INTERNATIONAL FLY-IN & EXPO

April 9-14, 2013

Where aviation begins...and never ends!

www.sun-n-fun.org

Visit Central Florida.org
800-828-7655

LAKELAND LINDER REGIONAL AIRPORT

2013 SUN 'N FUN FLY-IN
Lakeland, Florida
April 7 – 14, 2013

The Aviation Safety Year Starts Here!

Lakeland airport will be CLOSED NIGHTLY
Sunday, April 7 through Saturday, April 13
2200-0600 EDT (0200-1000 UTC)

NO RADIO (NORDO)
AIRCRAFT NOT AUTHORIZED

(except Paradise City)

Cover art: Provided by Sun 'n Fun Fly-In, Inc

TABLE OF CONTENTS

- Safety Notices 03
- Skydiving Activity Advisory 04
- Do's and Don'ts 04
- Airport Manager's Special Notice 05
- Runway Closure/Navaid Outages/Airport Closure 05
- Airshow Operations 06
- Temporary Flight Restrictions 06
- Lakeland Frequencies 06
- Lake Parker VFR Arrival Procedures 07
    - Lake Parker and Lake Hancock VFR Holding Procedures 10
    - Traffic Pattern 18
    - Landing 21
    - After Touchdown 23
    - Windshield Parking Signs 24
- Lakeland VFR Departures 25
- Warbird South Arrivals 27
- Lakeland Chopper Town Helicopter Arrivals/Departures 28
- Paradise City Ultralight/Light Sport Aircraft (LSA) Arrivals/Departures 29
- Lake Agnes Splash-In At Fantasy Of Flight 30
- IFR Procedures 31
    - IFR Traffic Management 31
    - IFR Arrivals/Departures 32
    - IFR Pick Up/VFR Flight Following 33
- Requests to Deviate From Mode C Transponder Requirements 35
- Flight Service Station Information 38
- Plant City Municipal Airport (PCM) 39
- Central Florida Flight Service Frequencies 40
- Sun 'n Fun Frequencies 41

SAFETY NOTICES

- No Radio (**NORDO**) aircraft are **NOT AUTHORIZED** (except Paradise City Ultralight/LSA)

- This notice does not supersede restrictions pertaining to the use of airspace contained in FDC NOTAMs. Pilots are reminded to **CHECK NOTAMs** frequently to obtain the most current information.

- Pilots shall adhere to all published LAL arrival/departure procedures and to all ATC instructions. Failure to do so may jeopardize your safety and the safety of others.

- To insure clear and concise communications with ATC, pilots are requested to **CARRY A COPY OF THE SUN 'N FUN NOTAM** aboard their aircraft.

- **ALL** pilots operating in central Florida should be aware of and use caution for a large number of aircraft operating to and from the Lakeland area during the Sun 'n Fun Fly-In.

- **ALL VFR** departures requesting **airborne activation of IFR flight plans or VFR flight following** in the central Florida area should use published procedures. *(See: IFR Pick Up/VFR Flight Following- page 33)*

- When weather at Lakeland or along your route of flight is **MARGINAL VFR**, it is **STRONGLY** suggested that you file IFR off your departure airport and **RECEIVE YOUR IFR CLEARANCE/DEPARTURE RELEASE ON THE GROUND.** Tampa, Orlando, and Jacksonville Approaches may not be able to issue IFR pick-up clearances due to traffic volume and complexity.

- Lakeland Linder Regional Airport **(LAL) Runway 5/23 CLOSED** from 0800 EDT (1200 UTC) Monday, April 1, through 1600 EDT (2000 UTC) Thursday, April 18.

- When traffic volume is low, frequencies may be combined, Ground Air Traffic Operational Remote (GATOR) and flagmen positions may not be staffed. Continue to follow ATC instructions.

- Lakeland airport will be closed nightly 2200-0600 EDT (0200-1000 UTC) Sunday, April 7 through Saturday, April 13.

SKYDIVING ACTIVITY ADVISORY

Remain vigilant for skydiving activity in the vicinity of Zephyrhills Airport (ZPH) located 16.4 nm NW of Lakeland on the LAL332 radial. Be alert for skydivers descending from 13,500 feet over ZPH sunrise to sunset.

Remain vigilant for skydiving activity in the vicinity of South Lakeland Airport (X49) located 4 miles S/SW of Lakeland. Be alert for skydivers descending from 10,500 feet.

DO'S AND DON'TS

- DO rock your wings with GUSTO for airborne acknowledgements.
- DO obtain ATC clearance prior to entering Class B airspace.
- DO clear the runway as soon as possible on a hard surface.
- DO NOT make unnecessary radio transmissions where procedures clearly state "monitor the frequency only".
- DO NOT stop on runways after landing. Expeditious clearing of the runway is essential.
- DO NOT stand on, near, or walk across runways.

LAKELAND LINDER REGIONAL AIRPORT (LAL)
AIRPORT MANAGER'S SPECIAL NOTICE

The control tower will be open and the Class D airspace will be in effect from 0600-2200 EDT (1000-0200 UTC).

Special procedures will be in effect **ONLY** from 0700-2000 EDT (1100-0000 UTC) April 7 – 14, 2013.

DO NOT operate in the Class D airspace SOUTH of the airport. This area is reserved for aircraft using other authorization and procedures.

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.

Tie downs are required.

Camping on the north side of the airport is prohibited.

RUNWAY CLOSURE/NAVAID OUTAGES

Runway 5/23 will be **CLOSED** from 0800 EDT (1200 UTC) Monday, April 1 through 1600 EDT (2000 UTC) Thursday, April 18. Several taxiways will be closed as indicated by orange cones.

RNAV (GPS) Runway 5 Approach and **RNAV (GPS) Runway 23 Approach NOT** authorized from 0800 EDT (1200 UTC) Monday, April 1 through 1600 EDT (2000 UTC) Thursday, April 18.

AIRPORT CLOSURES

Lakeland Linder Regional Airport will be closed daily during Aerobatics Demonstrations. Check NOTAMs daily for updated times. Arrivals and departures are not permitted during these periods EXCEPT when prior permission has been granted by the Airport Manager, Sun 'n Fun, and ATC.

Due to the large number of departures after the airport reopens each day, arrival traffic is not routinely accepted until 1830 EDT (2230 UTC).

SOUTH SIDE OF AIRPORT CLOSED DAILY from **1945 until 0700 EDT** (2345-1100 UTC) Sunday, April 7 through Saturday, April 13.

Lakeland airport will be CLOSED nightly 2200-0600 EDT (0200-1000 UTC) Sunday, April 7 through Saturday, April 13.

AIRSHOW OPERATIONS

The Air Show Operations Area is from the surface to 15,000 feet MSL, within a five (5) nautical mile radius of Lakeland Linder Regional Airport.

AIR SHOW SCHEDULE			
DAY	**DATE**	**TIME (EDT)**	**TIME (UTC)**
Tuesday	April 9	1500-1800	1900-2200
Wednesday	April 10	1500-1800	1900-2200
Thursday	April 11	1500-1800	1900-2200
Friday	April 12	1330-1730 1930-2130	1730-2130 2330-0130
Saturday	April 13	1330-1730 1930-2130	1730-2130 2330-0130
Sunday	April 14	1330-1730	1730-2130

NOTE-
Air show and flight restriction schedules are subject to change. Pilots should check NOTAMs (both D and FDC) frequently to ensure the most current information.

TEMPORARY FLIGHT RESTRICTIONS

Temporary flight restrictions (TFR) will be in effect during periods of high performance aerial demonstrations. TFR information is disseminated via FDC NOTAM prior to the event. Once published, text and graphic depictions of restrictions may be found at:

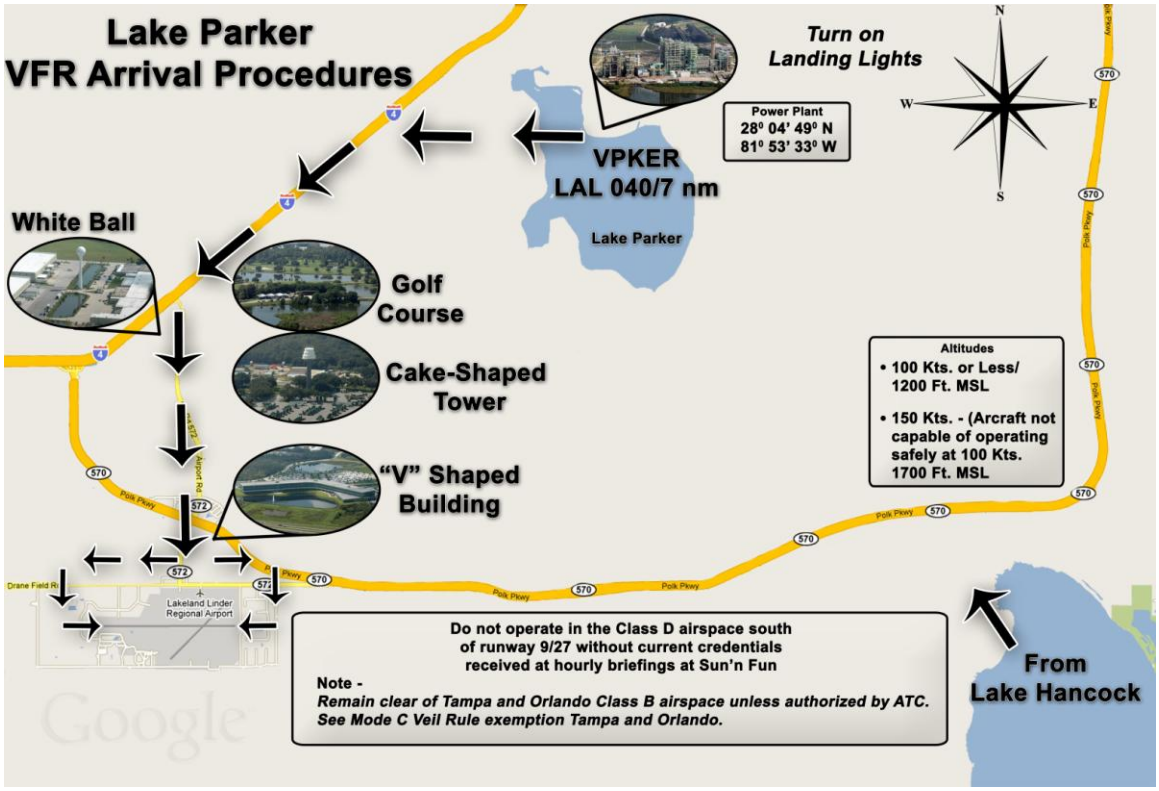
www.tfr.faa.gov

LAKELAND FREQUENCIES

USE	FREQUENCY (MHz)
Lakeland Arrival ATIS	128.575
Lakeland Departure ATIS	118.025
Lake Parker Arrival	124.5
Lakeland Ground Control	121.4
Lakeland **IFR** Ground Control	127.1
Sun 'n Fun Ground Advisory	126.075
Lakeland Helicopter	123.025
Lakeland VOR	116.0
Warbird Parking Advisory	125.025
Lakeland UHF	225.4
Lakeland Tower North	127.95
Lakeland Tower South	118.65
Lakeland Temporary FSS	122.075
Runway 9L/27R Departure Monitor	133.225
Runway 9R/27L Departure Monitor	135.35
Lake Agnes (Splash-In)	122.9

LAKE PARKER
VFR ARRIVAL PROCEDURES

ALL AIRCRAFT (except Jets and Warbirds) ARE EXPECTED TO USE THE SUN 'N FUN – LAKE PARKER ARRIVAL PROCEDURES.



NOTE-
Remain clear of Tampa and Orlando Class B airspace unless authorized by ATC. See Mode C Veil Rule exemption Tampa and Orlando.

LAKE PARKER VFR ARRIVAL PROCEDURES
(Continued)

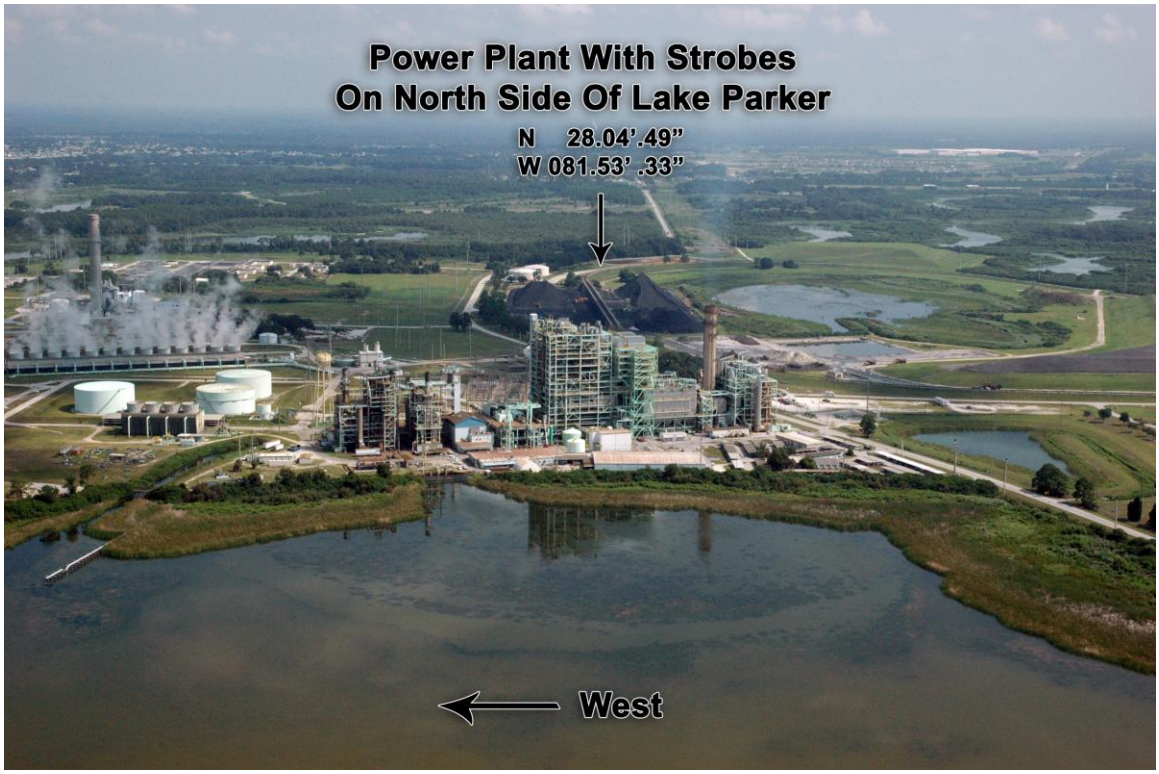
Turn landing lights on within thirty (30) miles of Lakeland.

Fly toward Lake Parker to approach from the North, Northeast, East or Southeast.

When you are twenty (20) miles from Lakeland, listen to the ATIS, 128.575 MHz, for landing and special information.

VIEW OF NORTH SHORE OF LAKE PARKER

LAKE PARKER VFR ARRIVAL PROCEDURES
(Continued)



As you approach Lake Parker (Lakeland VORTAC 040/7) VPKER proceed to a point approximately 3 miles east of the lake and find another aircraft to follow to the power plant. Turn your **TRANSPONDER OFF.**

MONITOR Lake Parker Arrival on 124.5.

Fly westbound over the north shore of Lake Parker. The power plant smokestacks with white strobe lights are located at the north side of Lake Parker. Expect heavy air traffic in this area.

All aircraft should maintain 100 knots, at 1,200 feet MSL, approaching Lake Parker. Aircraft unable to safely slow to this speed should maintain 150 knots at 1,700 feet.

Controllers located on the ground at Lake Parker will contact you, using your aircraft "color" and "type" to provide sequencing and other arrival and traffic pattern information. The controllers will contact you in the vicinity of Lake Parker's north shore and may ask you to "**ROCK YOUR WINGS**" as an acknowledgement for instructions.

LAKE PARKER AND LAKE HANCOCK VFR HOLDING PROCEDURES

VFR HOLDING AT LAKE PARKER

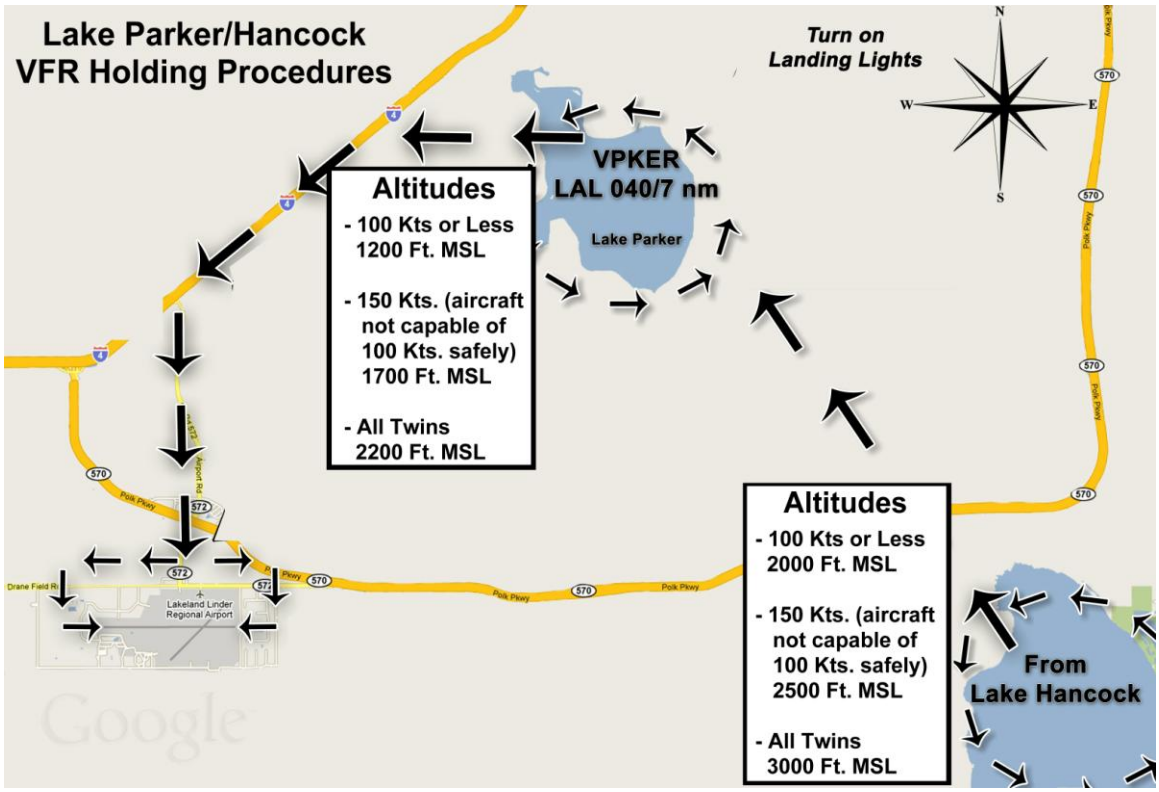
If VFR holding becomes necessary, the Lake Parker holding pattern will be used. A lead aircraft will be instructed to turn left and proceed southbound over the west shore of Lake Parker, continuing counter clockwise around the lake. All other aircraft will be instructed to follow the leader in single file. Controllers located on the west side of Lake Parker will monitor traffic in the Lake Parker holding pattern. DO NOT PROCEED past Lake Parker without a clearance to do so. Aircraft maintain 1,200 feet MSL/100 knots, 1,700 feet MSL/150 knots, or 2,200 feet MSL (twin engine aircraft) regardless of airspeed.

IMPORTANT: Be alert for SEAPLANE OPERATIONS in and out of Lake Parker.

VFR HOLDING AT LAKE HANCOCK

If VFR holding prior to Lake Parker becomes necessary, aircraft will be instructed to proceed to Lake Hancock. Remain well clear of Lake Parker and well east of the Lakeland Airport. Aircraft are to hold counter clockwise around the lakeshore.

Aircraft capable of operating safely at 100 knots or less are to hold at 2000 feet MSL. Aircraft not capable of operating safely at 100 knots are to hold at 2,500 feet MSL at 150 knots. All twin-engine aircraft are to maintain 3,000 feet MSL regardless of speed.



LAKE PARKER VFR ARRIVAL PROCEDURES
(Continued)

From the north shore of Lake Parker depart the power plant flying westbound. Stay single file maintaining safe spacing with the aircraft ahead. You will see baseball fields to your south. Follow the road north of the baseball fields. Continue westbound.

LAKE PARKER VFR ARRIVAL PROCEDURES
(Continued)

Continue westbound approximately one-half nautical mile toward the intersection of Interstate I-4 and a four lane road.

REMAIN IN TRAIL to the airport. NO side-by-side.

LAKE PARKER VFR ARRIVAL PROCEDURES
(Continued)

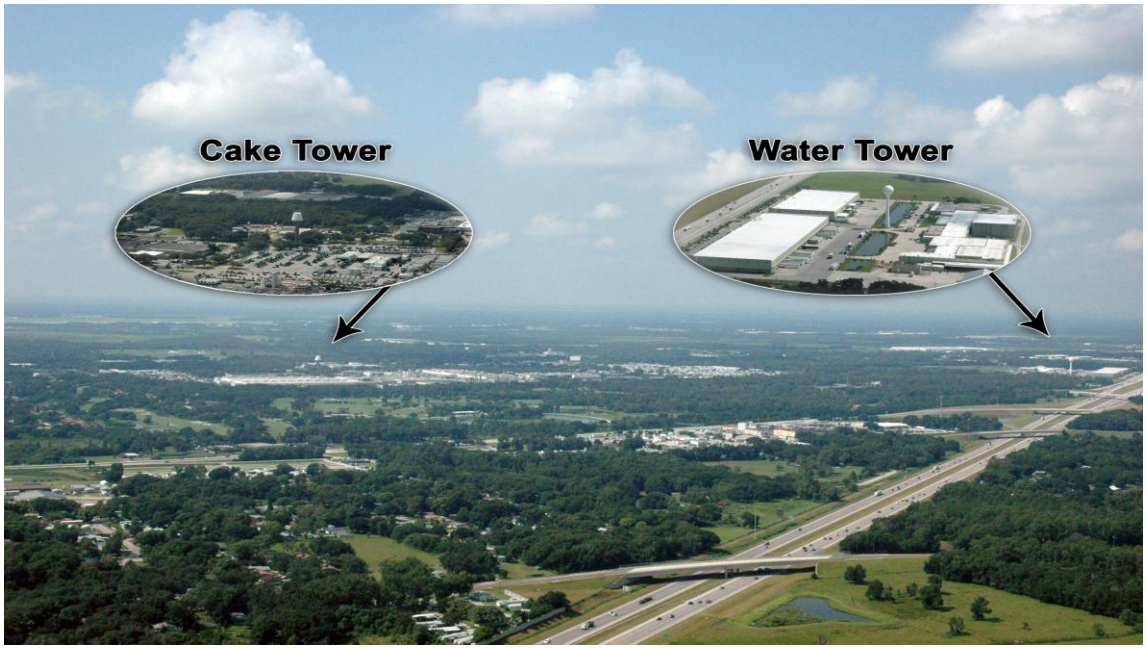
At the intersection of Interstate I-4 and the four lane road, turn southwest following Interstate I-4 approximately 3 nautical miles.

FOLLOW I-4 APPROXIMATELY 3 NAUTICAL MILES SOUTHWEST

LAKE PARKER VFR ARRIVAL PROCEDURES
(Continued)

Turn southbound, keeping the golf course and cake tower to your east and the white water tower to your west. Lakeland Linder Regional Airport is approximately 3.5 nautical miles south of you.

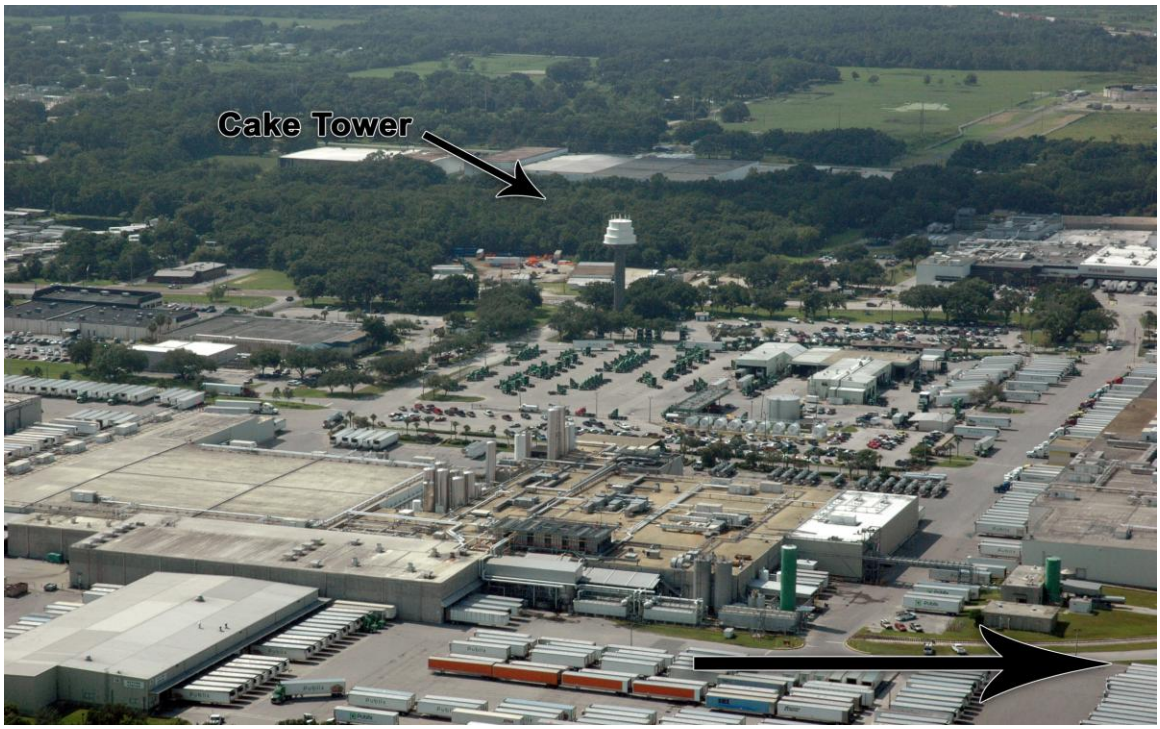
VIEWS OF WATER TOWERS IN THE DISTANCE



LAKE PARKER VFR ARRIVAL PROCEDURES
(Continued)

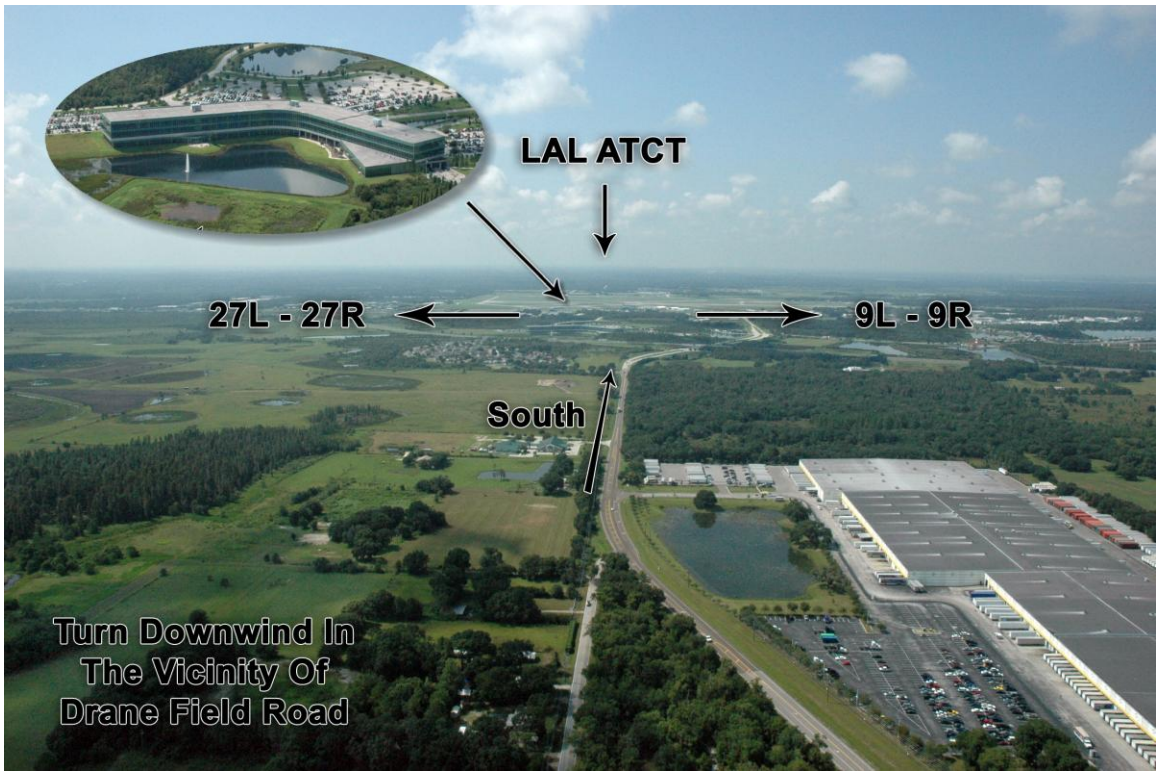
VIEW OF WHITE WATER TOWER TO YOUR WEST

VIEW OF CAKE TOWER TO YOUR EAST



LAKE PARKER VFR ARRIVAL PROCEDURES
(Continued)

Fly southbound toward the large V-shaped building. The BLUE ROOFED airport terminal building at the Lakeland Linder Regional Airport is directly south of the large V-shaped building. MONITOR Lakeland frequency 127.95 after making your turn southbound toward the blue roof terminal. Turn on your landing lights and ensure landing gear is down. LISTEN for ATC instructions.



LAKE PARKER VFR ARRIVAL PROCEDURES
(Continued)

Over fly the large V-shaped building. Continue toward the BLUE ROOFED airport terminal building. Plan to turn downwind prior to the BLUE ROOFED airport terminal building in the vicinity of Drane Field Road.

TRAFFIC PATTERN

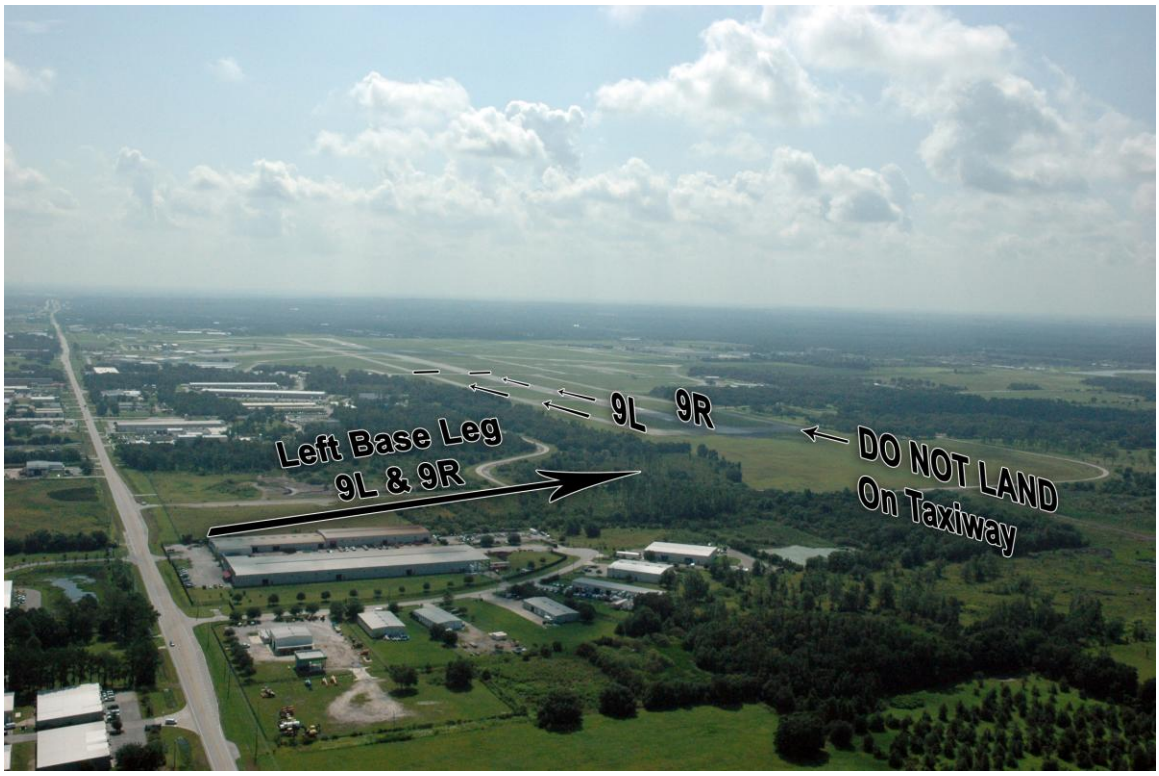
Downwind:

Fly directly toward the **BLUE-ROOFED** terminal building. Plan to turn downwind **prior** to the blue-roofed terminal building in the vicinity of Drane Field Road.

You will fly either left traffic for Runway 9L or right traffic for Runway 27R.

TRAFFIC PATTERN
(Continued)

Base Leg Runways 9L or 9R:



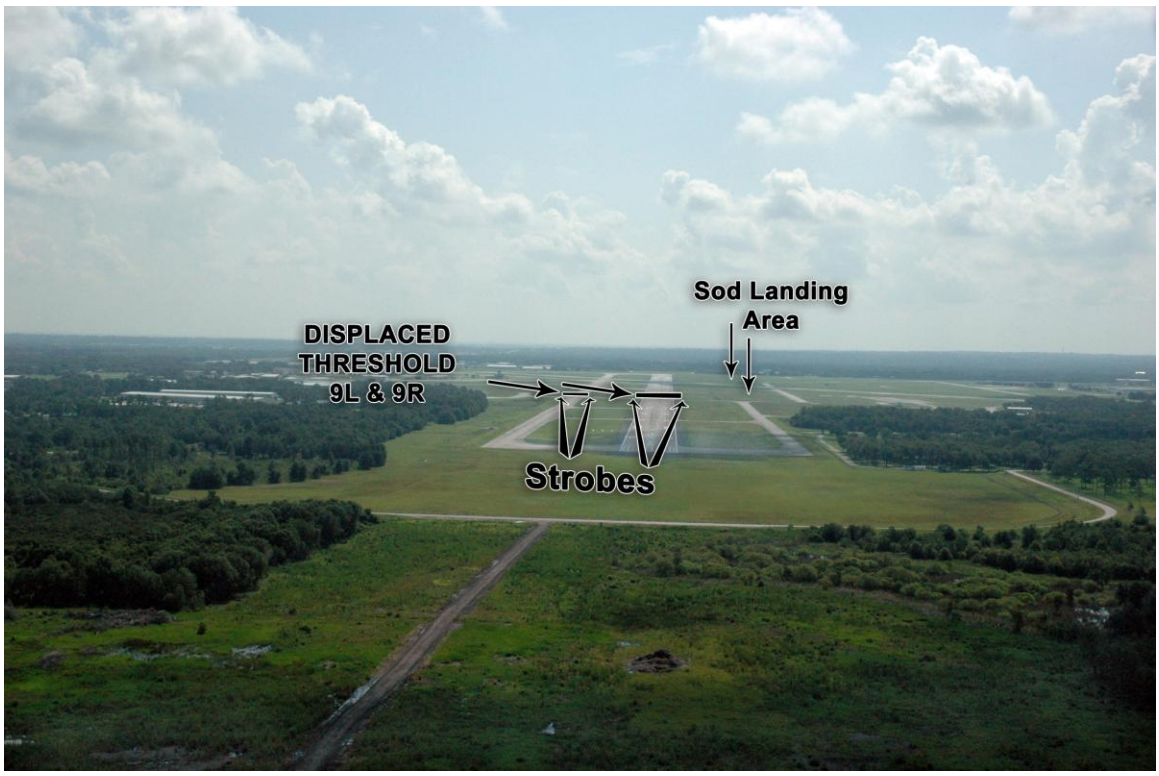
TRAFFIC PATTERN
(Continued)

Final: Runways 9L or 9R:

The displaced thresholds are indicated by strobe lights on each side of the runways. If you require the full length (8500 ft), advise the tower. Use caution for numerous aircraft in the fly-by pattern, Ultralight/LSA, and other operations at and below 2000 ft MSL south of Runway 9R/27L.

Short Final:

If landing 9L, you may be instructed by the tower controller to land on either the GREEN or ORANGE spot.

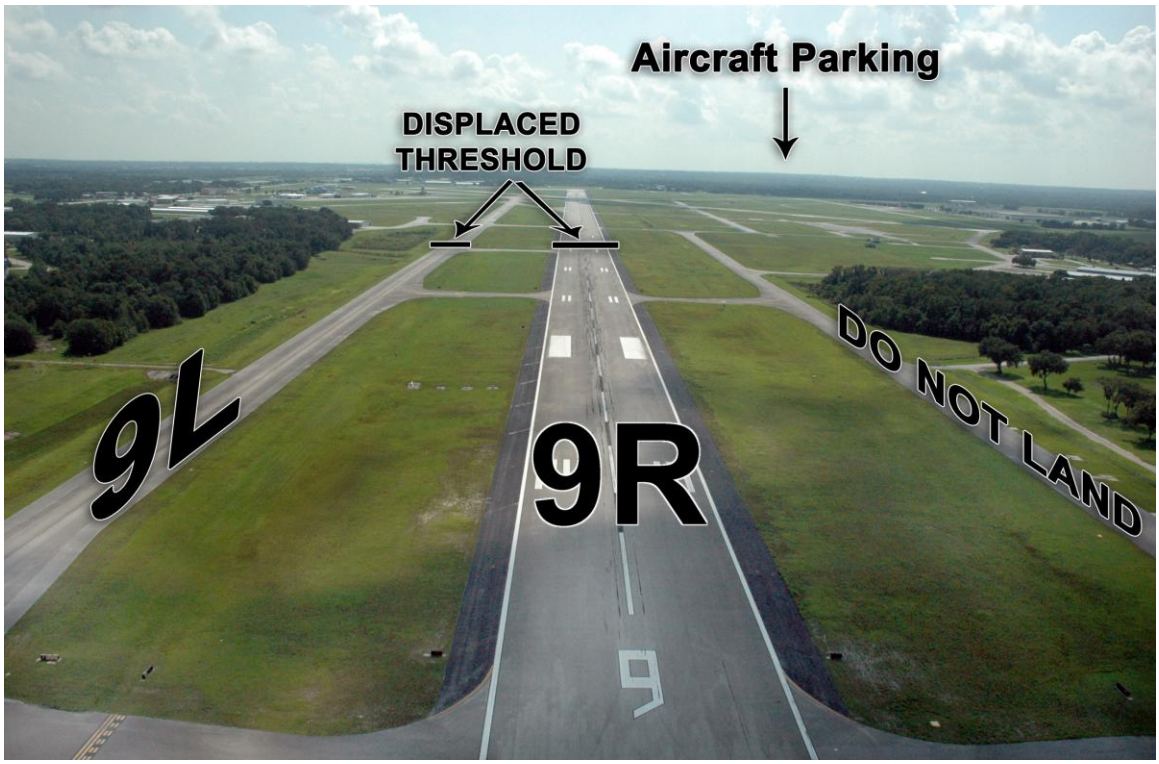


IMPORTANT -
Runway 9L/27R is a narrow strip 75 feet wide, which is usually a taxiway.

LANDING

Runways 9L or 9R:

DO NOT land on the main (wide) Runway 9R unless specifically instructed by the Control Tower.



Use caution for special event and fly-by aircraft using the main runway with opposite-direction base leg entries.

All landing traffic must remain alert for possible go around.

Plan to clear the runway as soon as possible on a hard surface.

Aircraft landing Runway 9L, turn off to the left.

LANDING
(Continued)

Runways 27L or 27R:

Runway 27L:
Aircraft landing 27L, exit runway to the left as directed by air traffic control.

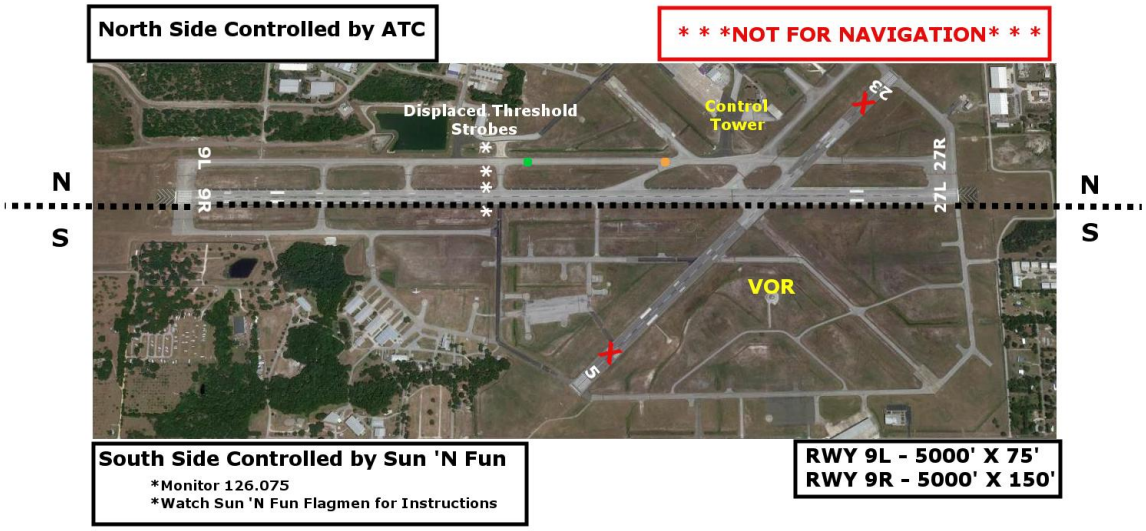
Runway27R:
Aircraft landing 27R, roll to the end of the runway or follow air traffic control instructions.

AFTER TOUCHDOWN

Remain on hard surface at all times unless specifically directed by the tower or flagman.

Expeditious clearing of the runway is absolutely essential due to continuously arriving and departing aircraft behind you. **DO NOT STOP ON THE RUNWAY**.

Exercise extreme caution when taxiing due to the high volume of aircraft, vehicles, and personnel.



On the south side of Runway 9R/27L Sun 'n Fun personnel will direct you to the parking area.

When south of Runway 9R/27L contact Sun 'n Fun Ground Advisory on 126.075 for additional parking information.

Park only where directed by Sun 'n Fun personnel. Due to congestion, you may be asked to temporarily stop your aircraft.

DO NOT leave your aircraft until you have reached your final parking spot and have tied your aircraft down.

Select 121.5 prior to radio shutdown to detect inadvertent activation of ELT.

NOTE:
South side of airport closed from 1945 – 0700 LCL.

WINDSHIELD PARKING SIGNS

In order to assist the Sun 'n Fun parking crew in expeditiously directing you to parking, it will be very helpful for you to have a sign prepared before you arrive. The sign should be of a light color with LARGE dark lettering that can be read from at least 50 feet. Please display this sign in the left side of your windshield.

ABBREVIATIONS

Abbreviation	Meaning
GAC	General Aviation Camping Area
GAP	General Aviation Parking Area
HB	Homebuilt Parking Area
HBC	Homebuilt Camping Area
HC	Handicapped Parking
SP	Seaplane Parking Area
VAC	Vintage Aircraft Camping/Parking
ONC	Overnight Camping
FBO	Fixed Base Operator

Parking sign example:

LAKELAND
VFR DEPARTURES

If Lakeland Linder Regional Airport is IFR, taxi for departure is prohibited for all except aircraft with IFR clearances.

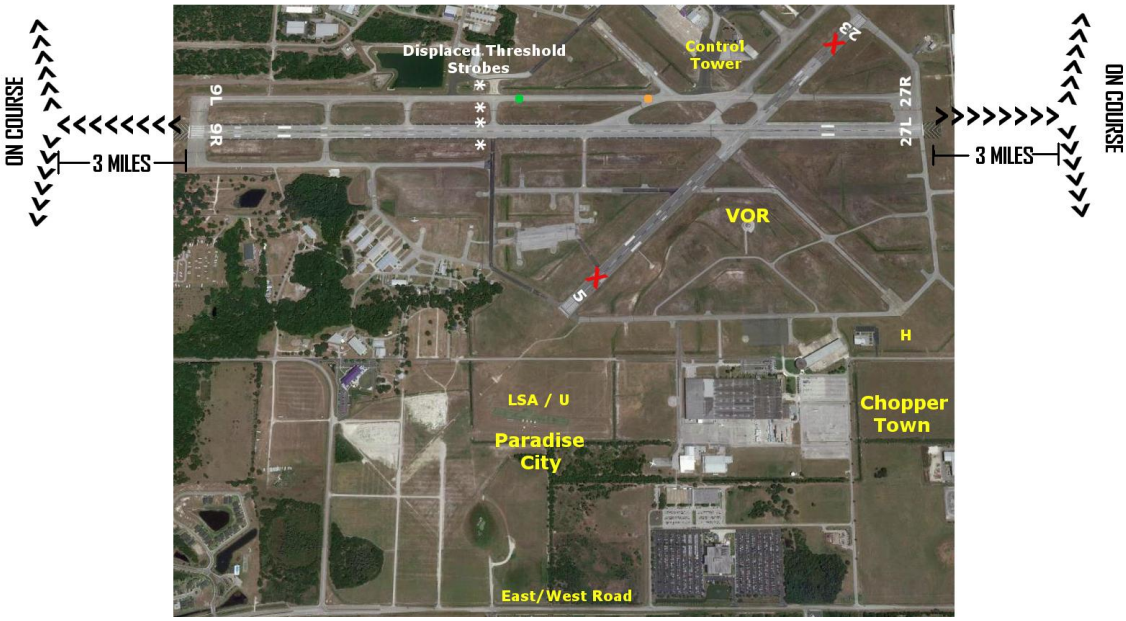
Prior to engine start, place a sign in your windshield with the letters "**VFR**" to indicate to the flagmen you intend to depart VFR.

Before taxiing, monitor Lakeland Departure ATIS on 118.025 MHz for taxi information. When ready to taxi, DO NOT CONTACT GROUND CONTROL. Follow the flagman's directions and other traffic to the advertised active runway.

Hold short of the runway and monitor the applicable tower frequency.

- Aircraft departing Runway 9L/27R monitor 133.225 MHz.
- Aircraft departing Runway 9R/27L monitor 135.35 MHz.

NOT FOR NAVIGATION. BE AWARE OF CONSTRUCTION ON AIRPORT.



VFR departures not authorized to taxi when airport conditions are IFR.

LAKELAND VFR DEPARTURES
(Continued)

FAA air traffic controllers on elevated platforms "GATORs" near runway departure points will clear all aircraft for take off via the applicable departure frequency.

GATOR
G*round* **A***ir* **T***raffic* **O***perational* **R***emote*

After departure, proceed straight out for three (3) miles before proceeding on course. AVOID LAKE PARKER and Lake Hancock.

Be alert for numerous aircraft departing particularly after 1800 LCL and for arrival traffic from the north.

Use caution for special flight activity south of the airport and parachute jumping at the Lakeland South Airport (X49) and Zephyrhills Airport (ZPH).

WARBIRD SOUTH ARRIVALS

Warbird aircraft using this procedure shall contact Lakeland Tower on frequency 118.65 MHz when ten (10) nm miles south of the Lakeland Linder Regional Airport. Pilot should state "Warbird south arrival, color and type aircraft, position".

Example: **LAKELAND TOWER, WARBIRD SOUTH ARRIVAL, SILVER MUSTANG, 10 SOUTH**

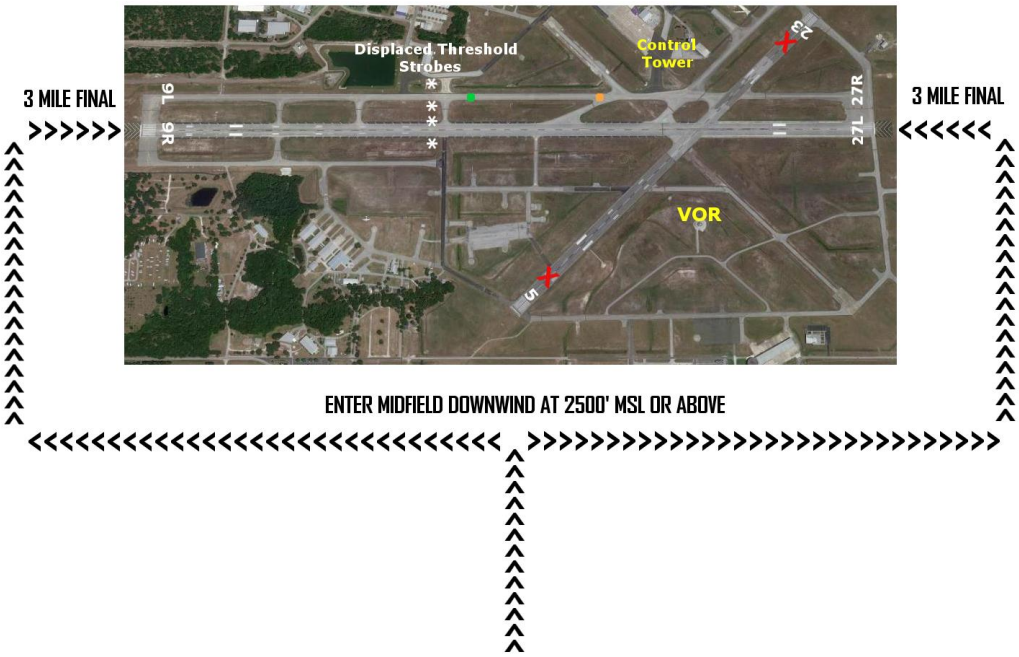
Aircraft are expected to approach the airport from the south for a mid-field downwind leg entry to either Runway 9R or 27L, as instructed. Remain at or above 2,500 feet MSL until turning a wide base leg to at least a three (3) mile final.

Expect a high volume of traffic entering the final approach for either 9L or 27R from opposite-direction base legs.

After exiting and south of Runway 9R or 27L, you may contact Sun 'n Fun EAA ground advisory on 126.075 for additional parking information.

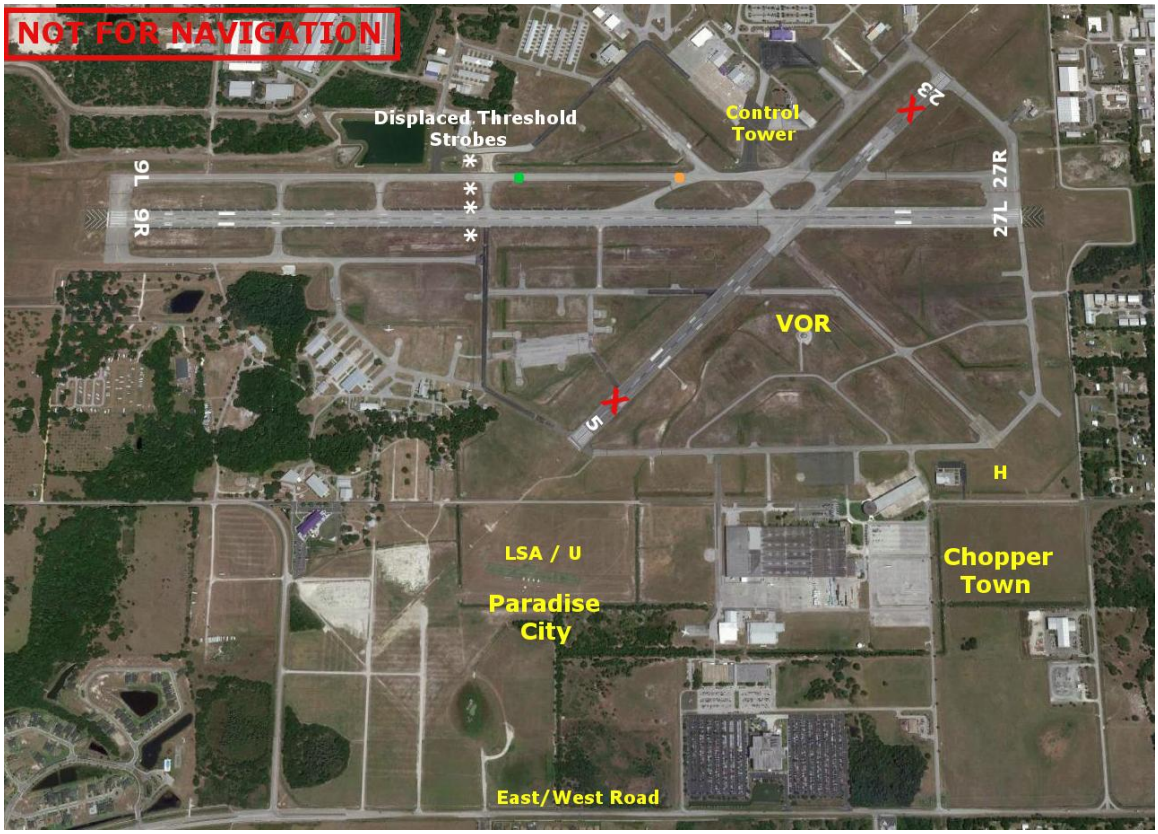
IMPORTANT –
Runway 9R has a displaced threshold. If you require the full length (8500ft) advise the tower. Use caution for numerous aircraft in the fly-by pattern, Ultralight/LSA, and other operations at and below 2000 ft MSL south of Runway 9R/27L.

NOT FOR NAVIGATION. BE AWARE OF CONSTRUCTION ON AIRPORT.



LAKELAND CHOPPER TOWN
HELICOPTER
ARRIVALS AND DEPARTURES

BE AWARE OF CONSTRUCTION ON AIRPORT.



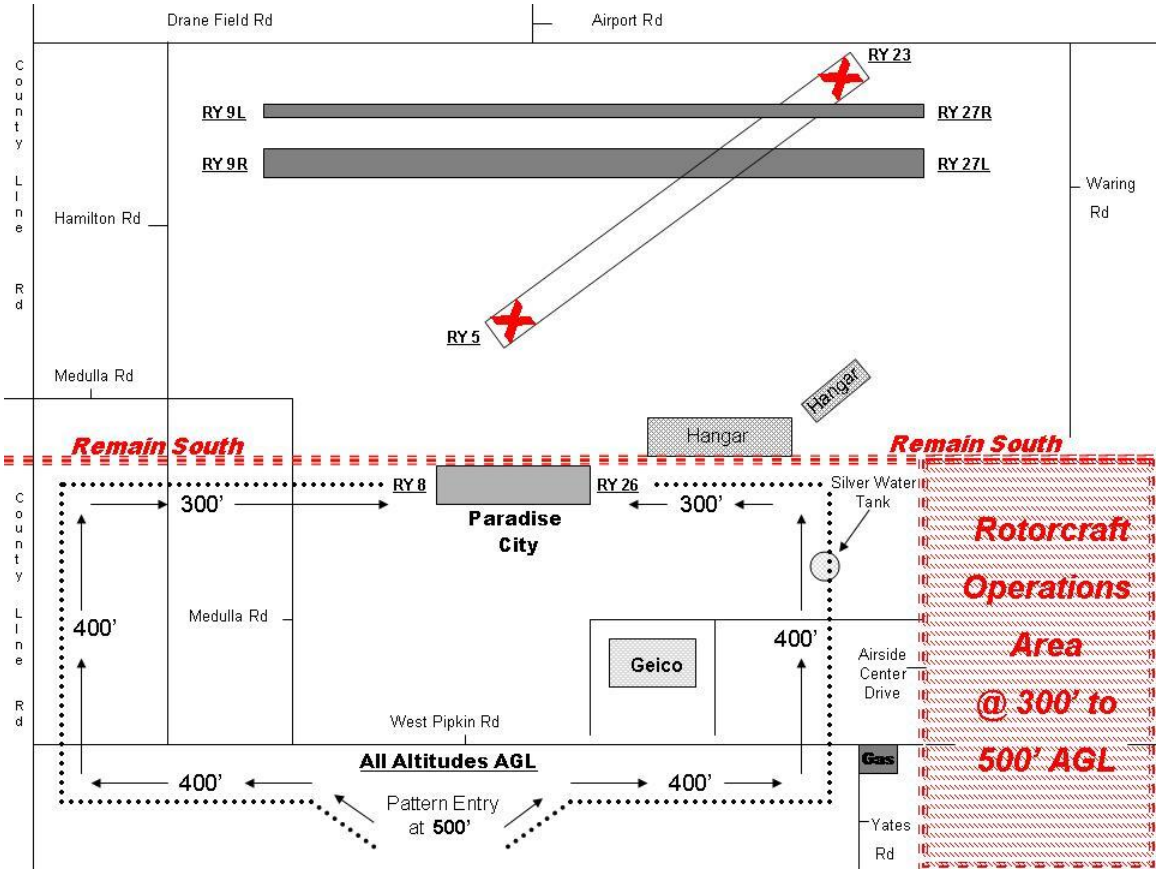
Arriving and departing helicopters shall enter and exit the area from the southeast, at or below 500 feet AGL, remaining east of the large airport buildings.

Be alert for Ultralight/LSA activity in the area shown on the helicopter graphic, and for special fixed wing aircraft activity in closed traffic south of the airport at and above 700 feet AGL.

Contact Sun 'n Fun Helicopter Advisory on 123.025 for parking instructions.

These procedures have been developed to minimize helicopter air taxi over parked aircraft and in close proximity to people and to minimize the mixing of fixed-wing and rotorcraft operations.

PARADISE CITY
ULTRALIGHT/LIGHT SPORT AIRCRAFT (LSA)
ARRIVALS AND DEPARTURES



This procedure shall be used by Ultralight/LSA at the Paradise City grass strip. The Paradise City grass landing strip runway 08/26 is 1400 ft by 75 ft wide, with an inclined ramp at the west end, marked with arrows, and a culvert covered ditch on the east end. The Paradise City grass strip is available from 0700-1830 EDT (1100-2230 UTC) April 7 through April 14, 2013. Only VFR Daytime Operations are authorized.

All Paradise City inbound traffic shall approach Lakeland Linder Regional Airport from the south at 500 feet AGL, entering the Paradise City pattern on the downwind leg at a forty-five (45) degree angle.

Do NOT fly north of the centerline of the Paradise City runway or east of Airside Center Drive under any circumstances. Be alert for heavy traffic in the airspace surrounding LAL. Be alert for helicopters operations at the same altitudes just east of the area reserved for Ultralight/LSA operations.

Radio equipped arriving aircraft MONITOR ONLY 118.65 until north of the east/west road on the south airport boundary. DO NOT TRANSMIT on 118.65.

Paradise City will operate utilizing an Advisory Frequency 123.375. NOTE: This frequency is not intended for the sequencing or separation of aircraft. The frequency is used for airport advisories and pilot communications.

All pilots arriving in aircraft to Paradise City are required to attend a pilot briefing in departure procedures in order to depart from the Paradise City runway. Briefing times are available in the Paradise City main tent.

LAKE AGNES
SPLASH-IN AT FANTASY OF FLIGHT
Wednesday, April 10 through **Friday, April 12, 2013**

Landings on Lake Agnes at Fantasy of Flight (281014N/08148880W) for the purpose of camping in conjunction with the Sun 'n Fun Fly-In will be available on the above dates.

OFFICIAL DAY OF THE SPLASH-IN
Thursday, April 11, 2013

The official day of the Splash-In includes a fly-by to Lakeland Linder Field and contests open to all seaplanes. A **MANDATORY** briefing for fly-by and contest participants will be held at Lake Agnes on the official day of the Splash-In (time to be announced).

With the exception of the official day of the Splash-In, daily flying is allowed as follows:

- All aircraft must be radio equipped and the pilot must monitor and communicate on 122.9 MHz.
- Enter pattern at 1000 AGL. Use a left pattern when landing northward. Use a right pattern when landing southward.
- Avoid over flying the residential area on the west side of Lake Agnes.
- Absolutely no landing on the grass strip.

IFR PROCEDURES

In anticipation of a large number of aircraft traveling to and from the Lakeland area for the Sun 'n Fun Fly-In, special air traffic procedures will be used to enhance safety and minimize air traffic delays.

TRAFFIC MANAGEMENT

Traffic management initiatives will be utilized when arrival rates exceed airport capacity. Pilots should be prepared for potential airborne holding, reroutes, or **Expect Departure Clearance Times (EDCT's)** that may be issued for all **domestic IFR arrivals** to the following airports:

AIRPORT	IDENTIFIER
Lakeland Linder Regional Airport	LAL
Plant City Municipal Airport	PCM
Bartow Municipal Airport	BOW
Lake Wales Municipal Airport	X07
Winter Haven Gilbert Airport	GIF

Heavy demand and traffic management initiatives may be expected during the following dates/times:

DAILY	Tuesday, April 9 - Sunday, April 14, 2013 0700 - 1959 EDT (1100 - 2359 UTC)

Traffic management initiatives for this event are designed to provide equitable airspace access. To maintain program integrity and minimize delays, airborne changes of destination to above listed airports will not be accepted within 200nm of destination, except in emergency situations. Duplicate flight plans (same time/call sign) to multiple airport destinations are subject to removal from the system.

IFR TRAFFIC

April 7- April 14

Due to increased over flight traffic along the southeastern coast and ARTCC radar limitations, southbound traffic filed over CHS via V1 should request 8,000 feet or above. Traffic filed V1 at 6,000 feet and below will be rerouted via V437.

Air files and changes of destination from airborne flights to LAL, PCM, BOW, X07 and GIF will not be accepted except in emergency situations.

NOTE-
Please be familiar with the Sun 'n Fun – Lake Parker Arrival and Departure Procedures.

IFR ARRIVALS

Be prepared to cancel IFR and to enter a VFR traffic pattern for landing sequence. When the ceiling and visibility at Lakeland are reported at or above 3,000 feet and five (5) miles, expect a vector to the vicinity of Lake Parker for a VFR approach, following published Sun 'n Fun – Lake Parker Arrival Procedures.

Jet aircraft are not recommended over Lake Parker. Expect ATC vectors to final Runway 9R/27L. Be extremely alert for a high volume of traffic with a wide variance of performance characteristics operating in the vicinity of Lakeland.

Pilots retaining IFR clearance until landing must contact Tampa Approach on 120.65 after exiting the runway to cancel their IFR clearance.

IFR DEPARTURES

File your flight plan at least four (4) hours prior to proposed departure time. IFR flight plans not activated will expire ninety (90) minutes after proposed departure time.

Prior to engine start, place a sign in your windshield with the letters "**IFR**" to indicate to the flagmen you intend to depart IFR.

Monitor ATIS on 118.025 MHz. Lakeland IFR departures will be instructed via ATIS to contact Lakeland Ground Control on 127.1 MHz or 121.4 MHz.

Contact Lakeland Ground Control as instructed for clearance. **DO NOT TAXI** until enroute clearance is received. If you have not received initial departure instructions prior to reaching the runway, attempt to taxi your aircraft to a position that will allow other VFR aircraft to pass for departure.

DO NOT accept the FAA flagman's instructions to enter the runway or take off unless you have received departure release from Ground Control.

IFR PICK UP/VFR FLIGHT FOLLOWING PROCEDURES

IFR pick up and VFR flight following procedures are required for the following Lakeland area airports:

AIRPORT	IDENTIFIER
Lakeland Linder Airport	LAL
Plant City Airport	PCM
Gilbert Field Municipal Airport (Winter Haven)	GIF
Tampa Executive Airport (formerly Vandenberg)	VDF
Peter O. Knight Airport	TPF
Bartow Municipal Airport	BOW
Zephyrhills Municipal Airport	ZPH
South Lakeland Airpark	X49
Lake Wales Airport	X07

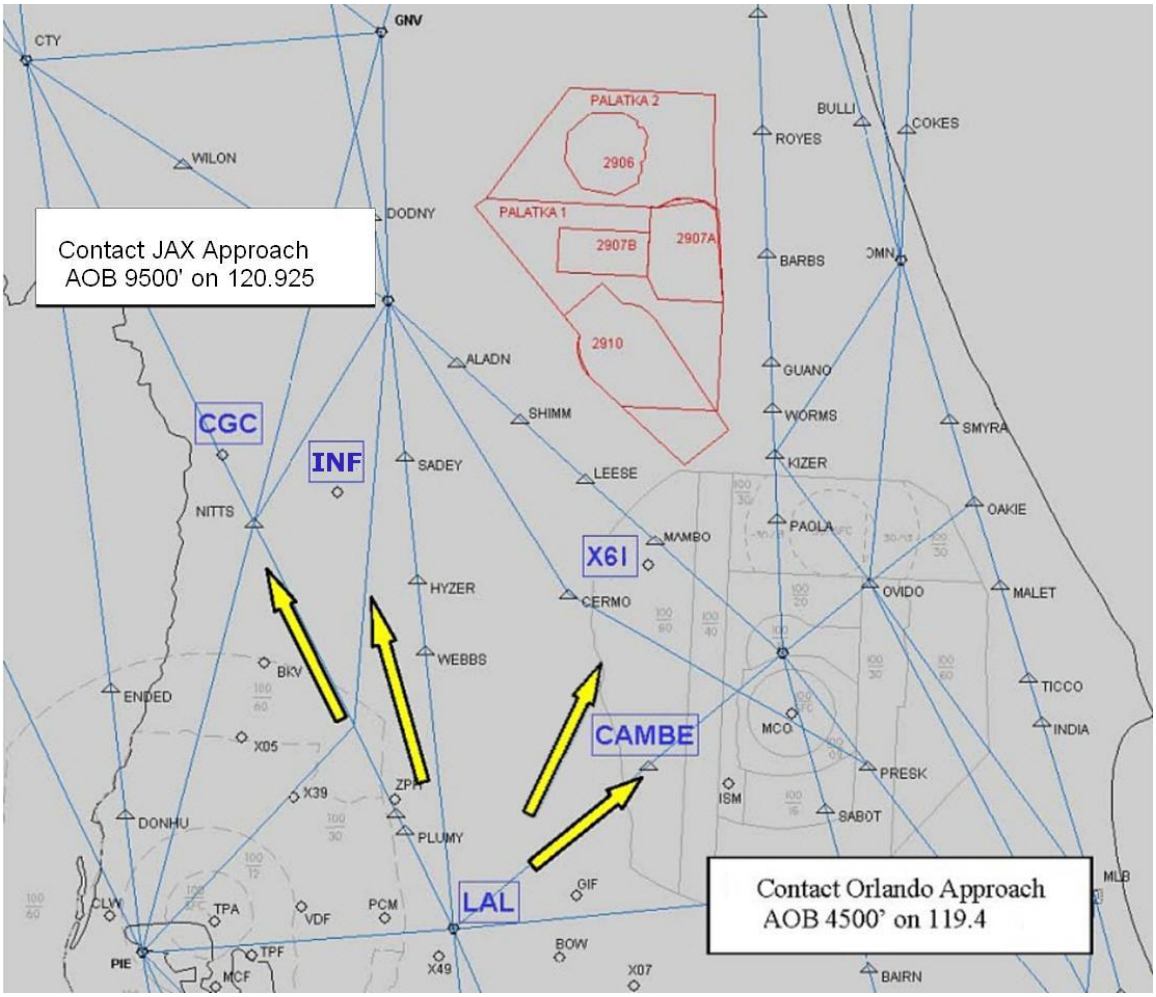
IMPORTANT- *When weather at Lakeland or along your route of flight is* ***MARGINAL VFR****, it is* ***STRONGLY*** *suggested that you file IFR off your departure airport and* ***RECEIVE YOUR IFR CLEARANCE/DEPARTURE RELEASE ON THE GROUND.*** *Tampa, Orlando, and Jacksonville Approaches may not be able to issue IFR pick-up clearances due to traffic volume and complexity.*

Flights destined to the northeast and east coast through Orlando Approach: Orlando Approach is unable to retrieve flight plan information or activate IFR clearances for aircraft requesting an IFR pick up that file off the Lakeland area airports. Aircraft departing VFR from the LAL area destined to the east coast or northeast must file a flight plan showing **CAMBE** intersection or **X61** (**Bob White Airport)** as their departure point in order to receive airborne IFR clearance. Enter **AIRFILE** or **IFR PICK UP** in the remarks section of the flight plan. **MONITOR** first then contact Orlando Approach at or below 4,500 feet on 119.4. Remain clear of Orlando Class B airspace.

Flights destined to the north or northwest through Jacksonville Approach: Jacksonville Approach is unable to retrieve flight plan information or activate IFR clearances for aircraft requesting an IFR pick up that file off the Lakeland area airports. Aircraft departing VFR from the LAL area destined to the north or northwest must file a flight plan showing either **CGC (Crystal River Airport)** or **INF (Inverness Airport)** as their departure point in order to receive airborne IFR clearance. Enter **AIRFILE** or **IFR PICK UP** in the remarks section of the flight plan. Approximately ten (10) miles south of CGC/INF, **MONITOR** first then contact Jacksonville Approach at or below 9,500 feet on 120.925.

Departing from a Lakeland area airport through Tampa Approach: Tampa Approach may be unable to issue an IFR pick up clearance due to heavy traffic volume if you depart VFR from one of the Lakeland area airports. Due to anticipated frequency congestion, aircraft not complying with these procedures should not expect to receive either an airborne IFR pickup clearance or VFR flight following until **north of the Florida/Georgia border**.

IFR PICK UP/VFR FLIGHT FOLLOWING
(Continued)

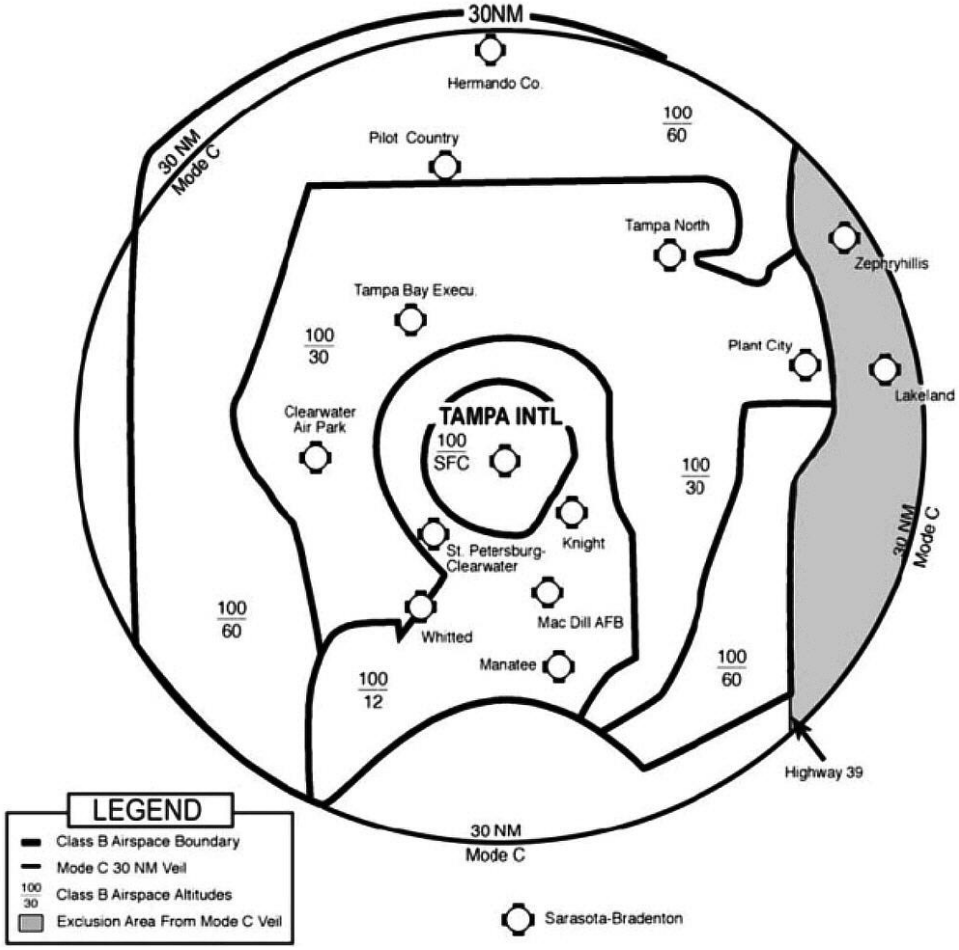


DO NOT USE FOR NAVIGATION: NOT TO SCALE

REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT

TAMPA AREA

TAMPA CLASS B MODE C VEIL
(DO NOT USE FOR NAVIGATION – NOT TO SCALE)



Operators of aircraft not equipped with Mode C transponders may operate within the Tampa Class B Mode C veil to attend the Sun 'n Fun Fly-In at Lakeland Linder Regional Airport along the following ATC-designated route:

At and below 2,500 feet MSL east of Highway 39.

Remain outside of the lateral boundary of the Tampa Class B airspace.

Aircraft must follow the Lakeland Linder Regional Airport arrival and departure procedures.

CAUTION: This notice does not constitute authorization to enter the Tampa Class B airspace.

REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT

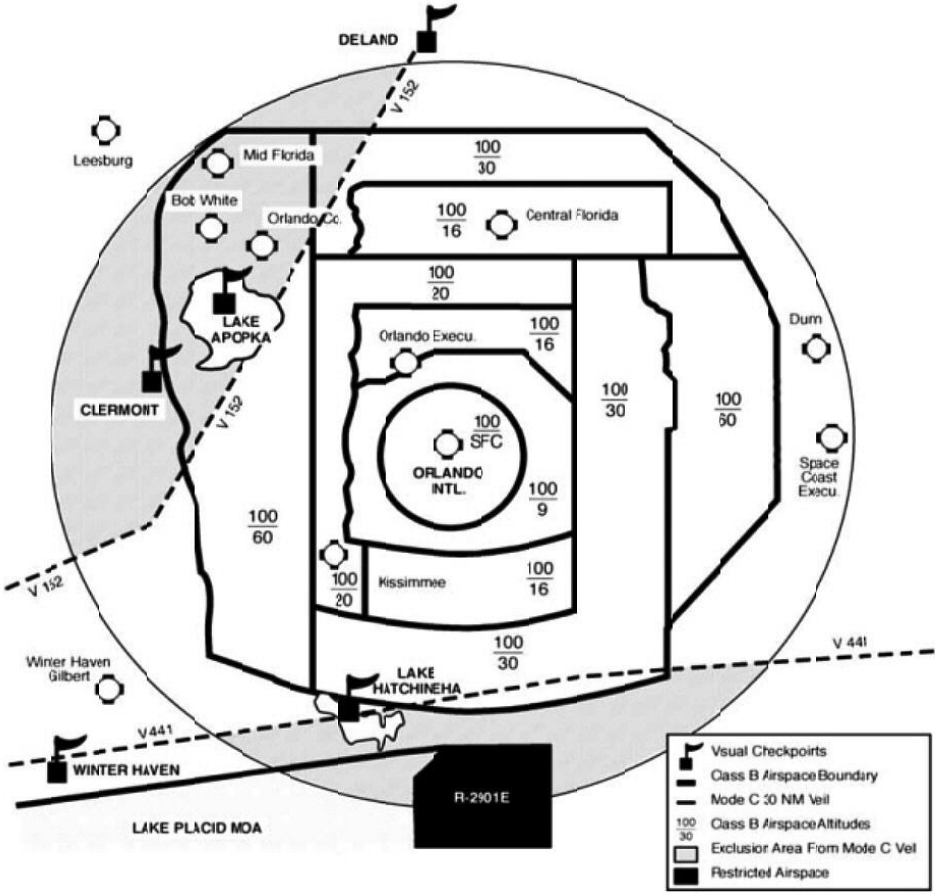
ORLANDO AREA

ORLANDO CLASS B MODE C VEIL
(DO NOT USE FOR NAVIGATION – NOT TO SCALE)

Operators of aircraft not equipped with Mode C transponders may operate within the Orlando Class B Mode C veil to attend the Sun 'n Fun Fly-In at Lakeland Linder Regional Airport along the following ATC-designated routes:

Northwest portion of Orlando Class B:
At or below 2,500 feet MSL along a route that passes over the city of Deland, Lake Apopka, and the City of Clermont. Remain northwest of V152.

Southern portion of Orlando Class B:
At or below 2,500 feet MSL south of V441 along a route over the center of Lake Hatchineha and east of the City of Winter Haven. Remain outside of the lateral boundaries of the Orlando Class B airspace and outside R-2901E.



CAUTION: This notice does not constitute authorization to enter the Tampa Class B airspace.

REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT
(Continued)

EXCEPTIONS

Per Section 91.215 of the Federal Aviation Regulation, aircraft without electrical systems, balloons, and gliders are excluded from the Mode C transponder requirement when operating within the Orlando and Tampa Mode C veil. ATC authorizations are not required.

OTHER REQUESTS FOR AUTHORIZATIONS ORLANDO APPROACH

Requests to operate along other than the routes specified above must be submitted to the Orlando TRACON in accordance with 14 CFR Section 91.215. Such requests will not be considered approved without the express written authorization signed by the Orlando Manager or designee.

Operations conducted in accordance with the procedures outlined in this notice must remain outside the Orlando Class B airspace unless otherwise authorized by Orlando TRACON.

FLIGHT SERVICE STATION INFORMATION
LAKELAND TEMPORARY FLIGHT SERVICE STATION

A temporary non-automated Flight Service Station will be located at the Lakeland Linder Airport in the FAA National Resource Center building. Pilot briefing and flight plan services will be available during the following dates and times:

DATES	HOURS EDT	HOURS UTC
Monday, April 8 – Sunday, April 14	0600-1900	1000-2300
Monday, April 15	0600-1200	1000-1600

Complete flight services may be obtained 24 hours a day from Lockheed Martin Flight Service by telephone at 1-800-992-7433 (1-800-WX-BRIEF).

INBOUND VFR FLIGHT PLANS

Filing flight plans:

- Pilots should allow for unexpected delays and add an additional 30 minutes when filing their ETE.
- Pilots should ensure the color of their aircraft is included in the remarks section of their VFR flight plan.
- Pilots are requested to close their flight plans while airborne. Due to the large number of aircraft, pilots may encounter up to a 30-minute delay in parking their aircraft.

Contacting Flight Service by Radio:

- Pilots are asked to use the frequencies illustrated on the FSS Frequencies graphic.
- On initial call-up, advise flight service of your full aircraft identification and which frequency you are using.
- When transmitting on 122.1 and listening to the VOR, remember to check that volume is up.
- Due to frequency congestion, air files and in-flight full route weather briefings are discouraged.

Contacting Lakeland Radio:

- During the Fly-In, contact Lakeland Radio on 122.075 to activate and close VFR flight plans.

REMEMBER TO CLOSE YOUR VFR FLIGHT PLANS

PLANT CITY AIRPORT (PCM)

In response to increased air traffic at Plant City Airport (PCM) during the Lakeland Sun n' Fun Fly-In, the following procedures will be used to enhance safety and minimize air traffic delays.

The FAA will operate a Temporary Air Traffic Control Tower on the following dates/times:

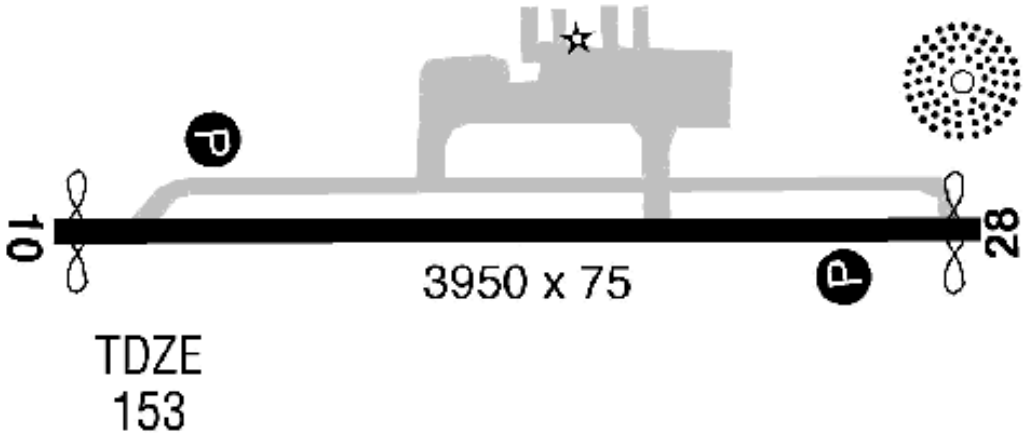
DATES	HOURS EDT	HOURS UTC
Tuesday, April 9 – Saturday, April 13	0800-1800	1200-2200
Sunday, April 14	0800-1200	1200-1600

Plant City Tower airspace will be in effect from the surface to 1,600 feet MSL, within a three (3) nautical mile radius of the Plant City Municipal Airport.

PCM ATCT FREQUENCIES	
Tower	127.6
Unicom	123.05
CTAF (when Tower closed)	123.05

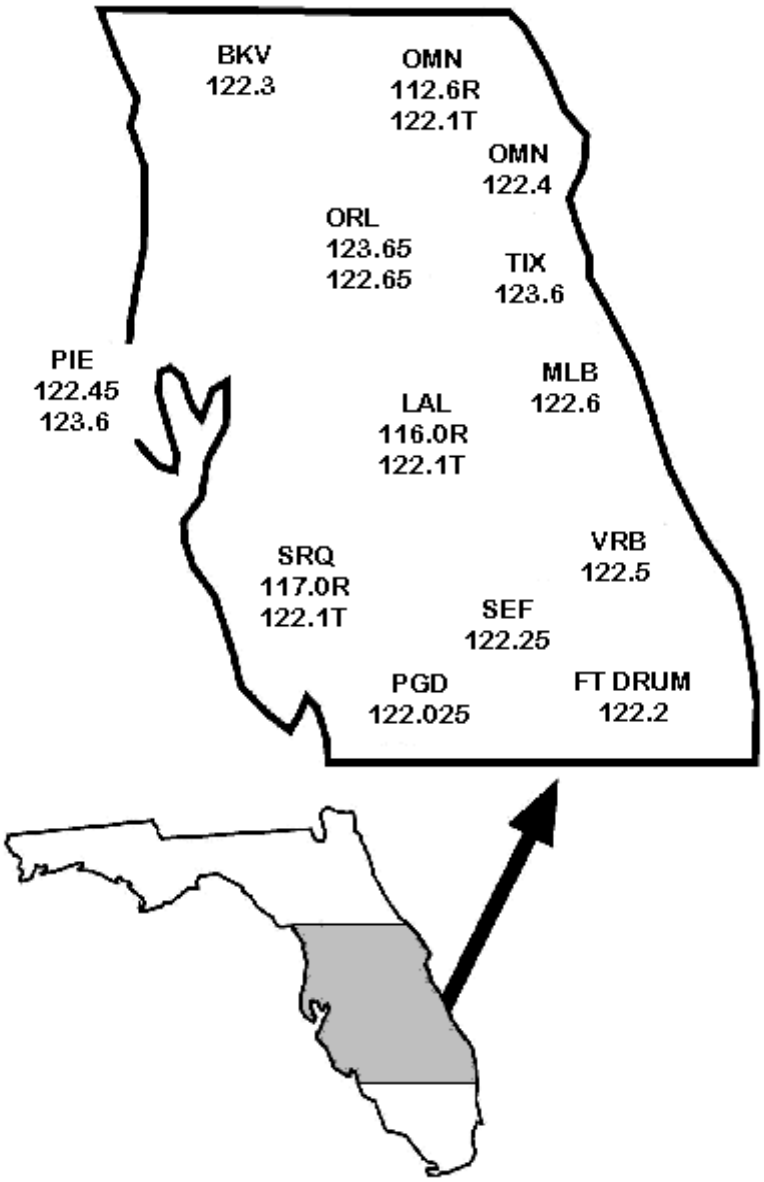
Traffic pattern will be left traffic for Runway 10 or Runway 28 unless otherwise advised by ATC. Plan to approach the airport from the north or south to avoid Tampa Class B airspace and Lakeland high-density traffic.

Unless otherwise advised by ATC, departures turn north or south one (1) mile after takeoff to avoid Tampa Class B airspace and Lakeland high-density traffic



CENTRAL FLORIDA
FLIGHT SERVICE STATION FREQUENCIES

LAKELAND TEMPORARY FLIGHT SERVICE STATION – 122.075



SUN 'N FUN FREQUENCIES

LAKELAND AREA			
Lakeland Arrival ATIS	128.575	Lakeland Departure ATIS	118.025
Lake Parker Arrival	124.5	Sun 'n Fun Ground Advisory	126.075
Lakeland Ground Control	121.4	Lakeland **IFR** Ground Control	127.1
Lakeland Helicopter	123.025	Lakeland VOR	116.0
Warbird Parking Advisory	125.025	Lakeland UHF	225.4
Lakeland Tower North	127.95	Lakeland Tower South	118.65
RWY 9L/27R Departure Monitor	133.225	RWY 9R/27L Departure Monitor	135.35
Lakeland Temporary FSS	122.075	Lake Agnes (Splash-in)	122.9
TAMPA (TPA) APPROACH		**PLANT CITY (PCM) AIRPORT**	
E of Tampa SFC-4,000'	119.9	Tower	127.6
E of Tampa 4,500'-12,000'	135.5	Unicom	123.05
W of Tampa SFC-4,000'	125.3	CTAF (When tower closed)	123.05
W of Tampa 4,500'-12,000'	118.8		
SRQ Area SFC-4,000'	119.65		
SRQ Area 4,500'-12,000'	134.25	**DAYTONA (DAB) APPROACH**	
Tampa Tower	119.5	N of Daytona SFC-3,500'	125.8
LAL IFR Arrivals Cancelling	120.65	N of Daytona 4,000'-11,000'	118.85
		SW of Daytona SFC-3,500'	126.55
ORLANDO (F11) APPROACH		SSE of Daytona SFC-3,500'	125.35
CAMBE int. 4.500'& Below	119.4	S of Daytona 4,000'-11,000'	127.07
N of Orlando	121.1		
SE of Orlando	119.77	**JACKSONVILLE (ZJX) ARTCC**	
		TAY Surface & Above	125.37
JACKSONVILLE (JAX) APPROACH		CTY Area 10,500' & Above	128.05
Vicinity of GNV – 28J - PGD		OCF Area 10,500' & Above	133.325
SFC to 6,000	118.17		
6,500 to 10,000	121.3	**MIAMI (ZMA) ARTCC**	
Vicinity of X60 – OCF - LEE		S of Lakeland 9,000' & Below	134.55
SFC to 6,000	118.6	S of Lakeland 10,000' & Above	127.2
6,500 to 10,000	128.67	SRQ Area 13,000' & Above	132.35
VFR Following/IFR Pick-up	120.925	LBV Area	132.45
OTHER FLIGHT SERVICE (AFSS)			
BKV	122.3	ORL	123.65
FT DRUM	122.2	PGD	122.025
LAL (receive)	116.0	PIE	122.45
LAL (transmit)	122.1	PIE	123.6
MLB	122.6	SEF	122.25
OMN	122.4	SRQ (receive)	117.0
OMN (receive)	112.6	SRQ (transmit)	122.1
OMN (transmit)	122.1	TIX	123.6
ORL	122.65	VRB	122.5