, the following procedures will be used to enhance safety and minimize air traffic delays.

NOTE: *All times are Pacific daylight times (PDT).*

**** *TEMPORARY AIR TRAFFIC CONTROL TOWER* ****

A temporary control tower will be in effect at Castle Airport during the following times:

DATE	DAY	TIMES
September 25	Friday	0700-2000 Local
September 26	Saturday	0700-2000 Local
September 27	Sunday	0700-2000 Local

INBOUND PILOTS shall monitor the following frequencies:

LOCATION	FREQUENCIES
TOWER	126.4
GROUND	126.65

NOTE: *VFR advisories to the airport can be obtained by contacting Stockton Approach on 120.95*

**** *AIRCRAFT CLOSURES AND RESTRICTIONS* ****

The Airport will close September 25-27, 1998 from 1400-1600 local for ACROBATIC FLIGHTS.

**** *CAUTION ADVISORY* ****

Caution is advised in the vicinity of the Castle airport for numerous aircraft, including many NON-RADIO (NORDO) aircraft. Ultra-light aircraft will be operating north and west of the airport. VFR holding may become necessary due to congestion at Castle Airport. Stockton Approach will advise on frequency 120.95 when holding is in progress.

**** *REDUCED RUNWAY SEPARATION* ****

Reduced runway separation is achieved by instructing pilots to touchdown on pre-determined different points (colored circles or "dots") painted on the runway. An orange circle **"Orange Dot"** will be located approximately 3,000 feet from the Runway 31 threshold, and a green circle **"Green Dot"** will be located approximately 6,000 feet from the Runway 31 threshold.

The following separation standards may be applied to both arrivals and departures.

Separation between Category I (small single engine) aircraft may be reduced from 3,000 feet to 1,500 feet.

Separation between Category II (small twin engine) aircraft may be reduced from 4,500 feet to 3,000 feet.

Separation between Category I aircraft following Category II aircraft may be reduced from 3,000 feet to 1,500 feet.

****** *HELPFUL HINTS* ******

Castle airport will most likely be utilizing Runway 31, which is 11,800 feet long by 300 feet wide.

The standard traffic pattern direction at Castle Airport is right traffic Runway 31. If the frequency is not overly congested contact the tower at least ten (10) miles from the airport on frequency 126.4.

DO NOT make unnecessary radio transmissions where procedures clearly state **MONITOR THE FREQUENCY ONLY.**

If unable to contact the tower due to frequency congestion or if you are flying a **NORDO** aircraft, overfly the airport at or above 3,000 feet then execute standard 45° entry to the traffic pattern.

After landing, **DO NOT STOP ON THE RUNWAYS;** expeditious exiting from the runway, to the left, is essential.

180° turns on the runway are **not authorized**. Numerous arrival aircraft are expected.

Contact Ground Control on 126.65 after exiting the runway, and advise your destination.

****** *TEMPORARY FLIGHT SERVICE STATION* ******

The Rancho Murietta Automated International Flight Service Station will provide facilities at the Castle Airport, September 25-27, 1998 for weather briefing, flight plan filing and for the closing of flight plans.

✈ ✈ ✈ ✈ ✈

AWP-530.4 (8/3/98)

COPPERSTATE REGIONAL EAA FLY-IN

Williams Gateway Airport

Mesa, Arizona

(Effective: October 8-11, 1998)

In anticipation of an increase in air traffic arriving at Williams Gateway Airport for the Copperstate Regional EAA Fly-In, the following procedures are recommended to enhance safety and to minimize air traffic delay.

The Air Traffic Control Tower will be open from 0600-1800 LCL on Saturday, October 10 and Sunday, October 11, 1998.

The airport will be closed daily for an airshow from 1330-1630 LCL on October 9-10, 1998, and from 1130-1445 LCL on October 11, 1998.

The first 4000' of runway 12R, last 4000' of runway 30L will be closed during fly-in operations.

The first 5000' of runway 30L will be available for arrivals only.

Runway 12L/30R is closed for reconstruction.

CAUTION: Heavy volume of fly-by traffic on west side of airport will be using 12R/30L. In addition, Ultralight aircraft will be arriving on the south side of the airport.

VFR ARRIVAL PROCEDURES
CHECK NOTAMS

a. All aircraft must use VFR arrival procedures and proceed via one of the VFR Arrival /Holding Points (A/HP).

b. All aircraft must navigate to remain clear of controlled airspace.

c. All aircraft must display landing light within 30 miles of Williams Gateway Airport.

d. Obtain Williams Gateway Airport ATIS information on 133.50 prior to contacting Gateway Tower.

e. Contact Gateway Tower prior to reaching the A/HP's with call sign, a/c type, ATIS code, and position.

f. All aircraft are to follow in trail, TPA is 2600' MSL. Warbirds TPA 3100' MSL, expect a 360 overhead approach for 12C/30C.

g. Gateway Tower will sequence arrivals for landing. Be prepared to hold VFR outside Class D airspace.

VFR ARRIVAL/HOLDING POINTS

Arriving From	Arrival/Holding Point	ATIS	Gateway Tower Frequency	Radar Traffic Advisories (PHX APPCH)	Expect runway
South - West	Sun Lakes to San Tans SSW 9 Miles	133.50	124.75	123.70	30L
Southeast - East	Rittenhouse SE 7 Miles	133.50	120.60	124.90	30C or 12C
Northwest - North	Superstition Springs Mall NNW 5.5 Miles	133.50	120.60	120.70	30C or 12C
North - Northeast	Superstition Springs Mall NNW 5.5 Miles	133.50	120.60	Note: 119.20 (Rwy 8) 128.65 (Rwy 26)	30C or 12C

NOTE: Rwy 8 & 26 refer to runway in use at Phx Sky Harbor. Phx information received on PHX ATIS 121.20.

Aircraft shall land on the right side of the runway and immediately transition to the left side for taxi. All runways are 150' wide. Exit the runway at taxiway 6 (midfield) and contact Ground Control on 128.25.

NORDO AIRCRAFT ARRIVAL PROCEDURES

These procedures apply for NORDO aircraft only. NORDO aircraft will be assigned an arrival window between 0700-0830 and 1600-1830 each day.

Call Williams Gateway Tower (602-988-9428) at least one day prior to your arrival to receive your arrival briefing and window.

NORDO aircraft wishing to arrive at other times must arrive with another aircraft with an operational radio.

AIRCRAFT PARKING

After landing and clear of the runway, contact Ground Control on 128.25, and comply with their instructions. Look for aircraft marshallers who will direct you to the proper parking area. **BRING YOUR OWN TIE DOWNS. ALL AIRCRAFT MUST BE TIED DOWN.**

In an attempt to park aircraft in the appropriate area, please display a sign to the ground handlers marked as follows:

ACC - Antique/Classic/Contemporary

GAP - General aviation parking

EXH - Exhibitor aircraft

HB - Homebuilt

PILOT BRIEFING & FLIGHT PLANNING

All Flight Service Station services will be provided by Prescott FSS. Everyone is urged to file a flight plan. An area weather summary is available from FSS as well as detailed weather briefings and the filing of flight plans. Dial toll free 1-800-WX-BRIEF.

TRANSPONDER & MODE C REQUIREMENTS EXCLUSION

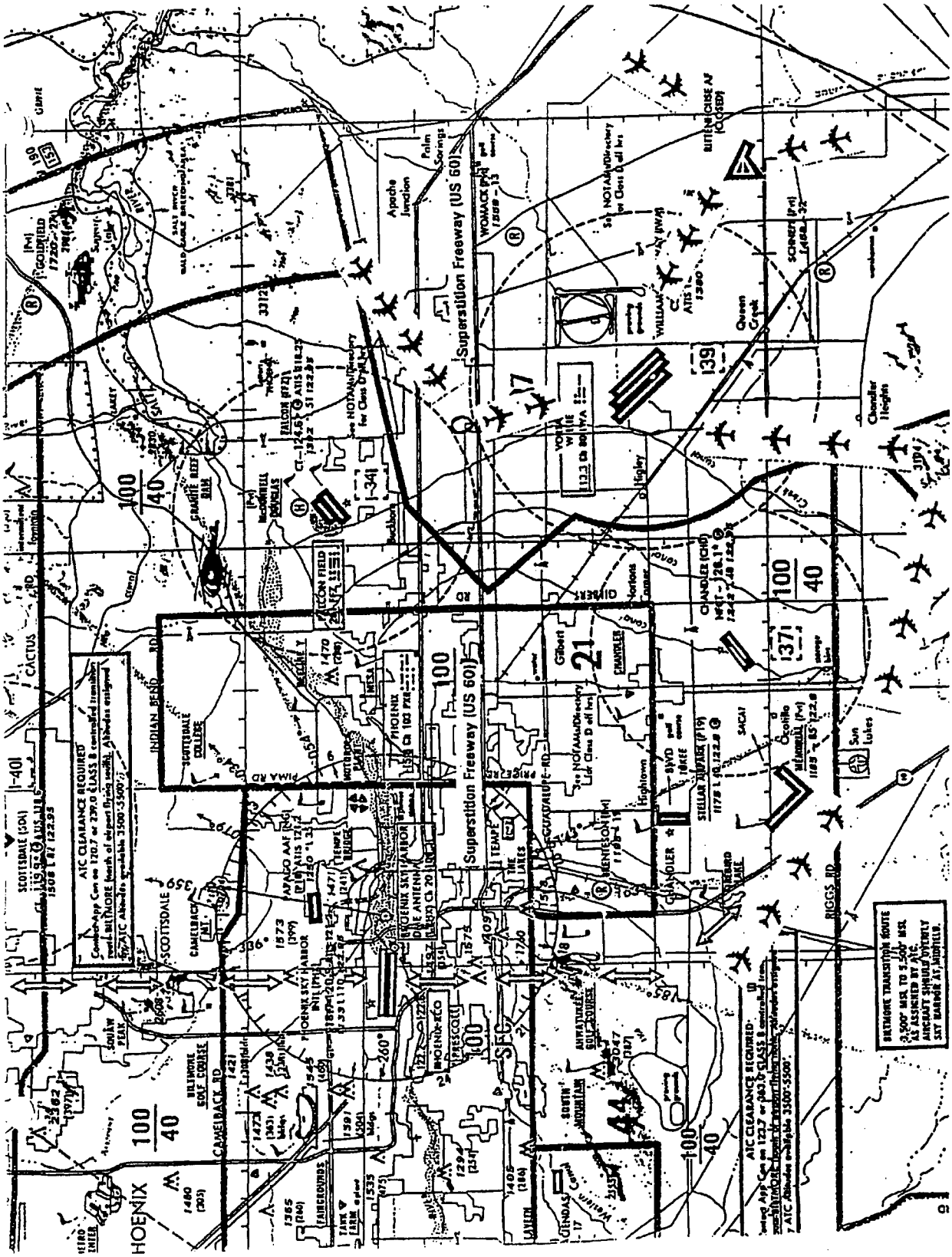
Phoenix Mode C Veil

(Effective 0800 LCL October 7, 1998 - 1700 LCL October 12, 1998)

Operators of aircraft that are not equipped with Transponders or Mode C may operate within the Phoenix Transponder Mode C Veil to participate in the Copperstate Fly-In at Williams Gateway Airport on October 8-11, 1998. This waiver pertains to the Transponnder/Mode C veil only, not Class B or D airspace.

OTHER FACILITIES

Chandler Tower:	126.10
Falcon Tower:	124.60
Prescott Radio:	122.60
Gateway Unicom:	122.85

(Williams Airport 8/18/98)

WILLIAMS GATEWAY AIRPORT