NOTICES TO AIRMEN

Domestic/International

February 5, 2015

Next Issue

March 5, 2015

Notices to Airmen included in this publication are NOT given during pilot briefings unless specifically requested by the pilot. An electronic version of this publication is on the internet at http://www.faa.gov/air_traffic/publications/notices
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= Cutoff dates for submitting NOTAMs to AJV−21 for next publication, (Twenty−three (23) days before effective date.)

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NOTICES TO AIRMEN

February 5, 2015

Flight Data Center (FDC) NOTAM information current as of January 14, 2015
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Prior to flight, pilots should always check with Flight Service for current NOTAMs (1–800–WX–BRIEF).

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Temporary Flight Restrictions (TFR) and additional NOTAM information are available on the FAA website at http://www.faa.gov
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Publication Schedule

PARTS 1 AND 2

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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 (AFD). 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 (NTAP) and/or the Service A telecommunications system as a NOTAM D item.

NATIONAL FLIGHT DATA CENTER AIRWAY NOTAMS
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 the 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 NTAP cutoff date can be identified.

PART 1. PUBLICATION CRITERIA

Section 1. Airway NOTAMs. NOTAMs are sorted alphabetically by ARTCC and in descending FDC NOTAM numerical order.

Section 2. Airport, Facility and Procedural NOTAMs. Categories may include Chart Corrections, Airports, Facilities, Procedural NOTAMs, and others, as required.
NOTAMs in section 2 are sorted alphabetically by state, city, airport name and in descending NOTAM numerical order.

Section 3. 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 AFD.
The Notices to Airmen publication is 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).
PART 2. PUBLICATION CRITERIA

Revisions to Part 95 of the Code of Federal Regulations – Minimum En Route IFR Altitudes and Changeover Points are published four (4) weeks prior to the 56–day IFR chart cycle.

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 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 published or is available in other permanent sources. New items will be indicated by a black bar running in the left or right margin.

The information in Part 3 is divided into two sections. Section 1, Flight Prohibitions, Potentially Hostile Situations, and Foreign Notices is arranged alphabetically by country. Section 2, International Oceanic Airspace Notices, is divided into two sections, general and region specific.

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, air show information, and airport-specific information.

Data in this section is updated continuously. All submissions for inclusion in this section must have regional office approval and be submitted to AJV–8 through the regional office.

Notices for events requiring Special Traffic Management Programs (STMP) should be coordinated following the procedures in FAA Order JO7210.3, Facility Operation and Administration.

Submissions should be sent to AJV–8 well in advance of but no later than 28 days prior to the effective date of the Notices to Airmen edition to ensure adequate lead time for inclusion in the publication.

Notices submitted for inclusion in the NTAP will be published no earlier than two editions prior to the effective date of the Notice. Special notices will be carried in the NTAP for the entire duration of the Notice, and in the case of more permanent notices, until transferred to other appropriate Air Traffic Publications.

With the exception of dated special events, regional offices should notify AJV–8 when notices are no longer needed in the publication.

Text files should be submitted as Word documents. Any graphics submitted for inclusion must be of high quality and in camera ready form; FAX copies will not be accepted. Electronic mail submissions are required and should be addressed to 9–ATOR–HQ–PubGrp@faa.gov. Graphics should be submitted in one of the
following formats: GIF, JPEG, TIFF, BMP, or PDF. Please do not submit graphics with a “.doc” file extension. Each graphic must be submitted as a separate attachment. Graphic notices may be submitted in color or black and white. Avoid using white text in any graphic. Copyrighted materials, such as maps, should not be submitted for publication without written permission of the copyright owner.

PART 5. SPECIAL TEMPORARY FLIGHT RESTRICTIONS/PROHIBITED AREAS AROUND THE WASHINGTON, DC, THURMONT, MD, AND CRAWFORD, TX, AREAS

Effective with the November 27, 2003, edition, this part was removed from the publication. For information on flight restrictions, pilots are directed to the FAA website at http://www.faa.gov. Pilots may also call flight service at 1−800−WX−BRIEF.

TIME REFERENCES

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

NEW INFORMATION

In Part 1, new NOTAMs are shown in shaded text. In all other sections of the book, vertical lines in the outside margin indicate new or revised information.

INTERNET

The entire Notices to Airmen publication is published on the internet at the following address: http://www.faa.gov/air_traffic/publications/notices/

There are two copies of the NTAP on the Web site, the current version and the previous version. This is done to overlay any current NOTAMs and information that may be needed.

In the Web version, revised/updated items are shown in blue−colored text.

ERROR OR OBSOLETE DATA NOTIFICATION

Notification of erroneous or obsolete data should be directed to the Federal Aviation Administration, Air Traffic Process and Publications Group, AJV−8, 800 Independence Avenue, SW, Washington, DC 20591, or via e−mail at 9−ATOR−HQ−PubGrp@faa.gov.
## NOTAM CONTRACTIONS

This list contains most of the commonly used contractions currently in use in Notices to Airmen (NOTAMS) and the standard aviation weather products, such as METAR/TAF, area forecasts, SIGMETs, AIRMETs, etc.

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| LAF          | Latitude |
| LAWSR        | 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 |

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| C | Central Standard Time (time groups only) |
| C | Continental (air mass) |
| CAN | Canada |
Contraction | Decode
---|---
CARIB | Caribbean
CASCD | Cascadia
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
CSS | 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
CNVT | Convective
CONFD | 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
DPHT | 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
DWNDFS | Downdrafts
DPNTE | Dew Point
DZ | Drizzle (METAR)

E
E | Eastern Standard Time (time groups only)
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<td>In temperature field means &quot;minus&quot; or below zero (METAR)</td>
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<tr>
<td>M</td>
<td>In RVR Field, indicates visibility less than lowest reportable sensor value (e.g. M0600FT)</td>
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<td>NO</td>
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<td>No Pilot Balloon Observation Will Be Filed Next Collection Unless Weather Changes Significantly</td>
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### Contraction Notices to Airmen

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<td></td>
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| P    | PRSNT | Present                            |
|      | PS   | Plus                               |
|      | PSG  | Passage                            |
|      | PSG  | Passing                            |
|      | PITCHY | 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 | Radiosonde 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                           |

<p>| S    | SA  | Sand (METAR)                       |
|      | SASK | Saskatchewan                      |
|      | SBSD | Subside                           |
|      | SC  | Stratocumulus                     |
|      | SCSSL | Standing Lenticular Stratocumulus |
|      | SCT  | Scattered                         |</p>
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<td>TURBT</td>
<td>Turbulent</td>
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<tr>
<td>TWRG</td>
<td>Towering</td>
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<tr>
<th>Contraction</th>
<th>Decode</th>
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<tbody>
<tr>
<td>UAG</td>
<td>Upper Atmosphere Geophysics</td>
</tr>
<tr>
<td>UDDF</td>
<td>Up and Down Drafts</td>
</tr>
<tr>
<td>UNSBL</td>
<td>Unseasonable</td>
</tr>
<tr>
<td>UNSTBL</td>
<td>Unstable</td>
</tr>
<tr>
<td>UNSTDY</td>
<td>Unsteady</td>
</tr>
<tr>
<td>UNSTL</td>
<td>Unsettle</td>
</tr>
<tr>
<td>UP</td>
<td>Unknown Precipitation (Automated Observations)</td>
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<tr>
<td>UPDFTS</td>
<td>Updrafts</td>
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<tr>
<td>UPR</td>
<td>Upper</td>
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<td>Upslope</td>
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<td>UPSTRM</td>
<td>Upstream</td>
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<tr>
<td>UVV</td>
<td>Upward Vertical Velocity</td>
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<tr>
<td>UWND S</td>
<td>Upper Winds</td>
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<th>Contraction</th>
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<tbody>
<tr>
<td>V</td>
<td>Varies (wind direction and RVR)</td>
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<tr>
<td>V</td>
<td>Variable (weather reports only)</td>
</tr>
<tr>
<td>VA</td>
<td>Volcanic Ash (METAR)</td>
</tr>
<tr>
<td>VC</td>
<td>Vicinity</td>
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<tr>
<td>VLCTY</td>
<td>Velocity</td>
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<td>VLNT</td>
<td>Violent</td>
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<td>VLY</td>
<td>Valley</td>
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<tr>
<td>VR</td>
<td>Veer</td>
</tr>
<tr>
<td>VRB</td>
<td>Variable wind direction when speed is less than or equal to 6 knots</td>
</tr>
<tr>
<td>VRISL</td>
<td>Vancouver Island, BC</td>
</tr>
<tr>
<td>VRT MOTN</td>
<td>Vertical Motion</td>
</tr>
<tr>
<td>VSBY</td>
<td>Visibility</td>
</tr>
<tr>
<td>VSBYDR</td>
<td>Visibility Decreasing Rapidly</td>
</tr>
<tr>
<td>VSBYIR</td>
<td>Visibility Increasing Rapidly</td>
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<tr>
<td>VV</td>
<td>Vertical Visibility (Indefinite Ceiling) (METAR)</td>
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<td>Warm (air mass)</td>
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<tr>
<td>WA</td>
<td>AIRMET</td>
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<tr>
<td>WDC–1</td>
<td>World Data Centers in Western Europe</td>
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<tr>
<td>WDC–2</td>
<td>World Data Centers Throughout Rest of World</td>
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<tr>
<td>WDLY</td>
<td>Widely</td>
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<td>WDSPRD</td>
<td>Widespread</td>
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<td>WEATHER</td>
<td>Weather</td>
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<td>WFP</td>
<td>Warm Front Passage</td>
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<td>Winter</td>
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<td>Wind</td>
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<td>WNWRN</td>
<td>West–northwestern (weather reports only)</td>
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<td>Contraction</td>
<td>Decode</td>
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<tr>
<td>WNWWD</td>
<td>West–northwestward (weather reports only)</td>
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<tr>
<td>WPLTO</td>
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<tr>
<td>WR</td>
<td>Wet Runway</td>
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<td>WRM</td>
<td>Warm</td>
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<td>WRMFNT</td>
<td>Warm Front</td>
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<tr>
<td>WRNG</td>
<td>Warning</td>
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<tr>
<td>WS</td>
<td>Wind Shear (in TAFs, low level and not associated with convective activity)</td>
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<tr>
<td>WS</td>
<td>SIGMET</td>
</tr>
<tr>
<td>WSHFT</td>
<td>Wind Shift</td>
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<td>WSOOM</td>
<td>Weather Service Operations Manual</td>
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<td>WSR</td>
<td>Wet Snow on Runway</td>
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<tr>
<td>WSWRN</td>
<td>West–southwestern (weather reports only)</td>
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<tr>
<td>WSSWWD</td>
<td>West–southwestward (weather reports only)</td>
</tr>
<tr>
<td>WTR</td>
<td>Water</td>
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<tr>
<td>WW</td>
<td>Severe Weather Forecast</td>
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<tr>
<td>WXCON</td>
<td>Weather Reconnaissance Flight Pilot Report</td>
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<tr>
<td>X</td>
<td>XCP Except</td>
</tr>
<tr>
<td>XPC</td>
<td>Expect</td>
</tr>
<tr>
<td>Y</td>
<td>Yukon Standard Time (time groups only)</td>
</tr>
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<td>YKN</td>
<td>Yukon</td>
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<td>YLSTN</td>
<td>Yellowstone</td>
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<td>Z</td>
<td>ZI Zonal Index</td>
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<tr>
<td>ZI</td>
<td>Zone of Interior</td>
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Part 1. FDC NOTAMs

Section 1. Airway NOTAMs

Shaded text indicates new or revised NOTAMs.
PART 1

Section 1. AIRWAY NOTAMS

ALBUQUERQUE ARTCC

FDC 4/6343 ZAB TX..ROUTE ZAB. V140 PANHANDLE (PNH) VORTAC, TX TO ZESUS, TX MOCA 5100. 1412101611-1506081611EST.


FDC 4/1414 ZAB AIRSPACE LGT OUT TRAINING SELLS LOW MOA 3000FT AGL-9999FT AVOIDANCE ADVISED DLY 0100-0700 1412220100-1501180700.

FDC 1/5739 ZAB F/T STAR ALBUQUERQUE INTERNATIONAL SUNPORT, ALBUQUERQUE, NM. CURLY TWO ARRIVAL: GUP TRANSITION: ROUTE FROM GUP TO CURLY IS NOT AUTHORIZED BELOW 14000 MSL.

ANCHORAGE ARTCC

FDC 5/1187 ZAN AK..ROUTE ZAN. V489 ROSII, AK TO TANANA (TAL) VOR/DME, AK MEA 3400 NORTH EAST BOUND, 6000 SOUTHWEST BOUND. 1501072059-1507062059EST.

FDC 5/1163 ZAN AK..ROUTE ZAN. V350 BAFIN, AK TO BETHEL (BET) VORTAC, AK MEA 5400 SOUTHEAST BOUND, 2000 NORTHWEST BOUND. 1501072016-1507062016EST.

FDC 5/1162 ZAN AK..ROUTE ZAN. V350 TOGIAK (TOG) NDB/DME, AK TO BAFIN, AK MEA 5400. 1501072016-1507062016EST.

ATLANTA ARTCC

FDC 5/2452 ZTL VA,NC,SC,GA,FL. SPECIAL NOTICE. DUE TO MILITARY ACTIVITIES ON 1030/1090 MHZ, THE TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM (TCAS) AND AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B) SYSTEM MAY BE UNRELIABLE IN THE AIRSPACE OVER THE STATES OF VIRGINIA, NORTH CAROLINA, SOUTH CAROLINA, GEORGIA, ALABAMA, AND EXTENDING APPROXIMATELY 200NM OFFSHORE. SFC-FL500 PILOTS ARE ADVISED THAT TCAS MAY FAIL TO ESTABLISH TRACKS ON NEARBY AIRCRAFT AND MAY FAIL TO RECEIVE TRAFFIC ALERTS (TA) AND/OR RESOLUTION ADVISORY (RA). PILOTS ARE ADVISED THAT TRACKS MAY FIRST APPEAR WITHIN CLOSE PROXIMITY TO THEIR AIRCRAFT AND MAY IMMEDIATELY GO INTO TA/RA STATUS. FALSE ALERTS ARE NOT EXPECTED TO BE GENERATED BY THIS MILITARY ACTIVITY AND ANY ALERTS SHALL BE TREATED AS REAL. PILOTS ARE ADVISED TO MAINTAIN AN INCREASED VISUAL AWARENESS IN THIS AREA. IF THE PILOT BELIEVES THAT AN AIRCRAFT SHOULD HAVE TRIGGERED AN ALERT, THE INCIDENCE SHOULD BE REPORTED TO AIR TRAFFIC CONTROL AT THE EARLIEST OPPORTUNE MOMENT. 1501091945-1502090459.

FDC 4/9341 ZTL ROUTE ZTL ZID. Q71 BOBBY, TN TO GEFFS, WV NA. 1411211208-1505202108EST.

FDC 4/9312 ZTL ROUTE ZTL ZDC ZHU. Q22 CATLN, AL TO BEARI, VA NA. 1411132124-1505121948EST.

FDC 4/4138 ZTL AL..ROUTE ZTL ZDC. Q63 DOOGE, VA TO HEVAN, IN NA. 1411131945-1505121948EST.

FDC 4/3307 ZTL ROUTE ZTL ZIJX ZDC. Q69 BLAAN, SC TO RYCKI, NC NA. 1411131945-1505121948EST.

FDC 4/3305 ZTL ROUTE ZTL ZHU ZDC. Q56 CATLN, AL TO KIWI, VA NA. 1412032055-1506012055EST.
DENVER ARTCC

FDC 4/2647 ZFW TX..ROUTE ZFW V102 LUBBOCK (LBB) VORTAC, TX TO GUTHRIE (GTH) VORTAC, TX MEA 6000. CHANGEOVER POINT GTH R-257 AT 25 NM. 1410021606-1504021606EST.

FORT WORTH ARTCC

FDC 4/2637 ZFW ROUTE ZFW. V102 GUTHRIE (GTH) VORTAC, TX TO SNEED, TX MEA 8500. CHANGEOVER POINT GTH R-086 AT 45 NM. 1410021534-1504021534EST.

FDC 4/2634 ZFW ROUTE ZFW. V278 GUTHRIE (GTH) VORTAC, TX TO NIFDE, TX MEA 8500. CHANGEOVER POINT GTH R-086 AT 45 NM. 1410021534-1504021534EST.

FDC 4/2628 ZFW ROUTE ZFW. V18 GUTHRIE (GTH) VORTAC, TX TO BEKLE, TX MEA 8500. 1410021433-1504021433EST.

HOUSTON ARTCC

FDC 4/9315 ZHU ROUTE ZHU ZTL ZDC. Q22 CATLN, AL TO BEARI, VA NA. 1411211950-1505201950EST.

FDC 4/4163 ZHU ROUTE ZHU ZTL ZDC. Q64 CATLN, AL TO TAR RIVER (TYI) VORTAC, NC NA. 1411131951-1505121948EST.

INDIANAPOLIS ARTCC

FDC 4/9342 ZID ROUTE ZID ZTL. Q71 BOBBBD, TN TO GIFFS, WV NA. 1411212108-1505202108EST.

FDC 4/4139 ZID AL..ROUTE ZID ZTL. Q63 DOOGE, VA TO HEVAN, IN NA. 1411131945-1505121943EST.
WASHINGTON ARTCC

FDC 4/3221 ZMP NE..ROUTE ZMP. V181 OMAHA (OVR) VORTAC, IA TO NORFOLK (OFK) VOR/DME, NE MEA 3600. 1410281859-1504261859EST.

NEW YORK ARTCC

FDC 4/2026 ZNY PA..ROUTE ZNY ZDC. V147 YARDLEY (ARD) VOR/DME, PA TO EAST TEXAS (ETX) VOR/DME, PA MEA 5000. ARD VOR/DME R-300 TO R-353 UNUSABLE BELOW 5000. 1411131334-1505121334EST.

LOS ANGELES ARTCC

FDC 4/4675 ZLA CA..ROUTE ZLA. V197 KELEN, CA TO ARVIN, CA MEA 8000. 1410081832-1504061832EST.

FDC 4/4671 ZLA CA..ROUTE ZLA. V165 LOPES, CA TO ARVIN, CA MEA 8000. 1410081830-1504061830EST.

SEATTLE ARTCC

FDC 4/3221 ZSE ROUTE ZSE. V187 ORTIN, WA TO MCCHORD (TCM) VORTAC, WA MEA 8000. 1410281859-1504261859EST.

FDC 4/4668 ZLA CA..ROUTE ZLA. V459 LOPES, CA TO WRING, CA MEA 8000. 1410081827-1504061734EST.

MINNEAPOLIS ARTCC

FDC 4/4660 ZLA CA..ROUTE ZLA. V248 SCRAP, CA TO SHAFTER (EHF) VORTAC, CA MEA 3000 EASTBOUND. 1410081733-1504081733EST.

FDC 4/4660 ZLA CA..ROUTE ZLA. V459 LOPES, CA TO WRING, CA MEA 8000. 1410081827-1504061734EST.

FDC 4/4660 ZLA CA..ROUTE ZLA. V248 SCRAP, CA TO SHAFTER (EHF) VORTAC, CA MEA 3000 EASTBOUND. 1410081733-1504081733EST.

ZDC AIRSPACE V A,NC..SPECIAL NOTICE..DUE TO MILITARY ACTIVITIES ON 1030/1090 MHZ, THE TRAFFIC ALERT AND COLLISION AVOIDANCE SYSTEM (TCAS) AND AUTOMATIC DEPENDENT SURVEILLANCE BROADCAST (ADS-B) SYSTEM MAY BE UNRELIABLE IN THE AIRSPACE OVER THE STATES OF VIRGINIA, NORTH CAROLINA, AND EXTENDING APPROXIMATELY 200NM OFFSHORE. SFC-FL300 PILOTS ARE ADVISED THAT TCAS MAY FAIL TO ESTABLISH TRACKS ON NEARBY AIRCRAFT AND MAY FAIL TO RECEIVE TRAFFIC ALERTS (TA) AND/OR RESOLUTION ADVISORY (RA). PILOTS ARE ADVISED THAT TRACKS MAY FIRST APPEAR WITHIN CLOSE PROXIMITY TO THEIR AIRCRAFT AND MAY IMMEDIATELY GO INTO TA/RA STATUS. FALSE ALERTS ARE NOT EXPECTED TO BE GENERATED BY THIS MILITARY ACTIVITY AND ANY ALERTS SHALL BE TREATED AS REAL. PILOTS ARE ADVISED TO MAINTAIN AN INCREASED VISUAL AWARENESS IN THIS AREA. IF THE PILOT BELIEVES THAT AN AIRCRAFT SHOULD HAVE TRIGGERED AN ALERT, THE INCIDENCE SHOULD BE REPORTED TO AIR TRAFFIC CONTROL AT THE EARLIEST OPPORTUNE MOMENT. 1501131330-1502281351EST.

ZDC V A,NC..ROUTE ZDC ZOB. Q103 PULASKI (PSK) VORTAC, VA TO AIRRA, PA SINGLE DIRECTION OPERATIONS, SOUTHBOUND ONLY. 1411212119-1505202119EST.

ZDC AIRSPACE ZTL ZHU. Q22 CATLN, AL TO BEARI, VA NA. 1411211950-1505201950EST.

ZDC AIRSPACE ZTL ZHU. Q64 CATLN, AL TO TAR RIVER (TV1) VORTAC, NC NA. 1411131951-1505121948EST.

ZDC AIRSPACE ZTL ZJX. Q69 BLAAN, SC TO RYCKI, NC NA. Q69 RYCKI, NC TO RICCS, WV SINGLE DIRECTIONAL OPERATION NORTHBOUND ONLY. 1411131334-1505121334EST.

ZDC AIRSPACE ZTL Q58 KELLN, SC TO PEETT, NC NA. 1412032054-1506012054EST.

ZDC AIRSPACE ZTL Q60 SPARTANBURG (SPA) VORTAC, SC TO JAXSN, VA NA. 1412032051-1506012051EST.

ZDC AIRSPACE ZTL Q54 GREENWOOD (GRD) VORTAC, SC TO NUTZE, NC NA. 1412032046-1506012046EST.

ZDC AIRSPACE ZTL Q147 YARDLEY (ARD) VOR/DME, PA TO EAST TEXAS (ETX) VOR/DME, PAMEA 5000. ARD VOR/DME R-300 TO R-353 UNUSABLE BELOW 5000. 1412231751-1506211751EST.
Part 1. FDC NOTAMs

Section 2. Airport, Facility and Procedural NOTAMs

Shaded text indicates new or revised NOTAMs.
Section 2

Content Criteria

All public use airports have distant NOTAM distribution.

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

**NAVAIDS, COMMUNICATIONS, OTHER SERVICES**

| 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) |
| Airport Traffic Control Towers | Commissionings (including frequencies)  
|                                   | Hours of operation  
|                                   | Decommissionings |
| Flight Service Stations | Commissionings  
|                          | Decommissionings  
|                          | Hours of operation  
|                          | Commissionings/Decommissionings of RCOs  
|                          | Changes in monitoring status of RCOs  
|                          | Outages of RCOs (with effective dates) |
| Weather | AWOS (system and frequency) |
Section 2.  AIRPORTS / FACILITIES / & PROCEDURAL NOTAMS

ALABAMA

ALABASTER

Shelby County

**FDC 5/3173**  EET IAP SHELBY COUNTY, ALABASTER, AL. VOR-A, AMDT 7...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VUZ VOR OUT OF SERVICE. 1501130958-1502130958EST.

ALBERTVILLE

Albertville Rgnl-Thomas J Brumlik Fld


**FDC 4/4405**  8A0 IAP ALBERTVILLE RGNL-THOMAS J BRUMLIK FLD, ALBERTVILLE, AL. NDB A, AMDT 4A...FAF MINIMUM Altitude 2000. 1407231936-1501231936EST.

ANDALUSIA/OPP

South Alabama Rgnl At Bill Benton Field

**FDC 4/1890**  79J IAP SOUTH ALABAMA RGNL AT BILL BENTON FIELD, ANDALUSIA/OPP, AL. COPTER NDB RWY 29, ORIG...H...29 VIS 3/4. 14102321936-1501231936EST.

ANNISTON

Anniston Rgnl

**FDC 4/5012**  ANB ODP ANNISTON RGNL, ANNISTON, AL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 6A...TAKEOFF MINIMUMS: RWY 5, STANDARD WITH MINIMUM CLIMB OF 225 FEET PER NM TO 1300. 1410091424-1504071424EST.

ATMORE

Atmore Muni

**FDC 5/0570**  0R1 IAP ATMORE MUNI, ATMORE, AL. RNAV (GPS) RWY 36, AMDT 1A...NOTE: DESCENT ANGLE 3.00/TCH 40 NA. 1501061358-1507051358EST.

**FDC 4/4692**  AUO IAP AUBURN UNIVERSITY RGNL, AUBURN, AL. ILS OR LOC RWY 36, AMDT 2A...MISS approach: CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 DIRECT LGC VORTAC AND HOLD. CSG VOR OUT OF SERVICE. 1407241100-1501241100EST.

**FDC 4/5012**  ANB ODP ANNISTON RGNL, ANNISTON, AL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 6A...TAKEOFF MINIMUMS: RWY 5, STANDARD WITH MINIMUM CLIMB OF 225 FEET PER NM TO 1300. 1410091424-1504071424EST.

AUBURN

Auburn University Rgnl

**FDC 5/3174**  EKY IAP BESSEMER, BESSEMER, AL. VOR RWY 5, AMDT 6A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VUZ VOR OUT OF SERVICE. 1501130958-1502130958EST.

**FDC 5/3174**  EKY IAP BESSEMER, BESSEMER, AL. VOR RWY 5, AMDT 6A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VUZ VOR OUT OF SERVICE. 1501130958-1502130958EST.

**FDC 5/3176**  EKY IAP BESSEMER, BESSEMER, AL. VOR RWY 5, AMDT 6A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VUZ VOR OUT OF SERVICE. 1501130958-1502130958EST.

BIRMINGHAM

Birmingham-Shuttlesworth Intl

**FDC 5/3683**  BHM IAP BIRMINGHAM-SHUTTLESWORTH INTL, BIRMINGHAM, AL. ILS OR LOC RWY 6, AMDT 42A...ILS RWY 6 (CAT II), AMDT 42A...MISS approach: CLIMB TO 3300 VIA HEADING 058 AND GAD R-231 TO SPATT INT/GAD 28.80 DME AND HOLD NE, RT, 231.00 INBOUND. VUZ VOR OUT OF SERVICE. 1501141539-1507131539EST.

**FDC 5/3177**  BHM IAP BIRMINGHAM-SHUTTLESWORTH INTL, BIRMINGHAM, AL. LOC RWY 18, AMDT 2A...MISS approach: CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 3600 ON HEADING 025 AND ON GAD VOR/DME R-231 TO SPATT INT AND HOLD. VUZ VOR OUT OF SERVICE. 1501130958-1502130958EST.

**FDC 5/3176**  BHM IAP BIRMINGHAM-SHUTTLESWORTH INTL, BIRMINGHAM, AL. ILS OR LOC/DME RWY 24, AMDT 2...MISS approach: CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 3300 VIA HEADING 058 AND TDG VOR/DME R-283 TO SPATT INT/TDG 25.93 DME AND HOLD NE, RT, 238.47 INBOUND. VUZ VOR OUT OF SERVICE. 1501130958-1502130958EST.
**BHM IAP BIRMINGHAM-SHUTTLESWORTH INTL, BIRMINGHAM, AL. RNA V (GPS) RWY 36, AMDT 1A...NOTE: PROCEDURE NA AT NIGHT. 1409301501-1503291501EST.**

**FDC 4/1592**

**BHM IAP BIRMINGHAM-SHUTTLESWORTH INTL, BIRMINGHAM, AL. RNAV (RNP) Z RWY 24, ORIG-A...CHANGE TERMINAL ROUTE TO READ: SPATT (IF) TO HUKEV MINIMUM ALTITUDE 2700. 1408072025-1502072025EST.**

**FDC 4/1356**

**BREWTON**

Brewton Muni

**FDC 5/0761**

12J IAP BREWTON MUNI, BREWTON, AL. VOR/DME RWY 30, AMDT 8...PROCEDURE NA. 1501061912-1507051912EST.

**FDC 5/0444**

12J IAP BREWTON MUNI, BREWTON, AL. RNAV (GPS) RWY 24, ORIG...CHANGE PROCEDURE NA AT NIGHT NOTE TO READ: STRAIGHT-IN MINIMUMS NA AT NIGHT. 1501052016-1507042016EST.

**FDC 5/0443**

12J IAP BREWTON MUNI, BREWTON, AL. RNAV (GPS) RWY 6, ORIG...NOTE: STRAIGHT-IN MINIMUMS NA AT NIGHT. 1501052016-1507042016EST.

**BUTLER**

Butler-Choctaw County

**FDC 4/5389**

09A ODP BUTLER-CHOCTAW COUNTY, BUTLER, AL. TAKEOFF MINIMUMS AND (OBLICIT) DEPARTURE PROCEDURES ORIG...TAKEOFF MINIMUMS: RWY 29, 300-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 255 FEET PER NM TO 400. NOTE: TREES 5641 FEET FROM DER, 1467 FEET RIGHT OF CENTERLINE, UP TO 89 FEET AGL/298 FEET MSL. TREES 6072 FEET FROM DER, 713 FT RIGHT OF CENTERLINE, UP TO 97 FEET AGL/306 FEET MSL. TREES 1.1 NM FROM DER, 2161 FEET RIGHT OF CENTERLINE, UP TO 83 AGL/292 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1408191831-1502191831EST.

**FDC 4/3753**

09A IAP BUTLER-CHOCTAW COUNTY, BUTLER, AL. RNAV (GPS) RWY 11, ORIG...PROCEDURE NA. 1407221837-1501221837EST.

**DECATUR**

Pryor Field Rgnl

**FDC 4/4889**

DCU IAP PRYOR FIELD RGNL, DECATUR, AL. VOR RWY 18, AMDT 13A...DEDOC FIX MINIMUMS: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. 1411141638-1505131638EST.

**DEMOPOLIS**

Demopolis Rgnl

**FDC 4/4914**

DYA IAP DEMOPOLIS MUNI, DEMOPOLIS, AL. RNAV (GPS) RWY 4, ORIG-A...NOTE: DESCENT ANGLE 3.05/TCH 43 NA. 1407241225-1501241225EST.

**FDC 4/4782**

DYA IAP DEMOPOLIS MUNI, DEMOPOLIS, AL. RNAV (GPS) RWY 22, ORIG-A...NOTE: DESCENT ANGLE 3.05/TCH 43 NA. VDP NA. 1407241229-1501241229EST.

**DOTHAN**

Dothan Rgnl

**FDC 4/8561**

DHN IAP DOthan RGNL, DOthan, AL. COPTER VOR RWY 36, AMDT 1A...MSA FROM RRS VORTAC 360-180 MINIMUM ALTITUDE 2600. 1412121617-1506101617EST.

**ENTERPRISE**

Enterprise Muni

**FDC 4/1341**

EDN IAP ENTERPRISE MUNI, ENTERPRISE, AL. VOR RWY 5, AMDT 4A...NOTE: NIGHT LANDING: RWY 23 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409291922-1503281922EST.

**FDC 4/1340**

EDN IAP ENTERPRISE MUNI, ENTERPRISE, AL. RNAV (GPS) RWY 5, AMDT 1A...NOTE: NIGHT LANDING: RWY 23 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409291922-1503281922EST.

**EUFALIA**

Weedon Field

**FDC 4/3595**

EUF IAP WEEDON FIELD, EUFAULA, AL. VOR RWY 18, AMDT 8...NOTE: NIGHT LANDING: RWY 18 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411131523-1505121523EST.

**EVERGREEN**

Middleton Field
**Foley**

**FOLEY**

**Foley Muni**

**FDC 5/0346** 5R4 IAP FOLEY MUNI, FOLEY, AL. NDB RWY 18, AMDT 1A...RNA V (GPS) RWY 18, AMDT 1...PROCEDURE NA AT NIGHT. 1504012045-1504012045.

**FORT PAYNE**

**Dekalb Rgnl Medical Center**

**FDC 1/2867** 0AL4 FI/T SPECIAL BAPTIST MEDICAL CENTER, FORT PAYNE, AL. (SPECIAL) COPTER RNA V 203, ORIG.MISSED APPROACH: CLIMBING RIGHT TURN TO 4000 DIRECT XOLEW WP AND HOLD.

**Isbell Field**

**FDC 4/6705** 4A9 IAP ISBELL FIELD, FORT PAYNE, AL. RNAV (GPS) Z RWY 22, ORIG...NOTE: PROCEDURE NA AT NIGHT FOR CAT C/D. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410141913-1504121913.

**FDC 4/6704** 4A9 IAP ISBELL FIELD, FORT PAYNE, AL. RNAV (GPS) Y RWY 22, ORIG...NOTE: PROCEDURE NA AT NIGHT FOR CAT C/D. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410141913-1504121913.

**FDC 4/6702** 4A9 IAP ISBELL FIELD, FORT PAYNE, AL. RNAV (GPS) RWY 4, ORIG...NOTE: PROCEDURE NA AT NIGHT FOR CAT C. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410141913-1504121913.

**HALEYVILLE**

**Posey Field**

**FDC 4/9445** 4M4 IAP POSEY FIELD, HALEYVILLE, AL. RNAV (GPS) RWY 36, ORIG-A...DESCENT ANGLE 3.00/TCH 39 NA. 1406172044-1412172044.

**HEADLAND**

**Headland Muni**

**FDC 4/5747** 06I IAP HEADLAND MUNI, HEADLAND, AL. RNAV (GPS) RWY 27, AMDT 1...CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. NOTE: PROCEDURE NA AT NIGHT. 1412091521-1506071521.

**HUNTSVILLE**

**Huntsville Intl-Carl T Jones Field**

**FDC 5/3178** HSV IAP HUNTSVILLE INTL-CARL T JONES FIELD, HUNTSVILLE, AL. ILS OR LOC RWY 18L, AMDT 4...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VUZ VOR OUT OF SERVICE. 1501090532-1502090532.

**FDC 5/2182** HSV IAP U.S. DOD HUNTSVILLE INTL-CARL T JONES FIELD, HUNTSVILLE, AL. ILS OR LOC RWY 18L, AMDT 4...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VUZ VOR OUT OF SERVICE. 1501090530-1502090530.

**FDC 5/2181** HSV IAP U.S. DOD HUNTSVILLE INTL-CARL T JONES FIELD, HUNTSVILLE, AL. ILS OR LOC RWY 18L, AMDT 4...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VUZ VOR OUT OF SERVICE. 1501090530-1502090530.

**FDC 4/4735** HSV IAP HUNTSVILLE INTL-CARL T JONES FIELD, HUNTSVILLE, AL. ILS OR LOC RWY 18R, AMDT 4...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VUZ VOR OUT OF SERVICE. 1411141519-1505131519.

**JASPER**

**Walker County-Bevill Field**

**FDC 5/3179** JFX IAP WALKER COUNTY-BEVILL FIELD, JASPER, AL. ILS OR LOC/DME RWY 27, AMDT 1...MISSING APPROACH: CLIMB TO 1500 THEN CLIMBING RIGHT TURN TO 3000 ON I-JFX LOCALIZER E COURSE 093 TO SIPSY INT/14.82 DME AND HOLD. VUZ VOR OUT OF SERVICE. 1501130958-1502130958.

**FDC 4/2999** JFX IAP WALKER COUNTY-BEVILL FIELD, JASPER, AL. RNAV (GPS) RWY 9, ORIG...LPV DA 751. LNAV/VNAV DA 952. LNAV HAT 557 ALL CATS. CHART TDZE 483 DELETE THRE 482...DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTER NA.. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED. 1410031729-1504011729.
<table>
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<tr>
<th>Location</th>
<th>Description</th>
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<tr>
<td>JFX IAP WALKER COUNTY-BEVILL FIELD, JASPER, AL.</td>
<td>ILS OR LOC/DME RWY 27, AMDT 1...S-ILS 27 DA 788. S-LOC 27 HAT 559 ALL CATS. CHART: TDZE 481 DELETE THRE 473. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. THIS IS ILS OR LOC/DME RWY 27, AMDT 1A. 1412192028-PERM.</td>
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<td>JFX IAP WALKER COUNTY-BEVILL FIELD, JASPER, AL.</td>
<td>RNA V (GPS) RWY 27, ORIG...LPV DA 789. LNAV/VNAV DA 964. LNAV HAT 559 ALL CATS. CHART: TDZE 481 DELETE THRE 473. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. THIS IS RNAV (GPS) RWY 27 ORIG-A. 1412192028-PERM.</td>
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<td>LANETT</td>
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<td>Scottsboro Muni-Word Field</td>
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<td>TROY</td>
<td>Troy Muni Airport At N Kenneth Campbell Field</td>
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<td>TUSCALOOSA</td>
<td>Tuscaloosa Rgnl</td>
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</table>
FDC 5/3902  TCL IAP TUSCALOOSA RGNL, TUSCALOOSA, AL. ILS OR LOC RWY 4, AMDT 14E...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. LDK VOR OUT OF SERVICE. 1501142220-1502142220EST.

FDC 5/3901  TCL IAP TUSCALOOSA RGNL, TUSCALOOSA, AL. VOR OR TACAN RWY 22, AMDT 14E...VOR OR TACAN RWY 4, AMDT 11D...VOR PORTION NA. LDK VOR OUT OF SERVICE. 1501142220-1502142220EST.

FDC 5/0665  TCL ODP TUSCALOOSA RGNL, TUSCALOOSA, AL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2A...NOTE: RWY 29, ANTENNA 3961 FT FROM DER, 1118 FT LEFT OF CENTERLINE, 139 FT AGL/301 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501061619-1507051617EST.

FDC 4/1370  TCL IAP TUSCALOOSA RGNL, TUSCALOOSA, AL. RNAV (GPS) RWY 11, ORIG...DESMANT ANGLE 3.04/40 TCH NA. NOTE: NIGHT LANDING: RWY 11, 29 NA. CHANGE VISIBILITY REDUCTION BY HELICOPTERS NA NOTE TO READ HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408072105-1502072105EST.

FDC 4/0461  TCL IAP TUSCALOOSA RGNL, TUSCALOOSA, AL. RNAV (GPS) RWY 29, ORIG--A...DESMANT ANGLE 3.04/58 NA. 1411251839-1505241839EST.

FDC 4/4252  TCL IAP AKUTAN, AKUTAN, AK. RNAV (GPS) RWY 9, ORIG...PROCEDURE NA. 1411132100-1505122058EST.

FDC 4/3173  08A IAP WETUMPKA MUNI, WETUMPKA, AL. RNAV (GPS) RWY 9, ORIG...PROCEDURE NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 14072111856-15012111856EST.

FDC 5/0155  ADK SPECIAL ADAK, ADAK ISLAND, AK. ILS OR LOC/DME RWY 23, AMDT 2...S-ILS 23 NA. 1412171422-1506151422EST.

AKUTAN

FDC 5/2236  7AK IAP AKUTAN, AKUTAN, AK. RNAV (GPS)-A, AMDT 1...CIRCLING CAT D MDA 1960/HAA 1831. THIS IS RNAV (GPS)-A AMDT 1A 1501091311-PERM.

FDC 4/4252  7AK IAP AKUTAN, AKUTAN, AK. RNAV (GPS) RWY 9, ORIG...PROCEDURE NA. 1411132100-1505122058EST.

ANCHORAGE

Elmendorf AFB

FDC 5/1145  EDF STAR ELMENDORF AIR FORCE BASE, ANCHORAGE, AK. Matsu Five Arrival...Due to an EDF TACAN Magnetic Variation Change the following Radials are Changed: R-601 EDF to Cruzer Now R-004, R-010 EDF to JINXX Now R-013, R-239 EDF to Knobe Now R-242, R-332 EDF to CUJAC NOW R-335, R-357 EDF to (TOPSY) Now R-360, Lost Communications: If Practicable, Proceed to EDF VFR Via CUJAC Direct Point No-Name Visual Check Point. Then Proceed to RWY 6 Or One Mile Initial to RWY 24. Rock Wings On Initial. If Unable to Proceed to EDF VFR, Descend Via The Matsu Arrival To CUJAC. Cross CUJAC at Or Above 3500. Fly Heading 240 Degrees and Join The EDF 18 DME Arc West Of EDF. Arc South and Join The EDF R-242 To Knobe. Cross Knobe at Or Above 2200 and Execute ILS Y or Tacan RWY 6 Approach To Elmendorf AFB. 1501071930-1506070900EST.

WETUMPKA

Wetumpka Munii

FDC 4/3173  08A IAP WETUMPKA MUNI, WETUMPKA, AL. RNAV (GPS) RWY 9, ORIG...PROCEDURE NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 14072111856-15012111856EST.

ADAK ISLAND

Adak

FDC 4/4720  ADK SID ADAK, ADAK ISLAND, AK. TTAUN TWO DEPARTURE...TAKE-OFF MINIMUMS: RWY 23, 800-3 WITH MINIMUM CLIMB OF 460 FEET PER NM TO 1600. ADD TAKE-OFF OBSTACLE: RWY 23, BUSH, 3767 FEET FROM DER, 142 FEET RIGHT OF CENTERLINE, 15 FEET AGL/300 FEET MSL. ALL OTHER DATA REMAINS THE SAME. 1409121731-1503121731EST.
EDF STAR ELMENDORF AIR FORCE BASE, ANCHORAGE, AK. DESKA FOUR ARRIVAL...DUE TO AN EDF TACAN MAGNETIC VARIATION CHANGE THE FOLLOWING RADIALS ARE CHANGED: R-001 EDF TO CRUZR NOW R-004 R-239 EDF TO GRANL NOW R-242 R-254 EDF TO RNICH NOW R-257 R-264 EDF TO GRUUB NOW R-267 R-264 EDF TO BRODE NOW R-267 R-264 EDF TO DAWNE NOW R-267 R-264 EDF TO STOON NOW R-267 R-278 EDF TO LAINN NOW R-281 R-277 EDF TO GUSTR NOW R-280 R-284 EDF TO (TOFYE) NOW R-287 R-293 EDF TO MEMRY NOW R-296 R-324 EDF TO (TODME) NOW R-327 LOST COMMUNICATIONS: IF PRACTICABLE, PROCEED TO EDF VFR VIA EDF R-267 TO EDF 10DME, THEN DIRECT POINT NO-NAME VISUAL CHECKPOINT. THEN PROCEED TO RHWY 6 OR ONE MILE INITIAL TO RHWY 24. ROCK WINGS ON INITIAL. IF IRC, PROCEED VIA EDF R-267 TO GRUUB, THEN VIA HEADING 104 DEGREE TO GRANL THEN EXECUTE ILS Y OR TACAN RHWY 6 APPROACH TO ELMENDORF AFB. 1501071930-1506070900EST.

FDC 5/1143
Ted Stevens Anchorage Intl

ANC STAR TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT, ANCHORAGE, AK. AMOTT EIGHT ARRIVAL...NONDA TRANSITION: NOT AUTHORIZED 1501072000-1506070900EST.

FDC 5/1151
ANC AK...AIRSPACE TED STEVENS ANCHORAGE INTERNATIONAL AIRPORT, ANCHORAGE, AK. EFFECTIVE 1208271820 UNTIL FURTHER NOTICE. B-747-400, B-757, AND B-767, USING INERTIAL REFERENCE SYSTEM MAGVAR TABLES PRIOR TO 2005 EPOCH YEAR, ARE PROHIBITED FROM CONDUCTING ILS APPROACHES BELOW STANDARD CAT I WEATHER MINIMA AT ANCHORAGE INTERNATIONAL AIRPORT (PANC). AIRCRAFT OPERATORS MUST REVIEW THEIR EQUIPMENT AND PROVIDE POSITIVE CONFIRMATION TO THE CAPTAIN IF THEIR SPECIFIC AIRCRAFT MEETS THIS REQUIREMENT. ABSENT THIS REVIEW AND POSITIVE NOTIFICATION, ILS OPERATIONS BELOW STANDARD CAT I WEATHER MINIMA ARE PROHIBITED FOR THESE SERIES AIRCRAFT. THESE SERIES AIRCRAFT HAVE EXPERIENCED A SHIFT OF RUNWAY CENTERLINE PRESENTATION AND DEGRADED LOCALIZER TRACKING PERFORMANCE ON ILS APPROACHES. FOR FURTHER INFORMATION CONTACT NORTHWEST MOUNTAIN REGIONAL OPERATIONS CENTER AT 425-227-1389 OR 9-ANM-ROC@FAA.GOV, OR ALASKA REGIONAL OPERATIONS CENTER AT 907-271-5936 OR 9-AAL-DUTY-OFFICER@FAA.GOV. 1407111441-1501111441EST.

FDC 4/8471
Chalkyitsik

CIK IAP CHALKYITSIK, CHALKYITSIK, AK. RNAV (GPS) RWY 3, ORIG-AMDT 7...RNAV (GPS) Y RWY 5, AMDT 1C...RNAV (GPS) Y RWY 5, AMDT 6A...CIRCLING MDA 600/ HAA 533 CATS A/B/C. TEMPORARY CRANE 245 MSL 0.51 NM NORTHWEST OF RWY 23. 1409191934-1503191934EST.

FDC 4/4580
Central Pad

AA03 SPECIAL CENTRAL PAD, DEADHORSE, AK. (SPECIAL) COPTER RNAV (GPS) 027, ORIG...PROCEDURE NA. 1409121525-1503121525EST.

FDC 4/4912
Deadhorse

SCC IAP DEADHORSE, DEADHORSE, AK. VOR/DME RWY 23, AMDT 4A...PROCEDURE NA. 1411052011-1505042011EST.

FDC 4/7527
Deadhorse

SCC IAP DEADHORSE, DEADHORSE, AK. ILS OR LOC/DME RWY 5, AMDT 2E...RNAV (GPS) Y RWY 5, AMDT 1C...VOR/DME RWY 5, AMDT 2A...VOR/DME RWY 23, AMDT 4A...VOR RWY 5, AMDT 4A...VOR RWY 23, AMDT 6A...CIRCLING MDA 600/ HAA 533 CATS A/B/C. TEMPORARY CRANE 245 MSL 0.51 NM NORTHWEST OF RWY 23. 1409191934-1503191934EST.

FDC 4/2932
Beaver

WBQ IAP BEAVER, BEAVER, AK. RNAV (GPS) RWY 5, ORIG...NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412312005-1506292005EST.

FDC 4/2930
Beaver

WBQ IAP BEAVER, BEAVER, AK. RNAV (GPS) RWY 23, ORIG...NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412312002-1506292002EST.

Chalkyitsik

FDC 4/1980
Merle K (Mudhole) Smith

CIK IAP CHALKYITSIK, CHALKYITSIK, AK. RNAV (GPS) RWY 3, ORIG-A...RNAV MINIMA NA. 1411101813-1505091813EST.

CORDOVA

FDC 4/9403
Merle K (Mudhole) Smith

CDV ODP MERLE K (MUDHOLE) SMITH, CORDOVA, AK. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 7...TAKEOFF MINIMUMS: RWY 27, STANDARD WITH CLIMB OF 283 FT PER NM TO 4300. NOTE: RWY 27 ADF REQUIRED AND DO NOT EXCEED 210 KIAS UNTIL ESTABLISHED ON 202.30 BEARING FROM GCR NDB. NOTE: RWY 9 DME REQUIRED. ALL OTHER DATA REMAINS THE SAME. 1407111141-1501111141EST.
FDC 4/7526  SCC IAP DEADHORSE, DEADHORSE, AK. RNAV (GPS) Y RWY 23, AMDT 1C...RNAV MDA 563/ HAT 497 ALL CATS, VISIBILITY CAT D RVR 4000. CIRCLING MDA 600/ HAA 533 CATS A/B/C. VDP 1.40 NM TO RW23. CHANGE INOP NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE RNAV CAT E VISIBILITY TO 1 3/4 MILES, RNAV CAT D TO 1 1/4 MILES AND CAT E TO 1 1/2 MILES. TEMPORARY CRANE 245 MSL 0.51 NM NORTHWEST OF RWY 23. 1409191934-1503191934EST.

DELTA JUNCTION FT GREELY

Allen AAF

FDC 4/1826  BIG IAP ALLEN AAF, DELTA JUNCTION FT GREELY, AK. ILS OR LOC/DME RWY 10, ORIG-B...S-ILS MINIMUMS NA. 1408081806-1502081806EST.


DILLINGHAM

Dillingham

FDC 4/6649  DLG IAP DILLINGHAM, DILLINGHAM, AK. RNAV (GPS) RWY 19, AMDT 2D...DECREASE ANGLE: 3.00/TCH 51 NA. 1409181122-1503181122EST.

FDC 4/2511  DLG IAP DILLINGHAM, DILLINGHAM, AK. LOC/DME RWY 19, AMDT 6D...CHART PROFILE NOTE: LOCALIZER UNSUSABLE FROM I-DLG 1.80 DME INBOUND. CHART MISSED APPROACH POINT AT LOWES/I-DLG 1.80 DME.. THIS IS LOC/DME RWY 19, AMDT 6E. 1412291622-PERM.

EEK

Eek


EGEGIK

Egegik

FDC 4/7520  EII IAP EGEGIK, EGEGIK, AK. RNAV (GPS) RWY 12, AMDT 1A...RNAV (GPS) RWY 30, AMDT 1A...CIRCLING MDA 620/ HAA 528 ALL CATS. TEMPORARY TOWER 266 MSL 1.45 NM NORTHWEST OF EII AIRPORT. 1409191931-1503191931EST.

FAIRBANKS

Eielson AFB

FDC 5/1144  EIL STAR EIELSON AIR FORCE BASE, FAIRBANKS, AK. FAIRBANKS INTERNATIONAL AIRPORT, FAIRBANKS, AK. EFFECTIVE 1208271840 UNTIL FURTHER NOTICE. B-747-400, B-757, AND B-767, USING INERTIAL REFERENCE SYSTEM MAGVAR TABLES PRIOR TO 2005 EPOCH YEAR, ARE PROHIBITED FROM CONDUCTING ILS APPROACHES BELOW STANDARD CAT I WEATHER MINIMA AT FAIRBANKS INTERNATIONAL AIRPORT (PAA). AIRCRAFT OPERATORS MUST REVIEW THEIR EQUIPMENT AND PROVIDE POSITIVE CONFIRMATION TO THE CAPTAIN IF THEIR SPECIFIC AIRCRAFT MEETS THIS REQUIREMENT. ABSENT THIS REVIEW AND POSITIVE NOTIFICATION, ILS OPERATIONS BELOW STANDARD CAT I WEATHER MINIMA ARE PROHIBITED FOR THESE SERIES AIRCRAFT. THESE SERIES AIRCRAFT HAVE EXPERIENCED A SHIFT OF RUNWAY CENTERLINE PRESENTATION AND DEGRADED LOCALIZER TRACKING PERFORMANCE ON ILS APPROACHES. FOR FURTHER INFORMATION CONTACT NORTHWEST MOUNTAIN REGIONAL OPERATIONS CENTER AT 425-227-1389 OR 9-ANM-ROC@FAA.GOV, OR ALASKA REGIONAL OPERATIONS CENTER AT 907-271-5936 OR 9-AAL-DUTY-OFFICER@FAA.GOV. 1412121355-1506122359EST.

FORT YUKON

Fort Yukon

FDC 4/2841  FYU IAP FORT YUKON, FORT YUKON, AK. RNAV (GPS) RWY 22, AMDT 1B...CHANGE HELICOPTER NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. THIS IS RNAV (GPS) RWY 22, AMDT IC. 1412311452-PERM.
FYU IAP FORT YUKON, FORT YUKON, AK. RNAV (GPS) RWY 4, AMDT 1B...DELETE NOTE: RWY 4 CAT C/D STRAIGHT-IN AND CIRCLING MINIMUMS NA AT NIGHT. CHANGE HELICOPTER NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.. THIS IS RNAV (GPS) RWY 4, AMDT 1C.
1412311452-PERM.

Gulkana

1409080603-1503080603EST.

Haines

Juno Intl

FDC 4/2327 JNU SID JUNEAU INTL, JUNEAU, AK. JUNEAU FIVE DEPARTURE...LEVEL ISLAND TRANSITION NA. SUMNER STRAIT TRANSITION NA. EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
1408111749-1502111749EST.

Ketchikan

Ketchikan Intl

FDC 4/5010 KTN IAP KETCHIKAN INTL, KETCHIKAN, AK. ILS OR LOC/DME Y RWY 11, AMDT 7A...LOC/DME X RWY 11, ORIG...NICHOLS NDB FEEDER NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.
1411141755-1505131755EST.

Kiana

Bob Baker Memorial

FDC 4/4711 IAN IAP BOB BAKER MEMORIAL, KIANA, AK. RNAV (GPS) RWY 6, ORIG...RWY 6 TDZE 171 FT. APT ELEV 171 FT. LNAV HAT 1229 ALL CATS. CIRCLING HAA 1229 ALL CATS.
1409121720-1503121720EST.

Klawock

Klawock

FDC 4/2919 AKW SID KLAWOCK, KLAWOCK, AK. OWXUY ONE DEPARTURE...PROCEDURE NA.
1412311924-1506291924EST.

Kuparuk

Ugnu-Kuparuk

FDC 4/1604 UBW SPECIAL UGNU-KUPARUK, KUPARUK.. ILS OR LOC/DME RWY 6, AMDT 3...S--ILS 6 VISIBILITY 1/2 ALL CATS. S-LOC 6 VISIBILITY 1/2 ALL CATS. FOR INOPERATIVE MALSR, INCREASE S-ILS 6 ALL CATS VISIBILITY TO 7/8 MILE. ALTERNATE MINIMUMS STANDARD. NOTE: ALTERNA


MANOKOTAK

Manokotak

FDC 4/1977  MBA IAP MANOKOTAK, MANOKOTAK, AK. RNAV (GPS) RWY 21, ORIG...RNAV (GPS) RWY 3, ORIG...RNAV MINIMA NA. 1411101810-1505091810EST.

NAPAKIAK

Napakiak

FDC 4/3947  WNA IAP NAPAKIAK, NAPAKIAK, AK. RNAV (GPS) RWY 34, ORIG...CHART NOTE: PROCEDURE NA AT NIGHT FOR CAT C AND CAT D AIRCRAFT. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED. DELETE NOTE: USE BETHEL ALTIMETER SETTING WHEN NOT RECEIVED, PROCEDURE NA. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BETHEL ALTIMETER SETTING. CHART NAPAKIAK AWOS. 1409110945-1503311045EST.

NOME

Nome

FDC 5/0579  OME IAP NOME, NOME, AK. NDB-A, AMDT 1...CHANGE MISSED APPROACH TO READ: CLIMB TO 1200 THEN CLIMBING LEFT TURN TO 3000 DIRECT FDV NDB AND HOLD. THIS IS NDB-A, AMDT 1A. 1501061406-PERM.

NONDALTON

Nondalton

FDC 4/4717  SNN IAP NONDALTON, NONDALTON, AK. RNAV (GPS) RWY 2, ORIG...DISREGARD NOTE: CIRCLING TO RWY 20 NA AT NIGHT. 1409121730-1503121730EST.

POINT HOPE

Point Hope

FDC 4/8004  PHO IAP POINT HOPE, POINT HOPE, AK. RNAV (GPS) RWY 19, AMDT 1...LPV DA 269 LNAV/VNAV DA 269 LNAV HAT 341 ALL CATS CHART TDZE 19 DELETE THRE 18. THIS IS RNAV (GPS) RWY 19, AMDT 1A. 1409221600-PERM.

FDC 4/8003  PHO IAP POINT HOPE, POINT HOPE, AK. RNAV (GPS) RWY 1, AMDT 1...CHANGE THRE 19 TO TDZE 19. THIS IS RNAV (GPS) RWY 1, AMDT 1A. 1409221600-PERM.

PROSPECT CREEK

Prospect Creek

FDC 4/4845  PPC SPECIAL PROSPECT CREEK, PROSPECT CREEK, AK. RNAV (GPS) RWY 19. ORIG...DISREGARD NOTE: PROCEDURE NA AT NIGHT. 1410091135-1504071135EST.

SAND POINT

Sand Point

FDC 4/4657  SDP IAP SAND POINT, SAND POINT, AK. NDB/DME RWY 31, ORIG...NDB/DME RWY 13, ORIG...NDB RWY 13, AMDT 1...TERMINAL ROUTE: CUBPA, AK TO BORLAND (HBT) NDB, AK NA except for aircraft equipped with suitable RNAV system with GPS. 1409121647-1503121647EST.

SCAMMON BAY

Scammon Bay

FDC 4/1209  SCM IAP SCAMMON BAY, SCAMMON BAY, AK. RNAV (GPS) RWY 28, AMDT 1A...PROCEDURE NA. 1409031732-1503031732EST.

SELAWIK

Selawik

FDC 5/1711  WLK IAP SELAWIK, SELAWIK, AK. VOR RWY 4, AMDT 1B...PROCEDURE NA. 1501081615-1507071615EST.

FDC 4/7725  WLK IAP SELAWIK, SELAWIK, AK. RNAV (GPS) RWY 27, ORIG...RNAV (GPS) RWY 4, ORIG-A... RNAV (GPS) Y RWY 22, ORIG-A...CIRCLING CAT A MDA 460/ HAA 443. WIND TURBINES UP TO 141 MSL BEGINNING 0.84 NM NORTHWEST OF PASK. 1410151702-1504131702EST.

SHISHMAREF

Shishmaref

1-AFPN-9
SHISHMAREF

**FDC 4/3963** SHH IAP SHISHMAREF, SHISHMAREF, AK. NDB RWY 23, AMDT 1A...CHART NOTE: PROCEDURE NA AT NIGHT FOR CAT C AND CAT D AIRCRAFT. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED. 1409111027-1503111027EST.

**FDC 4/3962** SHH IAP SHISHMAREF, SHISHMAREF, AK. RNAV (GPS) RWY 23, ORIG...CHART NOTE: PROCEDURE NA AT NIGHT FOR CAT C AND CAT D AIRCRAFT. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED. DELETE VDP. 34:1 IS NOT CLEAR. 1409111025-1503111025EST.

**FDC 4/3959** SHH IAP SHISHMAREF, SHISHMAREF, AK. NDB RWY 5, AMDT 1A...CHART NOTE: PROCEDURE NA AT NIGHT FOR CAT C AND CAT D AIRCRAFT. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED. 1409110953-1503110953EST.

**FDC 4/3957** SHH IAP SHISHMAREF, SHISHMAREF, AK. RNAV (GPS) RWY 5, ORIG...CHART NOTE: PROCEDURE NA AT NIGHT FOR CAT C AND CAT D AIRCRAFT. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED. DELETE VDP. 34:1 IS NOT CLEAR. 1409110948-1503110948EST.

**FDC 4/3942** KSM ODP ST MARY S, ST MARY S, AK. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...RWY 06, 500-1 1/2. RWY 17, 24, 35 200-1. 1409110940-1503110940EST.

**FDC 4/3947** KSM IAP ST MARY S, ST MARY S, AK. RNAV (GPS) RWY 35, AMDT 2B...LPV DA 558/ HAT 250 ALL CATS. LNAV/VNAV DA 895/ HAT 587 ALL CATS. 1411251703-1505241703EST.

**FDC 4/1544** TKA ODP TALKEETNA, TALKEETNA, AK. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKEOFF MINIMUMS: RWY 18, 300 1 3/4. RWY 36, STANDARD WITH A MINIMUM CLIMB OF 265 FEET PER NM TO 1200. ALL OTHER DATA REMAINS AS PUBLISHED. 1407161624-1501161624EST.

**FDC 4/2429** TAL ODP RALPH M CALHOUN MEMORIAL, TANANA, AK. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKE-OFF MINIMUMS: RWY 25 - STANDARD WITH MINIMUM CLIMB OF 249 FEET PER NM TO 600, OR 1200- 2 1/2 FOR CLIMB IN VISUAL CONDITIONS. NOTE: TREE LOCATED 6581 FEET FROM DER, 2088 FEET RIGHT OF CENTERLINE, 440 FEET MSL/37 FEET AGL. 1409061346-1503061346EST.

**FDC 4/2923** WRG SPECIAL WRANGELL, WRANGELL, AK. RNAV (GPS) - E, ORIG...PROCEDURE NA. 1412311927-1506291927EST.

**ST GEORGE**

**ST MARY'S**

**FDC 4/18** PBV IAP ST GEORGE, ST GEORGE, AK. LOC/DME-C, ORIG-A...CIRCLING CATS A/B MDA 940/HAA 812. VISIBILITY CATS A/B 1 1/4. RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. 1412171436-1506151436EST.

**ST MARY'S**

**CHANDLER**

**ARIZONA**

**BULLHEAD CITY**

**FDC 4/1265** IFP IAP LAUGHLIN/BULLHEAD INTL, BULLHEAD CITY, AZ. RNAV (GPS) RWY 16, AMDT 2...DESCENT ANGLE 3.00/TWC 46 NA. 1409121650-1503121650EST.

**CHANDLER**

**ARIZONA**
GLENDALE

Glendale Muni

FDC 4/5649  CHD STAR CHANDLER MUNI AIRPORT, CHANDLER, AZ. JCOBS TWO ARRIVAL...PROCEDURE NA. 1409180900-1509180859.

DOUGLAS BISBEE

Bisbee Douglas Intl

FDC 4/5820  DUG IAP BISBEE DOUGLAS INTL, DOUGLAS BISBEE, AZ. RNAV (GPS) RWY 17, ORIG...VOR/DME RWY 17, AMDT 6...VOR RWY 17, AMDT 3...DISREGARD NOTE: CIRCLING TO RWY 8 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING TO RWY 26 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, DIRECT IN/CIRCLING RWY 17 NA AT NIGHT. NOTE: NIGHT LANDING: RWY 8, 17, 27 NA. 1409171046-1503171046EST.

FDC 4/5526  DUG IAP BISBEE DOUGLAS INTL, DOUGLAS BISBEE, AZ. VOR RWY 17, AMDT 3...ADD PLANVIEW NOTE: MAXIMUM 210 KTS HOLDING AT DUG VORTAC. 1409161254-1503161254EST.

FDC 4/5524  DUG IAP BISBEE DOUGLAS INTL, DOUGLAS BISBEE, AZ. VOR/DME RWY 17, AMDT 6...ADD PLANVIEW NOTE: MAXIMUM 210 KTS HOLDING AT DUG VORTAC. 1409161254-1503161254EST.

FDC 4/4697  FLG IAP FLAGSTAFF PULLIAM, FLAGSTAFF, AZ. RNAV (GPS) B, ORIG...ADD NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409121704-1503121704EST.

FDC 4/2307  FLG IAP FLAGSTAFF PULLIAM, FLAGSTAFF, AZ. RNAV (GPS) RWY 3, ORIG-A...ADD NOTE: STRAIGHT-IN MINIMUMS NA AT NIGHT. DISREGARD NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. ADD NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408111733-1502111733EST.

FDC 4/2239  FLG IAP FLAGSTAFF PULLIAM, FLAGSTAFF, AZ. RNAV (GPS) Z RWY 21, ORIG...ADD NOTE: NIGHT LANDING: RWY 21, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD. DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. ADD NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409051456-1503051456EST.

FDC 4/5651  GEU STAR GLENDALE MUNI AIRPORT, GLENDALE, AZ. JCOBS TWO ARRIVAL...PROCEDURE NA. 1409180900-1509180859.

GOODYEAR

Phoenix Goodyear

FDC 4/5650  GYR STAR PHOENIX GOODYEAR AIRPORT, GOODYEAR, AZ. JCOBS TWO ARRIVAL...PROCEDURE NA. 1409180900-1509180859.

KAYENTA

Kayenta

FDC 4/4192  0V7 IAP KAYENTA, KAYENTA, AZ. RNAV (GPS) RWY 23, ORIG...CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA. 1408151632-1502151632EST.

FDC 4/6313  FFZ SID FALCON FLD, MESA, AZ. MESA ONE DEPARTURE...DP ROUTE DESCRIPTION: RWY 4L/4R: CLIMBING RIGHT TURN TO 5000 HEADING 220 AND TFV VORTAC R-003 TO IFNUR INT, EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. VCOA RUNWAYS 4L/4R: OBTAIN ATC APPROVAL FOR VCOA WHEN REQUESTING IFR CLEARANCE. CLIMB IN VISUAL CONDITIONS TO CROSS FALCON FIELD AIRPORT AT OR ABOVE 2500 THEN CLIMB TO 5000 ON TFV VORTAC R-003 TO IFNUR INT, BEFORE PROCEEDING ON COURSE. TAKEOFF MINIMUMS: RWY 4L: STANDARD WITH MINIMUM CLIMB OF 480 FEET PER NM TO 3600 OR 1300-3 FOR VCOA. RWY 4R: STANDARD WITH MINIMUM CLIMB OF 495 FEET PER NM TO 3600 OR 1300-3 FOR VCOA. ALL OTHER DATA REMAINS THE SAME. 1408211619-1502211619EST.

FDC 4/5645  FFZ STAR FALCON FIELD AIRPORT, MESA, AZ. JCOBS TWO ARRIVAL...PROCEDURE NA. 1409180900-1509180859.

PAGE

Page Muni

FDC 4/5641  CHD STAR CHANDLER MUNI AIRPORT, CHANDLER, AZ. JCOBS TWO ARRIVAL...PROCEDURE NA. 1409180900-1509180859.

1-AFPN-11
**FDC 4/9378** PGA ODP PAGE MUNI, PAGE, AZ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKE-OFF MINIMUMS RWY 15: STANDARD WITH MINIMUM CLIMB OT 252 FT PER NM TO 6500, OR 3100-3 FOR CLIMB IN VISUAL CONDITIONS. TEXTUAL DEPARTURE PROCEDURE: RWY 15: CLIMB ON HEADING 157.10 TO 6000, THEN CLIMBING RIGHT TURN TO PGA VOR/DME. CROSS PGA VOR/DME AT OR ABOVE 7700. CONTINUE CLIMB IN PGA VOR/DME HOLDING PATTERN (HOLD NW, RIGHT TURNS 147.00 INBOUND) TO AIRWAY MEA, OR OBTAIN ATC APPROVAL FOR VCOA WHEN REQUESTING IFR CLEARANCE. CLIMB IN VISUAL CONDITIONS TO CROSS PAGE AIRPORT AT OR ABOVE 7300. BEFORE PROCEEDING ON COURSE. ALL OTHER DATA REMAINS AS PUBLISHED. 1411051959-1505041959EST.

**PHOENIX**

**Phoenix Deer Valley**

**FDC 4/5652** DVT STAR PHOENIX DEER VALLEY AIRPORT, PHOENIX, AZ. JCOBS TWO ARRIVAL...PROCEDURE NA. 1409180900-1509180859.

**Phoenix Sky Harbor Intl**

**FDC 5/1510** PHX IAP PHOENIX SKY HARBOR INTL, PHOENIX, AZ. RNAV (RNP) Z RWY 25R, ORIG-C...RNP 0.30 DA 1538/ HAT 517 ALL CATS. TEMPORARY CRANE 1295 MSL 1.29 NM EAST OF RWY 25R. 1501081347-1507071347EST.

**FDC 4/9361** PHX IAP PHOENIX SKY HARBOR INTL, PHOENIX, AZ. RNAV (RNP) Z RWY 7R, ORIG-C...RNP 0.30 DA 1538/ HAT 422 ALL CATS. TEMPORARY CRANE 1229 MSL 0.90 NM SOUTHWEST OF RWY 7R. 1407111347-1501111347EST.

**FDC 4/7421** PHX STAR PHOENIX SKY-HARBOR, PHOENIX, AZ, MAIER FIVE ARRIVAL...PROCEDURE NA. 1409180900-1509180859.

**FDC 4/6930** PHX SID PHOENIX SKY HARBOR INTL, PHOENIX, AZ. SILOW THREE DEPARTURE...PROCEDURE NA. 1409181347-1509181347EST.

**FDC 4/5643** PHX STAR PHOENIX SKY-HARBOR, PHOENIX, AZ, GEELA SIX ARRIVAL...PROCEDURE NA. 1409180900-1509180859.

**FDC 4/5642** PHX STAR PHOENIX SKY-HARBOR, PHOENIX, AZ, KOOLY FOUR ARRIVAL...PROCEDURE NA. 1409180900-1509180859.

**FDC 3/3119** PHX FI/T STAR PHOENIX SKY HARBOR INTL, PHOENIX, AZ. BLYTHE FOUR ARRIVAL...CHANGE EXPECT ALTITUDE NOTE AT PAYNT ON BLYTHE FOUR ARRIVAL TO READ-LANDING WEST: TURBOJETS EXPECT TO CROSS PAYNT AT 14,000. LANDING EAST: TURBOJETS EXPECT TO CROSS PAYNT AT 12,000. TURBOPROPS EXPECT TO CROSS PAYNT AT 11,000.

**FDC 3/3118** PHX FI/T STAR PHOENIX SKY HARBOR INTL, PHOENIX, AZ. SUNSS SEVEN ARRIVAL...NOTE ON SUNSS SEVEN ARRIVAL TO READ - DELETE NOTE AT SUNSS ADD NOTE AT SQUEZ TURBOJETS CROSS AT 250K IAS VERTICAL NAVIGATION PLANNING INFORMATION LANDING EAST: TURBOJETS EXPECT TO CROSS SQUEZ AT 14,000. LANDING WEST: TURBOJETS EXPECT TO CROSS SQUEZ AT 12,000. TURBOPROPS EXPECT TO CROSS SQUEZ AT 11,000. SATELLITE AIRPORTS EXPECT TO CROSS SQUEZ AT 9000.

**FDC 3/3117** PHX FI/T STAR PHOENIX SKY HARBOR INTL, PHOENIX, AZ. ARLIN 3 ARRIVAL...CHANGE EXPECT ALTITUDE NOTE AT PAYNT ON ARLIN 3 ARRIVAL TO READ LANDING WEST: TURBOJETS EXPECT TO CROSS PAYNT AT 14,000. LANDING EAST: TURBOJETS EXPECT TO CROSS PAYNT AT 12,000. TURBOPROPS EXPECT TO CROSS PAYNT AT 11,000.

**FDC 3/3116** PHX FI/T STAR PHOENIX SKY HARBOR INTL, PHOENIX, AZ. JESSE ONE ARRIVAL...CHANGE NOTE ON JESSE ONE ARRIVAL TO READ - NOTE: JESSE STAR IS FOR TURBOPROP AIRCRAFT AND ATC ASSIGNED TURBOJET AIRCRAFT.

**FDC 3/3114** PHX FI/T STAR PHOENIX SKY HARBOR INTL, PHOENIX, AZ. COYOT TWO ARRIVAL...CHANGE THE FOLLOWING NOTE A WEBAD ON COYOT TWO ARRIVAL TURBOPROPS EXPECT TO CROSS AT 11,000. CHANGE EXPECT ALTITUDE NOTE AT BRUSR ON COYOT TWO ARRIVAL TO READ TURBOJETS EXPECT TO CROSS BRUSR AT 13,000. TURBOPROPS EXPECT TO CROSS BRUSR AT 11,000.

**FDC 3/3113** PHX FI/T STAR PHOENIX SKY HARBOR INTL, PHOENIX, AZ. BUNTR TWO ARRIVAL...CHANGE EXPECT ALTITUDE NOTE AT HOMRR ON BUNTR TWO ARRIVAL TO READ LANDING WEST: TURBOJETS EXPECT TO CROSS HOMRR AT 12,000. LANDING EAST: TURBOJETS EXPECT TO CROSS HOMRR AT 14,000. EXPECT CLEARANCE TO CROSS SLIDR AT OR BELOW FL 360.

**Phoenix-Mesa Gateway**
IWA IAP PHOENIX-MESA GATEWAY, PHOENIX, AZ. RNAV (RNP) Z RWY 30C, ORIG-A...RNP 0.21 DA 1689/ HAT 309 ALL CATS, VISIBILITY ALL CATS 1. RNP 0.30 DA 1738/ HAT 358 ALL CATS, VISIBILITY ALL CATS 1 1/4. CONSTRUCTION EQUIPMENT UP TO 1402 MSL BEGINNING 0.12 NM ALL DIRECTIONS FROM RWY 30C. 1409191939-1503191939EST.

FDC 4/5648 IWA STAR PHOENIX-MESA GATEWAY AIRPORT, PHOENIX, AZ. JCOBS TWO ARRIVAL...PROCEDURE NA. 1409180900-1509180859.

FDC 4/0358 IWA IAP PHOENIX-MESA GATEWAY, PHOENIX, AZ. RNAV (GPS) RWY 12C, AMDT 1A...CIRCLING CATS A/B/C MDA 1880/HAA 498.. 1410211654-1504191653EST.

PRESCOTT

Ernest A Love Field

FDC 4/3881 PRC IAP ERNEST A. LOVE FIELD, PRESCOTT, AZ. ILS OR LOC/DME RWY 21L, AMDT 4...CHANGE MISSED APPROACH TO READ: CLIMB TO 5400 THEN CLIMBING RIGHT TURN DIRECT DRK VORTAC AND DRK VORTAC R-305 TO 9000, THEN RIGHT TURN DIRECT DRK VORTAC AND HOLD. 1408141556-1502141556EST.

SCOTTSDALE

Scottsdale

FDC 4/6944 SDL SID SCOTTSDALE, SCOTTSDALE, AZ. JOHNN ONE DEPARTURE...BRYCE CANYON TRANSITION NA. DOVE CREEK TRANSITION NA. FLAGSTAFF TRANSITION NA. RATTLESNAKE TRANSITION NA. 1409181320-1503181320EST.

FDC 4/5644 SDL STAR SCOTTSDALE AIRPORT, SCOTTSDALE, AZ. JCOBS TWO ARRIVAL...PROCEDURE NA. 1409180900-1509180859.

FDC 4/3051 SDL IAP SCOTTSDALE, SCOTTSDALE, AZ. RNAV (RNP) Y RWY 3, ORIG-B...RNAV (RNP) Z RWY 3, ORIG-A...RNP 0.30 DA 1906/ HAT 436 ALL CATS, VISIBILITY ALL CATS 1 3/8. TEMPORARY CRANE 1706 MSL 3130 FEET NORTHWEST OF RWY 3. 1410241445-1504221445EST.

ST JOHNS

St Johns Industrial Air Park

FDC 4/1274 SJJ IAP ST JOHNS INDUSTRIAL AIR PARK, ST JOHNS, AZ. RNAV (GPS) RWY 32, ORIG-A...NAV/VNAV MINIMA NA. 1409031857-1503031857EST.

TUCSON

Ryan Field

FDC 4/1063 RYN IAP RYAN FIELD, TUCSON, AZ. NDB/DME OR GPS RWY 6R, AMDT 1A...PROCEDURE NA. 1411281831-1505271831EST.

Tucson Intl

FDC 5/0089 TUS IAP TUCSON INTL., TUCSON, AZ. RNAV (GPS) Z RWY 11L, AMDT 1A...TERMINAL ROUTE FROM WASON TO CALLS MINIMUM ALTITUDE 5100. MINIMUM ALTITUDE AT CALLS 5100. ALL OTHER DATA REMAINS AS PUBLISHED. 1501021538-1507011538EST.

FDC 4/2945 TUS IAP TUCSON INTL, TUCSON, AZ. RNAV (GPS) Z RWY 11L, AMDT 1A...TERMINAL ROUTE FROM WASON TO CALLS MINIMUM ALTITUDE 5100. MINIMUM ALTITUDE AT CALLS 5100. ALL OTHER DATA REMAINS AS PUBLISHED. 1412312009-1506292009EST.

FDC 4/2938 TUS SID TUCSON INTL, TUCSON, AZ. TUCSON EIGHT DEPARTURE...MESCA TRANSITION: MINIMUM ALTITUDE MESCA INT TO SAN SIMON VORTAC (SSO), 10500 FT. REDDY TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEMS, WITH GPS. SSO VORTAC UNUSABLE BELOW 14000 FT. 1412312009-1506292009EST.

YUMA PROVING GROUND(YUMA)

Laguna AAF (Yuma Proving Ground)

FDC 4/8030 LGF IAP LAGUNA AAF (YUMA PROVING GROUND), YUMA PROVING GROUND(YUMA), AZ. RNAV (GPS) RWY 18, ORIG...VISUAL DESCENT ANGLE 3.12/37 TCH NOT AUTHORIZED. 1407091221-1501091221EST.

FDC 4/8028 LGF IAP LAGUNA AAF (YUMA PROVING GROUND), YUMA PROVING GROUND(YUMA), AZ. RNAV (GPS) RWY 6, ORIG...VISUAL DESCENT ANGLE 2.99/45 TCH NOT AUTHORIZED. 1407091218-1501091218EST.

ARKANSAS

ARKADELPHIA

Dexter B Florence Memorial Field

FDC 5/2039 ADF IAP DEXTER B FLORENCE MEMORIAL FIELD, ARKADELPHIA, AR. RNAV (GPS) RWY 22, ORIG...LP HAT 418 ALL CATS. LNAV HAT 498 ALL CATS. CHART TDZE 182, DELETE THRE 181. CHART NOTE: NIGHT LANDING: RWY 22 NA. DELETE NOTE: PROCEDURE NA AT NIGHT. THIS IS RNAV (GPS) RWY 22 ORIG-A. 1501082102-PERM.
BATESVILLE

Batesville Rgnl

FDC 5/2735  BVX IAP BATESVILLE RGNL,, BATESVILLE, AR. RNAV (GPS) RWY 26, AMDT 1...DESCRIPT ANGLE 3.05/TCH 44 NA. 1501120002-1508100002EST.

DUMAS

Billy Free Muni

FDC 5/2761 0M0 IAP BILLY FREE MUNI, DUMAS, AR. RNAV (GPS) RWY 36, AMDT 1A...LNA V CAT A/B/C MDA 660/HAT 496. 1501120214-1508100214EST.

EL DORADO

South Arkansas Rgnl At Goodwin Field

FDC 4/0620 ELD IAP SOUTH ARKANSAS RGNL AT GOODWIN FIELD , EL DORADO, AR. RNAV (GPS) RWY 4, AMDT 1...LNA V CAT A/B/C MDA 660/HAT 496. 1411061834-1505051834EST.

FDC 4/0619 ELD IAP SOUTH ARKANSAS RGNL AT GOODWIN FIELD , EL DORADO, AR. ILS OR LOC RWY 22, AMDT 2B...VOR DME RWY 4, AMDT 10...NOTE: NIGHT LANDING: RWY 4, 13, 17, 31, 35 NA. 1411061834-1505051834EST.

FAYETTEVILLE/SPRINGDALE/

Northwest Arkansas Rgnl

FDC 0/0403 XNA FI/T NORTHWEST ARKANSAS REGIONAL, FAYETTEVILLE/SPRINGDALE/ROGERS, AR. ILS OR LOC/DME RWY 34, AMDT 2...ALTERNATE MINIMUMS NA, EOS VOR UNMONITORED.

FLIPPIN

Marion County Rgnl

FDC 5/5934 4M9 IAP CORNING MUNI, CORNING, AR. VOR/DME A, AMDT 1...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409171452-1504171452EST.
FORT SMITH

FLP ODP MARION COUNTY RGNL, FLIPPIN, AR. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG.TAKEOFF MINIMUMS: RWY 22, 300-1 1/4 OR STANDARD WITH MINIMUM CLimb of 222 FT PER NM TO 900. NOTE: RWY 4, TRANSMISSION LINE TOWER AND POLES BEGINNING 3318 FT FROM DER, 536 FT RIGHT OF CENTERLINE, UP TO 101 FT AGL/840 FT MSL. TREES BEGINNING 224 FT FROM DER, 325 FT RIGHT OF CENTERLINE TO 3103 FT FROM DER, 15 FT RIGHT OF CENTERLINE, UP TO 99 FT AGL/800 FT MSL. VEHICLES ON ROAD 14 FT FROM DER, 494 FT RIGHT OF CENTERLINE, 26 FT AGL/724 FT MSL. POLES BEGINNING 171 FT FROM DER, 296 FT LEFT OF CENTERLINE, UP TO 44 FT AGL/761 FT MSL. TREES BEGINNING 153 FT FROM DER 480 FT LEFT OF CENTERLINE TO 3334 FT FROM DER 46 FT LEFT OF CENTERLINE, UP TO 85 FT AGL/818 FT MSL. VEHICLES ON ROAD BEGINNING 3 FT FROM DER, 276 FT LEFT OF CENTERLINE, UP TO 13 FT AGL/733 FT MSL. NOTE: RWY 22, POLES AND FLAG POLE BEGINNING 1963 FT FROM DER, 203 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/799 FT MSL. POLES, BUILDINGS AND CHIMNEY BEGINNING 369 FT FROM DER, 300 FT RIGHT OF FDC 4/3338. VEHICLES ON ROAD AND TERRAIN BEGINNING 2 FT FROM DER, 245 FT LEFT OF CENTERLINE, UP TO 17 FT AGL/675 FT MSL. TREES BEGINNING 322 FT FROM DER, 253 FT LEFT OF CENTERLINE TO 2911 FT FROM DER, 19 FT LEFT OF CENTERLINE, UP TO 92 FT AGL/803 FT MSL. TREES BEGINNING 369 FT FROM DER, 100 FT RIGHT OF CENTERLINE TO 6480 FT FROM DER, 19 FT RIGHT OF CENTERLINE, UP TO 98 FT AGL/832 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1409092239-1504092239EST

FLP IAP MARION COUNTY RGNL, FLIPPIN, AR. VOR A, AMDT 14...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409092233-1504092233EST

FLP RNAV (GPS) RWY 22, ORIG...NOTE: PROCEDURE NA AT NIGHT. VDP NA. DISREGARD NOTE: VDP NA WHEN USING MOUNTAIN HOME ALTIMETER SETTING. 1409092233-1504092233EST

FLP RNAV (GPS) RWY 4, ORIG...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. VDP NA. DISREGARD NOTE: VDP NA WHEN USING MOUNTAIN HOME ALTIMETER SETTING. DISREGARD SYMBOL DEPICTING 34:1 IS CLEAR. 1409092233-1504092233EST

FLP RNAV (GPS) RWY 4, ORIG...DESCENT ANGLE 3.05/TCH 55 NA. 1407162019-1501162019EST

HOPE

FDC 5/2089 M18 IAP HOPE MUNI, HOPE, AR. RNAV (GPS) RWY 16, ORIG...NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. DESCENT ANGLE 3.00/TCH 42 NA. DISREGARD SYMBOL REPRESENTING VISUAL 34:1 SLOPE IS CLEAR. 1501082353-1508072353EST

LITTLE ROCK

BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD

FDC 5/3534 LIT IAP BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD, LITTLE ROCK, AR. RNAV (GPS) RWY 22L, AMDT 1B...CHANGE THRE 259 TO TDZE 259. THIS IS RNAV (GPS) RWY 22L, AMDT 1C. 1501132332-PERM.

FDC 5/3533 LIT IAP BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD, LITTLE ROCK, AR. ILS OR LOC RWY 22L, ORIG-B...CHANGE THRE 259 TO TDZE 259. THIS IS ILS OR LOC RWY 22L, ORIG-C. 1501132332-PERM.

FDC 5/3532 LIT IAP BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD, LITTLE ROCK, AR. RNAV (GPS) RWY 22R, AMDT 1A...CHANGE THRE 262 TO TDZE 262. THIS IS RNAV (GPS) RWY 22R, AMDT 1B. 1501132332-PERM.

FDC 5/3531 LIT IAP BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD, LITTLE ROCK, AR. ILS OR LOC RWY 22R, AMDT 2C...ILS RWY 22R (CAT II & III) AMDT 2C...CHANGE THRE 262 TO TDZE 262 THIS IS ILS RWY 22R (CAT II & III) AMDT 2D. THIS IS ILS OR LOC RWY 22R, AMDT 2D. 1501132332-PERM.

FDC 5/3530 LIT IAP BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD, LITTLE ROCK, AR. RNAV (GPS) RWY 18, AMDT 1C...CHANGE THRE 259 TO TDZE 259. THIS IS RNAV (GPS) RWY 18, AMDT 1D. 1501132332-PERM.

FDC 5/2771 LIT IAP BILL AND HILLARY CLINTON NATIONAL/ADAMS FIELD, LITTLE ROCK, AR. RNAV (GPS) RWY 36, ORIG-B...DESCRIPTIVE ANGLE 3.00/TCH 50 NOT AUTHORIZED. 1501120316-1508100316EST

MOUNTAIN VIEW
Mountain View Wilcox Memorial Field

FDC 4/1650 7M2 IAP MOUNTAIN VIEW WILCOX MEMORIAL FIELD, MOUNTAIN VIEW, AR. RNAV (GPS) RWY 27, ORIG...DESCENT ANGLE 3.05/TCH 40 NA. 1407162025-1501162025EST.

NASHVILLE

Howard County

FDC 5/3701 M77 IAP HOWARD COUNTY, NASHVILLE, AR. RNAV (GPS) RWY 1, ORIG...LP HAT 390 ALL CATS. LNAV HAT 390 ALL CATS. CHART TDZE 550. DELETE THRE 530. THIS IS RNAV (GPS) RWY 1 ORIG-A. 1501141612-PERM.

OZARK

Ozark-Franklin County

FDC 4/2463 7M5 IAP OZARK-FRANKLIN COUNTY, OZARK, AR. RNAV (GPS) RWY 4, ORIG-A...NOTE: NIGHT LANDING: RWY 22 NA. 1412202139-1506302139EST.

FDC 4/2462 7M5 IAP OZARK-FRANKLIN COUNTY, OZARK, AR. VOR/DME-A, AMDT 4A...NOTE: NIGHT LANDING: RWY 22 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412202139-1506302139EST.

PARAGOULD

Kirk Field

FDC 5/3708 PGR IAP KIRK FIELD, PARAGOULD, AR. VOR RWY 4, AMDT 5...CHANGE THRE 290 TO TDZE 290. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. THIS IS VOR RWY 4, AMDT 5A. 1501141630-PERM.

POCAHONTAS

Pocahontas Muni

FDC 4/0645 M70 IAP POCAHONTAS MUNI, POCAHONTAS, AR. VOR OR GPS RWY 36, AMDT 6...S-36: CAT A/B MDA 840/HAA 669. CIRCLING: CAT A/B MDA 860/HAA 587. MISSED APPROACH: CLIMB TO 2100, THEN LEFT TURN DIRECT ARG VORTAC AND HOLD. 1412080820-1507160820EST.

POCAHONTAS

Pocahontas Muni

FDC 4/0401 ROG FI/T ROGERS MUNI-CARTER FIELD, ROGERS, AR. VOR RWY 2, AMDT 13C.ALTERNATE MINIMUMS NA, EOS VOR UNMONITORED.

RUSSELLVILLE

Russellville Rgnl

FDC 4/8144 RUE IAP RUSSELLVILLE RGNL, RUSSELLVILLE, AR. RNAV (GPS) RWY 25, ORIG-A...DECENT ANGLE 3.00/TCH 40 NA. NOTE: NIGHT LANDING: RWY 25 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1407132241-1501132241EST.

FDC 4/2345 RUE ODP RUSSELLVILLE RGNL, RUSSELLVILLE, AR. TAKEOFF MINIMUMS AND (OBLACEMENT) DEPARTURE PROCEDURES ORIG...TAKEOFF MINIMUMS: RWY 25, STANDARD WITH MINIMUM CLIMB OF 270 FT PER NM TO 2500. DEPARTURE PROCEDURE: RWY 7, CLIMB ON HEADING 072 TO 1200 BEFORE PROCEEDING ON COURSE. ALL OTHER DATA REMAINS AS PUBLISHED. 1409052049-1504052049EST.

SILOAM SPRINGS

Smith Field

FDC 4/0422 SLG IAP SMITH FIELD, SILOAM SPRINGS, AR. RNAV (GPS) RWY 18, AMDT 1...RNAV (GPS) RWY 36, ORIG...VOR A, AMDT 9...CIRCLING CAT C/D MDA 1800/ HAA 609. VIS CAT C 1 3/4. NEW CIRCLING OBSTACLE, 1360 MSL, 1.92 NM S OF AIRPORT. 1409021118-1503021118EST.

WALNUT RIDGE

Walnut Ridge Rgnl

FDC 4/0147 ARG IAP WALNUT RIDGE RGNL, WALNUT RIDGE, AR. RNAV (GPS) RWY 36, AMDT 1.LPV DA 474. LNAV/VNAV DA 574. LNAV HAT 386 ALL CATS. CHART TDZE 274. DELETE THRE 272. THIS IS RNAV (GPS) RWY 36, AMDT 1A. 1404111228-PERM.

FDC 4/0146 ARG IAP WALNUT RIDGE RGNL, WALNUT RIDGE, AR. LOC RWY 18, AMDT 3A.S-18 HAT 345 ALL CATS. CHART TDZE 275. DELETE THRE 273. THIS IS LOC RWY 18, AMDT 3B. 1404111228-PERM.

FDC 4/0143 ARG IAP WALNUT RIDGE RGNL, WALNUT RIDGE, AR. RNAV (GPS) RWY 18, AMDT 1.LPV DA 475. LNAV/VNAV DA 525. LNAV HAT 345 ALL CATS. CHART TDZE 275. DELETE THRE 273. THIS IS RNAV (GPS) RWY 18, AMDT 1A. 1404111228-PERM.
ARG IAP WALNUT RIDGE RGNL, WALNUT RIDGE, AR. VOR/DME RWY 22, AMDT 13A. S-22 HAT 346 ALL CATS. CHART TDZE 274. DELETE THRE 273. THIS IS VOR/DME RWY 22, AMDT 13B. 1404111228-PERM.

ARG IAP WALNUT RIDGE RGNL, WALNUT RIDGE, AR. RNAV (GPS) RWY 22, AMDT 1. LPV DA 524. LNA V/VNA V DA 524. LNA V HAT 326 ALL CATS. CHART TDZE 274. DELETE THRE 273. THIS IS RNAV (GPS) RWY 22, AMDT 1A. 1404111228-PERM.

CALIFORNIA

ARCATA/EUREKA

Arcata

FDC 4/3396 ACV IAP ARCATA, ARCATA/EUREKA, CA. RNAV (GPS) RWY 1, AMDT 1...LPV MINIMUMS NA. LNAV/VNAV MINIMUMS NA. 1409101132-1503101132EST.

FDC 4/3395 ACV IAP ARCATA, ARCATA/EUREKA, CA. VOR/DME RWY 1, AMDT 8...S-1 MDA 620/HAT 433 ALL CATS. CIRCLING MDA 640/HAA 418 ALL CATS. 1409101132-1503101132EST.

FDC 4/3394 ACV IAP ARCATA, ARCATA/EUREKA, CA. VOR/DME RWY 14, AMDT 1...S-14 MDA 640/HAT 455 ALL CATS. CIRCLING MDA 640/HAA 418 ALL CATS. 1409101132-1503101132EST.

AVON

Catalina

FDC 4/1050 AVX IAP CATALINA, AVON, CA. VOR OR GPS-A, AMDT 4B...CIRCLING CAT B MDA 2580/HAA 978. 1412182052-1506162045EST.

BISHOP

Eastern Sierra Rgnl

FDC 1/6726 BIH FI/T IAP EASTERN SIERRA RGNL., BISHOP, CA. LDA/DME RWY 16, ORIG.PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. OAL VOR OTS.

BURBANK

Bob Hope

FDC 4/1774 BUR STAR BOB HOPE AIRPORT, BURBANK, CA. JANNY TWO ARRIVAL...PROCEDURE NA. 1408081640-1609302359.

CARLSBAD

Mc Clellan-Palomar

FDC 4/1534 CRQ ODP MC CLELLAN-PALOMAR, CARLSBAD, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...TAKE-OFF MINIMUMS RWY 6, STANDARD WITH A MINIMUM CLIMB OF 310 FEET PER NM TO 2400. NOTE: RWY 06: FENCE 6 FT FROM DER, 453 FT LEFT OF CENTERLINE, 3 FT AGL/328 FT MSL. OBS LIGHT ON FENCE 96 FT FROM DER, 398 FT RIGHT OF CENTERLINE, 18 FT AGL/322 FT MSL. MULTIPLE TREES BEGINNING 325 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100 FT AGL/507 FT MSL. EQUIPMENT ON BUILDING 3747 FT FROM DER, 59 FT AGL/421 FT MSL. LIGHTED POLES BEGINNING 3849 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 50 FT AGL/484 FT MSL. RWY 24: TREES BEGINNING 25 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100 FT AGL/342 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1412011640-1505301640EST.


FDC 3/1438 CRQ FI/T STAR MC CLELLAN-PALOMAR, CARLSBAD, CA. FODRR ONE ARRIVAL..SXC TO OCN COP, SXC 31NM OCN 20 NM. 1300 MOCA BETWEEN AVOLS AND PACIF NA.

CHICO

Chico Muni

FDC 4/8195 CIC SID CHICO MUNI, CHICO, CA. GONGS ONE DEPARTURE...TAKEOFF OBSTACLE NOTES: RWY 13L: TERRAIN 298 FT FROM DER, 534 FT LEFT OF CENTERLINE, 216 FT MSL. POLE 957 FT FROM DER, 735 FT LEFT OF CENTERLINE, 35 FT AGL/232 FT MSL. TREES BEGINNING 948 FT FROM DER, 559 FT LEFT OF CENTERLINE, UP TO 51 FT AGL/241 FT MSL. RWY 13R: PLANE ON TARMAC 582 FT FROM DER. 647 FT LEFT OF CENTERLINE, UP TO 40 FT AGL/255 FT MSL. RWY 31L: PLANE ON TARMAC 570 FT FROM DER, 647 FT RIGHT OF CENTERLINE, UP TO 40 FT AGL/279 FT MSL. TOWER 611 FT FROM DER, 349 FT RIGHT OF CENTERLINE, 35 FT AGL/267 FT MSL. RWY 31R: TREES BEGINNING 1124 FT FROM DER, RIGHT AND LEFT OF CENTERLINE, UP TO 60 FT AGL/282 FT MSL... 1411041607-1505031607EST.

CHINO

Chino

FDC 4/1774 BUR STAR BOB HOPE AIRPORT, BURBANK, CA. JANNY TWO ARRIVAL...PROCEDURE NA. 1408081640-1609302359.
CNO ODP CHINO, CHINO, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...ADD NOTE: RWY 26R, TEMPORARY CRANE 2095 FEET FROM DER, 357 FEET LEFT OF CENTERLINE, 130 FEET AGL/ 737 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1411261808-1505251808EST.

CLOVERDALE

Cloverdale Muni

FDC 4/0130 O60 IAP CLOVERDALE MUNI, CLOVERDALE, CA. RNAV (GPS) RWY 32, ORIG-A...RNAV MINIMUMS NA. HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED. 1412171410-1506151410EST.

COLUMBIA

Columbia

FDC 4/2624 O22 IAP COLUMBIA, COLUMBIA, CA. RNAV (GPS) RWY 35, ORIG...PROCEDURE NA AT NIGHT. 1409081131-1503081131EST.

EL MONTE

El Monte

FDC 5/2828 EMT ODP EL MONTE, EL MONTE, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...TAKEOFF MINIMUMS: RWY 19, 600-1. ADD NOTE: RWY 19, TEMPORARY CRANE 2860 FEET FROM DER, 112 FEET RIGHT OF CENTERLINE, 170 FEET AGL/ 449 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501121412-1507111412EST.

FAIRFIELD

Travis AFB

FDC 4/5868 SUU STAR TRAVIS AFB, FAIRFIELD, CA., OAKLEY TWO ARRIVAL...PROCEDURE NOT AUTHORIZED. EXPECT ALTERNATE RNAV/RADAR ARRIVAL INSTRUCTIONS FROM ATC. 1412091900-1512091900EST.

FRESNO

Fresno Yosemite Intl

FDC 4/5057 FAT IAP FRESNO YOSEMITE INTL, FRESNO, CA. VOR/DME OR TACAN RWY 11L, AMDT 2A...VOR/DME OR TACAN RWY 29R, AMDT 2A...TACAN PORTION NA, CZQ TACAN AZIMUTH OUT OF SERVICE. 1412081442-1506061442EST.

FULLERTON

Fullerton Muni

FDC 4/1839 FUL IAP FULLERTON MUNI, FULLERTON, CA. VOR-A, AMDT 7A...NOTE: NIGHT LANDING: RWY 6, 24 NA. 1412221244-1506201244EST.


GRASS VALLEY

Sierra Nevada Memorial Hospital

FDC 4/4591 CA15 SPECIAL SIERRA NEVADA MEMORIAL HOSPITAL, GRASS VALLEY, CA. COPTER RNAV (GPS) 046, ORIG-H-046 MDA 3120/HAL 402, VIS 1. 1409121531-1503121531EST.
GUALALA

Redwood Coast Medical Services

FDC 4/2612 85CA SPECIAL REDWOOD COAST MEDICAL SERVICES, GUALALA, CA. (SPECIAL) COPTER RNAV (GPS) 015, ORIG...MSA FROM ILJEP 4800. 1409080931-1503080931EST.

HAYWARD

Hayward Executive

FDC 5/2387 HWD IAP HAYWARD EXECUTIVE, HAYWARD, CA. RNAV (GPS) RWY 28L, AMDT 1A...RNAV/VNAV DA 1318 ALL CATS, LNAV MDA 1420 ALL CATS. 1501091745-1503110811EST.

HEMET

Hemet-Ryan

FDC 4/3907 HMT ODP HEMET-RYAN, HEMET, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...RWY 23, NA - OBSTACLES. 1409110811-1503110811EST.

LITTLE RIVER

Little River

FDC 4/2623 LLR IAP LITTLE RIVER, LITTLE RIVER, CA. RNAV (GPS) RWY 29, AMDT 1...PROCEDURE NA AT NIGHT. 1409081125-1503081125EST.

LIVERMORE

Livermore Muni

FDC 5/2594 LVK IAP LIVERMORE MUNI, LIVERMORE, CA. ILS RWY 25R, AMDT 7A...ALTERNATE MINIMUMS NA. ECA VOR/DME UNMONITORED. 1501011088-1502110138EST.


LODI

Walloon Field


LOMPOC

Lompoc

FDC 4/7267 LPC IAP LOMPOC, LOMPOC, CA. VOR/DME-A, AMDT 5A...PROCEDURE NA. 1412111154-1506091549EST.

LONG BEACH

Long Beach /Daugherty Field/


LOS ANGELES

Los Angeles Intl

FDC 5/3672 LAX IAP LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 24R, ORIG-B...RNP 0.30 DA 588/HAT 468 ALL CATS. TEMPORARY CRANE 274 MSL 6028 FEET SOUTHEAST OF RWY 24R. 1501141451-1507131451EST.

FDC 5/2833 LAX ODP LOS ANGELES INTL, LOS ANGELES, CA. CATALINA FIVE DEPARTURE...CHATY TWO DEPARTURE...GABRE EIGHT DEPARTURE...GORMAN FOUR DEPARTURE...LAXX SEVEN DEPARTURE...PERCH NINE DEPARTURE...SAN DIEGO SIX DEPARTURE...SEAL BEACH FIVE DEPARTURE...VENTURA FIVE DEPARTURE...ADD TAKEOFF OBSCURE NOTE: RWY 6R, TEMPORARY CRANE 1866 FEET FROM DER, 941 FEET LEFT OF CENTERLINE, 160 FEET AGL/ 261 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501111419-1507111419EST.

FDC 5/2832 LAX SID LOS ANGELES INTL, LOS ANGELES, CA. CATALINA FIVE DEPARTURE...CHATY TWO DEPARTURE...GABRE EIGHT DEPARTURE...GORMAN FOUR DEPARTURE...LAXX SEVEN DEPARTURE...PERCH NINE DEPARTURE...SAN DIEGO SIX DEPARTURE...SEAL BEACH FIVE DEPARTURE...VENTURA FIVE DEPARTURE...ADD TAKEOFF OBSCURE NOTE: RWY 6R, TEMPORARY CRANE 1866 FEET FROM DER, 941 FEET LEFT OF CENTERLINE, 160 FEET AGL/ 261 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501121419-1507111419EST.
LAX IAP LOS ANGELES INTL, LOS ANGELES, CA. ILS OR LOC RWY 24L, AMDT 26B, S-LOC 24L MDA 580/ HAT 459 ALL CATS, VISIBILITY CAT C/D RVR 5000. VDP AT I-HQB 3.12 DME; DISTANCE VDP TO THLD 1.22 MILES. ADD NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 24L CAT C/D VISIBILITY TO 1/3 MILE. TEMPORARY CRANE 261 MSL 0.96 NM EAST OF RWY 24L. 1501121416-1507111416 EST.

FDC 4/5471 LAX STAR LOS ANGELES INTERNATIONAL AIRPORT, LOS ANGELES, CA. LEENA FOUR ARRIVAL...CHANGE MEA ON ROUTE SEGMENT FROM IPNAW TO SLI FROM 4500FT TO 5000FT. 1412082225-1503052359.

FDC 4/4938 LAX IAP LOS ANGELES INTL, LOS ANGELES, CA. RNAV (GPS) Y RWY 7L, ORIG-C...RNP 0.12 DA 542/ HAT 416 ALL CATS, VISIBILITY ALL CATS RVR 5000. RNP 0.30 DA 584/ HAT 458 ALL CATS, VISIBILITY ALL CATS RVR 5000. CHANGE INOP NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE RNP 0.12 AND RNP 0.30 VISIBILITY ALL CATS TO 1 1/2 MILE. TEMPORARY CRANE 373 MSL 0.53 NM NORTHWEST OF RWY 7L. TEMPORARY CRANE 190 MSL 0.58 NM NORTHWEST OF RWY 7L. 1410291520-1504271520 EST.

FDC 4/4937 LAX IAP LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 7R, ORIG-B...RNP 0.12 DA 530/ HAT 405 ALL CATS, VISIBILITY ALL CATS RVR 5000. RNP 0.30 DA 583/ HAT 458 ALL CATS, VISIBILITY ALL CATS RVR 5000. CHANGE INOP NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE RNP 0.12 AND RNP 0.30 VISIBILITY ALL CATS TO 1 1/2 MILE. TEMPORARY CRANE 373 MSL 0.41 NM NORTHWEST OF RWY 7R. TEMPORARY CRANE 190 MSL 0.58 NM NORTHWEST OF RWY 7R. 1410291520-1504271520 EST.

FDC 4/4934 LAX IAP LOS ANGELES INTL, LOS ANGELES, CA. RNAV (GPS) Y RWY 7L, AMDT 2C...LNAV/VNAV DA 632/ HAT 506 ALL CATS. LNAV MDA 680/ HAT 554 ALL CATS, VISIBILITY CAT C RVR 5000. VDP 1.42 NM TO RWY 7L. TEMPORARY CRANE 373 MSL 0.41 NM NORTHWEST OF RWY 7L. 1410291520-1504271520 EST.

FDC 4/4933 LAX IAP LOS ANGELES INTL, LOS ANGELES, CA. RNAV (GPS) Y RWY 6L, AMDT 1B...LNAV/VNAV DA 499/ HAT 382 ALL CATS. TEMPORARY CRANE 373 MSL 0.59 NM SOUTHEAST OF RWY 6L. 1410291520-1504271520 EST.

FDC 4/4930 LAX IAP LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 6R, ORIG-B...RNP 0.30 DA 503/ HAT 389 ALL CATS, VISIBILITY ALL CATS RVR 5000. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE RNP 0.30 VISIBILITY TO RVR 5000 ALL CATS. ADD NOTE: INOPERATIVE TABLE DOES NOT APPLY. TEMPORARY CRANE 373 MSL 0.68 NM SOUTHEAST OF RWY 6R. TEMPORARY CRANE 190 MSL 0.58 NM SOUTHEAST OF RWY 6R. 1410291520-1504271520 EST.

FDC 2/6063 LAX FI/T STAR LOS ANGELES INTL, LOS ANGELES, CA. KEACH ONE ARRIVAL...PROCEDURE NA.
FDC 2/0662 LAX FI/T STAR LOS ANGELES INTL, LOS ANGELES, CA. SYMON ONE ARRIVAL. PROCEDURE NA.

FDC 0/8590 LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 7L, ORIG RNP 0.12 DA 453/HAT 327, VIS RVR 4000 ALL CATS. RNP 0.30 DA 496/HAT 370 ALL CATS. EXCEPT WHEN ADVISED BY ATC THAT THIS CRANE IS DOWN, EXPECT CRANE USAGE DAILY, SUNRISE TO SUNSET. TEMPORARY CRANE 3378 FT SW OF RW24L.

FDC 0/8589 LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 7R, ORIG RNP 0.30 DA 497/HAT 372 ALL CATS. EXCEPT WHEN ADVISED BY ATC THAT THIS CRANE IS DOWN, EXPECT CRANE USAGE DAILY, SUNRISE TO SUNSET. TEMPORARY CRANE 3378 FT SW OF RW24L.

FDC 0/5762 LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 6L, ORIG RNP 0.30 DA 440/HAT 323 ALL CATS. EXCEPT WHEN ADVISED BY ATC THAT THIS CRANE IS DOWN, EXPECT CRANE USAGE MONDAY THROUGH SATURDAY, SUNRISE TO SUNSET. TEMPORARY CRANE 3378 FT SW OF RW24L.

FDC 0/5757 LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 6R, ORIG RNP 0.30 DA 418/HAT 304 ALL CATS. EXCEPT WHEN ADVISED BY ATC THAT THIS CRANE IS DOWN, EXPECT CRANE USAGE MONDAY THROUGH SATURDAY, SUNRISE TO SUNSET. TEMPORARY CRANE 3378 FT SW OF RW24L.

**MARINA**

Marina Muni

FDC 5/3412 OAR IAP MARINA MUNI, MARINA, CA. VOR RWY 11, AMDT 2A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MUNSO (MR) LOM OUT OF SERVICE. 1501131828-1501201828EST.

**MODESTO**

Modesto City-Co-Harry Sham Fld


**MONTEREY**

Monterey Rgnl

FDC 5/3415 MRY SID MONTEREY RGNL, MONTEREY, CA. MUNSO TWO DEPARTURE...DEPARTURE PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MUNSO (MR) LOM OUT OF SERVICE. 1501131828-1501201828EST.

FDC 5/3414 MRY IAP MONTEREY RGNL, MONTEREY, CA. ILS OR LOC RWY 10R, AMDT 27B...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. S-LOC 10R: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. MUNSO (MR) LOM OUT OF SERVICE. 1501131828-1501201828EST.

FDC 4/1178 MRY CHART CORRECT SEE FDC 4/1149 FDC CHART CORRECT U.S. GOVT SAN FRANCISCO SECTIONAL CHART 92ND EDITION EFF 6 MAR 2014. 1403281630-PERM.

**MOUNTAIN VIEW**

Moffett Federal Aflfd

FDC 4/2259 NUQ IAP U.S. DOD MOFFETT FEDERAL AFLD, MOUNTAIN VIEW CA. POINT REYES ONE ARRIVAL...SAC VORTAC TO POPES INT, MEA 5100. 1401142100-1501142100EST.


MURRIETA/TEMECULA

French Valley

FDC 5/0926 F70 ODP FRENCH VALLEY, MURRIETA/TEMECULA, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...ADD NOTE: RWY 36, TEMPORARY CRANE 2059 FEET FROM DER, 228 FEET RIGHT OF CENTERLINE, 150 FEET AGL/1499 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501071220-1507061220EST.

OAKLAND

Metropolitan Oakland Int'l

FDC 5/1142 OAK SID METROPOLITAN OAKLAND INTL, OAKLAND, CA. CNDEL ONE DEPARTURE (RNAV)...DEPARTURE ROUTE DESCRIPTION: YYUNG TRANSITION NA. ALL OTHER DATA REMAINS AS PUBLISHED 1501080000-1503042359EST.

FDC 5/0925 OAK ODP METROPOLITAN OAKLAND INTL, OAKLAND, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 7...ADD NOTE: RWY 10R, TEMPORARY CRANE 4388 FEET FROM DER, 885 FEET RIGHT OF CENTERLINE, 120 FEET AGL/129 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501071216-1507061216EST.

FDC 5/0924 OAK IAP METROPOLITAN OAKLAND INTL, OAKLAND, CA. RNAV (GPS) Y RWY 28L, AMDT 5A...RNAV/VNAV DA 398/ HAT 389 ALL CATS. TEMPORARY CRANE 129 MSL 0.74 NM SOUTHEAST OF RWY 28L. 1501071216-1507061216EST.

FDC 5/0923 OAK IAP METROPOLITAN OAKLAND INTL, OAKLAND, CA. RNAV (RNP) Z RWY 28R, AMDT 1B...RNP 0.20 DA 422/HAT 415 ALL CATS, VISIBILITY ALL CATS RVR 4500. RNP 0.30 DA 449/HAT 442 ALL CATS, VISIBILITY ALL CATS RVR 5000. TEMPORARY CRANE 129 MSL 0.79 NM SOUTHEAST OF RWY 28R. 1501071216-1507061216EST.

FDC 5/0922 OAK IAP METROPOLITAN OAKLAND INTL, OAKLAND, CA. RNAV (RNP) Z RWY 28L, AMDT 1A...RNP 0.15 DA 411/HAT 402 ALL CATS, VISIBILITY 1 3/8 ALL CATS. RNP 0.30 DA 449/HAT 440 ALL CATS, VISIBILITY 1 1/2 ALL CATS. TEMPORARY CRANE 129 MSL 0.74 NM SOUTHEAST OF RWY 28L. 1501071216-1507061216EST.

FDC 4/8835 OAK IAP METROPOLITAN OAKLAND INTL, OAKLAND, CA. ILS OR LOC RWY 30, AMDT 28...ILS RWY 30 (SA CAT I), AMDT 28...ILS RWY 30 (CAT II & III), AMDT 28...CHANGE PLANVIEW NOTE TO READ: GPS OR RADAR REQUIRED. 1409240527-1503240527EST.

OCEANSIDE

Camp Pendleton MCAS (Munn Field)

FDC 4/1823 NFG STAR CAMP PENDLETON MCAS (MUNN FIELD), OCEANSIDE, CA. FODRR ONE ARRIVAL...AVOLS TO PACIF MOCA 2000. 1408081807-1609302359.

FDC 3/1448 NFG F1/T STAR CAMP PENDLETON MCAS (MUNN FLD), OCEANSIDE, CA. FODRR ONE ARRIVAL.XSC TO OCN COP, SXC 31 NM OCN 20 NM. 1300 MOCA BETWEEN AVOLS AND PACIF NA.

Oceanside Muni

FDC 5/1709 OKB IAP OCEANSIDE MUNI, OCEANSIDE, CA. GPS RWY 6, ORIG-B...DISREGARD NOTE: PROCEDURE NA AT NIGHT. NOTE: NIGHT LANDING: RWY 06 NA. 1501081608-1507071608EST.


FDC 4/7360 OKB IAP OCEANSIDE MUNI, OCEANSIDE, CA. VOR-A, AMDT 3D...NOTE: NIGHT LANDING: RWY 06 NA. 1411191516-1505181516EST.
OCEANSIDE

Oceanside Muni

FDC 4/2942 OKB ODP OCEANSIDE MUNI, OCEANSIDE, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...TAKE-OFF MINIMUMS: RWY 06, 400 - 1 1/2 OR STD WITH A MINIMUM CLIMB OF 396 FEET PER NM TO 500. NOTES: RWY 06, TRANSMISSION POLE 2773 FEET FROM DER, 333 FEET LEFT OF CENTERLINE, 98 FEET MSL. MOVIE SCREEN 2500 FEET FROM DER, 445 FEET LEFT OF CENTERLINE, 97 FEET MSL. POLE 2777 FEET FROM DER, 94 FEET LEFT OF CENTERLINE, 113 FEET MSL. BUSH 170 FEET FROM DER, 203 FEET RIGHT OF CENTERLINE, 44 FEET MSL. 1412312015-1506292015EST.

FDC 3/1446 OKB FI/T STAR OCEANSIDE MUNI, OCEANSIDE, CA. FODRR ONE ARRIVAL...SXC TO OCN COP, SXC 31 NM OCN 20 NM. 1300 MOCA BETWEEN AVOLS AND PACIF NA.


OROVILLE

Oroville Hospital

FDC 4/4655 CNS2 SPECIAL OROVILLE HOSPITAL, OROVILLE, CA. GPS 090, ORIG...LNA V MDA 680/HAS 316, VISIBILITY 3/4 MILE. 1409121644-1503121644EST.

OXNARD

Oxnard

FDC 4/3672 OXR IAP OXNARD, OXNARD, CA. ILS OR LOC RWY 25, AMDT 13A...ALTERNATE MINIMUMS NA, VTU VOR/DME UNMONITORED. 1409101738-1503101738EST.

FDC 4/1864 OXR SPECIAL OXNARD AIRPORT,OXNARD, CA. FOR AFTER HOURS IFR FLT PLANS...CONTACT LOS ANGELES CENTER 661 575-2052. 1408081900-1712312359.

FDC 0/0513 OXR FI/T OXNARD, OXNARD, CA. VOR RWY 25, AMDT 9A.DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VTU VOR/DME OTS.

PALM SPRINGS

Palm Springs Intl

FDC 5/3299 PSP IAP PALM SPRINGS INTL, PALM SPRINGS, CA. RNAV (RNP) Y RWY 13R, AMDT 1B...RNP 0.30 DA** 889/ HAT 438 ALL CATS, VISIBILITY ALL CATS 2. TEMPORARY CRANE 674 MSL 4441 FEET SOUTHWEST OF RWY 13R. 1501131528-1507121528EST.

PALO ALTO

Palo Alto Arpt Of Santa Clara Co

FDC 4/2258 PAO STAR PALO ALTO AIRPORT, PALO ALTO, CA. POINT REYES ONE ARRIVAL...SAC VORTAC TO POPES INT, MEA 5100. 1401142100-1501142100EST.

PASO ROBLES

Paso Robles Muni

FDC 4/2657 PRB IAP PASO ROBLES MUNI, PASO ROBLES, CA. RNAV (GPS) RWY 19, AMDT 1...LPV DA 1053/HAT 250 ALL CATS, VISIBILITY ALL CATS 7/8. 1412301729-1506281729EST.

RED BLUFF

Red Bluff Muni

FDC 4/3914 RBL IAP RED BLUFF MUNI, RED BLUFF, CA. RNAV (GPS) RWY 33, ORIG...LNNAV/VNAV DA 746/HAT 394, VIS 1 1/2 ALL CATS. CIRCLING CATS A/B/C MDA 860/HAA 508. 1409110821-1503110821EST.

REDDING

Redding Muni

FDC 5/2946 RDD IAP REDDING MUNI, REDDING, CA. ILS OR LOC/DME RWY 34, AMDT 11B...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, RDD VOR/DME OUT OF SERVICE. 1501121715-1501191715EST.

FDC 5/2945 RDD SID REDDING MUNI, REDDING, CA. HOMAN TWO DEPARTURE...KENDL TWO DEPARTURE...KREST THREE DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. RDD VOR/DME OUT OF SERVICE. 1501121715-1501191715EST.

FDC 5/2944 RDD IAP REDDING MUNI, REDDING, CA. LOC/DME BC RWY 16, AMDT 7A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, RDD VOR/DME OUT OF SERVICE. 1501121715-1501191715EST.

RIO VISTA

Rio Vista Muni

FDC 4/7009 O88 ODP RIO VISTA MUNI, RIO VISTA, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1A...TAKEOFF MINIMUMS: RWY 25, STANDARD WITH MINIMUM CLIMB OF 270 FT PER NM TO 800. ALL OTHER DATA REMAINS AS PUBLISHED. 1408221510-1502221510EST.
RIVERSIDE/RUBIDOUX/

Flabob

**FDC 4/4753** RIR IAP FLABOB, RIVERSIDE/RUBIDOUX/, CA. RNA V (GPS) A, ORIG...DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. ADD NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409121811-1503121811EST.

**FDC 4/4683** RIR IAP FLABOB, RIVERSIDE/RUBIDOUX/, CA. RNA V (GPS) A, ORIG...DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. ADD NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409121657-1503121657EST.

**SACRAMENTO**

McClellan Airfield

**FDC 5/1332** MCC SID MC CLELLAN AIRFIELD, SACRAMENTO, CA. KATSO THREE DEPARTURE...SACRO TWO DEPARTURE...TAKE-OFF RWY 34 NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, HNW VOR OUT OF SERVICE. 1501080844-1507070844EST.

**FDC 1/6725** MCC FT SID MC CLELLAN AIRFIELD, SACRAMENTO, CA, KATSO THREE DEPARTURE COALDALE TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OAL VOR OTS.

Sacramento Intl

**FDC 5/1441** SMF IAP SACRAMENTO INTL, SACRAMENTO, CA. RNAV (RNP) Z RWY 16R, ORIG-A...RNP 0.30 DA 580/ HAT 555 ALL CATS, VISIBILITY ALL CATS 1 3/8. CHANGE INOP NOTE TO READ: FOR INOPERATIVE ALSF-2, INCREASE RNP 0.30 ALL CATS VISIBILITY TO RVR 6000 AND RNP 0.30 ALL CATS VISIBILITY TO 1 7/8 MILE. TEMPORARY CRANE 240 MSL 1.39 NM NORTH OF RWY 16R. 1501081300-1507071300EST.

**FDC 5/1440** SMF SID SACRAMENTO INTL, SACRAMENTO, CA. DUNES NINE DEPARTURE...FROGO SIX DEPARTURE...TAKEOFF MINIMUMS: RWY 34L, 300-1 3/4 OR STANDARD WITH A MINIMUM CLIMB OF 205 FEET PER NM TO 400. ADD TAKEOFF OBSTACLE NOTE: RWY 34L, TEMPORARY CRANE 1.38 NM FROM DER, 1296 FEET LEFT OF CENTERLINE, 210 FEET AGL/ 240 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501081300-1507071300EST.

**FDC 5/1439** SMF ODP SACRAMENTO INTL, SACRAMENTO, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKEOFF MINIMUMS: RWY 34L, 300-1 3/4 OR STANDARD WITH A MINIMUM CLIMB OF 205 FEET PER NM TO 400. ADD NOTE: RWY 34L, TEMPORARY CRANE 1.38 NM FROM DER, 1296 FEET LEFT OF CENTERLINE, 210 FEET AGL/ 240 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501081300-1507071300EST.

**FDC 5/1438** SMF IAP SACRAMENTO INTL, SACRAMENTO, CA. ILS OR LOC RWY 34L, AMDT 7C...CIRCLING CATS A/B/C MDA 540/ HAA 513. TEMPORARY CRANE 240 MSL 2.18 NM NORTHWEST OF SMF AIRPORT. 1501081300-1507071300EST.

**FDC 5/1437** SMF IAP SACRAMENTO INTL, SACRAMENTO, CA. ILS OR LOC RWY 16R, AMDT 16...S-LOC 16R MDA 500/ HAT 475 ALL CATS, VISIBILITY CATS C/D RVR 5000. VDP AT I-SMF 3.12 DME; DISTANCE VDP TO THLD 1.26 MILES. CHANGE INOP NOTE TO READ: FOR INOPERATIVE ALSF-2, INCREASE S-LOC 16R CATS A/B VISIBILITY TO RVR 5500, CATS C/D VISIBILITY TO 1 3/8. TEMPORARY CRANE 240 MSL 1.39 NM NORTH OF RWY 16R. 1501081300-1507071300EST.

**FDC 5/1436** SMF IAP SACRAMENTO INTL, SACRAMENTO, CA. RNAV (GPS) Y RWY 16R, AMDT 2...LNNAV/VNAV DA 540/ HAT 515 ALL CATS, VISIBILITY ALL CATS RVR 6000. LNNAV MDA 500/ HAT 475 ALL CATS, VISIBILITY CATS C/D RVR 5000. VDP 1.26 NM TO RWY16R. CHANGE INOP NOTE TO READ: FOR INOPERATIVE ALSF-2, INCREASE LNNAV/VNAV ALL CATS VISIBILITY TO 1 3/4 MILE, LNNAV CATS A/B VISIBILITY TO RVR 5500, CATS C/D VISIBILITY TO 1 3/8 MILE. TEMPORARY CRANE 240 MSL 1.39 NM NORTH OF RWY 16R. 1501081300-1507071300EST.

**FDC 4/0782** SMF STAR SACRAMENTO INTL, SACRAMENTO CA. WRAPS FIVE ARRIVAL DME REQUIRED EXCEPT AIRCRAFT EQUIPED WITH SUITABLE RNAV SYSTEMS WITH GPS. HYP VOR OUT OF SERVICE 1412012000-1412122359EST.

**SALINAS**

Salinas Muni

**FDC 5/3413** SNS IAP SALINAS MUNI, SALINAS, CA. ILS RWY 31, AMDT 5E...VOR RWY 13, AMDT 11D...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPED WITH SUITABLE RNAV SYSTEM WITH GPS, MUNSO (MR) LOM OUT OF SERVICE. 1501131828-1501201828EST.

**SAN CARLOS**

San Carlos
SAN CARLOS

Montgomery Field

**FDC 4/3908** MYF ODP MONTGOMERY FIELD, SAN DIEGO, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3A...TAKEOFF MINIMUMS: RWY 5, STANDARD WITH MINIMUM CLIMB OF 338 FT PER NM TO 2200. DEPARTURE PROCEDURE: ALL AIRCRAFT - CHANGE TO CLIMB DIRECT TO MZB VORTAC. AIRCRAFT DEPARTING MZB R-090 CW R-360 CLIMB ON COURSE. ALL OTHERS CLIMB IN MZB HOLDING PATTERN (W, RIGHT TURNS, 075 INBOUND) TO CROSS MZB VORTAC AT OR ABOVE 3000. ALL OTHER DATA REMAINS AS PUBLISHED. 1408141704-1502141704EST.

**FDC 4/2641** MYF IAP MONTGOMERY FIELD, SAN DIEGO, CA. ILS OR LOC RWY 28R, AMDT 4A...CIRCLING MDA 1080'/ HAA 653 ALL CATS. ALTERNATE MINIMUMS: AS PUBLISHED, EXCEPT ILS 700-2. TEMPORARY CRANE 606 MSL 0.56 NM NORTHEAST OF MYF AIRPORT, TEMPORARY CRANE 712 MSL 1.08 NM NORTHEAST OF MYF AIRPORT. 1412301429-1506281429EST.

**FDC 4/2485** MYF IAP MONTGOMERY FIELD, SAN DIEGO, CA. RNAV (GPS) RWY 28R, AMDT 1A...LNAN/VNAV DA 79' HAT 376 ALL CATS, VISIBILITY ALL CATS. LNAV/MDA 920'/HAT 497 ALL CATS. CIRCLING MDA 1080'/HAA 653 ALL CATS. VDP 1.46 NM TO RWY28R. ADD NOTE: FOR INOPERATIVE MALSR, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 1/4. TEMPORARY CRANE 606 MSL 0.29 NM NORTHEAST OF RWY 28R, TEMPORARY CRANE 712 MSL 1.08 NM NORTHEAST OF MYF AIRPORT. 1412291426-1506271426EST.

San Diego Intl

**FDC 5/2317** SAN SID SAN DIEGO INTL, SAN DIEGO, CA. BORDER SIX DEPARTURE...LNSAY THREE DEPARTURE...TAKEOFF MINIMUMS: RWY 9, 500-1 1/4 WITH A MINIMUM CLIMB OF 610 FEET PER NM TO 1900 OR STANDARD WITH A MINIMUM CLIMB OF 686 FEET PER NM TO 1900. ADD TAKEOFF OBSTACLE NOTE: RWY 9, TEMPORARY CRANE 5401 FEET FROM DER, 1296 FEET RIGHT OF CENTERLINE, 225 FEET AGL/ 369 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501091539-1507081539EST.

**FDC 5/2316** SAN ODP SAN DIEGO INTL, SAN DIEGO, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 7...TAKEOFF MINIMUMS: RWY 9, 500-1 3/4 WITH A MINIMUM CLIMB OF 290 FEET PER NM TO 900. ADD NOTE: RWY 9, TEMPORARY CRANE 5401 FEET FROM DER, 1296 FEET RIGHT OF CENTERLINE, 225 FEET AGL/ 369 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501091539-1507081539EST.

**FDC 4/4626** SAN IAP SAN DIEGO INTL, SAN DIEGO, CA. ILS OR LOC RWY 9, AMDT 1C...NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 5000 RVR NOT AUTHORIZED. NOTE: CIRCLING NA N OF RWY 9-27. 1409121541-1503121541EST.

**FDC 4/2323** SAN IAP SAN DIEGO INTL, SAN DIEGO, CA. RNAV (GPS) RWY 9, ORIG-A...TERMINAL ROUTE RYAHH TO AZIME NA. 1408111740-1502111740EST.

**FDC 4/0450** SEE IAP GILLESPIE FIELD, SAN DIEGO/EL CAJON, CA. RNAV (GPS) RWY 17, AMDT 11...NOTE: PROCEDURE NA AT NIGHT. 1411251824-1505241824EST.

**FDC 5/2926** SFO STAR SAN FRANCISCO INTL., SAN FRANCISCO, CA. POINT REYES ONE ARRIVAL SAC VORTAC TO POPES INT, MEA 5100. 1501142100-1601142100EST.

**FDC 5/1130** SFO IAP SAN FRANCISCO INTL, SAN FRANCISCO, CA. STIK ONE DEPARTURE (RNAV)...DEPARTURE ROUTE DESCRIPTION: YYUNG TRANSITION NA. ALL OTHER DATA REMAINS AS PUBLISHED 1501080000-1503042359EST.

SAN FRANCISCO

San Francisco Intl

**FDC 5/2926** SFO STAR SAN FRANCISCO INTL., SAN FRANCISCO, CA. POINT REYES ONE ARRIVAL SAC VORTAC TO POPES INT, MEA 5100. 1501142100-1601142100EST.

**FDC 5/1130** SFO SID SAN FRANCISCO INTL, SAN FRANCISCO, CA. STIK ONE DEPARTURE (RNAV)...DEPARTURE ROUTE DESCRIPTION: YYUNG TRANSITION NA. ALL OTHER DATA REMAINS AS PUBLISHED 1501080000-1503042359EST.
**FDC 5/1129** SFO SID SAN FRANCISCO INTL., SAN FRANCISCO, CA. WESLA ONE DEPARTURE (RNAV)...DEPARTURE ROUTE DESCRIPTION: YYUNG TRANSITION NA. ALL OTHER DATA REMAINS AS PUBLISHED 1501080000-1503042359 EST.

**FDC 4/6654** SFO STAR SAN FRANCISCO INTERNATIONAL, SAN FRANCISCO, CALIFORNIA RISTI FOUR ARRIVAL...ADD NOTE TO READ: PROPS AND TURBO PROPS ONLY 1410150000-1510150000 EST.

**FDC 4/5863** SFO STAR SAN FRANCISCO INTL., SAN FRANCISCO, CA. BIG SUR TWO ARRIVAL...FROM OVER BSR VORTAC TO CARME, then THRNC FROM OVER CARME TO ANJEE INT REVISE MINIMUM EN ROUTE ALTITUDE TO READ: 11000 FT. 1412091900-1512091900 EST.


**FDC 4/2255** SJC STAR NORMAN Y. MINETA SAN JOSE INTL., SAN JOSE, CA. SUNOL SIX DEPARTURE...TAKEOFF MINIMUMS: RWYS 11, 12L/R: STANDARD...2064 FEET LEFT OF CENTERLINE, 350 FEET AGL/ 433 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501081330-1507071330 EST.

**FDC 4/2035** SJC SID NORMAN Y. MINETA SAN JOSE INTL, SAN JOSE, CA. MOONY THREE DEPARTURE...TAKEOFF MINIMUMS: RWYS 11, 12L/R: STANDARD...2064 FEET LEFT OF CENTERLINE, 350 FEET AGL/ 433 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501081330-1507071330 EST.

**FDC 4/2030** SJC SID NORMAN Y. MINETA SAN JOSE INTL, SAN JOSE, CA. NIITE ONE DEPARTURE (RNAV)...TAKEOFF MINIMUMS: RWY 10L/10R NA. ALL OTHER DATA REMAINS AS PUBLISHED. 1501081330-1507071330 EST.

**FDC 5/1506** SJC IDP NORMAN Y. MINETA SAN JOSE INTL., SAN JOSE, CA. ALTAM SEVEN DEPARTURE...TAKEOFF MINIMUMS: RWYS 11, 12L/R: STANDARD WITH A MINIMUM CLimb OF 386 FEET PER NM TO 4000. ADD NOTE: RWY 11, TEMPORARY CRANE 1.79 NM FROM DER, 2762 FEET LEFT OF CENTERLINE, 350 FEET AGL/ 433 FEET MSL. RWY 12L, TEMPORARY CRANE 1.26 NM FROM DER, 1363 FEET LEFT OF CENTERLINE, 350 FEET AGL/ 433 FEET MSL. RWY 12R, TEMPORARY CRANE 1.26 NM FROM DER, 2064 FEET LEFT OF CENTERLINE, 350 FEET AGL/ 433 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501081330-1507071330 EST.

**FDC 5/1505** SJC IDP NORMAN Y. MINETA SAN JOSE INTL., SAN JOSE, CA. SUNOL SIX DEPARTURE...TAKEOFF MINIMUMS: RWYS 11, 12L/R: STANDARD...2064 FEET LEFT OF CENTERLINE, 350 FEET AGL/ 433 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501081330-1507071330 EST.


**FDC 5/1503** SJC ODP NORMAN Y. MINETA SAN JOSE INTL., SAN JOSE, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 6B...TAKEOFF MINIMUMS: RWYS 11, 12R, 400-2 1/2 OR STANDARD WITH A MINIMUM CLimb OF 379 FEET PER NM TO 600. RWY 12L, 400-1 3/4 OR STANDARD WITH A MINIMUM CLimb OF 386 FEET PER NM TO 600. ADD NOTE: RWY 11, TEMPORARY CRANE 1.79 NM FROM DER, 2762 FEET LEFT OF CENTERLINE, 350 FEET AGL/ 433 FEET MSL. RWY 12L, TEMPORARY CRANE 1.26 NM FROM DER, 1363 FEET LEFT OF CENTERLINE, 350 FEET AGL/ 433 FEET MSL. RWY 12R, TEMPORARY CRANE 1.26 NM FROM DER, 2064 FEET LEFT OF CENTERLINE, 350 FEET AGL/ 433 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501081330-1507071330 EST.

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**SAN JOSE**

**Norman Y Mineta San Jose Intl**

FDC 4/2260  SJC STAR NORMAN Y. MINETA, SAN JOSE INTL., SAN JOSE, CA. POINT REYES ONE ARRIVAL. SAC VORTAC TO POPES INT, MEA 5100. 1401142100-1501142100 EST.

Reid-Hillview Of Santa Clara County

FDC 4/2361  RHV STAR REID-HILLVIEW ARPT, REID HILLVIEW, CA. POINT REYES ONE ARRIVAL. SAC VORTAC TO POPES INT, MEA 5100. 1401142100-1501142100 EST.

SANTA ANA

John Wayne Airport-Orange County

FDC 4/6828  SNA SID JOHN WAYNE AIRPORT-ORANGE COUNTY, SANTA ANA, CA. MUSSEL SEVEN DEPARTURE...TAKEOFF RUNWAY 20L NA. 1410151107-1504131107 EST.

FDC 4/1252  SNA STAR JOHN WAYNE AIRPORT-ORANGE COUNTY, SANTA ANA, CA. KEFFR THREE ARRIVAL...PROCEDURE NA. 1412191800-1504191800 EST.

SANTA BARBARA

Santa Barbara Muni

FDC 4/1841  SBA IAP SANTA BARBARA MUNI, SANTA BARBARA, CA. ILS OR LOC RWY 7, AMDT 5...RNAV (GPS) RWY 7, ORIG-A...VOR OR GPS RWY 25, AMDT 6B...NOTE: NIGHT LANDING RWY 15R NA. 1412221245-1506201245 EST.

FDC 4/0140  SNA IAP JOHN WAYNE AIRPORT-ORANGE COUNTY, SANTA ANA, CA. RNAV (GPS) RWY 2L, AMDT 1...DISREGARD NOTE: DESCENT ANGLE NA. VDA 3.01/51 TCH.. 1410211420-1504191420 EST.

SANTA ROSA

Charles M Schulz - Sonoma County

FDC 4/3300  STS IAP CHARLES M. SCHULZ - SONOMA COUNTY, SANTA ROSA, CA. RNAV (GPS) RWY 14, AMDT 3...DELETE NOTE: CHART NOTE: NIGHT LANDING RWY 14 AND 20 NA. DELETE NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.. THIS IS RNAV (GPS) RWY 14, AMDT 2A. 1411131331-1502051400 PERM.

FDC 4/3231  STS IAP CHARLES M. SCHULZ - SONOMA COUNTY, SANTA ROSA, CA. VOR/DME RWY 14, AMDT 3...DELETE NOTE: NIGHT LANDING RWY 14 AND 20 NA. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.. THIS IS VOR/DME RWY 14, AMDT 3A. 1411131312-1506201312 PERM.

SOUTH LAKE TAHOE

Lake Tahoe

FDC 5/0096  TVL ODP LAKE TAHOE, SOUTH LAKE TAHOE, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 7...TAKE-OFF MINIMUMS: RWY 18, STANDARD WITH MINIMUM CLimb OF 832 FEET PER NM TO 11500, OR 1700 - 3 WITH MINIMUM CLimb OF 715 FEET PER NM TO 11500, 6200-6 FOR CLimb IN VISUAL CONDITIONS. RWY 36, 300 - 2 OR STANDARD WITH MINIMUM OF 269 FEET PER NM TO 6500, 6200-6 FOR CLimb IN VISUAL CONDITIONS. DEPARTURE PROCEDURE: RWY 18, CLimb HEADING 177 TO 7900 THEN CLImbing RIGHT TURN TO INTERCEPT SWR R-133 TO SWR VOR/DME...RWY 36, CLimb HEADING 357 TO INTERCEPT SWR R-113 TO SWR VOR/DME...THEN PROCEED ON COURSE. RWY 18,36, FOR CLimb IN VISUAL CONDITIONS: REMAIN WITHIN 3NM, CROSS SOUTH LAKE TAHOE AIRPORT AT OR ABOVE 12400 FT MSL THEN PROCEED ON SWR R-127 TO SWR VOR/DME, INFORM ATC WHEN VCOA WILL BE FLOWN. ALL OTHER DATA REMAINS AS PUBLISHED. 1501021543-1507011543 EST.
FDC 4/2438  TVL IAP LAKE TAHOE, SOUTH LAKE TAHOE, CA. LDA/DME 2 RWY 18, AMDT 1B...LDA/DME 1 RWY 18, AMDT 7B...S-18 VIS 6 ALL CATS. CIRCLING VIS 6 ALL CATS. FLY VISUAL 172 DEGREES - 4.5 NM. 1409061427-1503061427EST.

FDC 4/2437  TVL IAP LAKE TAHOE, SOUTH LAKE TAHOE, CA. GPS RWY 18, ORIG-A...S-18 VIS 4 ALL CATS. CIRCLING VIS 4 ALL CATS. FLY VISUAL 172 DEGREES - 2.7 NM. 1409061427-1503061427EST.

STOCKTON

Stockton Metropolitan

FDC 5/2593  SCK IAP STOCKTON METROPOLITAN, STOCKTON, CA. ILS OR LOC RWY 29R, AMDT 20A...VOR RWY 29R, AMDT 18E...ALTERNATE MINIMUMS NA. ECA VOR/DME UNMONITORED. 1501101838-1502201838EST.


TORRANCE

Zamperini Field


UPLAND

Cable

FDC 4/4457  CCB ODP CABLE, UPLAND, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...TAKEOFF MINIMUMS: RWY 6, 300-1 3/4 OR STANDARD WITH MINIMUM CLIMB OF 325 FT PER NM TO 1900. ALL OTHER DATA REMAINS AS PUBLISHED. 1412051837-1506051837EST.

FDC 4/1381  CCB IAP CABLE, UPLAND, CA. VOR A, ORIG...PROCEDURE NA AT NIGHT. 1409292015-1503292015EST.

VACAVILLE

Nut Tree

FDC 4/3291  VCB ODP NUT TREE, VACAVILLE, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...DEPARTURE PROCEDURE NA. 1410242017-1504222017EST.

FDC 4/3227  VCB IAP NUT TREE, VACAVILLE, CA. RNAV (GPS) Y RWY 20, ORIG...RNAV (GPS) Z RWY 20, ORIG-A...PROCEDURE NA. 1410241909-1504221909EST.

VAN NUYS

Van Nuys

FDC 4/1772  VNY STAR VAN NUYS AIRPORT, VAN NUYS, CA JANNY TWO ARRIVAL...PROCEDURE NA. 1408081635-1609302359.

VICTORVILLE

Southern California Logistics

FDC 4/3889  VCV ODP SOUTHERN CALIFORNIA LOGISTICS, VICTORVILLE, CA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...DEPARTURE PROCEDURE : RWYS 17, 21, 35 NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEMS WITH GPS, VCV VOR/DME OTS. RWY 3 : NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEMS WITH GPS OR FOR CLIMB IN VISUAL CONDITIONS CROSS SOUTHERN CALIFORNIA LOGISTICS AIRPORT AT OR ABOVE 8000 BEFORE PROCEEDING ON COURSE. 1408141611-1502141611EST.

FDC 4/3703  VCV IAP SOUTHERN CALIFORNIA LOGISTICS, VICTORVILLE, CA. VOR/DME RWY 17, AMDT 1...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VCV DME OUT OF SERVICE. 1411131605-1505131605EST.

FDC 4/3701  VCV IAP SOUTHERN CALIFORNIA LOGISTICS, VICTORVILLE, CA. ILS OR LOC RWY 17, AMDT 2...RADAR REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VCV DME OUT OF SERVICE. 1411131605-1505131605EST.

FDC 4/2326  VCV IAP SOUTHERN CALIFORNIA LOGISTICS, VICTORVILLE, CA. VOR/DME RWY 17, AMDT 1...PROCEDURE NA. VICTORVILLE (VCV) VOR OUT OF SERVICE. 1408111744-1502111744EST.

WATSONVILLE

Watsonville Muni
COLORADO

COLORADO SPRINGS

FDC 4/7574 COS IAP CITY OF COLORADO SPRINGS MUNI, COLORADO SPRINGS, CO. RNAV (GPS) Y RWY 17L, AMDT 2...LNAV/VNAV DA 6882/HATH 695 ALL CATS, VISIBILITY CATS A/B/C 2, CAT D 2 1/4. ADD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LNAV/VNAV DA. TEMPORARY CRANES UP TO 6508 MSL BEGINNING 1.55 NM NORTHEAST OF RWY 17L. 1411191738-1505181738EST.

DENVER

Centennial

FDC 4/9311 APA IAP CENTENNIAL, DENVER, CO. RNAV (GPS) Y RWY 35R, AMDT 1...RNAV (GPS) Z RWY 35R, ORIG-A...LPV DA 6972/HAT 1087 ALL CATS, VISIBILITY ALL CATS 3. ADD NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV. TOWER 6422 MSL 2.97 NM SOUTH OF RWY 35R. 1408282019-1502282019EST.

FDC 4/1490 APA IAP CENTENNIAL, DENVER, CO. RNAV (GPS) RWY 17L ORIG-A...LNAV/VNAV DA 6332/HAA 675, CATS B/C/D MDA 6620/HAA 735, VISIBILITY CAT C 2, CAT D 2 1/4. VDP NA, ALTERNATE MINIMUMS: STANDARD EXCEPT CAT D 800-2 1/4. TEMPORARY CRANE 5979 MSL 0.99 NM NORTHWEST OF RWY 17L. TEMPORARY CRANES UP TO 6256 MSL BEGINNING 1.92 NM SOUTHWEST OF APA AIRPORT. 1409301331-1503291330EST.

**APA IAP CENTENNIAL, DENVER, CO.**

- **ILS OR LOC RWY 35R**, AMDT 9B...CHANGE GLIDESLOPE FROM 3.00/TCH 53 TO 3.10/TCH 58. S-LOC 35R MINIMUMS NA. SIDESTEP 35L MINIMUMS NA. CIRCLING MINIMUMS NA. LECET FIX MINIMUMS (DME REQUIRED) NA. 1409031824-1503031824 EST.

**DENVER INTL**


**DENVER INTL**

- **RNA V (RNP) Z RWY 8**, ORIG-A...CORRECT CHART: CHANGE TO ORIG-A WITH AN EFFECTIVE DATE OF 11DEC14 INSTEAD OF ORIG EFFECTIVE 15NOV12. CORRECT BRIEFING STRIP AND SKETCH BOX: CHANGE THRE 5378 TO TDZE 5392. CORRECT MINIMA: CHANGE RNP 0.10 DA TO READ 5722 INSTEAD OF 5708, AND RNP 0.30 DA TO READ 5894 INSTEAD OF 5880. 1501081220-PERM.

**ERIE**

- **Erie Muni**

**ERIE**

- **Erie Muni**

**FDC 4/1258** APA IAP CENTENNIAL, DENVER, CO. ILS OR LOC RWY 35R, AMDT 9B...CHANGE GLIDESLOPE FROM 3.00/TCH 53 TO 3.10/TCH 58. S-LOC 35R MINIMUMS NA. SIDESTEP 35L MINIMUMS NA. CIRCLING MINIMUMS NA. LECET FIX MINIMUMS (DME REQUIRED) NA. 1409031824-1503031824 EST.

**EAGLE**

- **Eagle County Rgnl**

**EAGLE**

- **Eagle County Rgnl**

**GUNNISON**

- **Gunnison-Crested Butte Rgnl**

**HAYDEN**

- **Yampa Valley**

**FDC 4/3855** BJC IAP ROCKY MOUNTAIN METROPOLITAN, DENVER, CO. VOR/DME RWY 30L/R, AMDT 1...FINAL APPROACH COURSE IS 283.73. THIS IS VOR/DME RWY 30L/R, AMDT 1A. 1411131525-1507121525 EST.

**FDC 4/0847** EIK IAP ERIE MUNI, ERIE, CO. VOR/DME OR GPS-A, ORIG-A...MSA FROM JEFFCO (BJC) VOR/DME 360-090 MINIMUM ALTITUDE 7600, 090-180 MINIMUM ALTITUDE 10600, 180-360 MINIMUM ALTITUDE 14000. CHANGE MINIMUM ALTITUDE AT SHATZ/BJC BJC 13.5 DME (IAF) TO 7300. 1412181507-1506161507 EST.

**FDC 4/2544** GUC SPECIAL GUNNISON-CRESTED BUTTE RGNL, GUNNISON, CO. (SPECIAL) ILS/DME (FMS) RWY 6, ORIG...CHANGE KEEZR FROM I-GUC 15.8 DME TO I-GUC 16.11 DME. CHANGE PLATO FROM I-GUC 7.7 DME TO I-GUC 7.89 DME. TERMINAL ROUTE FROM I-GUC 20.9 DME TO KEEZR: MINIMUM ALTITUDE 11400. TERMINAL ROUTE FROM KEEZR TO GS INCPT: MINIMUM ALTITUDE 10300. MIN GS INCPT 10300. TCH 49 FT. S-LOC 6 NA. 1409081505-1503081505 EST.

**FDC 4/5332** HDN IAP YAMPA VALLEY, HAYDEN, CO. RNAV (GPS) RWY 28, AMDT 2B...DESCENT ANGLE 3.60/55 TCH NA. 1407241807-1501241807 EST.
FDC 4/4592 HDN SPECIAL YAMPA VALLEY, HAYDEN, CO. ILS Z RWY 10, AMDT 1...PROCEDURE TURN OUTBOUND HEADING 284. FINAL APPROACH COURSE INBOUND HEADING 104. 1409121534-1503121534EST.

KREMMLING

Mc Elroy Airfield

FDC 1/6732 20V FI/T ODP MC ELROY AIRFIELD, KREMMLING, CO. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES. DEPARTURE PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, RLG VOR OTS.

PUEBLO

Pueblo Memorial

FDC 4/2927 PUB IAP PUEBLO MEMORIAL, PUEBLO, CO. ILS OR LOC/DME RWY 26L, ORIG...S-LOC 26L NA. CIRCLING MINIMUMS NA. 1412311958-1506291958EST.

FDC 4/0491 PUB IAP PUEBLO MEMORIAL, PUEBLO, CO. VOR/DME RWY 26L, ORIG...CHANGE MISSED APPROACH TO READ: CLIMB TO 6100 THEN CLIMBING LEFT TURN TO 7500 DIRECT PUB VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD TO 7500. THIS IS VOR/DME RWY 26L ORIG-A. 1411252039-PERM.

STEAMBOAT SPRINGS

Steamboat Springs/Bob Adams Field

FDC 5/3333 SBS IAP STEAMBOAT SPRINGS/BOB ADAMS FIELD, STEAMBOAT SPRINGS, CO. RNAV (GPS)-E, ORIG...CIRCLING MDA 8240/HAA 1358 ALL CATS. 1501131555-1507121555EST.

WRAY

Wray Muni

FDC 4/7689 2V5 IAP WRAY MUNI, WRAY, CO. RNAV (GPS) RWY 35, AMDT 1...PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL AT HOLYO ON V80 NORTHEAST BOUND AND ARRIVAL AT MCJEF ON V220 EASTBOUND. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1411032031-1505022031EST.

FDC 4/7687 2V5 IAP WRAY MUNI, WRAY, CO. RNAV (GPS) RWY 17, AMDT 1...PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL AT HOLYO ON V80 NORTHEAST BOUND AND ARRIVAL AT MCJEF ON V220 EASTBOUND, V148 NORTHEAST BOUND. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1411032031-1505022031EST.

CONNECTICUT

BRIDGEPORT

Igor I Sikorsky Memorial

FDC 5/1484 BDR IAP IGOR I SIKORSKY MEMORIAL, BRIDGEPORT, CT. ILS RWY 6, AMDT 9A...VOR RWY 24, AMDT 16...VOR RWY 29, AMDT 2...VOR RWY 6, AMDT 21...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CMK VOR/DME OUT OF SERVICE. 1501081326-1507071326EST.

FDC 4/8154 BDR IAP IGOR I SIKORSKY MEMORIAL, BRIDGEPORT, CT. VOR RWY 6, AMDT 21...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. TERMINAL ROUTE CMK VOR/DME TO STANE INT/BDR 5.4 DME NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CMK R-135 UNUSABLE. 1409221931-1503211931EST.

FDC 4/8113 BDR IAP IGOR I SIKORSKY MEMORIAL, BRIDGEPORT, CT. VOR RWY 29, AMDT 2...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. S-LOC 6 DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. 1409221859-1503211859EST.

FDC 4/8112 BDR IAP IGOR I SIKORSKY MEMORIAL, BRIDGEPORT, CT. VOR RWY 24, AMDT 21...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. S-LOC 6 DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. 1409221859-1503211859EST.

FDC 4/8051 BDR IAP IGOR I SIKORSKY MEMORIAL, BRIDGEPORT, CT. VOR RWY 29, AMDT 2...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. 1409221750-1503211750EST.

FDC 2/1311 BDR FI/T STAR IGOR I SIKORSKY BRIDGEPORT, CT. DENNA2 ARRIVAL. DUE TO ALB VORTAC RESTRICTION, MEA ALB - ATHOS: 8000/GNSS RNAV MEA 3000. MEA DNY - PETER - ATHOS: 6300. RNAV MEA REQUIRED. RADAR REQUIRED.
BDR FIN/T STAR IGOR I SIKORSKY MEMORIAL, CT. BDR I ARRIVAL. DUE TO ALB VORTAC RESTRICTION, MEA ALB - ATHOS: 8000/GNSS RNAV MEA 3000. DUE TO RKA VOR RESTRICTION, MEA RKA - PETER: 10,000/GNSS RNAV MEA 6100. MEA DNY - PETER: 6300. MEA CYPER - PWL: 6100. DME REQUIRED. RADAR REQUIRED.

DANBURY

Danbury Muni

FDC 5/1485 DXR IAP DANBURY MUNI, DANBURY, CT. LOC RWY 8, AMDT 5B...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CMK VOR/DME OUT OF SERVICE. 1501081326-1507071326EST.

FDC 5/1480 DXR IAP DANBURY MUNI, DANBURY, CT. VOR OR GPS-A, AMDT 9B...VOR PORTION NA. CMK VOR/DME OUT OF SERVICE. 1501081326-1507071326EST.

FDC 5/0293 DXR ODP DANBURY MUNI, DANBURY, CT. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...NOTE: RWY 8, BUILDINGS BEGINNING 1910 FT FROM DER, 872 FT RIGHT OF CENTERLINE, UP TO 60 FT AGL/665 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501051645-1507041645EST.

FAIRFIELD

General Electric

FDC 4/4951 LZD ODP DANIELSON, DANIELSON, CT. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT. TAKEOFF MINIMUMS: RWY 13, 700-2 1/4 WITH MINIMUM CLIMB OF 300 FT PER NM TO 1100. RWY 31, 300-1 1/4 WITH MINIMUM CLIMB OF 331 FT PER NM TO 900. NOTE: RWY 13, TREES, POLES AND BUILDINGS BEGINNING 14 FT FROM DER, 315 FT LEFT OF CENTERLINE, UP TO 64 FT AGL/304 FT MSL. TREES, POLES AND BUILDINGS BEGINNING 87 FT FROM DER, 175 FT RIGHT OF CENTERLINE, UP TO 98 FT AGL/338 FT MSL. TREES BEGINNING 333 FT FROM DER, 410 FT RIGHT OF CENTERLINE, UP TO 106 FT AGL/346 FT MSL. TREES BEGINNING 1040 FT FROM DER, 731 FT LEFT OF CENTERLINE, UP TO 81 FT AGL/381 FT MSL. NOTE: RWY 31, TREES BEGINNING 54 FT FROM DER, 502 FT LEFT OF CENTERLINE, UP TO 106 FT AGL/316 FT MSL. TREES BEGINNING 108 FT FROM DER, 272 FT RIGHT OF CENTERLINE, UP TO 46 FT AGL/286 FT MSL. TREES AND TOWERS BEGINNING 440 FT FROM DER, 367 FT LEFT OF CENTERLINE, UP TO 97 FT AGL/327 FT MSL. TREES AND TOWERS BEGINNING 2057 FT FROM DER, 488 FT RIGHT OF CENTERLINE, UP TO 82 FT AGL/382 FT MSL. TREES BEGINNING 3013 FT FROM DER, 467 FT LEFT OF CENTERLINE, UP TO 106 FT AGL/376 FT MSL. TREES AND TOWERS BEGINNING 3511 FT FROM DER, 1261 FT RIGHT OF CENTERLINE, UP TO 79 FT AGL/1459 FT MSL. TREES ALL OTHER DATA REMAINS AS PUBLISHED. FDC 4/4951 LZD ODP DANIELSON, DANIELSON, CT. BEGINNING 3739 FT FROM DER, 51 FT LEFT OF CENTERLINE, UP TO 87 FT AGL/417 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1410091321-1504071321EST.

GROTON (NEW LONDON)

Groton-New London

FDC 4/8167 GON IAP GROTON-NEW LONDON, GROTON (NEW LONDON), CT. RNAV (GPS) RWY 5, ORIG-C...LPV DA 301/HAT 293 ALL CATS. LNAV/VNAV DA 533 ALL CATS. LNAV HAT 492 ALL CATS. CIRCLING CAT A MDA 580/HAA 571. TDZE 8. 1410161404-1504141404EST.

FDC 4/8156 GON IAP GROTON-NEW LONDON, GROTON (NEW LONDON), CT. RNAV (GPS) RWY 33, ORIG-A...CIRCLING CAT A MDA 580/HAA 571. 1410161358-1504141358EST.
GON IAP GROTON-NEW LONDON, GROTON (NEW LONDON), CT. ILS OR LOC RWY 5, AMDT 11c...VOR RWY 5, AMDT 8a...CIRCLING CAT A MDA 580/HAA 571. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING TO RWY 23 NA AT NIGHT. 1410161345-1504141345EST.

FDC 4/7960 GON IAP GROTON-NEW LONDON, GROTON (NEW LONDON), CT. RNAV (GPS) RWY 23, ORIG-B...DISREGARD NOTE: RWY 23 STRAIGHT-IN/CIRCLING NA AT NIGHT AND VISIBILITY REDUCTION BY HELICOPTERS NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410161334-1504141334EST.

FDC 4/1155 GON FI/T GROTON-NEW LONDON, GROTON (NEW LONDON), CT. VOR RWY 23, AMDT 10a...NOTE: RWY 23 STRAIGHT-IN/CIRCLING NA AT NIGHT. 1409291347-1503281347EST.

FDC 4/0800 GON FI/T GROTON-NEW LONDON, GROTON (NEW LONDON), CT. ILS OR LOC RWY 5, AMDT 12.PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. GON VOR/DME OTS.

HARTFORD

Hartford-Brainard

FDC 4/4556 HFD IAP HARTFORD-BRAINARD, HARTFORD, CT. VOR-A, AMDT 10a...ZOOXO FIX MINIMUMS (DME REQUIRED): MDA CATS A/B 860/HAA 842. 1411141348-1505111648EST.

NEW HAVEN

Tweed-New Haven

FDC 2/1317 HVN FI/T STAR TWEED-NEW HAVEN, CT. DENNA2 ARRIVAL DUE TO ALB VORTAC RESTRICTION, MEA ALB - ATHOS: 8000/GNSS RNAV MEA 3000. MEA DNY - PETER - ATHOS: 6300. DME REQUIRED. RADAR REQUIRED.

FDC 2/1316 HVN FI/T STAR TWEED-NEW HAVEN, CT. BDRI ARRIVAL DUE TO ALB VORTAC RESTRICTION, MEA ALB - ATHOS: 8000/GNSS RNAV MEA 3000. DUE TO RKA VOR RESTRICTION, MEA RKA - PETER - CYPER: 10,000/GNSS RNAV MEA 6100. MEA DNY - PETER: 6300. MEA CYPER - PWL: 6100. DME REQUIRED. RADAR REQUIRED.

OXFORD

Waterbury-Oxford

FDC 2/1314 OXC FI/T STAR WATERBURY-OXFORD, CT. DUNNA2 ARRIVAL DUE TO ALB VORTAC RESTRICTION, MEA ALB - ATHOS: 8000/GNSS RNAV MEA 3000. MEA DNY - PETER - ATHOS: 6300. DME REQUIRED. RADAR REQUIRED.

FDC 2/1313 OXC FI/T STAR WATERBURY-OXFORD, CT. BDRI ARRIVAL DUE TO ALB VORTAC RESTRICTION, MEA ALB - ATHOS: 8000/GNSS RNAV MEA 3000. DUE TO RKA VOR RESTRICTION, MEA RKA - PETER - CYPER: 10,000/GNSS RNAV MEA 6100. MEA DNY - PETER: 6300. MEA CYPER - PWL: 6100. DME REQUIRED. RADAR REQUIRED.

PLAINVILLE

Robertson Field

FDC 4/9976 488 SPECIAL ROBERTSON FIELD, PLAINVILLE, CT. (SPECIAL) COPTER RNAV (GPS) 035, ORIG...H-035 MDA 740/HAL 540. JUKUD TO HELIPORT: 7.50/5 FT HCH. NOTE: IFR DEPARTURE NA. 1406181647-1412181647EST.

DELAWARE

DOVER/CHESWOLD

Delaware Airpark

FDC 4/4272 33N IAP DELAWARE AIRPARK, DOVER/CHESWOLD, DE. RNAV (GPS) RWY 27, AMDT 1A...LP MDA NA. 1409111614-1503111614EST.

MIDDLETOWN

Summit

FDC 4/4623 EVY IAP SUMMIT, MIDDLETOWN, DE. RNAV (GPS) RWY 35, AMDT 1...TERMINAL ROUTE FROM TACKS (IAF) TO WENDS (IF) NA. 1411141340-1505131340EST.

FDC 4/1460 EVY IAP SUMMIT, MIDDLETOWN, DE. NDB-A, AMDT 8...PROCEDURE NA AT NIGHT. 1412011427-1505301427EST.

WILMINGTON

New Castle

FDC 4/6116 ILG IAP NEW CASTLE, WILMINGTON, DE. VOR RWY 9, AMDT 7A...S-9 MDA 860/HAT 780 ALL CATS. VISIBILITY CATS C/D 2 1/2. CIRCLING MDA 860/HAA 780 ALL CATS. VISIBILITY CAT C 2 1/4, CAT D 2 1/2. QWOTE FIX MINIMUMS NA. DISREGARD MINIMUM ALTITUDE AT QUOTE *620. DISREGARD *620 WHEN USING PHILADELPHIA INTL ALTIMETER SETTING. ALTERNATE MINIMUMS: CATS C/D 800-2 1/2. 1409171806-1503171806EST.
FDC 4/0374  ILG STAR NEWCASTLE, WILMINGTON, DE. BUNTS ONE ARRIVAL. UNUSABLE 1) BELOW 5000FT MSL BETWEEN PSB AND HAR 2) BELOW 4000FT MSL BETWEEN HAR AND BOUHN 1403261400-PERM.

FDC 1/4809  ILG FI/T STAR NEW CASTLE, WILMINGTON, DE., CEDAR LAKE 8 ARRIVAL MINIMUM ENROUTE ALTITUDE (MEA) IS REVISED BETWEEN ROUTE SEGMENTS. THE MEA BETWEEN BRIGS INTERSECTION AND CEDAR LAKE VOR (VCN) AND BETWEEN VCN AND WOODSTOWN VOR (OOD) IS REVISED FROM 1900 FEET MSL TO 2100 FEET MSL.

DISTRIBUTION OF COLUMBIA

WASHINGTON

Manassas Rgnl/Harry P Davis Field

FDC 5/1914  HEF STAR MANASSAS RGNL/HARRY P. DAVIS FLD, WASHINGTON, DC. COATT FOUR ARRIVAL NOT AUTHORIZED. 1501081900-1507082359.

Ronald Reagan Washington National

FDC 5/1512  DCA SID RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC. NATIONAL FOUR DEPARTURE...TAKE-OFF MINIMUMS Rwy 22, 500-3 OR STANDARD WITH MINIMUM CLIMB OF 438 FT PER NM TO 700. NOTE: Rwy 22, TEMPORARY CRANE 4413 FT FROM DER, 784 FT RIGHT OF CENTERLINE, 152 FT AGL/190 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501081340-1507071340EST.

FDC 5/1511  DCA SID RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC. LAZIR FIVE DEPARTURE (RNAV)...NOTE: Rwy 33, TEMPORARY CRANE 2565 FT FROM DER, 101 FT LEFT OF CENTERLINE, 91 FT AGL/119 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501081340-1507071340EST.

FDC 5/0279  DCA IAP RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC. RNAV (GPS) Rwy 33, ORIG-A...NOTE: NIGHT LANDING: Rwy 4, 15 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501051609-1507041608EST.

FDC 5/0261  DCA IAP RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC. COPTER ILS OR LOC/DME Rwy 1, AMDT 1A...NOTE: NIGHT LANDING: Rwy 4, 15 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. MISSED APPROACH: CLIMB TO 420 THEN CLIMBING LEFT TURN TO 2200 ON DCA VOR/DME R-325 TO GTN NDB/INT/DCA 5.9 DME AND HOLD. 1501051533-1507041531EST.

FDC 5/0257  DCA IAP RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC. LDA/DME Rwy 19, AMDT 2A...NOTE: NIGHT LANDING: Rwy 4, 15 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501051520-1507041519EST.

FDC 5/0251  DCA IAP RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC. VOR/DME OR GPS Rwy 19, AMDT 9B...NOTE: NIGHT LANDING: Rwy 4, 15 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501051438-1507041438EST.

FDC 4/5000  DCA ODP RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 7...NOTE: Rwy 22, TEMPORARY CRANE 4413 FT FROM DER, 784 FT RIGHT OF CENTERLINE, 152 FT AGL/190 FT MSL...NOTE: Rwy 33, TEMPORARY CRANE 2565 FT FROM DER 101FT LEFT OF CENTERLINE, 91FT AGL/119FT MSL. TAKE-OFF MINIMUMS Rwy 22, 500-3 OR STANDARD WITH MINIMUM CLIMB OF 438 FT PER NM TO 700. ALL OTHER DATA REMAINS AS PUBLISHED. 1412081422-1506061422EST.

FDC 4/4706  DCA IAP RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC. ILS OR LOC/DME Rwy 1...ILS Rwy 1 (SA CAT I)...ILS Rwy 1 (SA CAT II)...AMD 41A...MISSED APPROACH: CLIMB TO 420 THEN CLIMBING LEFT TURN TO 2200 ON DCA VOR/DME R-325 TO GTN NDB/INT/DCA 5.9 DME AND HOLD. 1411141458-1505131458EST.

FDC 4/4685  DCA IAP RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC. RNAV (RNP) Rwy 1, AMDT 1A...RNP 0.30 DA 651/HAT 637. VIS 1 3/4 ALL CATS. MISSED APPROACH: CLIMB TO 2200 LEFT TURN TO FIVUD AND ON TRACK 325 TO HESLO AND ON TRACK 325 TO GTN NDB AND HOLD. NOTE: FOR INOPERATIVE ALSF-2, INCREASE RNP 0.30 ALL CATS VISIBILITY TO 2 1/2 MILES. 1411141444-1505131444EST.

FDC 4/1180  DCA IAP RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC. ROSSLYN LDA Rwy 19, AMDT 15...NOTE: NIGHT LANDING: Rwy 4, 15 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412191508-1506171508EST.

FDC 4/1176  DCA IAP RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC. VOR/DME Rwy 1, AMDT 1A...NOTE: NIGHT LANDING: Rwy 15 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. MISSED APPROACH: CLIMBING LEFT TURN TO 2200 ON DCA VOR/DME R-325 TO GTN NDB/INT/DCA 5.9 DME AND HOLD. 1412191504-1506171504EST.
DCA IAP RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC. VOR/DME OR GPS RWY 15, AMDT 1C...NOTE: NIGHT LANDING: RWY 4, 15 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412191459-1506171459EST.

DCA IAP RONALD REAGAN WASHINGTON NATIONAL, WASHINGTON, DC. ILS OR LOC/DME RWY 1, AMDT 41A...NOTE: NIGHT LANDING RWY 15 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412191437-1506171437EST.

Washington Dulles Intl

IAD STAR IAD STAR WASHINGTON DULLES INTERNATIONAL, WASHINGTON, DC., PHILIPSBURG TWO ARRIVAL UNAVAILABLE 1409180400-PERM.

IAD STAR WASHINGTON DULLES INTERNATIONAL, WASHINGTON, DC., PRTZL THREE ARRIVAL UNAVAILABLE 1409180400-PERM.

IAD STAR WASHINGTON DULLES INTERNATIONAL, WASHINGTON, DC., GRAVZ ONE ARRIVAL DELETE NOTE 4: TURBOJET AIRCRAFT ONLY ADD NOTE: FOR AIRCRAFT CAPABLE OF 180KTS OR GREATER ADD NOTE: PSB TRANSITION-TURBOJETS ONLY 1409180400-1411130400.

IAD STAR WASHINGTON DULLES INTERNATIONAL, WASHINGTON, DC., SELINSgroVE THREE ARRIVAL UNAVAILABLE 1409180400-PERM.

IAD STAR WASHINGTON DULLES INTERNATIONAL, WASHINGTON, DC., LEGGO TWO ARRIVAL UNAVAILABLE 1409180400-PERM.

IAD IAP WASHINGTON DULLES INTL., WASHINGTON, DC. RNAV (GPS) RWY 19R, ORIG-A...RNNAV (GPS) RWY 1L, ORIG-B...LPV VISIBILITY RVR 4600 ALL CATS. NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV ALL CATS VISIBILITY. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1410231251-1504211251EST.

IAD FI/T IAP WASHINGTON DULLES INTL., WASHINGTON, DC. ILS OR LOC/DME RWY 19R, AMDT 1A.S-LOC 19R MDA 820/HAT 543 ALL CATS. VIS CAT C/D RVR 6000. TEMPORARY CRANE 519 MSL 2.69 NM N OF RWY 19C.

FDC 1/4735 IAD FI/T STAR WASHINGTON DULLES INTL., WASHINGTON, D.C., COATT FOUR ARRIVAL (COATT.COATT4).RADAR REQUIRED.

Whc

DC08 SPECIAL WHC HELIPORT, WASHINGTON, DC. (SPECIAL) COPTER RNAV (GPS) 141, ORIG...MDA 780/HAS 575. 1406091505-1412091505EST.

FLORIDA

APALACHICOLA

Apalachica Rgnl-Cleve Randolph Field

AAF IAP APALACHICOLA RGNL-CLEVE RANDOLPH FIELD, APALACHICOLA, FL. NDB RWY 32, AMDT 2A...DISREGARD NOTE: CIRCLING TO RWY 18-36 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 6, 14 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN, CIRCLING RWY 32 PROCEDURE NA AT NIGHT. ADD NOTE: NIGHT LANDING: RWY 6, 14, 18, 36 NA.. 1412011508-1505301508EST.

AAF IAP APALACHICOLA RGNL-CLEVE RANDOLPH FIELD, APALACHICOLA, FL. NDB RWY 14, AMDT 2A...DISREGARD NOTE: CIRCLING TO RWY 18-36 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 14 PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 6 NA AT NIGHT. ADD NOTE: NIGHT LANDING: RWY 6, 14, 18, 36 NA.. 1412011508-1505301508EST.

AAF IAP APALACHICOLA RGNL-CLEVE RANDOLPH FIELD, APALACHICOLA, FL. RNAV (GPS) RWY 36, ORIG-A...DISREGARD NOTE: CIRCLING TO RWY 18 NA AT NIGHT. DISREGARD NOTE: STRAIGHT-IN/CIRCLING RWY 36 PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 6, 14 NA AT NIGHT. ADD NOTE: NIGHT LANDING: RWY 6, 14, 18, 36 NA.. 1412011508-1505301508EST.

AAF IAP APALACHICOLA RGNL-CLEVE RANDOLPH FIELD, APALACHICOLA, FL. RNAV (GPS) RWY 32, ORIG-A...DISREGARD NOTE: CIRCLING TO RWY 18-36 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 6, 24 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 32 PROCEDURE NA AT NIGHT. ADD NOTE: NIGHT LANDING: RWY 6, 14, 18, 36 NA.. 1412011508-1505301508EST.

1-AFPN-35
**FDC 4/1493** AAF IAP APALACHICOLA RGNL-CLEVE RANDOLPH FIELD, APALACHICOLA, FL. RNAV (GPS) RWY 24, AMDT 1A...DISREGARD NOTE: CIRCLING TO RWY 18-36 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 6, 14 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 24 PROCEDURE NA AT NIGHT. ADD NOTE: NIGHT LANDING: RWY 6, 14, 18, 36 NA.. 1412011508-1505301508EST.

**FDC 4/1491** AAF IAP APALACHICOLA RGNL-CLEVE RANDOLPH FIELD, APALACHICOLA, FL. RNAV (GPS) RWY 6, AMDT 1A...DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 6 PROCEDURE NA AT NIGHT. DISREGARD NOTE: CIRCLING TO RWY 18/36 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 6, 14 NA AT NIGHT. ADD NOTE: NIGHT LANDING: RWY 6, 14, 18, 36 NA.. 1412011508-1505301508EST.

**FDC 4/4189** AAF IAP APALACHICOLA RGNL-CLEVE RANDOLPH FIELD, APALACHICOLA, FL. RNAV (GPS) RWY 18, ORIG-A...DISREGARD NOTE: CIRCLING TO RWY 36 NA AT NIGHT. DISREGARD NOTE: STRAIGHT-IN/CIRCLING RWY 18 PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 6, 14 NA AT NIGHT. ADD NOTE: NIGHT LANDING: RWY 6, 14, 18, 36 NA.. 1412011508-1505301508EST.

**FDC 4/4188** AAF IAP APALACHICOLA RGNL-CLEVE RANDOLPH FIELD, APALACHICOLA, FL. RNAV (GPS) RWY 14, AMDT 2A...DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 14 PROCEDURE NA AT NIGHT. DISREGARD NOTE: CIRCLING TO RWY 18/36 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 6 NA AT NIGHT. ADD NOTE: NIGHT LANDING: RWY 6, 14, 18, 36 NA.. 1412011508-1505301508EST.

**BOCA RATON**

**Boca Raton**

**FDC 4/0222** BCT IAP BOCA RATON, BOCA RATON, FL. RNAV (GPS) Y RWY 23, AMDT 1...LPV DA 304/HAT 291 ALL CATS. TEMPORARY CRANE 154 MSL 2493 FT NE OF RWY 23. EXCEPT WHEN ADVISED BY ATCT THAT THIS CRANE IS DOWN. 1409261158-1503251158EST.

**FDC 4/0212** BCT IAP BOCA RATON, BOCA RATON, FL. RNAV (GPS) Z RWY 23, AMDT 1...LPV DA 304/HAT 291 ALL CATS. TEMPORARY CRANE 154 MSL 2493 FT NE OF RWY 23. EXCEPT WHEN ADVISED BY ATCT THAT THIS CRANE IS DOWN. 1409261158-1503251158EST.

**FDC 4/0206** BCT ODP BOCA RATON, BOCA RATON, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...NOTE: RWY 5, TEMPORARY CRANE 2377 FT FROM DER, 754 FT LEFT OF CENTERLINE, 143 FT AGL/154 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. EXCEPT WHEN ADVISED BY ATCT THAT THIS CRANE IS DOWN. 1409261158-1503251158EST.

**BONIFAY**

**Tri-County**

**FDC 5/0578** J0I IAP TRI-COUNTY, BONIFAY, FL. NDB-A, AMDT 2...PROCEDURE NA.

| FDC 4/1493 | AAF IAP APALACHICOLA RGNL-CLEVE RANDOLPH FIELD, APALACHICOLA, FL. RNAV (GPS) RWY 24, AMDT 1A...DISREGARD NOTE: CIRCLING TO RWY 18-36 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 6, 14 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 24 PROCEDURE NA AT NIGHT. ADD NOTE: NIGHT LANDING: RWY 6, 14, 18, 36 NA.. 1412011508-1505301508EST. |
| FDC 4/1491 | AAF IAP APALACHICOLA RGNL-CLEVE RANDOLPH FIELD, APALACHICOLA, FL. RNAV (GPS) RWY 6, AMDT 1A...DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 6 PROCEDURE NA AT NIGHT. DISREGARD NOTE: CIRCLING TO RWY 18/36 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 6, 14 NA AT NIGHT. ADD NOTE: NIGHT LANDING: RWY 6, 14, 18, 36 NA.. 1412011508-1505301508EST. |
| FDC 4/4189 | AAF IAP APALACHICOLA RGNL-CLEVE RANDOLPH FIELD, APALACHICOLA, FL. RNAV (GPS) RWY 18, ORIG-A...DISREGARD NOTE: CIRCLING TO RWY 36 NA AT NIGHT. DISREGARD NOTE: STRAIGHT-IN/CIRCLING RWY 18 PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 6, 14 NA AT NIGHT. ADD NOTE: NIGHT LANDING: RWY 6, 14, 18, 36 NA.. 1412011508-1505301508EST. |
| FDC 4/4188 | AAF IAP APALACHICOLA RGNL-CLEVE RANDOLPH FIELD, APALACHICOLA, FL. RNAV (GPS) RWY 14, AMDT 2A...DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 14 PROCEDURE NA AT NIGHT. DISREGARD NOTE: CIRCLING TO RWY 18/36 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 6 NA AT NIGHT. ADD NOTE: NIGHT LANDING: RWY 6, 14, 18, 36 NA.. 1412011508-1505301508EST. |

**BROOKSVILLE**

**Brooksville-Tampa Bay Rgnl**

**FDC 4/5208** BKV IAP BROOKSVILLE-TAMPA BAY RGNL, BROOKSVILLE, FL. RNAV (GPS) RWY 3, AMDT 1C...DISREGARD NOTES: RWY 3 STRAIGHT-IN/CIRCLING AND CIRCLING RWY 21/27 NA AT NIGHT. HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1407241503-1501241503EST.

**CRESTVIEW**

**Bob Sikes**

**FDC 4/3160** CEW IAP BOB SIKES, CRESTVIEW, FL. RNAV (GPS) RWY 17, ORIG...LPV DA 473/HAT 493, VIS 1 3/4 ALL CATS. PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON CEW VORTAC AIRWAY RADIALS 073 CW 088. CHANGE BARO-VNAV NA NOTE TO READ: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -15C (5F) OR ABOVE 54C (130F). CHANGE LOCAL ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE EGLIN AFB ALTIMETER SETTING AND INCREASE ALL DA/MDA 60 FEET, AND INCREASE LNAV/VNAV ALL CATS AND LNAV CAT C VISIBILITY 1/4 MILE. 1411131247-1505121244EST.

**CROSS CITY**

**Cross City**

**FDC 4/3764** CTY IAP CROSS CITY, CROSS CITY, FL. VOR RWY 31, AMDT 1A...NOTE: PROCEDURE NA. 1409101924-1503101924EST.

**DAYTONA BEACH**

**Daytona Beach Intl**

| FDC 4/0222 | BCT IAP BOCA RATON, BOCA RATON, FL. RNAV (GPS) Y RWY 23, AMDT 1...LPV DA 304/HAT 291 ALL CATS. TEMPORARY CRANE 154 MSL 2493 FT NE OF RWY 23. EXCEPT WHEN ADVISED BY ATCT THAT THIS CRANE IS DOWN. 1409261158-1503251158EST. |
| FDC 4/0212 | BCT IAP BOCA RATON, BOCA RATON, FL. RNAV (GPS) Z RWY 23, AMDT 1...LPV DA 304/HAT 291 ALL CATS. TEMPORARY CRANE 154 MSL 2493 FT NE OF RWY 23. EXCEPT WHEN ADVISED BY ATCT THAT THIS CRANE IS DOWN. 1409261158-1503251158EST. |
| FDC 4/0206 | BCT ODP BOCA RATON, BOCA RATON, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...NOTE: RWY 5, TEMPORARY CRANE 2377 FT FROM DER, 754 FT LEFT OF CENTERLINE, 143 FT AGL/154 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. EXCEPT WHEN ADVISED BY ATCT THAT THIS CRANE IS DOWN. 1409261158-1503251158EST. |
FDC 4/9541  DAB ODP DAYTONA BEACH INTL., DAYTONA BEACH, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...NOTE: RWY 25R, TEMPORARY COMMUNICATION TOWER 609 FT FROM DER, 606 FT LEFT OF CENTERLINE, 45 FT AGL/69 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1407111846-1501111846EST.

FDC 4/7175  DAB IAP DAYTONA BEACH INTL., DAYTONA BEACH, FL. ILS OR LOC RWY 25R, AMDT 1...BANNR FIX MINIMUMS (DUAL VOR RECEIVERS, OR DME OR RADAR REQUIRED) CIRCLING CAT A/B MDA 660/HAA 626. TEMPORARY CRANE 309 MSL 3684 FT N OF RWY 7L. 1412111523-1506091523EST.

FDC 4/7173  DAB IAP DAYTONA BEACH INTL., DAYTONA BEACH, FL. ILS OR LOC RWY 7L, AMDT 32...ZOPRI FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED) CIRCLING CAT A/B MDA 660/HAA 626. TEMPORARY CRANE 309 MSL 3684 FT N OF RWY 7L. 1412111523-1506091523EST.


DEFUNIAK SPRINGS

Defuniak Springs

FDC 5/0397  54J ODP DEFUNIAK SPRINGS, DEFUNIAK SPRINGS, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKEOFF MINIMUMS: RWY 9, 400-2 1/4 OR STANDARD WITH A MINIMUM CLIMB OF 254 FT PER NM TO 1000. ALL OTHER DATA REMAINS AS PUBLISHED. 1501051931-1507041931EST.

FDC 4/3939  54J IAP DEFUNIAK SPRINGS, DEFUNIAK SPRINGS, FL. RNAV (GPS) RWY 27, AMDT 1...DISREGARD NOTES: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 27 PROCEDURE NA AT NIGHT. WHEN VGSI INOP, CIRCLING RWY 9 NA AT NIGHT NOTE: NIGHT LANDING: RWY 9, 27 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408141807-1502141807EST.

FDC 4/3936  54J IAP DEFUNIAK SPRINGS, DEFUNIAK SPRINGS, FL. RNAV (GPS) RWY 9, ORIG...NOTE: NIGHT LANDING: RWY 9, 27 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408141807-1502141807EST.

DELAND

Deland Muni-Sidney H Taylor Field

FDC 4/9955  DED IAP DELAND MUNI-SIDNEY H TAYLOR FIELD, DELAND, FL. RADAR-1, AMDT 3...CIRCLING CAT A/B MDA 600/HAA 520. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1407141258-1501141258EST.

FDC 4/2856  DED IAP DELAND MUNI-SIDNEY H TAYLOR FIELD, DELAND, FL. RNAV (GPS) RWY 23, ORIG...CIRCLING CAT A-C MDA 600/HAA 520. CHANGE WHEN LOCAL ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DAYTONA BEACH INTL ALTIMETER SETTING AND INCREASE ALL DA 38 FEET AND ALL MDA 40 FEET; INCREASE LPV ALL CATS VISIBILITY 1/4 MILE. NOTE: NIGHT LANDING: CAT C/D RWY 23 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. CHANGE BARO-VNAV NA BELOW NOTE TO READ: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV-VNAV NA BELOW -15C (5F) OR ABOVE 54C (130F). 1409081919-1503081919EST.

FDC 4/2854  DED IAP DELAND MUNI-SIDNEY H TAYLOR FIELD, DELAND, FL. RNAV (GPS) RWY 30, ORIG...LPV DA AND LNAV/VNAV DA NA. CIRCLING CAT A-C MDA 600/HAA 520. NOTE: NIGHT LANDING: RWY 30 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. CHANGE BARO-VNAV NA BELOW NOTE TO READ: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV-VNAV NA BELOW -15C (5F) OR ABOVE 54C (130F). 1409081919-1503081919EST.

FDC 4/2853  DED IAP DELAND MUNI-SIDNEY H TAYLOR FIELD, DELAND, FL. RNAV (GPS) RWY 5, ORIG-A...CIRCLING CAT A-C MDA 600/HAA 520. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. CHANGE BARO-VNAV NA BELOW NOTE TO READ: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV-VNAV NA BELOW -15C (5F) OR ABOVE 54C (130F). 1409081919-1503081919EST.

FDC 4/2852  DED IAP DELAND MUNI-SIDNEY H TAYLOR FIELD, DELAND, FL. RNAV (GPS) RWY 12, ORIG...LNAV MDA 600/HAT 526 ALL CATS, VIS CAT C 1 1/2, CAT D 1 3/4. CIRCLING CAT A-C MDA 600/HAA 520. NOTE: NIGHT LANDING: CAT C/D RWY 12 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. CHANGE BARO-VNAV NA BELOW NOTE TO READ: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV-VNAV NA BELOW -15C (5F) OR ABOVE 54C (130F). CHANGE IF LOCAL ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DAYTONA BEACH INTL ALTIMETER SETTING AND INCREASE ALL DAS 38 FEET AND ALL MDAS 40 FEET; INCREASE LNAV/VNAV ALL CATS VISIBILITY 1/4 MILE. 1409081919-1503081919EST.
FORT LAUDERDALE

Fort Lauderdale Executive

**FDC 5/1389** FXE IAP FORT LAUDERDALE EXECUTIVE, FORT LAUDERDALE, FL. RNAV (GPS) RWY 27, AMDT 2A...RNAV (GPS) RWY 9, AMDT 2...PROCEDURE NA... 1501081151-1507071151EST.

**FDC 4/6356** FXE STAR FORT LAUDERDALE EXECUTIVE AIRPORT, FORT LAUDERDALE FL. CURSO TWO ARRIVAL...ENVER ARRIVAL ROUTE: ROUTE FROM JAREM INT TO ENVER INT NOT AUTHORIZED. AFTER JAREM INT FLY HEADING 080 DEGREES EXPECT RADAR VECTORS TO FXE AIRPORT. 1412101630-1504300000.

Fort Lauderdale/Hollywood Intl

**FDC 5/3384** FLL FL. SPECIAL NOTICE... FORT LAUDERDALE - HOLLYWOOD INTERNATIONAL, FLORIDA RUNWAY STATUS LIGHTS (RWSL) ARE IN A OPERATIONAL TEST AND MUST BE COMPLIED WITH. RUNWAY STATUS LIGHTS ARE RED IN-PAVEMENT LIGHTS THAT SERVE AS WARNING LIGHTS ON RUNWAYS AND TAXIWAYS INDICATING THAT IT IS UNSAFE TO ENTER, CROSS, OR BEG... 1501131730-1505131730.

**FDC 5/2906** FLL FL. SPECIAL NOTICE... FORT LAUDERDALE HOLLYWOOD INTERNATIONAL, FLORIDA, RUNWAY STATUS LIGHTS (RWSL) ARE IN AN OPERATIONAL TEST AND MUST BE COMPLIED WITH. RUNWAY STATUS LIGHTS ARE RED IN-PAVEMENT LIGHTS THAT SERVE AS WARNING LIGHTS ON RUNWAYS AND TAXIWAYS INDICATING THAT IT IS UNSAFE TO ENTER, CROSS, OR BEGIN TAKEOFF ON A RUNWAY. NOTE: RUNWAY STATUS LIGHTS INDICATE RUNWAY STATUS ONLY. THEY DO NOT INDICATE CLEARANCE. PILOTS AND VEHICLE OPERATORS MUST STILL RECEIVE A CLEARANCE FROM AIR TRAFFIC CONTROL BEFORE PROCEEDING. FOR ADDITIONAL INFORMATION VISIT: HTTP://WWW.FAA.GOV/AIR_TRAFFIC/TECHNOLOGY/RWSL 1501121520-1503121200.

**FDC 4/8158** FLL IAP FORT LAUDERDALE/HOLLYWOOD INTL, FORT LAUDERDALE, FL. RNAV (GPS) RWY 28L, ORIG... CHART NOTE: FOR INOPERATIVE MALSF, INCREASE LNAV/VNAV CAT D VISIBILITY TO 1 1/4 AND LNAV CAT C AND D VISIBILITY TO 1 1/4. 1411041545-1505031545EST.


**FDC 4/7586** FLL IAP FORT LAUDERDALE/HOLLYWOOD INTL, FORT LAUDERDALE, FL. RNAV (GPS) RWY 28L, ORIG... VGSI AND ILS GLIDEPATH NOT COINCIDENT. 1409192155-1503192155EST.

**FDC 4/7587** FLL IAP FORT LAUDERDALE/HOLLYWOOD INTL, FORT LAUDERDALE, FL. ILS OR LOC RWY 10R, ORIG... VGSI AND ILS GLIDEPATH NOT COINCIDENT. 1409192155-1503192155EST.

**FDC 4/7577** FLL IAP FORT LAUDERDALE/HOLLYWOOD INTL, FORT LAUDERDALE, FL. RNAV (GPS) RWY 10R, ORIG... VGSI AND RNAV GLIDEPATH NOT COINCIDENT. 1409192155-1503192155EST.

**FDC 4/7588** FLL IAP FORT LAUDERDALE/HOLLYWOOD INTL, FORT LAUDERDALE, FL. RNAV (GPS) RWY 28L, ORIG... VGSI AND RNAV GLIDEPATH NOT COINCIDENT. 1409192155-1503192155EST.
1-AFBN-39
FDC 4/7675  FPR IAP ST LUCIE COUNTY INTL, FORT PIERCE, FL. RNAV (GPS) RWY 14, AMDT 2...NOTE: NIGHT LANDING: RWY 14 NA. 1411032030-1505022030EST.

HOLLYWOOD

North Perry


FDC 4/2207  HWI SID NORTH PERRY, HOLLYWOOD, FL. MIAMI TWO DEPARTURE...DISREGARD NOTE: TURBOJETS ACCELERATE TO 250K AS RAPIDLY AS FEASIBLE UNTIL REACHING 10000 MSL, UNLESS REQUESTED BY ATC TO DO OTHERWISE. 1410231420-1505301418EST.

FDC 4/0464  HWI ODP NORTH PERRY, HOLLYWOOD, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...TEXTUAL DEPARTURE PROCEDURE RWY 10L/10R - CLIMB HEADING 096.00 TO 1400 BEFORE TURNING RIGHT OR FOR CLIMB IN VISUAL CONDITIONS CROSS NORTH PERRY AIRPORT AT OR ABOVE 1400 BEFORE PROCEEDING ON COURSE, WHEN EXECUTING VCOA, NOTIFY ATC PRIOR TO DEPARTURE. ALL OTHER DATA REMAINS AS PUBLISHED. 1409261723-1503251723EST.

HOMESTEAD

Homestead Arb

FDC 4/8738  HST STAR HOMESTEAD ARB, HOMESTEAD, FL. RNAV (RNP) Y RWY 8, ORIG-A...NOTE: NIGHT LANDING: RWY 8 NA. 1500141901-1507041900EST.

FDC 4/8753  X51 STAR HOMESTEAD GENERAL AVIATION, HOMESTEAD, FL. RNAV (GPS) RWY 14, ORIG-A...NOTE: NIGHT LANDING: RWY 14 NA. 1411032030-1505022030EST.

IMMOKALEE

Immokalee Rgnl

FDC 4/6247  IMM IAP IMMOKALEE RGNL, IMMOKALEE, FL. RNAV (GPS) RWY 9, ORIG-B...RNAV (GPS) RWY 27, ORIG-B...PROCEDURES NA. 1408211501-1502211501EST.

FDC 4/2715  X51 STAR JACKSONVILLE INTERNATIONAL AIRPORT, JACKSONVILLE FL, BRUNSWICK THREE ARRIVAL...PROCEDURE NOT AUTHORIZED 1412301900-1506251900EST.

FDC 4/7873  FA61 SPECIAL SHANDS JACKSONVILLE HOSPITAL, JACKSONVILLE, FL. (SPECIAL) COPTER RNAV (GPS) 055, ORIG...NOTE: TIMES SUBJECT TO CHANGE BY ATC. ANTENNA 191 MSL 1 NM WEST OF HELIPORT. 1407081937-1501081937EST.

1-AFPN-40
JUPITER

William P Gwinn

FDC 4/9069  06FA IAP WILLIAM P GWINN, JUPITER, FL. (SPECIAL) ILS OR LOC/DME RWY 9, ORIG...NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 690. 1407101814-1501101814EST.

FDC 4/1753 06FA IAP WILLIAM P GWINN, JUPITER, FL. (SPECIAL) VOR/DME RWY 9, AMDT 4...PROCEDURE NA. 1409041815-1503041815EST.

LADY LAKE

Village Of Homewood Lady Lake

FDC 4/5418 FL20 SPECIAL LADY LAKE, EL CAMINO REAL, FL. (SPECIAL) COPTER RNAV (GPS) 195, ORIG...PROCEED VFR FROM PEMIE OR CONDUCT THE SPECIFIED MISSED APPROACH. DISREGARD ALL VISUAL SEGMENT REFERENCES. 1408191924-1502191924EST.

LAKE LANDING

Lakeland Linder Rgnl

FDC 4/9573  LAL ODP LAKE LANDING LINDER RGNL, LAKELAND, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...NOTE: RWY 5, TEMPORARY CRANE 1932 FT FROM DER, 751 FT LEFT OF CENTERLINE, 100 FT AGL/245 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1407111908-1501111908EST.

MARATHON

The Florida Keys Marathon

FDC 4/0367 MTH ODP THE FLORIDA KEYS MARATHON, MARATHON, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...NOTE: RWY 25, MONOPOLE 3997 FT FROM DER, 6601 FT LEFT OF CENTERLINE, 136 FT AGL/139 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1412171943-1506151943EST.

MERRITT ISLAND

Merritt Island

FDC 4/7670 COI IAP MERRITT ISLAND, MERRITT ISLAND, FL. RNAV (GPS) RWY 11, AMDT 1B...NOTE: NIGHT LANDING: RWY 11 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411032028-1505022028EST.

MIA IAP MIAMI INTL, MIAMI, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT...NOTE: RWY 8R, TEMPORARY CRANE 1987 FT FROM DER, 875 FT RIGHT OF CENTERLINE, 65 AGL/74 MSL.. ALL OTHER DATA REMAINS AS PUBLISHED. 1501061548-1507051548EST.

FDC 4/8723 MIA ODP MIAMI INTL, MIAMI, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT...NOTE: RWY 8R, TEMPORARY CRANE 1987 FT FROM DER, 875 FT RIGHT OF CENTERLINE, 65 AGL/74 MSL.. ALL OTHER DATA REMAINS AS PUBLISHED. 1501061548-1507051548EST.

FDC 4/6815 MIA SID MIAMI INTL, MIAMI, FL. POTTR FIVE DEPARTURE...TAKE-OFF MINIMUMS RWY 8R STANDARD WITH MINIMUM CLimb OF 211 FEET TO 1000. ALL OTHER DATA REMAINS AS PUBLISHED. 1411181849-1505171849EST.

FDC 4/6814 MIA SID MIAMI INTL, MIAMI, FL. PADUS ONE DEPARTURE (RNAV)...TAKE-OFF MINIMUMS RWY 8R STANDARD WITH MINIMUM OBSTACLE CLimb OF 211 FEET PER NM TO 1000, MINIMUM ATC CLimb OF 500 FEET PER NM TO 5200.. ALL OTHER DATA REMAINS AS PUBLISHED. 1411181849-1505171849EST.

FDC 4/6813 MIA SID MIAMI INTL, MIAMI, FL. HEDLY ONE DEPARTURE (RNAV)...TAKE-OFF MINIMUMS RWY 8R STANDARD WITH MINIMUM OBSTACLE CLimb OF 211 FEET PER NM TO 1000, MINIMUM ATC CLimb OF 500 FEET PER NM TO 5200.. ALL OTHER DATA REMAINS AS PUBLISHED. 1411181849-1505171849EST.

FDC 4/6812 MIA SID MIAMI INTL, MIAMI, FL. VALLY ONE DEPARTURE (RNAV)...TAKE-OFF MINIMUMS RWY 8R STANDARD WITH MINIMUM OBSTACLE CLimb OF 211 FEET PER NM TO 1000, MINIMUM ATC CLimb OF 500 FEET PER NM TO 5200.. ALL OTHER DATA REMAINS AS PUBLISHED. 1411181849-1505171849EST.

FDC 5/0632 MIA ODP MIAMI INTL, MIAMI, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT...NOTE: RWY 8R, TEMPORARY CRANE 1987 FT FROM DER, 875 FT RIGHT OF CENTERLINE, 65 AGL/74 MSL.. ALL OTHER DATA REMAINS AS PUBLISHED. 1411181849-1505171849EST.

Miami Intl

FDC 4/8733 MIA STAR MIAMI INTL, MIAMI, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT...NOTE: RWY 8R, TEMPORARY CRANE 1987 FT FROM DER, 875 FT RIGHT OF CENTERLINE, 65 AGL/74 MSL.. ALL OTHER DATA REMAINS AS PUBLISHED. 1411181849-1505171849EST.

FDC 4/6815 MIA SID MIAMI INTL, MIAMI, FL. POTTR FIVE DEPARTURE...TAKE-OFF MINIMUMS RWY 8R STANDARD WITH MINIMUM CLimb OF 211 FEET TO 1000. ALL OTHER DATA REMAINS AS PUBLISHED. 1411181849-1505171849EST.

FDC 4/6814 MIA SID MIAMI INTL, MIAMI, FL. PADUS ONE DEPARTURE (RNAV)...TAKE-OFF MINIMUMS RWY 8R STANDARD WITH MINIMUM OBSTACLE CLimb OF 211 FEET PER NM TO 1000, MINIMUM ATC CLimb OF 500 FEET PER NM TO 5200.. ALL OTHER DATA REMAINS AS PUBLISHED. 1411181849-1505171849EST.
MIA IAP MIAMI INTL, MIAMI, FL. ILS OR LOC RWY 30, AMDT 1A...S-ILS 30 DA 258/HAT 250 ALL CATS. VIS ALL CATS RVR 4000. S-LOC 30 MINIMUMS NA. PECOT FIX MINIMUMS: S-LOC 30 MINIMUMS NA. VDP NA. INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 30. ILS UNSABLE 0.5 NM FROM THRESHOLD. 1412081629-1506061629EST.

MIA IAP MIAMI INTL, MIAMI, FL. RNAV (RNP) Y RWY 26L, ORIG-B...RNP 0.20 DA 460/HAT 452 ALL CATS. TEMPORARY CRANE 185 MSL 5012 FT E OF RWY 26L. 1411131225-1505121225EST.

MIA IAP MIAMI INTL, MIAMI, FL. RNAV (GPS) Z RWY 26L. AMDT 1B...LPV DA NA. LNAV/VNAV DA 506/HAT NA. VIS 3/4 ALL CATS. 1412011346-1505301346EST.

OPA-LOCKA EXECUTIVE

OPF IAP OPA-LOCKA EXECUTIVE, MIAMI, FL. ILS OR LOC RWY 12, AMDT 2...ILS OR LOC RWY 9L, AMDT 5...ALTERNATE MINIMUMS NA. ZBV TACAN AZIMUTH OUT OF SERVICE. 1409261819-1503251819EST.

OPF SID OPA-LOCKA EXECUTIVE, MIAMI, FL. MIAMI THREE DEPARTURE...DEPARTURE PROCEDURE NA . 1411172224-1505162224EST.

OPF ODP OPA-LOCKA EXECUTIVE, MIAMI, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 9...NOTE: RWY 27L, TEMPORARY CRANE 2090 FT FROM DER, 607 FT RIGHT OF CENTERLINE, 115 FT AGL/129 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1409161116-1503161116EST.

NAPLES

NAPLES MUNI

APF IAP NAPLES MUNI, NAPLES, FL. VOR RWY 23, AMDT 6D...CIRCLING MDA 660/HAA 652 ALL CATS. VIS CAT C 1 3/4, CAT D 2, TEMPORARY CRANE 304 MSL 3571 FT W OF RWY 5. CHANGE MISSED APPROACH TO READ: CLIMBING LEFT TURN TO 2100 IN CYY VOR/DME HOLDING PATTERN. 1412011353-1506081535EST.
FDC 4/6304 APF IAP NAPLES MUNI, NAPLES, FL. RNAV (GPS)-A, ORIG... RNAV (GPS)-B, ORIG... CIRCLING MDA 304 MSL 3571 FT W OF RWY 5. 1412101527-1506081527EST.

FDC 4/6264 APF IAP NAPLES MUNI, NAPLES, FL. RNAV (GPS) RWY 23, AMDT 1... RNAV MDA 480/HAT 472 ALL CATS. VIS CATS C AND D 1 3/8. CIRCLING MDA 660/HAA 652 ALL CATS. VIS CAT C 1 3/4, CAT D 2. TEMPORARY CRANE 304 MSL 3571 FT W OF RWY 5. 1412101509-1506081509EST.

FDC 4/6696 OBE IAP OKEECHOBEE COUNTY, OKEECHOBEE, FL. RNAV (GPS) RWY 14, AMDT 1A... RNAV (GPS) RWY 32, ORIG-B... RNAV (GPS) RWY 5, AMDT 1A... NOTE: NIGHT LANDING: RWY 23 NA. 140272049-1504425049EST.

ORLANDO

Executive

FDC 4/5738 ORL IAP EXECUTIVE, ORLANDO, FL. ILS OR LOC RWY 25, ORIG... S-ILS 25 DA 400/HAT 290, VIS 1 ALL CATS. ADD PROFILE NOTE: GLIDESLOPE UNSABLE BELOW 400FT. 14080201747-1502201747EST.

Kissimmee Gateway

FDC 4/7693 ISM IAP KISSIMMEE GATEWAY, ORLANDO, FL. RNAV (GPS) RWY 33, AMDT 2... NOTE: NIGHT LANDING: RWY 6 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411032033-1505022033EST.

Orlando Intl

FDC 4/4392 MCO IAP ORLANDO INTL., ORLANDO, FL. RNAV (GPS) RWY 35L, ORIG-B... VDP NA. TEMPORARY CRANE 280FT 2.19 NM S OF RWY 35L. 1407231917-1501151917EST.

Orlando Sanford Intl

FDC 4/9398 SFB IAP ORLANDO SANFORD INTL, ORLANDO, FL. ILS OR LOC RWY 27R, AMDT 3... CHANGE MAP TO READ I-FNU 2.4 DME. ILS UNSABLE FROM 0.40NM INBOUND. DISTANCE FAF TO MAP 4.4 NM. TIMING TABLE KNOTS / TIME: 60 / 4:24, 90 / 2:56, 120 / 2:12, 150 / 1:46, 180 / 1:28. 1407111443-1501111443EST.
FDC 4/2302  SFB IAP ORLANDO SANFORD INTL, ORLANDO, FL. ILS OR LOC RWY 9L, AMDT 4...CHANGE TERMINAL ROUTE IPNEC (IAF) TO UGMAH DISTANCE FROM 5.95 TO 6.60. DELETE NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE EXECUTIVE ALTIMETER SETTING AND INCREASE ILS DA TO 298, ALL MDA 60 FEET, AND S-LOC 9L CAT C/D VISIBILITY 1/8 MILE. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE EXECUTIVE ALTIMETER SETTING: INCREASE S-ILS 9L DA 43 FT; INCREASE ALL MDA 60 FEET AND S-LOC 9L CAT C/D VISIBILITY 1/8 MILE AND CUNPA FIX MINIMUMS S-LOC 9L CAT C/D VISIBILITY 1/4 MILE. CHART TDZE 55 DELETE THRE 55. THIS IS ILS OR LOC RWY 9L, AMDT 4A. 1407181411-PERM.

ORMOND BEACH

Ormond Beach Muni

FDC 4/5661  OMN IAP ORMOND BEACH MUNI, ORMOND BEACH, FL. RNAV (GPS) RWY 8, AMDT 1.CHANGE THRE 28 TO TDZE 28. THIS IS RNAV (GPS) RWY 8, AMDT 1A. 1404181651-PERM.

FDC 4/4947  OMN ODP ORMOND BEACH MUNI, ORMOND BEACH, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKEOFF MINIMUMS: RWY 8, STANDARD WITH MINIMUM CLIMB OF 235 FT PER NM TO 300, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT PER NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1900 FT PRIOR TO DER. 1410091255-1503281152EST.

FDC 4/1097  OMN ODP ORMOND BEACH MUNI, ORMOND BEACH, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT...TAKEOFF MINIMUMS: RWY 8, STANDARD WITH MINIMUM CLIMB OF 235 FT PER NM TO 300, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT PER NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1900 FT PRIOR TO DER. 1409291152-1503281152EST.

FDC 4/0459  OMN IAP ORMOND BEACH MUNI, ORMOND BEACH, FL. RNAV (GPS) RWY 17, AMDT 1...LPV DA 317/HAT 292 ALL CATS. 1409261717-1503251717EST.

PALATKA

Palatka Muni - Lt Kay Larkin Field

FDC 4/7265  28J IAP PALATKA MUNI - LT. KAY LARKIN FIELD, PALATKA, FL. RNAV (GPS) RWY 9, AMDT 3A...CHANGE NIGHT RESTRICTION NOTE TO READ: NIGHT LANDING: CAT C/D RWY 9, 27 NA. 1409181907-1503181907EST.

FDC 4/7264  28J IAP PALATKA MUNI - LT. KAY LARKIN FIELD, PALATKA, FL. RNAV (GPS) RWY 9, ORIG...LPV DA 317/HAT 285 ALL CATS. CHANGE NIGHT RESTRICTION NOTE TO READ: NIGHT LANDING: CAT C/D RWY 9, 27 NA. 1409181907-1503181907EST.

PENSACOLA

Pensacola Intl

FDC 4/2832  PNS IAP PENSACOLA INTERNATIONAL, PENSACOLA, FL. NDB RWY 35, AMDT 17A.CHANGE THRE 103 TO TDZE 103. THIS IS NDB RWY 35, AMDT 17B. 1404141629-PERM.

PERRY

Perry-Foley

FDC 4/1504  40J IAP PERRY-FOLEY, PERRY, FL. RNAV (GPS) RWY 36, AMDT 1...ADD NOTE: NIGHT LANDING RWY 18, 36 NA. 1412011513-1505301513EST.

FDC 4/1503  40J IAP PERRY-FOLEY, PERRY, FL. RNAV (GPS) RWY 18, AMDT 1...ADD NOTE: NIGHT LANDING RWY 18, 36 NA. 1412011513-1505301513EST.

PLANT CITY

Plant City

FDC 4/5641  PCM IAP PLANT CITY, PLANT CITY, FL. VOR RWY 28, AMDT 3B...CHANGE USE LAKELAND ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE LAKELAND ALTIMETER SETTING AND INCREASE ALL MDA 20 FEET. DISREGARD PROFILE NOTE: *860 WHEN USING TAMPA INTL ALTIMETER SETTING. 1412091430-1506071430EST.

PUNTA GORDA

Punta Gorda

FDC 5/2563  PGD IAP PUNTA GORDA, PUNTA GORDA, FL. VOR RWY 22, AMDT 4B...CHANGE MISSED APPROACH TO READ: CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 1600 DIRECT PGD VOR AND HOLD. THIS IS VOR RWY 22, AMDT 4C. 1501101730-PERM.
SEBASTIAN

Sebastian Muni

FDC 4/4498 X26 ODP SEBASTIAN MUNI, SEBASTIAN, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG-A...TAKEOFF MINIMUMS: RWY 10, 300-1 OR STANDARD WITH MINIMUM CLimb OF 285 FEET PER NM TO 300. NOTE: RWY 10, ANTENNA 5232 FEET FROM DER, 1708 FEET LEFT OF CENTERLINE, 187 FEET AG/L.212 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.
1409121223-1503121223EST.

SEBRING

Sebring Rgnl

FDC 4/9585 SEF IAP SEBRING RGNL, SEBRING, FL. RNAV (RNP) RWY 19, AMDT 1...DISREGARD NOTE: WHEN VGSI INOP, PROCEDURE NA AT NIGHT. NOTE: NIGHT LANDING: RWY 14 NA.
1412161209-1506141209EST.

FDC 4/9581 SEF IAP SEBRING RGNL, SEBRING, FL. RNAV (GPS) RWY 32, ORIG...DISREGARD NOTE: STRAIGHT-IN/CIRCLING RWY 32 PROCEDURE NA AT NIGHT. 1412161209-1506141209EST.

FDC 4/9580 SEF IAP SEBRING RGNL, SEBRING, FL. RNAV (GPS) RWY 14, ORIG-A...DISREGARD NOTE: RWY 14 STRAIGHT-IN AND CIRCLING AND CIRCLING TO RWY 32 NA AT NIGHT. NOTE: NIGHT LANDING: RWY 14 NA. 1412161209-1506141209EST.

ST AUGUSTINE

Northeast Florida Rgnl

FDC 4/7986 SGJ IAP NORTHEAST FLORIDA RGNL, ST AUGUSTINE, FL. VOR RWY 31, ORIG-A...S-31 MINIMUMS NA. DME MINIMUMS NA. CIRCLING MDA 580/HAA 570 ALL CATS. DISREGARD NOTE: STRAIGHT-IN/CIRCLING RWY 31 PROCEDURE NA AT NIGHT. DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA AT NIGHT. NOTE: WHEN LOCAL ALTImETER SETTING NOT RECEIVED, USE JACKSONVILLE NAS (TOWERS FLD) ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET AND CIRCLING CAT C VISIBILITY 1/4 MILE.
1409221530-1503221530EST.

FDC 4/7329 SGJ IAP NORTHEAST FLORIDA RGNL, ST AUGUSTINE, FL. RNAV (GPS) RWY 13, ORIG-B...DISREGARD NOTE: RWY 13 STRAIGHT-IN MINIMUMS NA AT NIGHT.
1412111620-1506091617EST.

FDC 4/1819 SGJ IAP NORTHEAST FLORIDA RGNL, ST AUGUSTINE, FL. ILS OR LOC/DME RWY 31, ORIG-B...RNAV (GPS) RWY 13, ORIG-B...RNAV (GPS) RWY 31, AMDT 1B...CIRCLING CAT A MDA 580/HAA 570. TEMPORARY CRANE 212 MSL. 3166 FT SE OF RWY 13. EXCEPT WHEN ADVISED BY ATCT THAT THIS CRANE IS DOWN. 1409041940-1503041940EST.

ST PETERSBURG

Albert Whitted

FDC 4/1505 SPG IAP ALBERT WHITTED, ST PETERSBURG, FL. RNAV (GPS) RWY 18, ORIG-B...NIGHT LANDING: RWY 07 NA.
1412011514-1505301514EST.

ST PETERSBURG-CLEARWATER

St Pete-Clearwater Intl

FDC 5/0654 PIE IAP ST PETE-CLEARWATER INTL, ST PETERSBURG-CLEARWATER, FL. VOR RWY 4, AMDT 1A...JULSO FIX MINIMUMS: CIRCLING CATS A/B/C 580/HAA 569. 1501061556-1507051556EST.

1501061556-1507051556EST.

1501061556-1507051556EST.

1501061556-1507051556EST.

1501061556-1507051556EST.

1501061556-1507051556EST.
PIE SPECIAL ST PETE-CLEARWATER INTL, ST PETERSBURG-CLEARWATER, FL. (SPECIAL) VOR/DME B, AMDT 1...PROCEDURE NA. 1406301316-1412301316EST.

TALLAHASSEE

Tallahassee Rgnl

FDC 4/964 PIE SPECIAL ST PETE-CLEARWATER INTL, ST PETERSBURG-CLEARWATER, FL. (SPECIAL) VOR/DME B, AMDT 1...PROCEDURE NA. 1406301316-1412301316EST.

FDC 5/0478 TLH IAP TALLAHASSEE RGNL, TALLAHASSEE, FL. RADAR 1, AMDT 5B...ASR 18 MDA 580/HAT 499 ALL CATS. 1501052124-1507042124EST.

FDC 5/0427 TLH IAP TALLAHASSEE RGNL, TALLAHASSEE, FL. ILS OR LOC RWY 27, ILS RWY 27 (CAT II), AMDT 9A...RNAV (GPS) RWY 27, AMDT 1...RNAV (GPS) RWY 9, AMDT 1A...PROCEDURE NA. 1501031958-1507041958EST.

FDC 4/2714 TLH IAP TALLAHASSEE RGNL, TALLAHASSEE, FL. RADAR-1, AMDT 5B...PROCEDURE NA. 1410231916-1504211916EST.

FDC 4/1328 TLH IAP TALLAHASSEE RGNL, TALLAHASSEE, FL. VOR RWY 18, AMDT 12...CHANGE THRE 83 TO TDZE 83. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. THIS IS VOR RWY 18, AMDT 12A. 1412192017-PERM.

FDC 4/1327 TLH IAP TALLAHASSEE RGNL, TALLAHASSEE, FL. RNAV (GPS) RWY 36, AMDT 1...LPV DA 262. LNAV/VNAV DA 377. LNAV HAT 398 ALL CATS. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BAINBRIDGE ALTIMETER SETTING: INCREASE LPV DA TO 357 FEET; INCREASE LNAV/VNAV DA TO 472 FEET AND ALL CATS VISIBILITY 1/4 MILE; INCREASE ALL MDA 100 FEET AND LNAV CATS C AND D VISIBILITY 1/4 MILE; FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VISIBILITY TO 1 MILE. CHART TDZE 62 DELETE THRE 56. THIS IS RNAV (GPS) RWY 36, AMDT 1A. 1412192017-PERM.

FDC 4/1326 TLH IAP TALLAHASSEE RGNL, TALLAHASSEE, FL. RNAV (GPS) RWY 18, AMDT 1...CHANGE THRE 83 TO TDZE 83. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. THIS IS RNAV (GPS) RWY 18, AMDT 1A. 1412192017-PERM.

FDC 4/1325 TLH IAP TALLAHASSEE RGNL, TALLAHASSEE, FL. ILS OR LOC/DME RWY 36, AMDT 25...S-ILS 36 DA **262. S-LOC 36 HAT 398 ALL CATS. CHART TDZE 62 DELETE THRE 56. THIS IS ILS OR LOC/DME RWY 36, AMDT 25A. 1412192017-PERM.

FDC 4/1324 TLH IAP TALLAHASSEE RGNL, TALLAHASSEE, FL. VOR/DME OR TACAN RWY 36, AMDT 1...LPV DA 262. LNAV/VNAV DA 377. LNAV HAT 398 ALL CATS. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BAINBRIDGE ALTIMETER SETTING: INCREASE LPV DA TO 357 FEET; INCREASE LNAV/VNAV DA TO 472 FEET AND ALL CATS VISIBILITY 1/4 MILE; INCREASE ALL MDA 100 FEET AND LNAV CATS C AND D VISIBILITY 1/4 MILE; FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VISIBILITY TO 1 MILE. CHART TDZE 62 DELETE THRE 56. THIS IS RNAV (GPS) RWY 36, AMDT 1A. 1412192017-PERM.

FDC 4/1323 TLH IAP TALLAHASSEE RGNL, TALLAHASSEE, FL. RNAV (GPS) RWY 36, AMDT 1...LPV DA 262. LNAV/VNAV DA 377. LNAV HAT 398 ALL CATS. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BAINBRIDGE ALTIMETER SETTING: INCREASE LPV DA TO 357 FEET; INCREASE LNAV/VNAV DA TO 472 FEET AND ALL CATS VISIBILITY 1/4 MILE; INCREASE ALL MDA 100 FEET AND LNAV CATS C AND D VISIBILITY 1/4 MILE; FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VISIBILITY TO 1 MILE. CHART TDZE 62 DELETE THRE 56. THIS IS RNAV (GPS) RWY 36, AMDT 1A. 1412192017-PERM.

TALLAHASSEE /HAVANA/

Tallahassee Commercial

FDC 7/3179 68J FT TALLAHASSEE COMMERCIAL, TALLAHASSEE/HAVANA, FL. VOR OR GPS A, AMDT 5B.TAKE-OFF MINIMUM AND (OBSTACLE) DEPARTURE PROCEDURES.TAKE-OFF MINIMUMS: RWY 16, 300 - 1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 344 FT PER NM TO 500. NOTE: RWY 16, TRUCK ON ROAD 20 FT FROM DEPARTURE END OF RWY 134 FT RIGHT OF CENTERLINE, 19 FT AGL/184 FT MLS. ANTENNA 5534 FT FROM DEPARTURE END OF RUNWAY, 202 FT LEFT OF CENTERLINE, 199 FT AGL/315 FT MLS.

TAMPA

Peter O Knight

FDC 4/956 TPF IAP PETER O KNIGHT, TAMPA, FL. RNAV (GPS) RWY 22, AMDT 2A...NOTE: PROCEDURE NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409181330-1503181330EST.

FDC 4/902 TPF IAP PETER O KNIGHT, TAMPA, FL. RNAV (GPS) RWY 22, AMDT 2A...RNAV (GPS) RWY 36, AMDT 2B...CIRCLING MDA 720/HAA 712 CAT B. TOWER 409FT MLS 400FT AGL. 1.33NM SE OF APCH END RWY 36. 1411141643-1505131643EST.

FDC 3/8572 TPF FT ODP PETER O KNIGHT, TAMPA, FL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 7.NOTE: RWY 18, TEMPORARY CRANE 706 FT FROM DER, 284 FT LEFT OF CENTERLINE, 75 FT MLS/72 FT AGL. TEMPORARY CRANE 687 FT FROM DER, 115 FT LEFT OF CENTERLINE, 31 FT MLS/26 FT AGL. ALL OTHER DATA REMAINS AS PUBLISHED.
Tampa Executive

FDC 5/2827 VDF IAP TAMPA EXECUTIVE, TAMPA, FL. RNAV (GPS) RWY 23, AMDT 1B. DELETE NOTE: RWY 23 STRAIGHT-IN AND CIRCLING AND CIRCLING TO RWY 18/36 NA AT NIGHT. CHART NOTE: NIGHT LANDING: RWY 18,36 NA. THIS IS RNAV (GPS) RWY 23, AMDT 1C. 1501121410-PERM.

FDC 5/2826 VDF IAP TAMPA EXECUTIVE, TAMPA, FL. ILS OR LOC RWY 23, AMDT 1B. DELETE NOTE: WHEN VGSI INOP, CIRCLING RWY 18 NA AT NIGHT. CHART NOTE: NIGHT LANDING: RWY 18,36 NA. THIS IS RNAV (GPS) RWY 5 ORIG-B. 1501121410-PERM.

Tampa Intl

FDC 5/3594 TPA IAP TAMPA INTL, TAMPA, FL. RNAV (GPS) RWY 19R, AMDT 2B...LPV DA 480/HAT 459 ALL CATS, VIS RVR 6000 ALL CATS. DELETE NOTE: FOR INOPERATIVE MALSR, INCREASE LPV CAT E VISIBILITY TO 3/4 MILE, LNAV/VNAV CAT E VISIBILITY TO 1 1/2 MILE, AND LNAV CAT E VISIBILITY TO 1 1/8. CHART NOTE: FOR INOPERATIVE MALSR, INCREASE LPV CAT E VISIBILITY TO 3/4, LNAV/VNAV CAT ALL CATS VISIBILITY TO 1 1/2, AND LNAV CAT E VISIBILITY TO 1 1/8. THIS IS RNAV (GPS) RWY 19R, AMDT 2C. 1501141157-PERM.

FDC 5/3593 TPA IAP TAMPA INTL, TAMPA, FL. RNAV (GPS) RWY 28, AMDT 1A...LPV DA 480/HAT 459 ALL CATS, VIS RVR 6000 ALL CATS. DELETE NOTE: FOR INOPERATIVE MALSR, INCREASE LPV CAT E VISIBILITY TO 3/4 MILE, LNAV/VNAV CAT E VISIBILITY TO 1 1/2 MILE, AND LNAV CAT E VISIBILITY TO 1 1/8. CHART NOTE: FOR INOPERATIVE MALSR, INCREASE LPV CAT E VISIBILITY TO 3/4, LNAV/VNAV CAT ALL CATS VISIBILITY TO 1 1/2, AND LNAV CAT E VISIBILITY TO 1 1/8. THIS IS RNAV (GPS) RWY 28, AMDT 1B. 1501141157-PERM.

FDC 5/3592 TPA IAP TAMPA INTL, TAMPA, FL. RNAV (RNP) Y RWY 19L, AMDT 1D...LPV DA 480/HAT 459 ALL CATS, RNP 0.30 DA 442/HAT 416 ALL CATS. THIS IS RNAV (RNP) Y RWY 19L, AMDT 1E. 1501141157-PERM.

Venice Muni

FDC 4/1523 VNC IAP VENICE MUNI, VENICE, FL. RNAV (GPS) RWY 31, AMDT 1B...DELETE NOTE: NIGHT LANDING: RWY 31 NA. CHANGE HELICOPTER NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. THIS IS RNAV (GPS) RWY 31, AMDT 1C. 1412201325-1501141157-PERM.

Arthur Dunn Air Park

FDC 4/5321 X21 IAP ARTHUR DUNN AIR PARK, TITUSVILLE, FL. RNAV (GPS) RWY 33, ORIG...PROCEDURE NA 1412081940-1506061940EST.

Nasa Shuttle Landing Facility

FDC 4/1320 TTS IAP NASA SHUTTLE LANDING FACILITY, TITUSVILLE, FL. RNAV (GPS) RWY 15, AMDT 1...LNAV/VNAV DA 357/HAT 339 ALL CATS. LNAV MDA 480/HAT 452 ALL CATS. CIRCLING CATS A/B MDA 500/HAA 491. VDP NA. TEMPORARY CRANE 146 MSL 4255 FT NE OF RWY 15. 1407161246-1501161246EST.

Umatilla Muni

FDC 4/5227 X23 IAP UMATILLA MUNI, UMATILLA, FL. RNAV (GPS) RWY 19, AMDT 2B...LPV DA 480/HAT 459 AMET 1B. 1501141157-PERM.

Phi Venice Heliport

FDC 4/9125 7LS1 SPECIAL PHI VENICE HELIPORT, VENICE, FL...COPTER GPS 326, ORIG...COPTER GPS 146, ORIG...IFR DEPARTURE NA 1412142058-1507122058EST.

Venice Muni
VNC IAP VENICE MUNI, VENICE, FL. RNAV (GPS) RWY 13, AMDT 1B...DELETE NOTE: NIGHT LANDING: RWY 13 NA. CHANGE HELICOPTER NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. THIS IS RNAV (GPS) RWY 13, AMDT 1C. 1412201325-PERM.

FDC 4/1522

WAUCHULA

Wauchula Muni

FDC 4/7671 CHN IAP WAUCHULA MUNI, WAUCHULA, FL. RNAV (GPS) RWY 18, AMDT 1A...NOTE: NIGHT LANDING: RWY 18, 36 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411032028-1505022028EST.

WEST PALM BEACH

North Palm Beach County General Aviation

FDC 4/0601 F45 IAP NORTH PALM BEACH COUNTY GENERAL AVIATION, WEST PALM BEACH, FL. VOR RWY 8R, AMDT 1B...NOTE: CIRCLING TO RWY 26R NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.. 1409261839-1503251839EST.

WILLISTON

Williston Muni

FDC 4/0520 X60 IAP WILLISTON MUNI, WILLISTON, FL. VOR RWY 23, AMDT 1...CHANGE BACKUP ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE OCALA ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET, INCREASE S-23 CAT C AND CIRCLING CAT C VISIBILITY 1/4 MILE. NOTE: NIGHT LANDING: RWY 5, 14, 23 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.. 1409261749-1503251749EST.

GEORGIA

ALBANY

Southwest Georgia Rgnl

FDC 4/1218 ABY IAP SOUTHWEST GEORGIA RGNL, ALBANY, GA. VOR OR TACAN RWY 16, AMDT 27. TACAN PORTION NA. PZD TACAN AZIMUTH OUT OF SERVICE. 1412021715-1505311715EST.

ATHENS

Athens/Ben Epps

FDC 4/9221 AHN IAP ATHENS/BEN EPPS, ATHENS, GA. RNAV (GPS) RWY 9, AMDT 1A...DELETE NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 9 PROCEDURE NA AT NIGHT. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1412151242-1506131242EST.

FDC 4/2589 AHN IAP ATHENS/BEN EPPS, ATHENS, GA. RNAV (GPS) RWY 27, AMDT 1A...RNAV MDA 1160/HAT 352 ALL CATS.. 1411121510-1505111510EST.

ATLANTA

Atlanta Rgnl Falcon Field

FDC 4/7648 FFC IAP ATLANTA RGNL FALCON FIELD, ATLANTA, GA. RNAV (GPS) RWY 31, AMDT 2A...DELETE NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 31 PROCEDURE NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NA.. THIS IS RNAV (GPS) RWY 31, AMDT 2B. 1412111810-PERM.

FDC 4/7647 FFC IAP ATLANTA RGNL FALCON FIELD, ATLANTA, GA. NDB RWY 31, AMDT 3A...DELETE NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 31 PROCEDURE NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NA.. THIS IS NDB RWY 31, AMDT 3B. 1412111810-PERM.

FDC 4/7646 FFC IAP ATLANTA RGNL FALCON FIELD, ATLANTA, GA. ILS OR LOC RWY 31, AMDT 2A...DELETE NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 31 PROCEDURE NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NA.. THIS IS ILS OR LOC RWY 31, AMDT 2B. 1412111810-PERM.

Covington Muni

1-AFPN-48
FDC 5/2562  CVC IAP COVINGTON MUNI, ATLANTA, GA. VOR/DME RWY 10, AMDT 5A...DELETE NOTE: NIGHT LANDING: RWY 10 NA. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. CHANGE THRE 795 TO TDSZ 795. THIS IS VOR/DME RWY 10, AMDT 5B. 1501101721-PERM.

FDC 5/2561  CVC IAP COVINGTON MUNI, ATLANTA, GA. RNAV (GPS) RWY 10, AMDT 1...DELETE NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 10 NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. CHANGE THRE 795 TO TDSZ 795. THIS IS RNAV (GPS) RWY 10, AMDT 1A. 1501101721-PERM.

FDC 5/2560  CVC IAP COVINGTON MUNI, ATLANTA, GA. RNAV (GPS) RWY 28, AMDT 1A...DELETE NOTE: WHEN VGSI INOP, CIRCLING RWY 10 NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. THIS IS RNAV (GPS) RWY 28, AMDT 1B. 1501101721-PERM.

FDC 5/2559  CVC IAP COVINGTON MUNI, ATLANTA, GA. NDB RWY 28, AMDT 3A...DELETE NOTE: WHEN VGSI INOP, CIRCLING TO RWY 10 NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. THIS IS NDB RWY 28, AMDT 3B. 1501101721-PERM.

FDC 5/0673  FTY IAP FULTON COUNTY AIRPORT-BROWN FIELD, ATLANTA, GA. RNAV (GPS) Y RWY 8, AMDT 1...LPV DA MINIMUMS NA. LNAV/VNAV DA MINIMUMS NA. LNAV MDA 1540/HAT 740 ALL CATS, VIS CATS A/B 1, CATS C/D 1 5/8. CIRCLING CATS A/B/C MDA 1540/HAA 699.. NOTE: INOP TABLE DOES NOT APPLY TO LNAV CAT A AND B. FOR INOPERATIVE MALS, INCREASE LNAV CAT C/D VISIBILITY TO 2 MILES. DISREGARD NOTE: FOR INOPERATIVE MALS, INCREASE LNAV CAT A AND B VISIBILITY TO 1 MILE. 1501061636-1505051634EST.

FDC 5/0599  FTY IAP FULTON COUNTY AIRPORT-BROWN FIELD, ATLANTA, GA. ILS OR LOC RWY 8, AMDT 17...S-ILS 8 DA 1084/HAT 284, VIS 1 ALL CATS. S-LOC 8 CAT A/B VIS 1... NOTE: FOR INOPERATIVE MALS, INCREASE S-LOC 8 CAT B VISIBILITY TO 1 1/4 MILE AND CAT C AND D VISIBILITY TO 2 1/2 MILE. DISREGARD NOTE: FOR INOPERATIVE MALS, INCREASE S-LOC 8 CAT A VISIBILITY TO 1 MILE AND CAT C AND D VISIBILITY TO 2 1/2 MILE. 1501061431-1507051430EST.

FDC 9/8972  ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY 8R, AMDT 2.LPV DA 1507/HAT 483, VIS 1 3/4 ALL CATS. LNAV/VNAV DA 1576/HAT 552, VIS 2 ALL CATS. LNAV MDA 1540/HAT 516 ALL CATS. TEMPORARY CRANE 1270 MSL 5377 FEET W OF RWY 8R.

FDC 9/1116  ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY 10, AMDT 1.LNAV/VNAV DA 1488/HAT 488, VIS RVR 6000 ALL CATS. TEMPORARY CRANE 1.49 NM NW OF RWY 10.

FDC 8/9678  ATL FI/T ATLANTA HARTSFIELD-JACKSON INTL, ATLANTA, GA. ILS PRM RWY 8R, ORIG.S-ILS 8R DA 1508/HAT 484, VIS 1 3/4 ALL CATS. TEMPORARY CRANE 1270 MSL 5337 FEET W OF RWY 8R.

FDC 8/1213  ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS OR LOC RWY 8R, AMDT 4...LNAV MDA 1500/HAT 476 ALL CATS. VIS CATS C AND D 1 3/8. TEMPORARY CRANES UP TO 240 AGL/1250 MSL 2481 FT SE OF RWY 8R. 141111418-1505131818EST.

FDC 4/5028  ATL IAP HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY 8L, AMDT 4...LNAV MDA 1500/HAT 485 ALL CATS. VIS CATS C AND D RVR 5000. CHANGE NOTE TO READ: FOR INOPERATIVE ALSF-2, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 1/4 MILE AND INCREASE LNAV CATS C AND D VISIBILITY TO 1 3/8 MILE. TEMPORARY CRANES UP TO 240 AGL/1250 MSL 3301 FT SE OF RWY 8L 141111418-1505131818EST.

FDC 4/5027  ATL IAP HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) Y RWY 9R, AMDT 4A...LNAV MDA 1500/HAT 474 ALL CATS. VIS CATS C AND D RVR 5500. NOTE: FOR INOPERATIVE ALSF-2, INCREASE LNAV CATS C AND D VISIBILITY TO 1 3/8 MILE. TEMPORARY CRANES UP TO 240 AGL/1250 MSL 3708 FT SE OF RWY 9R. 141111418-1505131818EST.

FDC 4/4968  ATL STAR HARTSFIELD-JACKSON ATLANTA INTL, ATLANTA, GA. DIRTY TWO ARRIVAL NOTE: LANDING WEST EXPECT RWY 27L- LANDING EAST EXPECT RWY 8L 1405121525-1411211525EST.
FDC 4/3068 ATL IAP HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) PRM RWY 9L (SIMULTANEOUS CLOSE PARALLEL), ORIG..DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV ALL CATS. THIS IS RNAV (GPS) PRM RWY 9L (SIMULTANEOUS CLOSE PARALLEL) ORIG-A. 14111131222-PERM.

FDC 4/3067 ATL IAP HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) RWY 9L, AMDT 4..DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV ALL CATS. THIS IS RNAV (GPS) RWY 9L, AMDT 4A 1411131222-PERM.

FDC 4/2859 ATL CHART HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. RNAV (GPS) PRM RWY 9R (SIMULTANEOUS CLOSE PARALLEL), ORIG..DELETE NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV ALL CATS. THIS IS RNAV (GPS) RWY 9L, AMDT 4A 1411131222-PERM.

FDC 3/8599 ATL FI/T STAR HARTSFIELD-JACKSON ATLANTA INTL, ATLANTA, GA. RPTOR THREE ARRIVAL NOTE EXPECT RWY 9R.

FDC 3/7680 ATL FI/T STAR HARTSFIELD-JACKSON ATLANTA INTL, ATLANTA, GA. BNELE ONE ARRIVAL NOTE: LANDING WEST EXPECT RWY 26R- LANDING EAST EXPECT RWY 9R.

FDC 3/6767 ATL FI/T STAR HARTSFIELD-JACKSON ATLANTA INTL, ATLANTA,GA. KOLTT ONE ARRIVAL NOTE: LANDING WEST EXPECT RWY 26R- LANDING EAST EXPECT RWY 9R.

FDC 3/6760 ATL FI/T STAR HARTSFIELD-JACKSON ATLANTA INTL, ATLANTA, GA. EVULE ONE ARRIVAL NOTE: LANDING WEST EXPECT RWY 26R- LANDING EAST EXPECT RWY 9L.

FDC 0/5006 ATL FI/T HARTSFIELD - JACKSON ATLANTA INTL, ATLANTA, GA. ILS RWY 26R (CAT II), AMDT 5.PROCEDURE NA.

Newnan Coweta County

FDC 4/4764 CCO IAP NEWNAN COWETA COUNTY, ATLANTA, GA. LOC RWY 32, AMDT 2..PROCEDURE NA. 1409121844-1503121844EST.

Paulding Northwest Atlanta

FDC 4/4219 PUI IAP PAULDING NORTHWEST ATLANTA, ATLANTA, GA. RNAV (GPS) PRM RWY 31, ORIG-B..LPV MINIMUMS NA. NAVA/VNAV MINIMUMS NA. NIGHT LANDING: RWY 31 NA. 1409111546-1503111546EST.

FDC 4/4219 PUI IAP PAULDING NORTHWEST ATLANTA, ATLANTA, GA. ILS OR LOC/DME RWY 31, ORIG-B..S-ILS 31 MINIMUMS NA. S-LOC 31 MINIMUMS NA. NIGHT LANDING: RWY 31 NA. 1409111546-1503111546EST.

FDC 4/4219 PUI IAP PAULDING NORTHWEST ATLANTA, ATLANTA, GA. ILS OR LOC/DME RWY 31, ORIG-B..<S-ILS 31 MINIMUMS NA. S-LOC 31 MINIMUMS NA. NIGHT LANDING: RWY 31 NA. 1409111546-1503111546EST.

Augusta

Augusta Rgnl At Bush Field

FDC 4/4277 AGS SID AUGUSTA RGNL AT BUSH FIELD, AUGUSTA, GA. SAMMI (RNAV) TWO DEPARTURE..CHATT (RNAV) THREE DEPARTURE..DOVER (RNAV) THREE DEPARTURE..JUNPR (RNAV) THREE DEPARTURE..KAOLN (RNAV) FOUR DEPARTURE..RDBUD (RNAV) TWO DEPARTURE...TAKEOFF MINIMUMS: RWY 17: STANDARD WITH MINIMUM CLIMB OF 267 FT PER NM TO 2400. RWY 26: STANDARD WITH MINIMUM CLIMB OF 324 FT PER NM TO 2000. RWY 35: STANDARD WITH MINIMUM CLIMB OF 305 FT PER NM TO 2500. ALL OTHER DATA REMAINS THE SAME AS PUBLISHED. 1408151945-1502151945EST.

Daniel Field

FDC 4/4994 DNL IAP DANIEL FIELD, AUGUSTA, GA. RNAV (GPS) RWY 11, ORIG..DECENT ANGLE 3.0/TCH 65 NA. NOTE: PROCEDURE NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412081417-1506061417EST.

FDC 4/4981 DNL IAP DANIEL FIELD, AUGUSTA, GA. NDB/DME-C, AMDT 4..VOR/DME-B, AMDT 1..NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412081408-1506061408EST.

FDC 4/4976 DNL IAP DANIEL FIELD, AUGUSTA, GA. RADAR-1 ASR 11, AMDT 7B..RADAR-1 ASR 29, AMDT 7B..PROCEDURE NA AT NIGHT. 1412081352-1506061352EST.

FDC 4/4319 DNL SID DANIEL FIELD, AUGUSTA, GA. AZALA (RNAV) TWO DEPARTURE..CHATT (RNAV) THREE DEPARTURE..MISTY (RNAV) FOUR DEPARTURE..NDINA (RNAV) THREE DEPARTURE..SAMMI (RNAV) TWO DEPARTURE..TAKEOFF MINIMUMS: RWY 23, STANDARD WITH MINIMUM CLIMB OF 337 FT PER NM TO 1300. ALL OTHER DATA REMAINS THE SAME AS PUBLISHED. 1408152034-1502152034EST.

FDC 4/0644 DNL IAP DANIEL FIELD, AUGUSTA, GA. NDB RWY 11, AMDT 4..NOTE: PROCEDURE NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. 1408151945-1502151945EST.

1-AFPN-50
**BAXLEY**

Baxley Muni

**FDC 4/6474** BHC IAP BAXLEY MUNI, BAXLEY, GA. RNAV (GPS) RWY 8, AMDT 1A...NOTE: NIGHT LANDING: RWY 8 CATS C/D NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408211753-1502211753EST.

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**BLAKEYLY**

Early County

**FDC 4/5038** BIJ IAP EARLY COUNTY, BLAKEYLY, GA. RNAV (GPS) RWY 5, AMDT 2...NOTE: NIGHT LANDING: RWY 5 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410091500-1504071500EST.

**FDC 4/5037** BIJ IAP EARLY COUNTY, BLAKEYLY, GA. RNAV (GPS) RWY 23, AMDT 2...NOTE: NIGHT LANDING: RWY 23 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410091500-1504071500EST.

**FDC 4/5035** BIJ IAP EARLY COUNTY, BLAKEYLY, GA. LOC/NDB RWY 23, AMDT 1A...NOTE: NIGHT LANDING: RWY 23 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410091500-1504071500EST.

**FDC 4/3868** BIJ IAP EARLY COUNTY, BLAKEYLY, GA. LOC/NDB RWY 23, AMDT 1A...LOCALIZER UNUSABLE FROM 0.8 NM TO THLD. MISSED APPROACH POINT 3.97 NM AFTER IWJ NDB. TIME DISTANCE TABLE: 60 KNOTS/3.58 MIN, 90 KNOTS/2.39 MIN, 120 KNOTS/1.59 MIN, 150 KNOTS/1.35 MIN, 180 KNOTS/1.19 MIN. 1411131731-1505121731EST.

**FDC 4/2965** BIJ IAP EARLY COUNTY, BLAKEYLY, GA. LOC/NDB RWY 23, AMDT 1A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. IWJ NDB OUT OF SERVICE. 1410091500-1504071500EST.

**FDC 4/2753** BIJ IAP EARLY COUNTY, BLAKEYLY, GA. LOC/NDB RWY 23, AMDT 1A...PROCEDURE NA. 1410022007-1503312007EST.

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**BRUNSWICK**

Brunswick Golden Isles

**FDC 7/2864** BQK FI/T BRUNSWICK GOLDEN ISLES, BRUNSWICK, GA. VOR/DME B, AMDT 8...ALTERNATE MINIMUMS NA.

**FDC 0/0319** BQK FI/T BRUNSWICK GOLDEN ISLES, BRUNSWICK, GA. ILS OR LOC RWY 7, AMDT 10...VOR/DME B, AMDT 9...ALTERNATE MINIMUMS NA. SSI VORTAC UNMONITORED.

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**Malcolm Mc Kinnon**

**FDC 7/2863** SSI FI/T MALCOLM MCKINNON, BRUNSWICK, GA. VOR RWY 4, AMDT 16...ALTERNATE MINIMUMS NA.

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**FDC 4/2631** SSI IAP MALCOLM MCKINNON, BRUNSWICK, GA. VOR/DME RWY 4, AMDT 16...NIGHT LANDING: RWY 4 CAT C/D, RWY 22 CAT C/D. 1410231800-1504211800EST.


**FDC 4/2629** SSI IAP MALCOLM MCKINNON, BRUNSWICK, GA. RNAV (GPS) RWY 22, ORIG...NIGHT LANDING: RWY 4 CAT C/D, RWY 22 CAT C/D, RWY 16, 34 NA. 1410231800-1504211800EST.

**FDC 0/0320** SSI FI/T MALCOLM MCKINNON, BRUNSWICK, GA. VOR RWY 4, AMDT 16...ALTERNATE MINIMUMS NA. SSI VORTAC UNMONITORED.

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**BUTLER**

Butler Muni


**FDC 4/3759** 6A1 IAP BUTLER MUNI, BUTLER, GA. RNAV (GPS) RWY 18, AMDT 1...STRAIGHT-IN MINIMUMS NA. CIRCLING MDA 1280/HAA 613 CATS A/B. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410271745-1504251745EST.

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**CAIRO**

Cairo-Grady County

**FDC 5/0426** 70J IAP CAIRO-GRADY COUNTY, CAIRO, GA. RNAV (GPS) RWY 13, AMDT 1A...DESCENT ANGLE 3.00/TCH 45 NA. 1501052000-1507042000EST.

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**CARROLLTON**

West Georgia Rgnl - O V Gray Field
CTJ ODP WEST GEORGIA RGNL - O V GRAY FIELD, CARROLLTON, GA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF MINIMUMS RWFY 35, 300-1 OR STANDARD WITH A MINIMUM CLIMB OF 276 FEET PER NM TO 1700. ALL OTHER DATA REMAINS AS PUBLISHED. 1501051842-1507041842EST.

CTJ IAP WEST GEORGIA RGNL - O V GRAY FIELD, CARROLLTON, GA. ILS OR LOC/NDB RWFY 35, ORIG...NOTE: CIRCLING TO RWY 17 NA AT NIGHT. CHANGE BACKUP ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NEWNAN COWETA COUNTY ALTIMETER SETTING AND INCREASE DA TO 1430 FEET AND ALL VISIBILITIES 1/4 MILE; INCREASE ALL MDA 100 FEET AND S-LOC 35 CAT C AND CIRCLING CAT C VISIBILITIES 1/4 MILE AND S-LOC 35 CAT D 1/2 MILE. 1409231159-1503231159EST.

CTJ IAP WEST GEORGIA RGNL - O V GRAY FIELD, CARROLLTON, GA. RNAV (GPS) RWFY 17, ORIG-A...NOTE: RWY 17 STRAIGHT-IN AND CIRCLING MINIMUMS NA AT NIGHT. CHANGE BACKUP ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NEWNAN COWETA COUNTY ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET AND LNAV CATS C/D AND CIRCLING CAT C VISIBILITIES 1/4 MILE. CHANGE *1960 WHEN USING NEWNAN COWETA COUNTY ALTIMETER SETTING. CHANGE HELICOPTER VISIBILITY NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409221904-1503211904EST.

CLAXTON

Claxton-Evans County

COLUMBUS

COLUMBUS

17 J IAP DONALSONVILLE MUNI, DONALSONVILLE, GA. RNAV (GPS) RWFY 19, AMDT 1A...NOTE: NIGHT LANDING: RWY 36 NA. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED...DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 36 PROCEDURE NA AT NIGHT...1410161335-1504141335EST.
FDC 4/3788 17J IAP DONALSONVILLE MUNI, DONALSONVILLE, GA. VOR/DME A, AMDT 3...RNAV (GPS) RWY 18, AMDT 1A...NOTE: NIGHT LANDING: RWY 36 NA. 1409101958-1503101958 EST.

FDC 4/0447 17J IAP DONALSONVILLE MUNI, DONALSONVILLE, GA. RNAV (GPS) RWY 18, AMDT 1...RNAV (GPS) RWY 36, AMDT 1...VOR/DME A, AMDT 3...CHANGE ALL REFERENCE TO RWY 18/36 TO 1/19. 1408061626-1502061626 EST.

FDC 4/0445 17J ODP DONALSONVILLE MUNI, DONALSONVILLE, GA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...CHANGE ALL REFERENCE TO RWY 18/36 TO RWY 1/19. 1408061626-1502061626 EST.

FITZGERALD

Fitzgerald Mun

FDC 4/8210 FZG IAP FITZGERALD MUNI, FITZGERALD, GA. NDB RWY 1, ORIG-B...DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 1 PROCEDURE NA AT NIGHT. CHART NOTE: PROCEDURE NA AT NIGHT. CHANGE VISIBILITY REDUCTION BY HELICOPTERS NA NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED. 1401061326-1504141326 EST.

FDC 4/8177 FZG IAP FITZGERALD MUNI, FITZGERALD, GA. RNAV (GPS) RWY 1, ORIG-A...DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 1 PROCEDURE NA AT NIGHT. CHANGE NOTE: PROCEDURE NA AT NIGHT. CHANGE VISIBILITY REDUCTION BY HELICOPTERS NA NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED. CHANGE FOR UNCOMPENSATED BARO-VNAV SYSTEMS NOTE TO READ: FOR UNCOMPENSATED VNAV SYSTEMS, LNVA/VNAV NA BELOW -15C (5F) OR ABOVE 54C (130F). 1401061418-1504141418 EST.

FDC 4/8173 FZG IAP FITZGERALD MUNI, FITZGERALD, GA. LOC/NDB RWY 1, ORIG...CHART NOTE: PROCEDURE NA AT NIGHT. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 1 PROCEDURE NA AT NIGHT. 1401061412-1504141412 EST.

FORT STEWART(HINESVILLE)

Wright AAF (Fort Stewart)/Midcoast Rgnl


GRiffin

Griffin-Spalding County

FDC 4/5744 6A2 IAP GRIFFIN-SPALDING COUNTY, GRIFFIN, GA. RNAV (GPS) RWY 14, ORIG-B...DELETE NOTE: WHEN VGSI INOP, CIRCLING RWY 32 NA AT NIGHT. DELETE NOTE: STRAIGHT-IN/CIRCLING RWY 14 PROCEDURE NA AT NIGHT. CHART NOTE: NIGHT LANDING: RWY 14 NA. THIS IS RNAV (GPS) RWY 14, ORIG-C. 1408201756-PERM.


HAZLEhurst

Hazlehurst
AZE IAP HAZLEHURST, HAZLEHURST, GA. RNA V (GPS) RWY 14, ORIG...LNA V MDA NA. NOTE: PROCEDURE NA AT NIGHT. CHANGE HELICOPTER VISIBILITY NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408121446-1502121446EST.

AZE IAP HAZLEHURST, HAZLEHURST, GA. NDB RWY 14, AMDT 4...S-14 NA. NOTE: PROCEDURE NA AT NIGHT. CHANGE HELICOPTER VISIBILITY NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408121446-1502121446EST.

FDC 4/5106 HOE IAP HOMERVILLE, HOMERVILLE, GA. RNA V (GPS) RWY 14, ORIG...NOTE: PROCEDURE NA. 1412081548-1506061548EST.

FDC 4/5108 HOE IAP HOMERVILLE, HOMERVILLE, GA. NDB RWY 14, AMDT 2...MUZLR FIX MINIMUMS: S-14 MDA 680/HAT 494 ALL CATS. MUZLR TO R14: 3.22/40. PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. CHANGE WAYCROSS ALTIMETER SETTING NOTE TO READ: USE WAYCROSS ALTIMETER SETTING; WHEN NOT RECEIVED, USE VALDOSTA RNGL ALT IMETER SETTING AND INCREASE ALL MDA 20 FEET AND MUZLR FIX MINIMUMS S-14 CAT C VISIBILITY 1/4 MILE. 1412081548-1506061548EST.

HOMERVILLE

Homerville

JEKYLL ISLAND

Jekyll Island

LAFAYETTE

Barwick Lafayette

LAGRANGE

Lagrange-Callaway

LAWRENCEVILLE

Gwinnett County - Briscoe Field
FDC 4/3039  LZU IAP GWINNETT COUNTY - BRISCOE FIELD, LAWRENCEVILLE, GA. RNAV (GPS) RWY 7, ORIG-A...DISREGARD NOTE: STRAIGHT-IN/CIRCLING RWY 7 PROCEDURE NA AT NIGHT. CHANGE HELICOPTER NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1410031911-1504011911EST.

FDC 4/3026  LZU IAP GWINNETT COUNTY - BRISCOE FIELD, LAWRENCEVILLE, GA. VOR/DME RWY 7, AMDT 2A...DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 7 PROCEDURE NA AT NIGHT. CHANGE NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1410031843-1504151840EST.

FDC 4/9208  MCN IAP MIDDLE GEORGIA RGNL, MACON, GA. RNAV (GPS) RWY 23, AMDT 2A...LPV DA 635/HATH 281 ALL CATS. 1410171835-1504151835EST.

FDC 4/9207  MCN IAP MIDDLE GEORGIA RGNL, MACON, GA. RNAV (GPS) RWY 13, AMDT 2A...LNA V/VNA V DA 745/HATH 391 ALL CATS. 1410171835-1504151835EST.

FDC 4/8751  MCN IAP MIDDLE GEORGIA RGNL, MACON, GA. ILS OR LOC/DME RWY 5, AMDT 1A...S-ILS 5 DA 594/HAT 250, VIS RVR 4000 ALL CATS. S-LOC 5 CAT A AND B VIS RVR 4000. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. DISREGARD NOTE: *1800 CAT A/B/C/D RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA. NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 5 ALL CATS. 1412121805-1506101805EST.

FDC 4/8750  MCN IAP MIDDLE GEORGIA RGNL, MACON, GA. RNAV (GPS) RWY 5, AMDT 1A...LPV DA 594/HAT 250, VIS RVR 4000 ALL CATS. LNAV/VNAV DA 890/HAT 546, VIS 1 1/2 ALL CATS. LNAV CAT A AND B VIS RVR 4000. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. NOTE: INOPERATIVE TABLE DOES NOT APPLY TO LPV ALL CATS. 1412121805-1506101805EST.

FDC 4/7686  MCN IAP MIDDLE GEORGIA RGNL, MACON, GA. RNAV (GPS) RWY 31, AMDT 1...NOTE: NIGHT LANDING: RWY 31 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411032031-1505022031EST.

FDC 4/1359  MCN IAP MIDDLE GEORGIA RGNL, MACON, GA. RNAV (GPS) RWY 5, AMDT 1...NOTE: NIGHT LANDING: RWY 31 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411072212-1505062212EST.

FDC 4/1345  MCN IAP MIDDLE GEORGIA RGNL, MACON, GA. ILS OR LOC/DME RWY 5, AMDT 1...NOTE: NIGHT LANDING: RWY 31 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411072210-1505062210EST.

FDC 4/1344  MCN IAP MIDDLE GEORGIA RGNL, MACON, GA. VOR RWY 23, AMDT 4A...NOTE: NIGHT LANDING: RWY 31 NA. 1411072208-1505062208EST.

MC RAE

Telfair-Wheeler

FDC 4/8161  MQW IAP TELFAIR-WHEELEER, MC RAE, GA. RNAV (GPS) RWY 3, ORIG...NOTE: PROCEDURE NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409221953-1503221953EST.

FDC 4/8010  MQW IAP TELFAIR-WHEELEER, MC RAE, GA. RNAV (GPS) RWY 21, AMDT 1...NOTE: NIGHT LANDING: RWY 21 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409222165-1503222165EST.

FDC 4/7976  MQW IAP TELFAIR-WHEELEER, MC RAE, GA. NDB RWY 21, AMDT 10...NOTE: NIGHT LANDING: RWY 21 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409222153-1503222153EST.

METTER

Metter Muni

FDC 5/0451  MHP IAP METTER MUNI, METTER, GA. RNAV (GPS) RWY 10, ORIG...NOTE: NIGHT LANDING: RWY 10 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. MSA RW10 25 NM 2600. 1501052023-1507042022EST.

FDC 4/8189  MHP IAP METTER MUNI, METTER, GA. RNAV (GPS) RWY 28, ORIG...MSA RW28 25 NM 2600. 1409220330-1503212030EST.

MILLENN

Millen
FDC 4/4999 2J5 IAP MILLEN, MILLEN, GA. RNAV (GPS) RWY 17, AMDT 2...RNAV (GPS) RWY 35, AMDT 1...LPV, LNAV/VNAV, LNAV MINIMUMS NA. 1411141740-1505131740EST.

MONROE

Monroe-Walton County

FDC 4/4925 D73 IAP MONROE-WALTON COUNTY, MONROE, GA. RNAV (GPS) RWY 3, AMDT 2...CHANGE WHEN VGS INOPERATIVE, STRAIGHT-IN/CIRCLING TO RWY 3 PROCEDURE NA AT NIGHT NOTE TO READ: PROCEDURE NA AT NIGHT. CHANGE VISIBILITY REDUCTION BY HELICOPTERS NA NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412081312-1506061312EST.

NAHUNTA

Brantley County

FDC 4/3694 4J1 IAP BRANTLEY COUNTY, NAHUNTA, GA. RNAV (GPS) Y RWY 1, ORIG...CIRCLING TO RWY 19 NA AT NIGHT. CHANGE HELICOPTER VISIBILITY NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. CHANGE PLANVIEW NOTE FOR PROCEDURE ARRIVALS ON SSI TO READ: PROCEDURE NA FOR ARRIVALS ON SSI VORTAC AIRWAY RADIALS 188 CW 326. 1411131601-1505121600EST.

FDC 4/3237 4J1 IAP BRANTLEY COUNTY, NAHUNTA, GA. RNAV (GPS) Z RWY 19, ORIG...CHANGE HELICOPTER VISIBILITY NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. NOTE: NIGHT LANDING: RWY 19 NA. CHANGE PLANVIEW NOTE FOR ARRIVALS ON AYS TO READ: PROCEDURE NA FOR ARRIVALS ON AYS VORTAC AIRWAY RADIALS 136 CW 156. CHANGE PLANVIEW NOTE FOR ARRIVALS ON SSI TO READ: PROCEDURE NA FOR ARRIVALS ON SSI VORTAC AIRWAY RADIALS 247 CW 018. 1411131312-1505121312EST.

FDC 4/3236 4J1 IAP BRANTLEY COUNTY, NAHUNTA, GA. RNAV (GPS) Z RWY 1, ORIG...CHANGE HELICOPTER VISIBILITY NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. CHANGE PLANVIEW NOTE FOR PROCEDURE ARRIVALS ON SSI TO READ: PROCEDURE NA FOR ARRIVALS ON SSI VORTAC AIRWAY RADIALS 188 CW 326. CHART PROFILE NOTE: VGS AND RNAV GLIDEPATH NOT COINCIDENT. 1411131312-1505121312EST.

NASHVILLE

Berrien Co

FDC 4/9205 4J2 IAP BERRIEN CO, NASHVILLE, GA. GPS RWY 10, ORIG-B...S-10 NA. PROCEDURE NA AT NIGHT. HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. RUNWAY 10 THRESHOLD DISPLACED 1200 FT. 1408281634-1502281634EST.

PINE MOUNTAIN

Harris County

FDC 4/4691 PIM IAP HARRIS COUNTY, PINE MOUNTAIN, GA. VOR A, AMDT 5A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CSG VOR OUT OF SERVICE. 1407241100-1501241100EST.

FDC 4/4688 PIM IAP HARRIS COUNTY, PINE MOUNTAIN, GA. NDB RWY 9, AMDT 9A...IDDAE MINIMUMS NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CSG VOR OUT OF SERVICE. 1407241100-1501241100EST.

ROME

Richard B Russell Regional - J H Towers Field

FDC 4/9493 RMG ODP RICHARD B. RUSSELL REGIONAL - J.H. TOWERS FIELD, ROME, GA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...TAKEOFF MINIMUMS: RWY 7, STANDARD WITH A MINIMUM CLIMB OF 225 FEET PER NM TO 1400. ALL OTHER DATA REMAINS AS PUBLISHED. 1409251224-1503251224EST.

FDC 4/8967


FDC 4/8968


SANDERSVILLE

Kaolin Field

FDC 4/8165 OKZ IAP KAOLIN FIELD, SANDERSVILLE, GA. RNAV (GPS) RWY 13, AMDT 2. NOTE: NIGHT LANDING: RWY 13 NA. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409221953-1503221953EST.

SAVANNAH

Savannah/Hilton Head Intl
SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. RNAV (RNP) Y RWY 28, AMDT 1...CHANGE ALL REFERENCE TO THRE TO TDZE, TDZE 50 FT, RNP 0.15 DA(H) 343 (293), RNP 0.30 DA(H) 433 (383) THIS IS RNAV (RNP) Y RWY 28 AMDT 1B. 1406051230-PERM.

SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. RNAV (GPS) RWY 1, AMDT 2...RNAV MDA 520/HAT 490 ALL CATS. 1409191912-1503191912EST.

SAVANNAH/HILTON HEAD INTL, SAVANNAH, GA. VOR/DME A, ORIG-A...PROCEDURE NA. 1408071150-1502071150EST.

THOMASVILLE

Thomasville Rgnl

TVI IAP THOMASVILLE RGNL, THOMASVILLE, GA. RNAV (GPS) RWY 22, ORIG...CIRCLING CAT A MDA 700/HAA 436.. CHANGE LOCAL... FEET, AND ALL VISIBILITIES 1/4 MILE. DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. 1410241515-1504221515EST.

FDC 4/3063

THOMSON

Thomson-Mcduffie County

HQU IAP THOMSON-MCDUFFIE COUNTY, THOMSON, GA. RNAV (GPS) RWY 28, ORIG-A...LPV DA NA. RNAV/VNAV DA NA. PROCEDURE NA AT NIGHT. 1407251252-1501251252EST.

FDC 4/4444

FDC 4/4442

TIFTON

Henry Tift Myers

TMA IAP HENRY TIFT MYERS, TIFTON, GA. VOR RWY 28, AMDT 10A...DISREGARD NOTE: STRAIGHT-IN AND CIRCLING TO RWY 28 AND CIRCLING TO RWYS 10/15 NA AT NIGHT. ADD NOTE: NIGHT LANDING RWY 28 NA. 1411171319-1505161319EST.

FDC 4/5685

FDC 4/5683

FDC 4/5680

FDC 4/4054

FDC 4/1600

TOCCOA

Toccoa Rg Letourneau Field

TOC IAP TOCCOA RG LETOURNEAU FIELD, TOCCOA, GA. RNAV (GPS) RWY 2, ORIG... RNAV (GPS) RWY 20, AMDT 1B...VOR/DME RWY 2, AMDT 2...VOR RWY 20, AMDT 13...CHANGE ALL REFERENCE TO RWY 2/20 TO RWY 3/21. 1409181143-1503181143EST.
VALDOSTA

Valdosta Rgnl

FDC 9/9618 VLD FI/T VALDOSTA RGNL, VALDOSTA, GA. ILS OR LOC RWY 35, AMDT 6 ALTERNATE MINIMUMS NA. GEF VOR UNMON.

VIDALIA

Vidalia Rgnl

FDC 4/3105 VDI ODP VIDALIA RGNL, VIDALIA, GA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TEXTUAL DEPARTURE PROCEDURE CLIMB GRADIENT...NOTE: NIGHT LANDING: RWY 31 NA.

WINDER

Barrow County

FDC 4/0048 VDI IAP VIDALIA RGNL, VIDALIA, GA. RNAV (GPS) RWY 24, AMDT 1A...NOTE: WHEN VGSI INOP, STRAIGHT-IN AND CIRCLING RWY 23 PROCEDURES NA AT NIGHT. NOTE: CIRCLING TO RWY 13 NA AT NIGHT.

FDC 4/9095 WDR IAP BARROW COUNTY, WINDER, GA. RNAV (GPS) RWY 23, ORIG...NOTE: WHEN VGSI INOP, STRAIGHT-IN AND CIRCLING RWY 23 PROCEDURES NA AT NIGHT. NOTE: CIRCLING TO RWY 13 NA AT NIGHT.

FDC 4/3096 WDR IAP BARROW COUNTY, WINDER, GA. RNAV (GPS) RWY 31, AMDT 1A...NOTE: WHEN VGSI INOP, STRAIGHT-IN AND CIRCLING RWY 23 PROCEDURES NA AT NIGHT. NOTE: CIRCLING TO RWY 13 NA AT NIGHT.

FDC 5/0675 WDR IAP BARROW COUNTY, WINDER, GA. VOR/DME-A, AMDT 9D...NOTE: WHEN VGSI INOP, CIRCLING RWY 23 NA AT NIGHT. NOTE: NIGHT LANDING: RWY 13 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW IS NOT AUTHORIZED. CHANGE LOCAL ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ATHENS ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET AND CAT C VISIBILITY 1/4 MILE.

FDC 4/7309 WDR IAP BARROW COUNTY, WINDER, GA. RNAV (GPS) RWY 13, AMDT 1...NOTE: STRAIGHT-IN AND CIRCLING RWY 13 PROCEDURES NA AT NIGHT. NOTE: WHEN VGSI INOP, CIRCLING RWY 23 NA AT NIGHT.

FDC 4/1739 WDR ODP BARROW COUNTY, WINDER, GA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKEOFF MINIMUMS: RWY 23, NA. DEPARTURE PROCEDURE: RWY 23, NA. ALL OTHER DATA REMAINS AS PUBLISHED.

HAWAII

HILO

Hilo Intl
ITO FI/T HILO INTL, HILO, HI. ILS OR LOC RWY 26, AMDT 12B. MISSED APPROACH: CLIMB TO 450 THEN CLIMBING LEFT TURN TO 3000 DIRECT POA NDB AND HOLD N, LT, 160 INBOUND. ADF REQUIRED. ITO VORTAC OTS. RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. ITO VORTAC OTS.

HONOLULU

Honolulu Intl

FDC 4/3922 HNL IAP HONOLULU INTL, HONOLULU, HI. HI ILS RWY 4, AMDT 1...CHANGE FIX ALANA IN PLANVIEW TO ALANA INT/CKH 17.44 DME. 1409110827-1503110827EST.

FDC 4/3255 HNL STAR HONOLULU INTL, HONOLULU, HI. REEEF FOUR ARRIVAL (RNAV): NA 1407212200-0000PERM.

FDC 4/3252 HNL STAR HONOLULU INTL, HONOLULU, HI. FRTZI TWO ARRIVAL (RNAV): NA 1407212200-0000PERM.

FDC 4/3251 HNL STAR HONOLULU INTL, HONOLULU, HI. HAABR ONE ARRIVAL (RNAV): NA 1407212200-0000PERM.

KAHULUI

Kahului

FDC 4/7108 OGG SID KAHULUI, KAHULUI, HI. BEACH THREE DEPARTURE...ADD TAKEOFF OBSTACLE NOTE: RWY 23, CONSTRUCTION EQUIPMENT BEGINNING 3108 FEET FROM DER, 391 FEET LEFT OF CENTERLINE, UP TO 128 FEET AGL/143 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1410151445-1504131445EST.

FDC 4/5746 OGG IAP KAHULUI, KAHULUI, HI. VOR RWY 20, ORIG-B...MISS CONSTRUCTION PACKAGE ADDRESSING POTENTIAL OBSTACLE NOTE: CLIMB TO 6000 VIA OGG R-187 TO INTERCEPT LNY R-090, THEN CLIMBING RIGHT TURN DIRECT DIPPS AND HOLD W, RT, 090.00 INBOUND, CONTINUE CLIMB-IN-HOLD TO 6000. 1412091505-1506071505EST.

FDC 4/5745 OGG IAP KAHULUI, KAHULUI, HI. LOC/DME BC RWY 20, AMDT 14...MISS CONSTRUCTION PACKAGE ADDRESSING POTENTIAL OBSTACLE NOTE: CLIMB TO 6000 VIA OGG R-187 TO INTERCEPT LNY R-090, THEN CLIMBING RIGHT TURN DIRECT DIPPS AND HOLD W, RT, 090.00 INBOUND, CONTINUE CLIMB-IN-HOLD TO 6000. 1412091505-1506071505EST.

FDC 4/5742 OGG IAP KAHULUI, KAHULUI, HI. RNAV (GPS) RWY 20, ORIG...PROCEDURE NA. 1412091505-1506071505EST.

KAILUA/KONA

Kona Intl At Keahole

FDC 4/2400 KOA STAR KAILUA-KONA, KAILUA-KONA, HI. KA KAIKO ONE ARRIVAL (RNAV)...NA 1412271700-1412311000EST.

KALAUPAPA

Kalaupapa

FDC 4/4728 LUP IAP KALAUPAPA, KALAUPAPA, HI. RNAV (GPS) A, ORIG...DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. ADD NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409121736-1503121736EST.

KAMUELA

Waimea-Kohala

FDC 4/5715 MUE IAP WAIMEA-KOHALA, KAMUELA, HI. RNAV (GPS) RWY 22, ORIG-A...PLANVIEW NOTE: PROCEDURE NA FOR ARRIV AL AT VELLA ON V3 NORTHEAST BOUND, V22 SOUTHEAST BOUND...DISREGARD NOTE: STRAIGHT-IN MINIMUMS NA AT NIGHT...NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED...NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA...DISREGARD NOTE: GPS OR RNP-0.3 REQUIRED... 1410101812-1504081812EST.

FDC 4/5714 MUE IAP WAIMEA-KOHALA, KAMUELA, HI. VOR/DME-A, ORIG...NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA... 1410101812-1504081812EST.

FDC 4/5713 MUE IAP WAIMEA-KOHALA, KAMUELA, HI. VOR/DME-4, ORIG...NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA... 1410101812-1504081812EST.

FDC 1/0293 MUE FI/T IAP WAIMEA-KOHALA, KAMUELA, HI. VOR/DME 4, ORIG. VOR/DME RWY 4, ORIG. ALTERNATE MINIMUMS NA, MUE VOR/DME UNMONITORED.

KAPOLEI

Kalaeloa (John Rodgers Field)

FDC 4/2563 JRF SPECIAL KALAELOA (JOHN RODGERS FIELD), KAPOLEI, HI. (SPECIAL) DEVIN VOR/DME OR TACAN RWY 4R, ORIG...MICHAEL NDB RWY 4R, ORIG...PROCEDURE NA. 1409080621-1503080621EST.

LIHUE

Lihue

FDC 0/8607 ITO FI/T HILO INTL, HILO, HI. ILS OR LOC RWY 26, AMDT 12B. MISSED APPROACH: CLIMB TO 450 THEN CLIMBING LEFT TURN TO 3000 DIRECT POA NDB AND HOLD N, LT, 160 INBOUND. ADF REQUIRED. ITO VORTAC OTS. RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. ITO VORTAC OTS.
**IDIHO**

**BLACKFOOT**

McCarley Fld

**FDC 4/3972** U02 IAP MCCARLEY FLD, BLACKFOOT, ID. RNAV (GPS) A, ORIG...ADD NOTE: CIRCLING TO Rwy 19 NA AT NIGHT. VDA 3.05/TCH 37 NA. ADD PROFILE NOTE: DESCENT ANGLE NA. ADD NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409111032-1503111032EST.

**FDC 4/3971** U02 IAP MCCARLEY FLD, BLACKFOOT, ID. VOR/DME C, ORIG...RNAV (GPS) B, ORIG...ADD NOTE: CIRCLING TO Rwy 19 NA AT NIGHT. ADD NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409111031-1503111031EST.

**FDC 4/3966** U02 IAP MCCARLEY FLD, BLACKFOOT, ID. RNAV (GPS) A, ORIG...ADD NOTE: CIRCLING TO Rwy 19 NA AT NIGHT. VDA 3.05/TCH 37 NA. ADD PROFILE NOTE: DESCENT ANGLE NA. ADD NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409111032-1503111032EST.

**HAILEY**

Friedman Memorial

**FDC 2/5144** SUN FI/T SPECIAL FRIEDMAN MEMORIAL, HAILEY, ID. (SPECIAL) RNAV Z Rwy 31, AMDT 1.PROCEDURE NA.

**LEWISTON**

Lewiston-Nez Perce County

**FDC 5/2475** LWS IAP LEWISTON-NEZ PERCE COUNTY, LEWISTON, ID. RNAV (RNP) Rwy 30, ORIG-B...RNP 0.30 DA 1778/336 HAT, VIS 1 1/8 ALL CATS... 1501092037-1507082037EST.

**FDC 4/4729** LWS ODP LEWISTON-NEZ PERCE COUNTY, LEWISTON, ID. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3A...TAKEOFF MINIMUMS. Rwy 12, STANDARD WITH A MINIMUM CLIMB OF 250 FT PER NM TO 2400. Rwy 26, STANDARD WITH A MINIMUM CLIMB OF 230 FT PER NM TO 2800. DEPARTURE PROCEDURE: RWYS 8, 12, 26, 30, TURN LEFT DIRECT MQG VOR/DME. CONTINUE CLIMB IN HOLDING PATTERN (W, LEFT TURNS, 066 INBOUND) TO CROSS MQG VOR/DME AT OR ABOVE 4400. ALL OTHER DATA REMAINS AS PUBLISHED. 1409121738-15031121738EST.

**TWIN FALLS**

Joslin Field - Magic Valley Rgnl

**FDC 4/5748** TWF IAP JOSLIN FIELD - MAGIC VALLEY RGNL., TWIN FALLS, ID. NDB Rwy 26, AMDT 7...PROCEDURE NA. 1410102125-1504082125EST.

**ILLINOIS**

**ALTON/ST LOUIS**

St Louis Rgnl

**FDC 4/8285** ALN IAP ST LOUIS RGNL., ALTON/ST LOUIS, IL. RNAV (GPS) Rwy 35, AMDT 1...DESCENT ANGLE 3.00/TCH 43 NA. 1408011411-1502011411EST.

**FDC 4/0390** ALN SID ST LOUIS RGNL., ALTON/ST LOUIS, IL. GATEWAY FIVE DEPARTURE.BRICKYARD TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, VHP VORTAC OUT OF SERVICE. 1401142230-1507051728EST.

**BELLEVILLE**

Scott AFB/Midamerica

**FDC 5/3906** BLV IAP SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. TACAN RWY 32L, AMDT 1...S-32L HAT 481 ALL CATS. CHART TDZE 439 DELETE THRE 437. THIS IS TACAN RWY 32L, AMDT 1A. 1501142230-PERM.

**FDC 5/3905** BLV IAP SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. RNAV (GPS) Rwy 32L, ORIG-C...RNAV HAT 481 ALL CATS. CHART TDZE 439 DELETE THRE 437. THIS IS RNAV (GPS) Rwy 32L, ORIG-D. 1501142230-PERM.

**FDC 5/3904** BLV IAP SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS OR LOC/DME Rwy 32L, AMDT 1A...S- ILS 32L DA 639. S-LOC 32L HAT 481 ALL CATS. CHART TDZE 439 DELETE THRE 437. THIS IS ILS OR LOC/DME Rwy 32L, AMDT 1B. 1501142230-PERM.
BLV IAP SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS OR LOC/DME RWY 32L, AMDT 1A...NOTE: RADAR REQUIRED FOR TERMINAL ROUTE TROY VORTAC TO BLVIL. NOTE: RADAR REQUIRED. 1411202332-1506192332EST.

BLV IAP SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS OR LOC RWY 32R, ORIG-E...CHANGE THRE 442 TO TDZE 442. THIS IS ILS OR LOC RWY 32R, ORIG-F. 1405291906-PERM.

BLV IAP SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS OR LOC/DME RWY 14L, ORIG-E...CHANGE THRE 442 TO TDZE 442. THIS IS ILS OR LOC/DME RWY 14L, ORIG-F. 1405291906-PERM.

FDC 4/4860 BLV IAP SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS OR LOC/DME RWY 32L, AMDT 1A...NOTE: RADAR REQUIRED FOR TERMINAL ROUTE TROY VORTAC TO BLVIL. NOTE: RADAR REQUIRED. 1411202332-1506192332EST.

FDC 4/5973 BLV IAP SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS OR LOC RWY 32R, ORIG-E...CHANGE THRE 442 TO TDZE 442. THIS IS ILS OR LOC RWY 32R, ORIG-F. 1405291906-PERM.

FDC 4/5880 BLV IAP SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS OR LOC/DME RWY 14L, ORIG-E...CHANGE THRE 442 TO TDZE 442. THIS IS ILS OR LOC/DME RWY 14L, ORIG-F. 1405291906-PERM.

FDC 4/8860 BLV IAP SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS OR LOC/DME RWY 32L, AMDT 1A...NOTE: RADAR REQUIRED FOR TERMINAL ROUTE TROY VORTAC TO BLVIL. NOTE: RADAR REQUIRED. 1411202332-1506192332EST.

FDC 4/5/8860 BLV IAP SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS OR LOC RWY 32R, ORIG-E...CHANGE THRE 442 TO TDZE 442. THIS IS ILS OR LOC RWY 32R, ORIG-F. 1405291906-PERM.

FDC 4/5973 BLV IAP SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS OR LOC RWY 32R, ORIG-E...CHANGE THRE 442 TO TDZE 442. THIS IS ILS OR LOC RWY 32R, ORIG-F. 1405291906-PERM.

FDC 4/5880 BLV IAP SCOTT AFB/MIDAMERICA, BELLEVILLE, IL. ILS OR LOC/DME RWY 14L, ORIG-E...CHANGE THRE 442 TO TDZE 442. THIS IS ILS OR LOC/DME RWY 14L, ORIG-F. 1405291906-PERM.


FDC 4/1238 CPS IAP ST LOUIS DOWNTOWN, CAHOKIA/ST LOUIS, IL. ILS OR LOC RWY 30L, AMDT 9A...RNAV (GPS) RWY 30L, ORIG...DISREGARD NOTE: CIRCLING TO RWYS 5, 23 AND 30R NA AT NIGHT. NOTE: NIGHT LANDING: RWY 05 NA. 1411072018-1506062018EST.

CAIRO

Cairo Rgnl

FDC 5/3909 CIR IAP CAIRO RGNL, CAIRO, IL. RNAV (GPS) RWY 14, ORIG...LP HAT 358 ALL CATS. LNAV HAT 398 ALL CATS. CHART TDZE 322 DELETE THRE 314. THIS IS RNAV (GPS) RWY 14, ORIG-A. 1501142225-1501142225PERM.

FDC 5/3908 CIR IAP CAIRO RGNL, CAIRO, IL. RNAV (GPS) RWY 32, ORIG...LNAV HAT 358 ALL CATS. CHART TDZE 322 DELETE THRE 319. THIS IS RNAV (GPS) RWY 32, ORIG-A. 1501142225-1501142225PERM.

FDC 5/3907 CIR IAP CAIRO RGNL, CAIRO, IL. NDB RWY 14, AMDT 2...S-14 HAT 1078 ALL CATS. HAINS FIX MINIMUMS S-14 HAT 638 ALL CATS. CHART TDZE 322 DELETE THRE 314. THIS IS NDB RWY 14, AMDT 2A. 1501142225-1501142225PERM.

CARBONDALE/MURPHYSBORO

Southern Illinois

FDC 4/4715 MDH IAP SOUTHERN ILLINOIS , CARBONDALE/MURPHYSBORO, IL. NDB RWY 18L, AMDT 13...S-18L MDA 860/HAT 453 ALL CATS. VIS CAT D 1 1/4. NOTE: NIGHT LANDING: RWY 6, 18R, 36L NA. CHANGE ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE WILLIAMSON CO RGNL ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET. 1410291327-1505271327EST.

FDC 4/4714 MDH IAP SOUTHERN ILLINOIS , CARBONDALE/MURPHYSBORO, IL. RNAV (GPS) RWY 18L, ORIG...LNAV/VNAV DA 827. LNAV HAT 529 ALL CATS. CHART TDZE 411 DELETE THRE 409. THIS IS RNAV (GPS) RWY 30L, ORIG-A. 1501142225-1501142225PERM.

FDC 4/4713 MDH IAP SOUTHERN ILLINOIS , CARBONDALE/MURPHYSBORO, IL. RNAV (GPS) RWY 18L, ORIG...LNAV/VNAV DA 827. LNAV HAT 529 ALL CATS. CHART TDZE 411 DELETE THRE 409. THIS IS RNAV (GPS) RWY 30L, ORIG-A. 1501142225-1501142225PERM.

FDC 4/1241 CPS IAP ST LOUIS DOWNTOWN, CAHOKIA/ST LOUIS, IL. RNAV (GPS) RWY 30R, ORIG...NOTE: NIGHT LANDING: RWY 05 NA. DISREGARD NOTE: PROCEDURE NA AT NIGHT. DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. 1411072018-1506062018EST.
MDH IAP SOUTHERN ILLINOIS, CARBONDALE/MURPHYSBORO, IL. ILS OR LOC RWY 18L, AMDT 13...S-LOC 18L MDA 800/HAT 393 ALL CATS. VIS CAT C 3/4, CAT D 1. NOTE: NIGHT LANDING: RWY 6, 18R, 36L NA. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 18L CAT D VISIBILITY TO 1 MILE. 1410291227-1505271227 EST.

MDH IAP SOUTHERN ILLINOIS, CARBONDALE/MURPHYSBORO, IL. RNAV (GPS) RWY 36R, ORIG...TDZE 406. LNA V MDA 860/HAT 454. VISIBILITY CAT D 1 1/2. VDP 0.92 NM TO RW36R. NOTE: NIGHT LANDING: RWY 6, 18R, 36L NA. 1412241206-1506221206 EST.

CASEY

Casey Muni

1H8 IAP CASEY MUNI, CASEY, IL. NDB RWY 22, AMDT 5...NDB RWY 4, AMDT 8...RNAV (GPS) RWY 22, ORIG...RNAV (GPS) RWY 4, ORIG...NOTE: PROCEDURE NA AT NIGHT. 1410282148-1505262148 EST.

CHAMPAIGN/URBANA

University Of Illinois-Willard

CM IAP UNIVERSITY OF ILLINOIS-WILLARD, CHAMPAIGN/URBANA, IL. VOR RWY 4, AMDT 12...S-4 BARRW FIX MINIMUMS NA. 1501142016-1507132016 EST.

CHICAGO

Chicago Midway Intl

MDW STAR CHICAGO MIDWAY INTL, CHICAGO, IL. FISSK THREE RNAV ARRIVAL...DELETE NOTE: TURBOJET AND TURBOPROP AIRCRAFT MAINTAIN 250K BELOW 10000FT UNTIL ADVISED BY ATC. 1410012026-1504012026.

MDW STAR CHICAGO MIDWAY INTL, CHICAGO, IL. RNAV (GPS) RWY 28R, AMDT 3A...LANAV/VNAV DA 1042/ HAT 391 ALL CATS, VISION RVR 4500 ALL CATS. CHANGE INOP NOTE TO READ: FOR INOPERATIVE ALSF, INCREASE LNA/VNA VISIBILITY ALL CATS AND LNA CAT C/D VISIBILITY TO RVR 5000. 1501120224-1508100224 EST.

ORD STAR CHICAGO O HARE INTL, CHICAGO, IL. ERNNY TWO ARRIVAL (RNAV)...NOTE: PROCEDURE ASSIGNED BY ATC ONLY. 1410201715-1411130901.

ORD STAR CHICAGO O HARE INTL, CHICAGO, IL. MADI ONE ARRIVAL (RNAV)...NOTE: PROCEDURE ASSIGNED BY ATC ONLY. 1410201715-1411130901.

ORD STAR CHICAGO O HARE INTL, CHICAGO, IL. WYNDE FIVE RNAV ARRIVAL...REVISE VERTICAL PLANNING INFORMATION AT WYNDE: EXPECT TO CROSS AT 11,000 FEET. DELETE VERTICAL PLANNING INFORMATION AT KURKK AND BAMBB. 1409191830-1411130901.

ORD STAR CHICAGO O HARE INTL, CHICAGO, IL. TRIDE ONE RNAV ARRIVAL...ADD NOTE: STL TRANSITION -ATC ASSIGNED ONLY 1409191830-1503050901.

ORD STAR CHICAGO O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 32R, AMDT 1B...LANAV/VNAV: DA 1089/HAT 436 ALL CATS. 1408230301-1503230301 EST.

ORD STAR CHICAGO O HARE INTL, CHICAGO, IL. MADII ONE ARRIVAL (RNAV)...NOTE: PROCEDURE ASSIGNED BY ATC ONLY. 1410201715-1411130901.

ORD STAR CHICAGO O HARE INTL, CHICAGO, IL. PANGG TWO RNAV ARRIVAL...DELETE NOTE: TURBOJET AND TURBOPROP AIRCRAFT MAINTAIN 250K BELOW 10000FT UNTIL ADVISED BY ATC. 1410012026-1504012026.
ORD IAP CHICAGO O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 22L, AMDT 1A...LNA V/VNA V DA 1077/HAT 423 ALL CATS. BUILDING, 782 MSL, 1.14 NM NE OF APPROACH END RWY 22L. 1409261335-1503251335 EST.

FDC 1/6106 ORD FT/T ODP CHICAGO O HARE INTL, CHICAGO, IL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 17. NOTE: RWY 32L, TEMPORARY CRANE 4907 FT FROM DEPARTURE END OF RUNWAY, 467 FT LEFT OF CENTERLINE, 130 FT AGL/798 FT MSL. REST OF DATA REMAINS AS PUBLISHED.

FDC 1/6105 ORD FT/T IAP CHICAGO O HARE INTL, CHICAGO, IL. BUILDING, 782 MSL, 1.14 NM NE OF APPROACH END RWY 22L. 1409261335-1503251335 EST.

Lansing Muni

FDC 4/4817 IGQ ODP LANSING MUNI, CHICAGO, IL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5... NOTE: RWY 9, TEMPORARY CRANE, 3343 FEET FROM DEPARTURE END OF RWY, 548 FEET RIGHT OF CENTERLINE, 136 FEET AGL/750 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 140291415-1505271415 EST.

FDC 4/4181 IGQ IAP LANSING MUNI, CHICAGO, IL. VOR-A, AMDT 6... NOTE: NIGHT LANDING: RWY 9 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410281545-1505261545 EST.

FDC 4/4180 IGQ IAP LANSING MUNI, CHICAGO, IL. LOC RWY 36, ORIG... RNAV (GPS) RWY 27, ORIG... RNAV (GPS) RWY 36, ORIG... RNAV (GPS) RWY 9, ORIG-A... NOTE: NIGHT LANDING: RWY 9 NA. 1410281545-1505261545 EST.

CHICAGO/PROSPECT HEIGHTS/WHEELING

Chicago Executive

FDC 4/7478 PWK IAP CHICAGO EXECUTIVE, CHICAGO/PROSPECT HEIGHTS/WHEELING, IL. ILS OR LOC RWY 16, AMDT 2A... NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1125. 1410151904-1504131904 EST.

FDC 4/3393 PWK SID CHICAGO EXECUTIVE, CHICAGO/PROSPECT HEIGHTS/WHEELING, IL. JORJO (RNAV) TWO...MONKZ (RNAV) TWO...PAL-WAUKEE TWO... NOTE: RWY 16, CONSTRUCTION EQUIPMENT, 680 FT FROM DEPARTURE END OF RWY, 528 FT LEFT OF CENTERLINE, 32 FT AGL/674 FT MSL. EXCEPT WHEN ADVISED BY ATC. ALL OTHER DATA REMAINS AS PUBLISHED. 1410251158-1504231158 EST.

FDC 4/0261 ORD IAP CHICAGO O HARE INTL, CHICAGO, IL. RNAV (GPS) RWY 22L, AMDT 1A... LNA V/VNA V DA 1077/HAT 423 ALL CATS. BUILDING, 782 MSL, 1.14 NM NE OF APPROACH END RWY 22L. 1409261335-1503251335 EST.

CHICAGO/WAUKEGAN

Waukegan Rgnl

FDC 4/4818 UGN IAP WAUKEGAN RGNL, CHICAGO/WAUKEGAN, IL. ILS RWY 23, AMDT 4... NOTE: NIGHT LANDING: RWY 14, 32 NA. 1408181955-1502181955 EST.

CHICAGO/WEST CHICAGO

Dupage


FDC 4/9669 DPA IAP DUPAGE, CHICAGO/WEST CHICAGO, IL. ILS OR LOC RWY 10, AMDT 8A... ILS OR LOC RWY 2L, AMDT 2B... RNAV (GPS) RWY 10, ORIG-B... RNAV (GPS) RWY 20R, AMDT 1B... VOR RWY 10, AMDT 1B... VOR RWY 2L, AMDT 1A... NOTE: NIGHT LANDING: RWY 15, 28, 33 NA. DISREGARD NOTE: CIRCLING TO RWY 20L/33 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 15 AND 28 NA AT NIGHT. 1411052208-1506042208 EST.


FDC 4/1051 DPA IAP DUPAGE, CHICAGO/WEST CHICAGO, IL. RNAV (GPS) RWY 2R, ORIG-A... CHANGE ... 751 TO TDZE 751. THIS IS RNAV (GPS) RWY 2R, ORIG-B. 1404111409- PERM.

FDC 4/0946 DPA IAP DUPAGE, CHICAGO/WEST CHICAGO, IL. RNAV (GPS) RWY 20L, ORIG-A... CHANGE THRE 759 TO TDZE 759. THIS IS RNAV (GPS) RWY 20L, ORIG-B. 1404111337- PERM.
DE KALB

De Kalb Taylor Muni

**FDC 5/0460**  DKB ODP DE KALB TAYLOR MUNI, DE KALB, IL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...NOTE: RWY 9, ANTENNA TOWER, 4536 FT FROM DEPARTURE END OF RWY, 760 FT RIGHT OF CENTERLINE, 130 FT AGL/1024 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501052030-1507042030EST.

GRAYSLAKE

Campbell

**FDC 5/2757**  C81 ODP CAMPBELL, GRAYSLAKE, IL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKE-OFF MINIMUMS: RWY 24, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 280 FT PER NM TO 1100. NOTE: RWY 24, TOWER 5132 FT FROM DER, 1033 FT LEFT OF CENTERLINE, 154 AGL/959 MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501120155-1508100155EST.

DOWNERS GROVE

Brookeridge Air Park

**FDC 4/9009** LL22 SPECIAL BROOKERIDGE AIR PARK, DOWNERS GROVE, IL. VOR/DME OR GPS A, AMDT 1...NOTE: NIGHT LANDING: RWY 9 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. TAKEOFF MINIMUMS NOT STANDARD. TAKEOFF MINIMUMS: RWY 9, STANDARD WITH MINIMUM CLIMB OF 378 FT PER NM TO 1200. NOTE: RWY 27, TREE 622 FT FROM DER, 68 FT LEFT OF CENTERLINE, 62 FT AGL/812 FT MSL. 1412132256-1507112256EST.

FAIRFIELD

Fairfield Muni

**FDC 4/1213**  FWC IAP FAIRFIELD MUNI, FAIRFIELD, IL. NDB RWY 9, AMDT 3A...NOTE: NIGHT LANDING: RWY 9, 27, 36 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED. 1409031738-1504031738EST.

**FDC 4/1212**  FWC IAP FAIRFIELD MUNI, FAIRFIELD, IL. RNAV (GPS) RWY 9, ORIG...NOTE: NIGHT LANDING: RWY 9, 27, 36 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED. DISREGARD SYMBOL REPRESENTING VISUAL 34:1 SLOPE IS CLEAR. 1409031738-1504031738EST.

**FDC 4/2876**  FOA IAP FLORA MUNI, FLORA, IL. RNAV (GPS) RWY 21, AMDT 2...NOTE: NIGHT LANDING: RWY 21 NA. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 21 PROCEDURE NA AT NIGHT. 1409081958-1503081958EST.

FLORA

Flora Muni

**FDC 4/2878**  FOA IAP FLORA MUNI, FLORA, IL. LOC/DME RWY 21, ORIG-C...NOTE: NIGHT LANDING: RWY 21 NA. 1409081958-1503081958EST.

**FDC 4/2877**  FOA IAP FLORA MUNI, FLORA, IL. RNAV (GPS) RWY 3, AMDT 2A...NOTE: NIGHT LANDING: RWY 21 NA. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 21 NA AT NIGHT. 1409081958-1503081958EST.

HAMPSHIRE

Casa De Aero Park

**FDC 5/1164**  68IS SPECIAL CASA DE AERO PARK, HAMPSHIRE, IL. VOR-A, AMDT 5...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501072017-1508062017EST.

FAIRFIELD

Fairfield Muni

**FDC 0/0525**  IJX F/T JACKSONVILLE MUNI, JACKSONVILLE, IL. VOR RWY 13, AMDT 1. ALTERNATE MINIMUMS NA.

JACKSONVILLE

Jacksonville Muni

**FDC 4/7698**  C75 IAP MARSHALL COUNTY, LACON, IL. VOR RWY 13, AMDT 2B...NOTE: NIGHT LANDING: RWY 31, 36 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1411032038-1506022038EST.

**FDC 4/7696**  C75 IAP MARSHALL COUNTY, LACON, IL. RNAV (GPS) RWY 13, ORIG...NOTE: NIGHT LANDING: RWY 31, 36 NA. DISREGARD NOTE: PROCEDURE NA AT NIGHT. DISREGARD NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1411032038-1506022038EST.

LACON

Marshall County

**FDC 5/0460**  DKB ODP DE KALB TAYLOR MUNI, DE KALB, IL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...NOTE: RWY 9, ANTENNA TOWER, 4536 FT FROM DEPARTURE END OF RWY, 760 FT RIGHT OF CENTERLINE, 130 FT AGL/1024 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501052030-1507042030EST.

**FDC 4/2876**  FOA IAP FLORA MUNI, FLORA, IL. RNAV (GPS) RWY 21, AMDT 2...NOTE: NIGHT LANDING: RWY 21 NA. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 21 PROCEDURE NA AT NIGHT. 1409081958-1503081958EST.

LITCHFIELD

Litchfield Muni

**FDC 4/9009** LL22 SPECIAL BROOKERIDGE AIR PARK, DOWNERS GROVE, IL. VOR/DME OR GPS A, AMDT 1...NOTE: NIGHT LANDING: RWY 9 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. TAKEOFF MINIMUMS NOT STANDARD. TAKEOFF MINIMUMS: RWY 9, STANDARD WITH MINIMUM CLIMB OF 378 FT PER NM TO 1200. NOTE: RWY 27, TREE 622 FT FROM DER, 68 FT LEFT OF CENTERLINE, 62 FT AGL/812 FT MSL. 1412132256-1507112256EST.

**FDC 4/1213**  FWC IAP FAIRFIELD MUNI, FAIRFIELD, IL. NDB RWY 9, AMDT 3A...NOTE: NIGHT LANDING: RWY 9, 27, 36 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED. 1409031738-1504031738EST.

**FDC 4/1212**  FWC IAP FAIRFIELD MUNI, FAIRFIELD, IL. RNAV (GPS) RWY 9, ORIG...NOTE: NIGHT LANDING: RWY 9, 27, 36 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED. DISREGARD SYMBOL REPRESENTING VISUAL 34:1 SLOPE IS CLEAR. 1409031738-1504031738EST.

**FDC 4/2876**  FOA IAP FLORA MUNI, FLORA, IL. RNAV (GPS) RWY 21, AMDT 2...NOTE: NIGHT LANDING: RWY 21 NA. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 21 NA AT NIGHT. 1409081958-1503081958EST.

**FDC 4/2878**  FOA IAP FLORA MUNI, FLORA, IL. LOC/DME RWY 21, ORIG-C...NOTE: NIGHT LANDING: RWY 21 NA. 1409081958-1503081958EST.
3LF IAP LITCHFIELD MUNI, LITCHFIELD, IL. RNAV (GPS) RWY 36, ORIG-A...CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TAYLORVILLE ALTIMETER SETTING AND INCREASE ALL DA 73 FEET AND ALL VISIBILITIES 1/4 MILE; INCREASE ALL MDA 80 FEET AND ALL CAT C VISIBILITY 1/4 MILE. NOTE: NIGHT LANDING: RWY 9, 27 NA. 1408221754-1503221754EST.

3LF IAP LITCHFIELD MUNI, LITCHFIELD, IL. RNAV (GPS) RWY 18, ORIG-A...CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TAYLORVILLE ALTIMETER SETTING AND INCREASE ALL DA 73 FEET AND ALL MDA 80 FEET AND VISIBILITY CAT C 1/4 MILE. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. NOTE: NIGHT LANDING: RWY 9, 27 NA. VDP 1.29 NM TO RWY 18. DISREGARD SYMBOL REPRESENTING VISUAL 34:1 SLOPE IS CLEAR. 1408221754-1503221754EST.

3LF IAP LITCHFIELD MUNI, LITCHFIELD, IL. RNAV (GPS) RWY 27, ORIG-A...CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE TAYLORVILLE ALTIMETER SETTING AND INCREASE ALL DA 73 FEET AND VISIBILITY CAT C 1/4 MILE. NOTE: NIGHT LANDING: RWY 9, 27 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. VDP NA. DISREGARD SYMBOL REPRESENTING VISUAL 34:1 SLOPE IS CLEAR. 1408221754-1503221754EST.

LOS ANGELES
Los Angeles Intl

FDC 4/7211 LAX FI/T LOS ANGELES INTL, LOS ANGELES, CA. RNAV (RNP) Z RWY 6R, ORIG.RNP 0.30 DA 418/HAT 304 ALL CATS. EXCEPT WHEN ADVISED BY ATC THAT THIS CRANE IS DOWN, EXPECT CRANE USAGE MONDAY THROUGH SATURDAY, SUNRISE TO SUNSET. TEMPORARY CRANE 3378 FT SW OF RW24L.

MACOMB
Macomb Muni

FDC 4/1090 MQB IAP MACOMB MUNI, MACOMB, IL. RNAV (GPS) RWY 9, AMDT 1.CHANGE THRE 706 TO TDZE 706. THIS IS RNAV (GPS) RWY 9, AMDT 1A. 1404111441-PERM.

FDC 4/4872 AJG IAP MOUNT CARMEL MUNI, MOUNT CARMEL, IL. RNAV (GPS) RWY 22, ORIG...NOTE: NIGHT LANDING: RWY 22 NA. DISREGARD NOTE: WHEN VGSI INOPERATIVE, STRAIGHT-IN/CIRCLING RWY 22 PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOPERATIVE, CIRCLING RWY 4 NA AT NIGHT. 1410291450-1505271450EST.

MOUNT VERNON
Mount Vernon

FDC 4/0985 MVN IAP MOUNT VERNON, MOUNT VERNON, IL. ILS OR LOC RWY 23, AMDT 11B.S-ILS 23 DA 671. S-LOC 23 HAT 549 ALL CATS. CHART TDZE 471 DELETE THRE 468. THIS IS ILS OR LOC RWY 23, AMDT 11C. 1404111343-PERM.

NAPERVILLE
Naper Aero Club

FDC 5/2606 LL10 ODP NAPER AERO CLUB, NAPERVILLE, IL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF MINIMUMS: RWY 36, 200-1 OR STANDARD WITH MINIMUM CLIMB OF 322 FT PER NM TO 1000. NOTE: RWY 36, TOWER 5047 FT FROM DER, 745 FT LEFT OF CENTERLINE, 125 FT AGL/855 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501101959-1507091959EST.

OLNEY-NOBLE
Olney-Noble

FDC 4/1722 OLY IAP OLNEY-NOBLE, OLNEY-NOBLE, IL. LOC RWY 11, AMDT 5A...PROCEDURE NA. 1412012147-1506302147EST.

PARIS
Edgar County

FDC 4/4007 PRG ODP EDGAR COUNTY, PARIS, IL. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF MINIMUMS: RWY 18/36, NA. 1408142059-1502142059EST.
PAXTON

FDC 4/9644  IC1 IAP PAXTON, PAXTON, IL. RNAV (GPS) RWY 18, ORIG...NOTE: PROCEDURE NA AT NIGHT. 1411052147-1506042147EST.

PEORIA

General Downing - Peoria Intl

FDC 4/9960  PIA IAP GENERAL DOWNING - PEORIA INTL, PEORIA, IL. RNAV (GPS) RWY 18, ORIG...NOTE: HELICOPTER VISIBILITY REDUCTION BELOW RVR 5000 NOT AUTHORIZED. 1406092038-1501092038EST.

FDC 4/9957  PIA IAP GENERAL DOWNING - PEORIA INTL, PEORIA, IL. HI VOR/DME OR TACAN RWY 31, AMDT 2...NOTE: NIGHT LANDING: RWY 31 NA. VDP NA. 34:1 NOT CLEAR. 1406092038-1501092038EST.

FDC 4/9938  PIA IAP GENERAL DOWNING - PEORIA INTL, PEORIA, IL. RNAV (GPS) RWY 31, AMDT 1...PROCEDURE NA. 1406092038-1501092038EST.

Mount Hawley Auxiliary

FDC 4/2484  3MY IAP MOUNT HAWLEY AUXILIARY, PEORIA, IL. VOR A, AMDT 4...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, BDF VORTAC R-171 UNUSABLE. 1407181909-1501181909EST.

FDC 4/1094  3MY IAP MOUNT HAWLEY AUXILIARY, PEORIA, IL. RNAV (GPS) RWY 18, AMDT 1...CHANGE THRE 794 TO TDZE 794. THIS IS RNAV (GPS) RWY 18, AMDT 1A. 1404111129-1501111129EST.

Osf Saint Francis Medical Center

FDC 4/9314  LL37 SPECIAL OSF SAINT FRANCIS MEDICAL CENTER, PEORIA, IL. (SPECIAL) RNAV (GPS) 113, ORIG...NOTE: NIGHT LANDING: RWY 36 NA. 1407172249-1501172249EST.

FDC 4/9313  LL37 SPECIAL OSF SAINT FRANCIS MEDICAL CENTER, PEORIA, IL. (SPECIAL) RNAV (GPS) 293 DEPARTURE, ORIG...NOTE: NIGHT LANDING: RWY 36 NA. 1407172225-1501172225EST.

ROCHELLE

Rochelle Muni Airport-Koritz Field

FDC 4/5049  RPJ IAP ROCHELLE MUNI AIRPORT-KORITZ FIELD, ROCHELLE, IL. RNAV (GPS) RWY 25, AMDT 1.CHANGE THRE 781 TO TDZE 781. THIS IS RNAV (GPS) RWY 25. 1404071129-1501071129EST.

FDC 4/4166  RPJ IAP ROCHELLE MUNI AIRPORT-KORITZ FIELD, ROCHELLE, IL. RNAV (GPS) RWY 7, AMDT 1...PROCEDURE NA. 140281530-1505261530EST.

SHELBYVILLE

Shelby County

FDC 4/233  2H0 IAP SHELBY COUNTY, SHELBYVILLE, IL. RNAV (GPS) RWY 36, ORIG-A...NOTE: NIGHT LANDING: RWY 36 NA. 14071722249-15011722249EST.

FDC 4/2130  2H0 IAP SHELBY COUNTY, SHELBYVILLE, IL. NDB A, AMDT 2A...NOTE: NIGHT LANDING: RWY 36 NA. 14071722249-15011722249EST.
SPRINGFIELD

Abraham Lincoln Capital

FDC 4/2784 SPI IAP ABRAHAM LINCOLN CAPITAL, SPRINGFIELD, IL. VOR/DME RWY 31, AMDT 1...S-31 HAT 610 ALL CATS. CHART TDZE 590, DELETE THRE 583. DELETE NOTE: CIRCLING TO RWY 18/36 NA AT NIGHT.. THIS IS VOR/DME RWY 31, AMDT 1A. 141122017-PERM.


FDC 4/0953 SPI IAP ABRAHAM LINCOLN CAPITAL, SPRINGFIELD, IL. RNAV (GPS) RWY 4, ORIG-B...LPV DA 854. LNAV/VNA V DA 931. LNAV HAT 468 ALL CATS. CHART TDZE 592 DELETE THRE 588. THIS IS RNAV (GPS) RWY 4, ORIG-C. 1404111340-PERM.

TAYLORVILLE

Taylorville Muni

FDC 5/2099 TAZ IAP TAYLORVILLE MUNI, TAYLORVILLE, IL. RNAV (GPS) RWY 36, ORIG...NOTE: PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VQSI INOP, CIRCLING RWY 18 NA AT NIGHT. DISREGARD NOTE: LNAV MDA MINIMUMS NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501090031-1508070031EST.

FDC 5/2098 TAZ IAP TAYLORVILLE MUNI, TAYLORVILLE, IL. RNAV (GPS) RWY 18, ORIG-A...NOTE: PROCEDURE NA AT NIGHT. 1501090031-1508070031EST.

INDIANA

CONNERSVILLE

Mettel Field

FDC 4/0187 CEV IAP CONNERSVILLE/METTEL FIELD, CONNERSVILLE, IN. ILS OR LOC RWY 18, ORIG-B...CHANGE THRE 866 TO TDZE 866. THIS IS ILS OR LOC RWY 18, ORIG-C. 1404111237-PERM.

FDC 4/0186 CEV IAP METTEL FIELD, CONNERSVILLE, IN. RNAV (GPS) RWY 18, AMDT 1A...CHANGE THRE 866 TO TDZE 866. THIS IS RNAV (GPS) RWY 18, AMDT 1B. 1404111237-PERM.

ELKHART

Elkhart Muni

FDC 5/3433 EKM IAP ELKHART MUNI, ELKHART, IN. ILS OR LOC RWY 27, AMDT 2B...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ELX VOR/DME OUT OF SERVICE. DME REQUIRED FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ELX VOR/DME OUT OF SERVICE. 1501131900-1502131900EST.

FDC 5/2445 EKM IAP ELKHART MUNI, ELKHART, IN. ILS OR LOC RWY 27, AMDT 2B...CORRECT IFR ALTERNATE AIRPORT MINIMUMS. CORRECT TEXT TO READ ILS, NA WHEN CONTROL TOWER CLOSED. LOC, NA INSTEAD OF LOC, NA WHEN CONTROL TOWER CLOSED... 1501091957-PERM.

FDC 4/5852 EKM IAP ELKHART MUNI, ELKHART, IN. RNAV (GPS) RWY 27, ORIG-A...LPV VIS RVR 4000 ALL CATS. CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SOUTH BEND ALTIMETER SETTING AND INCREASE ALL DA MDA 40 FEET, INCREASE LNAV/VNAV ALL CATS, AND LNAV CAT D VISIBILITY TO RVR 6000, INCREASE LNAV CAT C VISIBILITY TO RVR 5000. CHANGE INOP ALTIMETER MALSR TO READ: FOR INOPERATIVE MALSR, INCREASE LNAV CAT A AND B VISIBILITY TO RVR 6000. FOR INOPERATIVE MALSR WHEN USING SOUTH BEND ALTIMETER SETTING, INCREASE LPV ALL CATS VISIBILITY TO RVR 6000, AND LNAV CAT A AND B VISIBILITY TO RVR 5000. NOTE: NIGHT LANDING: RWY 36 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED. 1407251621-1501251621EST.

FDC 4/5849 EKM IAP ELKHART MUNI, ELKHART, IN. RNAV (GPS) RWY 9, ORIG-VOR RWY 9, AMDT 6...NOTE: NIGHT LANDING: RWY 36 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1407251621-1501251621EST.


FDC 4/5847 EKM IAP ELKHART MUNI, ELKHART, IN. VOR RWY 27, AMDT 15A...NOTE: NIGHT LANDING: RWY 36 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED. 1407251621-1501251621EST.

FDC 4/5620  EKM IAP ELKHART MUNI, ELKHART, IN. ILS OR LOC RWY 27, AMDT 2B...S-ILS 27 DA 1064/HAT 286 ALL CATS. VIS RVR 4000 ALL CATS. S-LOC 27 MDA 1220/HAT 443 ALL CATS. VIS CAT A/B RVR 4000, CAT C/D RVR 5000. CIRCLING CAT A MDA 1240/ HAA 462. FOR INOPERATIVE MALSR, INCREASE S-LOC 27 CAT A/B VISIBILITY TO RVR 5000. FOR INOPERATIVE MALSR WHEN USING SOUTH BEND ALTIMETER SETTING, INCREASE S-ILS 27 VISIBILITY TO RVR 6000 ALL CATS, INCREASE S- LOC 27 CAT A/B VISIBILITY TO RVR 5000. NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. NOTE: NIGHT LANDING: RWY 36 NA. DISREGARD NOTE: * RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. TREE 864 MSL 5165 FEET EAST OF AIRPORT. 1408201323-1502201323EST.

FORT WAYNE

Parkview Memorial Hospital

FDC 4/5768  III7 SPECIAL PARKVIEW MEMORIAL HOSPITAL, FORT WAYNE, IN. COPTER RNAV (GPS) 205, ORIG-H-205 MDA 1320/HAT 512, VIS 1. 1412091551-1506071551EST.

GARY

Gary/Chicago Intl

FDC 5/2160 GYY IAP GARY/CHICAGO INTL, GARY, IN. RNAV (RNP) Z RWY 30, ORIG-B...RNP 0.13 DA 1015/HAT 424. VISIBILITY ALL CATS RVR 5000. NOTE: FOR INOPERATIVE MALSR, INCREASE RNP 0.13 VISIBILITY TO 1 1/2 ALL CATS. 1501090301-1508070301EST.

FDC 5/2158 GYY IAP GARY/CHICAGO INTL, GARY, IN. RNAV (RNP) Z RWY 12, ORIG-A...RNP 0.13 CAT A/B/C DA 993/HAT 402, VIS CAT A/B/C 1 1/4. 1501090254-1508070254EST.

HUNTINGTON

Huntington Muni

FDC 4/7425 HHG IAP HUNTINGTON MUNI, HUNTINGTON, IN. RNAV (GPS) RWY 27, ORIG...LNAV: MDA 1220/HAT 416 ALL CATS. 1408230357-1503230357EST.

INDIANAPOLIS

Greenwood Muni

FDC 4/6717 HFY SID GREENWOOD MUNI, INDIANAPOLIS, IN. DAWNN SIX DEPARTURE...HOOSIER TWO DEPARTURE...MAREO TWO DEPARTURE...MEARZ TWO DEPARTURE...ROCKY SEVEN DEPARTURE...TAKEOFF MINIMUMS: RWY 1: STANDARD. RWY 19: 300-1 OR STANDARD WITH MINIMUM CLIMB OF 484 FT PER NM TO 1200. ALL OTHER DATA REMAINS AS PUBLISHED. 1410141939-1504121939EST.

FDC 4/6716 HFY ODP GREENWOOD MUNI, INDIANAPOLIS, IN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...TAKE-OFF MINIMUMS RWY 1 STANDARD...TAKE-OFF MINIMUMS RWY 19: 300-1 OR STANDARD WITH MINIMUM CLIMB OF 484 FT PER NM TO 1200.. ALL OTHER DATA REMAINS AS PUBLISHED. 1410141939-1504121939EST.

Indianapolis Executive

FDC 4/6941 TYQ IAP INDIANAPOLIS EXECUTIVE, INDIANAPOLIS, IN. RNAV (GPS) RWY 18, AMDT 1A...VOR/DME RWY 18, AMDT 1A...ILS OR LOC RWY 36, AMDT 5A...RNAV (GPS) RWY 36, ORIG-B...NOTE: NIGHT LANDING: RWY 18 NA. 1409181319-1504181319EST.

Indianapolis Intl

FDC 5/2604 IND IAP INDIANAPOLIS INTL, INDIANAPOLIS, IN. RNAV (RNP) Z RWY 32, ORIG-B...RNP 0.19 DA NA. RNP 0.30 DA 1191/HAT 399 ALL CATS. 1501101932-1507091931EST.

FDC 4/9447 IND IAP INDIANAPOLIS INTL, INDIANAPOLIS, IN. ILS OR LOC RWY 23L, AMDT 5B...AUTO COUPLED APPROACHES NA. 1412151913-1506131913EST.

FDC 4/7523 IND STAR INDIANAPOLIS INTL, INDIANAPOLIS, IN. DECEE FIVE ARRIVAL...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM OR GPS, ABB VORTAC OUT OF SERVICE. 1411051728-1407051728EST.

FDC 4/0365 IND SID INDIANAPOLIS INTL, INDIANAPOLIS, IN. DAWNN SIX DEPARTURE...HOOSIER TWO DEPARTURE...MAREO TWO DEPARTURE...ROCKY SEVEN DEPARTURE..NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, VHP VORTAC OUT OF SERVICE. 1401051728-1407051728EST.

Indianapolis Metropolitan

1-AFBN-69
FDC 4/9616 UMP IAP INDIANAPOLIS METROPOLITAN, INDIANAPOLIS, IN. NDB RWY 15, AMDT 2A...NOTE: NIGHT LANDING RWY 15 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411052137-1506042137EST.

Kokomo Muni

FDC 5/3119 OKK IAP KOKOMO MUNI, KOKOMO, IN. RNAV (GPS) RWY 23, AMDT 1A...LPV DA 1077/HAT 250 ALL CATS. 1501122122-1508112122EST.

FDC 5/3118 OKK IAP KOKOMO MUNI, KOKOMO, IN. ILS OR LOC RWY 23, AMDT 10A...S-ILS 23 DA 1077/HAT 250 ALL CATS. 1501122122-1508112122EST.

FDC 4/9436 OKK IAP KOKOMO MUNI, KOKOMO, IN. RNAV (GPS) RWY 5, ORIG...NAV MDA 1280/HAT 450 ALL CATS. VISIBILITY CAT C 1/4. VISIBILITY CAT D 1 1/2. CIRCLING CAT A MDA 1280/HAA 450.. 1412151822-1506131822EST.

FDC 4/9253 OKK IAP KOKOMO MUNI, KOKOMO, IN. VOR RWY 32, AMDT 20...BONOY FIX MINIMUMS S-32 MDA 1260 / HAT 434 ALL CATS. VIS CATEG C 1/4, CAT D 1 1/2. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MUNCIE ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET, INCREASE S-32 CAT C AND D VISIBILITY 1/4 MILE. BONOY FIX MINIMUMS: INCREASE S-32 CAT C AND D VISIBILITY 1/4 MILE.. 1412151409-1506133322EST.

LAFAYETTE

Purdue University

FDC 5/2463 LAF CHART PURDUE UNIVERSITY, LAFAYETTE, IN. ILS RWY 10, AMDT 11...CORRECT IFR ALTERNATE AIRPORT MINIMUMS: CORRECT TEXT TO READ ILS, CATEGORY D, 800-2 1/4. NA WHEN CONTROL TOWER CLOSED. LOC, NA.....1501092012-PERM.

MARION

Marion Muni

FDC 4/0749 MZZ IAP MARION MUNI, MARION, IN. RNAV (GPS) RWY 15, ORIG-A...NAV MDA 1300/HAT 441 ALL CATS. VISIBILITY CAT C/D 1 3/8. CHANGE WHEN LOCAL ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING IS NOT RECEIVED, USE FT. WAYNE INTL ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET, INCREASE LNAV CAT C/D VISIBILITY 1/4 MILE AND CIRCLING CAT C VISIBILITY 1/8 MILE. THIS IS RNAV (GPS) RWY 15 ORIG-B. 1412181248-PERM.

NEW CASTLE

New Castle-Henry Co Muni

FDC 4/9664 UWL IAP NEW CASTLE-HENRY CO MUNI, NEW CASTLE, IN. NDB OR GPS RWY 9, AMDT 5B...NOTE: NIGHT LANDING: RWY 9 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411052207-1506042207EST.
PERU

Peru Muni

FDC 5/2143 176 IAP PERU MUNI, PERU, IN. RNAV (GPS) RWY 1, ORIG...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DISREGARD SYMBOL REPRESENTING VISUAL 34:1 SLOPE IS CLEAR. 1501090233-1508070233EST.

FDC 5/2142 176 IAP PERU MUNI, PERU, IN. VOR RWY 1, AMDT 8...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501090233-1508070233EST.

FDC 5/2141 176 IAP PERU MUNI, PERU, IN. RNAV (GPS) RWY 19, ORIG...NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DISREGARD SYMBOL REPRESENTING VISUAL 34:1 SLOPE IS CLEAR. 1501090233-1508070233EST.

RENSSLEAER

Jasper County

FDC 4/1305 RZL IAP JASPER COUNTY, RENSSLEAER, IN. RNAV (GPS) RWY 36, ORIG-A...DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 18 NA AT NIGHT. 1410221652-1505201652EST.

RICHMOND

Richmond Muni

FDC 4/7092 RID IAP RICHMOND MUNI, RICHMOND, IN. VOR RWY 6, AMDT 12...RNAV (GPS) RWY 6, ORIG...NOTE: NIGHT LANDING: RWY 6, 15 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408221615-1502221615EST.


TELL CITY

Perry County Muni

FDC 4/0203 TEL IAP PERRY COUNTY MUNI, TELL CITY, IN. RNAV (GPS) RWY 31, ORIG.CHANGE THRE 660 TO TDZE 660. THIS IS RNAV (GPS) RWY 31, ORIG-A. 1404111238-PERM.

TERRE HAUTE

Terre Haute Intl-Hulman Field

FDC 4/7941 HUF IAP TERRE HAUTE INTL-HULMAN FIELD, TERRE HAUTE, IN. RNAV (GPS) RWY 23, AMDT 1A...LNAV/VNAV DA 874/HAT 292 ALL CATS. LNAV MDA 980/HAT 398 ALL CATS, VIS 1 1/8 ALL CATS. 1410161324-1505141324EST.

VALPARAISO

Porter County Rgnl

FDC 4/1921 VPZ IAP PORTER COUNTY RGNL, VALPARAISO, IN. RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 27, ORIG...LPV MINIMUMS NA. 1501081920-1507071920EST.

WABASH

Wabash Muni

FDC 4/7089 RID IAP RICHMOND MUNI, RICHMOND, IN. ILS OR LOC RWY 24, AMDT 1...S-LOC 24 MDA 1540/HAT 401 ALL CATS. VISIBILITY CATS A/B 1 MILE, VISIBILITY CATS C/D 1 1/4 MILE. CHANGE NOTE TO READ: INCREASE S-ILS 24 VISIBILITY 1/4 MILE ALL CATS AND S-LOC 24 VISIBILITY CAT 1/4 MILE. NOTE: NIGHT LANDING: RWY 15 NA. 1408221615-1502221615EST.

FDC 4/7088 RID IAP RICHMOND MUNI, RICHMOND, IN. RNAV (GPS) RWY 24, ORIG...LNAV MDA 1540/HAT 401 ALL CATS. VISIBILITY CATS A/B 1 MILE, VISIBILITY CATS C/D 1 1/4 MILE. VDP 1.11 NM TO RWY 24. CHANGE NOTE TO READ: INCREASE LNAV VISIBILITY CATS C/D 1 1/4 MILE. NOTE: NIGHT LANDING: RWY 15 NA. 1408221615-1502221615EST.

SHELBYVILLE

Shelbyville Muni

FDC 4/5729 GEZ IAP SHELBYVILLE MUNI, SHELBYVILLE, IN. RNAV (GPS) RWY 19, AMDT 1...DESERET ANGLE 3.00/TCH 45 NA. 1410101908-1504081908EST.
Iowa

Albia

**FDC 4/1549** IWH IAP WABASH MUNI, WABASH, IN. RNAV (GPS) RWY 27, ORIG...LNAV MDA 1280/HATH 488 ALL CATS, VISIBILITY CAT C 1 3/8. CIRCLING CAT A/B MDA 1300/HAA 504, CAT C MDA 1420/HAA 624, VISIBILITY CAT C 1 3/4. NOTE: NIGHT LANDING: RWY 36 NA. DISREGARD 34:1 IS CLEAR SYMBOL IN PROFILE SECTION. THRESHOLD ELEVATION 792. 1407161627-1501161627EST.

**FDC 4/1547** IWH IAP WABASH MUNI, WABASH, IN. VOR OR GPS A, AMDT 10...NOTE: NIGHT LANDING: RWY 36 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1407161627-1501161627EST.

**FDC 4/1545** IWH IAP WABASH MUNI, WABASH, IN. RNAV (GPS) RWY 9, ORIG...LNAV MDA 1220/HATH 427 ALL CATS, VISIBILITY CAT C 1 1/4. CIRCLING CAT A/B MDA 1300/HAA 504, CAT C MDA 1420/HAA 624, VISIBILITY CAT C 1 3/4. NOTE: NIGHT LANDING: RWY 36 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DISREGARD VDP REFERENCE IN PROFILE SECTION. DISREGARD 34:1 IS CLEAR SYMBOL IN PROFILE SECTION. THRESHOLD ELEVATION 793. 1407161627-1501161627EST.

WINCHESTER

Randolph County

**FDC 4/3680** I22 IAP RANDOLPH COUNTY, WINCHESTER, IN. VOR-A, AMDT 9...NOTE: NIGHT LANDING: RWY 8 CAT C NA. 1410062003-1505042003EST.

**FDC 4/3679** I22 IAP RANDOLPH COUNTY, WINCHESTER, IN. RNAV (GPS) RWY 26, ORIG...RNAV (GPS) RWY 8, ORIG-A...NOTE: NIGHT LANDING: RWY 8 CAT C NA. DISREGARD NOTE: WHEN VGSI INOP, PROCEDURE NA AT NIGHT. 1410062003-1505042003EST.

**FDC 4/0213** I22 IAP RANDOLPH COUNTY, WINCHESTER, IN. RNAV (GPS) RWY 26, ORIG.CHANGE THRE 1123 TO TDZE 1123. THIS IS RNAV (GPS) RWY 26, ORIG-A. 1404111240-PERM.

ALBIA

Albia Muni

**FDC 5/1160** 4C8 IAP ALBIA MUNI, ALBIA, IA. VOR/DME-A, AMDT 4...CIRCLING MDA 1780/HAA 816 CATS A/B. VISIBILITY CATS A/B 1 1/4. APT ELEV: 964. 1501072009-1508062009EST.

**FDC 4/0702** 4C8 IAP ALBIA MUNI, ALBIA, IA. RNAV (GPS) RWY 31, AMDT 1.LPV DA 1268. LNAV/VNAV DA 1314. LNAV HAT 416 ALL CATS. CHART TDZE 964 DELETE THR 963. THIS IS RNAV (GPS) RWY 31, AMDT 1A. 1404111314-PERM.

**FDC 4/0699** 4C8 IAP ALBIA MUNI, ALBIA, IA. RNAV (GPS) RWY 13, ORIG.LPV DA 1268. LNAV/VNAV DA 1291. LNAV HAT 416 ALL CATS. CHART TDZE 964 DELETE THR 958. THIS IS RNAV (GPS) RWY 13, ORIG-A. 1404111314-PERM.

**ALGONA**

Algona Muni

**FDC 4/0496** AXA IAP ALGONA MUNI, ALGONA, IA. RNAV (GPS) RWY 30, AMDT 1.LNAV HAT 387 ALL CATS. CHART TDZE 1213 DELETE THRE 1204. THIS IS RNAV (GPS) RWY 30, AMDT 1A. 1404111256-PERM.

AMES

Ames Muni

**FDC 4/7174** AMW IAP AMES MUNI, AMES, IA. RNAV (GPS) RWY 19, AMDT 1...LPV CATS A/B/C DA 1211/ HAT 274. LNAV/VNAV CATS A/B/C DA 1365/ HAT 428. 1408221719-1503221719EST.

**FDC 4/6832** AMW ODP AMES MUNI, AMES, IA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...TAKE-OFF MINIMUMS RWY 31, 300 - 1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 299 FT PER NM TO 1500 BEFORE PROCEEDING ON COURSE. NOTE: RWY 31, TEMPORARY CRANE, 5841 FT FROM DEPARTURE END OF RWY, 2060 FT RIGHT OF CENTERLINE, 200 AGL/ 1092 MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1410151136-1504131136EST.

BOONE

Boone Muni

**FDC 4/9745** BNW IAP BOONE MUNI, BOONE, IA. RNAV (GPS) RWY 33, AMDT 1...CHANGE THRE 1139 TO TDZE 1139. THIS IS RNAV (GPS) RWY 33, AMDT 1A. 1412161710-PERM.

**FDC 4/7156** BNW ODP BOONE MUNI, BOONE, IA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...RWY 33, 300-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 405 FEET PER NM TO 1400. TOWER 3100 FROM DER, 1287 RIGHT OF CENTERLINE, 146 FEET AGL/1299 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1408221715-1502221715EST.
Southeast Iowa Rgnl

FDC 4/6663  BRL IAP SOUTHEAST IOWA RGNL, BURLINGTON, IA. RNAV (GPS) RWY 12, AMDT 1. LPV DA 943. LNAV/VNAV DA 1017. LNAV CAT A/B/C HAT 427. CHART TDZE 693 DELETE THRE 692. THIS IS RNAV (GPS) RWY 12, AMDT 1A. 1404221528-PERM.

CHARITON

Chariton Muni

FDC 5/2768 CNC IAP CHARITON MUNI, CHARITON, IA. RNAV (GPS) RWY 10, ORIG...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DISREGARD SYMBOL REPRESENTING VISUAL 34:1 SLOPE IS CLEAR. VDP NA. DISREGARD NOTE: VDP NA WHEN USING LAMONI ALTIMETER SETTING. 1501120304-150810304EST.

FDC 5/2767 CNC IAP CHARITON MUNI, CHARITON, IA. RNAV (GPS) RWY 17, AMDT 1A...NOTE: PROCEDURE NA AT NIGHT. NOTE: WHEN VGSI INOP, CIRCLING RWY 10 AND RWY 28 NA AT NIGHT. DISREGARD NOTE: STRAIGHT-IN/CIRCLING RWY 17 PROCEDURE NA AT NIGHT. DISREGARD NOTE: CIRCLING TO RWY 35 NA AT NIGHT. 1501120304-150810304EST.

CHARLES CITY

Northeast Iowa Rgnl

FDC 4/1761 CCY IAP NORTHEAST IOWA RGNL, CHARLES CITY, IA. LOC RWY 12, ORIG-F...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CHUKK (IY) LOM OUT OF SERVICE. 1412012229-1506302229EST.

CHEROKEE

Cherokee County Rgnl

FDC 4/0182 CKP IAP CHEROKEE COUNTY RGNL, CHEROKEE, IA. RNAV (GPS) Y RWY 36, ORIG-A...CHANGE APT ELEV FROM 1227 TO 1226. CIRCLING CAT A/B HAA 574. THIS IS RNAV (GPS) Y RWY 36 ORIG-B. 1412171439-PERM.

CLARINDA

Schenck Field

FDC 4/0691 ICL ODP SCHENCK FIELD, CLARINDA, IA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...DEPARTURE PROCEDURE: RWY 2, CLIMB HEADING 020 TO 2400 BEFORE TURNING. ALL OTHER DATA REMAINS AS PUBLISHED. 1412181031-1507161031EST.

CLINTON

Clinton Muni

FDC 5/3269 CWI IAP CLINTON MUNI, CLINTON, IA. ILS OR LOC RWY 3, AMDT 5A...MISSSED APPROACH: CLIMB TO 1200 THEN CLIMBING LEFT TURN TO 3100 ON CVA VORTAC R-022 TO CVA VORTAC AND HOLD. HILLZ (FN) LOM OUT OF SERVICE. S-LOC 3: DME OR RADAR REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, HILLZ (FN) LOM OUT OF SERVICE. 1501131434-1502121434EST.

FDC 5/2803 CWI IAP CLINTON MUNI, CLINTON, IA. VOR RWY 3, AMDT 1A...VOR/DME RWY 21, AMDT 9B...ALTERNATE MINIMUMS NA, CVA VORTAC UNMONITORED. 1501121204-1502121204EST.

DAVENPORT

Davenport Muni

FDC 5/2894 DVN IAP DAVENPORT MUNI, DAVENPORT, IA. ILS OR LOC RWY 15, AMDT 1B...VOR/DME RWY 21, AMDT 9A...ALTERNATE MINIMUMS NA, CVA VORTAC UNMONITORED. 1501121204-1502121204EST.

FDC 4/1150 DVN IAP DAVENPORT MUNI, DAVENPORT, IA. RNAV (GPS) RWY 21, AMDT 1D...LPV DA 1133/HAT 383 ALL CATS. VIS 1 1/4 ALL CATS. CRANES, UP TO 888 MSL, 3885 FT NE OF AIRPORT. 1411071621-1505061621EST.

FDC 4/1148 DVN ODP DAVENPORT MUNI, DAVENPORT, IA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...NOTE: RWY 3, CRANES, BEGINNING 1255 FT FROM DER, 360 FT RIGHT OF CENTERLINE, UP TO 140 AGL/886 MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1411071621-1505061621EST.

DECORAH

Decorah Muni

FDC 4/0112 DEH IAP DECORAH MUNI, DECORAH, IA. RNAV (GPS) RWY 11, ORIG-A, LPV DA 1405. LNAV/VNAV DA 1790. LNAV HAT 605 ALL CATS. CHART TDZE 1155 DELETE THRE 1146. THIS IS RNAV (GPS) RWY 11, ORIG-B. 1404111227-PERM.

DENISON

Denison Muni

FDC 4/0378 DNS IAP DENISON MUNI, DENISON, IA. RNAV (GPS) RWY 12, AMDT 1...NDB RWY 30, AMDT 6A...RNAV (GPS) RWY 12, AMDT 1...NOTE: NIGHT LANDING: RWY 30 NA. 1410211716-1505191716EST.
DES MOINES

Des Moines Intl

FDC 4/4505 DSM IAP DES MOINES INTL, DES MOINES, IA. ILS OR LOC RWY 5, ORIG-B...ILS OR LOC RWY 13, AMDT 9B...ILS OR LOC RWY 31, AMDT 23A...RNAV (GPS) RWY 13, AMDT 1B...RNAV (GPS) RWY 31, AMDT 1C...CIRCLING CATS A/B/C MDA 1500/ HAA 542. ELEVEN CRANES, UP TO 1139 MSL, 2.11 NM SW OF AIRPORT. 1409121231-1504121231EST.

FDC 4/4504 DSM IAP DES MOINES INTL, DES MOINES, IA. HI ILS OR LOC RWY 31, AMDT 7...CIRCLING CAT C MDA 1500/ HAA 542. ELEVEN CRANES, UP TO 1139 MSL, 2.11 NM SW OF AIRPORT. 1409121231-1504121231EST.

FDC 4/4503 DSM SID DES MOINES INTL, DES MOINES, IA. DES MOINES FIVE DEPARTURE...TAKEOFF MINIMUMS: RWY 23, 300 - 1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 293 FEET PER NM TO 1300. ALL OTHER DATA REMAINS AS PUBLISHED. 1409121231-1504121231EST.

FDC 4/4502 DSM ODP DES MOINES INTL, DES MOINES, IA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 11...TAKEOFF MINIMUMS: RWY 23, 300 - 1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 293 FEET PER NM TO 1300. ALL OTHER DATA REMAINS AS PUBLISHED. 1409121231-1504121231EST.

FDC 4/4501 DSM IAP DES MOINES INTL, DES MOINES, IA. RNAV (GPS) RWY 5, AMDT 1A...LNNAV/VNAV DA 1497/ HAT 566 ALL CATS. VIS 1 1/2 ALL CATS. LNNAV MDA 1440/ HAT 509 ALL CATS. VIS CAT C/D RVR 5500. CIRCLING CATS A/B/C MDA 1500/ HAA 542. VDP 1.43 NM TO RWY 5. FOR INOPERATIVE MALS.R, INCREASE LPV ALL CATS VISIBILITY TO RVR 5000 AND LNNAV/VNAV ALL CATS VISIBILITY TO 1 7/8 AND LNNAV CATS C/D VISIBILITY TO 1 5/8. ELEVEN CRANES, UP TO 1139 MSL, 2.11 NM SW OF AIRPORT. 1409121231-1504121231EST.

FDC 4/9165 FXY IAP FOREST CITY MUNI, FOREST CITY, IA. VOR/DME A, AMDT 3...NOTE: NIGHT LANDING: RWY 9, 27, 33 NA. DISREGARD NOTE: CIRCLING TO RWY 9-27 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, PROCEDURE NA AT NIGHT. 1408041951-1502041951EST.


FDC 4/3242 FXY IAP FOREST CITY MUNI, FOREST CITY, IA. RNAV (GPS) RWY 33, ORIG...NOTE: NIGHT LANDING: RWY 9, 27, 33 NA. DISREGARD NOTE: CIRCLING TO RWY 9-27 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, PROCEDURE NA AT NIGHT. 14072112140-15012112140EST.

FDC 4/3241 FXY IAP FOREST CITY MUNI, FOREST CITY, IA. RNAV (GPS) RWY 33, AMDT 2A...NOTE: NIGHT LANDING: RWY 9, 27, 33 NA. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 33 PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 15 NA AT NIGHT. DISREGARD NOTE: CIRCLING TO RWY 9/27 NA AT NIGHT. 14072112140-15012112140EST.

GRINNELL

Grinnell Rgnl

FDC 5/2611 GGI IAP GRINNELL RGNL, GRINNELL, IA. RNAV (GPS) RWY 13, AMDT 1...RNAV (GPS) RWY 31, AMDT 1...VOR/DME RWY 31, AMDT 4...NOTE: NIGHT LANDING: RWY 31 NA. 150102108-1508102108EST.

HAMPSON

Hampton Muni

FDC 4/0440 HPT IAP HAMPTON MUNI, HAMPTON, IA. VOR/DME RWY 35, AMDT 1C-S-35 CAT A/B HAT 821. CHART TDZE 1159. THIS IS VOR/DME RWY 35, AMDT 1D. 1404111252-PERM.

HARLAN

Harlan Muni

FDC 5/1277 HNR IAP HARLAN MUNI, HARLAN, IA. GPS RWY 15, ORIG-A...GPS RWY 33, ORIG-A...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 150008057-1508070057EST.

IOWA CITY
**Iowa City Muni**

**FDC 4/7344**  IOW IAP IOWA CITY MUNI, IOWA CITY, IA. VOR A, ORIG... NOTE: NIGHT LANDING: RWY 12, 30 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408221925-1503221925EST.

**FDC 4/7340**  IOW IAP IOWA CITY MUNI, IOWA CITY, IA. RNA V (GPS) RWY 25, ORIG... RNA V (GPS) RWY 30, ORIG... NOTE: NIGHT LANDING: RWY 12, 30 NA. 1408221925-1503221925EST.

**FDC 4/0908**  IOW IAP IOWA CITY MUNI, IOWA CITY, IA. RNA V (GPS) RWY 25, ORIG... RNA V (GPS) RWY 30, ORIG... VOR A, ORIG... CIRCLING CAT A MDA 1380/HAA 712, CAT B MDA 1400/HAA 732... TEMPORARY CRANE 1043FT MSL 1.47NM N OF AIRPORT. 1409271955-1503261955EST.

**MAQUOKETA**

**Maquoketa Muni**

**FDC 4/0640**  OQW ODP MAQUOKETA MUNI, MAQUOKETA, IA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1... TAKE-OFF MINIMUMS: RWY 33, STANDARD WITH A MINIMUM CLIMB OF 238 FEET PER NM TO 1000. NOTE: RWY 33, FENCE AND VEHICLES ON ROAD BEGINNING 2 FEET FROM DER, 3 FEET RIGHT OF CENTERLINE, UP TO 15 FEET AGL/788 FEET MSL. TREE 561 FEET FROM DER, 355 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/796 FEET MSL. POLES, TOWERS, BLDGS AND TREES BEGINNING 1051 FEET FROM DER, 59 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/859 FEET MSL. POLE AND TOWER 1728 FEET FROM DER, 127 FEET LEFT OF CENTERLINE, 53 FEET AGL/825 FEET MSL. TREES BEGINNING 4199 FEET FROM DER, 835 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL/925 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1412180758-1507160758EST.

**MARSHALLTOWN**

**Marshalltown Muni**

**FDC 0/7438**  MIW FI/T MARSHALLTOWN MUNI, MARSHALLTOWN, IA. VOR RWY 31, AMDT 2. VOR RWY 13, AMDT 2. TERMINAL ROUTE HAKES INTERSECTION TO ELMWOOD VOR/DME NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEMS WITH GPS. INSUFFICIENT SIGNAL STRENGTH AT HAKES INTERSECTION. RADAR REQUIRED FOR PROCEDURE ENTRY.

**MASON CITY**

**Mason City Muni**

**FDC 5/3135**  MCW IAP MASON CITY MUNI, MASON CITY, IA. RNAV (GPS) RWY 36, AMDT 1A... RNAV/VNAV DA 1455/HAT 262 ALL CATS. RNAV MDA 1560/HAT 367 ALL CATS, VISIBILITY CAT C/D 5/8. CHANGE ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CHARLES CITY ALTIMETER SETTING AND INCREASE ALL DA 87 FEET AND ALL MDA 100 FEET AND INCREASE RNAV/VNAV ALL CATS VISIBILITY 1/4 MILE, RNAV CAT C/D 3/8 MILE, AND CIRCLING CAT C/D 1/4 MILE. CHANGE INOP NOTE TO READ: FOR INOPERATIVE MALSR INCREASE RNAV CAT C/D VISIBILITY 5/8 MILE. FOR INOPERATIVE MALSR, WHEN USING CHARLES CITY ALTIMETER SETTING, INCREASE LPV ALL CATS VISIBILITY 1/2 MILE, RNAV/VNAV ALL CATS 5/8 MILE. 1501122251-1508112251EST.

**MOUNT PLEASANT**

**Mount Pleasant Muni**

**FDC 5/1894**  MPZ IAP MOUNT PLEASANT MUNI, MOUNT PLEASANT, IA. NDB RWY 33, AMDT 6... RNAV (GPS) RWY 15, ORIG... RNAV (GPS) RWY 33, ORIG... NOTE: CIRCLING NA TO RWYS 3 AND 21. 1501081843-1507071843EST.

**MUSCATINE**

**Muscatine Muni**

**FDC 1-AFPN-75**
MUT ODP MUSCATINE MUNI, MUSCATINE, IA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES. RWY 6, 12, STANDARD. RWY 24, STANDARD WITH MINIMUM CLIMB OF 213 FEET PER NM TO 1000. RWY 30, STANDARD WITH MINIMUM CLIMB OF 298 FEET PER NM TO 1000. NOTE: RWY 6, TREE 635 FT FROM DER, 549 FT RIGHT OF CENTERLINE, UP TO 60 FT AGL/560 FT MSL. TREE 1422 FT FROM DER, 640 FT RIGHT OF CENTERLINE, UP TO 60 FT AGL/582 FT MSL. NOTE: RWY 12, BUILDING 756 FT FROM DER, 643 FT RIGHT OF CENTERLINE, UP TO 40 FT AGL/577 FT MSL. BUILDING AND TREES BEGINNING 811 FT FROM DER, 558 FT RIGHT OF CENTERLINE, UP TO 60 FT AGL/571 FT MSL. BUILDING 1095 FT FROM DER, 782 FT LEFT OF CENTERLINE, UP TO 40 FT AGL/580 FT MSL. NOTE: RWY 24, TREE 218 FT FROM DER, 531 FT LEFT OF CENTERLINE, UP TO 60 FT AGL/567 FT MSL. TREE 1949 FT FROM DER, 271 FT RIGHT OF CENTERLINE, UP TO 60 FT AGL/599 FT MSL. TREE 2566 FT FROM DER, 539 FT LEFT OF CENTERLINE, UP TO 60 FT AGL/616 FT MSL. ... FDC 4/7415 MUT ODP TREES BEGINNING 1.4 MILES FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 60 FT AGL/827 FT MSL. NOTE: RWY 30, FENCE, TREES AND POLES BEGINNING 28 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 60 FT AGL/593 FT MSL. TREES BEGINNING 1.4 MILES FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 60 FT AGL/861 FT MSL. CONTROLLING OBSTACLES: RWY 24: 789 FT MSL TREE 412051.04N-0911054.12W, 827 FT MSL TREE 412045.38N-0911118.41W. RWY 30: 846 FT MSL TREE 412250.45N-0911112.00W. ALL OTHER DATA REMAINS AS PUBLISHED. 1508230335-1503230335EST

ORANGE CITY

Orange City Muni

FDC 4/0693 ORC IAP ORANGE CITY MUNI, ORANGE CITY, IA. NDB OR GPS RWY 34, AMDT 3A...NOTE: NIGHT LANDING: RWY 16, 34 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412081045-1507061045EST

OTTUMWA

Ottumwa Rgnl

FDC 5/1001 OTM IAP OTTUMWA RGNL, OTTUMWA, IA. ILS OR LOC RWY 31, AMDT 5D...LOC/DFM BC RWY 13, AMDT 3B...RNAV (GPS) RWY 13, ORIG-A...RNAV (GPS) RWY 31, ORIG...VOR RWY 31, AMDT 15...VOR/DFM RWY 13, AMDT 7A...CIRCLING CATS A/B/C MDA 1340/ HAA 495. TEMPORARY CRANE, 976 MSL, 1746 FT EAST OF AIRPORT. 1501071454-1508061454EST

POCAHONTAS

Pocahontas Muni

FDC 4/9889 POH IAP POCAHONTAS MUNI, POCAHONTAS, IA. RNAV (GPS) RWY 12, ORIG-B...CHANGE THRE 1226 TO TDZE 1226. THIS IS RNAV (GPS) RWY 12 ORIG-C. 1412162047-PERM.

RED OAK

Red Oak Muni

FDC 4/0270 RDK IAP RED OAK MUNI, RED OAK, IA. RNAV (GPS) RWY 5, AMDT 1...LPV DA 1293. LNAV/VNAV DA 1660. LNAV HAT 557 CATS A AND B. CHART TDZE 1043 DELETE THRE 1041. THIS IS RNAV (GPS) RWY 5, AMDT 1A. 1412181627-PERM.

SHELDON

Sheldon Muni

FDC 4/0283 SHL IAP SHELDON MUNI, SHELDON, IA. RNAV (GPS) RWY 33, AMDT 1...LPV DA 1718. LNAV/VNAV DA 1696. LNAV HAT 361 CATS A-C. CHART TDZE 1419 DELETE THRE 1413. THIS IS RNAV (GPS) RWY 33, AMDT 1A. 1412171725-PERM.

SHENANDOAH

Shenandoah Muni

FDC 4/2344 SDA ODP SHENANDOAH MUNI, SHENANDOAH, IA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKEOFF MINIMUMS: RWY 30, 300 - 1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 250 FEET PER NM TO 1300. NOTE: RWY 30, TREES 1.4 NM NORTHWEST OF AIRPORT. ALL OTHER DATA REMAINS AS PUBLISHED. 1410052037-1504520337EST

SIOUX CITY

Sioux Gateway/Col Bud Day Field

FDC 5/1285 SUX IAP U.S. DOD SIOUX GATEWAY/COL. BUD DAY FIELD, SIOUX CITY, IA. HI VOR/DFM OR TACAN RWY 13, AMDT 3B...VOR/DFM OR TACAN RWY 13, AMDT 18B...TACAN PORTION NA. 1501081046-1508070146EST

FDC 4/3190 SUX IAP SIOUX GATEWAY/COL. BUD DAY FIELD, SIOUX CITY, IA. HI VOR/DFM OR TACAN RWY 13, AMDT 3B...TACAN PORTION NA. 1406111217-1412111217EST

1-AFPN-76
**FDC 4/0346** SUX IAP SIOUX GATEWAY/COL BUD DAY FIELD, SIOUX CITY, IA. NDB RWY 13, AMDT 15F...S-13 HAT 565 ALL CATS. CHART TDZE 1095 DELETE THRE 1093. THIS IS NDB RWY 13, AMDT 15G. 1412171908-Perm.

**FDC 4/0345** SUX IAP SIOUX GATEWAY/COL BUD DAY FIELD, SIOUX CITY, IA. NDB RWY 31, AMDT 23D...S-31 HAT 544 ALL CATS. CHART TDZE 1096 DELETE THRE 1093. THIS IS NDB RWY 31, AMDT 23E. 1412171908-Perm.

**FDC 4/0343** SUX IAP SIOUX GATEWAY/COL BUD DAY FIELD, SIOUX CITY, IA. VOR/DME OR TACAN RWY 13, AMDT 18B...S-13 HAT 525 ALL CATS. CHART TDZE 1095 DELETE THRE 1093. THIS IS VOR/DME OR TACAN RWY 13, AMDT 18C. 1412171908-Perm.

**FDC 4/0341** SUX IAP SIOUX GATEWAY/COL BUD DAY FIELD, SIOUX CITY, IA. VOR OR TACAN RWY 31, AMDT 26C...S-31 HAT 464 ALL CATS. CHART TDZE 1096 DELETE THRE 1093. THIS IS VOR OR TACAN RWY 31, AMDT 26D. 1412171908-Perm.


**SPENCER**

Spencer Muni

**FDC 4/0292** SPW IAP SPENCER MUNI, SPENCER, IA. RNAV (GPS) RWY 30, AMDT 1...CHART TDZE 1338 DELETE THRE 1335. LPV DA 1588. LNAV/VNAV DA 1623. LNAV HAT 382 ALL CATS. THIS IS RNAV (GPS) RWY 30, AMDT 1A. 1412171735-Perm.

**FDC 4/0290** SPW IAP SPENCER MUNI, SPENCER, IA. RNAV (GPS) RWY 18, AMDT 1...CHART TDZE 1335. LPV DA 1588. LNAV/VNAV DA 1608. LNAV HAT 442 ALL CATS. THIS IS RNAV (GPS) RWY 18, AMDT 1A. 1412171735-Perm.

**STORM LAKE**

Storm Lake Muni

**FDC 4/6437** SLB IAP STORM LAKE MUNI, STORM LAKE, IA. NDB RWY 17, AMDT 1...NDB RWY 35, AMDT 1C...RNAV (GPS) RWY 17, AMDT 1A. 1412101721-1505041631EST.

**WATERLOO**

Waterloo Rgnl

**FDC 4/0452** RPB IAP BELLEVILLE MUNI, BELLEVILLE, KS. RNAV (GPS) RWY 36, ORIG...CHANGE THRE 1538 TO TDZE 1538. THIS IS RNAV (GPS) RWY 36 ORIG-A. 1412172150-Perm.
BELOIT

Moritz Memorial

FDC 4/7247 K61 IAP MORITZ MEMORIAL, BELOIT, KS. RNAV (GPS) RWY 35, ORIG...RNAV (GPS) RWY 17, ORIG...VISUAL DESCENT ANGLE 3.04/TCH 40 NOT AUTHORIZED. 1408221947-1503221947EST.

BURLINGTON

Coffey County

FDC 4/3819 UKL IAP COFFEY COUNTY, BURLINGTON, KS. NDB RWY 36, AMDT 2...PROCEDURE NA. 1409102029-1504102029EST.

FDC 4/1250 UKL IAP COFFEY COUNTY, BURLINGTON, KS. RNAV (GPS) RWY 18, ORIG...LPV DA 1424, LNAV/NAV DA 1424. LNAV HAT 366 ALL CATS. CHART TDZE 1174, DELETE THRE 1172. THIS IS RNAV (GPS) RWY 18 ORIG-A. 1412191749-PERM.

FDC 4/1228 UKL IAP COFFEY COUNTY, BURLINGTON, KS. RNAV (GPS) RWY 36, ORIG...LPV DA 1423. LNAV/NAV DA 1423. LNAV HAT 307 ALL CATS. CHART TDZE 1173, DELETE THRE 1170. THIS IS RNAV (GPS) RWY 36 ORIG-A. 1412191635-PERM.

CLAY CENTER

Clay Center Muni

FDC 4/2532 CYW IAP CLAY CENTER MUNI, CLAY CENTER, KS. RNAV (GPS) RWY 17, ORIG...CHANGE THRE 1208 TO TDZE 1208. THIS IS RNAV (GPS) RWY 17 ORIG-A. 1412291918-PERM.

COLBY

Shalz Field

FDC 4/7136 CBK IAP SHALZ FIELD, COLBY, KS. RNAV (GPS) RWY 35, AMDT 1...DISREGARD NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. 1408221703-1502221703EST.

FDC 4/0763 CNK IAP BLOSSER MUNI, CONCORDIA, KS. RNAV (GPS) RWY 35, ORIG...NOTE: NIGHT LANDING: RWY 35 NA. DISREGARD NOTE: PROCEDURE NA AT NIGHT. 1410212138-1505192138EST.

FDC 4/0379 CNK IAP BLOSSER MUNI, CONCORDIA, KS. RNAV (GPS) RWY 35, ORIG...LP HAT 393 ALL CATS. LNAV HAT 553 ALL CATS. CIRCLING HAA 593 ALL CATS. CHART TDZE 1487, DELETE THRE 1486. CHANGE APT ELEV 1486 TO APT ELEV 1487. THIS IS RNAV (GPS) RWY 35 ORIG-A. 1412172004-PERM.

FDC 4/667 FLV IAP U.S. DOD SHERMAN AAF, FORT LEAVENWORTH, KS. RNAV (GPS) RWY 34, ORIG-A...DESCENT ANGLE 3.04 /TCH 50 NA. 1409251448-1504241448EST.

GARDEN CITY

Garden City Rgnl

FDC 4/201 GCK IAP GARDEN CITY RGNL, GARDEN CITY, KS. ILS RWY 35, AMDT 1...TDZE 2885. APT ELEV 2891. CIRCLING CAT A MDA 429, CAT B/C MDA 3360/HAA 469, CAT D MDA 3460/HAA 569. TERMINAL ROUTE GCK VORTAC R-270/12 DME CCW ARC TO I-GCK LOCALIZER NORTH COURSE 352 (NOTP) 5000. TERMINAL ROUTE GCK VORTAC TO PIEVE LOM 4800. PROCEDURE TURN COMPLETION ALTITUDE 4800. MSA GC LOM 25 NM 045-315 5000. MISSED APPROACH: CLIMB TO 4000, THEN CLIMBING RIGHT TURN TO 4800 DIRECT PIEVE LOM AND HOLD. NOTE: NIGHT LANDING: RWY 30 NA. 1410302027-1505282027EST.
FDC 4/6200  GCK IAP GARDEN CITY RGNL., GARDEN CITY, KS. VOR RWY 35, AMDT 7A...TDZE 2885. APT ELEV 2891. S-35 MDA 3340/HAT 455 ALL CATS.

FDC 4/6199  GCK IAP GARDEN CITY RGNL., GARDEN CITY, KS. VOR/DME RWY 35, AMDT 2...S-35 MDA 3200/HAT 315 ALL CATS. CIRCLING CAT A MDA 3320/HAA 429. TERMINAL ROUTE LACKA VIA GCK 11 DME CCW ARC TO VODCU (NOPT) 5000. TERMINAL ROUTE GCK VORTAC TO IMIGZ 4800. PROCEDURE TURN COMPLETION ALTITUDE 5000. MSA GCK VORTAC 25 NM 045-315 5000. NOTE: NIGHT LANDING: RWY 30 NA. CHANGE ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DODGE CITY RGNL ALTIMETER SETTING AND INCREASE ALL MDA 140 FEET, INCREASE S-35 CAT C VISIBILITY 1/4 MILE. 141030027-150528027EST.


FDC 4/6129  GCK IAP GARDEN CITY RGNL., GARDEN CITY, KS. RNAV (GPS) RWY 30, ORIG...CIRCLING MDA CAT A 3320/HAA 429. RSA RW30 25 NM 5000. 1409051522-1504051522EST.

FDC 4/2228  GCK IAP GARDEN CITY RGNL., GARDEN CITY, KS. RNAV (GPS) RWY 17, ORIG...CIRCLING: MDA CAT A 3320/HAA 429. RSA RW17 25 NM 5000. 1409051522-1504051522EST.

FDC 4/2227  GCK IAP GARDEN CITY RGNL., GARDEN CITY, KS. VOR/DME RWY 17, AMDT 2...CIRCLING: MDA CAT A 3320/HAA 429. 1409051522-1504051522EST.

FDC 4/2226  GCK IAP GARDEN CITY RGNL., GARDEN CITY, KS. VOR/DME RWY 30, AMDT 1...CIRCLING: MDA CAT A 3320/HAA 429. MSA GCK VORTAC 25 NM R-045 - R-315 5000. 1409051522-1504051522EST.

FDC 4/2225  GCK IAP GARDEN CITY RGNL., GARDEN CITY, KS. VOR/DME RWY 17, AMDT 11...CIRCLING MDA CAT A 3320/HAA 429. MSA GCK VORTAC 25 NM R-045 - R-315 5000. 1409051522-1504051522EST.

FDC 4/2224  GCK IAP GARDEN CITY RGNL., GARDEN CITY, KS. RNAV (GPS) RWY 12, ORIG...CIRCLING MDA CAT A 3320/HAA 429. RSA RW12 25 NM 5000. 1409051522-1504051522EST.

GOODLAND

Renner Fld /Goodland Muni/

FDC 5/3149  GLD IAP RENNER FLD /GOODLAND MUNI/, GOODLAND, KS. VOR/DME RWY 30, AMDT 8...S-30 HAT 386 ALL CATS. CIRCLING HAA CAT A 423, CAT B/C 463, CAT D 563. CHART TDZE 3654, DELETE THRE 3652. CHANGE APT ELEV 3656 TO APT ELEV 3657. THIS IS VOR/DME RWY 30, AMDT 8A. 1501131704-PERM.

FDC 4/0431  GLD IAP RENNER FLD /GOODLAND MUNI/, GOODLAND, KS. RNAV (GPS) RWY 30, AMDT 1...LPV DA 3854. LNAV/VNAV DA 3904. LNAV HAT 366 ALL CATS. CIRCLING HAA CAT A 423, CAT B/C 463, CAT D 563. CHART TDZE 3654, DELETE THRE 3652. CHANGE APT ELEV 3656 TO APT ELEV 3657. THIS IS RNAV (GPS) RWY 30, AMDT 1A. 1412241931-1506221931EST.

GREAT BEND

Great Bend Muni

FDC 4/9335  GBD IAP GREAT BEND MUNI, GREAT BEND, KS. NDB A, AMDT 5A...PROCEDURE NA, HIL NDB DECOMMISSIONED. 1407111240-1501111240EST.

FDC 4/2223  GBD IAP GREAT BEND MUNI, GREAT BEND, KS. RNAV (GPS) RWY 17, ORIG...CHANGE LOCAL ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE RUSSELL MUNI ALTIMETER SETTING AND INCREASE ALL DA 77 FEET AND ALL MDA 80 FEET, AND INCREASE LPV ALL CATS, LNAV/VNAV ALL CATS, LNAV CATS C/D AND CIRCLING CAT D VISIBILITY 1/4 MILE. 1412241931-1506221931EST.
HUGOTON

Hugoton Muni

FDC 3/9608 HOG FUT IAP HUGOTON MUNI, HUGOTON, KS. RNAV (GPS) RWY 2, ORIG-NDB RWY 2, AMDT 3. CIRCLING CAT A/B/C MDA 3760/HAA 626. VISIBILITY CAT C 1. TEMPORARY CRANE, 3393 MSL. 1.55 NM NW OF RWY 2.

FDC 4/8801 IDP IAP INDEPENDENCE MUNI, INDEPENDENCE, KS. ILS OR LOC RWY 35, AMDT 1C...S-LOC 35: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, JEFFE (ID) LOM OUT OF SERVICE. 1410162009-1505142009EST.

JUNCTION CITY

Freeman Field

FDC 4/7820 3JC IAP FREEMAN FIELD, JUNCTION CITY, KS. RNAV (GPS) RWY 36, ORIG-C...DESENT ANGLE 3.00/TCH 40 NA. 1409220859-1504220859EST.

FDC 4/2467 3JC IAP FREEMAN FIELD, JUNCTION CITY, KS. ILS OR LOC RWY 36, AMDT 5...NOTE: NIGHT LANDING: RWY 18 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 141222149-1506302149EST.

FDC 4/2466 3JC IAP FREEMAN FIELD, JUNCTION CITY, KS. RNAV (GPS) RWY 36, ORIG-C...NOTE: NIGHT LANDING: RWY 18 NA. 141222149-1506302149EST.

KINGMAN

Kingman Airport - Clyde Cessna Field

FDC 5/3077 9K8 IAP KINGMAN AIRPORT - CLYDE CESSNA FIELD, KINGMAN, KS. VOR/DME RWY 18, AMDT 2...PROCEDURE NA. 1501121928-1508111928EST.

Lawrence Muni

Lawrence

FDC 4/7838 LWC IAP LAWRENCE MUNI, LAWRENCE, KS. RNAV (GPS) RWY 15, AMDT 2...PROCEDURE NA. 1409220859-1504220859EST.

LYONS

Lyons-Rice County Muni

FDC 4/4783 LYO IAP LYONS-RICE COUNTY MUNI, LYONS, KS. GPS RWY 35L, AMDT 1B...NOTE: NIGHT LANDING: RWY 17R NA. 1410082058-1504062058EST.

FDC 4/4781 LYO IAP LYONS-RICE COUNTY MUNI, LYONS, KS. GPS RWY 17R, AMDT 6...VOR/DME-A, AMDT 3...NOTE: NIGHT LANDING: RWY 17R NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410082058-1504062058EST.
OLATHE
New Century Airccenter

MEADE
Meade Muni

FDC 4/7961 MEJ IAP MEADE MUNI, MEADE, KS. RNAV (GPS) RWY 17, ORIG-A...RNAV (GPS) RWY 35, ORIG-A...DESCRIPT ANGLE 3.00/40 TCH NA. 1410161334-1505141334EST.

NEWTON
Newton-City-County

FDC 4/6436 EWK IAP NEWTON-CITY-COUNTY, NEWTON, KS. ILS OR LOC RWY 17, AMDT 4A...NDB RWY 35, AMDT 3...RNAV (GPS) RWY 17, ORIG...RNAV (GPS) RWY 35, ORIG...VOR/DME-A, AMDT 3...NOTE: NIGHT LANDING RWY 8, 26 NA. 1412101712-1506081712EST.

FDC 4/0739 NRN IAP NORTON MUNI, NORTON, KS. RNAV (GPS) RWY 34, AMDT 1...DELETE NOTE: PROCEDURE NA AT NIGHT. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.. THIS IS RNAV (GPS) RWY 34, AMDT 1A. 1412181226-PERM.

FDC 4/0738 NRN IAP NORTON MUNI, NORTON, KS. RNAV (GPS) RWY 16, AMDT 1...DELETE NOTE: PROCEDURE NA AT NIGHT. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.. THIS IS RNAV (GPS) RWY 16, AMDT 1A. 1412181226-PERM.

FDC 4/0737 NRN IAP NORTON MUNI, NORTON, KS. NDB RWY 34, AMDT 2...DELETE NOTE: PROCEDURE NA AT NIGHT. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.. THIS IS NDB RWY 34, AMDT 2A. 1412181226-PERM.

FDC 4/0736 NRN IAP NORTON MUNI, NORTON, KS. NDB RWY 16, AMDT 2...DELETE NOTE: PROCEDURE NA AT NIGHT. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA.. THIS IS NDB RWY 16, AMDT 2A. 1412181226-PERM.

OLATHE
New Century Airccenter

PITTSBURG
Atkinson Muni

FDC 4/4044 PTS IAP ATKINSON MUNI, PITTSBURG, KS. RNAV (GPS) RWY 4, AMDT 1B...CHANGE THRE 946 TO TDZE 946. THIS IS RNAV (GPS) RWY 4, AMDT 1C. 1412172129-PERM.

FDC 4/4044 PTS IAP ATKINSON MUNI, PITTSBURG, KS. RNAV (GPS) RWY 16, AMDT 2A...CHANGE THRE 933 TO TDZE 933. THIS IS RNAV (GPS) RWY 16, AMDT 2B. 1412172129-PERM.

SMITH CENTER
Smith Center Muni

FDC 4/5105 K82 IAP SMITH CENTER MUNI, SMITH CENTER, KS. GPS RWY 35, ORIG...CIRCLING CATS A/B MDA 2480/HAA 681. 1411142000-1506132000EST.

ST FRANCIS
Cheyenne County Muni

FDC 4/4778 SYF IAP CHEYENNE COUNTY MUNI, ST FRANCIS, KS. NDB OR GPS RWY 32, AMDT 1A...S-32 VISIBILITY CAT C 1 3/4. CIRCLING CAT C VISIBILITY 1 3/4. DISTANCE FAF TO MAP 1.8 NM. TIMING TABLE KNOTS/TIME: 60/1:48, 90/1:12, 120/0:54, 150/0:43, 180/0:36. 1409121928-1504121928EST.

SYRACUSE
Syracuse-Hamilton County Muni

FDC 4/5370 3K3 IAP SYRACUSE-HAMILTON COUNTY MUNI, SYRACUSE, KS. RNAV (GPS) RWY 36, ORIG...NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. 1412082027-1507062027EST.
FOE IAP FORBES FIELD, TOPEKA, KS. TACAN RWY 13, AMDT 4...S-13: MDA 1540/HAT 462. PHILIP BILLARD MUNI ALTIMETER SETTING MINIMUMS: S-13 MDA 1600/HAT 535 ALL CATS. VIS CAT C 1 1/2, CAT D 1 3/4, CAT E 2. CIRCLING: MDA CAT A 1600/HAA 522. VDP AT FOE 2.67 DME; DISTANCE VDP TO THLD 1.32 MILES. 1408011434-1502011434EST.

FDC 4/2917 FOE IAP U.S. DOD FORBES FIELD, TOPEKA, KS. HI TACAN RWY 13, AMDT 4...S-13 MDA 1540/475 HAT CATS C/D/E. 1412311923-1506291923EST.

Philip Billard Muni

FDC 5/2085 TOP IAP PHILIP BILLARD MUNI, TOPEKA, KS. RNAV (GPS) RWY 22, AMDT 1...CIRCLING CAT A MDA 1360/HAA 479, CAT B MDA 1400/HAA 519. 1501082328-1508072328EST.

FDC 5/2084 TOP IAP PHILIP BILLARD MUNI, TOPEKA, KS. VOR RWY 22, AMDT 21...CIRCLING CAT A MDA 1360/HAA 479, CAT B MDA 1400/HAA 519. NOTE: NIGHT LANDING: RWY 22 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501082328-1508072328EST.

ULYSSES

FDC 5/2120 ULS IAP ULYSSES, ULYSSES, KS. NDB RWY 12, AMDT 3A...RNAV (GPS) RWY 12, AMDT 1...RNAV (GPS) RWY 30, AMDT 1...NOTE: NIGHT LANDING: RWY 12, 30 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501090113-1508070113EST.

FDC 5/2119 ULS IAP ULYSSES, ULYSSES, KS. RNAV (GPS) RWY 35, AMDT 1...NOTE: NIGHT LANDING: RWY 12, 30 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1501090113-1508070113EST.

FDC 5/2118 ULS IAP ULYSSES, ULYSSES, KS. RNAV (GPS) RWY 17, AMDT 1A...NOTE: NIGHT LANDING: RWY 12, 30 NA. 1501090113-1508070113EST.

WICHITA

FDC 4/1507 ICT IAP WICHITA D WRIGHT D. EISENHOWER NATIONAL, WICHITA, KS. RNAV (GPS) Y RWY 19R, AMDT 1A...LNAV MDA 1780/ HAT 450 ALL CATS. VDP 1.25 NM TO RWY 19R. MULTIPLE TEMPORARY CRANES, UP TO 1475 MSL, 1508 FEET NE OF AIRPORT. 1412011524-1505301524EST.

FDC 4/1506 ICT IAP WICHITA D. EISENHOWER NATIONAL, WICHITA, KS. ILS OR LOC RWY 19R, AMDT 5F...SPOIL FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED) S-LOC 19R MDA 1740/ HAT 410 ALL CATS. VIS CAT C RVR 4000, CAT E RVR 5000. MULTIPLE TEMPORARY CRANES, UP TO 1475 MSL, 1508 FEET NE OF AIRPORT. 1412011524-1505301524EST.

FDC 4/1505 ICT IAP WICHITA D. EISENHOWER NATIONAL, WICHITA, KS. ILS OR LOC RWY 19L, AMDT 1...CORRECT PROFILE: CHANGE DISTANCE FROM I-MVP 1.4 DME FIX TO NUMAE/I-MVP 2.7 DME FROM 2.7 NM TO 1.3 NM. CHANGE DISTANCE FROM NUMAE/I-MVP 2.7 DME TO KECHI INT/I-MVP 6.5 DME/RADAR FROM 2.4 NM TO 3.8 NM. 1412181955-PERM.


ICT IAP WICHITA MID-CONTINENT, WICHITA, KS. RNAV (RNP) Z RWY 1L, ORIG-B.RNP 0.30 DA 1655/ HAT 341 ALL CATS. VIS RVR 3000 ALL CATS. TEMPORARY CRANES, 1500 MSL, 4867 FEET SE OF AIRPORT. 1312161400-1407032328EST.


FDC 3/1576 ICT IAP WICHITA MID-CONTINENT, WICHITA, KS. RNAV (GPS) RWY 1R, AMDT 1A.LNAV/VNAV DA 1711/HATH 390 ALL CATS. VIS RVR 4500 ALL CATS. LNAV MDA 1800/HATH 479 ALL CATS. VIS CATS C/D/E RVR 5000. CIRCLING CATS A/B/C MDA 1860/HAA 527. VDP 1.33 NM TO RWY 1R. FOR INOPERATIVE MALSR, INCREASE LPV CAT E VISIBILITY TO 3/4, LNAV/VNAV CAT E VISIBILITY TO 1 1/4 AND LNAV CAT C, D AND E VISIBILITY TO 1 3/8. TEMPORARY CRANES, 1500 MSL, 4867 FEET SE OF AIRPORT. 1312161400-1407032328EST.
FDC 3/1573  ICT IAP WICHITA MID-CONTINENT, WICHITA, KS. ILS OR LOC RWY 1R, AMDT 17B. ILS 1R, DA 1572/ HAT 251 ALL CATS. CIRCLING CATS A/B/C MDA 1860/ HAA 527. TEMPORARY CRANES, 1500 MSL, 4867 FEET SE OF AIRPORT. 1312161400-1407032328EST.

FDC 3/1570  ICT IAP WICHITA MID-CONTINENT, WICHITA, KS. VOR RWY 14, AMDT 1D. JUGOV FIX MINIMUMS CIRCLING CATS A/B/C MDA 1860/ HAA 527. TEMPORARY CRANES, 1500 MSL, 4867 FEET SE OF AIRPORT. 1312161400-1407032328EST.


FDC 4/9660  BRY IAP SAMUELS FIELD, BARDSTOWN, KY. RNAV (GPS) RWY 2, ORIG...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408291513-1502281513EST.

FDC 4/9658  BRY IAP SAMUELS FIELD, BARDSTOWN, KY. RNAV (GPS) RWY 20, ORIG...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408291513-1502281513EST.

COVINGTON

Cincinnati/Northern Kentucky Intl

FDC 4/7844  CVG IAP CINCINNATI/NORTHERN KENTUCKY INTL , COVINGTON, KY. RNAV (RNP) Z RWY 18R, ORIG-C...RNP 0.29 DA 1253/HAT 388 ALL CATS. TEMPORARY CRANE 933 MSL 3701 FT N OF RWY 18R. 1410161304-1504141304EST.

FDC 4/4023  CVG SID CINCINNATI/NORTHERN KENTUCKY INTL, COVINGTON, KY. RHOMM TWO DEPARTURE...CHARLESTON TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. HVQ VOR OUT OF SERVICE. 1411113859-1505121859EST.

DANVILLE

Stuart Powell Field

FDC 4/5014  DVK IAP STUART POWELL FIELD, DANVILLE, KY. RNAV (GPS) RWY 12, ORIG...NOTE: NIGHT LANDING: RWY 12 CATS C/D, 1, 19 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409091432-1504071432EST.

FDC 4/3596  DVK IAP STUART POWELL FIELD, DANVILLE, KY. RNAV (GPS) RWY 30, ORIG...NOTE: NIGHT LANDING: RWY 1, 19 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410061808-1504041806EST.

FDC 4/3075  DVK IAP STUART POWELL FIELD, DANVILLE, KY. LOC/DME RWY 30, AMDT 1C...NOTE: NIGHT LANDING: RWY 1, 19 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410032001-1504012001EST.

GLASGOW

Glasgow Muni
**Hancock Co-Ron Lewis Field**

**LEXINGTON**

**Blue Grass**

**Saint Joseph Hospital**

**Uk Hospital**

**LOUISVILLE**

**Bowman Field**

**LEWISPORT**
LOUISIANA

ALEXANDRIA

Alexandria Intl

AMELIA

Lake Palourde Base

BATON ROUGE

Baton Rouge Metropolitan, Ryan Field

WHITESBURG

Appalachian Rgnl Hospital

WILLIAMSBURG

Williamsburg-Whitley County

BOGALUSA

George R Carr Memorial Air Fld

BOOTHVILLE

Boothville

CAMERON

Cage Dock

Era Helicopters Cameron Base
**24LA SPECIAL ERA HELICOPTERS**  
CAMERON BASE, CAMERON, LA. (SPECIAL) COPTER GPS 087, ORIG...COPTER GPS 182, ORIG...COPTER GPS 357, ORIG...COPTER RNAV (GPS) 177, AMDT 1...IFR DEPARTURE NA. 1412142058-1507122058EST.

**FDC 4/835**  
24LA SPECIAL ERA HELICOPTERS CAMERON BASE, CAMERON, LA. (SPECIAL) COPTER GPS 357, ORIG...H-357 MDA 820/HAS 816. LAKE CHARLES ALTIMETER SETTING: MDA 860/HAS 856. 1409122324-1504122324EST.

**Evergreen**

**FDC 4/839**  
13LA SPECIAL EVERGREEN, CAMERON, LA. (SPECIAL) COPTER GPS 357, ORIG...H-357 MDA 820/HAS 816. LAKE CHARLES ALTIMETER SETTING: MDA 860/HAS 856. 1409122324-1504122324EST.

**FDC 4/2452**  
13LA SPECIAL EVERGREEN, CAMERON, LA. COPTER GPS 087, ORIG...COPTER GPS 182, ORIG...COPTER GPS 357, ORIG...COPTER RNAV (GPS) 177, AMDT 1...IFR DEPARTURE NA. 1412022120-1505312120EST.

**Mobil Cameron**

**FDC 4/9109**  
81LA SPECIAL MOBIL CAMERON, CAMERON, LA. (SPECIAL) COPTER GPS 087, ORIG...COPTER GPS 182, ORIG...COPTER GPS 357, ORIG...COPTER RNAV (GPS) 177, AMDT 1...IFR DEPARTURE NA. 1412142058-1507122058EST.

**FDC 4/838**  
81LA SPECIAL MOBIL CAMERON, CAMERON, LA. (SPECIAL) COPTER GPS 357, ORIG...H-357 MDA 820/HAS 816. LAKE CHARLES ALTIMETER SETTING: MDA 860/HAS 856. 1409122324-1504122324EST.

**Petroleum Helicopters Cameron**

**FDC 4/9107**  
7LA5 SPECIAL PETROLEUM HELICOPTERS CAMERON, CAMERON, LA. (SPECIAL) COPTER GPS 087, ORIG...COPTER GPS 182, ORIG...COPTER GPS 357, ORIG...COPTER RNAV (GPS) 177, AMDT 1...IFR DEPARTURE NA 1412142058-1507122058EST.

**FDC 4/804**  
7LA5 SPECIAL PETROLEUM HELICOPTERS CAMERON, CAMERON, LA. (SPECIAL) COPTER GPS 357, ORIG...H-357 MDA 820/HAS 816. LAKE CHARLES ALTIMETER SETTING: MDA 860/HAS 856. 1409122254-1504122254EST.

**DE QUINCY**

**De Quincy Industrial Airpark**

**FDC 5/2049**  
5R8 IAP DE QUINCY INDUSTRIAL AIRPARK, DE QUINCY, LA. NDB RWY 15, AMDT 2...RNAV (GPS) RWY 15, AMDT 1...RNAV (GPS) RWY 33, AMDT 1...VOR/DME RWY 33, AMDT 2...NOTE: NIGHT LANDING: RWY 15 NA. 1501082155-1508072155EST.

**FDC 4/4263**  
5R8 ODP DE QUINCY INDUSTRIAL AIRPARK, DE QUINCY, LA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...CHANGE ALL RWY 15/33 REFERENCE TO RWY 16/34. 1407231628-1501231628EST.

**FDC 4/4259**  
5R8 IAP DE QUINCY INDUSTRIAL AIRPARK, DE QUINCY, LA. RNAV (GPS) RWY 15, AMDT 1...RNAV (GPS) RWY 33, AMDT 1...VOR/DME RWY 33, AMDT 2...NDB RWY 15, AMDT 2...CHANGE ALL RWY 15/33 REFERENCE TO RWY 16/34. 1407231628-1501231628EST.

**DE RIDDER**

**Beauregard Rgnl**

**FDC 4/1035**  
DRI ODP BEAUREGARD RGNL, DE RIDDER, LA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...TAKE-OFF MINIMUMS: RWY 32, 300-2 1/4 OR STANDARD WITH MINIMUM CLimb OF 211 FT PER NM TO 600. NOTE: RWY 32, TOWER 1.8NM FROM DER, 1400 FEET RIGHT OF CENTERLINE, 275 FEET AGL/479 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1412182027-1506162027EST.

**EUNICE**

**Eunice**

**FDC 4/7196**  
4R7 IAP EUNICE, EUNICE, LA. RNAV (GPS) RWY 34, ORIG...DESCEnt ANGLE 3.00/TCH 45 NA. 1408221736-1503221736EST.

**GRAND ISLE**

**Era Helicopters Fourchon Helibase**

**FDC 4/5944**  
09LA SPECIAL ERA HELICOPTERS FOURCHON HELIBASE, GRAND ISLE, LA. COPTER VOR/DME 094, AMDT 2...COPTER VOR/DME 274, AMDT 3...IFR DEPARTURE NA 1411172105-1506162105EST.

**Exxon**

**FDC 4/1757**  
0LA7 SPECIAL EXXON, GRAND ISLE, LA. COPTER GPS 117, ORIG...COPTER GPS 297, ORIG...IFR DEPARTURE NA. 1412012221-1506302221EST.

**INTRACOASTAL CITY**

1-AFPN-87
Bristow (Intracoastal City)

FDC 4/9118 1LA9 SPECIAL BRISTOW (INTRACOASTAL CITY), INTRACOASTAL CITY, LA. COPTER GPS 299, ORIG...COPTER RNAV (GPS) 180, AMDT 1...COPTER RNAV (GPS) 274, AMDT 1...IFR DEPARTURE NA 1412142058-1507122058EST.

Chevron Intracoastal

FDC 4/2460 1LA4 SPECIAL CHEVRON INTRACOASTAL, INTRACOASTAL CITY, LA. COPTER GPS 119, ORIG...COPTER GPS 299, ORIG...IFR DEPARTURE NA. 1412022130-1506302130EST.

Petroleum Helicopters-Intracoastal City

FDC 4/9127 7LS4 SPECIAL PETROLEUM HELICOPTERS-INTRACOASTAL CITY, INTRACOASTAL CITY, LA. COPTER GPS 299, ORIG...COPTER GPS 119, ORIG...IFR DEPARTURE NA 1412142058-1507122058EST.

LAFAYETTE

Lafayette Rgnl

FDC 4/5866 LFT ODP LAFAYETTE RGNL, LAFAYETTE, LA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...NOTE: RWY 29, CONSTRUCTION EQUIPMENT 460 FT FROM DEPARTURE END OF RWY, 481 FT LEFT OF CENTERLINE, 35 FT AGL/ 70 FT MSL. TEMPORARY CRANE 1276 FT FROM DEPARTURE END OF RWY, 524 FT LEFT OF CENTERLINE, 52 FT AGL/84 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1408211110-1502211110EST.

LAKE CHARLES

Lake Charles Rgnl

FDC 4/0649 LCH IAP LAKE CHARLES RGNL, LAKE CHARLES, LA. RNAV (GPS) RWY 5, ORIG...NOTE: WHEN VGSI INOPERATIVE, PROCEDURE NA AT NIGHT. 1412180848-1507160848EST.

LEEVILLE

Chevron Usa Inc

FDC 4/5980 4LA4 SPECIAL CHEVRON USA INC, LEEVILLE, LA. COPTER GPS 359, ORIG...COPTER VOR/DME 094, AMDT 2...COPTER VOR/DME 274, AMDT 3...IFR DEPARTURE NA. 1411172223-1505162223EST.

Fourchon Base

FDC 4/9397 9LA3 SPECIAL FOURCHON BASE, LEEVILLE, LA. (SPECIAL) COPTER RNAV (GPS) 180, AMDT 1...COPTER RNAV (GPS) 274, AMDT 1...IFR DEPARTURE NA. 1412151738-1506151738EST.

MINDEN

Minden

FDC 4/3842 MNE IAP MINDEN, MINDEN, LA. RNAV (GPS) RWY 19, ORIG-A...DESENN ANGLE 3.00/TCH 40 NA. 1406261316-1412261316EST.

MORGAN CITY

Mobil

FDC 4/9106 5LA2 SPECIAL MOBIL, MORGAN CITY,. COPTER GPS 333, AMDT 1...COPTER GPS 016, ORIG...COPTER GPS 196, ORIG...COPTER GPS 285, ORIG...IFR DEPARTURE NA 1412142058-1507122058EST.

FDC 4/2774 5LA2 SPECIAL MOBIL HELI, MORGAN CITY, LA. (SPECIAL) COPTER GPS 092, ORIG-H-092 MDA 740/HAT 733. TEMPORARY CRANE, 190 MSL, 5289 FT SW OF AIRPORT TEMPORARY CRANE (2013-ASW-7756-OE), 190 MSL @ 300146.18 N/0900209.31W. 1409081520-1504081520EST.

Texaco

FDC 4/9113 9LA4 SPECIAL TEXACO, MORGAN CITY, LA. COPTER GPS 016, ORIG...COPTER GPS 196, ORIG...COPTER GPS 285, ORIG...COPTER RNAV (GPS) 092, ORIG...COPTER GPS 333, AMDT 1...IFR DEPARTURE NA. 1412142058-1507122058EST.

NEW ORLEANS

Lakefront

FDC 4/0359 NEW IAP LAKEFRONT, NEW ORLEANS, LA. ILS OR LOC RWY 18R, AMDT 1...CIRCLING CATS A/B MDA/HAA 500/492. TEMPORARY CRANE, 190 MSL, 5289 FT SW OF AIRPORT TEMPORARY CRANE (2013-ASW-7756-DE), 190 MSL @ 300146.18 N/0900209.31W. 1412171936-1506151936EST.

Louis Armstrong New Orleans Intl

FDC 5/3273 MSY IAP LOUIS ARMSTRONG NEW ORLEANS INTL, NEW ORLEANS, LA. ILS OR LOC RWY 1, AMDT 17B...ILS OR LOC RWY 10, AMDT 2C...ILS OR LOC RWY 28, AMDT 9A...RNAV (GPS) Y RWY 10, AMDT 1...RNAV (GPS) Y RWY 19, AMDT 2...RNAV (GPS) Y RWY 28, AMDT 3A...VOR/DME RWY 10, ORIG-B...CIRCLING CAT C MDA 580/HAA 576. TEMPORARY CRANES, UP TO 280 MSL, 1.91 NM SOUTH OF AIRPORT. 1501131442-1507121442EST.

1-AFPN-88
MSY IAP LOUIS ARMSTRONG NEW ORLEANS INTL, NEW ORLEANS, LA. LOC RWY 19, AMDT 2. SHORE FIX MINIMUMS: CIRCLING CAT C MDA 580/HAA 576. TEMPORARY CRANES, UP TO 280 MSL, 1.91 NM SOUTH OF AIRPORT. 1501131442-1507121442 EST.

MSY IAP LOUIS ARMSTRONG NEW ORLEANS INTL, NEW ORLEANS, LA. RNAV (GPS) RWY 1, AMDT 1A...LNAV/VNAV DA 598/HAT 596 ALL CATS. VIS 2 ALL CATS. LNAV MDA 540/HAT 538 ALL CATS. VIS CATS C/D 1 1/2. CIRCLING CATS A/B MDA 540/HAA 536, CAT C 580/HAA 576. TEMPORARY CRANES, UP TO 280 MSL, 1.91 NM SOUTH OF AIRPORT. 1501131442-1507121442 EST.

MSY ODP LOUIS ARMSTRONG NEW ORLEANS INTL, NEW ORLEANS, LA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1... TAKE-OFF MINIMUMS RWY 19, 300-2 OR STANDARD WITH MINIMUMS CLimb OF 237 FEET PER NM TO 400. NOTE: RWY 19, TEMPORARY CRANES, 9141 FEET FROM DEPARTURE END OF RWY, 2722 FEET RIGHT OF CENTERLINE, UP TO 270 AGL/280 MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501131442-1507121442 EST.

St Landry Parish-Ahart Field

OPELOUSAS

OPL IAP ST LANDRY PARISH-AHART FIELD, OPELOUSAS, LA. VOR/DME RWY 36, AMDT 1... NOTE: NIGHT LANDING: RWY 6, 24 NA. 1408230309-1503230309 EST.

PORT FOURCHON

Phi Fourchon Base

LS99 SPECIAL PHI FOURCHON BASE, PORT FOURCHON, LA. COPTER RNAV (GPS) 180, AMDT 1... COPTER RNAV (GPS) 274, AMDT 1... IFR DEPARTURE NA 1412142058-1507122058 EST.

RESERVE

St John The Baptist Parish

IL0 IAP ST JOHN THE BAPTIST PARISH, RESERVE, LA. RNAV (GPS) RWY 17, ORIG... DESCENT ANGLE 3.04/TCH 40 NA. 1501122114-1508112114 EST.

SHREVEPORT

Shreveport Downtown

DTN IAP SHREVEPORT DOWNTOWN, SHREVEPORT, LA. LOC RWY 14, AMDT 4E... RNAV (GPS) RWY 14, ORIG-B... NOTE: NIGHT LANDING: RWY 5, 23, 32 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NA. DISREGARD NOTE: PROCEDURE NA AT NIGHT. DISREGARD NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NA. 1501132122-1508122122 EST.

Shreveport Rgnl

SHV IAP SHREVEPORT RGNL., SHREVEPORT, LA. ILS OR LOC RWY 14, AMDT 25... S-LOC 14: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. DTN VOR OUT OF SERVICE. 1409270002-1510260002 EST.

VENICE

Air Logistics (Venice) N

4SLA SPECIAL AIR LOGISTICS (VENICE) N, VENICE, LA. COPTER GPS 326, ORIG... COPTER GPS 146, ORIG... IFR DEPARTURE NA 1412142058-1507122058 EST.

Chevron Usa Inc

8LA1 SPECIAL CHEVRON USA INC., VENICE, LA. COPTER GPS 326, ORIG... COPTER GPS 146, ORIG... IFR DEPARTURE NA 1412142058-1507122058 EST.

Conoco Inc Venice

8LA4 SPECIAL CONOCO INC. VENICE, VENICE, LA. COPTER GPS 146, ORIG... IFR DEPARTURE NA. 1412142058-1507122058 EST.

Era Helicopters Venice Base

LS52 SPECIAL ERA HELICOPTERS VENICE BASE, VENICE, LA. COPTER GPS 146, ORIG... IFR DEPARTURE NA 1412142058-1507122058 EST.

MAINE

ST JOHN/LEWISTON

Auburn/Lewiston Muni

LEW IAP AUBURN/LEWISTON MUNI, AUBURN/LEWISTON, ME. LOC RWY 9, AMDT 1A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, AUG DME OUT OF SERVICE. 1406251948-1412251948 EST.
AUGUSTA

Augusta State

FDC 4/8082 AUG IAP AUGUSTA STATE, AUGUSTA, ME. RNAV (GPS) B, ORIG-B...CHANGE NOTE TO READ: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE AUBURN-LEWISTON ALTIMETER SETTING AND INCREASE ALL MDA'S 80 FT, AND INCREASE CIRCLING CAT C AND D VISIBILITY 1/4 MILE. ADD NOTE: NIGHT LANDING: RWY 26 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409221828-1503221828EST.


FDC 4/2858 AUG IAP AUGUSTA STATE, AUGUSTA, ME. ILS OR LOC RWY 17, AMDT 3...NOTE: NIGHT LANDING: RWY 26 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409081918-1503081918EST.

FDC 4/2857 AUG IAP AUGUSTA STATE, AUGUSTA, ME. VOR RWY 35, AMDT 6...NOTE: NIGHT LANDING: CAT C/D RWY 23 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409081918-1503081918EST.

FDC 4/2850 AUG IAP AUGUSTA STATE, AUGUSTA, ME. VOR/DME RWY 8, AMDT 12...NOTE: NIGHT LANDING: RWY 26 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409081918-1503081918EST.

BANGOR

Bangor Intl

FDC 4/7946 BGR IAP BANGOR INTL, BANGOR, ME. ILS OR LOC/DME RWY 15, AMDT 1A...CHANGE ALL REFERENCE TO I-JVH 153.17 COURSE TO 151.17 COURSE. S-LOC 15 ALL CATS VISIBILITY RVR 5500. CHANGE ALS INOP NOTES TO READ: FOR INOPERATIVE ALSF, INCREASE S-ILS 15 CAT E VISIBILITY TO RVR 4000, AND S-LOC 15 CAT E VISIBILITY TO 1 1/2. DELETE ALL REFERENCE TO MIDDLE MARKER. 1409221427-1504221427EST.

FDC 4/2922 BGR IAP BANGOR INTL, BANGOR, ME. RADAR-1, AMDT 4D...ASR RWY 33 MDA 720/HAT 557 ALL CATS. VIS CATS C/D/E RVR 6000. FAS OBST: 403 TOWER 444651N0684457W. 1408121900-1502121900EST.

Eastern Maine Medical Center

FDC 4/9275 ME02 SPECIAL EASTERN MAINE MEDICAL CENTER, BANGOR, ME. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...IFR DEPARTURE NA. 1408281900-1502281900EST.

BELFAST

Bangor Intl

FDC 3/1078 BST IAP BELFAST MUNI, BELFAST, ME. RNAV (GPS) RWY 33, ORIG-A...RNAV (GPS) RWY 15, ORIG-A...NOTE: PROCEDURE NA AT NIGHT. 1311182030-1411182030EST.

FDC 4/1416 B19 IAP BIDDEFORD MUNI, BIDDEFORD, ME. VOR RWY 6, ORIG-A...RNAV (GPS) RWY 6, ORIG...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409041054-1503041054EST.

FDC 4/5956 BXM IAP BRUNSWICK EXECUTIVE, BRUNSWICK, ME. RNAV (GPS) RWY 1R, AMDT 1...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1404211236-PERM.

FDC 4/5082 DOVER-FOXCRAFT IAP MAYO REGIONAL HOSPITAL, DOVER-FOXCRAFT, ME. RNAV (GPS) RWY 1R, AMDT 1...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1404211236-PERM.

DOVER-FOXCRAFT

Iap Mayo Regional Hospital

FDC 2/5082 ME43 FU/T IAP MAYO REGIONAL HOSPITAL, DOVER-FOXCRAFT, ME. (SPECIAL) COPTER RNAV (GPS) 120, ORIG.TERMINAL ROUTE CAPDA (IAF) TO CUDAL (IF) 3000. TERMINAL ROUTE COTEK (IAF) TO CUDAL (IF) 3000. MISSED APPROACH: CLIMBING LEFT TURN TO 3000 DIRECT ZOBOV AND HOLD.

ELIOT

Littlebrook Air Park
**GREENVILLE**

GREENVILLE Muni

**FDC 4/4848** 3B1 ODP GREENVILLE MUNI, GREENVILLE, ME. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKE-OFF MINIMUMS RWY 14, STANDARD WITH MINIMUM CLIMB OF 249 FT PER NM TO 3400. RWY 32, 700-2 OR STANDARD WITH MINIMUM CLIMB OF 425 FT PER NM TO 2300. NOTE: RWY 32, TOWER 70 FT FROM DER, 338 FT RIGHT OF CENTERLINE, 42 FT AGL/1422 MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1411141613-1505131613EST.

**FDC 4/8781** HUL IAP HOULTON INTL, HOULTON, ME. RNAV (GPS) RWY 5, ORIG-A...VISUAL DESCENT ANGLE 3.00/43 TCH NA. 1412121848-1506101848EST.

**FDC 5/0302** MLT IAP MILLINOCKET MUNI, MILLINOCKET, ME. RNAV (GPS) RWY 1, AMDT 1...NOTE: NIGHT LANDING: RWY 11, 29, 34 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501051702-1507061701EST.

**FDC 5/1003** PQI IAP NORTHERN MAINE RGNL ARPT AT PRESCUE IS, PRESCUE ISLE, ME. ILS OR LOC RWY 1, AMDT 6...RNAV (GPS) RWY 1, AMDT 1...RNAV (GPS) RWY 28, AMDT 1...CIRCLING CAT A MDA 1140/HAA 606.. 1501071749-1507061459EST.

**NORRIDGEWOCK**

Central Maine Arpt Of Norridgewock

**FDC 5/0567** OWK ODP CENTRAL MAINE ARPT OF NORRIDGEWOCK, NORRIDGEWOCK, ME. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...TAKE-OFF MINIMUMS RWY 15: 700-3 OR STANDARD WITH MINIMUM CLIMB OF 300 FT PER NM TO 1200 OR 1400-2 1/2 FOR CLIMB IN VISUAL CONDITIONS. TAKE-OFF MINIMUMS RWY 21: 700-3 OR STANDARD WITH MINIMUM CLIMB OF 300 FT PER NM TO 1100 OR 1400-2 1/2 FOR CLIMB IN VISUAL CONDITIONS. ALL OTHER DATA REMAINS AS PUBLISHED. 1501061337-1507051332EST.

**PORTLAND**

**FDC 4/1677** 3B4 IAP LITTLEBROOK AIR PARK, ELIOT, ME. VOR-A, AMDT 2...PROCEDURE NA. 1410222006-1504202006EST.

**FDC 5/2549** PWM IAP PORTLAND INTL JETPORT, PORTLAND, ME. RNAV (GPS) RWY 36, AMDT 1...DELETE NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 36 PROCEDURE NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. CHART TDZE 49 DELETES THRE 44. LP HAT 411 ALL CATS. LNAV HAT 511 ALL CATS. THIS IS RNAV (GPS) RWY 36, AMDT 1A. 1501101529-PERM.

**FDC 5/2548** PWM IAP PORTLAND INTL JETPORT, PORTLAND, ME. RNAV (GPS) RWY 18, AMDT 1...DELETE NOTE: WHEN VGSI INOP, CIRCLING RWY 36 NA AT NIGHT. DELETE NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 18 PROCEDURE NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. CHART TDZE 50 DELETES THRE 48. LP HAT 650 ALL CATS. LNAV HAT 690 ALL CATS. THIS IS RNAV (GPS) RWY 18, AMDT 1A. 1501101529-PERM.

**FDC 4/7988** PWM IAP PORTLAND INTL JETPORT, PORTLAND, ME. ILS OR LOC RWY 11, AMDT 3...ILS RWY 11 (SA CAT I), AMDT 3...ILS RWY 11 (CAT II), AMDT 3...ILS RWY 11 (CAT III), AMDT 3...INITIAL SEGMENT FROM ENE VOR/DME TO BUXTO NOT AUTHORIZED. 1409221536-1503221536EST.

**FDC 4/1969** PWM IAP PORTLAND INTL JETPORT, PORTLAND, ME. RNAV (GPS) RWY 36, AMDT 1...LP MDA 540/HAT 494 ALL CATS. 1407171701-1501171701EST.

**FDC 5/1083** PQI IAP NORTHERN MAINE RGNL ARPT AT PRESCUE IS, PRESCUE ISLE, ME. ILS OR LOC RWY 1, AMDT 6...RNAV (GPS) RWY 1, AMDT 1...RNAV (GPS) RWY 28, AMDT 1...CIRCLING CAT A MDA 1140/HAA 606.. 1501071749-1507061459EST.
**FDC 05148** PQI F/T NORTHERN MAINE RGNL ARPT AT PRESQUE IS, PRESQUE ISLE, ME. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4. TAKEOFF MINIMUMS: RWY 1, 300-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 456 FT PER NM TO 900. NOTE: RWY 1, TREE 2792 FT FROM DER, 856 FT RIGHT OF CENTERLINE, UP TO 54 FT AGL/694 FT MSL. TREE 7304 FT FROM DER, 1849 FT RIGHT OF CENTERLINE, UP TO 71 FT AGL/749 FT MSL. RWY 10, 300-1 3/4 OR STANDARD WITH MINIMUM CLIMB OF 262 FT PER NM TO 900. NOTE: RWY 10, TREE 8710 FT FROM DER, 1660 FT RIGHT OF CENTERLINE, UP TO 70 FT AGL/760 FT MSL. TREE 8861 FT FROM DER, 1668 FT RIGHT OF CENTERLINE, UP TO 84 FT AGL/764 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**FDC 45162** RKD IAP KNOX COUNTY RGNL., ROCKLAND, ME. NDB RWY 3, ORIG-A...NOTE: NIGHT LANDING: RWY 3 CAT C AND D, RWY 21 NA. 1412081653-1506061653 EST.

**FDC 44986** RKD IAP KNOX COUNTY RGNL., ROCKLAND, ME. RNAV (GPS) RWY 3, ORIG...NOTE: NIGHT LANDING: RWY 31 NA. NOTE: CHANGE VISIBILITY REDUCTION BY HELICOPTERS NA TO READ HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NA. 1412081412-1506061412 EST.

**ROCKLAND**

**FDC 48076** SB0 ODP STEVEN A. BEAN MUNI, RANGELEY, ME. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE OFF MINIMUMS: RWY 14, 600-2 WITH MINIMUM CLIMB OF 355 FT PER NM TO 4000. RWY 32, 600-2 WITH MINIMUM CLIMB OF 400 FT PER NM TO 4000. NOTE: RWY 14, TREE 22 FROM DER, 483 FT RIGHT OF CENTERLINE, UP TO 76 FT AGL/1856 FT MSL. TREES BEGINNING 230 FT FROM DER, 546 FT RIGHT OF CENTERLINE, UP TO 77 FT AGL/1857 FT MSL. TREES BEGINNING 340 FT FROM DER, 549 FT LEFT OF CENTERLINE, UP TO 99 FT AGL/1859 FT MSL. ALL OTHER DATA REMAINS THE SAME. 1409221818-1503221818 EST.

**FDC 49666** 13ME SPECIAL SOCA TEAN BAY, ROCKWOOD, ME. (SPECIAL) RNAV (GPS) RWY 27, ORIG...PROCEDURE NA. 1408291525-1502281525 EST.

**RANGELEY**

**FDC 49908** RKD IAP KNOX COUNTY RGNL., ROCKLAND, ME. ILS OR LOC RWY 13, AMDT 1C...S-LOC 13 MDA 580/HAT 526 ALL CATS, CAT C VIS 1, CAT D 1 1/4. DOSNE/I-RMZ 2.5 DME MINIMUM ALTITUDE 580* *LOC ONLY, 660 WHEN USING WIS CASSET ALTIMETER SETTING. NOTE: NIGHT LANDING RWY 31 NA. NOTE: FOR INOPERATIVE MAL SR WHEN USING WIS CASSET ALTIMETER SETTING, INCREASE S-ILS 13 ALL CATS VISIBILITY TO 1 MILE. NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE WISCASSET ALTIMETER SETTING AND INCREASE ALL DA 65 FEET AND ALL MDA 80 FEET, AND INCREASE S-LOC 13 CAT C/D AND CIRCLING CAT C AND DME MINIMUMS S-LOC 13 CAT C/D AND CIRCLING CAT C VISIBILITY 1/4 MILE. 1411241651-1505231651 EST.

**FDC 45163** RKD IAP KNOX COUNTY RGNL., ROCKLAND, ME. RNAV (GPS) RWY 31, ORIG...NOTE: NIGHT LANDING: RWY 31 NA. 1412081653-1506061653 EST.

**SWANS ISLAND**

**FDC 25060** ME73 FI/T IAP SWANS ISLAND HELIPORT, SWANS ISLAND, ME. (SPECIAL) COPTER RNAV (GPS) 092, ORIG...TERMINAL ROUTE ADIF O (IAF) TO HUMIS (IF) 3000. TERMINAL ROUTE DORAE (IAF) TO HUMIS (IF) 3000. MISSED APPROACH: CLIMB TO 3000 DIRECT RUEED AND HOLD.

**WATERVILLE**

**FDC 50634** WVL ODP WATERVILLE ROBERT LAFLEUR, WATERVILLE, ME. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT...TAKE-OFF MINIMUMS: RWY 32, STANDARD WITH A MINIMUM CLIMB OF 375 FEET PER NM TO 1000. NOTE: RWY 14, TREES BEGINNING 215 FEET FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 77 FEET AGL/371 FEET MSL. RWY 32, TREES BEGINNING 590 FEET FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 73 FEET AGL/340 FEET MSL. TREES BEGINNING 2121 FEET FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 108 FEET AGL/501 FEET MSL. TANK 3618 FEET FROM DER, 656 FEET RIGHT OF CENTERLINE, UP TO 67 FEET AGL/477 FEET MSL. BUILDING 5517 FEET FROM DER, 826 FEET LEFT OF CENTERLINE, UP TO 32 FEET AGL/477 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501061550-1507051545 EST.

**FDC 41401** WVL IAP WATERVILLE ROBERT LAFLEUR, WATERVILLE, ME. RNAV (GPS) RWY 5, AMDT 1...LPV DA 509 ALL CATS. LNAV/VNAV DA 588 ALL CATS. LNAV HAT 311 ALL CATS. CHART TDZE 309 DELETE THRE 268. THIS IS RNAV (GPS) RWY 5, AMDT 1A. 1412192055-PERM.
**FDC 4/1400** WVL IAP WATERVILLE ROBERT LAFLEUR, WATERVILLE, ME. ILS OR LOC/DME RWY 5, AMDT 4...S-ILS 5 DA 509 ALL CATS. S-LOC 5 HAT 291 ALL CATS. CHART TDZE 309 DELETE THRE 268. THIS IS ILS OR LOC/DME RWY 5, AMDT 4A. 1412192055-PERM.

**WISCONSIN**

**Wiscasset**

**FDC 4/2964** IWU IAP/WISCASSET, WISCASSET, ME. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...NOTE: RWY 7, POWERLINE 607 FT FROM DER, 410 FT RIGHT OF CENTERLINE, 45 AGL/85 MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1410031623-1504011623EST.

**MARYLAND**

**ABERDEEN PROVING GROUNDS(ABERDEEN)**

**Phillips AAF**

**FDC 4/5725** APG IAP U.S. DOD PHILLIPS AAF, ABERDEEN PROVING GROUNDS(ABERDEEN), MD. RNAV (GPS) RWY 22, AMDT 1A...VOR RWY 22, AMDT 1...CIRCLING CAT D MDA 640/HA 583. TEMPORARY CRANE 287 MSL 2.22 NM W OF RWY 4. 14100101900-1504081900EST.

**APG IAP U.S. DOD PHILLIPS AAF, ABERDEEN PROVING GROUNDS(ABERDEEN), MD. RNAV (GPS) RWY 22, AMDT 2...TERMINAL ROUTE FROM MODENA VORTAC TO BAINS (IAF) NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. 1410101849-1504081849EST.

**FDC 4/5724** APG IAP U.S. DOD PHILLIPS AAF, ABERDEEN PROVING GROUNDS(ABERDEEN), MD. NDB RWY 22, AMDT 2B...TERMINAL ROUTE FROM MODENA VORTAC TO BAINS (IAF) NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. 14100101900-1504081900EST.

**FDC 4/1170** APG IAP U.S. DOD PHILLIPS AAF, ABERDEEN PROVING GROUNDS(ABERDEEN), MD. RNAV (GPS) RWY 22, AMDT 1A...DESCENT ANGLE 3.04/TCH 59 NA. 1412191449-1506171449EST.

**BALTIMORE**

**Baltimore/Washington Intl Thurgood Marshall**

**FDC 4/4271** BWI SID BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. PALEO THREE DEPARTURE.DEPARTURE ROUTE DESCRIPTION: TAKEOFF RWY 4: CLimb HEADING 044.19 TO 800 BEFORE TURNING LEFT. THENCE TAKEOFF RWY 28: PROPS CLIMB HEADING 285.22 TO 900 BEFORE TURNING RIGHT. THENCE TAKEOFF RWY 33L: CLIMB HEADING 320.21 TO 2000 BEFORE TURNING RIGHT. THENCE...FOR VECTORS TO TRANSITION OR ASSIGNED ROUTE, EXPECT CLEARANCE TO FILED ALTITUDE TEN MINUTES AFTER DEPARTURE. TAKEOFF MINIMUMS: RWY 33L, STANDARD. RWY 4, 300-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 210 FEET PER NM TO 500, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT PER NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1300 FT PRIOR TO DER. RWY 33R, STANDARD WITH MINIMUM CLIMB OF 251 FEET PER NM TO 2000. NOTE: RADAR REQUIRED. NOTE: TAKEOFF RWY 28: JETS: DME REQUIRED. NOTE: RWY 10: BUILDING 52 FEET FROM DER, 319 FEET LEFT OF CENTERLINE, 13 FEET AGL/133 FEET MSL. NOTE: RWY 15R: TREES BEGINNING 1,144 FEET FROM DER, 740 FEET FDC 4/4271 BWI SID RIGHT OF CENTERLINE, UP TO 53 FEET AGL/172 FEET MSL. NOTE: RWY 15L: TREES BEGINNING 648 FEET FROM DER, 619 FEET LEFT OF CENTERLINE, UP TO 68 FEET AGL/167 FEET MSL. LIGHT ON POLE 921 FEET FROM DER, 618 FEET LEFT OF CENTERLINE, 62 FEET AGL/161 FEET MSL. NOTE: RWY 28: TREE 1,392 FEET FROM DER, 736 FEET LEFT OF CENTERLINE, 77 FEET AGL/176 FEET MSL. NOTE: RWY 33R: TREES BEGINNING 2,925 FEET FROM DER, 321 FEET LEFT OF CENTERLINE, UP TO 70 FEET AGL/289 FEET MSL. TREES BEGINNING 975 FEET FROM DER, 116 FEET RIGHT OF CENTERLINE, UP TO 83 FEET AGL/262 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1409111611-1503111611EST.
BWI SID BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD.
SWANN THREE DEPARTURE. DEPARTURE ROUTE DESCRIPTION: TAKEOFF RWY 4: CLIMB HEADING 044.19 TO 800 BEFORE TURNING LEFT.
THENCE TAKEOFF RWY 28: PROPS: CLIMB HEADING 285.22 TO 900 BEFORE TURNING RIGHT.
THENCE TAKEOFF RWY 33L: CLIMB HEADING 320.21 TO 2000 BEFORE TURNING RIGHT.
THENCE FOR VECTORS TO TRANSITION OR ASSIGNED ROUTE, EXPECT CLEARANCE TO FILE ALTITUDE TEN MINUTES AFTER DEPARTURE.
TAKEOFF MINIMUMS: RWY 33L, STANDARD. RWY 4, 300-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 210 FEET PER NM TO 500, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT PER NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1300 FT PRIOR TO DER. RWY 33R, STANDARD WITH MINIMUM CLIMB OF 251 FEET PER NM TO 2000.

BWI IAP BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS RWY 15R, AMDT 15D...PROCEDURE NA.

BWI IAP BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS RWY 15, AMDT 15D...PROCEDURE NA.

FDC 4/4270

BWI IAP BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL, BALTIMORE, MD. ILS RWY 15, AMDT 15D...PROCEDURE NA.
1412181950-1506161949EST.

BWI IAP BALTIMORE/WASHINGTON INTL, BALTIMORE, MD. NOTTINGHAM SIX ARRIVAL. RADAR REQUIRED BETWEEN SABBI AND OTT DUE TO OTT VOR RESTRICTIONS.

Martin State

FDC 4/5842

MTN IAP MARTIN STATE, BALTIMORE, MD. LOC RWY 15, AMDT 3A...RNAV (GPS) RWY 15, AMDT 1A...DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 15 PROCEDURE NA AT NIGHT.
1411171710-1505161710EST.

FDC 1/7013

MTN FI/T IAP MARTIN STATE, BALTIMORE, MD. LOC RWY 15, AMDT 3. ALTERNATE MINIMUMS NA, EMI VORTAC UNMONITORED.

University Of Maryland Shock Trauma Center

FDC 4/1732

MD71 IAP UNIV OF MARYLAND SHOCK TRAUMA CENTR HELI, BALTIMORE, MD. (SPECIAL) COPTER GPS 091, ORIG...H-091 VIS 2. LIMIT INITIAL AND INTERMEDIATE APPROACH TO 90 KIAS. MYOPS TO HELIPORT: 3.36/5 FT HCH.
1409041701-1504301701EST.

CHURCHVILLE

Harford County

FDC 4/5102

0W3 IAP HARFORD COUNTY, CHURCHVILLE, MD. RNAV (GPS)-B, ORIG...VDA NA.
1411141956-1504141954EST.

COLLEGE PARK

College Park

FDC 5/1732

CGS IAP COLLEGE PARK, COLLEGE PARK, MD. RNAV (GPS)-B, ORIG...DESCRIPT ANGLE 3.13/TCH 40 NA.
1501081628-1507071627EST.

CRISFIELD

Crisfield Munu

FDC 4/6749

W41 IAP CRISFIELD MUNI CRISFIELD, MD. RNAV (GPS)-B, ORIG...NOTE: PROCEDURE NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
141031409-1504291409EST.

CUMBERLAND

1-AFPN-94
BEDFORD
Laurence G Hanscom Fld

BOSTON
General Edward Lawrence Logan Intl

FALMOUTH
Falmouth Hospital

FITCHBURG
Fitchburg Muni

GARDNER
Gardner Muni
**GARDNER**

Walter J Koladza

FDC 5/0771 GDM IAP GARDNER MUNI, GARDNER, MA. RNAV (GPS)-B, ORIG-A...DESCENT ANGLE 3.05/TCH 45 NA. 1501061949-1507051949EST.

**GREAT BARRINGTON**

Walter J Koladza

FDC 4/0960 GBR IAP WALTER J. KOLADZA, GREAT BARRINGTON, MA. RNAV (GPS) RWY 11, ORIG-A...DESCENT ANGLE 3.00/TCH 40 NA. 1409181333-1503181333EST.

**HYANNIS**

Barnstable Muni-Boardman/Polando Field

FDC 3/3823 HYA IAP BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD, HYANNIS, MA. RNAV (GPS) RWY 6, ORIG-A...VOR RWY 6, AMDT 9A...NOTE: CAT C/D NIGHT LANDING: RWY 6 NA. 1410272042-1504252042EST.

FDC 2/0706 HYA FI/T IAP BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD, HYANNIS, MA. VOR RWY 6, AMDT 9A.MISSED APPROACH: CLIMB TO 1700 VIA 245 BEARING TO HY LOM AND HOLD. HOLD NE, RT, 245.81 INBOUND. (ADF REQUIRED). LFV VOR OTS.

**MONTAGUE**

Turners Falls

FDC 4/0779 0B5 IAP TURNERS FALLS, MONTAGUE, MA. VOR-A, AMDT 4...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. EEN VORTAC OUT OF SERVICE. 1409270207-1510260207EST.

**NANTUCKET**

Nantucket Memorial

FDC 5/0620 ACK IAP NANTUCKET MEMORIAL, NANTUCKET, MA. RNAV (GPS) RWY 15, ORIG...RNAV (GPS) RWY 33, AMDT 1...DISREGARD NOTE: PROCEDURE NA AT NIGHT. DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. 1501061949-1507051949EST.

**ORANGE**

Orange Muni

FDC 4/0791 ORE IAP ORANGE MUNI, ORANGE, MA. VOR-A, AMDT 7A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. EEN VORTAC OUT OF SERVICE. 1409270207-1510260207EST.

**PITTSFIELD**

Pittsfield Muni

FDC 4/1971 PSF IAP PITTSFIELD MUNI, PITTSFIELD, MA. RNAV (GPS) RWY 8, AMDT 1...CHART NOTE: NIGHT LANDING: RWY 8 NA. CHART NOTE: CIRCLING NOT AUTHORIZED SOUTH OF RUNWAYS 8 AND 32. THIS IS RNAV (GPS) RWY 8, AMDT 1A. 1412213131-1506260626PERM.

FDC 4/1842 PSF IAP PITTSFIELD MUNI, PITTSFIELD, MA. RNAV (GPS) RWY 26, AMDT 1...LPV CAT C HAT 797. LPV CAT D DA 1956. DELETE NOTE: PROCEDURE NA AT NIGHT. CHART NOTE: NIGHT LANDING: RWY 8 NA. DELETE NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NA. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. THIS IS RNAV (GPS) RWY 26, AMDT 1A. 1412221313-1506260626PERM.

FDC 4/0236 PSF IAP PITTSFIELD MUNI, PITTSFIELD, MA. LOC/DME RWY 26, AMDT 9...CHANGE PROCEDURE NA AT NIGHT TO READ: NIGHT LANDING: RWY 8 NA. CHANGE HELICOPTER NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED.. 1412171547-1506151547EST.

**PLYMOUTH**

Plymouth Muni


**PROVINCETOWN**

Provincetown Muni

FDC 2/0700 PVC FI/T IAP PROVINCETOWN MUNI, PROVINCETOWN, MA. ILS RWY 7, AMDT 8A.S-LOC 7: DME OR RADAR REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, LFV VOR OTS.

**VINEYARD HAVEN**

Martha's Vineyard

FDC 5/0621 M VY IAP MARTHA S VINEYARD, VINEYARD HAVEN, MA. ILS OR LOC RWY 24, AMDT 3...RNAV (GPS) RWY 24, AMDT 2B...RNAV (GPS) RWY 6, AMDT 1...VOR RWY 24, AMDT 2...VOR RWY 6, AMDT 2...CIRCLING TO RWY 15 AND RWY 33 NA AT NIGHT. 1501061528-1507051526EST.
WESTFIELD/SPRINGFIELD

Westfield-Barnes Rgnl

FDC 4/591 BAF IAP WESTFIELD-BARNES RGNL, WESTFIELD/SPRINGFIELD, MA. ILS OR LOC RWY 20, AMDT 8...DISREGARD NOTE: NIGHT LANDING: RWY 15, 20, 33 NA. ADD NOTE: NIGHT LANDING RWY 15, 33 NA. 1411172250-1505162250 EST.

FDC 4/5920 BAF IAP WESTFIELD-BARNES RGNL, WESTFIELD/SPRINGFIELD, MA. RNAV (GPS) RWY 20, AMDT 1B...DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 15 AND 33 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP STRAIGHT-IN/ CIRCLING RWY 20 PROCEDURE NA AT NIGHT. NOTE: NIGHT LANDING: RWY 15, 33 NA. 1412092011-1506072011 EST.


FDC 4/5918 BAF IAP WESTFIELD-BARNES RGNL, WESTFIELD/SPRINGFIELD, MA. RNAV (GPS) RWY 2, AMDT 1...DISREGARD NOTE: WHEN VGSI INOP, VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. NOTE: NIGHT LANDING: RWY 15, 33 NA. 1412092011-1506072011 EST.


FDC 4/5916 BAF IAP WESTFIELD-BARNES RGNL, WESTFIELD/SPRINGFIELD, MA. VOR RWY 20, AMDT 20D...DISREGARD NOTE: CIRCLING TO RWY 15 NA AT NIGHT...DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 33 NA AT NIGHT...NOTE: NIGHT LANDING: RWY 15, 33 NA. DISREGARD NOTE: VISIBILITY REDUCTION BELOW RVR 4000 NA. 1412092011-1506072011 EST.

MICHIGAN

ALMA

Gratiot Community

FDC 4/2882 AMN IAP GRATIOT COMMUNITY, ALMA, MI. RNAV (GPS) RWY 27, AMDT 1A...NOTE: NIGHT LANDING: RWY 27 NA. DISREGARD NOTE: WHEN VGSI INOPERATIVE, STRAIGHT-IN/CIRCLING RWY 27 PROCEDURE NA AT NIGHT. 1409081955-1503081955 EST.

FDC 4/2881 AMN IAP GRATIOT COMMUNITY, ALMA, MI. RNAV (GPS) RWY 9, AMDT 1...NOTE: NIGHT LANDING: RWY 9 NA. DISREGARD NOTE: WHEN VGSI INOPERATIVE, STRAIGHT-IN/CIRCLING RWY 9 PROCEDURE NA AT NIGHT. 1409081955-1503081955 EST.

FDC 4/2880 AMN IAP GRATIOT COMMUNITY, ALMA, MI. VOR/DME RWY 18, AMDT 1...NOTE: NIGHT LANDING: RWY 18 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409081955-1503081955 EST.

FDC 4/0344 AMN IAP GRATIOT COMMUNITY, ALMA, MI. RNAV (GPS) RWY 9, AMDT 1...NOTE: NIGHT LANDING: RWY 9 NA. DISREGARD NOTE: WHEN VGSI INOPERATIVE, STRAIGHT-IN/CIRCLING RWY 9 PROCEDURE NA AT NIGHT. 1409081955-1503081955 EST.

ALPENA

Alpena County Rgnl

FDC 9/9602 APN FI/T ALPENA COUNTY RGNL, ALPENA, MI. VOR OR GPS RWY 19, AMDT 14B...NOTE: NIGHT LANDING: RWY 27 NA. DISREGARD NOTE: WHEN VGSI INOP, VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409081955-1503081955 EST.

FDC 9/9600 APN FI/T ALPENA COUNTY RGNL, ALPENA, MI. NDB RWY 1, AMDT 7...NOTE: NIGHT LANDING: RWY 19 NA. DISREGARD NOTE: WHEN VGSI INOP, VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1409081955-1503081955 EST.

FDC 5/2602 APN IAP ALPENA COUNTY RGNL, ALPENA, MI. VOR RWY 1, AMDT 14C...NOTE: NIGHT LANDING: RWY 19 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409081955-1503081955 EST.

FDC 5/2106 APN IAP ALPENA COUNTY RGNL, ALPENA, MI. HI TACAN RWY 19, AMDT 14C...NOTE: NIGHT LANDING: RWY 19 NA. DISREGARD NOTE: WHEN VGSI INOP, VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1409081955-1503081955 EST.

FDC 4/0088 APN IAP ALPENA COUNTY RGNL, ALPENA, MI. RNAV (GPS) RWY 1, AMDT 1...NOTE: NIGHT LANDING: RWY 19 NA. DISREGARD NOTE: WHEN VGSI INOP, VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1409081955-1503081955 EST.

1-AFPN-98
APN IAP ALPENA COUNTY RGNL, ALPENA, MI. ILS OR LOC RWY 1, AMDT 9. S-ILS 1 DA 885. S-LOC 1 HAT 575 ALL CATS. CHART TDZE 685 DELETE THRE 683. THIS IS ILS OR LOC RWY 1, AMDT 9A. 1404111231-PERM.

APN IAP ALPENA COUNTY RGNL, ALPENA, MI. VOR RWY 1, AMDT 14. CIRCLING HAA 590 ALL CATS. CHART APT ELEV 690 DELETE APT ELEV 689. THIS IS VOR RWY 1, AMDT 14D. 1404111231-1231-PERM.

APN IAP ALPENA COUNTY RGNL, ALPENA, MI. NDB RWY 1, AMDT 7. CIRCLING HAA 590 ALL CATS. CHART APT ELEV 690 DELETE APT ELEV 689. THIS IS NDB RWY 1, AMDT 7A. 1404111231-1231-PERM.

APN IAP ALPENA COUNTY RGNL, ALPENA, MI. ILS OR LOC RWY 1, AMDT 9. S-ILS 1 DA 885. S-LOC 1 HAT 575 ALL CATS. CHART TDZE 685 DELETE THRE 683. THIS IS ILS OR LOC RWY 1, AMDT 9A. 1404111231-1231-PERM.

APN IAP ALPENA COUNTY RGNL, ALPENA, MI. VOR RWY 1, AMDT 14. CIRCLING HAA 590 ALL CATS. CHART APT ELEV 690 DELETE APT ELEV 689. THIS IS VOR RWY 1, AMDT 14D. 1404111231-1231-PERM.

ANN ARBOR

Ann Arbor Muni

ARB SID ANN ARBOR MUNI, ANN ARBOR, MI. AKRON THREE DEPARTURE...RICHMOND FIVE DEPARTURE...ROSEWOOD THREE DEPARTURE...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. SKY VOR/DME DECOMMISSIONED. 1501081521-1501081521EST.

ARB SID ANN ARBOR MUNI, ANN ARBOR, MI. ERRTH THREE DEPARTURE...SLATE RUN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. ECK VORTAC OUT OF SERVICE. 1409270225-1510260225EST.

BALDWIN

Baldwin Muni

ARB SID ANN ARBOR MUNI, ANN ARBOR, MI. EERRTH THREE DEPARTURE...SLATE RUN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. ECK VORTAC OUT OF SERVICE. 1409270225-1510260225EST.

BATTLE CREEK

W K Kellogg

BTL IAP W K KELLOGG, BATTLE CREEK, MI. RNAV (GPS) RWY 23R, AMDT 1A. NDB RWY 23R, AMDT 18...NOTE: NIGHT LANDING: RWY 31 NA. 1409172258-1504172258EST.

BTL IAP W K KELLOGG, BATTLE CREEK, MI. RNAV (GPS) RWY 23R, AMDT 1A. NDB RWY 23R, AMDT 18...NOTE: NIGHT LANDING: RWY 31 NA. 1409172258-1504172258EST.

BATTLE CREEK

W K Kellogg

BTL IAP W K KELLOGG, BATTLE CREEK, MI. RNAV (GPS) RWY 23R, AMDT 1A. NDB RWY 23R, AMDT 18...NOTE: NIGHT LANDING: RWY 31 NA. 1409172258-1504172258EST.

BATTLE CREEK

W K Kellogg

BTL IAP W K KELLOGG, BATTLE CREEK, MI. RNAV (GPS) RWY 23R, AMDT 1A. NDB RWY 23R, AMDT 18...NOTE: NIGHT LANDING: RWY 31 NA. 1409172258-1504172258EST.

BEAVER ISLAND

Beaver Island

BTL IAP BEAVER ISLAND, BEAVER ISLAND, MI. RNAV (GPS) RWY 27, AMDT 1...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411061835-1505051835EST.

BTL IAP BEAVER ISLAND, BEAVER ISLAND, MI. RNAV (GPS) RWY 27, AMDT 1...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411061835-1505051835EST.

BEAVER ISLAND

Beaver Island

BTL IAP BEAVER ISLAND, BEAVER ISLAND, MI. RNAV (GPS) RWY 27, AMDT 1...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411061835-1505051835EST.

BOYNE CITY

BOYNE CITY
Boyne City Muni

**FDC 4/6682** N98 ODP BOYNE CITY MUNI, BOYNE CITY, MI. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCURES ORIG...TAKE-OFF MINIMUMS RWY 9, 600-3 WITH MINIMUM CLIMB OF 430 FEET PER NM TO 1400. ALL OTHER DATA REMAINS AS PUBLISHED. 1401041500-1504121900EST.

**FDC 4/0377** N98 IAP BOYNE CITY MUNI, BOYNE CITY, MI. RNAV (GPS) RWY 27, ORIG...RNAV (GPS) RWY 9, ORIG...NOTE: PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGS INOP, PROCEDURE NA AT NIGHT. 1402111715-1505191715EST.

**FDC 4/0371** N98 IAP BOYNE CITY MUNI, BOYNE CITY, MI. RNAV (GPS) RWY 9, ORIG...LP HAT 401 ALL CATS. LNA V HAT 601 ALL CATS. CHART TDZE 659 DELETE THRE 655. THIS IS RNAV (GPS) RWY 9, ORIG-A. 1404111246-PERM.

**FDC 4/0365** N98 IAP BOYNE CITY MUNI, BOYNE CITY, MI. RNAV (GPS) RWY 27, ORIG...LP HAT 800 ALL CATS. LNA V HAT 820 ALL CATS. CHART TDZE 660 DELETE THRE 659. THIS IS RNAV (GPS) RWY 27, ORIG-A. 1404111246-PERM.

**FDC 4/4773** BFA IAP BOYNE MOUNTAIN, BOYNE FALLS, MI. RNAV (GPS) RWY 17, ORIG...NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1409111247-1504121911EST.

**FDC 4/9605** CFS IAP TUSCOLA AREA, CARO, MI. VOR/DME-A, AMDT 5...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411052133-1506042133EST.

**FDC 4/9604** CFS IAP TUSCOLA AREA, CARO, MI. RNAV (GPS) RWY 23, ORIG...RNAV (GPS) RWY 5, ORIG...NOTE: PROCEDURE NA AT NIGHT. 1411052133-1506042133EST.

**FDC 5/2094** FPK IAP FITCH H BEACH, CHARLOTTE, MI. RNAV (GPS) RWY 20, ORIG...VOR RWY 20, AMDT 11...NOTE: NIGHT LANDING: RWY 2, 14, 32 NA. 1501090018-1508080018EST.

**FDC 4/2648** SLH IAP CHEBOYGAN COUNTY, CHEBOYGAN, MI. RNAV (GPS) RWY 28, AMDT 2...DELETE NOTE: WHEN VGS INOP, PROCEDURE NA AT NIGHT. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. DELETE NOTE: CIRCLING TO RWY 16-34 NA AT NIGHT. CHART NOTE: NIGHT LANDING RWY 17, 35 NA. LPV DA 887. LNAV/VNAV DA 953. LNAV HAT 423 ALL CATS. CHART TDZE 637 DELETE THRE 627. THIS IS RNAV (GPS) RWY 28, AMDT 2A. 1412301529-PERM.

**FDC 4/2646** SLH IAP CHEBOYGAN COUNTY, CHEBOYGAN, MI. RNAV (GPS) RWY 10, AMDT 9...DELETE NOTE: WHEN VGS INOP, PROCEDURE NA AT NIGHT. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. CHART NOTE: NIGHT LANDING RWY 10, 17, 35 NA. S-10 HAT 720 ALL CATS. CUTUP FIX MINIMUMS. S-10 HAT 460 ALL CATS. CHART TDZE 640 DELETE THRE 639. THIS IS VOR RWY 10, AMDT 9A. 1412301529-PERM.

**FDC 4/2645** SLH IAP CHEBOYGAN COUNTY, CHEBOYGAN, MI. RNAV (GPS) RWY 10, AMDT 3...DELETE NOTE: WHEN VGS INOP, STRAIGHT-IN/CIRCLING RWY 10 PROCEDURE NA AT NIGHT. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. CHART NOTE: NIGHT LANDING RWY 17, 35 NA. LP HAT 420 ALL CATS LNAV HAT 460 ALL CATS CHART TDZE 640 DELETE THRE 639. THIS IS RNAV (GPS) RWY 10, AMDT 3A. 1412301529-PERM.

**FDC 4/0406** 48D IAP CLARE MUNI, CLARE, MI. RNAV (GPS) RWY 4, ORIG...LP HAT 386 ALL CATS. LNAV HAT 406 ALL CATS. CHART TDZE 854 DELETE THRE 826. THIS IS RNAV (GPS) RWY 4, ORIG-A. 1404111247-PERM.

**FDC 4/8555** OEB IAP BRANCH COUNTY MEMORIAL, COLDWATER, MI. RNAV (GPS) RWY 7, AMDT 1...RNAV (GPS) RWY 25, ORIG...VOR RWY 7, AMDT 5...VOR/DME RWY 25, ORIG...NOTE: NIGHT LANDING CAT C: RWY 7, 25 NA. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NA. 1408012235-1502012235EST.
**Escanaba**

**Delta County**

**FDC 4/0488** ESC IAP DELTA COUNTY, ESCANABA, MI. VOR RWY 36, ORIG-B.S-36 HAT 479 ALL CATS. CHART TDZE 601 DELETE THRE 592. THIS IS VOR RWY 36, ORIG-C. 1404111255-PERM.

**FDC 4/0486** ESC IAP DELTA COUNTY, ESCANABA, MI. RNAV (GPS) RWY 27, AMDT 1A. LPV DA 846. LNA V/VNA V DA 1076. LNA V HAT 444 ALL CATS. CHART TDZE 596 DELETE THRE 593. THIS IS RNAV (GPS) RWY 27, AMDT 1B. 1404111255-PERM.

**FDC 4/0485** ESC IAP DELTA COUNTY, ESCANABA, MI. RNAV (GPS) RWY 36, ORIG-A.LP HAT 339. LNA V HAT 359. CHART TDZE 601 DELETE THRE 592. THIS IS RNAV (GPS) RWY 36, ORIG-B. 1404111255-PERM.

**FDC 4/0483** ESC IAP DELTA COUNTY, ESCANABA, MI. VOR RWY 27, AMDT 12A.S-27 HAT 484 ALL CATS. CHART TDZE 596 DELETE THRE 593. THIS IS VOR RWY 27, AMDT 12B. 1404111255-PERM.

**Fremont**

**FDC 5/2872** FFX IAP FREMONT MUNI, FREMONT, MI. VOR RWY 18, ORIG-A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, HIC VOR/DME OUT OF SERVICE. 1501121508-1501191508EST.

**FDC 4/8710** FFX IAP FREMONT MUNI, FREMONT, MI. VOR RWY 18, ORIG-A...PROCEDURE NA. 1409232050-1503222050EST.

**Gladwin**

**Gladwin Zettel Memorial**

**FDC 4/0443** GDW IAP GLADWIN ZETTEL MEMORIAL, GLADWIN, MI. RNAV (GPS) RWY 9, ORIG.LP HAT 666 ALL CATS. LNAV HAT 666 ALL CATS. CHART TDZE 774 DELETE THRE 771. THIS IS RNAV (GPS) RWY 9, ORIG-A. 14041111255-PERM.

**FDC 4/0302** GDW IAP GLADWIN ZETTEL MEMORIAL, GLADWIN, MI. RNAV (GPS) RWY 27, ORIG.CHANGE THRE 773 TO READ TDZE 773. THIS IS RNAV (GPS) RWY 27, ORIG-A. 14041111244-PERM.

**Grand Ledge**

**Abrams Muni**

**FDC 4/8749** 4D0 IAP ABRAMS MUNI, GRAND LEDGE, MI. VOR OR GPS A, AMDT 5...NOTE: NIGHT LANDING: RWY 27 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED. 1407101430-1501101430EST.

**FDC 4/8748** 4D0 IAP ABRAMS MUNI, GRAND LEDGE, MI. COPTER VOR 345, AMDT 6...NOTE: NIGHT LANDING: RWY 27 NA. H-345 VISIBILITY 1. 1407101430-1501101430EST.

**Frankfort**

**Frankfort Dow Memorial Field**

**FDC 4/1487** FKS IAP FRANKFORT DOW MEMORIAL FIELD, FRANKFORT, MI. VOR/DME-A, AMDT 1...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409301328-1504291328EST.

**FDC 4/1485** FKS IAP FRANKFORT DOW MEMORIAL FIELD, FRANKFORT, MI. RNAV (GPS) RWY 15, AMDT 1...RNAV (GPS) RWY 33, AMDT 1...NOTE: PROCEDURE NA AT NIGHT. 1409301328-1504291328EST.
GRAND RAPIDS

Gerald R Ford Intl

FDC 5/3682  GRR IAP GERALD R. FORD INTL, GRAND RAPIDS, MI. VOR RWY 17, ORIG-D...CHART VDP AT 7.44 DME. ALTERNATE MINIMUMS: STANDARD, EXCEPT NA WHEN LOCAL WEATHER NOT AVAILABLE. THIS IS VOR RWY 17 ORIG-E. 1501141516-PERM.

HANCOCK

Houghton County Memorial

FDC 4/0436  CMX IAP HOUGHTON COUNTY MEMORIAL, HANCOCK, MI. RNAV (GPS) RWY 7, AMDT 1...LPV DA 1431. LNAV/VNAV DA 1598. LNAV HAT 573 ALL CATS. CHART TDZE 1067 DELETE THRE 1059. THIS IS RNAV (GPS) RWY 7, AMDT 1A. 1404111250-PERM.

FDC 4/0405  CMX IAP HOUGHTON COUNTY MEMORIAL, HANCOCK, MI. RNAV (GPS) RWY 13, AMDT 1...CHANGE THRE 1095 TO READ TDZE 1095. THIS IS RNAV (GPS) RWY 13, AMDT 1A. 1404111248-PERM.

FDC 4/0438  HTL IAP ROSCOMMON COUNTY - BLODGETT MEMORIAL, HOUGHTON LAKE, MI. RNAV (GPS) RWY 27, AMDT 1A...LP HAT 394 ALL CATS. LNA V HAT 414 ALL CATS. CHART TDZE 1146. DELETE THRE 1145. THIS IS RNAV (GPS) RWY 27, AMDT 1B. 1404111300-PERM.

HASTINGS

Hastings

FDC 4/1751  9D9 IAP HASTINGS, HASTINGS, MI. VOR RWY 12, ORIG-E...CHART NOTE: CIRCLING NA TO RWY 9, 18, 27, 36. THIS IS VOR RWY 12 ORIG-F. 1412012210-PERM.

FDC 4/1745  9D9 IAP HASTINGS, HASTINGS, MI. RNAV (GPS) RWY 30, AMDT 1...LPV DA 1086. LNAV/VNAV DA 1362. LNAV HAT 500 ALL CATS. CHART TDZE 800. DELETE THRE 795. DELETE NOTE: PROCEDURE NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. CHART NOTE: CIRCLING NA TO RWY 9, 18, 27, 36. THIS IS RNAV (GPS) RWY 30, AMDT 1A. 1412012210-PERM.

FDC 4/1743  9D9 IAP HASTINGS, HASTINGS, MI. RNAV (GPS) RWY 12, AMDT 1...CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. LPV DA 1086. LNAV/VNAV DA 1125. LNAV HAT 420 ALL CATS. CHART TDZE 800. DELETE THRE 798. CHART NOTE: CIRCLING NA TO RWY 9, 18, 27, 36. THIS IS RNAV (GPS) RWY 12, AMDT 1A. 1412012210-PERM.

HILLSDALE

Hillsdale Muni

FDC 4/0428  JYM IAP HILLSDALE MUNI, HILLSDALE, MI. RNAV (GPS) RWY 10, ORIG-LPV DA 1441. LNAV/VNAV DA 1601. LNAV HAT 548 ALL CATS. CHART TDZE 1172 DELETE THRE 1155. THIS IS RNAV (GPS) RWY 10, ORIG-A. 1404111250-PERM.

HOUGHTON LAKE

Roscommon County - Blodgett Memorial

FDC 4/0534  HTL IAP ROSCOMMON COUNTY - BLODGETT MEMORIAL, HOUGHTON LAKE, MI. RNAV (GPS) RWY 27, AMDT 1A...LP HAT 394 ALL CATS. LNA V HAT 414 ALL CATS. CHART TDZE 1146. DELETE THRE 1145. THIS IS RNAV (GPS) RWY 27, AMDT 1B. 1404111300-PERM.

HOWELL

Livingston County Spencer J Hardy

FDC 4/5046  OZW IAP LIVINGSTON COUNTY SPENCER J. HARDY, HOWELL, MI. VOR RWY 31, AMDT 1...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. PSI VOR OUT OF SERVICE. 1412081433-1506061433EST.

IONIA

Ionia County

FDC 4/8863  Y70 IAP IONIA COUNTY, IONIA, MI. RNAV (GPS) RWY 27, ORIG-A...VOR A, AMDT 1...NIGHT LANDING: RWY 27 CAT C NA. HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED. 1407101549-1501101549EST.

JACKSON

Jackson County-Reynolds Field

FDC 4/9636  JXN IAP JACKSON COUNTY-REYNOLDS FIELD, JACKSON, MI. RNAV (GPS) RWY 32, ORIG-A...DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 32 PROCEDURE NA AT NIGHT. 1409251352-1503241352EST.

FDC 4/9508  JXN IAP JACKSON COUNTY-REYNOLDS FIELD, JACKSON, MI. RNAV (GPS) RWY 6, ORIG...VOR RWY 6, AMDT 20...NOTE: NIGHT LANDING: RWY 6 NA. 1409251252-1504241252EST.
D95 IAP DUPONT-LAPEER, LAPEER, MI. RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 36, ORIG...CIRCLING CAT B MDA 1380/ HAA 545, CAT C 1560/ HAA 725. VIS CAT C 2. 1408011705-1502011705EST.

FDC 4/0500 D95 IAP DUPONT-LAPEER, LAPEER, MI. VOR-A, ORIG...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. PSI VOR OUT OF SERVICE. 1412081433-1506061433EST.

D95 IAP DUPONT-LAPEER, LAPEER, MI. RNAV (GPS) RWY 36, ORIG.LP HAT 388 ALL CATS. LNA V HAT 428 ALL CATS. CHART TDZE 832 DELETE THRE 829. THIS IS RNAV (GPS) RWY 36, ORIG-A. 1404111305-PERM.

FDC 4/0541 D95 IAP DUPONT-LAPEER, LAPEER, MI. VOR A, ORIG...NOTE: PROCEDURE NA AT NIGHT. 1407092054-1501092054EST.

LIVONIA

St Mary Mercy Hospital

FDC 4/8456 2MI2 SPECIAL ST MARY MERCY HOSPITAL, LIVONIA, MI. (SPECIAL) COPTER GPS 187, ORIG...PROCEDURE NA.

FDC 4/5424 2MI2 SPECIAL ST MARY MERCY HOSPITAL, LIVONIA, MI. (SPECIAL) COPTER GPS 007 DEPARTURE, ORIG...PROCEDURE NA.

LUDINGTON

Mason County

FDC 4/7365 LDM ODP MASON COUNTY, LUDINGTON, MI. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 6...TAKEOFF MINIMUMS: RWY 26, 300-1 OR STANDARD WITH A MINIMUM CLimb GRADIENT OF 310 FEET PER NM TO 900. NOTE: RWY 19, POLE 1087 FT FROM DER, 574 FT RIGHT OF CENTERLINE, 29 FT AGL/675 FT MSL. NOTE: RWY 26, TREES BEGINNING 149 FT FROM DER, 80 FT LEFT OF CENTERLINE TO 2080 FT RIGHT OF CENTERLINE, UP TO 78 FT AGL/724 FT MSL. POLES BEGINNING 375 FT FROM DER, 745 FT LEFT OF CENTERLINE TO 385 FT RIGHT OF CENTERLINE, UP TO 39 FT AGL/ 680 FT MSL. BUILDING 463 FT FROM DER, 505 FT RIGHT OF CENTERLINE, UP TO 27 FT AGL/ 668 FT MSL. FENCE 372 FT FROM DER, 306 FT RIGHT OF CENTERLINE, UP TO 17 FT AGL/ 658 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1408222023-1503222023EST.

FDC 4/2713 LDM IAP MASON COUNTY, LUDINGTON, MI. RNAV (GPS) RWY 26, ORIG...NOTE: WHEN VGSI INOP, CIRCLING RWY 28 NA AT NIGHT. 1407291916-1501291916EST.

FDC 4/0687 ISQ IAP SCHOOLCRAFT COUNTY, MANISTIQUE, MI. RNAV (GPS) RWY 10, ORIG...NOTE: WHEN VGSI INOP, CIRCLING RWY 28 NA AT NIGHT. 1407291916-1501291916EST.

FDC 4/0686 ISQ IAP SCHOOLCRAFT COUNTY, MANISTIQUE, MI. RNAV (GPS) RWY 10, ORIG-A...NOTE: WHEN VGSI INOP, CIRCLING RWY 28 NA AT NIGHT. 1407291916-1501291916EST.

FDC 4/0677 ISQ IAP SCHOOLCRAFT COUNTY, MANISTIQUE, MI. RNAV (GPS) RWY 28, ORIG...NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 28 NA AT NIGHT. 1407291916-1501291916EST.

FDC 4/0666 ISQ IAP SCHOOLCRAFT COUNTY, MANISTIQUE, MI. RNAV (GPS) RWY 28, ORIG...NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 28 NA AT NIGHT. 1407291916-1501291916EST.

FDC 4/0665 ISQ IAP SCHOOLCRAFT COUNTY, MANISTIQUE, MI. RNAV (GPS) RWY 28, ORIG...NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 28 NA AT NIGHT. 1407291916-1501291916EST.

FDC 4/0664 ISQ IAP SCHOOLCRAFT COUNTY, MANISTIQUE, MI. RNAV (GPS) RWY 28, ORIG...NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 28 NA AT NIGHT. 1407291916-1501291916EST.

MANISTIQUE

Schoolcraft County

FDC 4/8987 ISQ IAP SCHOOLCRAFT COUNTY, MANISTIQUE, MI. RNAV (GPS) RWY 28, ORIG...NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 28 NA AT NIGHT. 1407291916-1501291916EST.

MARLETTE

Marlette
77G IAP MARLETTE, MARLETTE, MI. RNAV (GPS) RWY 9, AMDT 1. LNAV HAT 540 ALL CATS. CHART TDZE 880 DELETE THRE 871. THIS IS RNAV (GPS) RWY 9, AMDT 1A. 14041111314-PERM.

FDC 4/0697 77G IAP MARLETTE, MARLETTE, MI. RNAV (GPS) RWY 27, AMDT 1. LNAV HAT 480 ALL CATS. CHART TDZE 880 DELETE THRE 879. THIS IS RNAV (GPS) RWY 27, AMDT 1A. 14041111312-PERM.

FDC 4/0698 77G IAP MARLETTE, MARLETTE, MI. RNAV (GPS) RWY 9, AMDT 1. LNAV HAT 540 ALL CATS. CHART TDZE 880 DELETE THRE 871. THIS IS RNAV (GPS) RWY 9, AMDT 1A. 14041111314-PERM.

MARQUETTE
Sawyer Intl

FDC 4/0695 SAW IAP SAWYER INTL, MARQUETTE, MI. RNAV (GPS) RWY 1, ORIG. LPV DA 1380. LNAV/VNAV DA 1504. LNAV HAT 420 ALL CATS. CHART TDZE 1180 DELETE THRE 1178. THIS IS RNAV (GPS) RWY 1, ORIG-A. 14041111309-PERM.

MENOMINEE
Menominee-Marinette Twin County

FDC 4/5351 MNM IAP MENOMINEE-MARINETTE TWIN COUNTY, MENOMINEE, MI. RNAV (GPS) RWY 32, AMDT 1...NOTE: NIGHT LANDING: RWY 14, 32 NA. DISREGARD NOTE: RWY 32 STRAIGHT-IN/CIRCLING AND CIRCLING TO RWY 14 NA AT NIGHT. 1409152023-1504152023EST.

MIDLAND
Jack Barstow

FDC 4/0637 IKW IAP JACK BARSTOW, MIDLAND, MI. RNAV (GPS) RWY 24, AMDT 1...RNAV (GPS) RWY 6, AMDT 1...VOR-A, AMDT 7...NOTE: NIGHT LANDING: RWY 14, 32 NA. DISREGARD NOTE: RWY 32 STRAIGHT-IN/CIRCLING AND CIRCLING TO RWY 14 NA AT NIGHT. 1412180944-1507160944EST.

MUSKEGON
Muskegon County

FDC 5/2108 MKG IAP MUSKEGON COUNTY, MUSKEGON, MI. VOR/DME RWY 6, AMDT 1A...PROCEDURE NA. 1501090048-1508070048EST.

NEW HUNSD
Oakland Southwest

FDC 4/7834 Y47 IAP OAKLAND SOUTHWEST, NEW HUNSD, MI. VOR OR GPS A, AMDT 3B...NOTE: PROCEDURE NA AT NIGHT. DISREGARD NOTE: NIGHT VISIBILITY MINIMUMS 2 MILES. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING TO RWY 8 NA AT NIGHT. 1409220920-1504220920EST.

FDC 4/0665 Y47 GDP OAKLAND SOUTHWEST, NEW HUNSD, MI. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...CHANGE ALL RWY 7-25 REFERENCE TO RWY 8-26. ALL OTHER DATA REMAINS AS PUBLISHED. 1412180944-1507160944EST.

NEWBERRY
Luce County

FDC 4/4456 ERY IAP LUCE COUNTY, NEWBERRY, MI. RNAV (GPS) RWY 11, ORIG-A...RNAV (GPS) RWY 29, ORIG...VOR RWY 11, AMDT 12...VOR RWY 29, AMDT 12...NOTE: PROCEDURE NA AT NIGHT. 1410282152-1505262152EST.

NILES
Jerry Tyler Memorial

FDC 5/3430 3TR IAP JERRY TYLER MEMORIAL, NILES, MI. VOR-A, ORIG...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ELX VOR/DME OUT OF SERVICE. 1501131900-1502131900EST.

OWOSSO
Owosso Community

FDC 4/0426 RNP IAP OWOSSO COMMUNITY, OWOSSO, MI. VOR/DME RWY 29, AMDT 1A.CHANGE THRE 736 TO READ TDZE 736. THIS IS VOR/DME RWY 29, AMDT 1B. 14041111249-PERM.

FDC 4/0425 RNP IAP OWOSSO COMMUNITY, OWOSSO, MI. RNAV (GPS) RWY 29, AMDT 1A.CHANGE THRE 736 TO READ TDZE 736. THIS IS RNAV (GPS) RWY 29, AMDT 1B. 14041111249-PERM.

PELLSTON
Pellston Rgnl Airport Of Emmet County


PONTIAC
Oakland County Intl
PTK SID OAKLAND COUNTY INTL, PONTIAC, MI. AKRON THREE DEPARTURE...RICHMOND FIVE DEPARTURE...ROSEWOOD THREE DEPARTURE...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. SKY VOR/DME DECOMMISSIONED. 1501081521-1507071521EST.

FDC 4/5394 PTK IAP OAKLAND COUNTY INTL, PONTIAC, MI. VOR RWY 27L, AMDT 15...NOTE: NIGHT LANDING: RWY 27L, 09L NA. 1411151331-1506141331EST.

FDC 4/5393 PTK IAP OAKLAND COUNTY INTL, PONTIAC, MI. LOC BC RWY 27L, AMDT 1...RNAV (GPS) RWY 27L, ORIG...NOTE: NIGHT LANDING: RWY 09R, 09L NA. 1411151331-1506141331EST.

FDC 4/5392 PTK IAP OAKLAND COUNTY INTL, PONTIAC, MI. VOR RWY 9R, AMDT 24...NOTE: NIGHT LANDING: RWY 09R, 09L NA. 1411151331-1506141331EST.

FDC 4/5391 PTK IAP OAKLAND COUNTY INTL, PONTIAC, MI. RNAV (GPS) RWY 9R, ORIG...NOTE: NIGHT LANDING: RWY 09L NA. 1411151331-1506141331EST.

FDC 4/5390 PTK IAP OAKLAND COUNTY INTL, PONTIAC, MI. ILS OR LOC RWY 9R, AMDT 12...S-ILS 9R VISIBILITY ALL CATS RVR 4000. S-LOC 9R VISIBILITY CATS A/B RVR 4000. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED. NOTE: NIGHT LANDING: RWY 09L NA. NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 9R ALL CATS. DISREGARD NOTE: *RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. 1411151331-1506141331EST.

FDC 4/0815 PTK SID OAKLAND COUNTY INTL, PONTIAC, MI. ERRTH THREE DEPARTURE...Slate Run Transition: NA Except For Aircraft Equipped With Suitable RNAV System With GPS. Eck Vortac Out of Service. 1409270225-1501260225EST.

SAGINAW

Saginaw County H W Browne

FDC 4/6152 HYX IAP SAGINAW COUNTY H.W. BROWNE, SAGINAW, MI. ILS OR LOC/DME RWY 27, ORIG-C...CHART PLANVIEW NOTE: DME REQUIRED. 1501041213-1504121213EST.

SAULT STE MARIE

Chippewa County Intl

FDC 5/2079 CIU IAP CHIPPEWA COUNTY INTL, SAULT STE MARIE, MI. ILS OR LOC RWY 16, AMDT 8A...NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 1325. 1501082308-1508072308EST.

FDC 4/7509 CIU IAP CHIPPEWA COUNTY INTL, SAULT STE MARIE, MI. RNAV (GPS) RWY 28, ORIG...PROCEDURE NA 1410151949-1504131949EST.

Sault Ste Marie Muni/Sanderson Field

FDC 4/0235 ANJ IAP SAULT STE MARIE MUNI/SANDERSON FIELD, SAULT STE MARIE, MI. VOR RWY 32, AMDT 3.CHANGE THRE 716 TO READ TDZE 716. THIS IS VOR RWY 32, AMDT 3A. 1404111242-PERM.

FDC 4/0215 ANJ IAP SAULT STE MARIE MUNI/SANDERSON FIELD, SAULT STE MARIE, MI. RNAV (GPS) RWY 32, ORIG...CHANGE THRE 716 TO READ TDZE 716. THIS IS RNAV (GPS) RWY 32, ORIG-A. 1404111242-PERM.

SOUTH HAVEN

South Haven Area Rgnl

FDC 5/3432 LWA IAP SOUTH HAVEN AREA RGNL, SOUTH HAVEN, MI. VOR RWY 23, AMDT 11A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ELX VOR/DME OUT OF SERVICE. 1501131900-1502131900EST.

SPARTA

Paul C Miller-Sparta

FDC 4/7720 8D4 IAP PAUL C. MILLER-SPARTA, SPARTA, MI. RNAV (GPS) RWY 7, ORIG...DESCENT ANGLE 3.04/TCH 40 NA. 1411032239-1506022239EST.

STURGIS

Kirsch Muni

ROGERS CITY

Presque Isle County

FDC 4/8453 PZQ IAP PRESQUE ISLE COUNTY, ROGERS CITY, MI. RNAV (GPS) RWY 9, ORIG...NOTE: NIGHT LANDING: RWY 9 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 9 NA AT NIGHT. 1409231435-1504231435EST.
IRS IAP KIRSCH MUNI, STURGIS, MI. RNAV (GPS) RWY 18, AMDT 1...NOTE: NIGHT LANDING: RWY 6, 24 NA, RWY 18, CAT C/D, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD. DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTER NA. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 18 NA AT NIGHT. DISREGARD NOTE: CIRCLING TO RWY 6, 24 NA AT NIGHT. 1407172212-1501172212EST.

FDC 4/2118 IRS IAP KIRSCH MUNI, STURGIS, MI. RNAV (GPS) RWY 36, ORIG...NOTE: NIGHT LANDING: RWY 6, 24 NA, RWY 18, CAT C/D, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTER NA. 1407172212-1501172212EST.

IRS IAP KIRSCH MUNI, STURGIS, MI. NDB RWY 18, AMDT 5C...NOTE: NIGHT LANDING: RWY 6, 24 NA, RWY 18, CAT C/D, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD. DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTER NA. 1407172212-1501172212EST.

IRS IAP KIRSCH MUNI, STURGIS, MI. NDB RWY 24, AMDT 10C...NOTE: NIGHT LANDING: RWY 6, 24 NA, RWY 18, CAT C/D, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD. delete thre 617. chart tdze 622. this is RNAV (GPS) RWY 18 ORIG-A. 1501061538-PERM.

FDC 5/0627 TVC IAP CHERRY CAPITAL, TRAVERSE CITY, MI. RNAV (GPS) RWY 10, AMDT 1...DELETE THRE 624. CHART TDZE 624.. THIS IS RNAV (GPS) RWY 10, AMDT 1A. 1501061536-PERM.

FDC 5/0625 TVC IAP CHERRY CAPITAL, TRAVERSE CITY, MI. ILS OR LOC RWY 28, AMDT 14A...NOTE: NIGHT LANDING RWY 18 NA. DISREGARD NOTE: RWY 6 STRAIGHT-IN AND CIRCLING AND CIRCLING TO RWY 18 NA AT NIGHT. PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE 3.50/TCH 56). 1412312043-1506292043EST.

WEST BRANCH

West Branch Community

FDC 5/2592 Y31 IAP WEST BRANCH COMMUNITY, WEST BRANCH, MI. RNAV (GPS) RWY 27, ORIG...NOTE: NIGHT LANDING: RWY 9 NA. 1501101838-1508101838EST.

FDC 5/2588 Y31 IAP WEST BRANCH COMMUNITY, WEST BRANCH, MI. RNAV (GPS) RWY 9, ORIG...NOTE: NIGHT LANDING: RWY 9 NA. VDP NA. 1501101835-1508101835EST.

MINNESOTA

AUSTIN

Austin Muni

FDC 4/0072 AUM IAP AUSTIN MUNI, AUSTIN, MN. RNAV (GPS) RWY 17, AMDT 1.LPV DA 1484. LNAV/VNAV DA 1508. LNAV HAT 466 ALL CATS. Chart TDZE 1234. DELETE THRE 1231. DELETE PROFILE NOTE: VGSI AND RNAV GLIDESLOPE NOT COINCIDENT. THIS IS RNAV (GPS) RWY 17, AMDT 1A. 1404111230-PERM.

BAUDETTE

Baudette Intl

FDC 5/2157 BDE IAP BAUDETTE INTL, BAUDETTE, MN. ILS OR LOC/DME RWY 30, ORIG...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. BDE VOR OUT OF SERVICE. 1501090250-1502090250EST.

BIGFORK
Bigfork Muni

FDC 4/0437 FOZ IAP BIGFORK MUNI, BIGFORK, MN. RNAV (GPS) RWY 33, ORIG-A. LP CAT A/B HAT 511 ALL CATS. LNAV HAT 511 ALL CATS. CHART TDZE 1349 DELETE THRE 1346. THIS IS RNAV (GPS) RWY 33, ORIG-B. 1404111251-PERM.

BUFFALO

Buffalo Muni

FDC 5/1262 CFE ODP BUFFALO MUNI, BUFFALO, MN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...NOTE: RWY 18, BUILDING 202 FEET FROM DEPARTURE END OF RWY, 489 FEET RIGHT OF CENTERLINE, 28 AGL/990 MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501080023-1507070023EST.

FDC 4/0068 CFE IAP BUFFALO MUNI, BUFFALO, MN. RNAV (GPS) RWY 36, ORIG. LP HAT 492 ALL CATS. CHART TDZE 968 DELETE THRE 954. THIS IS RNAV (GPS) RWY 36, ORIG-A. 1404111229-PERM.

CALEDONIA

Houston County

FDC 4/0045 CHU IAP HOUSTON COUNTY, CALEDONIA, MN. VOR/DME OR GPS-A, AMDT 3...NOTE: PROCEDURE NA AT NIGHT. 140211342-1505191342EST.

CAMBRIDGE

Cambridge Muni

FDC 4/0938 CBG IAP CAMBRIDGE MUNI, CAMBRIDGE, MN. RNAV (GPS) RWY 16, ORIG.LPV DA 1223 LNAV/VNAV DA 1242 LNAV HAT 375 ALL CATS CHART TDZE 945 DELETE THRE 942 THIS IS RNAV (GPS) RWY 16, ORIG-A. 1404111332-PERM.

FDC 4/0937 CBG IAP CAMBRIDGE MUNI, CAMBRIDGE, MN. NDB RWY 34, AMDT 7.S-34 HAT 595 ALL CATS CHART TDZE 945 DELETE THRE 939 THIS IS NDB RWY 34, AMDT 7A. 1404111332-PERM.

FDC 4/0935 CBG IAP CAMBRIDGE MUNI, CAMBRIDGE, MN. RNAV (GPS) RWY 34, ORIG.LP HAT 375 ALL CATS LNAV HAT 395 ALL CATS CHART TDZE 945 DELETE THRE 939 THIS IS RNAV (GPS) RWY 34, ORIG-A. 1404111332-PERM.

COOK

Cook Muni

FDC 4/0982 CQM IAP COOK MUNI, COOK, MN. RNAV (GPS) RWY 13, ORIG.LP CAT A/B HAT 311 LNAV CAT A/B HAT 331 CIRCLING CAT A HAA 431, CAT B HAA 451 CHART TDZE 1329 DELETE THRE 1328 CHART AIRPORT ELEVATION 1329 THIS IS RNAV (GPS) RWY 13, ORIG-A. 1404111344-PERM.

FDC 4/0981 CQM IAP COOK MUNI, COOK, MN. RNAV (GPS) RWY 31, AMDT 1.LP MDA 1740/HAT 412 CATS A/B LNAV MDA 1760/HAT 432 CATS A/B CIRCLING CAT A HAA 431, CAT B HAA 451 CHART APT ELEV 1329 CHART TDZE 1328 DELETE THRE 1317 THIS IS RNAV (GPS) RWY 31, AMDT 1A. 1404111344-PERM.

DETROIT LAKES

Detroit Lakes-Wething Field


DULUTH

Duluth Intl

FDC 4/9563 DLH IAP DULUTH INTL, DULUTH, MN. RADAR 1, AMDT 20A...PROCEDURE NA. 140201321-1504181321EST.

FDC 4/0971 DLH IAP DULUTH INTL, DULUTH, MN. VOR/DME OR TACAN RWY 21, AMDT 15.S-21 HAT 440 ALL CATS CHART TDZE 1420 DELETE THRE 1416 THIS IS VOR/DME OR TACAN RWY 21, AMDT 15A. 1404111346-PERM.

FDC 4/0969 DLH IAP DULUTH INTL, DULUTH, MN. VOR/TACAN RWY 3, AMDT 21.S-3 HAT 400 ALL CATS CHART TDZE 1420 DELETE THRE 1414 CIRCLING CAT D/E NA THIS IS VOR OR TACAN RWY 3, AMDT 21A. 1404111346-PERM.


St Mary's Hospital
FDC 4/4222  MN33 SPECIAL ST MARY’S HOSPITAL, DULUTH, MN. (SPECIAL) COPTER RNAV (GPS) 190, AMDT 1...COPTER RNAV (GPS) 330, ORIG...PROCEDURE NA. 1407231605-1501231605EST.

ELBOW LAKE

Elbow Lake Muni – Pride Of The Prairie


FDC 4/0505  Y63 IAP ELBOW LAKE MUNI - PRIDE OF THE PRAIRIE, ELBOW LAKE, MN. RNAV (GPS) RWY 14, ORIG.LPV DA 1456. LNAV/VNAV DA 1557. LNAV HAT 394 ALL CATS. CHART TDZE 1206 DELETE THRE 1203. THIS IS RNAV (GPS) RWY 14, ORIG-A. 1404111258-PERM.

ELY

Ely Muni

FDC 5/2613  ELO IAP ELY MUNI, ELY, MN. VOR/DME RWY 30, AMDT 5A...NOTE: NIGHT LANDING: RWY 30 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501102123-1508102123EST.

EVELETH

Eveleth-Virginia Muni

FDC 4/0528  EVM IAP EVELETH-VIRGINIA MUNI, EVELETH, MN. VOR RWY 27, AMDT 1S-27 HAT 729 ALL CATS. CINUK FIX MINIMUMS S-27 HAT 389 ALL CATS. CHART TDZE 1371 DELETE THRE 1370. THIS IS VOR RWY 27, AMDT 1A. 1404111301-PERM.

FDC 4/0526  EVM IAP EVELETH-VIRGINIA MUNI, EVELETH, MN. RNAV (GPS) RWY 27, ORIG.LPV DA 1626. LNAV/VNAV DA 1650. LNAV HAT 349 ALL CATS. CHART TDZE 1371 DELETE THRE 1370. THIS IS RNAV (GPS) RWY 27, ORIG-A. 1404111301-PERM.

FAIRMONT

Fairmont Muni

FDC 5/3005  FRM IAP FAIRMONT MUNI, FAIRMONT, MN. VOR/DME RWY 13, AMDT 1B...NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NA. 1501121800-1508111800EST.

FARIBAULT

Faribault Muni

FDC 4/8819  FBL ODP FARIBAULT MUNI, FARIBAULT, MN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...CHANGE NOTE TO READ: NOTE RWY 12, VEHICLES ON ROAD BEGINNING 324 FT FROM DER, 335 FT LEFT OF CENTERLINE, UP TO 15 FT AGL/1062 FT MSL. VEHICLES ON ROAD BEGINNING 27 FT FROM DER, 287 FT RIGHT OF CENTERLINE, UP TO 15 FT AGL/1063 FT MSL. TREES BEGINNING 123 FT FROM DER, 462 FT RIGHT OF CENTERLINE, UP TO 60 FT AGL/1109 FT MSL. POLES BEGINNING 372 FT FROM DER, 492 FT LEFT OF CENTERLINE, UP TO 42 FT AGL/1085 FT MSL. BUILDING 799 FT FROM DER, 703 FT LEFT OF CENTERLINE, 25 FT AGL/1072 FT MSL. CHIMNEY 980 FT FROM DER, 670 FT LEFT OF CENTERLINE, 47 FT AGL/1084 FT MSL. RWY 30, TREES BEGINNING 17 FT FROM DER, 261 FT LEFT OF CENTERLINE, UP TO 44 FT AGL/1127 FT MSL. TREES BEGINNING 1467 FT FROM DER, 61 FT LEFT OF CENTERLINE, UP TO 16 FT AGL/1102 FT MSL. TREES BEGINNING 2368 FT FROM DER, 649 FT RIGHT OF CENTERLINE, UP TO 50 FT AGL/1146 FT MSL. NAVAID 39 FT FROM DER, 112 FT LEFT OF CENTERLINE, 6 FT AGL/1061 FT MSL. TERRAIN 87 FT FROM DER, 342 FT RIGHT OF CENTERLINE, UP TO 1064 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1411202143-1505192143EST.

FDC 4/0536  FBL IAP FARIBAULT MUNI, FARIBAULT, MN. RNAV (GPS) RWY 30, AMDT 1 LPV DA 1306. LNAV/VNAV DA 1306. LNAV HAT 344 ALL CATS. CHART TDZE 1056 DELETE THRE 1049. THIS IS RNAV (GPS) RWY 30, AMDT 1A. 1404111302-PERM.

FDC 4/0122  FBL IAP FARIBAULT MUNI, FARIBAULT, MN. RNAV (GPS) RWY 12, AMDT 1 CHANGE THRE 1060 TO TDZE 1060. THIS IS RNAV (GPS) RWY 12, AMDT 1A. 1404111234-PERM.

FERGUS FALLS

Fergus Falls Muni-Einar Mickelson Fld

FDC 4/0151  FFM IAP FERGUS FALLS MUNI-EINAR MICKELSON FLD, FERGUS FALLS, MN. RNAV (GPS) RWY 13, ORIG.CHANGE THRE 1182 TO TDZE 1182. THIS IS RNAV (GPS) RWY 13, ORIG-A. 1404111235-PERM.

FOSSSTON

Fosston Muni

FDC 4/0683  FSE IAP FOSSTON MUNI, FOSSTON, MN. RNAV (GPS) RWY 16, ORIG-A LP HAT 343 ALL CATS. LNAV HAT 363 ALL CATS. CHART TDZE 1277 DELETE THRE 1266. THIS IS RNAV (GPS) RWY 16, ORIG-B. 1404111303-PERM.

GLENWOOD

Glenwood Muni
FDC 4/0547  GHW IAP GLENWOOD MUNI, GLENWOOD, MN. RNAV (GPS) RWY 33, AMDT 1. LPV DA 1634. LNAV/VNAV DA 1634. LNAV HAT 316 ALL CATS. CHART TDZE 1384 DELETE THRE 1377. THIS IS RNAV (GPS) RWY 33, AMDT 1A. 1404111305-PERM.

GRAND MARAIS

Grand Marais/Cook County

FDC 4/0546  CKC IAP GRAND MARAIS/COOK COUNTY, GRAND MARAIS, MN. RNAV (GPS) RWY 27, AMDT 1. LPV DA 2047. LNAV/VNAV DA 2299. LNAV HAT 443 ALL CATS. CHART TDZE 1797 DELETE THRE 1794. THIS IS RNAV (GPS) RWY 27, AMDT 1A. 1404111307-PERM.

HALLOCK

Hallock Muni

FDC 4/0686  HCO IAP HALLOCK MUNI, HALLOCK, MN. RNAV (GPS) RWY 13, ORIG. LPV DA 1070. LNAV/VNAV DA 1213. LNAV HAT 360 ALL CATS. CHART TDZE 820 DELETE THRE 818. THIS IS RNAV (GPS) RWY 13, ORIG-A. 1404111236-PERM.

FDC 4/0175  HCO IAP HALLOCK MUNI, HALLOCK, MN. RNAV (GPS) RWY 31, AMDT 1. CHANGE THRE 820 TO TDZE 820. THIS IS RNA V (GPS) RWY 31, AMDT 1A. 1404111240-PERM.

HIBBING

Range Rgnl

FDC 4/0696  HIB RANGE RGNL, HIBBING, MN. RNAV (GPS) RWY 31, AMDT 1. LPV DA 1545. LNAV/VNAV DA 1595. LNAV HAT 335 ALL CATS. CHART TDZE 1345 DELETE THRE 1338. THIS IS RNAV (GPS) RWY 31, AMDT 1A. 1404111244-PERM.

HUTCHINSON

Hutchinson Muni-Butler Field

FDC 4/0497  HCD IAP HUTCHINSON MUNI-BUTLER FIELD, HUTCHINSON, MN. RNAV (GPS) RWY 15, ORIG-A. LPV DA 1311. LNAV/VNAV DA 1328. LNAV HAT 359 ALL CATS. CHART TDZE 1061 DELETE THRE 1055. THIS IS RNAV (GPS) RWY 15, ORIG-B. 1404111256-PERM.

JACKSON

Jackson Muni

FDC 5/2047  MJQ IAP JACKSON MUNI, JACKSON, MN. RNAV (GPS) RWY 13, AMDT 1. MISSED APPROACH: CLIMB TO 4200 DIRECT MCQIN AND HOLD SE, RT, 315.00 INBOUND. 1501082149-1507072149EST.


FDC 4/0209  MJQ IAP JACKSON MUNI, JACKSON, MN. RNAV (GPS) RWY 31, AMDT 1. LPV DA 1696 LNAV/VNAV DA 1953 LNAV CATS A/B/C HAT 494 CHART TDZE 1446 DELETE THRE 1431. THIS IS RNAV (GPS) RWY 13, AMDT 1A. 14041111240-PERM.

FDC 4/0208  MJQ IAP JACKSON MUNI, JACKSON, MN. RNAV (GPS) RWY 31, AMDT 1. LPV DA 1697 LNAV/VNAV DA 1890 LNAV CATS A/B/C HAT 533 CHART TDZE 1447 DELETE THRE 1446. THIS IS RNAV (GPS) RWY 31, AMDT 1A. 14041111240-PERM.

LONGVILLE

Longville Muni

FDC 4/9618  XVG IAP LONGVILLE MUNI, LONGVILLE, MN. NDB RWY 31, ORIG... RNAV (GPS) RWY 31, ORIG...NOTE: NIGHT LANDING RWY 13 NA. 1411052138-1506042138EST.

FDC 5/2428  DXX IAP LAC QUI PARLE COUNTY, MADISON, MN. NDB RWY 32, AMDT 4...RNAV (GPS) RWY 14, ORIG...RNAV (GPS) RWY 32, ORIG...NOTE: CIRCLING NA TO RWYS 9 AND 27. 1501091916-1507081916EST.

FDC 4/0305  DXX IAP LAC QUI PARLE COUNTY, MADISON, MN. NDB RWY 32, AMDT 4...S-32 CATS A/B/C HAT 618 ANTOI FIX MINIMUMS S-32 CATS A/B/C HAT 438 CHART TDZE 1082 DELETE THRE 1078. THIS IS NDB RWY 32, AMDT 4A. 1404111244-PERM.

FDC 4/0304  DXX IAP LAC QUI PARLE COUNTY, MADISON, MN. NDB RWY 32, AMDT 4...S-32 CATS A/B/C HAT 618 ANTOI FIX MINIMUMS S-32 CATS A/B/C HAT 378 CHART TDZE 1082 DELETE THRE 1078. THIS IS RNAV (GPS) RWY 32, ORIG-A. 1404111244-PERM.

1-AFPN-111
DXX IAP LAC QUI PARLE COUNTY, MADISON, MN. RNAV (GPS) RWY 14, ORIG.CHANGE THRE 1083 TO TDZE 1083. THIS IS RNAV (GPS) RWY 14, ORIG-A. 1404111237-PERM.

MAHNONEN

Mahnomen County

FDC 4/0390 3N8 IAP MAHNONEN COUNTY, MAHNONEN, MN. RNAV (GPS) RWY 35, ORIG.LPV DA 1549 LNAV/VNAV DA 1549 LNAV CATS A/B HAT 394 CHART TDZE 1246 DELETE THRE 1243. THIS IS RNAV (GPS) RWY 35, ORIG-A. 1404111246-PERM.

MAPLE LAKE

Maple Lake Muni

FDC 5/2126 MGG IAP MAPLE LAKE MUNI, MAPLE LAKE, MN. VOR-A, AMDT 4A...PROCEDURE NA. 1501090138-1508070138EST.

FDC 5/2124 MGG IAP MAPLE LAKE MUNI, MAPLE LAKE, MN. RNAV (GPS) RWY 28, ORIG-A...LP MDA NA. LNA V MDA NA. 1501090134-1508070134EST.

MARRSHALL

Southwest Minnesota Rgnl Marshall/Ryan Fld

FDC 4/0353 MML IAP SOUTHWEST MINNESOTA RGNL MARSHALL/RYAN FLD, MARSHALL, MN. RNAV (GPS) RWY 30, ORIG-A.LPV DA 1430 LNAV/VNAV DA 1464 LNAV HAT 400 ALL CATS CHART TDZE 1180 DELETE THRE 1179. THIS IS RNAV (GPS) RWY 30, ORIG-B. 1404111245-PERM.

MSP IAP MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, MINNEAPOLIS, MN. LOC RWY 4, AMDT 1A...RNAV (GPS) RWY 12R, AMDT 2...RNAV (GPS) RWY 30L, AMDT 3...RNAV (GPS) RWY 30R, AMDT 2...CIRCLING CATS A/B/C MDA 1400/HAA 558. TWO TEMPORARY CRANES, UP TO 1098 MSL, 1.75 NM SW OF AIRPORT.. 1410011258-1503301258EST.

MINNEAPOLIS

Airlake

FDC 4/0394 LVN IAP AIRLAKE, MINNEAPOLIS, MN. RNAV (GPS) RWY 30, ORIG-LPV DA 1158 LNAV/VNAV DA 1246 LNAV HAT 362 ALL CATS CHART TDZE 958 DELETE THRE 952. THIS IS RNAV (GPS) RWY 30, ORIG-A. 1404111247-PERM.

Anoka County-Blaine Arpt(Janes Field)
FDC 4/1954  MSP IAP MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, MINNEAPOLIS, MN. ILS OR LOC RWY 12L, AMDT 9...AASUN FIX MINIMUMS: CIRCLING CATS A/B/C MDA 1400/HAA 558. TWO TEMPORARY CRANES, UP TO 1098 MSL, 1.75 NM SW OF AIRPORT. 1410011258-1503301258EST.

FDC 4/1951  MSP IAP MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, MINNEAPOLIS, MN. RNAV (GPS) Z RWY 35, AMDT 2...LNA V/VNA V DA 1259/HATH 426 ALL CATS. VIS RVR 5000 ALL CATS. LNAV MDA 1360/HATH 527 ALL CATS. VIS CATS C/D/E RVR 5500. CIRCLING CATS A/B/C MDA 1400/HAA 558. VDP 1.43 NM TO RWY 35. FOR INOPERATIVE ALSF, INCREASE LPV CAT E VISIBILITY TO RVR 4000, LNAV/VNAV ALL CATS VISIBILITY TO 1 3/8 MILE AND LNAV CATS C/D/E VISIBILITY TO 1 1/2 MILE. TWO TEMPORARY CRANES, UP TO 1098 MSL, 1.75 NM SW OF AIRPORT. 1410011258-1503301258EST.

FDC 4/1950  MSP IAP MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, MINNEAPOLIS, MN. RNAV (GPS) RWY 4, AMDT 2A...LNAV/VNAV DA 1408/HATH 576 ALL CATS. VIS 1 1/2 ALL CATS. LNAV MDA 1360/HATH 528 ALL CATS. VIS CATS C/D/E RVR 5500. CIRCLING CATS A/B/C MDA 1400/HAA 558. VDP 1.42 NM TO RWY04. FOR INOPERATIVE ALSR, INCREASE LPV CAT E VISIBILITY TO RVR 4000, LNAV/VNAV CAT E VISIBILITY TO 2 MILE AND LNAV CAT E VISIBILITY TO 1 1/2 MILE. TWO TEMPORARY CRANES, UP TO 1098 MSL, 1.75 NM SW OF AIRPORT. 1410011258-1503301258EST.

FDC 4/1892  MSP SID MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN, MINNEAPOLIS, MN. WLSTN SIX DEPARTURE...DEPARTURE CROSSING RESTRICTIONS: RWY 30L/R REQUIRES A CLIMB GRADIENT OF 380 FT PER NM TO 3500. 1408082058-1502082058EST.

MONTEVIDEO
Montevideo-Chippewa County

FDC 4/0970  MVE IAP MONTEVIDEO-CHIPPEWA COUNTY, MONTEVIDEO, MN. VOR RWY 14, AMDT 5...CHANGE THRE 1034 TO TDZE 1034. THIS IS VOR RWY 14, AMDT 5A. 1404111351-PERM.

FDC 4/0410  MVE IAP MONTEVIDEO-CHIPPEWA COUNTY, MONTEVIDEO, MN. RNAV (GPS) RWY 32, ORIG.LPV DA 1384 LNAV/VNAV DA 1428 LNAV HAT 392 ALL CATS CHART TDZE 1028 DELETE THRE 1020. THIS IS RNAV (GPS) RWY 32, ORIG-A. 1404111248-PERM.

MOORHEAD
Moorhead Muni

FDC 4/1311  JKJ IAP MOORHEAD MUNI, MOORHEAD, MN. RNAV (GPS) RWY 30, AMDT 1...CHART TDZE 918 DELETE THRE 918. CHANGE UNCOMPENSATED BARO-VNAV NOTE TO READ: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -16C (4F) OR ABOVE 54C (130F). THIS IS RNAV (GPS) RWY 30, AMDT 1A. 1412192001-PERM.

MOOSE LAKE
Moose Lake Carlton County

FDC 4/0420  MZH IAP MOOSE LAKE CARLTON COUNTY, MOOSE LAKE, MN. RNAV (GPS) RWY 4, ORIG.LPV DA 1326 LNAV/VNAV DA 1529 LNAV CATS A/B HAT 484 CHART TDZE 1076 DELETE THRE 1074. THIS IS RNAV (GPS) RWY 4, ORIG-A. 1404111249-PERM.

MORRIS
Morrison Muni - Charlie Schmidt Fld

FDC 4/0685  MOX IAP MORRIS MUNI - CHARLIE SCHMIDT FLD, MORRIS, MN. VOR RWY 32, AMDT 5A.S-32 HAT 589 ALL CATS JEXIR FIX MINIMUMS: S-32 HAT 369 ALL CATS CHART TDZE 1131 DELETE THRE 1124. THIS IS VOR RWY 32, AMDT 5B. 1404111304-PERM.

FDC 4/0684  MOX IAP MORRIS MUNI - CHARLIE SCHMIDT FLD, MORRIS, MN. RNAV (GPS) RWY 14, AMDT 1.LPV DA 1382 LNAV/VNAV DA 1544 LNAV HAT 368 ALL CATS CHART TDZE 1128 DELETE THRE 1128. THIS IS RNAV (GPS) RWY 14, AMDT 1A. 1404111304-PERM.

FDC 4/0562  MOX IAP MORRIS MUNI - CHARLIE SCHMIDT FLD, MORRIS, MN. RNAV (GPS) RWY 14, AMDT 1A.S-14 HAT 428 ALL CATS CHART TDZE 1132 DELETE THRE 1128. THIS IS VOR RWY 14, AMDT 1B. 1404111304-PERM.

FDC 4/0561  MOX IAP MORRIS MUNI - CHARLIE SCHMIDT FLD, MORRIS, MN. RNAV (GPS) RWY 32, AMDT 1.LPV DA 1381 LNAV/VNAV DA 1535 LNAV HAT 409 ALL CATS CHART TDZE 1131 DELETE THRE 1124. THIS IS RNAV (GPS) RWY 32, AMDT 1A. 1404111304-PERM.

ORR
Orr Rgnl

FDC 4/1353  ORB IAP ORR RGNL, ORR, MN. RNAV (GPS) RWY 13, ORIG-A...LP HAT 407 ALL CATS LNAV HAT 447 ALL CATS CIRCLING HAA 607 ALL CATS CHANGE AP ELEV TO 1313. CHART TDZE 1313 DELETE THRE 1309. THIS IS RNAV (GPS) RWY 13, ORIG-B. 1412192021-PERM.
**ORK RGNL, ORR, MN. NDB RWY 13, AMDT 8A...S-13 HAT 687 ALL CATS CIRCLING CAT A/B/C HAA 687 ALL CATS CIRCLING CAT D HAA 807 CHANGE AP ELEV TO 1313. CHART TDZE 1313. THIS IS NDB RWY 13, AMDT 8B. 1412192021-PERM.**

**ORTONVILLE**

Ortonville Muni-Martinson Field

**FDC 4/1352 ORB IAP ORR RGNL, ORR, MN. NDB RWY 13, AMDT 8A...S-13 HAT 687 ALL CATS CIRCLING CAT A/B/C HAA 687 CAT D HAA 807 CHANGE AP ELEV TO 1313. CHART TDZE 1313. THIS IS NDB RWY 13, AMDT 8B. 1412192021-PERM.**

**FDC 5/2749 VVV IAP ORTONVILLE MUNI-MARTINSON FIELD, ORTONVILLE, MN. NDB RWY 34, AMDT 2...TERMINAL ROUTE ATY VORTAC TO VVV NDB: MINIMUM ALTITUDE 3900. 1501120105-1508100105EST.**

**FDC 4/1560 VVV IAP ORTONVILLE MUNI-MARTINSON FIELD, ORTONVILLE, MN. RNAV (GPS) RWY 34, ORIG-A.CHANGE THRE 1145 TO TDZE 1145. THIS IS RNAV (GPS) RWY 34, ORIG-A. 1412201628-PERM.**

**FDC 4/1559 VVV IAP ORTONVILLE MUNI-MARTINSON FIELD, ORTONVILLE, MN. RNAV (GPS) RWY 34, ORIG-A.CHANGE THRE 1145 TO TDZE 1145. THIS IS RNAV (GPS) RWY 34, ORIG-A. 1412201628-PERM.**

**OWATONNA**

Owatonna Degner Rgnl

**FDC 4/1000 OWA IAP OWATONNA DEGNER RGNL, OWATONNA, MN. RNAV (GPS) RWY 30, ORIG-A.CHANGE THRE 1145 TO TDZE 1145. THIS IS RNAV (GPS) RWY 30, ORIG-A. 1404111138-PERM.**

**FDC 4/0998 OWA IAP OWATONNA DEGNER RGNL, OWATONNA, MN. ILS OR LOC RWY 30, AMDT 2B.CHANGE THRE 1145 TO TDZE 1145. THIS IS ILS OR LOC RWY 30, AMDT 2C. 1404111138-PERM.**

**FDC 4/0704 OWA IAP OWATONNA DEGNER RGNL, OWATONNA, MN. RNAV (GPS) RWY 12, AMDT 1.LPV DA 1441 RNAV/VNAV DA 1400 RNAV HAT 393 CHART TDZE 1127 DELETE THRE 1106. THIS IS RNAV (GPS) RWY 12, AMDT 1A. 1404111134-PERM.**

**FDC 4/0703 OWA IAP OWATONNA DEGNER RGNL, OWATONNA, MN. VOR RWY 12, AMDT 10.S-12 HAT 433 ALL CATS CHART TDZE 1127. THIS IS VOR RWY 12, AMDT 10A. 1404111134-PERM.**

**FDC 4/4707 PKD IAP PARK RAPIDS MUNI-KONSHOK FIELD, PARK RAPIDS, MN. ILS OR LOC RWY 31, AMDT 1B...CHANGE ALL REFERENCE TO RWY 17/35 TO RWY 18/36. NOTE: CIRCLING TO RWY 18/36 NA. 1410151834-1505131834EST.**

**FDC 4/4706 PKD IAP PARK RAPIDS MUNI-KONSHOK FIELD, PARK RAPIDS, MN. NDB RWY 31, AMDT 2...RNAV (GPS) RWY 31, ORIG...RNAV (GPS) RWY 31, ORIG...VOR RWY 31, AMDT 14...VOR/DME RWY 13, AMDT 9...CHANGE ALL REFERENCE TO RWY 17/35 TO RWY 18/36. NOTE: CIRCLING TO RWY 18/36 NA. DISREGARD NOTE: CIRCLING TO RWY 17/35 NA AT NIGHT. 1410151834-1505131834EST.**

**FDC 4/1412 PKD IAP PARK RAPIDS MUNI-KONSHOK FIELD, PARK RAPIDS, MN. VOR RWY 31, AMDT 14...S-31 HAT 536 ALL CATS WIRBO FIX MINIMUMS: S-31 HAT 376 ALL CATS CHART TDZE 1444 DELETE THRE 1443 THIS IS VOR RWY 31, AMDT 14A. 1412192129-PERM.**

**FDC 4/1411 PKD IAP PARK RAPIDS MUNI-KONSHOK FIELD, PARK RAPIDS, MN. ILS OR LOC RWY 31, AMDT 1B...S-ILS 31 DA 1644 S-LOC 31 HAT 356 ALL CATS CIRCLING HAA CATS A/B/C 475, CAT D 555 CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT CHANGE AP ELEV TO 1445 CHANGE TDZE TO 1444. THIS IS ILS OR LOC RWY 31, AMDT 1C. 1412192129-PERM.**

**FDC 4/1406 PKD IAP PARK RAPIDS MUNI-KONSHOK FIELD, PARK RAPIDS, MN. RNAV (GPS) RWY 31, ORIG...LPV DA 1644 RNAV/VNAV DA 1731 RNAV HAT 356 ALL CATS CHART TDZE 1444 DELETE THRE 1443. THIS IS RNAV (GPS) RWY 31, ORIG-A. 1412192129-PERM.**

**FDC 4/1405 PKD IAP PARK RAPIDS MUNI-KONSHOK FIELD, PARK RAPIDS, MN. NDB RWY 31, AMDT 2...S-31 HAT 516 ALL CATS #WOTIR FIX MINIMUMS: S-31 HAT 416 ALL CATS CHART TDZE 1444 DELETE THRE 1443. THIS IS NDB RWY 31, AMDT 2A. 1412192129-PERM.**

**FDC 4/0718 PKD IAP PARK RAPIDS MUNI-KONSHOK FIELD, PARK RAPIDS, MN. RNAV (GPS) RWY 13, AMDT 9.CHANGE THRE 1445 TO TDZE 1445. THIS IS VOR/DME RWY 13, AMDT 9A. 1404111135-PERM.**

**FDC 4/0705 PKD IAP PARK RAPIDS MUNI-KONSHOK FIELD, PARK RAPIDS, MN. VOR/DME RWY 13, AMDT 9.CHANGE THRE 1445 TO TDZE 1445. THIS IS VOR/DME RWY 13, AMDT 9A. 1404111135-PERM.**

**PAYNESVILLE**

Paynesville Muni

**FDC 4/9006 PEX IAP PAYNESVILLE MUNI, PAYNESVILLE, MN. RNAV (GPS) RWY 11, AMDT 1...RNAV (GPS) RWY 29, AMDT 1...LPV DA 1 MILE ALL CATS. 1412132242-1507112242EST.**
**PEX IAP PAYNESVILLE MUNI, PAYNESVILLE, MN. RNA V (GPS) RWY 11, AMDT 1...CHART TDZE 1183 DELETE THRE 1183. DELETE PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. THIS IS RNA V (GPS) RWY 11, AMDT 1A. 1412192104-PERM.**

**PERHAM**

Perham Muni

**FDC 4/1256** 16D IAP PERHAM MUNI, PERHAM, MN. RNAV (GPS) RWY 31, AMDT 1...LPV DA 1669 LNAV/VNAV DA 2158 LNAV HAT CATS A/B 706 CHART TDZE 1374 DELETE THRE 1371 THIS IS RNAV (GPS) RWY 31, AMDT 1A. 1412191848-PERM.

**PINE RIVER**

Pine River Rgnl

**FDC 4/0802** 16D IAP PERHAM MUNI, PERHAM, MN. RNAV (GPS) RWY 13, ORIG.CHANGE THRE 1376 TO TDZE 1376. THIS IS RNAV (GPS) RWY 13, ORIG-A. 1404111316-PERM.

**PIPESTONE**

Pipestone Muni

**FDC 4/1551** PQN IAP PIPESTONE MUNI, PIPESTONE, MN. RNAV (GPS) RWY 36, AMDT 1...LPV DA 1934, VISIBILITY 1 ALL CATS. LNAV/VNAV DA 1987, VISIBILITY 1 ALL CATS LNAV HAT 434 ALL CATS CHART TDZE 1737 DELETE THRE 1728. THIS IS RNAV (GPS) RWY 36, AMDT 1A. 1412201556-PERM.

**PRESTON**

Fillmore County

**FDC 4/0150** FKA IAP FILLMORE COUNTY, PRESTON, MN. RNAV (GPS) RWY 29, AMDT 1...LPV DA 1527 LNAV/VNAV DA 1550 LNAV HAT 423 ALL CATS. CHART TDZE 1277 DELETE THRE 1276 THIS IS RNAV (GPS) RWY 29, AMDT 1A. 1404111229-PERM.

**RED WING**

Red Wing Rgnl

**FDC 4/0708** RGK IAP RED WING RGNL, RED WING, MN. RNAV (GPS) RWY 9, ORIG.CHANGE THRE 1082 TO TDZE 1082. THIS IS RNAV (GPS) RWY 15, AMDT 1S-33 CATS A/B HAT 619 CHART TDZE 1081 DELETE THRE 1067. THIS IS RNAV (GPS) RWY 9, AMDT 1A. 1404111316-PERM.

**FDC 4/0207** RGK IAP RED WING RGNL, RED WING, MN. RNAV (GPS) RWY 9, ORIG.CHANGE THRE 1082 TO TDZE 1082. THIS IS RNAV (GPS) RWY 9, AMDT 1A. 1404111316-PERM.
ROCHESTER

Mayo Clinic - Saint Marys Hospital

FDC 4/8779 99MN SPECIAL MAYO CLINIC - SAINT MARYS HOSPITAL, ROCHESTER, MN. (SPECIAL) COPTER GPS 140, ORIG...COPTER GPS 326, ORIG...PROCEDURE NA. 1406161532-1412161532EST.

FDC 4/6954 99MN SPECIAL MAYO CLINIC - SAINT MARYS HOSPITAL, ROCHESTER, MN. (SPECIAL) COPTER GPS 318 DEPARTURE, ORIG...(SPECIAL) COPTER GPS 146 DEPARTURE, ORIG...DEPARTURE PROCEDURE NA 1411182142-1506172142EST.

Rochester Intl

FDC 4/0805 RST IAP ROCHESTER INTL, ROCHESTER, MN. RNA V (GPS) RWY 31, AMDT 1.CHANGE THRE 1304 TO TDZE 1304. THIS IS RNAV (GPS) RWY 31, AMDT 1A. 1404111317-PERM.

FDC 4/0115 RST IAP ROCHESTER INTL, ROCHESTER, MN. RNAV (GPS) RWY 20, AMDT 2.LPV DA 1555 LNAV/VNAV DA 1603 LNAV HAT 355 ALL CATS. CHART TDZE 1305 DELETE THRE 1282 THIS IS RNAV (GPS) RWY 20, AMDT 2A. 1404111227-PERM.

RUSH CITY

Rush City Rgnl

FDC 4/1556 ROS IAP RUSH CITY RGNL, RUSH CITY, MN. RNAV (GPS) RWY 34, ORIG...LPV DA 1190. LNAV/VNAV DA 1240. LNAV HAT 394 ALL CATS. CHART TDZE 926 DELETE TDZE 919. THIS IS RNAV (GPS) RWY 34, ORIG-A. 1412201616-PERM.

FDC 4/1554 ROS IAP RUSH CITY RGNL, RUSH CITY, MN. NDB RWY 34, ORIG...S-34 HAT 554 ALL CATS. CIRCLING HAA 544 ALL CATS. CHART TDZE 926 DELETE TDZE 926. CHANGE AIRPORT ELEV TO 926. THIS IS NDB RWY 34, ORIG-A. 1412201616-PERM.

RUSHFORD

Rushford Muni

FDC 4/8868 55Y IAP RUSHFORD MUNI, RUSHFORD, MN. RNAV (GPS) RWY 34, ORIG...PROCEDURE NA. 1411210012-1505200012EST.

FDC 4/6465 BFW IAP SILVER BAY MUNI, SILVER BAY, MN. RNAV (GPS) RWY 25, ORIG...NOTE: PROCEDURE NA AT NIGHT. 141210733-1506081733EST.

FDC 4/6459 BFW IAP SILVER BAY MUNI, SILVER BAY, MN. NDB RWY 25, ORIG...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 141210733-1506081733EST.

SLAYTON

Slayton Muni

FDC 4/0504 DVP IAP SLAYTON MUNI, SLAYTON, MN. RNAV (GPS) RWY 35, ORIG.CHANGE THRE 1623 TO TDZE 1623 THIS IS RNAV (GPS) RWY 35, ORIG-A. 1404111227-PERM.

FDC 4/0110 DVP IAP SLAYTON MUNI, SLAYTON, MN. RNAV (GPS) RWY 17, ORIG.LP HAT 477 ALL CATS. LNAV HAT 497 ALL CATS. CHART TDZE 1623 DELETE THRE 1615 THIS IS RNAV (GPS) RWY 17, ORIG-A. 1404111227-PERM.

SPRINGFIELD

Springfield Muni

FDC 4/1264 D42 IAP SPRINGFIELD MUNI, SPRINGFIELD, MN. VOR/DME RWY 13, AMDT 3...S-13 HAT 547. CIRCLING CAT A/B HAA 587, CAT C HAA 747. CHANGE AIRPORT ELEV TO 1073. CHART TDZE 1073, DELETE THRE 1067. THIS IS VOR/DME RWY 13, AMDT 3A. 1412191922-PERM.

FDC 4/1263 D42 IAP SPRINGFIELD MUNI, SPRINGFIELD, MN. RNAV (GPS) RWY 31, ORIG...LNAV HAT 477 ALL CATS. CIRCLING CAT A/B HAA 587, CAT C HAA 747. CHANGE AIRPORT ELEV TO 1073. CHART TDZE 1073, DELETE THRE 1067. THIS IS RNAV (GPS) RWY 31 ORIG-A. 1412191922-PERM.

FDC 4/1262 D42 IAP SPRINGFIELD MUNI, SPRINGFIELD, MN. RNAV (GPS) RWY 13, ORIG...LP HAT 477 ALL CATS. LNAV HAT 447 ALL CATS. CIRCLING CAT A/B HAA 587, CAT C HAA 747. CHANGE AIRPORT ELEV TO 1073. CHART TDZE 1073, DELETE THRE 1070. THIS IS RNAV (GPS) RWY 13 ORIG-A. 1412191922-PERM.

ST PAUL

Lake Elmo

FDC 4/0806 21D IAP LAKE ELMO, ST PAUL, MN. RNAV (GPS) RWY 32, AMDT 1.CHANGE THRE 926 TO TDZE 926. THIS IS RNAV (GPS) RWY 32, AMDT 1A. 1404111319-PERM.
FDC 4/0509 21D IAP LAKE ELMO, ST PAUL, MN. NDB RWY 4, AMDT 5. S-4 HAT 867 HUDSN FIX MINIMUMS S-4 HAT 667 CHART TDZE 933 DELETE THRE 924 THIS IS NDB RWY 4, AMDT 5A. 1404111258-PERM.

St Paul Downtown Holman Fld

FDC 5/3476 STP IAP ST PAUL DOWNTOWN HOLMAN FLD, ST PAUL, MN. ILS OR LOC RWY 14, AMDT 1A... ILS OR LOC RWY 32, AMDT 5... NDB RWY 31, AMDT 8... NOTE: NIGHT LANDING: RWY 9 NA. 1501132049-1508122049EST.

FDC 5/3475 STP IAP ST PAUL DOWNTOWN HOLMAN FLD, ST PAUL, MN. RNAV (GPS) RWY 32, ORIG... NOTE: NIGHT LANDING: RWY 9 NA. DISREGARD NOTE: CIRCLING TO RWY 9 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 13 NA AT NIGHT. 1501132049-1508122049EST.

FDC 4/5347 STP ODP ST PAUL DOWNTOWN HOLMAN FLD, ST PAUL, MN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 8... TAKE-OFF MINIMUMS: RWY 32, STANDARD WITH A MINIMUM CLIMB OF 446 PER NM TO 1000. NOTE: RWY 32, TEMPORARY CRANES BEGINNING 3636 FEET FROM DER, 964 FEET LEFT OF CENTERLINE, UP TO 145 FEET AGL/ 850 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1410062005-1505042005EST.

FDC 4/0498 STP IAP ST PAUL DOWNTOWN HOLMAN FLD, ST PAUL, MN. RNAV (GPS) RWY 14, AMDT 1... NOTE: NIGHT LANDING: RWY 9 NA. DISREGARD NOTE: CIRCLING TO RWY 9 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 13 NA AT NIGHT. 1501132049-1508122049EST.

FDC 4/0493 SAZ IAP STAPLES MUNI, STAPLES, MN. RNAV (GPS) RWY 14, ORIG.CHANGE THRE 1288 TO TDZE 1288 THIS IS RNAV (GPS) RWY 14, ORIG-A. 1404111256-PERM.

FDC 4/0492 SAZ IAP STAPLES MUNI, STAPLES, MN. NDB RWY 14, AMDT 3.CHANGE THRE 1288 TO TDZE 1288 THIS IS NDB RWY 14, AMDT 3A. 1404111256-PERM.

FDC 4/0119 SAZ IAP STAPLES MUNI, STAPLES, MN. RNAV (GPS) RWY 32, ORIG.LPV DA 1592 LNAV/VNAV DA 1965 LNAV HAT 613 ALL CATS. CHART TDZE 1287 DELETE THRE 1285 THIS IS RNAV (GPS) RWY 32, ORIG-A. 1404111228-PERM.

TWO HARBORS

Richard B Helgeson

FDC 4/0856 TWM IAP RICHARD B HELGESON, TWO HARBORS, MN. RNAV (GPS) RWY 6, ORIG.CHANGE THRE 1073 TO TDZE 1073. THIS IS RNAV (GPS) RWY 6, ORIG-A. 1404111320-PERM.

Wadena Muni

FDC 4/0515 ADC IAP WADENA MUNI, WADENA, MN. RNAV (GPS) RWY 34, AMDT 1.LPV DA 1614. LNAV/VNAV DA 1791. LNAV CAT A/B/C HAT 376. CHART TDZE 1364 DELETE THRE 1355. THIS IS RNAV (GPS) RWY 34, AMDT 1A. 1404111259-PERM.

FDC 4/0067 ADC IAP WADENA MUNI, WADENA, MN. RNAV (GPS) RWY 16, ORIG.CHANGE THRE 1368 TO TDZE 1368 THIS IS RNAV (GPS) RWY 16, ORIG-A. 1404111225-PERM.

Waseca Muni

FDC 4/077 ACQ IAP WASECA MUNI, WASECA, MN. RNAV (GPS) RWY 15, AMDT 1.CHANGE THRE 1127 TO TDZE 1127 THIS IS RNAV (GPS) RWY 15, AMDT 1A. 1404111254-PERM.

FDC 4/0204 ACQ IAP WASECA MUNI, WASECA, MN. RNAV (GPS) RWY 33, ORIG.LPV CAT A/B/C HAT 355. LNAV CAT A/B/C HAT 395. CHART TDZE 1125 DELETE THRE 1119. THIS IS RNAV (GPS) RWY 33, ORIG-A. 1404111239-PERM.
WHEATON

Wheaton Muni

FDC 4/9492 ETH ODP WHEATON MUNI, WHEATON, MN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...NOTE: RWY 16 TREES BEGINNING 252 FT FROM DER, 459 FT LEFT OF CENTERLINE, UP TO 93FT AGL/1116 FT MSL. TREES BEGINNING 540 FT FROM DER, 329 FT RIGHT OF CENTERLINE, UP TO 102 FT AGL/1125 FT MSL. POLE 591 FT FL/1037 DER, 483 FT RIGHT OF CENTERLINE, 40 FT AGL/1061 FT MSL. POLE 760 FT FROM DER, 668 FT LEFT OF CENTERLINE, 32 FT AGL/1055 FT MSL. BLDGS 806 FT FROM DER, 503 FT RIGHT OF CENTERLINE, UP TO 28 FT AGL/1047 FT MSL. TREES BEGINNING 1193 FT FROM DER, 3 FT RIGHT OF CENTERLINE UP TO 93 FT AGL/1116 FT MSL. NOTE: RWY 34 BLDGS BEGINNING 2 FT FROM DER, 453 FT RIGHT OF CENTERLINE, UP TO 21 FT AGL/1044 FT MSL. VEHICLE ON ROAD, 284 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, 17FT AGL/1025 FT MSL. TREES BEGINNING 97 FT FROM DER, 496 FT RIGHT OF CENTERLINE, UP TO 55 FT AGL/1078 FT. ALL OTHER DATA REMAINS AS PUBLISHED. 1409251224-1504241224EST.

FDC 4/0191 ETH IAP WHEATON MUNI, WHEATON, MN. RNAV (GPS) RWY 16, ORIG LP CAT A/B/C HAT 317 LNA V CAT A/B/C HAT 337. CHART TDZE 1023 DELETE THRE 1017. THIS IS RNAV (GPS) RWY 16, ORIG-A. 1404111238-PERM.

FDC 4/0079 ETH IAP WHEATON MUNI, WHEATON, MN. RNAV (GPS) RWY 34, ORIG CHANGE THRE 1023 TO TDZE 1023. THIS IS RNAV (GPS) RWY 34, ORIG-A. 1404111232-PERM.

WILLMAR

Willmar Muni-John L Rice Field

FDC 4/0101 BDH IAP WILLMAR MUNI-JOHN L RICE FLD, WILLMAR, MN. RNAV (GPS) RWY 31, AMDT 1. CHANGE THRE 1126 TO TDZE 1126. THIS IS RNAV (GPS) RWY 31, AMDT 1A. 1404111123-PERM.

WINONA

Winona Muni-Max Conrad Fld

FDC 4/7393 ON A IAP WINONA MUNI-MAX CONRAD FLD, WINONA, MN. VOR RWY 30, AMDT 1A...NOTE: NIGHT LANDING: RWY 17, 35 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408230241-1503230241EST.

FDC 4/7392 ON A IAP WINONA MUNI-MAX CONRAD FLD, WINONA, MN. VOR RWY 30, AMDT 1A...NOTE: NIGHT LANDING: RWY 17, 35 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408230241-1503230241EST.

FDC 4/7391 ON A IAP WINONA MUNI-MAX CONRAD FLD, WINONA, MN. NDB RWY 30, ORIG...NOTE: NIGHT LANDING: RWY 17, 35 NA. 1408230241-1503230241EST.

FDC 4/7390 ON A IAP WINONA MUNI-MAX CONRAD FLD, WINONA, MN. LOC RWY 30, ORIG...S-30: MDA 1240/HAT 585 ALL CATS, CAT C VISIBILITY 1 1/4. DME AT 2.68 DME, DISTANCE DVP TO THRESHOLD 1.70 NM. NOTE: NIGHT LANDING: RWY 17, 35 NA. 1408230241-1503230241EST.

FDC 4/0475 ON A IAP WINONA MUNI-MAX CONRAD FLD, WINONA, MN. RNAV (GPS) RWY 30, AMDT 1. CHANGE THRE 655 TO TDZE 655 THIS IS RNAV (GPS) RWY 30, AMDT 1A. 14041111254-PERM.

WORTHINGTON

Worthington Muni

FDC 4/1385 OTG IAP WORTHINGTON MUNI, WORTHINGTON, MN. ILS OR LOC RWY 29, AMDT 1...S-ILS 29 DA 1770. S-LOC 29 HAT 430 ALL CATS. CHART TDZE 1570 DELETE THRE 1566. THIS IS ILS OR LOC RWY 29, AMDT 1A. 1412192029-PERM.

FDC 4/1377 OTG IAP WORTHINGTON MUNI, WORTHINGTON, MN. RNAV (GPS) RWY 18, ORIG...LPV DA 1774. LNAV/VNAV DA 1924. LNAV HAT 346 ALL CATS. CHART TDZE 1574 DELETE THRE 1571. THIS IS RNAV (GPS) RWY 18, ORIG-A. 1412192029-PERM.

FDC 4/1375 OTG IAP WORTHINGTON MUNI, WORTHINGTON, MN. NDB RWY 29, AMDT 1...S-29 HAT 530 ALL CATS. CHART TDZE 1570 DELETE THRE 1566. THIS IS NDB RWY 29, AMDT 1A. 1412192029-PERM.


FDC 4/1371 OTG IAP WORTHINGTON MUNI, WORTHINGTON, MN. VOR RWY 18, AMDT 10...S-18 HAT 506 ALL CATS. CHART TDZE 1574 DELETE THRE 1571. THIS IS VOR RWY 18, AMDT 1A. 1412192029-PERM.
OTG IAP WORTHINGTON MUNI, WORTHINGTON, MN. RNA V (GPS) RWY 18, ORIG...LPV VISIBILITY 1 ALL CATS. LNAV/VNAV VISIBILITY 1 ALL CATS. 1407142126-1501142126EST.

OTG IAP WORTHINGTON MUNI, WORTHINGTON, MN. RNA V (GPS) RWY 11, ORIG.CHANGE THRE 1574 TO TDZE 1574 THIS IS RNAV (GPS) RWY 11, ORIG-A. 14041111253-PERM.

OTG IAP WORTHINGTON MUNI, WORTHINGTON, MN. VOR RWY 36, AMDT 6.CHANGE THRE 1574 TO TDZE 1574 THIS IS VOR RWY 36, AMDT 6A. 14041111253-PERM.

OTG IAP WORTHINGTON MUNI, WORTHINGTON, MN. VOR RWY 11, AMDT 3.CHANGE THRE 1574 TO TDZE 1574 THIS IS VOR RWY 11, AMDT 3A. 14041111253-PERM.

MISSISSIPPI

BAY ST LOUIS

Stennis Intl

HSA IAP STENNIS INTL, BAY ST LOUIS, MS. VOR-A, AMDT 7A...PROCEDURE NA. 1501061835-1507051835EST.

HSA IAP STENNIS INTL, BAY ST LOUIS, MS. NDB RWY 18, AMDT 1A...CHANGE LOCAL ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GULFPORT ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET AND INCREASE S-18 CATS C/D AND CIRCLING CAT C VISIBILITY 1/4 MILE. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1410231317-1504131317EST.

BROOKHAVEN

Brookhaven-Lincoln County

1R7 IAP BROOKHAVEN-LINCOLN COUNTY, BROOKHAVEN, MS. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG:NOTE: RWY 4, VEHICLES ON ROAD, TREE, BUILDING, AND POLE BEGINNING 22 FT FROM DER, 256 FT LEFT OF CENTERLINE, UP TO 38 FT AGL/524 FT MSL. TREE 42 FT FROM DER, 360 FT RIGHT OF CENTERLINE, 45 FT AGL/531 FT MSL. TREES, POLES, AND BUILDING BEGINNING 191 FT FROM DER, 16 FT RIGHT OF CENTERLINE, UP TO 50 FT AGL/546 FT MSL. VEHICLES ON ROAD, TRAIN ON RAILROAD, TREES, BUILDINGS, AND POLES BEGINNING 239 FT FROM DER, 27 FT LEFT OF CENTERLINE, UP TO 80 FT AGL/568 FT MSL. TREES, POLES, AND TOWER BEGINNING 939 FT FROM DER, 119 FT RIGHT OF CENTERLINE, UP TO 570 FT MSL. TREES BEGINNING 1537 FT FROM DER, 374 FT RIGHT OF CENTERLINE, UP TO 85 FT AGL/580 FT MSL. TREES BEGINNING 1830 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100 FT AGL/587 FT MSL. NOTE: RWY, 22 TREES AND POLE BEGINNING 10 FT FROM DER, 202 FT RIGHT OF CENTERLINE, UP TO 70 FT AGL/561 FT MSL. TREES AND POLE BEGINNING 126 FT FROM DER, 20 FT LEFT OF CENTERLINE, UP TO 65 FT AGL/557 FT MSL. TREES AND POLES BEGINNING 443 FT FROM DER, 40 FT RIGHT OF CENTERLINE, UP TO 70 FT AGL/561 FT MSL. TREES AND POLE BEGINNING 881 FT FROM DER, 10 FT LEFT OF CENTERLINE, UP TO 70 FT AGL/567 FT MSL. 1410151655-1504131655EST.

1R7 IAP BROOKHAVEN-LINCOLN COUNTY, BROOKHAVEN, MS. TREES AND POLES BEGINNING 1093 FT FROM DER, 46 FT LEFT OF CENTERLINE, UP TO 85 FT AGL/586 FT MSL. TREES AND TOWER BEGINNING 2335 FT FROM DER, 40 FT RIGHT OF CENTERLINE, UP TO 90 FT AGL/580 FT MSL. 1410151655-1504131655EST.

1R7 IAP BROOKHAVEN-LINCOLN COUNTY, BROOKHAVEN, MS. RNAV (GPS) RWY 22, ORIG...LNAV HAT 472 ALL CATS. CIRCLING CAT A MDA 1040/HAA 548, CAT B-C HAA 588. CHANGE AIRPORT ELEVATION FROM 489 TO 492. CHANGE TDZE FROM 487 TO 488. NOTE: NIGHT LANDING: RWY 22 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. CHANGE IF LOCAL ALTIMETER SETTING NOT RECEIVED NOTE TO READ: IF LOCAL ALTIMETER SETTING NOT RECEIVED, USE MCCOMB ALTIMETER SETTING AND INCREASE ALL MDAS 80 FEET; INCREASE LNAV CAT C VISIBILITY 1/4 MILE.. 1411141447-1505151447EST.

1R7 IAP BROOKHAVEN-LINCOLN COUNTY, BROOKHAVEN, MS. VOR/DME-A, AMDT 9...CIRCLING CAT A MDA 1040/HAA 548, CAT B-C HAA 588. NOTE: NIGHT LANDING: RWY 22 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. CHANGE AIRPORT ELEVATION FROM 489 TO 492.. 1411131740-1505121740EST.
GULFPORT

Gulfport-Biloxi Intl

FDC 4/8185  GPT IAP GULFPORT-BILOXI INTL, GULFPORT, MS. RNAV (GPS) RWY 36, AMDT 1. PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. 1409222026-1503222026EST.

HATTIESBURG/LAUREL

Hattiesburg-Laurel Rgnl

FDC 5/0656  PIB ODP HATTIESBURG-LAUREL RGNL, HATTIESBURG-LAUREL, MS. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...NOTE: RWY 18, TREES BEGINNING 50 FT FROM DER, 264 FT RIGHT OF CENTERLINE, UP TO 50 FT AGL/343 FT MSL. TREES BEGINNING 249 FT FROM DER, 389 FT LEFT OF CENTERLINE, UP TO 49 FT AGL/342 FT MSL. CHANGE RWY 36 NOTE TO READ: TREES BEGINNING 515 FT FROM DER, 551 FT RIGHT OF CENTERLINE, UP TO 32 FT AGL/329 FT MSL. TREES BEGINNING 1580 FT FROM DER, 659 FT LEFT OF CENTERLINE, UP TO 65 FT AGL/369 FT MSL. 1501061935-1507041935EST.

JACKSON

Jackson-Medgar Wiley Evers Intl

FDC 4/3719  JAN IAP JACKSON-MEDGAR WILEY EVERS INTL, JACKSON, MS. RADAR-1, AMDT 1C. PROCEDURE NA. 1409101831-1503101831EST.

MADISON

Bruce Campbell Field

FDC 5/0400  MBO IAP BRUCE CAMPBELL FIELD, MADISON, MS. RNAV (GPS) RWY 17, AMDT 1A. DESCENT ANGLE: 3.00/TCH 38 NA. 1501051935-1507041935EST.

FDC 5/0399  MBO IAP BRUCE CAMPBELL FIELD, MADISON, MS. RNAV (GPS) RWY 35, ORIG-A. DESCENT ANGLE 3.00/TCH 54 NA. 1501051931-1507041931EST.

MC COMB

Mc Combs/Pike County/John E Lewis Field

FDC 5/0471  MCB IAP MC COMB/PIKE COUNTY/J. E L.EWIS FIELD, MC COMB, MS. RNAV (GPS) RWY 33, ORIG...LPV DA NA ALL CATS. LNAV/VNAV DA NA ALL CATS. LNAV CAT C AND D VISIBILITY 1 3/8 MILE. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM AUTHORIZED. 1501052045-1507042045EST.

MERIDIAN

Key Field

FDC 4/8523  MEI IAP KEY FIELD, MERIDIAN, MS. ILS OR LOC RWY 19, AMDT 1B...MIN ALT: HOLUN 1040* *1180 WHEN USING HATTIESBURG-LAUREL RGNL ALTIMETER SETTING. 1412121456-1506101456EST.

FDC 4/8457  MEI IAP KEY FIELD, MERIDIAN, MS. RNAV (GPS) RWY 19, AMDT 1...PROCEDURE NA. 1408011818-1502011818EST.

FDC 4/6977  MEI IAP KEY FIELD, MERIDIAN, MS. ILS OR LOC RWY 19, AMDT 1B...MISSING APPROACH: CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 3000 ON MHZ VORTAC R-094 TO CUNEV/MHZ 46.00 DME AND HOLD. (DME REQUIRED). MEI VORTAC OUT OF SERVICE. 1410151302-1504131302EST.

FDC 4/6948  MEI IAP KEY FIELD, MERIDIAN, MS. ILS OR LOC RWY 1, AMDT 26...MISSING APPROACH: CLIMB TO 1100 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 272 AND ON MHZ VORTAC R-094 TO CUNEV/MHZ 46.00 DME AND HOLD. (DME REQUIRED). MEI VORTAC OUT OF SERVICE... ZUNOG FIX MINIMUMS: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE... S-LOC 1: RADAR REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE... 1410151302-1504131302EST.

FDC 4/6248  MEI IAP KEY FIELD, MERIDIAN, MS. ILS OR LOC RWY 1, AMDT 1B...CHANGE THR 293 TO TDZE 293. THIS IS ILS OR LOC RWY 19, AMDT 1C. 1408211459-PERM.

FDC 4/6246  MEI IAP KEY FIELD, MERIDIAN, MS. RNAV (GPS) RWY 19, AMDT 1...CHANGE THR 293 TO TDZE 293. THIS IS RNAV (GPS) RWY 19, AMDT 1A. 1408211459-PERM.

FDC 4/6244  MEI IAP KEY FIELD, MERIDIAN, MS. RNAV (GPS) RWY 4, AMDT 1...LPV DA 576. LNAV/VNAV DA 849. LNAV HAT 505 ALL CATS. CHART TDZE 295 DELETE THR 290. THIS IS RNAV (GPS) RWY 4, AMDT 1A. 1408211459-PERM.

FDC 4/6242  MEI IAP KEY FIELD, MERIDIAN, MS. RNAV (GPS) RWY 1, AMDT 3...LPV DA 489. LNAV/VNAV DA 709. LNAV HAT 491 ALL CATS. CHART TDZE 289 DELETE THR 287. THIS IS RNAV (GPS) RWY 1, AMDT 3A. 1408211459-PERM.

FDC 4/6239  MEI IAP KEY FIELD, MERIDIAN, MS. ILS OR LOC RWY 1, AMDT 26...S-ILS 1 DA 489. S-LOC 1 HAT 611 ALL CATS. ZUNOG FIX MINIMUMS S-LOC 1 HAT 411 ALL CATS. CHART TDZE 289 DELETE THR 287. THIS IS ILS OR LOC RWY 1, AMDT 26A. 1408211459-PERM.
**MEI IAP KEY FIELD, MERIDIAN, MS. RADAR-1, ORIG...PAR RWY 1 DA 489. ASR RWY 1 HAT 511 ALL CATS. THIS IS RADAR-1, ORIG-A. 1408211459-PERM.**

**FDC 4/1121** STF IAP GEORGE M BRYAN, STARKVILLE, MS. RNAV (GPS) RWY 18, AMDT 2...DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 18 PROCEDURE NA AT NIGHT. CHANGE NOTE: VISIBILITY REDUCTION BY HELICOPTERS BELOW 1SM NOT AUTHORIZED. CHART NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. 1409291246-1503281246EST.

**FDC 4/1092** STF IAP GEORGE M BRYAN, STARKVILLE, MS. LOC/DME RWY 36, AMDT 1...RNAV (GPS) RWY 36, AMDT 3A...DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 18 NA AT NIGHT. CHANGE HELICOPTER NOTE TO READ: VISIBILITY REDUCTION BY HELICOPTERS BELOW 1SM NOT AUTHORIZED. 1409291141-1503281141EST.

**STARKVILLE**

George M Bryan

**TUNICA**

Tunica Muni

**FDC 4/3750** UTA IAP TUNICA MUNI, TUNICA, MS. VOR/DME-A, ORIG...CIRCLING MDA 1000/HAA 806 ALL CATS. VISIBILITY CAT C 2 1/4, CAT D 2 3/4. MAP AT 26.3 DME. 1411131613-1505121613EST.

**TUPELO**

Tupelo Rgnl

**FDC 4/0514** TUP IAP TUPELO RGNL., TUPELO, MS. NDB RWY 36, AMDT 4A...ADD TERMINAL ROUTE: GANTT INT/HAB 35 DME TO VERON (TU) LOM MINIMUM ALTITUDE 2000 ADD TERMINAL ROUTE: ICAYV INT/HLI 38.9 DME TO TUPELO (OTB) VOR/DME MINIMUM ALTITUDE 2000. DISREGARD PLANVIEW NOTE: RADAR REQUIRED. 1409261741-1503251740EST.

**FDC 4/0465** TUP IAP TUPELO RGNL., TUPELO, MS. VOR/DME RWY 18, ORIG-A...ADD TERMINAL ROUTE: ICAYV INT/HLI 38.9 DME TO TUPELO (OTB) VOR/DME MINIMUM ALTITUDE 2000.. DISREGARD PLANVIEW NOTE: RADAR REQUIRED. 1409261724-1503251724EST.

**VICKSBURG**

Vicksburg Muni

**FDC 4/7049** VKS IAP VICKSBURG MUNI, VICKSBURG, MS. RNAV (GPS) RWY 19, ORIG-A...DESCENT ANGLE 3.00/TCH 40 NA. 1408221535-1502221535EST.

**FDC 4/3008** VKS IAP VICKSBURG MUNI, VICKSBURG, MS. RNAV (GPS) RWY 1, AMDT 1A...DESCENT ANGLE 3.00/TCH 40 NA. 1410031739-1504011739EST.

**WEST POINT**

McCharen Field

**FDC 4/3857** M83 IAP MCCHAREN FIELD, WEST POINT, MS. VOR/DME-B, AMDT 5...GOLDEN TRIANGLE RGNL ALTIMETER SETTING MINIMUMS: CIRCLING MDA 940/HAA 735 CATS B AND C. NOTE: PROCEDURE NA AT NIGHT. HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411131706-1505121706EST.

**FDC 4/3760** M83 IAP MCCHAREN FIELD, WEST POINT, MS. RNAV (GPS) RWY 36, ORIG-A...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411131616-1505121616EST.

**FDC 4/3749** M83 IAP MCCHAREN FIELD, WEST POINT, MS. RNAV (GPS) RWY 18, ORIG...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DISREGARD NOTE: GPS OR RNP-0.3 REQUIRED. 1411131616-1505121615EST.


**MISSOURI**

**AURORA**

Jerry Summers Sr Aurora Muni
FDC 4/1564 2H2 IAP JERRY SUMNERS SR AURORA MUNI, AURORA, MO. RNAV (GPS) RWY 18, ORIG...CHANGE THRE 1434 TO TDZE 1434. THIS IS RNAV (GPS) RWY 18, ORIG-A. 1412201636-PERM.

FDC 4/0416 2H2 IAP JERRY SUMNERS SR AURORA MUNI, AURORA, MO. RNAV (GPS) RWY 36, ORIG.LP HAT 626. LNAV HAT 626. CHART TDZE 1434. DELETE THRE 1426. THIS IS RNAV (GPS) RWY 36, ORIG-A. 1404111249-PERM.

BOONVILLE

Jesse Viertel Memorial

FDC 5/2139 VER IAP JESSE VIERTEL MEMORIAL, BOONVILLE, MO. RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 36, ORIG...VOR-A, AMDT 5...NOTE: PROCEDURE NA AT NIGHT. 1501090224-1508070224EST.

FDC 4/1565 FWB IAP BRANSON WEST MUNI-EMERSON FIELD, BRANSON WEST, MO. RNAV (GPS) RWY 21, AMDT 1...CHANGE THRE 1348 TO TDZE 1348. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. THIS IS RNAV (GPS) RWY 21, AMDT 1A. 1412201643-PERM.

FDC 4/0427 FWB IAP BRANSON WEST MUNI-EMERSON FIELD, BRANSON WEST, MO. RNAV (GPS) RWY 3, AMDT 1...CHANGE THRE 1348 TO TDZE 1348. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. THIS IS RNAV (GPS) RWY 3, AMDT 1A. 1404111250-PERM.

BUTLER

Butler Memorial

FDC 4/2707 BUM CHART BUTLER MEMORIAL, BUTLER, MO. RNAV (GPS) RWY 36, ORIG...CORRECT PROFILE: CORRECT FIX NAME TO READ CEKBO INSTEAD OF CEBKO. 1412301827-PERM.

FDC 4/0435 BUM IAP BUTLER MEMORIAL, BUTLER, MO. RNAV (GPS) RWY 36, ORIG.LPV DA 1226. LNAV/VNAV DA 1523. LNAV HAT 746. CHART TDZE 894. DELETE THRE 893. THIS IS RNAV (GPS) RWY 36, ORIG-A. 1404111250-PERM.

FDC 4/0434 BUM IAP BUTLER MEMORIAL, BUTLER, MO. RNAV (GPS) RWY 18, ORIG.LPV DA 1220. LNAV/VNAV DA 1220. LNAV HAT 452. CHART TDZE 888. DELETE THRE 871. THIS IS RNAV (GPS) RWY 18, ORIG-A. 1404111250-PERM.

CAVOOL

Cabool Memorial

FDC 9/3663 TVB FI/T CABOOL MEMORIAL, CABOOL, MO. RNAV (GPS) RWY 21, ORIG.CAT C MINIMUMS NA.

FDC 4/5798 TVB IAP CABOOL MEMORIAL, CABOOL, MO. RNAV (GPS) RWY 21, ORIG-A...PROCEDURE NA AT NIGHT. DESCENT ANGLE 3.02/TCH 40 NA. 1408202214-1502202214EST.

FDC 4/5797 TVB IAP CABOOL MEMORIAL, CABOOL, MO. VOR/DME RWY 21, AMDT 2A...PROCEDURE NA AT NIGHT. 1408202214-1502202214EST.

CAMDENTON

Camdenton Memorial

FDC 4/7366 H21 IAP CAMDENTON MEMORIAL, CAMDENTON, MO. RNAV (GPS) RWY 33, AMDT 1...PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. 1408222029-1503222029EST.

FDC 4/0107 H21 IAP CAMDENTON MEMORIAL, CAMDENTON, MO. RNAV (GPS) RWY 15, AMDT 1.LPV DA 1311. LNAV/VNAV DA 1467. LNAV HAT 359. CHART TDZE 1061. DELETE THRE 1052. THIS IS RNAV (GPS) RWY 15, AMDT 1A. 1404111227-PERM.

FDC 4/0104 H21 IAP CAMDENTON MEMORIAL, CAMDENTON, MO. RNAV (GPS) RWY 33, AMDT 1.LPV DA 1311. LNAV/VNAV DA 1459. LNAV HAT 399. CHART TDZE 1061. DELETE THRE 1059. THIS IS RNAV (GPS) RWY 33, AMDT 1A. 1404111227-PERM.

CAPE GIRARDEAU

Cape Girardeau Rgnl

FDC 4/0753 CGI IAP CAPE GIRARDEAU RGNL, CAPE GIRARDEAU, MO. LOC/DME BC RWY 28, AMDT 8...NOTE: ADF REQUIRED. 1410212044-1505192044EST.

FDC 4/0172 CGI IAP CAPE GIRARDEAU RGNL, CAPE GIRARDEAU, MO. ILS OR LOC RWY 10, AMDT 12.CHANGE THRE 337 TO TDZE 337. THIS IS ILS OR LOC RWY 10, AMDT 12A. 1404111235-PERM.

FDC 4/0170 CGI IAP CAPE GIRARDEAU RGNL, CAPE GIRARDEAU, MO. VOR RWY 10, AMDT 3A.CHANGE THRE 337 TO TDZE 337. THIS IS VOR RWY 10, AMDT 3B. 1404111235-PERM.

FDC 4/0160 CGI IAP CAPE GIRARDEAU RGNL, CAPE GIRARDEAU, MO. RNAV (GPS) RWY 10, AMDT 1.CHANGE THRE 337 TO TDZE 337. THIS IS RNAV (GPS) RWY 10, AMDT 1A. 1404111235-PERM.
CARUTHERSVILLE

Caruthersville Memorial

FDC 4/5408 M05 IAP CARUTHERSVILLE MEMORIAL, CARUTHERSVILLE, MO. RNAV (GPS) RWY 18, AMDT 1...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. 1411151505-1506141505EST.

FDC 4/5407 M05 IAP CARUTHERSVILLE MEMORIAL, CARUTHERSVILLE, MO. VOR/DME RWY 18, ORIG...NOTE: PROCEDURE NA AT NIGHT. NOTE: PROCEDURE NA AT NIGHT. 1411151505-1506141505EST.

CASSVILLE

Cassville Muni

FDC 4/9963 94K IAP CASSVILLE MUNI, CASSVILLE, MO. VOR RWY 9, AMDT 2...NOTE: PROCEDURE NA AT NIGHT. 1406092040-1501092040EST.

FDC 4/0065 94K IAP CASSVILLE MUNI, CASSVILLE, MO. RNAV (GPS) RWY 9, AMDT 1...NOTE: PROCEDURE NA AT NIGHT. 1406092040-1501092040EST.

FDC 4/0064 94K IAP CASSVILLE MUNI, CASSVILLE, MO. RNAV (GPS) RWY 27, ORIG.LP HAT 437 LNAV HAT 457. CHART TDZE 1483. DELETE THRE 1472. THIS IS RNAV (GPS) RWY 27, ORIG-A. 1404111223-PERM.

CHARLESTON

Mississippi County

FDC 5/2615 CHQ IAP MISSISSIPPI COUNTY, CHARLESTON, MO. NDB RWY 36, AMDT 4A...PROCEDURE NA. 1501102127-1507092127EST.

CLINTON

Clinton Rgnl

FDC 5/0808 GLY IAP CLINTON RGNL, CLINTON, MO. RNAV (GPS) RWY 22, AMDT 1...CHANGE THRE 823 TO READ TDZE 823. THIS IS RNAV (GPS) RWY 22, AMDT 1A. 1501062036-PERM.

FDC 5/0807 GLY IAP CLINTON RGNL, CLINTON, MO. NDB RWY 22, AMDT 9...CHANGE THRE 823 TO READ TDZE 823. THIS IS NDB RWY 22, AMDT 9A. 1501062036-PERM.

FDC 5/0806 GLY IAP CLINTON RGNL, CLINTON, MO. NDB RWY 4, AMDT 8...DELETE THRE 819. THIS IS NDB RWY 4, AMDT 8A. 1501062036-PERM.

FDC 5/0805 GLY IAP CLINTON RGNL, CLINTON, MO. RNAV (GPS) RWY 4, AMDT 1...LPV DA 1121. LNAV/VNAV DA 1206. LNAV HAT 359. CHART TDZE 821. DELETE THRE 819. THIS IS RNAV (GPS) RWY 4, AMDT 1A. 1501062036-PERM.

COLUMBIA

Columbia Rgnl

FDC 5/1298 COU IAP COLUMBIA RGNL, COLUMBIA, MO. ILS OR LOC/DME RWY 2, AMDT 15...NOTE: DME REQUIRED. 1501080231-1507070231EST.

FDC 4/0512 COU IAP COLUMBIA RGNL, COLUMBIA, MO. ILS OR LOC/DME RWY 2, AMDT 15...NOTE: DME REQUIRED. 1501080231-1507070231EST.

CUBA

Cuba Muni

FDC 4/0508 UBX IAP CUBA MUNI, CUBA, MO. RNAV (GPS) RWY 36, ORIG-A.LP HAT 457. LNAV HAT 457. CHART TDZE 1023. DELETE THRE 1019. THIS IS RNAV (GPS) RWY 36, ORIG-B. 1404111259-PERM.

ELDON

Eldon Model Airpark

FDC 4/4445 H79 IAP ELDON MODEL AIRPARK, ELDON, MO. RNAV (GPS) RWY 36, AMDT 9...NOTE: PROCEDURE NA AT NIGHT. 1410282143-1505262143EST.

FDC 4/4443 H79 IAP ELDON MODEL AIRPARK, ELDON, MO. RNAV (GPS) RWY 36, AMDT 9...NOTE: PROCEDURE NA AT NIGHT. 1410282143-1505262143EST.
FDC 4/2615  H79 IAP ELDON MODEL AIRPARK, ELDON, MO. RNAV (GPS) RWY 36, ORIG...CIRCLING MDA 1520/HAA 603 CAT A. 1410021339-1504021339 EST.

FDC 4/2291  H79 IAP ELDON MODEL AIRPARK, ELDON, MO. RNAV (GPS) RWY 18, ORIG...LNA V MDA 1520/HAT 603 ALL CATS. CIRCLING MDA 1520/HAA 603 CAT A. 1410011709-1504011709 EST.

FDC 4/0507  H79 IAP ELDON MODEL AIRPARK, ELDON, MO. RNAV (GPS) RWY 36, ORIG...LP HAT 416. LNA V HAT 536. CHART TDZE 904. DELETE THRE 903. THIS IS RNAV (GPS) RWY 36, ORIG-A. 1404111258-PERM.

FDC 4/0211  H79 IAP ELDON MODEL AIRPARK, ELDON, MO. RNAV (GPS) RWY 18, ORIG.CHANGE THRE 917 TO READ TDZE 917. THIS IS RNAV (GPS) RWY 18, ORIG-A. 1404111240-PERM.

FARMINGTON

Farmington Rgnl


FREDERICKTOWN

A Paul Vance Fredericktown Rgnl

FDC 4/0174  H88 IAP A. PAUL VANCE FREDERICKTOWN RGNL, FREDERICKTOWN, MO. RNAV (GPS) RWY 19, AMDT 1. LPV DA 1166. LNAV/VNAV DA 1536. LNAV HAT 700. CHART TDZE 880. DELETE THRE 875. THIS IS RNAV (GPS) RWY 19, AMDT 1A. 1404111233-PERM.

FDC 4/0070  H88 IAP A. PAUL VANCE FREDERICKTOWN RGNL, FREDERICKTOWN, MO. RNAV (GPS) RWY 1, AMDT 1. LPV DA 1166. LNAV/VNAV DA 1166. LNAV HAT 360. CHART TDZE 880. DELETE THRE 875. THIS IS RNAV (GPS) RWY 1, AMDT 1A. 1404111220-PERM.

GIDEON

Gideon Memorial

FDC 4/9921  M85 IAP GIDEON MEMORIAL, GIDEON, MO. VOR RWY 15, AMDT 3...PROCEDURE NA. 1406092005-1501092005 EST.

FDC 4/0500  M85 IAP GIDEON MEMORIAL, GIDEON, MO. VOR RWY 15, AMDT 3-S-15 HAT 552 ALL CATS. CHART TDZE 268 DELETE THRE 267. THIS IS VOR RWY 15, AMDT 3A. 1404111257-PERM.

FDC 4/0499  M85 IAP GIDEON MEMORIAL, GIDEON, MO. RNAV (GPS) RWY 15, ORIG.LNAV HAT 552 ALL CATS. CHART TDZE 268 DELETE THRE 267. THIS IS RNAV (GPS) RWY 15, ORIG-A. 1404111257-PERM.

HOUSTON

Houston Memorial

FDC 4/0489  M48 IAP HOUSTON MEMORIAL, HOUSTON, MO. RNAV (GPS) RWY 34, ORIG.LPV DA 1509. LNAV/VNAV DA 1807. LNAV HAT 529 ALL CATS. CHART TDZE 1191 DELETE THRE 1166. THIS IS RNAV (GPS) RWY 34, ORIG-A. 1404111255-PERM.

JOPLIN

Joplin Rgnl

FDC 4/0113  JLN IAP JOPLIN RGNL, JOPLIN, MO. RNAV (GPS) RWY 31, AMDT 1.CHANGE THRE 978 TO READ TDZE 978. THIS IS RNAV (GPS) RWY 31, AMDT 1A. 1404111233-PERM.

KAISER/LAKE OZARK

Lee C Fine Memorial

FDC 4/0960  AIZ IAP LEE C FINE MEMORIAL, KAISER/LAKE OZARK, MO. RNAV (GPS) RWY 4, AMDT 1.CHANGE THRE 863 TO READ TDZE 863. THIS IS RNAV (GPS) RWY 4, AMDT 1A. 1404111341-PERM.

KANSAS CITY

Charles B Wheeler Downtown

FDC 5/2963  MKC IAP CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. RNAV (GPS) RWY 3, AMDT 2...LPV DA NA. LNAV/VNAV DA NA. 1501121726-1508111726 EST.

FDC 5/2962  MKC IAP CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. ILS OR LOC RWY 3, AMDT 4...S-ILS 3 NA. 1501121726-1508111726 EST.

FDC 4/0108 MKC IAP CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. ILS OR LOC RWY 3, AMDT 4. S-ILS 3 DA 994. S-LOC 3 HAT 816 ALL CATS. WIKTU FIX MINIMUMS S-LOC 3 HAT 496 ALL CATS. CHART TDZE 744 DELETE THRE 743. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED. THIS IS ILS OR LOC RWY 3, AMDT 4A. 1404111233- PERM.

FDC 4/0105 MKC IAP CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. VOR RWY 3, AMDT 19. S-3 HAT 916 ALL CATS. REYBO FIX MINIMUMS: S-3 HAT 796 ALL CATS. CHART TDZE 744 DELETE THRE 743. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED. THIS IS VOR RWY 3, AMDT 19A. 1404111233- PERM.

FDC 4/0102 MKC IAP CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. RNAV (GPS) RWY 3, AMDT 2. LPV DA 944. LNAV/VNAV DA 1411. LNAV HAT 496 ALL CATS. CHART TDZE 744 DELETE THRE 743. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED. THIS IS RNAV (GPS) RWY 3, AMDT 2A. 1404111233- PERM.

FDC 4/0094 MKC IAP CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. VOR RWY 21, AMDT 1A. CHART TDZE 744 DELETE THRE 744. THIS IS VOR RWY 21, AMDT 1B. 1404111232- PERM.

FDC 4/0091 MKC IAP CHARLES B. WHEELER DOWNTOWN, KANSAS CITY, MO. RNAV (GPS) RWY 21, AMDT 1B. CHART TDZE 744 DELETE THRE 744. THIS IS RNAV (GPS) RWY 21, AMDT 1C. 1404111232- PERM.

Kansas City Intl

FDC 4/8706 MCI ODP KANSAS CITY INTL, KANSAS CITY, MO. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...DEPARTURE PROCEDURE. NOTE: RWY 9 TEMPORARY CRANE 3060 FT FROM DER 1309FT RIGHT OF CENTERLINE, 81FT AGL/1107FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1411201955-1505191955 EST.

LEE'S SUMMIT

Lee's Summit Mun

FDC 4/6748 LXT IAP LEE S SUMMIT MUNI, LEE S SUMMIT, MO. RNAV (GPS) RWY 11, AMDT 1. RNAV (GPS) RWY 18, AMDT 2. RNAV (GPS) RWY 29, AMDT 2. VOR/DME-A, ORIG-A. CIRCLING CAT A MDA 1480/HAA 476. 1410311408-1505291408 EST.

FDC 4/1587 LXT IAP LEE S SUMMIT MUNI, LEE S SUMMIT, MO. RNAV (GPS) RWY 29, AMDT 2. LPV DA 1254. LNAV/VNAV DA 1285. LNAV HAT 356 ALL CATS. CHART TDZE 1004 DELETE THRE 1001. CHANGE VISIBILITY REDUCTION BY HELICOPTERS NA NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. THIS IS RNAV (GPS) RWY 29, AMDT 2A. 1412201801- PERM.

FDC 4/1586 LXT IAP LEE S SUMMIT MUNI, LEE S SUMMIT, MO. RNAV (GPS) RWY 18, AMDT 2. LPV DA 1248. LNAV/VNAV DA 1362/HAT 364. LNAV HAT 422 ALL CATS. CHART TDZE 998 DELETE THRE 995. CHANGE VISIBILITY REDUCTION BY HELICOPTERS NA NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. CHANGE WHEN LOCAL ALTIMETER SETTING NOT RECEIVED NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CHARLES B. WHEELER DOWNTOWN ALTIMETER SETTING AND INCREASE ALL DA 68 FEET AND ALL MDA 80 FEET, INCREASE LNAV/VNAV ALL CATS VISIBILITY 1/4 MILE, LNAV CAT C VISIBILITY 1/8 MILE AND CIRCLING CAT C VISIBILITY 1/4 MILE. THIS IS RNAV (GPS) RWY 18, AMDT 2A. 1412201801- PERM.

FDC 4/1583 LXT IAP LEE S SUMMIT MUNI, LEE S SUMMIT, MO. RNAV (GPS) RWY 36, AMDT 2. LPV DA 1248. LNAV/VNAV DA 1472. LNAV HAT 542 ALL CATS. CHART TDZE 998 DELETE THRE 992. CHANGE VISIBILITY REDUCTION BY HELICOPTERS NA NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. THIS IS RNAV (GPS) RWY 36, AMDT 2A. 1412201801- PERM.

FDC 4/1582 LXT IAP LEE S SUMMIT MUNI, LEE S SUMMIT, MO. RNAV (GPS) RWY 11, AMDT 1. LPV DA 1254. LNAV/VNAV DA 1280. LNAV HAT 356 ALL CATS. CHART TDZE 1004 DELETE THRE 993. CHANGE VISIBILITY REDUCTION BY HELICOPTERS NA NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. THIS IS RNAV (GPS) RWY 11, AMDT 1A. 1412201801- PERM.

1-AFVN-125
MEMPHIS

Macon-Fower Memorial

Malden Rgnl

Moberly

Mountain Grove Memorial

Mountain View

Neosho Hugh Robinson

Northwest Missouri Rgnl
OSAGE BEACH

Grand Glaize-Osage Beach

FDC 4/1581 K15 IAP GRAND GLAIZE-OSAGE BEACH, OSAGE BEACH, MO. RNAV (GPS) RWY 32, AMDT 1. LP HAT 345 ALL CATS. LNAV HAT 365 ALL CATS. CHART TDZE 875 DELETE THRE 858. THIS IS RNAV (GPS) RWY 32, AMDT 1A. 1412201736-PERM.

ST JOSEPH

Rosecrans Memorial

FDC 5/2032 STI JAP ROSECRANS MEMORIAL, ST JOSEPH, MO. ILS OR LOC RWY 35, AMDT 31A. S-ILS 35 HAT 1015, S-LOC 35 HAT 345 ALL CATS. CIRCLING HAA CAT A/B/C 573, CAT D 673, CAT E 933. CHANGE TDZE TO READ 815. CHANGE APT ELEV FROM 826 TO 827. THIS IS ILS OR LOC RWY 35, AMDT 31B. 1501082051-PERM.

FDC 4/0214 8WC IAP WASHINGTON COUNTY, POTOSI, MO. RNAV (GPS) RWY 2, AMDT 2. CHANGE THRE 959 TO READ TDZE 959. THIS IS RNAV (GPS) RWY 2, AMDT 2A. 1404111239-PERM.

SIKESTON

Sikeston Memorial Muni


FDC 4/1596 SIK IAP SIKESTON MEMORIAL MUNI, SIKESTON, MO. RNAV (GPS) RWY 20, AMDT 2. LPV DA 565. LNAV/VNAV DA 761. LNAV HAT 405 ALL CATS. CHART TDZE 315 DELETE THRE 314. THIS IS RNAV (GPS) RWY 20, AMDT 2A. 1412201839-PERM.

FDC 4/1595 SIK IAP SIKESTON MEMORIAL MUNI, SIKESTON, MO. RNAV (GPS) RWY 2, AMDT 1. LPV DA 629. LNAV/VNAV DA 769. LNAV HAT 405 ALL CATS. CHART TDZE 315 DELETE THRE 313. THIS IS RNAV (GPS) RWY 2, AMDT 1A. 1412201839-PERM.

POTOSI

Washington County

FDC 4/0098 8WC IAP WASHINGTON COUNTY, POTOSI, MO. RNAV (GPS) RWY 20, AMDT 1. LPV DA 1253. LNAV/VNAV DA 1278. LNAV HAT 402. CHART TDZE 958 DELETE THRE 946. THIS IS RNAV (GPS) RWY 20, AMDT 1A. 1404111233-PERM.

SPRINGFIELD

Springfield-Branson National

FDC 4/0807 SGF IAP SPRINGFIELD-BRANSON NATIONAL, SPRINGFIELD, MO. RNAV (GPS) RWY 14, AMDT 2. CHANGE THRE 1260 TO READ TDZE 1260. THIS IS RNAV (GPS) RWY 14, AMDT 2B. 1404111139-PERM.

FDC 4/0808 SGF IAP SPRINGFIELD-BRANSON NATIONAL, SPRINGFIELD, MO. RNAV (GPS) RWY 14, AMDT 2. CHANGE THRE 1260 TO READ TDZE 1260. THIS IS RNAV (GPS) RWY 14, AMDT 2B. 1404111139-PERM.

FDC 5/2031 STI JAP ROSECRANS MEMORIAL, ST JOSEPH, MO. VOR/DME OR TACAN RWY 35, ORIG-B. CIRCLING HAA CATS A/B/C 573, CAT D 673, CAT E 933. CHANGE TDZE TO READ 815. CHANGE APT ELEV FROM 826 TO 827. THIS IS VOR/DME OR TACAN RWY 35, ORIG-A. 1501082051-PERM.

FDC 4/1478 STI JAP ROSECRANS MEMORIAL, ST JOSEPH, MO. LOC BC RWY 17, AMDT 9. S-17 MDA 1380/ HAT 553 ALL CATS. CIRCLING MDA 1420/ HAA CAT A/B/C 1 1/4. CIRCLING MDA 1420/ HAA CAT A/B/C 1 1/4. 1411211527-1505201515EST.


1-AFPN-127
STJ IAP ROSECRANS MEMORIAL, ST JOSEPH, MO. VOR OR TACAN RWY 17, AMDT 14...VOR/DME OR TACAN RWY 35, ORIG...TACAN PORTION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. STJ TACAN AZIMUTH OUT OF SERVICE.
1410231935-1504211935 EST.

STJ IAP ROSECRANS MEMORIAL, ST JOSEPH, MO. VOR OR TACAN RWY 17, AMDT 14...S-17 HAT 513 ALL CATS. CIRCLING CATS A,B,C HAA 573, CAT D HAA 673, CAT E HAA 933. CHANGE APT ELEV FROM 826 TO 827. CHANGE TDZE FROM 826 TO 827. THIS IS VOR OR TACAN RWY 17, AMDT 14A. 1412201902-PERM.

STJ IAP ROSECRANS MEMORIAL, ST JOSEPH, MO. RNAV (GPS) RWY 35, ORIG...LPV DA 1015. LNA/VNAV DA 1096. LNAV HAT 355 ALL CATS. CHART TDZE 815 DELETE THRE 812. THIS IS RNAV (GPS) RWY 35, AMDT 2A. 1412201902-PERM.

ST JAP ROSECRANS MEMORIAL, ST JOSEPH, MO. RNAV (GPS) RWY 13, ORIG.CHANGE THRE 811 TO READ TDZE 811. THIS IS RNAV (GPS) RWY 13, ORIG-A. 1404111248-PERM.

STOCKTON
Stockton Muni

MONTANA
BUTTE
Bert Mooney

ENNIS
Ennis - Big Sky

GREAT FALLS
Great Falls Intl

FDC 5/1383  GTF IAP GREAT FALLS INTL, GREAT FALLS, MT. GPS RWY 34, ORIG...PROCEDURE NA. 1501081146-1507071146EST.

FDC 4/4681  GTF IAP GREAT FALLS INTL, GREAT FALLS, MT. RNAV (GPS) Y RWY 3, AMDT 3...LANAV/NAV DA 4093/HAT 413, VISIBILITY ALL CATS RVR 4500. DISREGARD NOTE: FOR INOPERATIVE ALSF INCREASE LANAV/NAV VISIBILITY ALL CATS TO RVR 4500. 1409121655-1503121655EST.

FDC 4/2577  GTF IAP GREAT FALLS INTL, GREAT FALLS, MT. GPS RWY 34, ORIG...PROCEDURE NA. 1409080726-1503080726EST.

HELENA

Helena Rgnl

FDC 5/3441  HLN CHART HELENA RGNL, HELENA, MT. GREAT FALLS SECTIONAL...SEE NOTAM 5/3439 . 1501132000-PERM.

FDC 4/8446  HLN IAP HELENA RGNL, HELENA, MT. NDB-D, AMDT 3A...VOR-A, AMDT 15...NOTE: NIGHT LANDING RWY 5, 23, 35 NA. 1412121340-1506131340EST.

FDC 4/3940  HLN IAP HELENA RGNL, HELENA, MT. RNAV (GPS) RWY 23, ORIG-A...PROCEDURE NA. 1409110942-1503110942EST.

LEWISTOWN

Lewistown Muni

FDC 0/0486  LWT FI/T LEWISTOWN MUNI, LEWISTOWN, MT. RNAV (GPS) RWY 8, AMDT 1.PROCEDURE NA.

SHELBY

Shelby

FDC 4/3927  SBX IAP SHELBY, SHELBY, MT. NDB RWY 23, AMDT 7...MISS APPROACH: CLIMBING RIGHT TURN TO 9000 IN SBX NDB HOLDING PATTERN, CONTINUE CLIMB-IN-HOLD TO 9000. 1409110833-1503110833EST.

NEBRASKA

ATKINSON

Stuart-Atkinson Muni

FDC 4/1659  8V2 IAP STUART-ATKINSON MUNI, ATKINSON, NE. RNAV (GPS) RWY 29, ORIG...LPV DA 2432. LNNAV/NAV DA 2457. LNNAV HAT 430 ALL CATS. CHART TDZE 2130 DELETE THRE 2126. CHANGE ALTIMETER SETTING NOTE TO READ: USE O NEILL ALTIMETER SETTING; WHEN NOT RECEIVED, USE AINSWORTH ALTIMETER SETTING AND INCREASE ALL DA 110 FEET AND ALL MDA 120 FEET. INCREASE LPV AND LNNAV/NAV ALL CATS VISIBILITY 3/8 MILE. THIS IS RNAV (GPS) RWY 29, ORIG-A. 1412202142-PERM.

FDC 4/1658  8V2 IAP STUART-ATKINSON MUNI, ATKINSON, NE. VOR/DME RWY 29, AMDT 1...S-29 HAT 510 ALL CATS. CHART TDZE 2130 DELETE THRE 2126. THIS IS VOR/DME RWY 29, AMDT 1A. 1412202143-PERM.

BEATRICE

Beatrice Muni

FDC 4/1691  BIE IAP BEATRICE MUNI, BEATRICE, NE. VOR RWY 36, AMDT 9...S-36 HAT 673 ALL CATS. OVCIP FIX MINIMUMS: S-36 HAT 433 ALL CATS. CHART TDZE 1307 DELETE THRE 1305. THIS IS VOR RWY 36, AMDT 9A. 1412211433-PERM.

BLAIR

Blair Muni

FDC 4/7142  BTA IAP BLAIR MUNI, BLAIR, NE. RNAV (GPS) RWY 13, ORIG-A...VISUAL DESCENT ANGLE 3.63/TCH 43 NOT AUTHORIZED. 1408221711-1502221711EST.

BURWELL

Cram Field

FDC 4/1693  BUB IAP CRAM FIELD, BURWELL, NE. NDB RWY 15, AMDT 1...S-15 HAT 878 ALL CATS. CHART TDZE 2182 DELETE THRE 2172. THIS IS NDB RWY 15, AMDT 1A. 1412211435-PERM.

FDC 4/1692  BUB IAP CRAM FIELD, BURWELL, NE. RNAV (GPS) RWY 15, ORIG...LPV DA 2480. LNNAV/NAV DA 2478. LNNAV HAT 498 ALL CATS. CHART TDZE 2182 DELETE THRE 2172. THIS IS RNAV (GPS) RWY 15, ORIG-A. 1412211435-PERM.

CENTRAL CITY

Central City Muni - Larry Reineke Field
CHADRON

Chadron Muni

FDC 4/1698  CDR IAP CHADRON MUNI, CHADRON, NE. RNAV (GPS) RWY 20, AMDT 12B...S-20 HAT 734 ALL CATS. CHART TDZE 3286. DELETE THRE 3260. THIS IS RNAV (GPS) RWY 20, AMDT 12B. 1412211527-PERM.

FDC 4/1697  CDR IAP CHADRON MUNI, CHADRON, NE. RNAV (GPS) RWY 29, ORIG...LPV DA 3540. LNAV/VNAV DA 3767. LNAV HAT 490 ALL CATS. CHART TDZE 3290, DELETE THRE 3284. THIS IS RNAV (GPS) RWY 29 ORIG-A. 1412211527-PERM.

CREIGHTON

Creighton Muni

FDC 4/1651  6K3 IAP CREIGHTON MUNI, CREIGHTON, NE. RNAV (GPS) RWY 31, ORIG...LPV DA 2026. LNAV/VNAV DA 2026. LNAV HAT 473 ALL CATS. CHART TDZE 1647, DELETE THRE 1644. THIS IS RNAV (GPS) RWY 31 ORIG-A. 1412202105-PERM.

FDC 4/1648  6K3 IAP CREIGHTON MUNI, CREIGHTON, NE. RNAV (GPS) RWY 13, ORIG...LPV DA 1976. LNAV/VNAV DA 2026. LNAV HAT 473 ALL CATS. CHART TDZE 1647, DELETE THRE 1642. THIS IS RNAV (GPS) RWY 13 ORIG-A. 1412202105-PERM.

FALLS CITY

Brenner Field

FDC 4/7313  FNB IAP BRENNER FIELD, FALLS CITY, NE. RNAV (GPS) RWY 15, AMDT 1...RNAV (GPS) RWY 33, AMDT 2...PROCEDURE NA. 1412111611-1506091611EST.

FDC 4/6753  FNB IAP BRENNER FIELD, FALLS CITY, NE. NDB-A, AMDT 3C...CHANGE FNB NDB PROCEDURE TURN OUTBOUND/INBOUND COURSES FROM 139/319 TO 137/317 RESPECTIVELY. CHANGE FINAL APPROACH COURSE FROM 319 TO 317. CHANGE MISSED APPROACH HOLDING AT FNB NDB FROM 319 INBOUND/139 OUTBOUND TO 317 INBOUND/137 OUTBOUND. 1412110856-1506090856EST.

FREMONT

Fremont Muni

FDC 4/1709  FET IAP FREMONT MUNI, FREMONT, NE. RNAV (GPS) RWY 32, ORIG...LPV DA 1456. LNAV/VNAV DA 1712. LNAV HAT 476 ALL CATS. CHART TDZE 1204. DELETE THRE 1203. THIS IS RNAV (GPS) RWY 32 ORIG-A. 1412211609-PERM.

FDC 4/1708  FET IAP FREMONT MUNI, FREMONT, NE. RNAV (GPS) RWY 14, AMDT 2...LPV DA 1454. LNAV/VNAV DA 1496. LNAV HAT 396 ALL CATS. CHART TDZE 1204. DELETE THRE 1203. THIS IS RNAV (GPS) RWY 14, AMDT 2A. 1412211609-PERM.

FDC 4/1707  FET IAP FREMONT MUNI, FREMONT, NE. VOR/DME RWY 14, AMDT 3...S-14 HAT 616 ALL CATS. CHART TDZE 1204. DELETE THRE 1203. THIS IS VOR/DME RWY 14, AMDT 3A. 1412211609-PERM.

GRANT

Grant Muni

FDC 4/1712  GGF IAP GRANT MUNI, GRANT, NE. VOR/DME RWY 15, AMDT 2...S-15 HAT 517 ALL CATS. CHART TDZE 3423. DELETE THRE 3422. THIS IS VOR/DME RWY 15, AMDT 2A. 1412211621-PERM.

HARTINGTON

Hartington Muni/ Bud Becker Fld

FDC 4/1630  0B4 IAP HARTINGTON MUNI/ BUD BECKER FLD, HARTINGTON, NE. RNAV (GPS) RWY 31, ORIG...LPV DA 1690. LNAV/VNAV DA 1769. LNAV HAT 597 ALL CATS. CHART TDZE 1383, DELETE THRE 1382. THIS IS RNAV (GPS) RWY 31 ORIG-A. 1412202039-PERM.

FDC 4/1627  0B4 IAP HARTINGTON MUNI/ BUD BECKER FLD, HARTINGTON, NE. RNAV (GPS) RWY 13, ORIG...LPV DA 1763. LNAV/VNAV DA 2084. LNAV HAT 617 ALL CATS. CHART TDZE 1383, DELETE THRE 1367. THIS IS RNAV (GPS) RWY 13 ORIG-A. 1412202039-PERM.

HARVARD

Harvard State
HASTINGS

Hastings Muni

FDC 4/1716  HSI IAP HASTINGS MUNI, HASTINGS, NE. VOR RWY 32, AMDT 14...S-32 HAT 596 ALL CATS. CHART TDZE 1944. DELETE THRE 1940. THIS IS VOR RWY 32, AMDT 14A. 1412211634-1504220909EST.

FDC 4/1715  HSI IAP HASTINGS MUNI, HASTINGS, NE. RNAV (GPS) RWY 32, ORIG...LPV DA 2194. LNAV/VNAV DA 2194. LNAV HAT 436 ALL CATS. CHART TDZE 1944. DELETE THRE 1940. THIS IS RNAV (GPS) RWY 32 ORIG-A. 1412211634-1504220909EST.

FDC 4/1714  HSI IAP HASTINGS MUNI, HASTINGS, NE. VOR RWY 4, AMDT 6...S-4 HAT 596 ALL CATS. CHART TDZE 1944. DELETE THRE 1939. THIS IS VOR RWY 4, AMDT 6A. 1412211634-1504220909EST.

FDC 4/1713  HSI IAP HASTINGS MUNI, HASTINGS, NE. RNAV (GPS) RWY 4, ORIG...LPV DA 2194. LNAV/VNAV DA 2267. LNAV HAT 436 ALL CATS. CHART TDZE 1944. DELETE THRE 1939. THIS IS RNAV (GPS) RWY 4 ORIG-A. 1412211634-1504220909EST.

HOLDREGE

Brewster Field

FDC 5/1286  HDE ODP BREWSTER FIELD, HOLDREGE, NE. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...NOTE: RWY 36, TREE 208 FT FROM DEPARTURE END OF RUNWAY, 440 FT RIGHT OF CENTERLINE, 16 FT AGL/2317 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501080152-1504220909EST.

KEARNEY

Kearney Rgnl

FDC 4/7828  EAR IAP KEARNEY RGNL, KEARNEY, NE. RNAV (GPS) RWY 36, AMDT 1...RNAV: MDA 2640/HAT 509 ALL CATS. VIS CAT C/D 1. CIRCLING: CAT A/B/C MDA 2700/HA 569. VIS CAT C 1 5/8. TEMPORARY CRANE, 2332 MSL, 5557 FEET SW OF AIRPORT. 1409220909-1504220909EST.

FDC 4/7826  EAR IAP KEARNEY RGNL, KEARNEY, NE. VOR RWY 36, AMDT 10...OKPIE MINIMUMS CIRCLING CAT A/B/C MDA 2700/ HAA 569. VIS CAT C 1 5/8. TEMPORARY CRANE, 2332 MSL, 5557 FEET SW OF AIRPORT. 1409220909-1504220909EST.

FDC 4/7825  EAR IAP KEARNEY RGNL, KEARNEY, NE. VOR RWY 13, AMDT 2A...SAYOL FIX MINIMUMS CIRCLING CAT A/B/C MDA 2700/ HAA 569. VIS CAT C 1 5/8. TEMPORARY CRANE, 2332 MSL, 5557 FEET SW OF AIRPORT. 1409220909-1504220909EST.

FDC 4/7824  EAR IAP KEARNEY RGNL, KEARNEY, NE. ILS OR LOC RWY 36, AMDT 2...RNAV (GPS) RWY 18, ORIG...NDB RWY 36, AMDT 5...CIRCLING CAT A/B/C MDA 2700/ HAA 569. VIS CAT C 1 5/8. TEMPORARY CRANE, 2332 MSL, 5557 FEET SW OF AIRPORT. 1409220909-1504220909EST.

FDC 4/7823  EAR IAP KEARNEY RGNL, KEARNEY, NE. VOR RWY 13, AMDT 2A...SAYOL FIX MINIMUMS NA. TEMPORARY CRANE, 2332 MSL, 5557 FEET SW OF AIRPORT. 1409220909-1504220909EST.

FDC 4/7822  EAR IAP KEARNEY RGNL, KEARNEY, NE. ILS OR LOC RWY 36, AMDT 2...RNAV (GPS) RWY 18, ORIG...LPV DA 2300. LNAV/VNAV DA 2380. LNAV HAT 590 ALL CATS. CHART TDZE 2130. DELETE THRE 2129. THIS IS RNAV (GPS) RWY 13, AMDT 2B. 14122111549-1504220909EST.

FDC 4/7821  EAR IAP KEARNEY RGNL, KEARNEY, NE. VOR RWY 13, AMDT 2A...S-13 HAT 390 ALL CATS. SAYOL FIX MINIMUMS: S-13 HAT 390 ALL CATS. CHART TDZE 2130. DELETE THRE 2129. THIS IS VOR RWY 13, AMDT 2B. 14122111549-1504220909EST.

KIMBALL

Kimball Muni/Robert E Arraj Field
OGA IAP SEARLE FIELD, OGALLALA, NE. VOR/DME RWY 26, AMDT 1...S-26 MDA 3940/HAT 695 ALL CATS. MINIMUM ALTITUDE AT ZILEV/SAE 3 DME 4140*, *4140 WHEN USING IMPERIAL ALTIMETER SETTING. VDP NA. CHANGE LOCAL ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE IMPERIAL ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET AND INCREASE S-26 AND CIRCLING CAT B VISIBILITY 1/4 MILE. 1411191838-1505181838EST.

OGA IAP SEARLE FIELD, OGALLALA, NE. RNA V (GPS) RWY 31, ORIG...NOTE: NIGHT LANDING: RWY 08 NA. DISREGARD NOTE: WHEN RWY 13 VGSI INOP, CIRCLING RWY 13 NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1412241353-1506221353EST.

OGA IAP SEARLE FIELD, OGALLALA, NE. RNA V (GPS) RWY 26, AMDT 2...NOTE: NIGHT LANDING: RWY 08 NA. DISREGARD NOTE: WHEN RWY 13 VGSI INOP, CIRCLING RWY 13 NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. VDP NA. 1412241353-1506221353EST.

OGA IAP SEARLE FIELD, OGALLALA, NE. RNA V (GPS) RWY 26, AMDT 2...NOTE: NIGHT LANDING: RWY 08 NA. DISREGARD NOTE: WHEN RWY 13 VGSI INOP, STRAIGHT-IN AND CIRCLING MINIMUMS NA AT NIGHT. VDP NA. 1412241353-1506221353EST.

OMAHA

Eppley Airfield

OMA IAP EPPLEY AIRFIELD, OMAHA, NE. RNA V (GPS) RWY 13, ORIG-B...NOTE: NIGHT LANDING: RWY 08 NA. DISREGARD NOTE: WHEN RWY 13 VGSI INOP, CIRCLING RWY 13 NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. VDP NA. 1412241353-1506221353EST.

OMA IAP EPPLEY AIRFIELD, OMAHA, NE. RNA V (GPS) RWY 26, AMDT 2...NOTE: NIGHT LANDING: RWY 08 NA. DISREGARD NOTE: WHEN RWY 13 VGSI INOP, CIRCLING RWY 13 NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. VDP NA. 1412241353-1506221353EST.

OMA IAP EPPLEY AIRFIELD, OMAHA, NE. RNA V (GPS) RWY 32L, AMDT 2...NOTE: NIGHT LANDING: RWY 08 NA. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 13 NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DISREGARD NOTE: WHEN RWY 13 VGSI INOP, CIRCLING RWY 13 NA AT NIGHT. VDP NA. 1412241353-1506221353EST.

OMA IAP EPPLEY AIRFIELD, OMAHA, NE. RNA V (GPS) RWY 26, AMDT 2...NOTE: NIGHT LANDING: RWY 08 NA. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 13 NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DISREGARD NOTE: WHEN RWY 13 VGSI INOP, CIRCLING RWY 13 NA AT NIGHT. VDP NA. 1412241353-1506221353EST.

OMA IAP EPPLEY AIRFIELD, OMAHA, NE. RNA V (GPS) RWY 31, ORIG...NOTE: NIGHT LANDING: RWY 08 NA. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 13 NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DISREGARD NOTE: WHEN RWY 13 VGSI INOP, CIRCLING RWY 13 NA AT NIGHT. VDP NA. 1412241353-1506221353EST.
OMA IAP EPPLEY AIRFIELD, OMAHA, NE. ILS OR LOC/DME RWY 14L, AMDT 1B...S-LOC 14L MDA 1380/HAT 396 ALL CATS. VIS CAT C RVR 3500. 1412231615-1506211614EST.

FDC 4/1737 OMA IAP EPPLEY AIRFIELD, OMAHA, NE. RNAV (RNP) Z RWY 14L, ORIG... CHART TDZE 984 DELETE THRE 984. THIS IS RNAV (RNP) Z RWY 14L, ORIG-A. 1412211906-PERM.


OMA IAP EPPLEY AIRFIELD, OMAHA, NE. ILS OR LOC/DME RWY 36, ORIG-A... CHANGE THRE 979 TO TDZE 979. THIS IS ILS OR LOC RWY 36, ORIG-A. 1412211906-PERM.

OMA IAP EPPLEY AIRFIELD, OMAHA, NE. RNAV (RNP) Z RWY 33, ORIG... LPV DA 1637. LNA V/VNA V DA 1928. LNAV CAT A/B HAT 517. CHART TDZE 1343 DELETE THRE 1332. THIS IS RNAV (GPS) RWY 33, ORIG-A. 1412202047-PERM.

RED CLOUD

Red Cloud Muni

FDC 4/3005 7V7 IAP RED CLOUD MUNI, RED CLOUD, NE. RNAV (GPS) RWY 34, ORIG... LPV MINIMUMS NA LNAV/VNAV MINIMUMS NA. 1410031734-1504011733EST.

FDC 4/3004 7V7 IAP RED CLOUD MUNI, RED CLOUD, NE. RNAV (GPS) RWY 16, ORIG-A... LPV DA 2105/HAT 361, VIS 1 1/8 ALL CATS.. 1410031732-1504011732EST.

FDC 4/1655 7V7 IAP RED CLOUD MUNI, RED CLOUD, NE. RNAV (GPS) RWY 34, ORIG-A... LPV DA 2047. LNAV/VNAV DA 2056. LNAV CAT A/B HAT 523. CHART TDZE 1737 DELETE THRE 1717. THIS IS RNAV (GPS) RWY 34, ORIG-A. 1412202125-PERM.

SCOTTSBLUFF

Western Nebraska Rgnl/William B Heilig Field

FDC 4/1664 0C4 ODP PENDER MUNI, PENDER, NE. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG... TAKE-OFF MINIMUMS: RWY 15, 300-1 1/2 OR STANDARD WITH A MINIMUM CLimb OF 213 FEET PER NM TO 1700. NOTE RWY 33, TERRAIN BEGINNING 8 FT FROM DER, 429 FT LEFT OF CENTERLINE, UP TO 10 FT AGL/1355 FT MSL. FENCE BEGINNING 139 FT FROM DER, 424 FT LEFT OF CENTERLINE, UP TO 3 FT AGL/1355 FT MSL. POWER POLES BEGINNING 263 FT FROM DER, CROSSING RIGHT AND LEFT OF CENTERLINE, UP TO 29 FT AGL/1380 FT MSL. POLES BEGINNING 1530 FT FROM DER, 397 FT LEFT OF CENTERLINE, UP TO 34 FT AGL/1403 FT MSL. TREES BEGINNING 1971 FT DER, 571 FT LEFT OF CENTERLINE, UP TO 72 FT AGL/1450 FT MSL.. 1410061916-1504011814EST.

FDC 4/1641 0C4 IAP PENDER MUNI, PENDER, NE. RNAV (GPS) RWY 33, ORIG... LPV DA 1637. LNAV/VNAV DA 1928. LNAV CAT A/B HAT 517. CHART TDZE 1343 DELETE THRE 1332. THIS IS RNAV (GPS) RWY 33, ORIG-A. 1412202047-PERM.

FDC 4/2096 MLE ODP MILLARD, OMAHA, NE. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3... NOTE: RWY 12, TEMPORARY CRANE, 1819 FEET FROM DEPARTURE END OF RWY, 84 FEET RIGHT OF CENTERLINE, 88 FEET AGL/1126 FEET MSL. TEMPORARY CRANE, 1898 FEET FROM DEPARTURE END OF RWY, 228 FEET LEFT OF CENTERLINE, 88 FEET AGL/1130 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1407172058-1501172058EST.
**BFF IAP WESTERN NEBRASKA**

**ILS OR LOC RWY 30, AMDT 10...S-LOC 30 MDA 4360/ HATH 416 ALL CATS, VISIBILITY CAT C/D 3/4. VDP AT I-BFF 2.67 DME; DISTANCE VDP TO TBLD 1.14 MILES. CHANGE INOP NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE S-LOC 30 CATS C AND D VISIBILITY TO 1 1/8 MILE. FOR INOPERATIVE MALSR, WHEN USING ALLIANCE ALTIMETER SETTING INCREASE S-LOC 30 CATS A AND B VISIBILITY TO 1 MILE, CATS C AND D VISIBILITY TO 1 3/8 MILE. CHANGE ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ALLIANCE ALTIMETER SETTING AND INCREASE DA 91 FEET AND ALL MDA 100 FEET. INCREASE S-LOC 30 CATS C AND D VISIBILITY TO 1 MILE AND CIRCLING CAT C VISIBILITY TO 1 3/4 MILE AND CAT D VISIBILITY TO 2 1/4 MILE. 1501122258-1508112258EST.

**TECUMSEH**

**Tecumseh Muni**

**FDC 4/1647** 0G3 IAP TECUMSEH MUNI, TECUMSEH, NE. RNAV (GPS) RWY 15, ORIG...LPV DA 1619. LNAV/VNAV DA 1670. LNAV CAT A/B HAT 474. CHART TDZE 1306 DELETE THRE 1305. THIS IS RNAV (GPS) RWY 15, ORIG-A. 1412202053-PERM.

**FDC 4/1642** 0G3 IAP TECUMSEH MUNI, TECUMSEH, NE. RNAV (GPS) RWY 15, ORIG...LPV DA 1619. LNAV/VNAV DA 1670. LNAV CAT A/B HAT 474. CHART TDZE 1306 DELETE THRE 1305. THIS IS RNAV (GPS) RWY 15, ORIG-A. 1412202053-PERM.

**FDC 4/1725** LCG IAP WAYNE MUNI/ STAN MORRIS FLD, WAYNE, NE. RNAV (GPS) RWY 23, AMDT 1...LPV DA 1866. LNAV/VNAV DA 1869. LNAV CAT A/B HAT 510. CHART TDZE 1430 DELETE THRE 1426. THIS IS RNAV (GPS) RWY 23, AMDT 1A. 1412211731-PERM.

**NEVADA**

**CARSON CITY**

**Carson**

**FDC 4/1945** CXP IAP CARSON, CARSON CITY, NV. RNAV (GPS) A, AMDT 1...CIRCLING CAT A/B/C MDA 6620/HAA 1916, CAT D MDA 6680/HAA 1976. 1407171612-1501171612EST.

**LAS VEGAS**

**Henderson Executive**

**FDC 4/4708** HND SID HENDERSON EXECUTIVE, LAS VEGAS, NV. ACSIN TWO DEPARTURE...TAKE-OFF RUNWAY 17R: CLIMB HEADING 168 TO INTERCEPT COURSE 198 TO CAYER, THEN ON TRACK 160 TO DAWNI, THEN ON TRACK 099 TO CAPTA, THEN ON TRACK 073 TO BAWLDER, THEN ON TRACK 052 TO CROSS ACSIN AT OR ABOVE 1300, THEN ON TRACK 018 TO REELY, THEN ON TRACK 039 TO TRALR, THEN ON TRACK 055 TO BEERZ, THENCE....ALL OTHER DATA REMAINS THE SAME. 1409121719-1503121719EST.
FDC 4/1872  HND STAR HENDERSON EXECUTIVE AIRPORT, LAS VEGAS, NV. ADDEL ONE ARRIVAL...EXPECT CLEARANCE TO CROSS FUZZY INT AT 16000FT AND 250 KNOTS. DELETE MANDATORY ALTITUDE AT JARIK INT. 1408082010-1502072359.

Mc Carran Intl

FDC 4/2102  LAS SPECIAL MC CARRAN INTL, LAS VEGAS, NV. (SPECIAL) RNAV VISUAL RWY 19L/R, AMDT 1...DISREGARD 150 KTS SPEED AT EASTR. 1407172107-1501172107EST.

FDC 4/1866  LAS STAR LAS VEGAS MCCARRAN INTL, LAS VEGAS, NV. GRNPA ONE ARRIVAL...PROCEDURE AVAILABLE FOR JET ARRIVAL AIRCRAFT ONLY. 1408082000-1502072359.

FDC 4/1863  LAS STAR LAS VEGAS MCCARRAN INTL, LAS VEGAS, NV. LUXOR TWO ARRIVAL...PROCEDURE AVAILABLE FOR JET AIRCRAFT ONLY. 1408082000-1502072359.

FDC 4/1858  LAS STAR LAS VEGAS MCCARRAN INTL AIRPORT, LAS VEGAS, NV. KEPEC THREE ARRIVAL...DAG VORTAC - MISSEN INT MEA 16000. 1408081930-1912312359.


FDC 4/1046  LAS SID MC CARRAN INTL, LAS VEGAS, NV. HOOVER THREE DEPARTURE...LAS VEGAS THREE DEPARTURE...MCCARRAN THREE DEPARTURE...RWY 25L/R, 400-2 OR STANDARD WITH A MINIMUM CLIMB OF 360 FEET PER NM TO 7100. ADD TAKEOFF OBSTACLE NOTE: RWY 25L, CRANES BEGINNING 1.67 NM FROM DER, 712 FEET RIGHT OF CENTERLINE, 150 FEET AGL/ 2436 FEET MSL. RWY 25R, CRANES BEGINNING 1.24 NM FROM DER, LEFT AND RIGHT OF CENTERLINE, 150 FEET AGL/ 2436 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1411071356-1505061356EST.

North Las Vegas

FDC 4/2578  VGT IAP NORTH LAS VEGAS, LAS VEGAS, NV. ILS OR LOC RWY 12L, ORIG-C...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. 1409080728-1503080728EST.

RENO

Reno/Tahoe Intl

FDC 5/0083  RNO SPECIAL RENO/TAHOE INTL, RENO, NV. SILVER ILS RWY 16R, AMDT 1...S-LOC 16R NA. 1501021536-1507011536EST.

FDC 4/5872

FDC 4/5870 RNO STAR RENO/TAHOE INTL, RENO, NV. TARVR ONE ARRIVAL...GRAPHIC: ADD: LOCALIZER 109.9, I-AGY, CHAN 36, ON THE GRAPHIC DELETE: LOCALIZER 110.9, I-RNO, CHAN 46, FROM THE GRAPHIC ADD: FRONT COURSE, ON THE GRAPHIC DELETE: BACK COURSE, FROM THE GRAPHIC ADD: 24.5 DME FROM I-AGY TO SPOON, ON THE GRAPHIC DELETE: 22.3 DME FROM I-RNO TO SPOON, FROM THE GRAPHIC ADD: 42 DME FROM I-AGY TO TARVR INT, ON THE GRAPHIC DELETE: 11,000 TARVR TO SPOON, ON THE GRAPHIC DELETE: 40 DME FROM I-RNO TO TARVR INT, FROM THE GRAPHIC ARRIVAL ROUTE DESCRIPTION: TILTS TRANSITION (TILTS.TARVR1): ADD: THENCE...FROM OVER TARVR INT/DME VIA I-AGY LOCALIZER COURSE TO SPOON I-AGY 24.5 DME DELETE: THENCE...FROM OVER TARVR INT/DME VIA I-RNO BACK COURSE TO SPOON I-RNO 22.3 DME. 1412091900-1512091900 EST.

FDC 4/5299 RNO SPECIAL RENO/TAHOE INTL, RENO, NV. LOC/DME -1 RWY 16R, AMDT 2...S-16R: MDA 5360/HAT 945 ALL CATS. CIRCLING: MDA 5360/HAA 945 ALL CATS. MSA FROM MUSTANG (FMG) VORTAC 350-130 9600, 130-250 12000, 250-350 10000. 1409080822-1503080822 EST.

FDC 4/5280 RNO IAP RENO/TAHOE INTL, RENO, NV. (SPECIAL) ILS/DME RWY 16R, AMDT 3...S-ILS 16R: DA 6446/HAT 2031, VIS 7 ALL CATS. ALTERNATE MINIMUM 2100-7 LOC, NA CHANGE PROFILE NOTE FROM (ASTERISK) 7200 WHEN AUTHORIZED BY ATC TO (ASTERISK) 7400 WHEN AUTHORIZED BY ATC AIRPORT ELEVATION 4415. 1409080732-1503080732 EST.

FDC 4/5256 RNO IAP RENO/TAHOE INTL, RENO, NV. (SPECIAL) SILVER ILS RWY 16R, AMDT 1...ILS OR LOC/DME Z RWY 16R, ORIG...MSA FROM MUSTANG (FMG) VORTAC 350-130 9600, 130-250 12000, 250-350 10000. 1409080613-1503080613 EST.

FDC 4/0581 RNO ODP RENO/TAHOE INTL, RENO, NV. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...TAKEOFF MINIMUMS: RWY 16L, 600-1 1/4 WITH MINIMUM CLimb OF 480 FT PER NM TO 8000, OR 2700-3 FOR CLimb IN VISual CONDITIONS. ALL OTHER DATA REMAINS AS PUBLISHED. 1409021527-1503021527 EST.


FDC 0/8883 RNO FIT RENO/TAHOE INTL, RENO, NV. ILS RWY 16R, AMDT 10.E IN PROFILE VIEW, DISREGARD DICEY INT/I-RNO 7.7 DME.

TONOPAH

Winnemucca

FDC 4/1277 WMC IAP WINNEMUCCA MUNI, WINNEMUCCA, NV. VOR/DME RWY 14, ORIG-A...PROCEDURE TURN COMPLETION ALTITUDE 7900. 1409031902-1503031902 EST.

FDC 4/0588 WMC ODP WINNEMUCCA MUNI, WINNEMUCCA, NV. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKEOFF MINIMUMS: RWYS 15,33, STANDARD WITH MINIMUM CLIMB OF 345 FEET PER NM TO 7900. DEPARTURE PROCEDURE: RWY 15, CLIMBING LEFT TURN DIRECT TONOPAH (TPH) VORTAC. RWY 33, CLIMBING RIGHT TURN DIRECT TONOPAH (TPH) VORTAC. CONTINUE CLIMB IN HOLDING PATTERN (W, RIGHT TURNS, 085 INBOUND) TO DEPART TPH VORTAC AT OR ABOVE 10500. CLIMB ON COURSE TO MEA OR ASSIGNED ALTITUDE. ALL OTHER DATA REMAINS AS PUBLISHED. 1409080610-1503080610 EST.

WINNEMUCCA

FDC 4/1277 WMC IAP WINNEMUCCA MUNI, WINNEMUCCA, NV. VOR/DME RWY 14, ORIG-A...PROCEDURE TURN COMPLETION ALTITUDE 7900. 1409031902-1503031902 EST.

FDC 4/0588 WMC ODP WINNEMUCCA MUNI, WINNEMUCCA, NV. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKEOFF MINIMUMS: RWY 2, STANDARD WITH A MINIMUM CLIMB OF 495 FEET PER NM TO 7700. ALL OTHER DATA REMAINS AS PUBLISHED. 1409021551-1503021551 EST.

NEW HAMPSHIRE

BERLIN

1-AFPN-137
Berlin Rgnl

**FDC 4/4990** BML IAP BERLIN RGNL, BERLIN, NH. VOR/DME RWY 18, AMDT 2...DELETE NOTE: CIRCLING TO RWY 36 NA AT NIGHT. DELETE NOTE: WHEN VGSI INOPERATIVE, CIRCLING RWY 18 NA AT NIGHT. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: PROCEDURE NA AT NIGHT. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. THIS IS VOR/DME RWY 18, AMDT 2A. 1412081415-1412081415-PERM.

**FDC 4/4989** BML IAP BERLIN RGNL, BERLIN, NH. VOR-B, AMDT 3...DELETE NOTE: CIRCLING TO RWY 36 NA AT NIGHT. DELETE NOTE: WHEN VGSI INOPERATIVE, CIRCLING RWY 18 NA AT NIGHT. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: PROCEDURE NA AT NIGHT. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. THIS IS VOR-B, AMDT 3A. 1412081415-1412081415-PERM.

**FDC 4/4988** BML IAP BERLIN RGNL, BERLIN, NH. RNAV (GPS) RWY 18, ORIG...CIRCLING CATS B/C MDA 2280/HAA 1119. DELETE NOTE: GPS OR RNP-0.3 REQUIRED. CHART NOTE: PROCEDURE NA AT NIGHT. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. THIS IS RNAV (GPS) RWY 18 ORIG-A. 1412081415-1412081415-PERM.

**CONCORD**

Concord Muni


**FDC 4/9366** CON IAP CONCORD MUNI, CONCORD, NH. RNAV (GPS) RWY 17, ORIG-B...DISREGARD NOTE: CIRCLING TO RWY 12/30 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOPERATIVE, STRAIGHT-IN/CIRCLING RWY 17 PROCEDURE NA AT NIGHT. DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. NOTE: NIGHT LANDING: RWY 12, 17, 30 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412151731-1506131731EST.

**FDC 4/9365** CON IAP CONCORD MUNI, CONCORD, NH. RNAV (GPS) RWY 12, ORIG-B...DISREGARD NOTE: CIRCLING TO RWY 30 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOPERATIVE, CIRCLING RWY 17 NA AT NIGHT. DISREGARD NOTE: STRAIGHT-IN/CIRCLING RWY 12 NA AT NIGHT. DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. NOTE: NIGHT LANDING: RWY 12, 17, 30 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412151731-1506131731EST.

**FDC 4/4679** CON IAP CONCORD MUNI, CONCORD, NH. VOR-A, ORIG-B...PROCEDURE NA. 1410081844-1410081844EST.

**JAFFREY**

Jaffrey Airport-Silver Ranch

**FDC 4/0789** AFN IAP JAFFREY AIRPORT-SILVER RANCH, JAFFREY, NH. VOR-A, ORIG...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. EEN VORTAC OUT OF SERVICE. 1409270207-1510260207EST.

**KEENE**

Dillant-Hopkins

**FDC 4/0790** EEN IAP DILLANT-HOPKINS, KEENE, NH. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...DEPARTURE PROCEDURE RWY 2, 14, 20, 32 NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. EEN VORTAC OUT OF SERVICE. 1409270207-1510260207EST.

**LACONIA**

Laconia Muni

**FDC 4/0788** EEN IAP DILLANT-HOPKINS, KEENE, NH. ILS OR LOC RWY 2, AMDT 4...DISREGARD NOTE: WHEN VGSI INOPERATIVE, CIRCLING RWY 17 NA AT NIGHT. DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. NOTE: NIGHT LANDING: RWY 12, 17, 30 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412151731-1510260207EST.

**FDC 4/0787** EEN IAP DILLANT-HOPKINS, KEENE, NH. ILS OR LOC RWY 2, AMDT 4...DISREGARD NOTE: WHEN VGSI INOPERATIVE, CIRCLING RWY 17 NA AT NIGHT. DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. NOTE: NIGHT LANDING: RWY 12, 17, 30 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412151731-1510260207EST.
LCI IAP LACONIA MUNI, LACONIA, NH. RNAV (GPS) RWY 26, ORIG... DESCENT ANGLE 3.08/TCH 40 NA. 1501061949-1507051949EST.

FDC 5/0772

LCI IAP LACONIA MUNI, LACONIA, NH. RNAV (GPS) RWY 26, ORIG... NOTE: NIGHT LANDING: RWY 26 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409111749-1503111749EST.

FDC 5/0772

FDC 5/2286 MHT IAP MANCHESTER, MANCHESTER, NH. RNAV (GPS) Y RWY 17, AMDT 1... LPV DA NA. LNAV/VNAV DA NA. TEMPORARY CRANE 353 MSL 3289 FT NW OF RWY 17. 1501091457-1507081457EST.

FDC 5/2285 MHT IAP MANCHESTER, MANCHESTER, NH. ILS OR LOC/DME RWY 17, AMDT 2... S-LOC 17 CAT C/D VIS RVR 4500. CHANGE S-LOC 17 MISSED APPROACH POINT TO READ 1-MNA 0.31 DME. THIS IS ILS OR LOC/DME RWY 17, AMDT 2A. 1501101557-PERM.

LEBANON

Lebanon Muni

FDC 5/0433 LEB SID LEBANON MUNI, LEBANON, NH. WHITE RIVER ONE DEPARTURE... CHANGE CAMBRIDGE, CONCORD, AND KEENE TRANSITIONS REQUIRE A MINIMUM CLimb GRADIENT OF 250 FT PER NM THROUGH 4000 FT TO READ: CAMBRIDGE, CONCORD, KEENE AND MOTPELIER TRANSITIONS REQUIRE A MINIMUM CLimb GRADIENT OF 380 FT PER NM THROUGH 4000 FT. 1501052006-1507042006EST.

FDC 4/4347 LEB IAP LEBANON MUNI, LEBANON, NH. RNAV (GPS) RWY 26, ORIG... NOTE: NIGHT LANDING: RWY 26 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409111749-1503111749EST.

FDC 4/4347

FDC 4/4919 LEB ODP LEBANON MUNI, LEBANON, NH. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2... TAKE-OFF MINIMUMS RWY 18, 300-1 WITH MINIMUM CLimb OF 380 FEET PER NM TO 3800, OR 2000-3 FOR CLimb IN VISUAL CONDITIONS. ALL OTHER DATA REMAINS AS PUBLISHED. 1411141648-1505131648EST.

FDC 4/4919

FDC 5/2284 MHT IAP MANCHESTER, MANCHESTER, NH. RNAV (RNP) Z RWY 17, AMDT 1... PROCEDURE NA. TEMPORARY CRANE 353 MSL 3289 FT NW OF RWY 17. 1501091457-1507081457EST.

FDC 4/4956 MHT IAP MANCHESTER, MANCHESTER, NH. VOR RWY 35, AMDT 15E... DISTANCE MHT VOR/DME TO MAP 4.03 NM..

FDC 4/4680 MHT IAP MANCHESTER, MANCHESTER, NH. VOR/DME RWY 17, ORIG... PROCEDURE NA. 1410091344-1504071343EST.

FDC 4/1367 MHT IAP MANCHESTER, MANCHESTER, NH. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 10... NOTE: RWY 35, TEMPORARY CRANE 3274 FT FROM DER, 316 FT RIGHT OF CENTERLINE, 120 FT AGL/353 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1412011331-1505301331EST.

FDC 4/1367

FDC 3/1367 MHT IAP MANCHESTER, MANCHESTER, NH. RNAV (RNP) Z RWY 17, ORIG-A, RNP 0.30 DA 823/HAT 594. 1311191445-1411191200EST.

ROCHESTER

Skyhaven

FDC 4/9877 DAW IAP SKYHAVEN, ROCHESTER, NH. RNAV (GPS) RWY 33, ORIG... STRAIGHT-IN MINIMUMS NA. 1407140841-1501140841EST.

WHITEFIELD

Mount Washington Rgnl

FDC 5/2550 MHT IAP MANCHESTER, MANCHESTER, NH. ILS OR LOC/DME RWY 17, AMDT 2...S-LOC 17 CAT C/D VIS RVR 4500. CHANGE S-LOC 17 MISSED APPROACH POINT TO READ 1-MNA 0.31 DME. THIS IS ILS OR LOC/DME RWY 17, AMDT 2A. 1501101557-PERM.
NEW JERSEY

ANDOVER

Aeroflex-Andover

FDC 4/4331 12N ODP AEROFLEX-ANDOVER, ANDOVER, NJ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKEOFF MINIMUMS: RWY 3, 500-2 OR STANDARD WITH A MINIMUM CLIMB OF 366 FT PER NM TO 900. RWY 21, 600-2 OR STANDARD WITH A MINIMUM CLIMB OF 295 FT PER NM TO 1000. ALL OTHER DATA REMAINS AS PUBLISHED. 1409111735-1503111735EST.

FDC 4/2085 12N IAP AEROFLEX-ANDOVER, ANDOVER, NJ. RNAV (GPS) RWY 3, AMDT 1A...DESCENT ANGLE 3.16/TCH 40 NA. 1407172022-1501172022EST.

ATLANTIC CITY

Atlantic City Intl

FDC 4/8159 ACY IAP ATLANTIC CITY INTL, ATLANTIC CITY, NJ. VOR RWY 4, AMDT 15A...PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON SIE VORTAC AIRWAY RADIALS 333 CW 059. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1410161401-1504141401EST.

FDC 4/7435 ACY IAP ATLANTIC CITY INTL, ATLANTIC CITY, NJ. HI ILS OR LOC RWY 13, AMDT 4A...S-LOC 13 MDA 420/HAT 345 ALL CATS. MSA FROM ACY VORTAC 090 - 270 1800. 1409191519-1503191519EST.

FDC 4/7433 ACY IAP ATLANTIC CITY INTL, ATLANTIC CITY, NJ. HI VOR/DME OR TACAN RWY 31, AMDT 4...NOTE: RWY 4, 22 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1409191519-1503191519EST.

FDC 4/7430 ACY IAP ATLANTIC CITY INTL, ATLANTIC CITY, NJ. RADAR-1, AMDT 15A...NOTE: RWY 3, 22 HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1409191519-1503191519EST.
**CROSS KEYS**

Cross Keys

**FDC 5/0342** 17N IAP CROSS KEYS, CROSS KEYS, NJ. VOR OR GPS RWY 9, AMDT 6...MISSED APPROACH: CLIMBING RIGHT TURN TO 2100 DIRECT OOD VORTAC AND HOLD. MINIMUM HOLDING ALTITUDE 2100. MSA FROM OOD BEARING 180 CW 270 2600, BEARING 270 CW 180 2200. NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501051828-1507041828EST.

**Hammonton Muni**

**FDC 4/8381** N81 IAP HAMMONTON MUNI, HAMMONTON, NJ. VOR-B, AMDT 2...MSA FROM VCN VORTAC 090 - 270 MINIMUM ALTITUDE 1800, 270 - 090 MINIMUM ALTITUDE 2100. 1411041726-1505031726EST.

**LINCOLN PARK**

Lincoln Park

**FDC 4/3616** N07 IAP LINCOLN PARK, LINCOLN PARK, NJ. RNAV (GPS) RWY 19, ORIG...TERMINAL ROUTE FROM SPARTA (SAX) VORTAC TO ZASEB (IAF) MINIMUM ALTITUDE 2900. TERMINAL ROUTE FROM ZASEB (IAF) TO WANVA (NO PT) (IF/IAF) MINIMUM ALTITUDE 2900. HOLD-IN-LIEU MINIMUM ALTITUDE 2900. MISSED APPROACH: CLIMBING LEFT TURN TO 2900 DIRECT WANVA AND HOLD. 14111131528-1505121528EST.

**Lakewood**

Lakewood

**FDC 4/3707** N12 IAP LAKEWOOD, LAKEWOOD, NJ. VOR RWY 6, AMDT 6...S-6 NA. CIRCLING MDA 640/HAA 597 ALL CATS. JOINT BASE MC GUIRE DIX LAKEHURST ALTIMETER SETTING MINIMUMS; S-6 NA CIRCLING MDA 680/HAA 637 ALL CATS. NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. NOTE: DME REQUIRED, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON CYN VORTAC AIRWAY RADIALS 046 CW 100. 1410271641-1504251641EST.

**FDC 4/2449** N12 IAP LAKEWOOD, LAKEWOOD, NJ. RNAV (GPS) RWY 24, ORIG-B...LANV MDA NA. JOINT BASE MC GUIRE DIX LAKEHURST ALTIMETER SETTING MINIMUMS LNGV MDA NA. NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DISREGARD NOTE: GPS OR RNP-0.3 REQUIRED. 34:1 IS NOT CLEAR. 1407181842-1501181842EST.

**FDC 4/3612** N07 ODP LINCOLN PARK, LINCOLN PARK, NJ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG-A...TAKE-OFF MINIMUMS...DEPARTURE MINIMUMS W 19 300-2 OR STANDARD WITH MINIMUM CLIMB OF 239 FT PER NM TO 600. ALL OTHER DATA REMAINS AS PUBLISHED. 1411131528-1505121528EST.

**FDC 4/7416** N12 IAP LAKEWOOD, LAKEWOOD, NJ. RNAV (GPS) RWY 3, ORIG-B...LANV MDA NA. JOINT BASE MC GUIRE DIX LAKEHURST ALTIMETER SETTING MINIMUMS LNGV MDA NA. NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DISREGARD NOTE: GPS OR RNP-0.3 REQUIRED. 34:1 IS NOT CLEAR. 1407181842-1501181842EST.
**LINDEN**

**LDJ ODP LINDEN, LINCOLN, NJ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKEOFF MINIMUMS: RWY 1, 600-1 3/4 OR STANDARD WITH MINIMUM CLIMB OF 338 FEET PER NM TO 400. ALL OTHER DATA REMAINS AS PUBLISHED. 1410231440-1505301438EST.**

**LDJ FI/T STAR LINDEN, LINCOLN, NJ. MAZIE TWO ARRIVAL: PUBLISHED HOLDING AT MAZIE NOT AUTHORIZED.**

**LUMBERTON**

**MIV IAP MILLVILLE MUNI, MILLVILLE, NJ. RNAV (GPS) RWY 10, ORIG...LPV DA 346/HATH 272, VISIBILITY 7/8 ALL CATS. LNAV VISIBILITY CATS A/B 1, CATS C/D 1 9/10. NOTE: INOPERATIVE TABLE DOES NOT APPLY. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. NOTE: CIRCLING TO RWY 32 NA AT NIGHT. DISREGARD NOTE: FOR INOP MALSR WHEN USING ATLANTIC CITY ALTIMETER SETTING, INCREASE LNAV/VNAV ALL CATS VISIBILITY TO 1 9/10. 1411141210-1505131210EST.**


**MORRISTOWN**

**MMU FI/T STAR MORRISTOWN MUNI, MORRISTOWN, NJ. MAZIE TWO ARRIVAL: PUBLISHED HOLDING AT MAZIE NOT AUTHORIZED.**

**MOUNT HOLLY**

**South Jersey Rgnl**

**V AY IAP SOUTH JERSEY RGNL, MOUNT HOLLY, NJ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF MINIMUMS: RWY 26: RWY 26, 1 9/10 OR STANDARD WITH MINIMUM CLIMB RATE OF 207 FT PER NM TO 500. ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT/ NM CLMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1400 FT PRIOR TO DEPARTURE END OF RUNWAY. ALL OTHER DATA REMAINS AS PUBLISHED. 1501091636-1507081635EST.**

**NEWARK**

**Newark Liberty Intl**

**EWR IAP NEWARK LIBERTY INTL, NEWARK, NJ. RNAV (RNP) Y RWY 29, AMDT 1B...**RNP 0.30 DA 346/HATH 272, VISIBILITY 7/8 ALL CATS. TEMPORARY CRANE 291 MSL 1.43 NM E OF RWY 29. 1501091627-1507081626EST.**

**EWR SID NEWARK LIBERTY INTL, NEWARK, NJ. RNAV (RNP) Y RWY 29, AMDT 1B...**RNP 0.30 DA NA. RNP 0.30 DA 627/HAT 617 ALL CATS. TEMPORARY CRANE 291 MSL 1.43 NM E OF RWY 29. 1501091627-1507081626EST.**

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**FDC 3/2553** 47N FI/T STAR MANVILLE/CENTRAL JERSEY RGNL, MANVILLE, NJ. MAZIE TWO ARRIVAL: PUBLISHED HOLDING AT MAZIE NOT AUTHORIZED.
FDC 4/6732 EWR IAP NEWARK LIBERTY INTL, NEWARK, NJ. RNAV (RNP) Z RWY 29, ORIG-A...RNP 0.30 DA NA. RNP 0.30 DA 627/HAT 617 ALL CATS. TEMPORARY CRANE 291 MSL 1.43 NM E OF RWY 29. 1409181208-1503181208EST.

FDC 4/4643 EWR SID NEWARK LIBERTY INTL, NEWARK, NJ. PORTT TWO DEPARTURE (RNAV)...TAKE-OFF MINIMUMS RWY 22R 400-2 1/2 OR STANDARD WITH MINIMUM CLimb OF 220 FT PER NM TO 500 OR ALTERNATIVELY, WITH A NORMAL 200 FT PER NM CLimb GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1900 FT PRIOR TO DER. ATC CLimb OF 500 FT PER NM TO 518. ALL OTHER DATA REMAINS AS PUBLISHED. 1411141419-1505131419EST.

FDC 4/3960 EWR IAP NEWARK LIBERTY INTL, NEWARK, NJ. RNAV (GPS) Z RWY 22L, AMDT 1E...RNAV MDA 1080/HAT 1070 ALL CATS, VISIBILITY CAT A RVR 6000, CAT B 1 1/2 MILES, CAT C AND D 3 MILES. CIRCLING MDA 1080/HAA 1062 ALL CATS, VISIBILITY CAT A 1 1/4 MILES, CAT B 1 1/2 MILES, CAT C AND D 3 MILES. 1407231124-1501231124EST.

FDC 2/5433 EWR F/T STAR NEWARK, NJ. SHAFF7 ARRIVAL, DELETE NORTH ATLANTIC AND DOMESTIC ARRIVAL NOTE.

FDC 2/9079 EWR F/T STAR NEWARK LIBERTY INTL, NEWARK NJ. DYLIN FOUR ARRIVAL FAK TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OTT VOR OTS.

FDC 2/9073 EWR F/T STAR NEWARK LIBERTY INTL, NEWARK NJ. DYLIN FOUR ARRIVAL GVE TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, OTT VOR OTS.

FDC 1/6779 EWR F/T IAP NEWARK LIBERTY INTL, NEWARK, NJ. ILS OR LOC RWY 22L, AMDT 1A. ILS RMS 22L (CAT II), AMDT 1A. ILS RMS 22 (CAT I), AMDT 1A.PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. ARD DME OTS.

FDC 1/6777 EWR F/T IAP NEWARK LIBERTY INTL, NEWARK, NJ. ILS OR LOC RWY 22R, AMDT 5.MISSED APPROACH: CLimb TO 3000 ON HEADING 218.82 AND CRI VOR/DME R-263 TO KILMA INT/CRI 24.44 DME AND HOLD W, RT, 083.09 INBOUND. ARD DME OTS.

FDC 1/4826 EWR F/T STAR NEWARK LIBERTY INTL, NEWARK, NJ. DYLIN FOUR ARRIVAL CHANGE WASHINGTON CENTER FREQUENCY TO 132.52 VICE 132.53.

PITTSTOWN

Alexandria

FDC 5/2368 N85 IAP ALEXANDRIA, PITTSTOWN, NJ. VOR OR GPS RWY 8, AMDT 1A...VOR PORTION DME REQUIRED. ARD VOR/DME RADIALS 300-353 UNUSABLE BELOW 5000. 1501091631-1507081630EST.

PRINCETON/ROCKY HILL

Princeton

FDC 4/1593 39N IAP PRINCETON, PRINCETON/ROCKY HILL, NJ. VOR-A, AMDT 7A...PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409301502-1503291502EST.

RANCOCAS

Inductotherm

FDC 4/5199 3NJ6 SPECIAL INDUCTOTHERM, RANCOCAS, RNAV (GPS) RWY 2, AMDT 1...RNAV (GPS) RWY 20, AMDT 1...VOR A, AMDT 9A...NOTE: PROCEDURE NA AT NIGHT. 1412081728-1506061728EST.

READINGTON

Solberg-Hunterdon


ROBBINSVILLE

Trenton-Robbinsville

FDC 4/9525 N87 IAP TRENTON-ROBBINSVILLE, ROBBINSVILLE, NJ. RNAV (GPS) RWY 29, AMDT 1A...RNAV (GPS) RWY 11, ORIG-A...CIRCLING CAT C/D MDA 740/HAA 622. VIS CAT C 1 3/4. TEMPORARY CRANE 346 MSL 1.84 NM SE OF RWY 29. 1407111808-1501111808EST.

FDC 4/9524 N87 IAP TRENTON-ROBBINSVILLE, ROBBINSVILLE, NJ. VOR RWY 29, AMDT 11A...S-29 MDA 640/HAT 564 ALL CATS. CIRCLING CAT C/D MDA 740/HAA 622. VIS CAT C 1 3/4. TEMPORARY CRANE 346 MSL 1.84 NM SE OF RWY 29. 1407111808-1501111808EST.

FDC 4/8543 N87 ODP TRENTON-ROBBINSVILLE, ROBBINSVILLE, NJ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKE-OFF MINIMUMS RWY 29, 300-1 OR STANDARD WITH MINIMUM CLimb OF 421 FT PER NM TO 800. ALL OTHER DATA REMAINS AS PUBLISHED. 1412121552-1506011552EST.
FDC 4/171 N87 IAP TRENTON-ROBBINSVILLE, ROBBINSVILLE, NJ. RNAV (GPS) RWY 11, ORIG-A...NOTE: NIGHT LANDING: RWY 11, 29 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408221721-1502221721EST.

FDC 4/169 N87 IAP TRENTON-ROBBINSVILLE, ROBBINSVILLE, NJ. VOR RWY 29, AMDT 1A...NOTE: NIGHT LANDING: RWY 11, 29 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408221721-1502221721EST.

FDC 4/168 N87 IAP TRENTON-ROBBINSVILLE, ROBBINSVILLE, NJ. RNAV (GPS) RWY 29, AMDT 1A...NOTE: NIGHT LANDING: RWY 11, 29 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408221721-1502221721EST.

SOMERVILLE

Somerset

FDC 4/7331 SMQ IAP SOMERSET, SOMERVILLE, NJ. RNAV (GPS) RWY 12, ORIG-A...NOTE: PROCEDURE NA AT NIGHT. 1410151821-1504131821EST.

FDC 3/2546 SMQ FI/T STAR SOMERVILLE/SOMERST, SOMERVILLE, NJ. MAZIE TWO ARRIVAL: PUBLISHED HOLDING AT MAZIE NOT AUTHORIZED.

TETERBORO

Teterboro

FDC 5/2984 TEB IAP TETERBORO, TETERBORO, NJ. RNAV (GPS) X RWY 6, AMDT 2...CHANGE TBERN MANDATORY ALTITUDE 1300 TO AT OR ABOVE 1300. 1501121747-1507111747EST.

FDC 5/1477 TEB SID TETERBORO, TETERBORO, NJ. TETERBORO NINE DEPARTURE...GREKI DEPARTURES: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CMK VOR/DME OUT OF SERVICE. 1501081326-1507071326EST.

FDC 4/3758 TEB IAP TETERBORO, TETERBORO, NJ. VOR/DME-A, AMDT 2D...PROCEDURE NA. 1412041646-1506021646EST.

FDC 3/2570 TEB FI/T STAR TETERBORO, TETERBORO, NJ. MAZIE TWO ARRIVAL: PUBLISHED HOLDING AT MAZIE NOT AUTHORIZED.

TRENTON

Trenton Mercer

FDC 4/9255 TTN STAR TRENTON MERCER COUNTY, TRENTON, NJ. CEDAR LAKE 8 ARRIVAL.MINIMUM ENROUTE ALTITUDE (MEA) IS REVISED BETWEEN ROUTE SEGMENTS. THE MEA BETWEEN BRIGS INTERSECTION AND CEDAR LAKE VOR (VCN) AND BETWEEN VCN AND WOODSTOWN VOR (OOD) IS REVISED FROM 1900 FEET MSL TO 2100 FEET MSL. 1403211536-16032111400.

FDC 4/1281 TTN IAP TRENTON MERCER, TRENTON, NJ. NDB RWY 6, AMDT 7A...PROCEDURE NA. 1411072107-1505062106EST.

FDC 4/0370 TTN STAR TRENTON MERCER, TRENTON, NJ. BUNTS ONE ARRIVAL. UNUSABLE 1) BELOW 5000FT MSL BETWEEN PSB AND HAR 2) BELOW 4000FT MSL BETWEEN HAR AND BOUHN 1403261400-PERM.

FDC 1/6776 TTN FI/T IAP TRENTON MERCER, TRENTON, NJ. ILS RWY 6, AMDT 9.PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ARD DME OTS.

VINCENTOWN

Red Lion

FDC 4/1366 N73 IAP RED LION, VINCENTOWN, NJ. VOR A, AMDT 6...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409291957-1503291957EST.

FDC 4/1363 N73 IAP RED LION, VINCENTOWN, NJ. RNAV (GPS) RWY 5, ORIG...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409291957-1503291957EST.

WEST MILFORD

Greenwood Lake

FDC 4/7087 4N1 IAP GREENWOOD LAKE, WEST MILFORD, NJ. RNAV (GPS) RWY 6, AMDT 1A...DECENT ANGLE 3.15/TCH 40 NA. 1408221611-1502221611EST.

WILDWOOD

Cape May County

FDC 4/6995 WWD IAP CAPE MAY COUNTY, WILDWOOD, NJ. VOR-A, AMDT 3C...NIGHT LANDING: RWY 10, 19 NA.. 1412111426-1506091426EST.
NEW MEXICO

ALAMOGORDO

Alamogordo-White Sands Rgnl


ALBUQUERQUE

Albuquerque Intl Sunport

FDC 5/1249 ABQ STAR ALBUQUERQUE INTERNATIONAL SUNPORT, ALBUQUERQUE, NM. SANDIA THREE ARRIVAL....AMEND ARRIVAL ROUTE DESCRIPTION: LANDING RWY 8: FROM ASIDE ON TRACK 196 TO CROSS CRSTN AT 9000 AND AT 210K. EXPECT RNAV(RNP)APPROACH OR RADAR VECTORS TO FINAL APPROACH COURSE. 1501080700-1602040700.

FDC 5/1248 ABQ STAR ALBUQUERQUE INTERNATIONAL SUNPORT, ALBUQUERQUE, NM. LZZRDP THREE ARRIVAL....AMEND ARRIVAL ROUTE DESCRIPTION: LANDING RWY 3: FROM MKYON ON TRACK 319 TO CROSS HAPETE BETWEEN 11000 AND 13000. THEN ON TRACK 328 TO CROSS COMRO AT 10000 AND AT 210K. EXPECT RNAV(RNP)APPROACH OR RADAR VECTORS TO FINAL APPROACH COURSE. 1501080700-1602040700.

FDC 5/1247 ABQ STAR ALBUQUERQUE INTERNATIONAL SUNPORT, ALBUQUERQUE, NM. LOWBO THREE ARRIVAL....AMEND ARRIVAL ROUTE DESCRIPTION: LANDING RWY 8: FROM ITUNA ON TRACK 125 TO CROSS MUSCC BETWEEN 9000 AND 12000 THEN ON TRACK 126 TO CROSS DNWLD BETWEEN 9000 AND 11000. THEN ON TRACK 125 TO CROSS CMSTR AT 9000 AND AT 210K. EXPECT RNAV(RNP)APPROACH OR RADAR VECTORS TO FINAL APPROACH COURSE. 1501080700-1602040700.

FDC 5/1246 ABQ STAR ALBUQUERQUE INTERNATIONAL SUNPORT, ALBUQUERQUE, NM. KRKEE THREE ARRIVAL....AMEND ARRIVAL ROUTE DESCRIPTION: LANDING RWY 8: FROM XMRRKS ON TRACK 052 TO CROSS AMRAA AT OR ABOVE 10000, THEN ON TRACK 053 TO CROSS UNCIR AT OR ABOVE 8000 AND AT 210K. EXPECT RNAV(RNP)APPROACH OR RADAR VECTORS TO FINAL APPROACH COURSE. 1501080700-1602040700.

FDC 5/1245 ABQ STAR ALBUQUERQUE INTERNATIONAL SUNPORT, ALBUQUERQUE, NM. KRKEE THREE ARRIVAL....AMEND ARRIVAL ROUTE DESCRIPTION: LANDING RWY 3: FROM XMRRKS ON TRACK 083 TO CROSS SHYNA AT OR ABOVE 9000, THEN ON TRACK 084 TO CROSS BIBQI AT OR ABOVE 8000 AND AT 210K. EXPECT RNAV(RNP)APPROACH OR RADAR VECTORS TO FINAL APPROACH COURSE. 1501080700-1602040700.

FDC 5/1244 ABQ STAR ALBUQUERQUE INTERNATIONAL SUNPORT, ALBUQUERQUE, NM. SANDIA THREE ARRIVAL....AMEND NOTE TO READ: LANDING RWY 8: EXPECT RNP APPROACH OR RADAR VECTORS TO FINAL APPROACH COURSE PRIOR TO CRSTN. 1501080700-1602040700.

FDC 5/1243 ABQ STAR ALBUQUERQUE INTERNATIONAL SUNPORT, ALBUQUERQUE, NM. LZZRDP THREE ARRIVAL....AMEND NOTE TO READ: LANDING RWY 3: EXPECT RNP APPROACH OR RADAR VECTORS TO FINAL APPROACH COURSE PRIOR TO CMSTR. 1501080700-1602040700.

FDC 5/1242 ABQ STAR ALBUQUERQUE INTERNATIONAL SUNPORT, ALBUQUERQUE, NM. LZZRDP THREE ARRIVAL....AMEND NOTE TO READ: LANDING RWY 3: EXPECT RNP APPROACH OR RADAR VECTORS TO FINAL APPROACH COURSE PRIOR TO FMSTR. 1501080700-1602040700.

FDC 5/1241 ABQ STAR ALBUQUERQUE INTERNATIONAL SUNPORT, ALBUQUERQUE, NM. SANDIA THREE ARRIVAL....AMEND NOTE TO READ: LANDING RWY 8: EXPECT RNP APPROACH OR RADAR VECTORS TO FINAL APPROACH COURSE PRIOR TO CRSTN. 1501080700-1602040700.

FDC 5/1240 ABQ STAR ALBUQUERQUE INTERNATIONAL SUNPORT, ALBUQUERQUE, NM. LZZRDP THREE ARRIVAL....AMEND NOTE TO READ: LANDING RWY 3: EXPECT RNP APPROACH OR RADAR VECTORS TO FINAL APPROACH COURSE PRIOR TO CMSTR. 1501080700-1602040700.

FDC 5/1239 ABQ STAR ALBUQUERQUE INTERNATIONAL SUNPORT, ALBUQUERQUE, NM. LOWBO THREE ARRIVAL....AMEND NOTE TO READ: LANDING RWY 8: EXPECT RNP APPROACH OR RADAR VECTORS TO FINAL APPROACH COURSE PRIOR TO UNCCR. 1501080700-1602040700.

FDC 5/1238 ABQ STAR ALBUQUERQUE INTERNATIONAL SUNPORT, ALBUQUERQUE, NM. KRKEE THREE ARRIVAL....AMEND NOTE TO READ: LANDING RWY 8: EXPECT RNP APPROACH OR RADAR VECTORS TO FINAL APPROACH COURSE PRIOR TO UNCCR. 1501080700-1602040700.
ABQ STAR ALBUQUERQUE INTERNATIONAL SUNPORT, ALBUQUERQUE, NM. KRKEE THREE ARRIV AMEND NOTE TO READ: LANDING RWY 3: EXPECT RNP APPROACH OR RADAR VECTORS TO FINAL APPROACH COURSE PRIOR TO BIBQU. 1501080700-1602040700.

FDC 4/8477 ABQ IAP ALBUQUERQUE INTL SUNPORT, ALBUQUERQUE, NM. RNAV (RNP) Y RWY 26, AMDT 1...CHANGE: THRE 5355 TO TDZE 5355.. THIS IS RNAV (RNP) Y RWY 26, AMDT 1A. 1412121358-PERM.

FDC 4/8476 ABQ IAP ALBUQUERQUE INTL SUNPORT, ALBUQUERQUE, NM. RNAV (RNP) Z RWY 21, AMDT 1...CHANGE: THRE 5316 TO TDZE 5316. THIS IS RNAV (RNP) Z RWY 21, AMDT 1A. 1412121358-PERM.

CARLSBAD

Cavern City Air Trml

FDC 4/6125 CNM IAP CAVERN CITY AIR TERMINAL, CARLSBAD, NM. RNAV (GPS) RWY 3, ORIG...CHANGE THRE 3295 TO TDZE 3295. THIS IS RNAV (GPS) RWY 3, ORIG-A. 1412212017-PERM.

FDC 4/6124 CNM IAP CAVERN CITY AIR TERMINAL, CARLSBAD, NM. RNAV (GPS) RWY 21, AMDT 1...CHANGE THRE 4970 TO TDZE 4970. THIS IS RNAV (GPS) RWY 21, AMDT 1A. 1412212024-PERM.

CLAYTON

Clayton Muni Arpk

FDC 4/1762 CAO IAP CLAYTON MUNI ARPK, CLAYTON, NM. RNAV (GPS) RWY 20, AMDT 2...CHANGE THRE 3295 TO TDZE 3295. THIS IS RNAV (GPS) RWY 20, AMDT 2A. 1412212024-PERM.

CLOVIS

Clovis Muni

FDC 5/2075 CVN IAP CLOVIS MUNI, CLOVIS, NM. RNAV (GPS) RWY 22, AMDT 4A...PROCEDURE NA. 1501082258-1508072258EST.

DEMING

Deming Muni
<table>
<thead>
<tr>
<th>FDC</th>
<th>DMN IAP DEMING MUNI, DEMING, NM. RNAV (GPS) RWY 22, ORIG...RWY 4, AMDT 1...RNAV (GPS) RWY 8, ORIG...NOTE: NIGHT LANDING: RWY 8, 22 NA. 1408181945-1502181945EST.</th>
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<td>FDC</td>
<td>DMN IAP DEMING MUNI, DEMING, NM. RNAV (GPS) RWY 26, ORIG...VOR RWY 26, AMDT 10...PROCEDURE NA. 1412212045-PERM.</td>
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<td>FDC</td>
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<td>FDC</td>
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<tr>
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<td>DMN IAP DEMING MUNI, DEMING, NM. RNAV (GPS) RWY 26, ORIG...VOR RWY 26, AMDT 10...PROCEDURE NA. 1412212045-PERM.</td>
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<tr>
<td>FDC</td>
<td>DMN IAP DEMING MUNI, DEMING, NM. RNAV (GPS) RWY 26, ORIG...VOR RWY 26, AMDT 10...PROCEDURE NA. 1412212045-PERM.</td>
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<tr>
<td>FDC</td>
<td>DMN IAP DEMING MUNI, DEMING, NM. RNAV (GPS) RWY 26, ORIG...VOR RWY 26, AMDT 10...PROCEDURE NA. 1412212045-PERM.</td>
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<td>LOS ALAMOS</td>
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<td>Los Alamos</td>
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<tr>
<td>FDC</td>
<td>LAM IAP LOS ALAMOS, LOS ALAMOS, NM. RNAV (GPS) Y RWY 27, AMDT 1...LP* HAT 454 ALL CATS. LP HAT 574 ALL CATS. LNAV* HAT 514 ALL CATS. LNAV HAT 754 ALL CATS. CHART TDZE 7126, DELETE THRE 7080. THIS IS RNAV (GPS) Y RWY 27, AMDT 1A. 1412212045-PERM.</td>
</tr>
<tr>
<td>FDC</td>
<td>LAM IAP LOS ALAMOS, LOS ALAMOS, NM. RNAV (GPS) Y RWY 27, AMDT 1...LP* HAT 454 ALL CATS. LP HAT 574 ALL CATS. LNAV* HAT 514 ALL CATS. LNAV HAT 754 ALL CATS. CHART TDZE 7126, DELETE THRE 7080. THIS IS RNAV (GPS) Y RWY 27, AMDT 1A. 1412212045-PERM.</td>
</tr>
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<td>LAM IAP LOS ALAMOS, LOS ALAMOS, NM. RNAV (GPS) Y RWY 27, AMDT 1...LP* HAT 454 ALL CATS. LP HAT 574 ALL CATS. LNAV* HAT 514 ALL CATS. LNAV HAT 754 ALL CATS. CHART TDZE 7126, DELETE THRE 7080. THIS IS RNAV (GPS) Y RWY 27, AMDT 1A. 1412212045-PERM.</td>
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<tr>
<td>RATON</td>
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<tr>
<td>FDC</td>
<td>RTN IAP RATON MUNI/CREWS FIELD, RATON, NM. RNAV (GPS) RWY 25, ORIG...LNAV HAT 422 ALL CATS. CHART TDZE 6338, DELETE THRE 6310. THIS IS RNAV (GPS) RWY 25 ORIG-A. 1412212045-PERM.</td>
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<tr>
<td>FDC</td>
<td>RTN IAP RATON MUNI/CREWS FIELD, RATON, NM. RNAV (GPS) RWY 25, ORIG...LNAV HAT 422 ALL CATS. CHART TDZE 6338, DELETE THRE 6310. THIS IS RNAV (GPS) RWY 25 ORIG-A. 1412212045-PERM.</td>
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<tr>
<td>FDC</td>
<td>RTN IAP RATON MUNI/CREWS FIELD, RATON, NM. RNAV (GPS) RWY 25, ORIG...LNAV HAT 422 ALL CATS. CHART TDZE 6338, DELETE THRE 6310. THIS IS RNAV (GPS) RWY 25 ORIG-A. 1412212045-PERM.</td>
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<tr>
<td>FDC</td>
<td>RTN IAP RATON MUNI/CREWS FIELD, RATON, NM. RNAV (GPS) RWY 25, ORIG...LNAV HAT 422 ALL CATS. CHART TDZE 6338, DELETE THRE 6310. THIS IS RNAV (GPS) RWY 25 ORIG-A. 1412212045-PERM.</td>
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<td>ROSWELL</td>
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<td>Roswell Intl Air Center</td>
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<td>FDC</td>
<td>ROW IAP ROSWELL INTL AIR CENTER, ROSWELL, NM. ILS OR LOC RWY 21, AMDT 18...S-LOC 21: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. TOPAN (RO) LOM OUT OF SERVICE. 1412142150-1507122150EST.</td>
</tr>
<tr>
<td>FDC</td>
<td>ROW IAP ROSWELL INTL AIR CENTER, ROSWELL, NM. ILS OR LOC RWY 21, AMDT 18...S-LOC 21: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. TOPAN (RO) LOM OUT OF SERVICE. 1412142150-1507122150EST.</td>
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<tr>
<td>FDC</td>
<td>ROW IAP ROSWELL INTL AIR CENTER, ROSWELL, NM. ILS OR LOC RWY 21, AMDT 18...S-LOC 21: DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. TOPAN (RO) LOM OUT OF SERVICE. 1412142150-1507122150EST.</td>
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<td>RUIDOSO</td>
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<td>Sierra Blanca Rgnl</td>
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<tr>
<td>FDC</td>
<td>SRR IAP SIERRA BLANCA RGNL, RUIDOSO, NM. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG... TAKE-OFF MINIMUMS: RWY 6, STANDARD. DEPARTURE PROCEDURE: RWY 6, CLIMB DIRECT CEP NDB, THEN ON CEP BEARING 090 TO 11000 BEFORE PROCEEDING ON COURSE. ALL OTHER DATA REMAINS AS PUBLISHED. 1501122343-1508102343EST.</td>
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<tr>
<td>FDC</td>
<td>SRR IAP SIERRA BLANCA RGNL, RUIDOSO, NM. RNAV (GPS) RWY 24, ORIG...LPV DA 6971. LNAV/VNAV DA 7220. LNAV HAT 609 ALL CATS. CHART TDZE 6771, DELETE THRE 6751. THIS IS RNAV (GPS) RWY 24 ORIG-A. 1412212115-PERM.</td>
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<td>SANTA FE</td>
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<td>Santa Fe Muni</td>
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<td>FDC</td>
<td>SAF IAP SANTA FE MUNI, SANTA FE, NM. ILS OR LOC RWY 2, AMDT 6...VDP NA. I-SGB DME OUT OF SERVICE. 1501072051-1508062051EST.</td>
</tr>
<tr>
<td>FDC</td>
<td>SAF IAP SANTA FE MUNI, SANTA FE, NM. RNAV (GPS) RWY 15, ORIG...LNAV MDA 6840/HAT 522 ALL CATS. CAT C/D VISIBILITY 1 1/2. VDP 1.5 NM TO RWY 15. 1501071943-1508061943EST.</td>
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<td>SILVER CITY</td>
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<td>Grant County</td>
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<td>FDC</td>
<td>SVC IAP GRANT COUNTY, SILVER CITY, NM. RNAV (GPS) RWY 8, ORIG-A...VOR-A, AMDT 7B...VOR/DME-B, AMDT 3B...CIRCLING CAT A MDA 5940/HAA 494, CAT B/C MDA 5980/HAA 534. 1412142150-1507122150EST.</td>
</tr>
<tr>
<td>FDC</td>
<td>SVC IAP GRANT COUNTY, SILVER CITY, NM. ILS OR LOC RWY 26, AMDT 5B...S-26 MDA 5940/HAT 560 ALL CATS, VISIBILITY CAT C/D 1 3/8. CIRCLING CAT A MDA 5940/HAA 494, CAT B/C MDA 5980/HAA 534. VDP AT I-SVC 2.81 DME. DISTANCE VDP TO THLD 1.63 NM. 1412142150-1507122150EST.</td>
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<td>SOCORRO</td>
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<td>Socorro Muni</td>
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NEW YORK

ALBANY

Albany Intl

BUFFALO

Buffalo Niagara Intl

DANSVILLE

Dansville Muni

DUNKIRK

Chautauqua County/Dunkirk

EAST HAMPTON

East Hampton
HTO IAP EAST HAMPTON, EAST HAMPTON, NY. RNAV (GPS) RWY 28, ORIG...CIRCLING TO RWY 10 NA AT NIGHT. DESCENT ANGLE 3.04/TCH 54 NA. WHEN VGSI INOP, STRAIGHT-IN/CIRCLING NA AT NIGHT. 1410231332-1504211332EST.

FDC 4/1557 HTO IAP EAST HAMPTON, EAST HAMPTON, NY. VOR-A, AMDT 11...PROCEDURE NA AT NIGHT. 1409301448-1503291448EST.

FDC 4/0469 HTO IAP EAST HAMPTON, EAST HAMPTON, NY. RNAV (GPS) Y RWY 10, ORIG...PROCEDURE NA AT NIGHT. NOTE: DESCENT ANGLE 3.10/TCH 60 NA. 1409261726-1503251726EST.

ELLENVILLE

Joseph Y Resnick

FDC 4/5062 N89 IAP JOSEPH Y RESNICK, ELLENVILLE, NY. GPS RWY 22, ORIG...GPS RWY 4, ORIG...NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. NOTE: NIGHT LANDING NA. 1409091517-1504071517EST.

ELMIRA/CORNING

Elmira/Corning Rgnl

FDC 4/7289 ELM IAP ELMIRA/CORNING RGNL, ELMIRA/CORNING, NY. ILS OR LOC RWY 6, AMDT 5A...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ULW VOR UNUSABLE BELOW 10000FT. MISSED APPROACH: CLIMB TO 2400 THEN CLIMBING LEFT TURN TO 4000 ON HEADING 020 AND ITH VOR/DME R-236 TO WIKKI INT/ITH 19.79 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 4000, ULW VOR UNUSABLE BELOW 10000FT. 1408221858-1502221858EST.

FDC 4/7287 ELM IAP ELMIRA/CORNING REGIONAL, ELMIRA, NY. ILS OR LOC RWY 24, AMDT 19A...TERMINAL ROUTE FROM ULW VOR/DME TO ALP NDB NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ULW VOR UNUSABLE BELOW 10000FT. MISSED APPROACH: CLIMB TO 3000 THEN CLIMBING RIGHT TURN TO 4000 DIRECT ALP NDB AND HOLD (ADF REQUIRED), ULW VOR UNUSABLE BELOW 10000FT. 1408221858-1502221858EST.

ENDICOTT

Tri-Cities

FDC 4/1555 CZG IAP TRI-CITIES, ENDICOTT, NY. RNAV (GPS) RWY 3, ORIG-A...DESCENT ANGLE 3.06/TCH 40 NA. 1407161645-1501161645EST.

FARMINGDALE

Republic

FDC 5/2583 FRG IAP REPUBLIC, FARMINGDALE, NY. RNAV (GPS) Y RWY 14, AMDT 2B...MSA FROM: RW14 2900. THIS IS RNAV (GPS) Y RWY 14, AMDT 2C. 1501010132-PERM.

FDC 5/2582 FRG IAP REPUBLIC, FARMINGDALE, NY. ILS OR LOC RWY 14, AMDT 8C...MSA FROM FR LOM 235-325 2900, 325-235 2100. THIS IS ILS OR LOC RWY 14, AMDT 8D. 1501101832-PERM.

GLENS FALLS

Floyd Bennett Memorial

FDC 5/0667 GLF IAP FLOYD BENNETT MEMORIAL, GLENS FALLS, NY. RNAV (GPS) RWY 1, AMDT 1...LPV DA 725/HAT 401 ALL CATS, VISIBILITY 1 MILE ALL CATS LNAV MDA CATS A/B VISIBILITY 1 MILE. CHANGE INOPERATIVE TABLE DOES NOT APPLY NOTE TO READ: INOPERATIVE TABLE DOES NOT APPLY TO LNAV/VNAV ALL CATS AND LNAV CAT A/B. CHANGE INOPERATIVE MALSR NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VISIBILITY TO 1 1/2.. CHANGE INOPERATIVE MALSR NOTE WHEN USING ALBANY ALTIMETER SETTING TO READ: FOR INOPERATIVE MALSR WHEN USING ALBANY ALTIMETER SETTING, INCREASE LPV ALL CATS VISIBILITY TO 1 3/4, AND LNAV CAT B TO 1 1/4. NOTE: WHEN USING ALBANY ALTIMETER SETTING, INOPERATIVE TABLE DOES NOT APPLY TO LNAV/VNAV ALL CATS AND LNAV CAT A. VDP NA. 1501061621-1507051621EST.

FDC 5/0566 GLF IAP FLOYD BENNETT MEMORIAL, GLENS FALLS, NY. ILS OR LOC RWY 1, AMDT 4...RNAV (GPS) RWY 1, AMDT 1...NOTE: NIGHT LANDING: RWY 12, 30 NA. CHANGE HELICOPTER NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4SM NOT AUTHORIZED. 1501061336-1507051336EST.

FDC 4/8008 GLF IAP FLOYD BENNETT MEMORIAL, GLENS FALLS, NY. RNAV (GPS) RWY 19, AMDT 1...NOTE: NIGHT LANDING: RWY 12/30 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409221607-1503221607EST.

FDC 4/8006 GLF IAP FLOYD BENNETT MEMORIAL, GLENS FALLS, NY. RNAV (GPS) RWY 12, ORIG...NOTE: NIGHT LANDING: RWY 12/30 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409221607-1503221607EST.
FDC 4/7967  GFL IAP FLOYD BENNET MEMORIAL, GLENS FALLS, NY. RNAV (GPS) RWY 30, ORIG-A...NOTE: NIGHT LANDING: RWY 12/30 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409221456-1503221456EST.

FDC 4/1010  GFL IAP FLOYD BENNET MEMORIAL, GLENS FALLS, NY. RNAV (GPS) RWY 1, AMDT 1...LPV DA 725/HAT 401 ALL CATS, VISIBILITY 1 MILE ALL CATS. LNAV MDA CATS A/B VISIBILITY 1 MILE. CHANGE INOPERATIVE TABLE DOES NOT APPLY TO READ: INOPERATIVE TABLE DOES NOT APPLY TO LNAV/VNAV ALL CATS AND LNAV CAT A/B. CHANGE INOPERATIVE MALSR NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE LPV ALL CATS VISIBILITY TO 1 1/2. CHANGE INOPERATIVE MALSR NOTE WHEN USING ALBANY ALTIMETER SETTING TO READ: FOR INOPERATIVE MALSR WHEN USING ALBANY ALTIMETER SETTING, INCREASE LPV ALL CATS VISIBILITY TO 1 3/4, AND LNAV CAT B TO 1 1/4. NOTE: WHEN USING ALBANY ALTIMETER SETTING, INOPERATIVE TABLE DOES NOT APPLY TO LNAV/VNAV ALL CATS AND LNAV CAT A. VDP NA. 1406201133-1412201133EST.


FDC 4/5034  VGC ODP HAMILTON MUNI, HAMILTON, NY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKEOFF MINIMUMS: RWY 17, 1300-2 1/2 FOR CLimb IN VISUAL CONDITIONS. RWY 35, 400-1 WITH MINIMUM CLimb OF 397 FEet per NM TO 2300 OR 1300-2 1/2 FOR CLimb IN VISUAL CONDITIONS. TEXTUAL DEPARTURE PROCEDURE: RWY 17: CLimb IN VISUAL CONDITIONS, CROSs HAMILTON MUNICIPAL AIRPORT AT OR ABOVE 2300 BEFORE PROCEEDING ON COURSE. RWY 35: CLimb HEADING 350 TO 2300 OR FOR CLimb IN VISUAL CONDITIONS, CROSS HAMILTON MUNICIPAL AIRPORT AT OR ABOVE 2300 BEFORE PROCEEDING ON COURSE. ALL OTHER DATA REMAINS AS PUBLISHED. 1411140515-1505011515EST.

FDC 4/0330  HTH IAP HORNELL MUNI, HORNELL, NY. VOR/DME-A, AMDT 4A...PROCEDURE NA. 1412171900-1506151900EST.

ITHACA  

ITHACA Tompkins Rgnl  

FDC 4/7626  ITH IAP ITHACA TOMPKINS RGNL, ITHACA, NY. ILS OR LOC RWY 32, AMDT 6...RNAV (GPS) RWY 32, ORIG...NOTE: CIRCLING TO RWY 15/33 NA. 1411031825-1505021825EST.

FDC 4/6933  ITH IAP ITHACA TOMPKINS RGNL, ITHACA, NY. RNAV (GPS) Y RWY 14, ORIG...VOR RWY 14, AMDT 14...VOR RWY 32, AMDT 2...NOTE: CIRCLING TO RWY 15/33 NA. 1410318002-1504292002EST.

KINGSTON  

Kingston-Ulster  

FDC 5/1911  20N IAP KINGSTON-ULSTER, KINGSTON, NY. RNAV (GPS) RWY 33, ORIG...DISREGARD PROCEDURE NA AT NIGHT NOTE. CHART NOTE: NIGHT LANDING: RWY 15 NA, RWY 33 OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD. VDA/TCH NA. 1501081902-1507071902EST.

FDC 5/1910  20N IAP KINGSTON-ULSTER, KINGSTON, NY. RNAV (GPS) RWY 15, ORIG...VDA/TCH NA. 1501081902-1507071902EST.

MALONE  

Malone-Dufort  

FDC 4/3566  MAL ODP MALONE-DUFORT, MALONE, NY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKEOFF MINIMUMS: RWY 14 NA.. ALL OTHER DATA REMAINS AS PUBLISHED. 1412011402-1504252514EST.


MASSENA  

Massena Intl-Richards Field  

FDC 4/6613  HTH IAP HORNELL MUNI, HORNELL, NY. RNAV (GPS) RWY 36, ORIG...LPV DA 1659/HATH 465, VISIBILITY 1 1/2 CATS A/B/C. 1407031632-1501031632EST.
MSS IAP MASSENA INTL-RICHARDS FIELD, MASSENA, NY. RNAV (GPS) RWY 27, AMDT 1A...CHART NOTE: NIGHT LANDING: RWY 9 NA. DELETE NOTE: CIRCLING TO RWY 9 NA AT NIGHT. DELETE NOTE: WHEN VGSI INOP, CIRCLING TO RWY 23 NA AT NIGHT. DELETE NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 27 NA AT NIGHT. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS RNAV (GPS) RWY 27, AMDT 1B. 1410211353-PERM.

MSS IAP MASSENA INTL-RICHARDS FIELD, MASSENA, NY. RNAV (GPS) RWY 23, AMDT 1A...CHART NOTE: NIGHT LANDING: RWY 9 NA. DELETE NOTE: CIRCLING TO RWY 9-27 NA AT NIGHT. DELETE NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 23 NA AT NIGHT. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS RNAV (GPS) RWY 23, AMDT 1B. 1410211353-PERM.

MSS IAP MASSENA INTL-RICHARDS FIELD, MASSENA, NY. RNAV (GPS) RWY 9, AMDT 1B...CHART NOTE: NIGHT LANDING: RWY 9 NA. DELETE NOTE: NIGHT LANDING: RWY 9, 23, 27 NA. THIS IS RNAV (GPS) RWY 9, AMDT 1C. 1412011353-PERM.

MSS IAP MASSENA INTL-RICHARDS FIELD, MASSENA, NY. VOR OR GPS RWY 5, AMDT 3...S-6 MINIMUMS NA CIRCLING MDA 680/HAA 673 ALL CATS. NOTE: NIGHT LANDING: RWY 9 NA. DELETE NOTE: CIRCLING TO RWY 9-27 NA AT NIGHT. DELETE NOTE: WHEN VGSI INOP, CIRCLING RWY 23 NA AT NIGHT. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS RNAV (GPS) RWY 9, AMDT 3A. 1412011353-PERM.

Montauk

Montauk

VOR OR GPS RWY 6, AMDT 3...S-6 MINIMUMS NA CIRCLING MDA 680/HAA 673 ALL CATS. CHANGE "USE BLOCK ISLAND STATE ALTIMETER SETTING." NOTE TO READ: USE GRONOTN-NEW LONDON ALTIMETER SETTING; WHEN NOT RECEIVED USE BLOCK ISLAND ALTIMETER SETTING. PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON HTO VORTAC AIRWAY RADIALS 039 CW 096. 1501061516-1507051516EST.

FDC 4/1409 MTP IAP MONTAUK, MONTAUK, NY. RNAV (GPS) RWY 6 NA. ORIG-A...NOTE: NIGHT LANDING: RWY 6 NA. 1410201847-1504181847EST.

FDC 4/8799 MTP IAP MONTAUK, MONTAUK, NY. RNAV (GPS) RWY 24, AMDT 1A...NOTE: NIGHT LANDING RWY 6 NA. 1412121916-1506101916EST.

NEW YORK

John F Kennedy Intl

VOR OR GPS RWY 4L, ORIG-A...NOTE: NIGHT LANDING: RWY 4L NA. 1501081326-1507071326EST.

FDC 5/0616 MTP IAP MONTAUK, MONTAUK, NY. RNAV (GPS) RWY 6, AMDT 3...S-6 MINIMUMS NA CIRCLING MDA 680/HAA 673 ALL CATS. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. CHANGE "USE BLOCK ISLAND STATE ALTIMETER SETTING." NOTE TO READ: USE GRONOTN-NEW LONDON ALTIMETER SETTING; WHEN NOT RECEIVED USE BLOCK ISLAND ALTIMETER SETTING. PLANVIEW NOTE: PROCEDURE NA FOR ARRIVALS ON HTO VORTAC AIRWAY RADIALS 039 CW 096. 1501061516-1507051516EST.

FDC 4/9720 MTP IAP MONTAUK, MONTAUK, NY. RNAV (GPS) RWY 6, AMDT 3...S-6 MINIMUMS NA CIRCLING MDA 680/HAA 673 ALL CATS. NOTE: NIGHT LANDING: RWY 6 NA. 1410201847-1504181847EST.

FDC 4/8184 MGT IAP MONTAUK, MONTAUK, NY. RNAV (GPS) RWY 8, AMDT 1...LPV DA 1089/HAT 730 ALL CATS. NOTE: NIGHT LANDING: RWY 8, 21, 26 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409222023-1503222023EST.

FDC 4/5381 MGT IAP ORANGE COUNTY, MONTGOMERY, NY. RNAV (GPS) RWY 21, AMDT 1...NOTE: NIGHT LANDING: RWY 8, 21, 26 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408191819-1502191819EST.

FDC 4/5380 MGT IAP ORANGE COUNTY, MONTGOMERY, NY. VOR RWY 8, AMDT 9...NOTE: NIGHT LANDING: RWY 8, 21, 26 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408191819-1502191819EST.

FDC 4/5377 MGT IAP ORANGE COUNTY, MONTGOMERY, NY. RNAV (GPS) RWY 3, AMDT 1...NOTE: NIGHT LANDING: RWY 8, 21, 26 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408191819-1502191819EST.

FDC 4/5375 MGT IAP ORANGE COUNTY, MONTGOMERY, NY. RNAV (GPS) RWY 26, AMDT 1A...NOTE: NIGHT LANDING: RWY 8, 21, 26 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408191819-1502191819EST.

FDC 4/5374 MGT IAP ORANGE COUNTY, MONTGOMERY, NY. VOR OR GPS RWY 3, AMDT 3...NOTE: NIGHT LANDING: RWY 8, 21, 26 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408191819-1502191819EST.

Montgomery

Orange County

FDC 4/8184 MGT IAP ORANGE COUNTY, MONTGOMERY, NY. RNAV (GPS) RWY 8, AMDT 1...LPV DA 1089/HAT 730 ALL CATS. NOTE: NIGHT LANDING: RWY 8, 21, 26 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409222023-1503222023EST.

FDC 4/5381 MGT IAP ORANGE COUNTY, MONTGOMERY, NY. RNAV (GPS) RWY 21, AMDT 1...NOTE: NIGHT LANDING: RWY 8, 21, 26 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408191819-1502191819EST.

FDC 4/5380 MGT IAP ORANGE COUNTY, MONTGOMERY, NY. VOR RWY 8, AMDT 9...NOTE: NIGHT LANDING: RWY 8, 21, 26 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408191819-1502191819EST.

FDC 4/5377 MGT IAP ORANGE COUNTY, MONTGOMERY, NY. RNAV (GPS) RWY 3, AMDT 1...NOTE: NIGHT LANDING: RWY 8, 21, 26 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408191819-1502191819EST.

FDC 4/5375 MGT IAP ORANGE COUNTY, MONTGOMERY, NY. RNAV (GPS) RWY 26, AMDT 1A...NOTE: NIGHT LANDING: RWY 8, 21, 26 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408191819-1502191819EST.

FDC 4/5374 MGT IAP ORANGE COUNTY, MONTGOMERY, NY. VOR OR GPS RWY 3, AMDT 3...NOTE: NIGHT LANDING: RWY 8, 21, 26 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408191819-1502191819EST.

NEW YORK

John F Kennedy Intl

VOR OR GPS RWY 4L, ORIG-A...NOTE: NIGHT LANDING: RWY 4L NA. 1501081326-1507071326EST.

JFK IAP JOHN F KENNEDY INTL, NEW YORK, NY. ILS OR LOC RWY 4L, AMDT 10B...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNP SYSTEM WITH GPS, CMK VOR/DME OUT OF SERVICE. 1501081326-1507071326EST.

FDC 5/0608 JFK SPECIAL JOHN F KENNEDY INTL, NEW YORK, NY. COPTER RNAV (GPS) Y 044, ORIG...COPTER RNAV (GPS) Z 044, ORIG...PROCEDURE NA. 1501061458-1507051457EST.

JFK ODP JOHN F KENNEDY INTL, NEW YORK, NY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 8...NOTE: RWY 22L, LIGHTS BEGINNING 4 FEET FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 2 FEET AGL/13 FEET MSL. TREES BEGINNING 433 FEET FROM DER, 578 FEET LEFT OF CENTERLINE, UP TO 21 FEET AGL/31 FEET MSL...NOTE: RWY 22R, LIGHTS BEGINNING AT DER, LEFT AND RIGHT OF CENTERLINE, UP TO 2 FEET AGL/13 FEET MSL. FENCE AND BUSHES BEGINNING 5 FEET FROM DER, 322 FEET LEFT OF CENTERLINE, UP TO 14 FEET AGL/19 FEET MSL...NOTE: RWY 31L, LIGHTS BEGINNING 10 FEET FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 2 FEET AGL/13 FEET MSL. TREE 2075 FEET FROM DER, 435 FEET LEFT OF CENTERLINE, 87 FEET AGL/91 FEET MSL...ALL OTHER DATA REMAINS AS PUBLISHED. 1501051414-1507041414EST.

FDC 4/9299 JFK IAP JOHN F KENNEDY INTL, NEW YORK, NY. VOR/DME RWY 22L, AMDT 4D...ADD NOTE: RWY 22L VIS CAT A AND B RVR 4000. FOR INOPERATIVE ALSF-2, INCREASE S-22L CAT A/B VISIBILITY TO RVR 5000. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED. MSA FROM JFK VOR/DME 270 TO 360 MINIMUM ALTITUDE 2900. 1411211931-1504201931EST.

FDC 4/7271 JFK IAP JOHN F KENNEDY INTL, NEW YORK, NY. RNAV (GPS) Y RWY 4L, AMDT 1C...RNAV (RNP) Z RWY 4L, ORIG...COROR FIX MINIMUMS CIRCLING CAT B/C MDA 840/HAA 819. TEMPORARY CRANE 478FT MSL 1.41NM SE OF APCH END RWY 31. 1409231152-1503221152EST.

La Guardia

FDC 5/1488 LGA SID LA GUARDIA, NEW YORK, NY. LA GUARDIA FOUR DEPARTURE...GKEKI DEPARTURES. NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CMK VOR/DME OUT OF SERVICE. 1501081326-1507071326EST.

FDC 5/0735 LGA IAP LA GUARDIA, NEW YORK, NY. COPTER RNAV (GPS) 250, ORIG-A...MSA MINIMUM ALTITUDE 3000. 1501061828-1507051827EST.


FDC 4/8205 LGA IAP LA GUARDIA, NEW YORK, NY. RNAV (RNP) Z RWY 4, AMDT 1...PROCEDURE NA. 1408010754-1502010754EST.
FDC 4/2983  LGA IAP LA GUARDIA, NEW YORK, NY. ILS OR LOC RWY 4, AMDT 36C...AUTO PILOT COUPLED APPROACH NA.
1410031704-150411703EST.

FDC 4/1123  LGA ODP LA GUARDIA, NEW YORK, NY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 9A...NOTE: RWY 22, BUILDING 1274 FT FROM DER, 176 FT LEFT OF CENTERLINE, 43 FT AGL/70 FT MSL. 1409291253-1503281253EST.

Long Island Mac Arthur

FDC 2/1318  ISP F/F STAR LONG ISLAND MAC ARTHUR, NY. LOVES TWO ARRIVAL DUE TO ALB VOR RESTRICTION, MEA ALB - ATHOS: 8000/GNSS RNAV MEA 3000. DUE TO RKA VOR RESTRICTION, MEA RKA - PETER: 10,000/GNSS RNAV MEA 6100. MEA DNY张ER - ATHOS: 6300. DME REQUIRED. RADAR REQUIRED.

NEWBURGH

Stewart Intl

FDC 5/1479  SWF IAP STEWART INTL, NEWBURGH, NY. VOR RWY 27, AMDT 5A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CMK VOR/DME OUT OF SERVICE. 1501081326-1507051326EST.

FDC 4/6695  SWF IAP STEWART INTL, NEWBURGH, NY. RNAV (GPS) RWY 16, AMDT 1A...CHANGE NOTE: PROCEDURE NA FOR ARRIVALS AT TRESA ON V205 EASTBOUND AND V433 SOUTHEAST BOUND TO READ PROCEDURE NA FOR ARRIVALS AT TRESA ON V433 SOUTHEAST BOUND. DISREGARD NOTE: PROCEDURE NA FOR ARRIVALS AT RUBER ON V56-93 WESTBOUND. 1410141908-150411908EST.

NIAGARA FALLS

Niagara Falls Intl

FDC 4/1444  IAG IAP NIAGARA FALLS INTL, NIAGARA FALLS, NY. TACAN RWY 28R, ORIG...S-28R CATS A/B/C VIS RVR 4000. DISREGARD NOTE: (ASTERISK) WHEN MLSR INOP, INCREASE VIS CATS ABCE 1/2 MILE, AND CAT D 1/4 MILE. NOTE: (ASTERISK) FOR INOPERATIVE MLSR, INCREASE CATS A/B/C TO RVR 5000, CAT D TO RVR 6000, AND CAT E TO 1 1/2. NOTE: VISIBILITY REDUCTIONS BY HELICOPTERS NA. NOTE: WHEN VGSI INOP, CIRCLING RWY 6 AND 10R NA AT NIGHT. 1412011422-1505301422EST.

NORWICH

Lt Warren Eaton

FDC 5/0672  OIC ODP LT WARREN EATON, NORWICH, NY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT...TAKE-OFF MINIMUMS RWY 19, 700-2 3/4 WITH MINIMUM CLIMB OF 325 FT PER NM TO 2100 OR 1600-3 FOR CLIMB IN VISUAL CONDITIONS. ALL OTHER DATA REMAINS AS PUBLISHED. 1501061631-1507051631EST.

FDC 4/3640  OIC IAP LT WARREN EATON, NORWICH, NY. RNAV (GPS) RWY 1, ORIG- A...NOTE: DESCENT ANGLE 3.05/TCH 40 NA.. 1411131548-1505121548EST.

FDC 4/3639  OIC IAP LT WARREN EATON, NORWICH, NY. RNAV (GPS) RWY 19, ORIG-A...NOTE: DESCENT ANGLE 3.08/TCH 38 NA. 1411131547-1505121547EST.

OGDENSBURG

Ogdensburg Intl

FDC 4/9584  OGS IAP OGDENSBURG INTL, OGDENSBURG, NY. RNAV (GPS) RWY 9, ORIG...LPV DA NA. LNAV/VNAV DA NA. NOTE: NIGHT LANDING: CAT C/D RWY 9 NA. 1408291347-1502281347EST.

FDC 4/9583  OGS IAP OGDENSBURG INTL, OGDENSBURG, NY. LOC RWY 27, AMDT 3...NOTE: NIGHT LANDING: CAT C/D RWY 9, 27 NA. 1408291347-1502281347EST.

FDC 4/9582  OGS IAP OGDENSBURG INTL, OGDENSBURG, NY. RNAV (GPS) RWY 27, ORIG-A...NOTE: NIGHT LANDING: CAT C/D RWY 9, 27 NA. 1408291347-1502281347EST.

OLEAN

Cattaraugus County-Olean

FDC 4/3481  OLE IAP CATTARAUGUS COUNTY-OLEAN, OLEAN, NY. RNAV (GPS) RWY 4, AMDT 1...LPV AND LNAV/VNAV MINIMUMS NA. 1407221325-1501221325EST.

ONEONTA

Oneonta Muni

FDC 4/9703  N66 IAP ONEONTA MUNI, ONEONTA, NY. RNAV (GPS) RWY 6, ORIG...NOTE: NIGHT LANDING: RWY 6 NA. 1410201838-1504181838EST.

FDC 4/9702  N66 IAP ONEONTA MUNI, ONEONTA, NY. RNAV (GPS) RWY 24, ORIG...NOTE: NIGHT LANDING: RWY 6 NA. 1410201838-1504181838EST.
POUGHKEEPSIE

Dutchess County

**FDC 4/2256** N66 ODP ONEONTA MUNI, ONEONTA, NY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKEOFF MINIMUMS: RWY 6, 300-1 1/4. RWY 24, 300-1. NOTE: TREES 4715 FT FROM DER, 941 FT RIGHT OF CENTERLINE, UP TO 73 FT AGL/1932 FT MSL. TREES 5855 FT FROM DER, 153 FT RIGHT OF CENTERLINE, UP TO 53 FT AGL/1912 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1410231431-1505301429EST.

**FDC 4/1989** POU ODP DUTCHESS COUNTY, POUGHKEEPSIE, NY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKE-OFF MINIMUMS: RWY 6, 500-3 WITH MINIMUM CLIMB OF 270 FT PER NM TO 500. ALL OTHER DATA REMAINS AS PUBLISHED. 1501061537-1507051533EST.

**FDC 4/2208** PEO IAP PENN YAN, PENN YAN, NY. RNAV (GPS) RWY 19, ORIG-B. DELETE NOTE: CIRCLING TO RWY 1 NA AT NIGHT. THIS IS RNAV (GPS) RWY 19 ORIG-C. 1412241806-PERM.

**FDC 4/1989** PEO IAP PENN YAN, PENN YAN, NY. RNAV (GPS) RWY 1, AMDT 3A...DISREGARD NOTE: STRAIGHT-IN AND CIRCLING MINIMUMS NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1412231617-1506211617EST.

**FDC 5/0688** POU IAP DUTCHESS COUNTY, POUGHKEEPSIE, NY. ILS OR LOC RWY 6, AMDT 6A...S-LOC 6 DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CMK VOR RADIALS 320-330 UNUSABLE. S-ILS 6 DA 475/HAT 328 ALL CATS. CHANGE ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MONTGOMERY ALTIMETER SETTING: INCREASE S-ILS 6 DA TO 546; INCREASE ALL MDA 80 FEET AND S-LOC 6 CAT C AND CIRCLING CATS B/C VISIBILITY 1/4 MILE; INCREASE VAPUY FIX MINIMUMS S-LOC 6 CAT D AND CIRCLING CATS B/C/D VISIBILITY 1/4 MILE; INOPERATIVE TABLE DOES NOT APPLY TO VAPUY FIX MINIMUMS S-LOC 6 CATS A/B; FOR INOPERATIVE MALSR, INCREASE S-LOC 6 CAT A VISIBILITY TO 1 1/4. 1501061607-1507051605EST.

**FDC 5/0660** POU ODP DUTCHESS COUNTY, POUGHKEEPSIE, NY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKE-OFF MINIMUMS: RWY 6, 500-3 WITH MINIMUM CLIMB OF 250 FT PER NM TO 1000. ALL OTHER DATA REMAINS AS PUBLISHED. 1501061607-1507051605EST.

**FDC 5/0626** POU SID DUTCHESS COUNTY, POUGHKEEPSIE, NY. DUTCHESS FIVE DEPARTURE...TAKE-OFF MINIMUMS: RWY 6, 500-3 WITH MINIMUM CLIMB OF 270 FT PER NM TO 500. ALL OTHER DATA REMAINS AS PUBLISHED. 1501061537-1507051533EST.

**FDC 5/0650** POU ODP DUTCHESS COUNTY, POUGHKEEPSIE, NY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKE-OFF MINIMUMS: RWY 6, 500-3 WITH MINIMUM CLIMB OF 250 FT PER NM TO 1000. RWY 15, 400-2 1/2 OR STANDARD WITH MINIMUM CLIMB OF 370 FT PER NM TO 700. RWY 33, 400-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 270 FT PER NM TO 500. ALL OTHER DATA REMAINS AS PUBLISHED. 1501061537-1507051533EST.

ROCHESTER

Greater Rochester Intl

**FDC 5/2530** ROC IAP GREATER ROCHESTER INTL, ROCHESTER, NY. ILS OR LOC RWY 4, AMDT 21...ILS RWY 4 (SA CAT I), AMDT 21...ILS RWY 4 (CAT II), AMDT 21...S-ILS 4 DA 755, SA CAT I DA 685, CAT II DA 635. S-LOC 4 HAT 385 ALL CATS. CHART TDZE 535 DELETE THRE 527. THIS IS ILS OR LOC RWY 4 AMDT 21A, ILS RWY 4 (SA CAT I) AMDT 21A, ILS RWY 4 (CAT II) AMDT 21A...1501101321-PERM.

**FDC 5/2529** ROC IAP GREATER ROCHESTER INTL, ROCHESTER, NY. VOR/DME RWY 4, AMDT 4...S-4 HAT 665 ALL CATS. CHART TDZE 535 DELETE THRE 527. THIS IS VOR/DME RWY 4, AMDT 4A. 1501101321-PERM.

**FDC 5/2528** ROC IAP GREATER ROCHESTER INTL, ROCHESTER, NY. VOR RWY 4, AMDT 12...S-4 HAT 745 ALL CATS. CHART TDZE 535 DELETE THRE 527. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED. DELETE NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NA. THIS IS VOR RWY 4, AMDT 12A. 1501101321-PERM.
SCH IAP SCHENECTADY COUNTY, SCHENECTADY, NY. RNAV (GPS) RWY 4, ORIG-B...LPV DA VIS 3/4 ALL CATS. LNAV/VNAV DA VIS 3/4 ALL CATS. LNAV MDA VIS CATS A/B 3/4. 1501051617-1507041616EST.

FDC 5/0281

SCH ODP SCHENECTADY COUNTY, SCHENECTADY, NY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...RWY 15/33: NA. ... OR STANDARD WITH A MINIMUM CLIMB OF 271 FT PER NM TO 1900. ALL OTHER DATA REMAINS AS PUBLISHED. 1501051551-1507041551EST.

FDC 5/0268

SCH IAP SCHENECTADY COUNTY, SCHENECTADY, NY. ILS OR LOC RWY 4, AMDT 5C...S-ILS 4 VIS 3/4 ALL CATS. S-LOC 4 VIS CATS A/B 3/4. FOR INOPERATIVE MALSR INCREASE S-LOC 4 CAT A/B VISIBILITY TO 1, CAT C/D TO 1 3/8, AND CAT C/D TO 1 1/2 WHEN USING ALBANY ALTIMETER SETTING. 1408020909-1502020909EST.

FDC 4/8659

SCH IAP SCHENECTADY COUNTY, SCHENECTADY, NY. RNAV (GPS) RWY 10, ORIG-C...DESCRIPT ANGLE 3.00/TCH 50 NA. 1412121434-1506101434EST.

FDC 4/8493

SCH IAP SCHENECTADY COUNTY, SCHENECTADY, NY. RNAV (GPS) RWY 28, ORIG-B...LPV DA NA. LNAV/VNAV DA NA. 1407171651-1501171651EST.

FDC 4/1965

SENECA FALLS

Finger Lakes Rgnl

FDC 4/3492

0G7 IAP FINGER LAKES RGNL, SENECA FALLS, NY. RNAV (GPS) RWY 1, AMDT 3...CEBUV TO ZETEM 3.34 NM TO RW01 1.90 NM. 1411131625-1505121625EST.

SHIRLEY

Brookhaven

FDC 4/2904

HWV IAP BROOKHAVEN, SHIRLEY, NY. RNAV (GPS) Y RWY 24, AMDT 1...LNAV MDA 500/HAT 419 ALL CATS. CHANGE HELICOPTER NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. THIS IS RNAV (GPS) Y RWY 24, AMDT 1A. 1408121818-1505121818EST.

SIDNEY

Sidney Muni

FDC 4/4971

N23 IAP SIDNEY MUNI, SIDNEY, NY. RNAV (GPS) RWY 25, AMDT 1...CHANGE PROCEDURE TURN LEG LENGTH AT ODEBY FROM 4 NM TO 5 NM.. 1410091409-1504071409EST.

FDC 4/4957

N23 IAP SIDNEY MUNI, SIDNEY, NY. VOR RWY 25, AMDT 3A...PROCEDURE NA. 1412081326-1506061326EST.

FDC 4/3031

N23 IAP SIDNEY MUNI, SIDNEY, NY. RNAV (GPS) RWY 7, ORIG-C...DESCRIPT ANGLE 3.02/TCH 40 NA. 141031856-1504011856EST.

SKANEATELES

Skaneateles Aero Drome

FDC 4/3786

6B9 IAP SKANEATELES AERO DROME, SKANEATELES, NY. VOR OR GPS-A, ORIG-B...CIRCLING CATS A/B/C MDA 1760/HAA 722. PROCEDURE NA AT NIGHT. HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411313625-1505121625EST.

SOUTH BETHLEHEM

South Albany

FDC 4/8766

4B0 IAP SOUTH ALBANY, SOUTH BETHLEHEM, NY. RNAV (GPS) RWY 19, ORIG...VDA 3.00 / TCH 40 NA. 1410161938-1504141938EST.

FDC 4/8765

4B0 IAP SOUTH ALBANY, SOUTH BETHLEHEM, NY. RNAV (GPS) RWY 1, ORIG...VDA 3.04 / TCH 40 NA. 1410161938-1504141938EST.

FDC 4/7614

4B0 IAP SOUTH ALBANY, SOUTH BETHLEHEM, NY. RNAV (GPS) RWY 1, ORIG...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408251147-1502251147EST.

FDC 4/7613

4B0 IAP SOUTH ALBANY, SOUTH BETHLEHEM, NY. RNAV (GPS) RWY 19, ORIG...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408251147-1502251147EST.

WHITE PLAINS

Westchester County

FDC 5/1487

HPN IAP WESTCHESTER COUNTY, WHITE PLAINS, NY. ILS OR LOC RWY 34, AMDT 5A...MISSED APPROACH: CLIMB TO 1200 THEN CLIMBING LEFT TURN TO 3000 ON HEADING 342 AND ON SAX VORTAC R-903 TO NYACK INT/SAX 25.24 DME AND HOLD. CMK VOR/DME OUT OF SERVICE. 1501081326-1507071326EST.
NORTH CAROLINA

ALBEMARLE
Stanly County

FDC 5/0532 VUJ SID STANLY COUNTY, ALBEMARLE, NC. PANTHER TWO DEPARTURE...COLUMBIA TRANSITION, TAYLOR TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CAE VORTAC OUT OF SERVICE. 1501061248-1507051248EST.

ANDREWS
Western Carolina Rgnl

FDC 5/0290 RHP IAP WESTERN CAROLINA RGNL, ANDREWS, NC. RNAV (GPS) RWY 8, ORIG-A...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501061248-1507051248EST.

ASHEVILLE

FDC 4/4638 AVL IAP ASHEVILLE RGNL, ASHEVILLE, NC. ILS OR LOC RWY 16, AMDT 3B...I-IMO LOCALIZER UNUSABLE 0.20 NM FROM THLD. 1411141415-1505131415EST.

FDC 2/1835 AVL FI/T IAP ASHEVILLE REGIONAL, ASHEVILLE, NC. ILS OR LOC RWY 16, AMDT 3B.S-LOC 16 NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, KEANS (IM) LOM OTS.

BURLINGTON

FDC 4/1368 BUY IAP BURLINGTON-ALAMANCE RGNL, BURLINGTON, NC. ILS Y OR LOC/NDB Y RWY 6, ORIG...CHANGE THRE 616 TO TDZE 616. THIS IS ILS Y OR LOC/NDB Y RWY 6 ORIG-A. 1412192032-PERM.

CHAPEL HILL

Horace Williams


CHARLOTTE

Charlotte/Douglas Intl

FDC 5/0533 CLT SID CHARLOTTE/DOUGLAS INTL, CHARLOTTE, NC. PANTHER TWO DEPARTURE...COLUMBIA TRANSITION, TAYLOR TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CAE VORTAC OUT OF SERVICE. 1501061248-1507051248EST.
CLT NC..SPECIAL NOTICE..CHARLOTTE DOUGLAS INTERNATIONAL, NORTH CAROLINA, RUNWAY STATUS LIGHTS (RWLS) ARE IN AN OPERATIONAL TEST AND MUST BE COMPLIED WITH. RUNWAY STATUS LIGHTS ARE RED IN-PAVEMENT LIGHTS THAT SERVE AS WARNING LIGHTS ON RUNWAYS AND TAXWAYS INDICATING THAT IT IS UNSAFE TO ENTER, CROSS, OR BEGIN TAKEOFF ON A RUNWAY. NOTE: RUNWAY STATUS LIGHTS INDICATE RUNWAY STATUS ONLY. THEY DO NOT INDICATE CLEARANCE. PILOTS AND VEHICLE OPERATORS MUST STILL RECEIVE A CLEARANCE FROM AIR TRAFFIC CONTROL BEFORE PROCEEDING. FOR ADDITIONAL INFORMATION VISIT: HTTP://WWW.FAA.GOV/AIR_TRAFFIC/TECHNOLOGY/RWLS

CLINTON

Clinton-Sampson County

FDC 4/4973 CTZ IAP CLINTON-SAMPSON COUNTY, CLINTON, NC. LOC RWY 6, AMDT 3A...MISSSED APPROACH: CLIMB TO 2000 DIRECT CTZ NDB AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2000, HOLD SW, RT 061.83 INBOUND (ADF REQUIRED).. 1410091417-1504071417EST.

CONCORD

Concord Rgnl

FDC 5/0534 JQF SID CONCORD RGNL, CONCORD, NC. PANTHER TWO DEPARTURE...COLUMBIA TRANSITION, TAYLOR TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CAE VORTAC OUT OF SERVICE. 1501061248-1507051248EST.

ELIZABETH CITY

Elizabeth City Cg Air Station/Rgnl

FDC 5/2546 ECG IAP U.S. DOD ELIZABETH CITY CG AIR STATION/RGNL., ELIZABETH CITY, NC. ILS OR LOC RWY 10, AMDT 1A...S-ILS 10 DA 229/HAT 218 ALL CATS. S-LOC 10 MDA 380/HAT 369 ALL CATS. CHANGE LOCAL ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CurrUT ALTIMETER SETTING AND INCREASE ALL DA 27 FEET AND ALL MDA 40 FEET AND INCREASE S-LOC 10 CAT C VISIBILITY 1/4 MILE. THIS IS ILS OR LOC RWY 10, AMDT 1B. 1501101506-PERM.

FDC 4/8109 GSO IAP PIEDMONT TRIAD INTL, GREENSBORO, NC. RNAV (GPS) RWY 5R, AMDT 2C...LPV DA 1150/HAT 250 ALL CATS. LNNAV MDA 1320/HAT 420 ALL CATS, VIS CAT C RVR 4000. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE LNNAV CAT D VISIBILITY TO RVR 6000. 1409221857-1503221857EST.
**GREENSBORO, NC.**

**IAP PIEDMONT TRIAD INTL,** GREENSBORO, NC. ILS RWY 23L (CAT II) AMDT 9B...PROCEDURE NA. TEMPORARY CRANE 1064 MSL 3078 FT SW OF RWY 23L EXCEPT WHEN ADVISED BY ATCT. 1412221159-1506210159EST.

**FDC 4/1832**

**IAP PIEDMONT TRIAD INTL,** GREENSBORO, NC. ILS OR LOC RWY 23L, AMDT 9B...S-ILS 23L DA 1139/HAT 250 ALL CATS. S-LOC 23L MDA 1380/HAT 494 ALL CATS. VIS CAT C,D RVR 5000. TEMPORARY CRANE 1064 MSL 3078 FT SW OF RWY 23L. EXCEPT WHEN ADVISED BY ATCT. 1412221159-1506210159EST.

**FDC 4/1833**

**IAP PIEDMONT TRIAD INTL,** GREENSBORO, NC. RNAV (GPS) RWY 23L, AMDT 2B...LPV DA 1139/HAT 250 ALL CATS. TEMPORARY CRANE 1064 MSL 3078 FT SW OF RWY 23L. EXCEPT WHEN ADVISED BY ATCT. 1412221159-1506210159EST.

**GREENVILLE**

Pitt-Greenville

**FDC 4/3524**

PGV IAP PITT-GREENVILLE, GREENVILLE, NC. ILS OR LOC RWY 20, AMDT 4B...MISSED APPROACH: CLIMB TO 800 THEN CLIMBING RIGHT TURN TO 1600 ON HEADING 050 TO AQE NDB/PVG 5 DME AND HOLD. ADF REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ISO VORTAC OUT OF SERVICE. NOTE: TERMINAL ROUTES FROM ISO VORTAC TO AQE NDB AND FROM ZAGGY TO AQE NDB NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, ISO VORTAC OUT OF SERVICE. 1409111727-1503111727EST.

**FDC 4/3573**

PGV IAP PITT-GREENVILLE, GREENVILLE, NC. RNAV (GPS) RWY 8, AMDT 2A...NOTE: NIGHT LANDING: RWY 8 NA. CHANGE NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410061631-1504041628EST.

**JEFFERSON**

Ashe County

**FDC 4/5864**

GEV IAP ASHE COUNTY, JEFFERSON, NC. LOC RWY 28, AMDT 2...DISTANCE ESUGY TO RW28 1.2 NM. NOTE: PROCEDURE NA AT NIGHT.. 1409231455-1503221455EST.

**FDC 4/5865**

GEV IAP ASHE COUNTY, JEFFERSON, NC. RNV (GPS) RWY 28, AMDT 1A...NOTE: NIGHT LANDING: RWY 8 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410031955-1504011955EST.

**FDC 4/5866**

GEV IAP ASHE COUNTY, JEFFERSON, NC. RNAV (GPS) RWY 8, AMDT 2...NOTE: NIGHT LANDING: RWY 8 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410031941-1504011941EST.

**HICKORY**

Hickory Rgnl

**FDC 4/2049**

HKY IAP HICKORY RGNL, HICKORY, NC. VOR/DME RWY 24, ORIG-D...DISREGARD NOTE: CIRCLING TO RWY 16/19 NA AT NIGHT. NOTE: CIRCLING TO RWY 1/06/19 NA AT NIGHT. 14122309-1506210209EST.

**FDC 4/1162**

HKY CHART HICKORY RGNL, HICKORY, NC. VOR/DME RWY 24, ORIG-D...CORRECT PLANVIEW: CHANGE FINAL APPROACH COURSE FROM BZM VOR/DME TO BZM 10 DME TO READ 229 DEGREES. 1412191421-PERM.

**JEFFERSON**

Albert J Ellis

**FDC 4/8507**

OAJ IAP ALBERT J ELLIS, JACKSONVILLE, NC. NDB RWY 5, AMDT 8B...RNAV (GPS) RWY 23, ORIG-A...RNAV (GPS) RWY 5, AMDT 1B...CIRCLING CATS A/B/C MDA 600/HAA 507 TEMPORARY CRANE 236 MSL 2843 FT S OF RWY. 1412121444-1506101444EST.

**FDC 4/8497**

OAJ IAP ALBERT J ELLIS, JACKSONVILLE, NC. ILS OR LOC RWY 5, AMDT 9A...CIRCLING CATS A/B/C MDA 600/HAA 507. TEMPORARY CRANE 236 MSL 2843 FT S OF RWY. 1412121444-1506101444EST.

**FDC 4/7424**

OAJ IAP ALBERT J ELLIS, JACKSONVILLE, NC. ILS OR LOC RWY 5, AMDT 9A...IANA UFISA I-OAJ 19 DME RADAR, (IF) AJDOV I-OAJ 13.5 DME, ELLAS (OA) LOM I-OAJ 7.4 DME, OGOYO I-OAJ 3.1 DME, VDP I-OAJ 2.4 DME, MISSED APPROACH POINT I-OAJ 1.4 DME. 1409191458-1503191458EST.

**JEFFERSON**

Ashe County

**FDC 4/6464**

GEV IAP ASHE COUNTY, JEFFERSON, NC. VOR/DME RWY 28, AMDT 2...DISTANCE ESUGY TO RW28 1.2 NM. NOTE: PROCEDURE NA AT NIGHT.. 1409231457-1503221457EST.

**FDC 4/6466**

GEV IAP ASHE COUNTY, JEFFERSON, NC. RNAV (GPS) RWY 28, AMDT 1A...NOTE: NIGHT LANDING: RWY 8 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410031955-1504011955EST.

**KINSTON**

Kinston Rgnl Jetport At Stallings Fld

**FDC 4/6406**

ISO IAP KINSTON RGNL JETPORT AT STALLINGS FLD, KINSTON, NC. VOR RWY 23, AMDT 16...MISSED APPROACH: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 3100 DIRECT ISO VORTAC AND HOLD. CONTINUE CLIMB-IN-HOLD TO 3100. 1407281943-1501281943EST.
LIBERTY
Causey

**FDC 4/7200** 2A5 IAP CAUSEY, LIBERTY, NC. VOR RWY 2, AMDT 5...NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. NOTE: PROCEDURE NA AT NIGHT. 140101731-1504131731EST.

**FDC 4/7298** 2A5 IAP CAUSEY, LIBERTY, NC. RNAV (GPS) RWY 2, ORIG...DISREGARD NOTE: GPS OR RNP-0.3 REQUIRED. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 140101725-1504131725EST.

**FDC 4/7277** 2A5 IAP CAUSEY, LIBERTY, NC. RNAV (GPS) RWY 20, ORIG...DISREGARD NOTE: GPS OR RNP-0.3 REQUIRED. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 140101708-1504131708EST.

LINCOLNTON
Lincolnton-Lincoln County Rgnl

**FDC 5/0537** IPJ SID LINCOLNTON-LINCOLN COUNTY RGNL, LINCOLNTON, NC. PANTHER TWO DEPARTURE...COLUMBIA TRANSITION, TAYLOR TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CAE VORTAC OUT OF SERVICE. 1501061248-1507051248EST.

LOUISBURG
Triangle North Executive

**FDC 4/3998** LHZ IAP TRIANGLE NORTH EXECUTIVE, LOUISBURG, NC. VOR/DME A, AMDT 2B...PROCEDURE NA. 1408142012-1502142012EST.

LUMBERTON
Lumberton Rgnl

**FDC 5/0374** LBT IAP LUMBERTON RGNL, LUMBERTON, NC. ILS OR LOC RWY 5, AMDT 1B...AUTO COUPLED APPROACHES BLO 1250 MSL NA. 1501051916-1507041916EST.

MANTEO
Dare County Rgnl

**FDC 4/7951** MQI IAP DARE COUNTY RGNL, MANTEO, NC. VOR RWY 17, AMDT 4...NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ELIZABETH CITY ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET; INCREASE DME MINIMUMS S-17 CAT C VISIBILITY 1/4 MILE AND DME MINIMUMS CIRCLING CAT C VISIBILITY 1/2 MILE. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. NOTE: RWY 17 STRAIGHT-IN AND CIRCLING MINIMUMS NA AT NIGHT. 1409221431-1504221431EST.

MONROE
Charlotte-Monroe Executive

**FDC 5/0539** EQY SID CHARLOTTE-MONROE EXECUTIVE, MONROE, NC. PANTHER TWO DEPARTURE...COLUMBIA TRANSITION, TAYLOR TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CAE VORTAC OUT OF SERVICE. 1501061248-1507051248EST.

**FDC 4/7952** EQY IAP CHARLOTTE-MONROE EXECUTIVE, MONROE, NC. RNAV (GPS) RWY 23, ORIG-A...STRAIGHT-IN AND CIRCLING RWY 23 PROCEDURES NA AT NIGHT. HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409221434-1504221434EST.

**FDC 4/4177** EQY IAP CHARLOTTE-MONROE EXECUTIVE, MONROE, NC. ILS OR LOC/NDB RWY 5, AMDT 1A...S-ILS DA 975/HAT 297, VIS 7/8 ALL CATS. GLIDESLOPE UNUSABLE BELOW 975. 1407231537-1501231537EST.

MOORESVILLE
Lowe's Mooresville

**FDC 2/9536** 4NC4 FI/T SPECIAL LOWE S MOORESVILLE, MOORESVILLE, NC. COPTER RNAV (GPS) 097, AMDT 1.COPTER RNAV (GPS) 262, AMDT 1.LNAV: MDA NA WHEN USING UNS-1FW.

MOUNT AIRY
Mount Airy/Surry County

**FDC 5/0465** MWK IAP MOUNT AIRY/SURRY COUNTY, MOUNT AIRY, NC. RNAV (GPS) RWY 36, ORIG...NOTE: NIGHT LANDING: RWY 18 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501052037-1507042037EST.
MOUNT OLIVE

Mount Olive Muni

FDC 4/7831  W40 IAP MOUNT OLIVE MUNI, MOUNT OLIVE, NC. VOR-A, AMDT 2...PROC NA. 1410161246-1504141246EST.

NEW BERN

Coastal Carolina Regional

FDC 4/4067  EWN IAP COASTAL CAROLINA REGIONAL, NEW BERN, NC. ILS OR LOC RWY 4, ORIG-C...S-ILS 4 DA 334/HAT 317, VIS 1 1/4 ALL CATS. S-LOC 4 MDA 420/HAT 403 ALL CATS. VIS CAT C 1 1/4. HOLD-IN-LIEU MINIMUM ALTITUDE AT KATFI LOM 1400. CHANGE MISSED APPROACH TO READ: CLIMB TO 500 THEN CLIMBING RIGHT TURN TO 2000 DIRECT EWN VOR/DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 2000. PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CHERRY POINT ALTIMETER SETTING AND INCREASE ALL DA/MDA 40 FEET, AND INCREASE S-LOC 4 CAT D VISIBILITY 1/4 MILE. CHANGE CIRCLING TO RWY 14 NA AT NIGHT NOTE TO READ: CIRCLING TO RWY 14/32 NA AT NIGHT. 1407231349-1501231349EST.

NORTH WILKESBORO

Wilkes County

FDC 4/4800  UKF ODP WILKES COUNTY, NORTH WILKESBORO, NC. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF MINIMUMS RWY 1 STANDARD WITH MINIMUM CLIMB OF 340 PER NM TO 5000. RWY 19, STANDARD WITH MINIMUM CLIMB OF 225 PER NM TO 3200. DEPARTURE ROUTE DESCRIPTION RWY 1 CLIMB HEADING 005 TO 5000 BEFORE PROCEEDING ON COURSE. RWY 19, CLIMB HEADING 185 TO 3200 BEFORE PROCEEDING ON COURSE. ALL OTHER DATA REMAINS AS PUBLISHED. 1411141547-1505131547EST.

FDC 4/2352  UKF IAP WILKES COUNTY, NORTH WILKESBORO, NC. ILS RWY 1, ORIG-B...S-ILS 1 DA 1527/HAT 334 ALL CATS. VIS CATS C AND D 3/4. 1412021938-1505311938EST.

OXFORD

Henderson-Oxford

FDC 4/3412  HNZ ODP HENDERSON-OXFORD, OXFORD, NC. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...DEPARTURE PROCEDURE. TAKE-OFF MINIMUMS RWY 24, STANDARD...DEPARTURE ROUTE DESCRIPTION RWY 24 - CLIMB HEADING 240.21 TO 1300 BEFORE TURNING RIGHT...ALL OTHER DATA REMAINS AS PUBLISHED. 1410061100-1504041100EST.

FDC 4/3411  HNZ IAP HENDERSON-OXFORD, OXFORD, NC. LOC RWY 6, AMDT 1...NDB RWY 6, AMDT 2...RNAV (GPS) RWY 6, ORIG...PROCEDURE NA.. 1410061100-1504041100EST.

PINEHURST/SOUTHERN PINES

Moore County

FDC 0/8146  SOP Fi/T MOORE COUNTY, PINEHURST/SOUTHERN PINES, NC. ILS RWY 5, ORIG.PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SDZ VORTAC OTS.

RALEIGH/DURHAM

Raleigh-Durham Intl

FDC 4/4159  RDU IAP RALED-DURHAM INTL, RALED-DURHAM, NC. RNAV (GPS) RWY 32, ORIG...CHANGE MISSED APPROACH TO READ: CLIMB TO 2200 VIA 322 COURSE TO KALSE, THEN RIGHT TURN DIRECT DURHAM AND HOLD. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1407231519-1501231519EST.

FDC 4/1338  RDU IAP RALED-DURHAM INTL, RALED-DURHAM, NC. VOR RWY 23L, AMDT 14D...MISS APPROACH: CLIMBING LEFT TURN TO 2600 ON RDU R-087 TO ZEBUL INT/RDU 19.64 DME AND HOLD. 1411072157-1505062157EST.

ROANOKE RAPIDS

Halifax-Northampton Rgnl

FDC 4/9408  IXA IAP HALIFAX-NORTHAMPTON RGNL, ROANOKE RAPIDS, NC. VOR/DME RWY 2, ORIG-A...MISS APPROACH: CLIMBING LEFT TURN TO 2000 DIRECT TYI VORTAC AND HOLD S, RT, 014 INBOUND. FKN VORTAC OUT OF SERVICE. 1411220134-1505210134EST.
ROCKINGHAM
Richmond County

FDC 4/1158  IXA IAP HALIFAX-NORTHAMPTON RGNL, ROANOKE RAPIDS, NC. VOR/DME RWY 2, ORIG-A...S-2 MDA 780/HAT 637 ALL CATS. CIRCLING MDA 780/HAA 635 ALL CATS. NOTE: S-2 MDA 780/HAT 637 ALL CATS. CIRCLING MDA 780/HAA 635 ALL CATS HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409291355-1503281355EST.

ROCKY MOUNT
Rocky Mount-Wilson Rgnl

FDC 5/0417  RWI IAP ROCKY MOUNT-WILSON RGNL, ROCKY MOUNT, NC. RNAV (GPS) RWY 4, AMDT 16A...S-LOC 4 MDA 540/HAT 381 ALL CATS. NOTE: FOR INOPERATIVE MALSR, INCREASE S-LOC 4 CATS A/B/C VISIBILITY TO 1 MILE. 1501051957-1507041957EST.

RUTHERFORDTON
Rutherford Co - Marchman Field

FDC 5/0540  RUQ SID ROWAN COUNTY, SALISBURY, NC. PANTHER TWO DEPARTURE...COLUMBIA TRANSITION, TAYLOR TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CAE VORTAC OUT OF SERVICE. 1501061248-1507051248EST.

SMITHFIELD
Johnston County

FDC 8/7415  JNX FI/T JOHNSTON COUNTY, SMITHFIELD, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES.TAKEOFF MINIMUMS: RWY 21, 500-2 3/4 OR STANDARD WITH MINIMUM CLIMB OF 263 FEET PER NM TO 800. DEPARTURE PROCEDURE: RWY 21, CLIMB HEADING 212.44 TO 1100 BEFORE TURNING RIGHT. NOTE: RWY 21, TOWER 2.3 NM FROM DEPARTURE END OF RUNWAY, 2883 FEET RIGHT OF CENTERLINE, 380 FEET AGL/614 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 5/0617  JNX ODP JOHNSTON COUNTY, SMITHFIELD, NC. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...TAKE-OFF MINIMUMS RWY 3, 300-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 265 FEET PER NM TO 500. ALL OTHER DATA REMAINS AS PUBLISHED. 1501061516-1507051515EST.

FDC 4/6694  JNX IAP JOHNSTON COUNTY, SMITHFIELD, NC. RNAV (GPS) RWY 21, ORIG...NOTE: NIGHT LANDING: RWY 21 CAT C/D NA. DISREGARD VDP. DISREGARD NOTE: VDP NA WITH ERWIN ALTIMETER SETTING. 1409261406-1503261406EST.

FDC 4/0249  JNX IAP JOHNSTON COUNTY, SMITHFIELD, NC. NDB RWY 3, AMDT 1A...CROSS JURLY (JN) NDB AT OR ABOVE 1800 OUTBOUND. S-3 CAT B VIS 1. DISREGARD NOTE: FOR INOPERATIVE MALSR, INCREASE S-3 VISIBILITY CAT B TO 1 1/4 MILE. DISREGARD NOTE: FOR INOPERATIVE MALSR WHEN USING ERWIN ALTIMETER SETTING INCREASE S-3 VISIBILITY CAT B TO 1 1/4 MILE. 1409261259-1503261259EST.

FDC 4/0244  JNX IAP JOHNSTON COUNTY, SMITHFIELD, NC. RNAV (GPS) RWY 21, ORIG...NOTE: NIGHT LANDING RWY 21 CATS C/D NA. DISREGARD VDP. DISREGARD NOTE: VDP NA WITH ERWIN ALTIMETER SETTING. 1409261406-1503261406EST.

FDC 4/0238  JNX IAP JOHNSTON COUNTY, SMITHFIELD, NC. RNAV (GPS) RWY 21, ORIG...NOTE: NIGHT LANDING RWY 21 CATS C/D NA. DISREGARD VDP. DISREGARD NOTE: VDP NA WITH ERWIN ALTIMETER SETTING. 1409261406-1503261406EST.

FDC 4/0228  JNX IAP JOHNSTON COUNTY, SMITHFIELD, NC. RNAV (GPS) RWY 21, ORIG...NOTE: NIGHT LANDING RWY 21 CATS C/D NA. DISREGARD VDP. DISREGARD NOTE: VDP NA WITH ERWIN ALTIMETER SETTING. 1409261406-1503261406EST.
SVH IAP STATESVILLE RGNL, STATESVILLE, NC. ILS OR LOC/DME Z RWY 28, AMDT 1...NOTE: NIGHT LANDING: RWY 10 OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD. 1408010702-1502010702EST.

FDC 4/1096 ETC ODP TARBORO-EDGECOMBE, TARBORO, NC. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...RWY 9: CLIMB HEADING 092 TO 500 BEFORE TURNING. NOTE: RWY 9, TREES 892 FT FROM DER, 613 FT LEFT OF CENTERLINE, UP TO 30 FT AGL/80 FT MSL. TREES BEGINNING 1782 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100 FT AGL/135 FT MSL. TREES BEGINNING 3380 FT FROM DER, 124 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/143 FT MSL. RWY 27, TREES BEGINNING 44 FT FROM DER, 405 FT RIGHT OF CENTERLINE, UP TO 70 FT AGL/92 FT MSL. POLES BEGINNING 55 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 60 FT AGL/70 FT MSL. BILLBOARD 146 FT FROM DER, 358 FT LEFT OF CENTERLINE, 67 FT AGL/83 FT MSL. VEHICLES ON ROAD BEGINNING 182 FT FROM DER, 2 FT RIGHT OF CENTERLINE, UP TO 15 FT AGL/84 FT MSL. TREES BEGINNING 182 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 50 FT AGL/68 FT MSL. TREES BEGINNING 3985 FT FROM DER, 976 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/165 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.. 1409291147-1503281147EST.

WASHINGTON

Warren Field

FDC 4/7722 OCW IAP WARREN FIELD, WASHINGTON, NC. VOR/DME RWY 5, AMDT 3...PROC NA. 1401061117-1504141117EST.

TARBORO

Tarboro-Edgecombe

FDC 4/4954 OCW ODP WARREN FIELD, WASHINGTON, NC. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...NOTE: RWY 5 , VEHICLES ON ROAD BEGINNING 222 FT FROM DER, 397 FT LEFT OF CENTERLINE, UP TO 15 FT AGL/53 FT MSL. TREES BEGINNING 650 FT FROM DER, 322 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/146 FT MSL. TREES BEGINNING 1824 FT FROM DER, 634 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/155 FT MSL. NOTE: RWY 17, TREES BEGINNING 19 FT FROM DER, 374 FT RIGHT OF CENTERLINE, UP TO 75 FT AGL/108 FT MSL. TREES BEGINNING 1773 FT FROM DER, 382 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/159 FT MSL. NOTE: RWY 23, TREES BEGINNING 32 FT FROM DER, 475 FT LEFT OF CENTERLINE, UP TO 30 FT AGL/63 FT MSL. TREES BEGINNING 354 FT FROM DER, 391 FT RIGHT OF CENTERLINE, 30 FT AGL/61 FT MSL. TREES BEGINNING 1455 FT FROM DER, 89 FT LEFT OF CENTERLINE, UP TO 50 FT AGL/87 FT MSL. TREES BEGINNING 1711 FT FROM DER, 852 FT RIGHT OF CENTERLINE, UP TO 70 FT AGL/101 FT MSL. TOWER 5339 FT FROM DER, 580 FT LEFT OF CENTERLINE, 157 FT AGL/170 FT MSL. NOTE: RWY 35, VEHICLE ON ROAD BEGINNING 287 FT FROM DER, UP TO 15 FT AGL/51 FT MSL. TREES BEGINNING 345 FT FROM DER, 436 FT RIGHT OF CENTERLINE, UP TO 80 FT AGL/121 FT MSL. TREES BEGINNING 799 FT FROM DER, 37 FT LEFT OF CENTERLINE, UP TO 100 FT AGL/148 FT MSL. TREES BEGINNING 2133 FT FROM DER, 335 FT RIGHT OF CENTERLINE, UP TO 100 FT AGL/143 FT. 1410091329-1504071329EST.

FDC 4/4206 OCW IAP WARREN FIELD, WASHINGTON, NC. RNAV (GPS) RWY 23, AMDT 1...NOTE: NIGHT LANDING: CATS C/D RWY 23 NA... CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.. 1411133203-1505122034EST.

FDC 4/3924 OCW IAP WARREN FIELD, WASHINGTON, NC. RNAV (GPS) RWY 5, AMDT 1...NOTE: NIGHT LANDING: CATS C/D RWY 5 NA... CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411131801-1505121801EST.

FDC 4/3923 OCW IAP WARREN FIELD, WASHINGTON, NC. VOR/DME RWY 5, AMDT 3...NOTE: PROCEDURE NA. 1411131801-1505121801EST.

FDC 4/3921 OCW IAP WARREN FIELD, WASHINGTON, NC. LOC RWY 5, AMDT 1A...S-5 HAT 445 ALL CATS. CIRCLING CAT A, B AND C HAA 503, CAT D HAA 583. CHANGE TDZE 37 TO 35. CHANGE AIRPORT ELEVATION 38 TO 37. KINGSTON VORTAC FEEDER TO CHOCOWINITY NDB MEA 3100. NOTE: NIGHT LANDING: CATS C/D RWY 5, 17 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411131801-1505121801EST.
WILMINGTON

Wilmington Intl

FDC 4/5464  ILM IAP WILMINGTON INTL, WILMINGTON, NC. ILS Y OR LOC/DME RWY 6, AMDT 2A...ILS Z RWY 6, ORIG-A...S-ILS 6 DA 381/HAT 353, VIS 1 1/4 ALL CATS. ADD PROFILE NOTE: GLIDESLOPE UNSUSABLE BELOW 381 FT. 1408192108-1502192108EST.

FDC 4/4419  ILM IAP WILMINGTON INTL, WILMINGTON, NC. RNAV (GPS) RWY 17, AMDT 3A...PROCEDURE NA. 1408161306-1502161306EST.

FDC 4/1744  ILM IAP WILMINGTON INTL, WILMINGTON, NC. TACAN A, ORIG-A...CIRCLING CATS A/B/C MDA 560/HAA 528. THIS IS TACAN A, ORIG-B. 1409041742-PERM.

WILSON

Wilson Industrial Air Center

FDC 4/1779  W03 IAP WILSON INDUSTRIAL AIR CENTER, WILSON, NC. RNAV (GPS) RWY 3, AMDT 1A...CHART NOTE: PROCEDURE NA AT NIGHT. DELETE NOTE: CIRCLING TO RWY 9, 15, 27, 33 NA AT NIGHT. CHANGE VISIBILITY REDUCTION BY HELICOPTERS NA NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. THIS IS RNAV (GPS) RWY 3, AMDT 1B. 1407171236-PERM.

WINSTON SALEM

Smith Reynolds

FDC 4/3625  INT IAP SMITH REYNOLDS, WINSTON SALEM, NC. RNAV (GPS) RWY 33, ORIG...NOTE: NIGHT LANDING: RWY 22 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410061824-1504041823EST.

FDC 4/3066  INT IAP SMITH REYNOLDS, WINSTON SALEM, NC. VOR/DME RWY 15, AMDT 1B...NOTE: NIGHT LANDING: RWY 15, 22 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410031946-1504011946EST.

FDC 4/3056  INT IAP SMITH REYNOLDS, WINSTON SALEM, NC. ILS OR LOC RWY 33, AMDT 29B...NOTE: NIGHT LANDING: RWY 22 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408031927-1504011927EST.

NORTH DAKOTA

BISMARCK

Bismarck Muni

FDC 4/1082  BIS IAP BISMARCK MUNI, BISMARCK, ND. RNAV (GPS) RWY 21, AMDT 1.CHART TDZE 1661 DELETE THRE 1661. THIS IS RNAV (GPS) RWY 21, AMDT 1A. 1404111413-PERM.

FDC 4/1078  BIS IAP BISMARCK MUNI, BISMARCK, ND. RNAV (GPS) RWY 3, AMDT 2.CHART TDZE 1661 DELETE THRE 1661. THIS IS RNAV (GPS) RWY 3, AMDT 2A. 1404111413-PERM.

FDC 4/1055  BIS IAP BISMARCK MUNI, BISMARCK, ND. RNAV (GPS) RWY 13, ORIG.LPV DA 1855. LNAV/VNAV DA 2083. LNAV HAT 445 ALL CATS. CHART TDZE 1655 DELETE THRE 1654. THIS IS RNAV (GPS) RWY 13, ORIG-A. 1404111413-PERM.

CARRINGTON

Carrington Muni

FDC 4/0535  46D IAP CARRINGTON MUNI, CARRINGTON, ND. RNAV (GPS) RWY 31, ORIG.CHART TDZE 1606 DELETE THRE 1606. THIS IS RNAV (GPS) RWY 31, ORIG-A. 1404111302-PERM.

CAVALIER

Cavalier Muni

FDC 4/4458  2C8 IAP CAVALIER MUNI, CAVALIER, ND. RNAV (GPS) RWY 34, AMDT 1...NOTE: NIGHT LANDING: RWY 34 NA. 1410282154-1505262154EST.

DEVILS LAKE

Devils Lake Rgnl

FDC 4/1614  2C8 IAP CAVALIER MUNI, CAVALIER, ND. RNAV (GPS) RWY 34, AMDT 1...LPV DA 1157. LNAV HAT 548 ALL CATS. CHART TDZE 892 DELETE THRE 891 THIS IS RNAV (GPS) RWY 34, AMDT 1A. 1412201941-PERM.

FDC 4/1624  DVL IAP DEVILS LAKE RGNL, DEVILS LAKE, ND. RNAV (GPS) RWY 13, AMDT 1A...CHART TDZE 1470 DELETE THRE 1470. CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. THIS IS RNAV (GPS) RWY 13, AMDT 1B. 1412202002-PERM.

FDC 4/1622  DVL IAP DEVILS LAKE RGNL, DEVILS LAKE, ND. VOR RWY 31, AMDT 1A...S-31 HAT 570 ALL CATS. CHART TDZE 1450 DELETE THRE 1443. THIS IS VOR RWY 31, AMDT 1B. 1412202002-PERM.
DVL IAP DEVILS LAKE RGNL, DEVILS LAKE, ND. RNAV (GPS) RWY 31, AMDT 1A...LPV DA 1650. LNAV/VNAV DA 1721. LNAV HAT 370 ALL CATS. CHART TDZE 1450 DELETE THRE 1443. THIS IS RNAV (GPS) RWY 31, AMDT IB. 1412202002-PERM.

DVL IAP DEVILS LAKE RGNL, DEVILS LAKE, ND. RNAV (GPS) RWY 21, AMDT 1A...LPV DA 1699. LNAV/VNAV DA 1699. LNAV HAT 351. CHART TDZE 1449 DELETE THRE 1441. THIS IS RNAV (GPS) RWY 21, AMDT IB. 1412202002-PERM.

DVL IAP DEVILS LAKE RGNL, DEVILS LAKE, ND. VOR RWY 13, AMDT 1.CIRCLING HAA CATS A/B 630, CATS C/D 770. ZUDUB FIX MINIMUMS: CIRCLING HAA CATS A/B 530, CATS C/D 770. 1312132000-1406122359EST.

DVL IAP DEVILS LAKE RGNL, DEVILS LAKE, ND. VOR RWY 13, AMDT 1.CIRCLING HAA CATS A/B 550, CATS C/D 770. 1312132000-1406132359EST.

DVL IAP DEVILS LAKE RGNL, DEVILS LAKE, ND. VOR RWY 3, ORIG.CIRCLING CATS A/B HAA 850 ALL CATS. CAT A VIS 1 1/4. CAMPG FIX MINIMUMS: CIRCLING CATS A/B HAA 530, CATS C/D MDA/HAA 2240/770. CAT C VISIBILITY 2 1/4, CAT D 2 1/2. 1312132000-1406122359EST.

DVL IAP DEVILS LAKE RGNL, DEVILS LAKE, ND. VOR RWY 31, AMDT 1.CIRCLING HAA CATS A/B 530, CATS C/D 770. 1312132000-1406122359EST.

DVL IAP DEVILS LAKE RGNL, DEVILS LAKE, ND. VOR RWY 31, AMDT 1.CIRCLING HAA CATS A/B 530, CATS C/D 770. 1312132000-1406122359EST.

DVL IAP DEVILS LAKE RGNL, DEVILS LAKE, ND. VOR RWY 31, AMDT 1.CIRCLING HAA CATS A/B 530, CATS C/D 770. 1312132000-1406122359EST.

DVL IAP DEVILS LAKE RGNL, DEVILS LAKE, ND. VOR RWY 13, AMDT 1.CIRCLING HAA CATS A/B 550, CATS C/D 770. 1312132000-1406122359EST.

DVL IAP DEVILS LAKE RGNL, DEVILS LAKE, ND. VOR RWY 13, AMDT 1.CIRCLING HAA CATS A/B 850 ALL CATS. CAT A VIS 1 1/4. CAMPG FIX MINIMUMS: CIRCLING CATS A/B HAA 530, CATS C/D MDA/HAA 2240/770. CAT C VISIBILITY 2 1/4, CAT D 2 1/2. 1312132000-1412122359EST.

DVL IAP DEVILS LAKE RGNL, DEVILS LAKE, ND. VOR RWY 3, ORIG.CIRCLING CATS A/B HAA 850 ALL CATS. CAT A VIS 1 1/4. CAMPG FIX MINIMUMS: CIRCLING CATS A/B HAA 530, CATS C/D MDA/HAA 2240/770. CAT C VISIBILITY 2 1/4, CAT D 2 1/2. 1312132000-1412122359EST.

DVL IAP DEVILS LAKE RGNL, DEVILS LAKE, ND. VOR RWY 3, ORIG.CIRCLING CATS A/B HAA 850 ALL CATS. CAT A VIS 1 1/4. CAMPG FIX MINIMUMS: CIRCLING CATS A/B HAA 530, CATS C/D MDA/HAA 2240/770. CAT C VISIBILITY 2 1/4, CAT D 2 1/2. 1312132000-1412122359EST.

FARGO

Hector Intl

FAR IAP HECTOR INTL, FARGO, ND. RNAV (GPS) RWY 27, AMDT 1.LPV DA 1149. LNAV/VNAV DA 1231. LNAV HAT 421 ALL CATS. CHART TDZE 899 DELETE THRE 898. THIS IS RNAV (GPS) RWY 27, AMDT 1A. 1404111337-PERM.

FAR IAP HECTOR INTL, FARGO, ND. RNAV (GPS) RWY 9, AMDT 1.LPV DA 1150. LNAV/VNAV DA 1171. LNAV HAT 460 ALL CATS. CHART TDZE 900 DELETE THRE 896. THIS IS RNAV (GPS) RWY 9, AMDT 1A. 1404111257-PERM.

GARRISON

Garrison MunI

GAF IAP HUTSON FIELD, GRAFTON, ND. RNAV (GPS) RWY 35, ORIG-A...NOTE: NIGHT LANDING: RWY 13 NA. 1410221706-1505201706EST.

GAF IAP HUTSON FIELD, GRAFTON, ND. RNAV (GPS) RWY 17, ORIG-A...NOTE: NIGHT LANDING CAT C: RWY 17 NA. 1410221706-1505201706EST.

GRAFTON

Hutson Field

GAF IAP HUTSON FIELD, GRAFTON, ND. RNAV (GPS) RWY 35, ORIG...NOTE: NIGHT LANDING CAT C: RWY 35 NA. 1410221706-1505201706EST.

GAF IAP HUTSON FIELD, GRAFTON, ND. RNAV (GPS) RWY 17, ORIG...NOTE: NIGHT LANDING CAT C: RWY 17 NA. 1410221706-1505201706EST.

HARVEY

Harvey MunI

HARVEY

Harvey MunI

GRAFTON

Hutson Field
**KINDRED**

Hamry Field

FDC 5/2805  K74 ODP HAMRY FIELD, KINDRED, ND. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...CHANGE AIRPORT NAME TO : ROBERT ODEGAARD FIELD. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, ORIG-A. 1501121307-PERM.

**LINTON**

Linton Muni

FDC 4/1615  7L2 IAP LINTON MUNI, LINTON, ND. RNAV (GPS) RWY 27, ORIG...CHANGE THRE 1779 TO TDZE 1779. THIS IS RNAV (GPS) RWY 27 ORIG-A. 1412292134-PERM.

**MINOT**

Minot Intl

FDC 5/1266  MOT IAP MINOT INTL, MINOT, ND. ILS OR LOC RWY 31, AMDT 10A...S-LOC 31 MDA 2080/HAT 423 ALL CATS. VDP 2.76 DME; DISTANCE VDP TO THRESHOLD 1.16 MILES. TEMPORARY CRANE 1892 MSL 3,094 FT SW OF AIRPORT. 1501080046-1508060046EST.

**PEMBINA**

Pembina Muni

FDC 5/1265  MOT IAP MINOT INTL, MINOT, ND. RNAV (GPS) RWY 8, ORIG...LPV DA 2046/HAT 334 ALL CATS. TEMPORARY CRANE 1892 MSL 3,094 FT SW OF AIRPORT. 1501080046-1508060046EST.

**ROLLA**

Rolla Muni

FDC 4/0303  06D IAP ROLLA MUNI, ROLLA, ND. RNAV (GPS) RWY 32, ORIG.LPV DA 2069. LNAV/VNAV DA 2172. LNAV HAT 481 ALL CATS. CHART TDZE 1819 DELETE THRE 1817. THIS IS RNAV (GPS) RWY 32, ORIG-A. 1404111244-PERM.

**RUGBY**

Rugby Muni

FDC 4/8344  RUG IAP RUGBY MUNI, RUGBY, ND. RNAV (GPS) RWY 12, ORIG-A...RNAV (GPS) RWY 30, ORIG-A...DESCENT ANGLE 3.00/TCH 45 NA. 1410161545-1505141545EST.

**WAHPETON**

Harry Stern

FDC 4/0511  BWP IAP HARRY STERN, WAHPETON, ND. RNAV (GPS) RWY 33, AMDT 1.LPV DA 1218. LNAV/VNAV DA 1252. LNAV HAT 372. CHART TDZE 968 DELETE THRE 966. THIS IS RNAV (GPS) RWY 33, AMDT 1A. 1404111300-PERM.

**OHIO**

**AKRON**

Akron-Canton Rgnl

FDC 4/1174  CAK IAP AKRON-CANTON RGNL, AKRON, OH. VOR RWY 23, AMDT 10...DME REQUIRED. 1407152120-1501152120EST.

**ASHLAND**

Ashland County
ASHTABULA
Northeast Ohio Rgnl

FDC 4/5467  HZY IAP NORTHEAST OHIO RGNL., ASHTABULA, OH. VOR RWY 9, ORIG-C...DISREGARD NOTE: NIGHT LANDING: RWY 9 NA AT NIGHT. 1411151540-1506141540EST.

FDC 4/5465  HZY IAP NORTHEAST OHIO RGNL., ASHTABULA, OH. RNAV (GPS) RWY 9, ORIG-B..DISREGARD NOTE: NIGHT LANDING: RWY 9 CAT C AND D NA. 1411151540-1506141540EST.

BATAVIA
Clermont County

FDC 4/0989  169 CHART CLERMONT COUNTY, BATAVIA, OH. RNAV (GPS) RWY 22, AMDT 1B..CORRECT BRIEFING STRIP NOTE: CORRECT NOTE TO READ INCREASE LP CAT C VISIBILITY 1/4 MILE AND LNAV CAT C VISIBILITY 1/8 MILE. 1412181851-PERM.

FDC 4/0654  169 IAP CLERMONT COUNTY, BATAVIA, OH. NDB RWY 22, AMDT 1B...ALENK FIX MINIMUMS: S-22 ALL CATS MDA 1400/HATH 587; CAT C VISIBILITY 1 3/4. CIRCLING ALL CATS MDA 1400/HAA 557; CAT C VISIBILITY 1 3/4. CHANGE ALTImETER NOTE TO READ: WHEN LOCAL ALTImETER SETTING NOT RECEIVED, USE CINCINNATI MUNI AIRPORT LUNKEN FIELD ALTImETER SETTING AND INCREASE ALL MDA 60 FEET, INCREASE ALENK INT FIX MINIMUMS CAT C VISIBILITY 1/8 MILE. 1412180911-1507160911EST.

CINCINNATI
Cincinnati Muni Airport Lunken Field

FDC 4/1966  LUK CHART CINCINNATI MUNI AIRPORT LUNKEN FIELD, CINCINNATI, OH. NDB RWY 21L., AMDT 17...CORRECT PROFILE: CHANGE NDB IDENT LUK TO MDE. 1412231412-PERM.

CLEVELAND
Burke Lakefront

FDC 5/3640  BKL SID BURKE LAKEFRONT, CLEVELAND, OH. OBR LN THREE DEPARTURE...BRICKYARD, FORT WAYNE, MUNCIE, RICHMOND TRANSITIONS: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FBC VORTAC OUT OF SERVICE. 1501141404-1501211404EST.

FDC 4/2489  BKL SID BURKE LAKEFRONT, CLEVELAND, OH. ALPHE THREE DEPARTURE...OBR LN THREE DEPARTURE...SANDUSKY THREE DEPARTURE...AMRST THREE DEPARTURE...PROCEDURE NA. 1407181919-1501181919EST.

Cleveland-Hopkins Intl

FDC 5/3635  CLE SID CLEVELAND-HOPKINS INTL, CLEVELAND, OH. OBR LN THREE DEPARTURE...BRICKYARD, FORT WAYNE, MUNCIE, RICHMOND TRANSITIONS: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FBC VORTAC OUT OF SERVICE. 1501141404-1501211404EST.
**DAYTON**

DAY IAP DAYTON, DAYTON, OH. RNAV (RNP) Y RWY 24R, ORIG RNP 0.10 DA CHANGE HATH 338 TO HAT 337. RNP 0.30 DA CHANGE HATH 422 TO HAT 421. CHART TDZE 997 DELETE THRE 996. THIS IS RNAV (RNP) Y RWY 24R, ORIG-A 1406032000-PERM.

**DAYTON**

DAY IAP DAYTON, DAYTON, OH. RNAV (RNP) Y RWY 6L, ORIG CHART TDZE 998 DELETE THRE 998. THIS IS RNAV (RNP) Y RWY 6L, ORIG-A 1406031900-PERM.

**DEFIANCE**

Defiance Memorial

**EAST LIVERPOOL**

Columbiana County

**ELYRIA**

Elyria

**GEORGETOWN**

Brown County

**HAMILTON**

Butler Co Rgnl-Hogan Field

**HARRISON**

Cincinnati West
**HILLSBORO**

Highland County

**FDC 4/2008**

HOC ODP HIGHLAND COUNTY, HILLSBORO, OH. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...TAKEOFF MINIMUMS: RWY 23, STANDARD WITH MINIMUM CLIMB OF 220 FEET PER NM TO 1600. ALL OTHER DATA REMAINS AS PUBLISHED. 140802027-150202027 EST.

**JACKSON**

James A Rhodes

**FDC 4/9629**

143 IAP JAMES A RHODES, JACKSON, OH. RNAV (GPS) RWY 19, AMDT 1B...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. VDP NA. 1411052145-1506042145 EST.

**LEBANON**

Warren County/John Lane Field

**FDC 5/1052**

I68 IAP WARREN COUNTY/JOHN LANE FIELD, LEBANON, OH. RNAV (GPS) RWY 1, AMDT 2...NOTE: NIGHT LANDING: RWY 19 NA. DISREGARD NOTE: PROCEDURE NA AT NIGHT. 1501082204-1508072204 EST.

**LIMA**

Lima Allen County

**FDC 5/3633**

AOH IAP LIMA ALLEN COUNTY, LIMA, OH. ILS OR LOC RWY 28, AMDT 5A...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. S-LOC 28: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FBC VORTAC OUT OF SERVICE. 1501141404-1501211404 EST.

**LORAIN/ELYRIA**

Lorain County Rgnl

**FDC 5/3639**

LPR SID LORAIN COUNTY RGNL, LORAIN/ELYRIA, OH. OBRLN THREE DEPARTURE...BRICKYARD, FORT WAYNE, MUNCIE, RICHMOND TRANSITIONS: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FBC VORTAC OUT OF SERVICE. 1501141404-1501211404 EST.

**MARYSVILLE**

Marysville
Union County

FDC 5/3090  MRT IAP UNION COUNTY, MARYSVILLE, OH. RNAV (GPS) RWY 27, ORIG...NOTE: PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, PROCEDURE NA AT NIGHT. 1501122020-1508112020EST.

MEDINA

Medina Muni

FDC 5/3638  IG5 SID MEDINA MUNI, MEDINA, OH. OBRLN THREE DEPARTURE...BRICKYARD, FORT WAYNE, MUNCIE, RICHMOND TRANSITIONS: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FBC VORTAC OUT OF SERVICE. 1501141404-1501211404EST.

FDC 5/1113  IG5 SID MEDINA MUNI, MEDINA, OH. AMRST FOUR DEPARTURE...CARLETON TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CRL VORTAC UNUSABLE BEYOND 40 NM. 1501071905-1507061905EST.

MIDDLEFIELD

Geauga County

FDC 5/3636  7G8 SID GEAUGA COUNTY, MIDDLEFIELD, OH. OBRLN THREE DEPARTURE...BRICKYARD, FORT WAYNE, MUNCIE, RICHMOND TRANSITIONS: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FBC VORTAC OUT OF SERVICE. 1501141404-1501211404EST.

FDC 5/1112  7G8 SID GEAUGA COUNTY, MIDDLEFIELD, OH. AMRST FOUR DEPARTURE...CARLETON TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, CRL VORTAC UNUSABLE BEYOND 40 NM. 1501071905-1507061905EST.

NAPOLEON

Henry County

FDC 5/3634  7W5 IAP HENRY COUNTY, NAPOLEON, OH. VOR RWY 28, AMDT 4...NOTE: RWY 18, CONSTRUCTION EQUIPMENT, 1089 FT FROM DEPARTURE END OF RWY, 522 FT RIGHT OF CENTERLINE, 67 FT AGL/ 675 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1410061909-1504041909EST.

NEWARK

Newark-Heath

FDC 4/2378  3G6 IAP TRI-CITY, SEBRING, OH. VOR OR GPS RWY 17, AMDT 3C...NOTE: RWY 17 VISIBILITY CAT C 3/8. 1409062213-1504052213EST.
SHELBY

Shelby Community

FDC 5/0836 12G IAP SHELBY COMMUNITY, SHELBY, OH. VOR-A, AMDT 5...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. SKY VOR/DME DECOMMISSIONED. 1501062210-1508052210EST.

SIDNEY

Sidney Muni

FDC 4/5483 112 IAP SIDNEY MUNI, SIDNEY, OH. RNAV (GPS) RWY 28, ORIG...LP MDA NA. 1411151847-1506141847EST.

STEUBENVILLE

Jefferson County Airpark

FDC 5/1291 2G2 IAP JEFFERSON COUNTY AIRPARK, STEUBENVILLE, OH. RNAV (GPS) RWY 32, ORIG...NOTE: PROCEDURE NA AT NIGHT. 1501080209-1507070209EST.

TOLEDO

St Vincent Hospital & Medical Center

FDC 4/1803 16G IAP SENECA COUNTY, TIFFIN, OH. RNAV (GPS) RWY 24, AMDT 1...NOTE: PROCEDURE NA AT NIGHT FOR CAT C AIRCRAFT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 6 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 24 PROCEDURE NA AT NIGHT. 1408081719-1502081719EST.

FDC 4/1802 16G IAP SENECA COUNTY, TIFFIN, OH. RNAV (GPS) RWY 6, ORIG...NOTE: PROCEDURE NA AT NIGHT FOR CAT C AIRCRAFT. DISREGARD NOTE: STRAIGHT-IN/CIRCLING RWY 6 NA AT NIGHT. 1408081719-1502081719EST.

TIFFIN

Seneca County

FDC 4/2492 16G IAP SENECA COUNTY, TIFFIN, OH. NDB RWY 24, AMDT 7B...PROCEDURE NA. 1412022240-1506302240EST.

FDC 4/1804 16G IAP SENECA COUNTY, TIFFIN, OH. VOR RWY 6, AMDT 9A...NOTE: PROCEDURE NA AT NIGHT FOR CAT C AIRCRAFT. 1408081719-1502081719EST.

FDC 4/1801 16G IAP SENECA COUNTY, TIFFIN, OH. RNAV (GPS) RWY 26, ORIG...NOTE: PROCEDURE NA AT NIGHT FOR CAT C AIRCRAFT. 1408081719-1502081719EST.

FDC 4/1800 16G IAP SENECA COUNTY, TIFFIN, OH. RNAV (GPS) RWY 24, ORIG...NOTE: PROCEDURE NA AT NIGHT FOR CAT C AIRCRAFT. 1408081719-1502081719EST.

FDC 4/1803 16G IAP SENECA COUNTY, TIFFIN, OH. RNAV (GPS) RWY 24, AMDT 1...NOTE: PROCEDURE NA AT NIGHT FOR CAT C AIRCRAFT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 6 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 24 PROCEDURE NA AT NIGHT. 1408081719-1502081719EST.

Toledo Express

FDC 4/9300 TOL IAP TOLEDO EXPRESS, TOLEDO, OH. HI ILS OR LOC RWY 25, AMDT 5...CHANGE PLANVIEW NOTE TO READ: DME REQUIRED. 1408281938-1503281938EST.

FDC 4/5209 TOL IAP TOLEDO EXPRESS, TOLEDO, OH. RNAV (GPS) RWY 34, ORIG...NOTE: NIGHT LANDING: RWY 16, 34 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412081746-1507061746EST.

FDC 4/5205 TOL IAP TOLEDO EXPRESS, TOLEDO, OH. RADAR-1, AMDT 19B...NOTE: NIGHT LANDING: RWY 16, 34 NA. 1412081746-1507061746EST.
TOL IAP TOLEDO EXPRESS, TOLEDO, OH. HI ILS OR LOC RWY 25, AMDT 5...S-ILS 25: MINIMUMS NA. S-LOC 25: MISSED APPROACH POINT 4.45 MILES AFTER HYMPL OM. DISTANCE FAF TO MAP 4.45 NM. TIME/DISTANCE TABLE: 120 KTS, 2:13; 140 KTS, 1:54; 160 KTS, 1:40; 180 KTS, 1:29; 200 KTS, 1:20. 1408061557-1502061557EST.

WADSWORTH

Wadsworth Muni

FDC 4/4896 3G3 IAP WADSWORTH MUNI, WADSWORTH, OH. VOR/DME A, AMDT 2...NOTE: NIGHT LANDING: RWY 2, 28 NA. DISREGARD NOTE: WHEN VGSI INOP, PROCEDURE NA AT NIGHT. 1408182131-1502182131EST.

WILMINGTON

Clinton Field

FDC 4/9627 166 IAP CLINTON FIELD, WILMINGTON, OH. RNAV (GPS) RWY 21, AMDT 1...NOTE: PROCEDURE NA AT NIGHT. 1411052145-1506042145EST.

Wilmington Air Park

FDC 4/9329 ILN IAP WILMINGTON AIR PARK, WILMINGTON, OH. ILS OR LOC RWY 4L, AMDT 2...NOTE: NIGHT LANDING: RWY 4L NA. DISREGARD NOTE: WHEN VGSI INOP, PROCEDURE NA AT NIGHT. 1407181905-1501181905EST.

WOOSTER

Wayne County

FDC 4/9979 BIJ IAP WAYNE COUNTY, WOOSTER, OH. RN (GPS) RWY 10, ORIG...VOR A, ORIG...NOTE: NIGHT LANDING: RWY 5 NA. 1501101806-1508101806EST.

YOUNGSTOWN/WARREN

Youngstown-Warren Rgnl

FDC 5/2572 YNG IAP YOUNGSTOWN-WARREN RGNL, YOUNGSTOWN/WARREN, OH. ILS OR LOC RWY 14, AMDT 8...NOTE: NIGHT LANDING: RWY 5 NA. 1501101806-1508101806EST.

ZANESVILLE

Zanesville Muni

FDC 5/1111 LNN SID ZANESVILLE MUNI, ZANESVILLE, OH. ORNL THREE DEPARTURE...BRICKYARD, FORT WAYNE, MUNCIE, RICHMOND TRANSITIONS: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FBC VORTAC OUT OF SERVICE. 1501091806-1508101806EST.

FDC 5/2129 ZZV IAP ZANESVILLE MUNI, ZANESVILLE, OH. ILS OR LOC/DME RWY 22, AMDT 1...NOTE: NIGHT LANDING: RWY 5 NA. 1501091806-1508101806EST.
**OKLAHOMA**

**Alva Rgnl**

**FDC 4/3340** AVK IAP ALVA RGNL, ALVA, OK. RNAV (GPS) RWY 35, ORIG...LNAV/VNAV MINIMUMS NA. CIRCLING CAT A/B VISIBILITY 1. VDP NA. NOTE: PROCEDURE NA AT NIGHT. CHANGE ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE ENID WOODRING RGNL ALTIMETER SETTING AND INCREASE ALL MDA 160 FEET; INCREASE LNAV CAT C VISIBILITY TO 1 1/2, AND CIRCLING CAT C VISIBILITY TO 2 1/4.

1409092244-1504092244EST.

**Antlers Muni**

**FDC 4/2727** 80F IAP ANTLET MUNI, ANTLET, OK. RNAV (GPS) RWY 35, ORIG...LNAV/VNAV DA 910. LNAV HAT 444 ALL CATS. CHART TDZE 576. DELETE THE 570. CHANGE ALTIMETER SETTING NOTE TO READ: USE PARIS ALTIMETER SETTING;

WHEN NOT RECEIVED, USE DURANT ALTIMETER SETTING AND INCREASE ALL DA 26 FEET AND ALL MDA 40 FEET. INCREASE LPV AND LNAV/VNAV ALL CATS VISIBILITY 1/8 MILE. CHANGE HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NA. THIS IS RNAV (GPS) RWY 35 ORIG-A. 1412302049-PERM.

**Ardmore Downtown Executive**

**FDC 4/7372** 1F0 IAP ARDMORE DOWNTOWN EXECUTIVE, ARDMORE, OK. RNAV (GPS) RWY 17, ORIG-A...DESCRIPT GROUP 3.00/TCH 40 NA. 1411030146-1506200146EST.

Ardmore Muni

**FDC 3/0253** ADM IAP ARDMORE MUNI, ARDMORE, OK. VOR-B. AMDT 1.CIRCLING CATS A/B/C MDA 1520/HAA 743. CAT B VIS 1 1/4, CAT C 2 1/4. CIRCLING TO RWY 17/35 NA AT NIGHT. 1310231310-1404231310EST.

**Bartlesville Muni**

**FDC 5/2128** ZZV IAP ZANESVILLE MUNI, ZANESVILLE, OH. VOR OR GPS RWY 4, AMDT 6B...NOTE: NIGHT LANDING: RWY 4 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501090157-1508070157EST.

**FDC 5/1282** BVO IAP BARTLESVILLE MUNI, BARTLESVILLE, OK. RNAV (GPS) RWY 17, ORIG...LPV DA 1203/HAT 508 ALL CATS. LPV CAT C/D VISIBILITY 1 1/2. 1501080155-1508070155EST.

**FDC 5/1281** BVO IAP BARTLESVILLE MUNI, BARTLESVILLE, OK. RNAV (GPS) RWY 35, ORIG...LPV DA 969/HAT 258. 1501080132-1508070132EST.

**FDC 4/8515** BVO IAP BARTLESVILLE MUNI, BARTLESVILLE, OK. RNAV (GPS) RWY 35, ORIG...VOR/DME RWY 35, AMDT 6...NOTE: NIGHT LANDING CAT C/D: RWY 35 OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD. 1408011950-1502011950EST.

**FDC 3/4151** BVO IAP BARTLESVILLE MUNI, BARTLESVILLE, OK. RNAV (GPS) RWY 17, ORIG.LPV: DA 1203/HAT 509 ALL CATS. CATS C/D VISIBILITY 1 1/2. 1311262110-1405261500EST.

**FDC 3/4155** BVO IAP BARTLESVILLE MUNI, BARTLESVILLE, OK. RNAV (GPS) RWY 17, ORIG.LPV: DA 969/HAT 257. 1311262110-1405261500EST.

**Bristow**

**Jones Memorial**

**FDC 5/3490** 3F7 IAP JONES MEMORIAL, BRISTOW, OK. RNAV (GPS) RWY 18, ORIG...RNAV (GPS) RWY 36, ORIG...PROCEDURE NA. 1501132113-1508132113EST.

**Chickasha**

**Chickasha Muni**

**FDC 4/1562** CHK IAP CHICKASHA MUNI, CHICKASHA, OK. RNAV (GPS) RWY 18, AMDT 1...RNAV (GPS) RWY 36, AMDT 1...LPV DA: NA. 1409301455-1504291455EST.

**Clinton**

**Clinton Rgnl**

**FDC 5/2112** CLK IAP CLINTON RGNL, CLINTON, OK. RNAV (GPS) RWY 17, AMDT 2...LPV DA 1858/HATH 250 ALL CATS, VIS 7/8 SM ALL CATS. 1501090103-1508070103EST.

**DURANT**

**Durant Rgnl - Eaker Field**
DUA IAP DURANT RGNL - EAKER FIELD, DURANT, OK. RNAV (GPS) RWY 35, AMDT 1...CIRCLING CATS A/B/C MDA 1340/ HAA 641. VIS CAT C 1 3/4. TEMPORARY CRANE, 976 MSL, 1.10 NM NW OF AIRPORT. 1407151526-1501151526EST.


ELK CITY

Elk City Rgnl Business

ELK ODP ELK CITY RGNL BUSINESS, ELK CITY, OK. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKE-OFF MINIMUMS: RWY 35, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 356 FT PER NM TO 2300. NOTE: RWY 35, TEMPORARY CRANE 4405 FT FROM DER, 1224 FT RIGHT OF CENTERLINE, 190 FT AGL/2211 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1411291254-1501311254EST.

ENID

Enid Woodring Rgnl

WDG IAP ENID WOODRING RGNL., ENID, OK. RNAV (GPS) RWY 35, ORIG-B...PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. 1410201312-1505181312EST.


WDG IAP ENID WOODRING RGNL., ENID, OK. RNAV (GPS) RWY 35, ORIG-B...LPV NA. LNAV/NNAV DA NA. LNAV CAT A/B VIS 1, CAT C/D 1 1/8. DISTANCE FAF TO MAP 5.95 NM. WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GUTHRIE ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET, INCREASE LNAV CAT C/D VISIBILITY TO 1 3/8 MILE. SAFETY EQUIPMENT, UP TO 1165 MSL, ON AND ABOUT THE APPROACH END RWY 35. 1410241716-1504221716EST.

WDG IAP ENID WOODRING RGNL., ENID, OK. ILS OR LOC RWY 35, AMDT 5C...S-ILS 35 DA NA. S-LOC 35 VIS 1 ALL CATS. DISTANCE FAF TO MAP 5.77 NM. SAFETY EQUIPMENT, UP TO 1165 MSL, ON AND ABOUT THE APPROACH END RWY 35. 1410241716-1504221716EST.

WDG ODP ENID WOODRING RGNL., ENID, OK. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3A...NOTE: RWY 17, TEMPORARY SAFETY EQUIPMENT, 1 FT FROM DEPARTURE END OF RWY, 275 FT LEFT OF CENTERLINE, 15 AGL UP TO 1165 MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1410241716-1504221716EST.

FREDERICK

Frederick Rgnl

FDR IAP FREDERICK RGNL, FREDERICK, OK. RNAV (GPS) RWY 35, ORIG...NOTE: NIGHT LANDING: RWY 3, 12, 17, 21, 30 NA. 1411052134-1506042134EST.

GROVE

Grove Muni

GMJ IAP GROVE MUNI, GROVE, OK. RNAV (GPS) RWY 18, AMDT 1...NOTE: NIGHT LANDING: RWY 18 NA. 1410281940-1505261940EST.

HOBART

Hobart Rgnl

HBR IAP HOBART RGNL, HOBART, OK. RNAV (GPS) RWY 17, AMDT 2...NOTE: NIGHT LANDING: RWY 17 NA. 1410241716-1504221716EST.

MC ALESTER

Mc Alester Rgnl

MLC IAP MC ALESTER RGNL, MC ALESTER, OK. LOC RWY 2, AMDT 4...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. WAMPA (ML) LOM OUT OF SERVICE. 1410211426-1504191426EST.

MUSKOGEE

Davis Field

1-AFPN-175
FDC 49612 MKO IAP DAVIS FIELD, MUSKOGEE, OK. RNAV (GPS) RWY 13, ORIG-A...RNAV (GPS) RWY 22, ORIG-A...RNAV (GPS) RWY 31, AMDT IB...RNAV (GPS) RWY 4, AMDT 1A...NOTE: NIGHT LANDING RWY 36 NA. 1411052136-1506042136EST.

NORMAN

University Of Oklahoma Westheimer

FDC 42373 OUN IAP UNIVERSITY OF OKLAHOMA WESTHEIMER, NORMAN, OK. RNAV (GPS) RWY 3, AMDT 2...RNAV (GPS) RWY 35, ORIG...LOC RWY 3, AMDT 3F...CIRCLING CATS A/B/C MDA 1700/ HAA 518. ANTENNA TOWER, 1346 MSL, 1.07 NM NW OF AIRPORT. 1409052207-1504052207EST.

FDC 42372 OUN IAP UNIVERSITY OF OKLAHOMA WESTHEIMER, NORMAN, OK. ILS OR LOC RWY 17, AMDT 1B...JIXPU FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) CIRCLING CATS A/B/C MDA 1700/ HAA 518. ANTENNA TOWER, 1346 MSL, 1.07 NM NW OF AIRPORT. 1409052207-1504052207EST.

OKLAHOMA CITY

Sundance Airpark

FDC 46453 HSD IAP SUNDANCE AIRPARK, OKLAHOMA CITY, OK. VOR RWY 17, AMDT 1C...CIRCLING CAT B MDA/HAA 1840/647, VISIBILITY CAT C 1 3/4 MILE. TERMINAL ROUTE IFI VORTAC TO PULTZ INT MINIMUM ALTITUDE 3100. TERMINAL ROUTE IRW VORTAC TO PULTZ INT MINIMUM ALTITUDE 3100. PROCEDURE TURN COMPLETION ALTITUDE 3100. CHANGE ALTIMETER SETTING NOTE TO READ: USE WILEY POST ALTIMETER SETTING, WHEN NOT RECEIVED, USE WILL ROGERS WORLD ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET AND CIRCLING CAT C VISIBILITY 1/4 MILE. PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1407282011-1501282011EST.

FDC 46452 HSD IAP SUNDANCE AIRPARK, OKLAHOMA CITY, OK. LOC RWY 17, ORIG-E...TERMINAL ROUTE IFI VORTAC TO CYNTH INT MINIMUM ALTITUDE 3100. TERMINAL ROUTE IRW VORTAC TO CYNTH INT MINIMUM ALTITUDE 3100. PROCEDURE TURN COMPLETION ALTITUDE 3100. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. CHANGE ALTIMETER SETTING NOTE TO READ: USE WILEY POST ALTIMETER SETTING, WHEN NOT RECEIVED, USE WILL ROGERS WORLD ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET; INCREASE S-17 CAT C VISIBILITY 1/8MILE AND CIRCLING CAT C VISIBILITY 1/4 MILE. 1407282011-1501282011EST.

FDC 43838 HSD IAP SUNDANCE AIRPARK, OKLAHOMA CITY, OK. RNAV (GPS) RWY 35, AMDT 1A...LPV DA NA. LNAV/VNAV DA NA. 1409102146-1503102146EST.

FDC 42739 HSD IAP SUNDANCE AIRPARK, OKLAHOMA CITY, OK. VOR RWY 17, AMDT 1C...S-17 HAT 523. CHANGE TDZE TO 1177. THIS IS VOR RWY 17, AMDT 1D. 1412302148-PERM.

FDC 42729 HSD IAP SUNDANCE AIRPARK, OKLAHOMA CITY, OK. LOC RWY 17, AMDT 1B...JIXPU FIX MINIMUMS CIRCLING CATS A/B/C MDA 1800/HAA 505. TEMPORARY DRILLING RIG, 1443 MSL, 2.11 NM NW OF AIRPORT. CHANGE MISSED APPROACH HOLDING TO: HOLD SW JESKE INT/PWA 14.53 DME, RIGHT TURNS, 036.15 INBOUND. 1408291255-1502281255EST.

FDC 49558 OKC IAP WILL ROGERS WORLD, OKLAHOMA CITY, OK. VOR RWY 17L, AMDT 2...LANBY FIX MINIMUMS CIRCLING CATS A/B/C MDA 1800/ HAA 505. TEMPORARY DRILLING RIG, 1443 MSL, 2.11 NM NW OF AIRPORT. CHANGE ALTITUDE LIMITS TO 1177. THIS IS RNAV (GPS) RWY 17, AMDT 1B. 1412302145-PERM.

Will Rogers World

FDC 49557 OKC IAP WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (GPS) RWY 31, AMDT 1...CIRCLING CATS A/B/C MDA 1800/HAA 505. TEMPORARY DRILLING RIG, 1443 MSL, 2.11 NM NW OF AIRPORT. 1408291255-1502281255EST.

FDC 49556 OKC IAP WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS OR LOC RWY 17L, AMDT 3...ILS OR LOC RWY 17R, AMDT 12...ILS OR LOC/DME RWY 35L, AMDT 2...RNAV (GPS) RWY 13, AMDT 3...RNAV (GPS) Y RWY 17L, AMDT 3...RNAV (GPS) Y RWY 17R, AMDT 4...RNAV (GPS) Y RWY 35L, AMDT 4...RNAV (GPS) Y RWY 35R, AMDT 3...ILS OR LOC/DME RWY 35R, AMDT 10...CIRCLING CATS A/B MDA 1800/HAA 505. TEMPORARY DRILLING RIG, 1443 MSL, 2.11 NM NW OF AIRPORT. 1408291255-1502281255EST.

FDC 49540 OKC IAP WILL ROGERS WORLD, OKLAHOMA CITY, OK. RADAR-1, AMDT 21...ASR 17R MDA 1760/ HATH 478 ALL CATS. VIS CATS C/D/E RVR 5000. FOR INOPERATIVE MALSR, INCREASE S-17 CAT C/D/E VIS TO 1 3/8 MILE. CIRCLING CATS A/B/C MDA 1800/HAA 505. TEMPORARY DRILLING RIG, 1443 MSL, 2.11 NM NW OF AIRPORT. 1408291255-1502281255EST.
FDC 4/9539 OKC IAP WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (GPS) RWY 13, AMDT 3...LP MDA 1760/HATH 481 ALL CATS. VIS CATS C/D 1 3/8. LNAV MDA 1760/HATH 481 ALL CATS, VIS CATS C/D 1 3/8. TEMPORARY DRILLING RIG 1443 MSL, 2.11 NM NW OF AIRPORT. 1408291255-1502281255 EST.

FDC 4/7373 OKC STAR WILL ROGERS WORLD, OKLAHOMA CITY, OKLAHOMA YUCKS ONE ARRIVAL (RNAV) DELETE NOTE STATING TURBOJET AIRCRAFT ONLY. 1407301400-1503050925.

FDC 4/5150 OKC IAP WILL ROGERS WORLD, OKLAHOMA CITY, OK. RADAR 1, AMDT 21...RNAV (GPS) RWY 31, AMDT 1...CIRCLING CATS A/B/C MDA 1800/HAA 505. MULTIPLE CRANES, UP TO 1495 MSL, APPROXIMATELY 1 NM NW OF AIRPORT. 1411142054-1505312054 EST.

FDC 4/5149 OKC IAP WILL ROGERS WORLD, OKLAHOMA CITY, OK. ILS OR LOC RWY 17L, AMDT 3...ILS OR LOC RWY 17R, AMDT 12...ILS OR LOC/DME RWY 35L, AMDT 2...ILS OR LOC/DME RWY 35R, AMDT 10...RNAV (GPS) RWY 13, AMDT 3...RNAV (GPS) Y RWY 17L, AMDT 3...RNAV (GPS) Y RWY 17R, AMDT 4...RNAV (GPS) Y RWY 35L, AMDT 4...RNAV (GPS) Y RWY 35R, AMDT 3...CIRCLING CAT A/B MDA 1800/HAA 505. MULTIPLE CRANES, UP TO 1495 MSL, APPROXIMATELY 1 NM NW OF AIRPORT. 1411142054-1505312054 EST.

FDC 4/5148 OKC IAP WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (GPS) RWY 13, AMDT 3...RNAV (GPS) Y RWY 17L, AMDT 2...LANBY FIX MINIMUMS: CIRCLING CATS A/B/C MDA 1800/HAA 505. MULTIPLE CRANES, UP TO 1495 MSL, APPROXIMATELY 1 NM NW OF AIRPORT. 1411142054-1505312054 EST.

FDC 4/5147 OKC IAP WILL ROGERS WORLD, OKLAHOMA CITY, OK. RADAR 1, AMDT 2...LANBY FIX MINIMUMS: CIRCLING CATS A/B/C MDA 1800/HAA 505. MULTIPLE CRANES, UP TO 1495 MSL, APPROXIMATELY 1 NM NW OF AIRPORT. 1411142054-1505312054 EST.

FDC 4/5146 OKC IAP WILL ROGERS WORLD, OKLAHOMA CITY, OK. RNAV (GPS) Y RWY 17R, AMDT 4...RNAV/VNAV DA 1616/HATH 334. VIS RVR 3000 ALL CATS. LNAV MDA 1720/HATH 438 ALL CATS. VIS CATS C/D RVR 4000. MULTIPLE CRANES UP TO 1495 MSL, APPROXIMATELY 1 NM NW OF AIRPORT. 1411142054-1505312054 EST.

FDC 4/5145 OKC IAP WILL ROGERS WORLD, OKLAHOMA CITY, OK. RADAR 1, AMDT 21...ASR 17R MDA 1760/HATH 478 ALL CATS. VIS CATS C/D/E RVR 5000. FOR INOPERATIVE MALSR, INCREASE S-17R CAT C/D/E VIS TO 1 3/8. TEMPORARY DRILLING RIG, 1443 MSL, 2.11 NM NW OF AIRPORT. 1411142054-1505312054 EST.

FDC 4/3607 OKC STAR WILL ROGERS WORLD, OKLAHOMA CITY, OKLAHOMA GHOST ONE ARRIVAL (RNAV)...REVISE TURBOJET AIRCRAFT ONLY NOTE TO READ ALTITUDES AND SPEEDS APPLY TO TURBOJET AIRCRAFT ONLY 1407240925-1503050925.

FDC 4/3605 OKC STAR WILL ROGERS WORLD, OKLAHOMA CITY, OKLAHOMA RIFFL ONE ARRIVAL (RNAV)...REVISE TURBOJET AIRCRAFT ONLY NOTE TO READ ALTITUDES AND SPEEDS APPLY TO TURBOJET AIRCRAFT ONLY 1407240925-1503050925.

PAULS VALLEY

Pauls Valley Muni

FDC 4/0629 PVJ IAP PAULS VALLEY MUNI, PAULS VALLEY, OK. NDB RWY 35, AMDT 4...RNAV (GPS) RWY 17, ORIG-A...RNAV (GPS) RWY 35, AMDT 1...NOTE: NIGHT LANDING: RWY 12, 30 NA. 1411061840-1505051840 EST.

PERRY

Perry Muni

FDC 4/2510 F22 IAP PERRY MUNI, PERRY, OK. VOR/DME RWY 17, AMDT 3A...S-17 HAT 426 ALL CATS. PONCA CITY ALTIMETER SETTING MINIMUMS: S-17 HAT 466 ALL CATS. CHANGE TDZE TO 994. THIS IS VOR/DME RWY 17, AMDT 3B. 1412291619-1505051619 PERM.

FDC 4/2509 F22 IAP PERRY MUNI, PERRY, OK. RNAV (GPS) RWY 17, ORIG...LPV DA 1244. LNAV/VNAV DA 1434. LNAV HAT 366 ALL CATS. CHART TDZE 994. DELETE. THRE 974. THIS IS RNAV (GPS) RWY 17 ORIG-A. 1412291616 PERM.

POTEAU

Robert S Kerr
RKR IAP ROBERT S KERR, POTEAU, OK. VOR/DME-A, ORIG-A...ALTERNATE MINIMUMS NA. PGO VORTAC UNMONITORED. 1501131653-1502131653 EST.

**FDC 4/9695** RKR ODP ROBERT S KERR, POTEAU, OK. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...NOTE: RWY 18, RR AND TREES BEGINNING 4 FT FROM DER, 443 FT RIGHT OF CENTERLINE, UP TO 58 FT AGL/503 FT MSL. RD AND TREES BEGINNING 101 FT FROM DER, 298 FT LEFT OF CENTERLINE, UP TO 60 FT AGL/506 FT MSL. TREES BEGINNING 317 FT FROM DER, 584 FT RIGHT OF CENTERLINE, UP TO 59 FT AGL/510 FT MSL. NOTE: RWY 36, RR AND TREES BEGINNING 3 FT FROM DER, 492 FT LEFT OF CENTERLINE, UP TO 52 FT AGL/499 FT MSL. RD AND TREES BEGINNING 24 FT FROM DER, 497 FT RIGHT OF CENTERLINE, UP TO 65 FT AGL/508 FT MSL. TREES BEGINNING 612 FT FROM DER, 609 FT LEFT OF CENTERLINE, UP TO 66 FT AGL/509 FT MSL. TREES BEGINNING 1944 FT FROM DER, 457 FT RIGHT OF CENTERLINE, UP TO 77 FT AGL/517 FT MSL. TREES BEGINNING 2132 FT FROM DER, 1030 FT LEFT OF CENTERLINE, UP TO 39 FT AGL/539 FT MSL. TREES BEGINNING 2721 FT FROM DER, 1186 FT LEFT OF CENTERLINE, UP TO 33 FT AGL/558 FT MSL. 1410201814-1504181814 EST.

**FDC 4/9241** RKR IAP ROBERT S KERR, POTEAU, OK. RNAV (GPS) RWY 18, ORIG-B...CIRCLING CAT B MDA 1040/HAA 589. 34:1 IS NOT CLEAR.. 1410172015-1504152015 EST.

**PRYOR**

Mid-America Industrial

**FDC 4/8145** H71 IAP MID-AMERICA INDUSTRIAL, PRYOR, OK. VOR/DME OR GPS-A, ORIG-A...VOR/DME PORTION NA, TUL VOR OUT OF TOLERANCE. 1412112142-1507092142 EST.

**FDC 1/6531** H71 FT/IAP MID-AMERICA INDUSTRIAL, PRYOR, OK. VOR/DME OR GPS A, ORIG.VOR/DME PORTION NA, TUL VORTAC OTS.

**SALLISAW**

Sallisaw Muni

**FDC 4/4985** JSV IAP SALLISAW MUNI, SALLISAW, OK. RNAV (GPS) RWY 35, ORIG...LEFT BASE TAA 084/30 CW 174/30 TO 084/15 CW 174/15, MINIMUM ALTITUDE 3700. REST OF TAA REMAINS AS PUBLISHED. NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411141720-1506131720 EST.

**FDC 4/4984** JSV IAP SALLISAW MUNI, SALLISAW, OK. NDB-A, AMDT 2...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411141720-1506131720 EST.

**SEMINOLE**

Seminole Muni

**FDC 4/7061** SRE IAP SEMINOLE MUNI, SEMINOLE, OK. RNAV (GPS) RWY 16, AMDT 1...NDB RWY 16, AMDT 4...NOTE: NIGHT LANDING: RWY 34 NA. 1408221543-1503221543 EST.

**STIGLER**

Stigler Rgnl

**FDC 4/5362** GZL IAP STIGLER RGNL, STIGLER, OK. RNAV (GPS) RWY 17, ORIG-A...DESCRIPTIVE NAME NOT AUTHORIZED. 1407221447-1501221447 EST.

**TULSA**

Richard Lloyd Jones Jr

**FDC 4/1233** RVS IAP RICHARD LLOYD JONES JR, TULSA, OK. VOR/DME A, AMDT 7...MSA FROM TULSA (TUL) VORTAC 3600. NOTE: NIGHT LANDING: RWY 13 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409031754-1504031754 EST.

**FDC 4/1232** RVS IAP RICHARD LLOYD JONES JR, TULSA, OK. RNAV (GPS) RWY 1L, ORIG...NOTE: NIGHT LANDING: RWY 13 NA. 1409031754-1504031754 EST.

**FDC 4/1231** RVS IAP RICHARD LLOYD JONES JR, TULSA, OK. ILS OR LOC RWY 1L, AMDT 1A...VOR RWY 1L, AMDT 4C...MSA FROM GLENPOOL (GPN) VOR/DME 090-310 3200. NOTE: NIGHT LANDING: RWY 13 NA. 1409031754-1504031754 EST.

**Tulsa Intl**

**FDC 4/8884** TUL IAP TULSA INTL, TULSA, OK. ILS OR LOC RWY 18R, AMDT 7C...S-ILS 18R DA 917/HAT 250, VIS 3/4 ALL CATS. 1411141720-1506141720 EST.

**FDC 4/5125** TUL IAP TULSA INTL, TULSA, OK. VOR/DME RWY 8, AMDT 4A...AUTOPILOT COUPLED APPROACH NA. 1411141720-1505132015 EST.

**WATONGA**

Watonga Rgnl

**FDC 5/3346** RKR IAP ROBERT S KERR, POTEAU, OK. VOR/DME-A, ORIG-A...ALTERNATE MINIMUMS NA. PGO VORTAC UNMONITORED. 1501131653-1502131653 EST.

**FDC 4/9695** RKR ODP ROBERT S KERR, POTEAU, OK. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...NOTE: RWY 18, RR AND TREES BEGINNING 4 FT FROM DER, 443 FT RIGHT OF CENTERLINE, UP TO 58 FT AGL/503 FT MSL. RD AND TREES BEGINNING 101 FT FROM DER, 298 FT LEFT OF CENTERLINE, UP TO 60 FT AGL/506 FT MSL. TREES BEGINNING 317 FT FROM DER, 584 FT RIGHT OF CENTERLINE, UP TO 59 FT AGL/510 FT MSL. NOTE: RWY 36, RR AND TREES BEGINNING 3 FT FROM DER, 492 FT LEFT OF CENTERLINE, UP TO 52 FT AGL/499 FT MSL. RD AND TREES BEGINNING 24 FT FROM DER, 497 FT RIGHT OF CENTERLINE, UP TO 65 FT AGL/508 FT MSL. TREES BEGINNING 612 FT FROM DER, 609 FT LEFT OF CENTERLINE, UP TO 66 FT AGL/509 FT MSL. TREES BEGINNING 1944 FT FROM DER, 457 FT RIGHT OF CENTERLINE, UP TO 77 FT AGL/517 FT MSL. TREES BEGINNING 2132 FT FROM DER, 1030 FT LEFT OF CENTERLINE, UP TO 39 FT AGL/539 FT MSL. TREES BEGINNING 2721 FT FROM DER, 1186 FT LEFT OF CENTERLINE, UP TO 33 FT AGL/558 FT MSL. 1410201814-1504181814 EST.

**FDC 4/9241** RKR IAP ROBERT S KERR, POTEAU, OK. RNAV (GPS) RWY 18, ORIG-B...CIRCLING CAT B MDA 1040/HAA 589. 34:1 IS NOT CLEAR.. 1410172015-1504152015 EST.

**FDC 4/8145** H71 IAP MID-AMERICA INDUSTRIAL, PRYOR, OK. VOR/DME OR GPS-A, ORIG-A...VOR/DME PORTION NA, TUL VOR OUT OF TOLERANCE. 1412112142-1507092142 EST.

**FDC 1/6531** H71 FT/IAP MID-AMERICA INDUSTRIAL, PRYOR, OK. VOR/DME OR GPS A, ORIG.VOR/DME PORTION NA, TUL VORTAC OTS.
OREGON

ASTORIA

Astoria Rgnl

FDC 4/6159 AST IAP ASTORIA RGNL, ASTORIA, OR. ILS RWY 26, AMDT 3...DELETE NOTE: PROCEDURE NA AT NIGHT. THIS IS ILS RWY 26, AMDT 3A. 1412101218-PERM.

CORVALLIS

Corvallis Muni

FDC 4/3772 CVO ODP CORVALLIS MUNI, CORVALLIS, OR. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...TAKE-OFF MINIMUMS RWY 9, 17, STANDARD WITH A MINIMUM CLIMB OF 290 FEET PER NM TO 3100 OR 1700-3 FOR CLIMB IN VISUAL CONDITIONS. RWY 27, 35, STANDARD WITH A MINIMUM CLIMB OF 345 FEET PER NM TO 3100 OR 1700-3 FOR CLIMB IN VISUAL CONDITIONS. ALL OTHER DATA REMAINS AS PUBLISHED. 1412041654-1506021654EST.

FDC 4/1061 CVO SID CORVALLIS MUNI, CORVALLIS, OR. SHEDD ONE DEPARTURE...TAKE-OFF MINIMUMS RWY 9, 200-1 OR STANDARD WITH MINIMUM OBSTACLE CLIMB OF 245 FEET PER NM TO 500. ATC CLIMB OF 332 FEET PER NM TO 3000. RWY 17, STANDARD WITH MINIMUM ATC CLIMB OF 312 FEET PER NM TO 3000. RWY 27, 35, STANDARD WITH A MINIMUM CLIMB OF 345 FEET PER NM TO 3100. ALL OTHER DATA REMAINS AS PUBLISHED. 1411281825-1505271825EST.

FDC 4/1060 CVO SID CORVALLIS MUNI, CORVALLIS, OR. CORVALLIS ONE DEPARTURE...TAKE-OFF MINIMUMS RWY 9, 200-1 OR STANDARD WITH MINIMUM CLIMB OF 245 FEET PER NM TO 500. RWY 17, STANDARD. RWY 27, 35 STANDARD WITH A MINIMUM CLIMB OF 345 FEET PER NM TO 3100. ALL OTHER DATA REMAINS AS PUBLISHED. 1411281825-1505271825EST.

LA GRANDE

La Grande/Union County

FDC 4/2432 LGD ODP LA GRANDE/UNION COUNTY, LA GRANDE, OR. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...TAKE-OFF MINIMUMS: RWY 12, NA-ENVIRONMENTAL. 1409061420-1503061420EST.

NEWPORT

Newport Muni

FDC 5/3123 ONP IAP NEWPORT MUNI, NEWPORT, OR. ILS OR LOC RWY 16, AMDT 1C...PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. 1501122155-1507112155EST.

NORTH BEND

Southwest Oregon Rgnl

FDC 4/2905 OTH IAP SOUTHWEST OREGON RGNL, NORTH BEND, OR. ILS OR LOC RWY 4, AMDT 7C...NDB RWY 4, AMDT 5A...RNAV (GPS) Y RWY 4, ORIG-B...VOR-A, AMDT 5A...VOR/DME RWY 4, AMDT 10A...NOTE: NIGHT LANDING: RUNWAY 22 NA, RWY 31 OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD. DISREGARD NOTE: CIRCLING TO RWY 22 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING TO RWY 31 NA AT NIGHT.. 1412311907-1506291907EST.

PORTLAND

Portland Intl

FDC 4/4250 PDX STAR PORTLAND INTL., PORTLAND, OR. MOXEE SIX ARRIVAL.CROSS VANTZ AT 250 KIAS OR LESS. 1403060900-1503060900EST.

FDC 4/4249 PDX STAR PORTLAND INTL., PORTLAND, OR. MOXEE SIX ARRIVAL.NA FOR RNAV EQUIPPED TURBO JETS LANDING PORTLAND INTL.. 1403060900-1503060900EST.
**Portland-Tualatin**

**FDC 4/3615**  
PDX IAP PORTLAND INTL., PORTLAND, OR. RNAV (RNP) Y RWY 28L, AMDT 1A...RNP 0.23 DA 465/ HAT 442 ALL CATS, VISIBILITY ALL CATS RVR 6000. CHANGE INOP NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE RNP 0.23 ALL CATS AND RNP 0.30 ALL CATS VISIBILITY TO 1 1/2 MILE. TEMPORARY CRANES UP TO 122 MSL BEGINNING 0.90 NM SOUTHEAST OF RWY 28L. 1408141246-1502141246EST.

**FDC 4/3613**  
PDX IAP PORTLAND INTL., PORTLAND, OR. RNAV (RNP) Z RWY 28L, ORIG-A...RNP 0.27 DA 493/ HAT 470 ALL CATS, VISIBILITY ALL CATS RVR 6000. CHANGE INOP NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE RNP 0.27 ALL CATS AND RNP 0.30 ALL CATS VISIBILITY TO 1 5/8 MILE. TEMPORARY CRANES UP TO 122 MSL BEGINNING 0.90 NM SOUTHEAST OF RWY 28L. 1408141246-1502141246EST.

**FDC 4/2914**  
PDX IAP PORTLAND INTL., PORTLAND, OR. RNAV (RNP) Y RWY 28R, AMDT 1A...RNP 0.30 DA 496/ HAT 465 ALL CATS. TEMPORARY CRANE 185 MSL 1.08 NM SOUTHEAST OF RWY 28R. 1412311912-1506291912EST.

**Portland-Hillsboro**

**FDC 4/6979**  
HIO SID PORTLAND-HILLSBORO, PORTLAND, OR. CANBY NINE DEPARTURE...FARMINGTON FIVE DEPARTURE...SCAPO FIVE DEPARTURE...TAKEOFF MINIMUMS: RWY 20, NA. ALL OTHER DATA REMAINS AS PUBLISHED. 1407291852-1501291852EST.

**FDC 4/6978**  
HIO ODP PORTLAND-HILLSBORO, PORTLAND, OR. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 6...TAKEOFF MINIMUMS: RWY 20, NA. ALL OTHER DATA REMAINS AS PUBLISHED. 1407291852-1501291852EST.

**FDC 4/4724**  
HIO SID PORTLAND-HILLSBORO, PORTLAND, OR. BERNI ONE DEPARTURE...TAKEOFF MINIMUMS RWY 13: STANDARD WITH MINIMUM CLIMB OF 235 FEET PER NM TO 2400. MINIMUM ATC CLIMB OF 500 FEET PER NM TO 1200. RWY 31: 200-1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 240 FEET PER NM TO 700. TAKEOFF OBSTACLE NOTES ADD NOTE: RWY 13: MULTIPLE TREES BEGINNING 1030 FEET FROM DER, 9 FEET RIGHT OF CENTERLINE, 120 AGL/357 MSL. ADD NOTE: RWY 31: MULTIPLE TREES BEGINNING 1663 FEET FROM DER, 623 FEET RIGHT OF CENTERLINE, UP TO 130 AGL/380 MSL. ALL OTHER DATA REMAINS THE SAME. 1409121733-1503121733EST.

**FDC 4/0922**  
HIO STAR PORTLAND-HILLSBORO, PORTLAND, OR. MOXEE SIX ARRIVAL CROSS VANTZ AT 250 KIAS OR LESS 1403271800-1503060900EST.

**Salem**

**FDC 5/1391**  

**Tillamook**

**FDC 4/2609**  
TMK IAP TILLAMOOK, TILLAMOOK, OR. RNAV (GPS) RWY 13, ORIG...DECENT ANGLE3.69/TCH 40 NA. 1409080848-1503080848EST.

**Guam**

**FDC 4/7370**  

**FDC 4/2582**  
GUM IAP GUAM INTL, AGANA, GQ. RNAV (RNP) Z RWY 6L, ORIG-D...RNAV (GPS) Y RWY 6L, AMDT 1A...RNAV (RNP) Z RWY 24R, ORIG-C...RNAV (GPS) Y RWY 24R, AMDT 1A...TACAN RWY 24R, ORIG-B...PROCEDURE NA. 1409080739-1503080739EST.

**Majuro Atoll**

**FDC 4/3297**  
MAJ IAP MARSHALL ISLANDS INTL, MAJURO ATOLL, . NDB RWY 25, ORIG-B...STRAIGHT-IN MINIMUMS NA DME STRAIGHT-IN MINIMUMS NA. 1410242041-1504222040EST.
MAJ IAP MARSHALL ISLANDS INTL, MAJURO ATOLL, NDB RWY 7, ORIG-B...STRAIGHT-IN MINIMUMS NA. 1410242038-1504222038EST.

PAGO PAGO
Pago Pago Intl

FDC 4/5528 PPG IAP PAGO PAGO INTL, PAGO PAGO, AQ. VOR/DME OR TACAN B, AMDT 5C...PROCEDURE NA. 1407011649-1501011649EST.

PPG IAP PAGO PAGO INTL, PAGO PAGO, AQ. ILS RWY 5, AMDT 13E...PROCEDURE NA. 1401052142-1407052142EST.

POHNPEI ISLAND
Pohnpei Intl

FDC 4/2573 PNI IAP POHNPEI INTL, POHNPEI ISLAND, FM. NDB/DME OR GPS A, AMDT 1B...PROCEDURE NA. 1409080644-1503080644EST.

FDC 4/2568 PNI IAP POHNPEI INTL, POHNPEI ISLAND, FM. NDB OR GPS C, AMDT 3A...PROCEDURE NA. 1409080642-1503080642EST.

SAIPAN ISLAND
Francisco C Ada/Saipan Intl

FDC 4/3903 GSN IAP FRANCISCO C. ADA/SAIPAN INTL, SAIPAN ISLAND, CQ. NDB/DME RWY 7, AMDT 3C...PROCEDURE NA. 1408141655-1502141655EST.

ABE ODP LEHIGH VALLEY INTL, ALLENTOWN, PA. TAKEOFF MINIMUMS AND (Obstacle) DEPARTURE PROCEDURES...TEXTUAL DEPARTURE PROCEDURE: RWY 6 - CLIMB HEADING 063 TO 900 BEFORE PROCEEDING SOUTHBOUND ON COURSE. RWY 31 - CLIMB HEADING 315 TO 900 BEFORE PROCEEDING SOUTHBOUND ON COURSE. ALL OTHER DATA REMAINS AS PUBLISHED. 1410071706-1504071706EST.

ALTOONA
Altoona-Blair County

FDC 4/8624 AOO IAP ALTOONA-BLAIR COUNTY, ALTOONA, PA. ILS OR LOC RWY 21, AMDT 8...RNAV (GPS) RWY 21, AMDT 1A...PROCEDURE NA. 1408020602-1502020602EST.

AOO IAP ALTOONA-BLAIR COUNTY, ALTOONA, PA. RNAV (GPS) Z RWY 3, ORIG-A...PROCEDURE NA. 1410231302-1504211302EST.

AOO IAP ALTOONA-BLAIR COUNTY, ALTOONA, PA. RNAV (GPS) Y RWY 3, AMDT 1...PROCEDURE NA. 1410231302-1504211302EST.

AOO IAP ALTOONA-BLAIR COUNTY, ALTOONA, PA. VOR-A, AMDT 5A...PROCEDURE NA. 1410231302-1504211302EST.

BLOOMSBURG
Bloomsburg Muni

FDC 4/0549 N13 IAP BLOOMSBURG MUNI, BLOOMSBURG, PA. RNAV (GPS)-B, ORIG...PROCEDURE NA. 1409261758-1503251757EST.

BLOOMSBURG MUNI
BLOOMSBURG MUNI

FDC 4/0549 N13 IAP BLOOMSBURG MUNI, BLOOMSBURG, PA. RNAV (GPS)-B, ORIG...PROCEDURE NA. 1409261758-1503251757EST.

BEAVER FALLS
Beaver County

FDC 5/1934 BVI IAP BEAVER COUNTY, BEAVER FALLS, PA. LOC RWY 10 AMDT 4B...PROCEDURE NA. 1501081934-1507071934EST.

BLOOMSBURG MUNI

FDC 4/0549 N13 IAP BLOOMSBURG MUNI, BLOOMSBURG, PA. RNAV (GPS)-B, ORIG...PROCEDURE NA. 1409261758-1503251757EST.

BRADFORD
Bradford Rgnl

Pennsylvania
VVS IAP JOSEPH A. HARDY
CONNELLSVILLE, CONNELLSVILLE, PA. RNAV (GPS) RWY 5, ORIG...LPV DA 1470/HAT 250,
VISIBILITY 1 MILE. 1410302103-1504282102EST.

CRANBERRY

Upmc Passavant Cranberry

FDC 4/3513 PA56 IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1411131437-1505121437EST.

FDC 4/3459 PA56 IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1411131400-1505121400EST.

FDC 4/3458 PA56 IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1411131400-1505121400EST.

FDC 4/3447 PA56 IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1411131355-1505121355EST.

FDC 4/3445 PA56 IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1411131355-1505121355EST.

FDC 4/3444 PA56 IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1411131355-1505121355EST.

FDC 4/3430 PA56 IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1411131347-1505121347EST.

FDC 4/3327 PA56 IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1411131345-1505121345EST.

FDC 4/3326 PA56 IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1411131345-1505121345EST.

FDC 4/1417 PA56 SPECIAL UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1412011357-1505301357EST.

CRANBERRY

Upmc Passavant Cranberry

FDC 4/3513 PA56 IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1411131437-1505121437EST.

FDC 4/3459 PA56 IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1411131400-1505121400EST.

FDC 4/3458 PA56 IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1411131400-1505121400EST.

FDC 4/3447 PA56 IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1411131355-1505121355EST.

FDC 4/3445 PA56 IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1411131355-1505121355EST.

FDC 4/3444 PA56 IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1411131355-1505121355EST.

FDC 4/3430 PA56 IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1411131347-1505121347EST.

FDC 4/3327 PA56 IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1411131345-1505121345EST.

FDC 4/3326 PA56 IAP UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1411131345-1505121345EST.

FDC 4/1417 PA56 SPECIAL UPMC PASSAVANT CRANBERRY, CRANBERRY, . COPTER RNAV (GPS)
304, ORIG...MSA FROM WIVSU 3100.
1412011357-1505301357EST.

DANVILLE

Geisinger Rooftop

FDC 4/4233 79PN SPECIAL GEISINGER ROOFTOP, DANVILLE, PA. (SPECIAL) COPTER RNAV (GPS) 290,
ORIG-A...PROCEDURE NA.
1409111554-1503111554EST.

DOYLESTOWN

Doylestown

FDC 4/2204 DYL IAP DOYLESTOWN, DOYLESTOWN, PA. RNAV (GPS) RWY 5, ORIG...CHART NOTE: PROCEDURE NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. THIS IS RNAV (GPS) RWY 5 ORIG-A. 1412241756-PERM.

FDC 4/2203 DYL IAP DOYLESTOWN, DOYLESTOWN, PA. RNAV (GPS) RWY 23, AMDT 1...CHART NOTE: PROCEDURE NA AT NIGHT. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. THIS IS RNAV (GPS) RWY 23, AMDT 1A. 1412241756-PERM.

EASTON

Braden Airpark

FDC 4/7707 N43 IAP BRADEN AIRPARK, EASTON, PA. VOR/DME OR GPS-D, ORIG-C...VOR PORTION NA.
1410161101-1504141101EST.

EBENSBURG

Ebensburg

FDC 4/8536 9G8 IAP EBENSBURG, EBENSBURG, PA. RNAV (GPS) RWY 25, ORIG-A...DECENT ANGLE 3.04/TCH 45 NA. 1412121527-1506101527EST.

ERIE

Erie Intl/Tom Ridge Field
ERI IAP ERIE INTL/TOM RIDGE FIELD, ERIE, PA. NDB RWY 24, AMDT 19...S-24 CAT D NA. CIRCLING CAT D NA.. 1501072044-1507062043EST.

FDC 5/0259 ERI IAP ERIE INTL/TOM RIDGE FIELD, ERIE, PA. ILS OR LOC/DME RWY 6, AMDT 17...MIssed approach: Climb to 2000 then climbing left turn to 3000 direct esmer lom and hold. (ADF and radar required). Note: When ERIE app con closed: Procedure NA except for aircraft equipped with suitable RNAV system with GPS, ERI VOR R-048 - 066 unusable. 1501051532-1507041532EST.

FRANKLIN

Venango Rgnl

FDC 4/4077 ERI IAP ERIE INTL/TOM RIDGE FIELD, ERIE, PA. ILS OR LOC/DME RWY 24, AMDT 9...Radar required for procedure entry from ERIE VORTAC and IAF HIMO R. Missed approach: Climb to 3000 direct esmer lom and hold, continue climb-in-hold to 3000. (ADF and radar required) When ERIE app con closed: Procedure NA except for aircraft equipped with suitable RNAV system with GPS, ERI VOR R-048 - 066 unusable. 1407231422-1501231422EST.

FDC 4/4079 ERI IAP ERIE INTL/TOM RIDGE FIELD, ERIE, PA. NDB RWY 6, AMDT 2...NDB RWY 24, AMDT 19...Procedure NA except for aircraft equipped with suitable RNAV system with GPS, ERI VOR R-048 - 066 unusable. 1407231422-1501231422EST.


FDC 4/3302 FKL IAP VENANGO RGNL., FRANKLIN, PA. VOR RWY 3, AMDT 5...NOTE: NIGHT LANDING: RWY 3, 12 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411131332-1505121332EST.

GETTYSBURG

Gettysburg Rgnl

FDC 4/4891 W05 ODP GETTYSBURG RGNL., GETTYSBURG, PA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKEOFF MINIMUMS: RWY 24, STANDARD WITH MINIMUM CLIMB OF 310 FT PER NM TO 1900 OR 1500-2 1/2 FOR VCOA. DEPARTURE PROCEDURE: RWY 24 CLIMB HEADING 241 TO 1900 BEFORE PROCEEDING ON COURSE. OBTAIN ATC APPROVAL FOR VCOA WHEN REQUESTING IFR CLEARANCE. CLIMB IN VISUAL CONDITIONS TO CROSS GETTYSBURG RGNL AIRPORT AT OR ABOVE 1900 BEFORE PROCEEDING ON COURSE. ALL OTHER DATA REMAINS AS PUBLISHED. 1412081231-1506061231EST.

GROVE CITY

Grove City Medical Ctr

FDC 4/4176 PA57 SPECIAL GROVE CITY MEDICAL CTR, GROVE CITY, PA. (SPECIAL) COPTER GPS 244, ORIG...PROCEDURE NA. 1409111521-1503111521EST.
HARRISBURG

Capital City

FDC 4/3636 CXY ODP CAPITAL CITY, HARRISBURG, PA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...TAKE-OFF MINIMUMS RWY 8, 300-2 1/4 OR STANDARD WITH MINIMUM CLIMB OF 291 FT PER NM TO 800. TAKE-OFF MINIMUMS RWY 30, 300-1 1/4. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 4/3637 LNS IAP LANCASTER, LANCASTER, PA. VOR RWY 31, AMDT 16A...VDP NA. LRP TACAN OUT OF SERVICE. 1412171134-1506151132EST.

HONESDALE

Cherry Ridge

FDC 4/9262 N30 ODP CHERRY RIDGE, HONESDALE, PA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...NOTE: RWY 36, TRANSMISSION LINE 1957 FT FROM DER, 960 FT LEFT OF CENTERLINE, 96 FT AGL/1467 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

FDC 4/9464 LBE IAP ARNOLD PALMER REGIONAL, LATROBE, PA. ILS OR LOC RWY 23, AMDT 16A...MISSING PROCEDURE: CLIMB TO 2000 THEN CLIMBING RIGHT TURN TO 5000 DIRECT AGC VOR/DME AND HOLD SW, RT, 056 INBOUND. IHD VORTAC OUT OF SERVICE.

LATROBE

Arnold Palmer Rgnl

FDC 4/9463 LBE SID ARNOLD PALMER RGNL, LATROBE, PA. HOME TWO DEPARTURE...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IHD VORTAC OUT OF SERVICE.

FDC 4/4164 LBE SID ARNOLD PALMER RGNL, LATROBE, PA. PLEA TWO DEPARTURE...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IHD VORTAC OUT OF SERVICE.

JOHNSTOWN

John Murtha Johnstown-Cambria Co

FDC 4/1859 JST IAP JOHN MURTHA JOHNSTOWN-CAMBRIA CO, JOHNSTOWN, PA. VOR RWY 23, AMDT 8...PROCEDURE NA.

FDC 4/0597 22N IAP JAKE ARNER MEMORIAL, LEWISBURG, PA. RNAV (GPS) RWY 8, AMDT 1A...NOTE: DESCENT ANGLE 3.00/TCH 40 NA. 1409261832-1502111832EST.

LANCASTER

Lancaster

FDC 4/0564 LNS IAP LANCASTER, LANCASTER, PA. ILS OR LOC RWY 8, AMDT 2...PROFILE NOTE: ILS GLIDESLOPE ANGLE NOT COINCIDENT WITH VGSI ANGLE. 1501061322-1507051322EST.

FDC 4/8066 5PS7 IAP EVANGELICAL COMMUNITY HOSPITAL EAST, LEWISBURG, PA. (SPECIAL) COPTER RNAV (GPS) 360, ORIG...PROCEDURE NA.

LEWISBURG

Evangelical Community Hospital East

FDC 4/9991 LNS IAP LANCASTER, LANCASTER, PA. VOR RWY 31, AMDT 16A...VDP NA. LRP TACAN OUT OF SERVICE. 1412171134-1506151132EST.

LEWISBURG

Evangelical Community Hospital East

FDC 4/8066 5PS7 IAP EVANGELICAL COMMUNITY HOSPITAL EAST, LEWISBURG, PA. (SPECIAL) COPTER RNAV (GPS) 360, ORIG...PROCEDURE NA.

MARIENVILLE

 Jake Arner Memorial

FDC 4/0597 22N IAP JAKE ARNER MEMORIAL, LEWISBURG, PA. RNAV (GPS) RWY 8, AMDT 1A...NOTE: DESCENT ANGLE 3.00/TCH 40 NA. 1409261832-1502151832EST.

FDC 4/0595 22N IAP JAKE ARNER MEMORIAL, LEWISBURG, PA. RNAV (GPS) RWY 26, AMDT 1A...NOTE: DESCENT ANGLE 3.00/TCH 40 NA. 1409261832-1502151832EST.
East Forest Junior/Senior High School

FDC 4/5293 7PN9 IAP EAST FOREST JUNIOR/SENIOR HIGH SCHOOL, MARIENVILLE, PA. (SPECIAL) COPTER RNAV (GPS) 047, ORIG...PROCEDURE NA. 1408191458-1502191458EST.

MEADVILLE

Port Meadville

FDC 4/6688 GKJ IAP PORT MEADVILLE, MEADVILLE, PA. LOC RWY 25, AMDT 6...RNAV (GPS) RWY 25, AMDT 1...NOTE: CIRCLING TO RWY 7 NA AT NIGHT. CHANGE VISIBILITY REDUCTION BY HELICOPTERS NA TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1401014902-1504121902EST.

FDC 4/6684 GKJ IAP PORT MEADVILLE, MEADVILLE, PA. RNAV (GPS) RWY 7, AMDT 1...VOR RWY 7, AMDT 8...NOTE: NIGHT LANDING RWY 7 NA. CHANGE VISIBILITY REDUCTION BY HELICOPTERS NA TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1401014902-1504121902EST.

MILFORD

Myer

FDC 3/4692 6PA0 FI/T SPECIAL MYER, MILFORD, PA. (SPECIAL) COPTER RNAV (GPS) 008, ORIG.PROCEDURE NA.

MOUNT JOY/MARIETTA

Donegal Springs Airpark

FDC 4/8162 N71 IAP DONEGAL SPRINGS AIRPARK, MOUNT JOY/MARIETTA, PA. VOR RWY 28, AMDT 1...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409221954-1503221954EST.

NEW CASTLE

New Castle Muni

FDC 4/6701 UCP IAP NEW CASTLE MUNI, NEW CASTLE, PA. RNAV (GPS) RWY 23, AMDT 1A...NOTE: PROCEDURE NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410141912-1504121912EST.

FDC 4/6700 UCP IAP NEW CASTLE MUNI, NEW CASTLE, PA. RNAV (GPS) RWY 5, AMDT 1A...NOTE: NIGHT LANDING: RWY 5 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410141912-1504121912EST.

PHILADELPHIA

Northeast Philadelphia

FDC 4/0376 PNE STAR NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. BUNTS ONE ARRIVAL.UNUSABLE 1) BELOW 5000FT MSL BETWEEN PSB AND HAR 2) BELOW 4000FT MSL BETWEEN HAR AND BOUHN 1403261400-PERM.

FDC 1/6778 PNE FI/T IAP NORTHEAST PHILADELPHIA, PHILADELPHIA, PA. LOC BC RWY 6, AMDT 7A.VOR RWY 6, AMDT 12A.PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. ARD DME OTS.

FDC 1/4817 PNE FI/T STAR NORTHEAST PHILADELPHIA, PHILADELPHIA, PA., CEDAR LAKE 8 ARRIVAL - MINIMUM ENROUTE ALTITUDE (MEA) IS REVISED BETWEEN ROUTE SEGMENTS. THE MEA BETWEEN BRIGS INTERSECTION AND CEDAR LAKE VOR (VCN) AND BETWEEN VCN AND WOODSTOWN VOR (OOD) IS REVISED FROM 1900 FEET MSL TO 2100 FEET MSL.

Philadephia Intl


FDC 4/7856 PHL IAP PHILADELPHIA INTL, PHILADELPHIA, PA. RNAV (GPS) RWY 35, AMDT 3...DECENT ANGLE 3.00/TCH 40 NA. 1410161310-1504141310EST.

FDC 4/0387 PHL IAP PHILADELPHIA INTERNATIONAL, PHILADELPHIA, PA. BUNTS ONE ARRIVAL.UNUSABLE 1) BELOW 5000FT MSL BETWEEN PSB AND HAR 2) BELOW 4000FT MSL BETWEEN HAR AND BOUHN 1403261400-PERM.

FDC 1/4811 PHL FI/T STAR PHILADELPHIA INTERNATIONAL, PHILADELPHIA, PA., CEDAR LAKE 8 ARRIVAL - MINIMUM ENROUTE ALTITUDE (MEA) IS REVISED BETWEEN ROUTE SEGMENTS. THE MEA BETWEEN BRIGS INTERSECTION AND CEDAR LAKE VOR (VCN) AND BETWEEN VCN AND WOODSTOWN VOR (OOD) IS REVISED FROM 1900 FEET MSL TO 2100 FEET MSL.

Wings Field

1-AFPN-186
**PITTSBURGH**

**Allegheny County**

**FDC 4/1397** AGC IAP ALLEGHENY COUNTY, PITTSBURGH, PA. VOR-A, ORIG...CHART NOTE: NIGHT LANDING: RWY 13 NA. CHANGE LOCAL ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PITTSBURGH INTL ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET. THIS IS VOR-A ORIG-A. 1412192049-PERM.

**FDC 4/1394** AGC IAP ALLEGHENY COUNTY, PITTSBURGH, PA. RNAV (GPS) RWY 28, AMDT 3A...CHART NOTE: NIGHT LANDING: RWY 13 NA. CHANGE BARO-VNAV NA NOTE TO READ: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17C (2F) OR ABOVE 54C (103F). CHANGED MISSED APPROACH TO READ: CLIMB TO 3000 DIRECT MESSIE AND ON TRACK 197 TO AGC VOR/DME AND HOLD. THIS IS RNAV (GPS) RWY 28, AMDT 3B. 1412192049-PERM.

**FDC 4/1196** AGC STAR ALLEGHENY COUNTY, PITTSBURGH, PA. NESTO FOUR ARRIVAL...PROCEDURE NA 141130500-1501080500EST.

**Pittsburgh Intl**

**FDC 4/9423** PIT IAP PITTSBURGH INTL, PITTSBURGH, PA. RNAV (RNP) Z RWY 32, AMDT 1B...RNP 0.11 DA 1461/HAT 338 ALL CATS. RNP 0.30 DA 1509/HAT 386 ALL CATS. 1407111520-1503161520EST.

**FDC 4/6808** PIT STAR PITTSBURGH INTL, PITTSBURGH, PA. JESLY ONE ARRIVAL...BRIGGS TRANSITION IS FOR LOW ALTITUDE USE OF 8000 FT AND BELOW 1408221230-1504301230EST.

**FDC 4/5580** PIT IAP PITTSBURGH INTL, PITTSBURGH, PA. ILS OR LOC RWY 10L, AMDT 25B...S-LOC 10L MDA 1600/HAT 397 ALL CATS. 1409161422-1503161422EST.

**FDC 4/5579** PIT IAP PITTSBURGH INTL, PITTSBURGH, PA. RNAV (GPS) RWY 14, AMDT 3B...LPV DA 1654/HAT 506 ALL CATS. 1409161424-1503161424EST.

**FDC 4/3678** PIT IAP PITTSBURGH INTL, PITTSBURGH, PA. RNAV (RNP) Z RWY 28L, ORIG-C...RNP 0.13 DA 1528/HAT 406 ALL CATS. RNP 0.30 DA 1578/HAT 456 ALL CATS. 1409101750-1503101750EST.

**FDC 4/3494** PIT IAP PITTSBURGH INTL, PITTSBURGH, PA. RNAV (RNP) Z RWY 28C, ORIG-C...RNP 0.14 DA 1537/HAT 404 ALL CATS, VISIBILITY ALL CATS 1/3. RNP 0.16 DA 1538/HAT 405 ALL CATS. RNP 0.30 DA 1583/HAT 450 ALL CATS. 1409101415-1503101415EST.

**FDC 4/3289** PIT IAP PITTSBURGH INTL, PITTSBURGH, PA. RNAV (RNP) Z RWY 10R, ORIG-C...RNP 0.20 DA 1575/HAT 440. 1409091924-1503091924EST.

**FDC 4/2320** PIT IAP PITTSBURGH INTL, PITTSBURGH, PA. RNAV (GPS) Y RWY 28L, AMDT 4B...LNAV MDA 1600/HAT 475 ALL CATS. VIS CAT C RVR 5000. VDP 1.3 NM FROM RW28L. 1409051811-1503051811EST.

**FDC 4/2305** PIT IAP PITTSBURGH INTL, PITTSBURGH, PA. RNAV (GPS) Y RWY 28C, AMDT 4A...LNAV MDA 1600/HAT 466 ALL CATS. VDP 1.3 NM FROM RW28C. 1409051708-1503051708EST.

**FDC 4/1195** PIT STAR PITTSBURGH INTL, PITTSBURGH, PA. NESTO FOUR ARRIVAL...PROCEDURE NA 1411130500-1501080500EST.

**POTTSTOWN**

**Heritage Field**

**FDC 4/4822** PTW IAP HERITAGE FIELD, POTTSTOWN, PA. RNAV (GPS) RWY 28, ORIG...PROCEDURE NA. 1412081217-1506061217EST.

**Pottstown Munin**

**FDC 5/0402** N47 ODP POTTSTOWN MUNI, POTTSTOWN, PA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2A...TAKEOFF MINIMUMS: RWY 8, 600-3 WITH MINIMUM CLIMB OF 241 FT PER NM TO 1300, OR 1300-2 1/2 FOR CLIMB IN VISUAL CONDITIONS. NOTE: RWY 8, TOWER 2668 FEET FROM DER, 1094 FEET RIGHT OF CENTERLINE, 176 FEET AGL/433 FEET MSL. TERRAIN 2,761 FEET FROM DER, 124 FEET RIGHT OF CENTERLINE, 0 FEET AGL/319 FEET MSL. MULTIPLE TREES BEGINNING 5,919 FEET FROM DER, 854 FEET LEFT OF CENTERLINE, UP TO 100 FEET AGL/559 FEET MSL. MULTIPLE TREES BEGINNING 1.3 NM FROM DER, 616 FEET RIGHT OF CENTERLINE, UP TO 100 FEET AGL 759 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501051943-1507041943EST.

**POTTSTOWN**

**Schuylkill Medical Center**
91PN SPECIAL SCHUYLKILL MEDICAL CENTER, POTTSVILLE, PA. (SPECIAL) COPTER RNAV (GPS) 095, ORIG...CHANGE HELIPORT NAME TO READ: SCHUYLKILL MEDICAL CENTER. 1409051908-1503051908EST.

PUNXSUTAWNEY

Punxsutawney Muni

N35 IAP PUNXSUTAWNEY MUNI, PUNXSUTAWNEY, PA. VOR/DME-A, AMDT 1...NOTE: PROCEDURE NA AT NIGHT.. 1410271718-1504251718EST.

QUAKERTOWN

Quakertown

UKT IAP QUAKERTOWN, QUAKERTOWN, PA. RNAV (GPS) RWY 11, ORIG...NOTE: PROCEDURE NA AT NIGHT.. 1501052019-1507042019EST.

UKT IAP QUAKERTOWN, QUAKERTOWN, PA. RNAV (GPS) RWY 11, ORIG...NOTE: NIGHT LANDING: RWY 11 NA.. CHANGE HELICOPTER VISIBILITY REDUCTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501051850-1507041850EST.

REEDSVILLE

Mifflin County

RVL IAP MIFFLIN COUNTY, REEDSVILLE, PA. LOC RWY 6, AMDT 8A...RNAV (GPS) RWY 6, ORIG...NOTE: NIGHT LANDING: RWY 06 NA.. CHANGE VISIBILITY REDUCTION BY HELICOPTERS NA NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409261939-1503251937EST.

RIDGWAY

Ridgway

PN89 F/T SPECIAL RIDGWAY, RIDGWAY, PA. (SPECIAL) COPTER RNAV (GPS) 100, ORIG.PROCEDURE NA.

SELINSGROVE

Penn Valley

SEG IAP PENN VALLEY, SELINSGROVE, PA. VOR-A, AMDT 7A...DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 35 NA AT NIGHT. CIRCLING RWY 17 NA AT NIGHT. NOTE: NIGHT LANDING: RWY 17 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501051654-1507041653EST.

SHAMOKIN

Northumberland County

READING

Reading Rgnl/Carl A Spaatz Field

RDG ODP READING RGNL/CARL A SPAATZ FIELD, READING, PA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...TAKE-OFF MINIMUMS RWY 13, STANDARD WITH MINIMUM CLimb OF 436 FT PER NM TO 1700. ALL OTHER DATA REMAINS AS PUBLISHED. 1501051646-1507041646EST.
FDC 4/3739  N79 ODP NORTHUMBERLAND COUNTY, SHAMOKIN, PA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES..TAKEOFF MINIMUMS: RWY 8, NA. RWY 26, 400-2 1/2 OR STANDARD WITH MINIMUM CLimb OF 266 FT PER NM TO 1400. TAKEOFF OBSTACLE NOTES: NOTE: RWY 26, TREES BEGINNING 10 FT FROM DER, 242 FT LEFT OF CENTERLINE, UP TO 13 FT AGL/865 FT MSL. TREES BEGINNING 84 FT FROM DER, 184 FT RIGHT OF CENTERLINE, UP TO 20 FT AGL/872 FT MSL. TREES BEGINNING 2.1 NM FROM DER, 2621 FT RIGHT OF CENTERLINE, UP TO 80FT AGL/1240 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1407221819-1501221819EST.

STATE COLLEGE

University Park

FDC 4/1591  UNV IAP UNIVERSITY PARK, STATE COLLEGE, PA. RNAV (GPS) RWY 6, AMDT 1A...MSA FROM RW06 4100. 1407161758-1501161758EST.

FDC 4/1585  UNV IAP UNIVERSITY PARK, STATE COLLEGE, PA. ILS OR LOC RWY 24, AMDT 9A...MSA FROM UN LOM 4100. 1407161758-1501161758EST.

FDC 4/1584  UNV IAP UNIVERSITY PARK, STATE COLLEGE, PA. RNAV (GPS) RWY 24, ORIG-A...MSA FROM RW24 4100. 1407161758-1501161758EST.

TITUSVILLE

Titusville

FDC 4/8204  6G1 IAP TITUSVILLE, TITUSVILLE, PA. VOR OR GPS-A, AMDT 5...NOTE: PROCEDURE NA AT NIGHT.. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.. 1409222053-1503212053EST.

TOWANDA

Bradford County

FDC 4/5371  N27 ODP BRADFORD COUNTY, TOWANDA, PA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKE-OFF MINIMUMS: RWY 5, 800-3 WITH MINIMUM CLimb OF 333 FT PER NM TO 2000, OR STANDARD WITH MINIMUM CLimb OF 461 FT PER NM TO 2000, OR 2000-3 FOR CLimb IN VISUAL CONDITIONS. ALL OTHER DATA REMAINS AS PUBLISHED. 1411151222-1505141222EST.

FDC 4/3647  N27 IAP BRADFORD COUNTY, TOWANDA, PA. RNAV (GPS) RWY 23, ORIG...CIRCLING TO RWY 5 NA AT NIGHT. HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1411131553-1505121552EST.

WARNEn
Williamsport Rgnl

**FDC 5/0436** IPT IAP WILLIAMSPORT RGNL, WILLIAMSPORT, PA. RNAV (GPS) RWY 30, ORIG-A...NOTE: NIGHT LANDING: RWY 12, 30 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501052009-1507042009 EST.

**FDC 5/0410** IPT IAP WILLIAMSPORT RGNL, WILLIAMSPORT, PA. RNAV (GPS) RWY 12, ORIG-A...NOTE: NIGHT LANDING: RWY 12, 30 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501051948-1507041948 EST.

**FDC 5/0407** IPT IAP WILLIAMSPORT RGNL, WILLIAMSPORT, PA. ILS OR LOC RWY 27, AMDT 16A...NOTE: NIGHT LANDING: RWY 12 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1407101126-1501101126 EST.

**FDC 4/8558** IPT IAP WILLIAMSPORT RGNL, WILLIAMSPORT, PA. ILS OR LOC RWY 9, AMDT 16A...NOTE: NIGHT LANDING: RWY 9, 12, 30 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1407101126-1501101126 EST.

**FDC 4/8626** THV IAP YORK, YORK, PA. RNAV (GPS) RWY 17, AMDT 2B...DESCENT ANGLE 3.00/TCH 45 NA. DISREGARD NOTE: PROCEDURE NA AT NIGHT. 1408020611-1502020611 EST.

**FDC 4/8627** THV IAP YORK, YORK, PA. RNAV (GPS) RWY 35, AMDT 1B...DESCENT ANGLE 3.00/TCH 45 NA. DISREGARD NOTE: PROCEDURE NA AT NIGHT. 1408020611-1502020611 EST.

**FDC 4/4188** BQN ODP RAFAEL HERNANDEZ, AGUADILLA, RQ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF OBSTACLE NOTE: NOTE RWY 26, VEHICLES ON ROADWAY BEGINNING 1140 FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 17 AGL/275 MSL. TREES BEGINNING 1328 FROM DER, 447 RIGHT OF CENTERLINE, UP TO 100 AGL/343 MSL. POLE 1604 FROM DER, 903 RIGHT OF CENTERLINE. 1408151602-1502151602 EST.

**FDC 4/5827** SIG ODP FERNANDO LUIS RIBAS DOMINICCI, SAN JUAN, PR. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF MINIMUMS RWY 9 400 - 2 AND MINIMUM CLIMB OF 250 FT PER NM TO 4800 FT.. TAKE-OFF MINIMUMS RWY 27 300 - 1 AND MINIMUM CLIMB OF 257 FT PER NM TO 5400.. ALL OTHER DATA REMAINS AS PUBLISHED. 1501062159-1507052159 EST.

**FDC 4/8013** SJU IAP LUIS MUNOZ MARIN INTL, SAN JUAN, PR. ILS OR LOC RWY 10, AMDT 6...S-ILS 10 DA259/HAT 250. 1411201323-1505191323 EST.

**FDC 4/8013** SJU IAP LUIS MUNOZ MARIN INTL, SAN JUAN, PR. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF MINIMUMS RWY 10 400 - 2 AND MINIMUM CLIMB OF 250 FT PER NM TO 4800 FT.. TAKE-OFF MINIMUMS RWY 27 300 - 1 AND MINIMUM CLIMB OF 257 FT PER NM TO 5400.. ALL OTHER DATA REMAINS AS PUBLISHED. 1501062159-1507052159 EST.

**FDC 4/6787** UUU IAP NEWPORT STATE, NEWPORT, RI. LOC RWY 22, AMDT 7B...ADD NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PROVIDENCE ALTIMETER SETTING AND INCREASE ALL MDAS 40 FEET. CHART NOTE: NIGHT LANDING: RWY 34 NA. 1411051859-1505041859 EST.

**FDC 4/8787** UUU IAP NEWPORT STATE, NEWPORT, RI. RNAV (GPS) RWY 16, ORIG...NOTE: PROCEDURE NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410311512-1504291512 EST.

**FDC 4/8188** BQN ODP RAFAEL HERNANDEZ, AGUADILLA, RQ. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES...TAKEOFF OBSTACLE NOTE: NOTE RWY 26, VEHICLES ON ROADWAY BEGINNING 1140 FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 17 AGL/275 MSL. TREES BEGINNING 1328 FROM DER, 447 RIGHT OF CENTERLINE, UP TO 100 AGL/343 MSL. POLE 1604 FROM DER, 903 RIGHT OF CENTERLINE. 1408151602-1502151602 EST.

**FDC 4/5827** SIG ODP FERNANDO LUIS RIBAS DOMINICCI, SAN JUAN, PR. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF MINIMUMS RWY 9 400 - 2 AND MINIMUM CLIMB OF 250 FT PER NM TO 4800 FT.. TAKE-OFF MINIMUMS RWY 27 300 - 1 AND MINIMUM CLIMB OF 257 FT PER NM TO 5400.. ALL OTHER DATA REMAINS AS PUBLISHED. 1501062159-1507052159 EST.

**FDC 4/8013** SJU IAP LUIS MUNOZ MARIN INTL, SAN JUAN, PR. ILS OR LOC RWY 10, AMDT 6...S-ILS 10 DA259/HAT 250. 1411201323-1505191323 EST.
NORTH KINGSTOWN

Quonset State

FDC 5/0466 OQU IAP QUONSET STATE, NORTH KINGSTOWN, RI. RNAV (GPS) RWY 16, ORIG-B...RNAV (GPS) RWY 34, ORIG-B...STRAIGHT-IN MINIMUMS NA. 1501052037-1507042037EST.

FDC 5/0462 OQU IAP QUONSET STATE, NORTH KINGSTOWN, RI. VOR RWY 34, AMDT 2A...S-34 MINIMUMS MA. 1501052033-1507042033EST.

PROVIDENCE

Theodore Francis Green State

FDC 4/4809 PVD IAP THEODORE FRANCIS GREEN STATE, PROVIDENCE, RI. RNAV (GPS) RWY 16, ORIG-C...NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1411141601-1505131601EST.

SOUTH CAROLINA

AIKEN

Aiken Muni

FDC 4/4314 AIK SID AIKEN MUNI, AIKEN, SC. CHATT (RNAV) THREE DEPARTURE...SAMMI (RNAV) TWO DEPARTURE...DOVER (RNAV) THREE DEPARTURE...JUNPR (RNAV) THREE DEPARTURE...KAOLN (RNAV) FOUR DEPARTURE...RDBUD (RNAV) TWO DEPARTURE...TAKEOFF MINIMUMS: RWY 19, STANDARD WITH MINIMUM CLIMB OF 201 FT PER NM TO 1000. ALL OTHER DATA REMAINS THE SAME AS PUBLISHED. 1408152028-1502152028EST.

ALL ENDALE

Allendale County

FDC 5/3420 AQX IAP ALLENDALE COUNTY, ALLENDALE, SC. VOR-A, AMDT 6...ALTERNATE MINIMUMS NA. ALD VOR UNMONITORED. 1501131839-1501201839EST.

CAMDEN

Woodward Field

FDC 4/9223 CDN IAP WOODWARD FIELD, CAMDEN, SC. RNAV (GPS) RWY 6, ORIG...NOTE: NIGHT LANDING: RWY 6, 24 NA FOR CAT C AND D AIRCRAFT. 1412151317-1506131317EST.

FDC 4/4831 CDN IAP WOODWARD FIELD, CAMDEN, SC. VOR/DME A, AMDT 4...NOTE: NIGHT LANDING: RWY 6, 24 NA FOR CAT C AND D AIRCRAFT. 1406061514-1412061514EST.

FDC 4/4826 CDN IAP WOODWARD FIELD, CAMDEN, SC. RNAV (GPS) RWY 24, ORIG...NOTE: NIGHT LANDING: RWY 6, 24 NA FOR CAT C AND D AIRCRAFT. 1406061514-1412061514EST.

CHARLESTON

Charleston AFB/Intl

FDC 4/8796 CHS IAP CHARLESTON AFB/INTL, CHARLESTON, SC. RNAV (RNP) Z RWY 21, ORIG-B...RNP 0.21 DA 396/HAT 353 ALL CATS. TEMPORARY CRANE 233 MSL 2458 FT E OF RWY 33. 1412121923-1506101923EST.

FDC 4/6224 CHS IAP CHARLESTON AFB/INTL, CHARLESTON, SC. RNAV (RNP) Z RWY 33, ORIG-A...RNP 0.23 DA 444/HAT 406 ALL CATS. TEMPORARY CRANE 233 MSL 2458 FT E OF RWY 33. 1410302134-1504282133EST.

FDC 4/2314 CHS IAP CHARLESTON AFB/INTL, CHARLESTON, SC. VOR/DME OR TACAN RWY 33, AMDT 13A...TERMINAL ROUTE FROM (IF) IPETE CHS 10 DME TO (FA) BEVLY CHS 3.8 DME MINIMUM ALTITUDE 1400. (FA) BEVLY CHS 3.8 DME MINIMUM ALTITUDE 1400. S-33 CAT D MINIMUMS NA. BEVLY TO RW33: 3.52/50 TCH. 1407181448-1501181448EST.

FDC 4/2313 CHS IAP CHARLESTON AFB/INTL, CHARLESTON, SC. VOR/DME OR TACAN RWY 3, AMDT 14A...S-3 VISIBILITY CATS D AND E 1 1/4. DISREGARD NOTE: INOPERATIVE SSALR, INCREASE S-3 CATS D AND E VISIBILITY TO 1. 1407181447-1501181447EST.

FDC 4/2310 CHS IAP CHARLESTON AFB/INTL, CHARLESTON, SC. VOR/DME OR TACAN RWY 21, AMDT 14...PROCEDURE TURN COMPLETION ALTITUDE 1700. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1407181444-1501181444EST.

FDC 4/1558 CHS IAP U.S. DOD CHARLESTON AFB/Intl, CHARLESTON, SC. HI VOR/DME OR TACAN RWY 33, AMDT 5...PROCEDURE NA. 1409301451-1503291450EST.

FDC 3/9248 CHS FI/T IAP CHARLESTON AFB/INTL, CHARLESTON, SC. VOR/DME OR TACAN RWY 21, AMDT 14 S-21 MDA 520/HAT 480 ALL CATS. TEMPORARY CRANE 220 MSL 1.44 NM NE OF RWY 15.
CHS IAP CHARLESTON AFB/INTL, CHARLESTON, SC. RNAV (GPS) RWY 3, AMDT 2A. ILS OR LOC/DME RWY 33, AMDT 5. RNAV (GPS) Y RWY 15, AMDT 2A. RNAV (GPS) Y RWY 21, AMDT 2A. HI VOR/DME OR TACAN RWY 15, AMDT 4. HI VOR/DME OR TACAN RWY 33, AMDT 5. VOR/DME OR TACAN RWY 3, AMDT 14A. TEMPORARY CRANE 264 MSL 1.90 NM SE OF RWY 3. 1311191345-1402011200EST. 1312101845-1402011200EST.

FDC 3/9044

CHS IAP CHARLESTON AFB/INTL, CHARLESTON, SC. ILS OR LOC RWY 15, AMDT 24. WEAKEN FIX MINIMUMS CIRCLING CAT C/D MDA 620/HAA 574. TEMPORARY CRANE 264 MSL 1.90 NM SE OF RWY 3. 1311191345-1402011200EST. 1312101845-1402011200EST.

FDC 3/9037

Charleston Executive

JZI IAP CHARLESTON EXECUTIVE, CHARLESTON, SC. RNAV (GPS) RWY 27, AMDT 2. WEAKEN FIX MINIMUMS CIRCLING CAT C/D MDA 620/HAA 574. TEMPORARY CRANE 264 MSL 1.90 NM SE OF RWY 3. 1312101845-1402011200EST.

FDC 5/2553

JZI IAP CHARLESTON EXECUTIVE, CHARLESTON, SC. RNAV (GPS) RWY 27, AMDT 2. WEAKEN FIX MINIMUMS CIRCLING CAT C/D MDA 620/HAA 574. TEMPORARY CRANE 264 MSL 1.90 NM SE OF RWY 3. 1312101845-1402011200EST.

FDC 4/5082

JZI ODP CHARLESTON EXECUTIVE, CHARLESTON, SC. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT...NOTE: RWY 9, ANTENNA 110 FT FROM DER, 444 FT LEFT OF CENTERLINE, 39 FT AFL/47 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1411141928-1505131928EST.

Columbus Metropolitan

CAE IAP COLUMBIA METROPOLITAN, COLUMBIA, SC. ILS OR LOC RWY 5, AMDT 1C. WEAKEN APPROACH WHEN ASSIGNED BY ATC, CLIMB TO 2500 ON HEADING 050 FOR RADAR VECTORS. 1501081930-1507071930EST.

FDC 5/1931

CAE IAP COLUMBIA METROPOLITAN, COLUMBIA, SC. ILS OR LOC RWY 5, AMDT 1C. WEAKEN APPROACH WHEN ASSIGNED BY ATC, CLIMB TO 2500 ON HEADING 050 FOR RADAR VECTORS. 1501081930-1507071930EST.

FDC 5/0543

CAE IAP COLUMBIA METROPOLITAN, COLUMBIA, SC. ILS OR LOC RWY 5, AMDT 1C. WEAKEN APPROACH WHEN ASSIGNED BY ATC, CLIMB TO 2500 ON HEADING 050 FOR RADAR VECTORS. 1501081930-1507071930EST.

FDC 5/0542

CAE IAP COLUMBIA METROPOLITAN, COLUMBIA, SC. ILS OR LOC RWY 11, AMDT 1C. WEAKEN APPROACH WHEN ASSIGNED BY ATC, CLIMB TO 2500 ON HEADING 050 FOR RADAR VECTORS. 1501081930-1507071930EST.

FDC 5/0541

Jim Hamilton L.B. Owens

CUB IAP JIM HAMILTON L.B. OWENS, COLUMBIA, SC. LOC RWY 9, AMDT 1A. WEAKEN APPROACH WHEN ASSIGNED BY ATC, CLIMB TO 2500 ON HEADING 050 FOR RADAR VECTORS. 1501081930-1507071930EST.

FDC 5/0544

CUB IAP JIM HAMILTON L.B. OWENS, COLUMBIA, SC. LOC RWY 9, AMDT 1A. WEAKEN APPROACH WHEN ASSIGNED BY ATC, CLIMB TO 2500 ON HEADING 050 FOR RADAR VECTORS. 1501081930-1507071930EST.

FDC 5/0541

Darlington County Jetport

UDG IAP DARLINGTON COUNTY JETPORT, DARLINGTON, SC. VOR/DME-A, AMDT 7. WEAKEN APPROACH TO RWY 23 NA AT NIGHT. REISSUE OF NOTAM 4/1537. 1501081930-1507071930EST.

FDC 4/5129

COLUMBIA

COLUMBIA

FDC 5/1590

COLUMBIA

COLUMBIA

FDC 5/1590
UDG IAP DARLINGTON COUNTY JETPORT, DARLINGTON, SC. NDB RWY 23, AMDT 1...RWY 23 STRAIGHT-IN AND CIRCLING MINIMUMS NA AT NIGHT. CHANGE HELICOPTER VISIBILITY NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412011408-1505301408EST.

Dillon County

DLC IAP DILLON COUNTY, DILLON, SC. VOR/DME OR GPS RWY 7, AMDT 5A...NOTE: DESCENT ANGLE NA. 1407231625-1501231625EST.

FLORENCE

Florence Rgnl

FLO IAP FLORENCE RGNL, FLORENCE, SC. RNAV (GPS) RWY 7, ORIG-A...NOTE: DESCENT ANGLE NA. 1409241548-1503241548EST.

FLO IAP FLORENCE RGNL, FLORENCE, SC. RNAV (GPS) RWY 1, ORIG-A...DESCENT ANGLE 3.02/TCH 57 NA.. 1409241538-1503241538EST.

GREENVILLE

Greenville Downtown

GMU IAP GREENVILLE DOWNTOWN, GREENVILLE, SC. RNAV (GPS) RWY 19, ORIG-B...DISREGARD RWY 19 STRAIGHT-IN AND CIRCLING AND CIRCLING TO RWY 10/28 NA AT NIGHT. NIGHT LANDING: RWY 19 NA. 1412151358-1506131358EST.

GMU IAP GREENVILLE DOWNTOWN, GREENVILLE, SC. RNAV (GPS) RWY 10, ORIG-B...DISREGARD RWY 10 STRAIGHT-IN AND CIRCLING AND CIRCLING TO RWY 19/28 NA AT NIGHT. NIGHT LANDING: RWY 19 NA. 1412151358-1506131358EST.

GMU IAP GREENVILLE DOWNTOWN, GREENVILLE, SC. ILS OR LOC RWY 1, AMDT 29B...DISREGARD RWY 1, AMDT 13B...RNAV (GPS) RWY 1, ORIG-B...DISREGARD CIRCLING TO RWY 10/19/28 NA AT NIGHT. NIGHT LANDING: RWY 19 NA. 1412151358-1506131358EST.

GMU IAP GREENVILLE DOWNTOWN, GREENVILLE, SC. RNAV (GPS) RWY 19, ORIG-B...PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE 3.47/TCH 30). 1410302122-1504282122EST.

GREENWOOD

Greenwood County

GRD IAP GREENWOOD COUNTY, GREENWOOD, SC. NDB OR GPS RWY 27, AMDT 1A...HELCIPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1409241816-1503241816EST.

GRD IAP GREENWOOD COUNTY, GREENWOOD, SC. VOR OR GPS RWY 9, AMDT 13B...NOTE: CAT C/D NIGHT LANDING RWY 9 NA. 1410091417-1504071417EST.

HILTON HEAD ISLAND

Hilton Head

HXD IAP HILTON HEAD, HILTON HEAD ISLAND, SC. RNAV (GPS) RWY 21, ORIG...PROCEDURE NA AT NIGHT. 1409261922-1503081922EST.

HXD IAP HILTON HEAD, HILTON HEAD ISLAND, SC. RNAV (GPS) RWY 3, ORIG...PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409261922-1503081922EST.

HXD IAP HILTON HEAD, HILTON HEAD ISLAND, SC. VOR/DME-A, AMDT 10...ALTERNATE MINIMUMS: CAT A/B STANDARD, CAT C 2 1/4, CAT D 2 1/2 CHANGE ALTIMETER NOTE TO READ: USE HILTON HEAD ALTIMETER SETTING. NOTE: PROCEDURE NA AT NIGHT. 1409081922-1503081922EST.

LAKE CITY

Lake City Muni Cj Evans Field

S1J IAP LAKE CITY MUNI CJ EVANS FIELD, LAKE CITY, SC. RNAV (GPS) RWY 19, ORIG...NOTE: DESCENT ANGLE 3.04/TCH 40 NA. 1407231632-1501231632EST.

LANCASTER

Lancaster County-Mc Whirter Field

LKR SID LANCASTER COUNTY-MC WHIRTER FIELD, LANCASTER, SC. PANTHER TWO DEPARTURE...COLUMBIA TRANSITION, TAYLOR TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CAE VORTAC OUT OF SERVICE. 1501061248-1507051248EST.

LORIS

Twin City
FDC 4/1161 5J9 IAP TWIN CITY, LORIS, SC. GPS RWY 26, ORIG...NOTE: PROCEDURE NA AT NIGHT NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409291406-1503281405EST.

MANNING

Santee Cooper Rgnl

FDC 4/7292 MNI IAP SANTEE COOPER RGNL, MANNING, SC. NDB OR GPS RWY 2, AMDT 2...VOR/DME OR GPS-A, AMDT 4...NOTE: PROCEDURE NA AT NIGHT. 1410151717-1504131717EST.

FDC 0/8744 MNI F/T SANTEE COOPER REGIONAL, MANNING, SC. NDB OR GPS RWY 2, AMDT 2.NDB PORTION NA.

MARION

Marion County

FDC 4/4146 MAO IAP MARION COUNTY, MARION, SC. RNAV (GPS) RWY 22, ORIG...LPV DA NA. 1412042109-1506022109EST.

FDC 4/3575 MAO ODP MARION COUNTY, MARION, SC. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKE-OFF MINIMUMS RWY 4 STANDARD WITH MINIMUM CLimb OF 455 FT PER NM TO 1000. DEPARTURE ROUTE DESCRIPTION RWY 4 CLimb HEADING 041 TO 1000 BEFORE TURNING. NOTE RWY 4, VEGETATION BEGINNING 8 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100 FT AGL/214 FT MSL. VEHICLE 89 FT FROM DER, 241 FT LEFT OF CENTERLINE, 15 FT AGL/103 FT MSL. NOTE RWY 22, VEGETATION BEGINNING 4 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 100 FT AGL/197 FT MSL. VEHICLE 96 FT FROM DER, 490 FT LEFT OF CENTERLINE, 15 FT AGL/104 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1411131511-1505121511EST.

MONCKS CORNER

Berkeley County

FDC 4/9532 MKS IAP BERKELEY COUNTY, MONCKS CORNER, SC. RNAV (GPS) RWY 5, ORIG...LPV AND LNAV/VNAV DA NA. NOTE: PROCEDURE NA AT NIGHT. VDP NA. 1407111838-1501111838EST.

MYRTLE BEACH

Myrtle Beach Intl

FDC 5/3131 MYR IAP MYRTLE BEACH INTL, MYRTLE BEACH, SC. ILS OR LOC RWY 18, AMDT 3A...ILS OR LOC RWY 36, AMDT 3A...RNAV (GPS) RWY 18, AMDT 3A...RNAV (GPS) RWY 36, AMDT 3A...RNAV (GPS)-A, ORIG...VOR/DME-A, AMDT 2...CIRCLING CAT C MDA 580/HAA 555. 1501122229-1507112215EST.

ORANGEBURG

Orangeburg Muni

FDC 4/1309 OGB IAP ORANGEBURG MUNI, ORANGEBURG, SC. RNAV (GPS) RWY 17, ORIG--A...CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE COLUMBIA METROPOLITAN ALTIMETER SETTING AND INCREASE ALL MDA 80 FEET, INCREASE LNAV CAT C AND D VISIBILITY 1/2 MILE AND CIRCLING CATS C AND D VISIBILITY 1/4 MILE... THIS IS RNAV (GPS) RWY 17 ORIG-B. 1412191955-PERM.

ROCK HILL

Rock Hill/York Co/Bryant Field

FDC 5/0538 UZA SID ROCK HILL/YORK CO/BRYANT FIELD, ROCK HILL, SC. PANTHER TWO DEPARTURE...COLUMBIA TRANSITION, TAYLOR TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. CAE VORTAC OUT OF SERVICE. 1501061248-1507051248EST.

ST GEORGE

St George

FDC 4/9357 6J2 IAP ST GEORGE, ST GEORGE, SC. RNAV (GPS) RWY 5, ORIG...DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHANGE USE SUMMERVILLE ALTIMETER SETTING NOTE TO READ: USE SUMMERVILLE ALTIMETER SETTING, WHEN NOT RECEIVED, USE CHARLESTON ALTIMETER SETTING AND INCREASE ALL MDA 40 FEET, INCREASE LNAV CAT A VISIBILITY 1/4 MILE AND INCREASE CIRCLING CATS A/ C/ D VISIBILITY 1/4 MILE.. 1411051902-1505041902EST.

SUMMERVILLE

Summerville

FDC 4/5061 DYB IAP SUMMERVILLE, SUMMERVILLE, SC. NDB RWY 6, AMDT 1A...NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1411141845-1505131845EST.
**DYB IAP SUMMERVILLE, SUMMERVILLE, SC. RNAV (GPS) RWY 6, ORIG-A...LPV DA 294/HAT 238 ALL CATS. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. DISREGARD PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. 34:1 IS NOT CLEAR. 1411141843-1505131843EST.**

**WALTERBORO**

Lowcountry Rgnl

**FDC 4/0560** RBW IAP LOWCOUNTRY RGNL, WALTERBORO, SC. ILS OR LOC/DME RWY 23, AMDT 1B...MISSING APPROACH: CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 2100 DIRECT LAMKE AND HOLD (GPS REQUIRED). 1501051511-1507041508EST.

**SOUTH DAKOTA**

**BELLE FOURCHE**

Belle Fourche Muni

**FDC 4/1793** EFC IAP BELLE FOURCHE MUNI, BELLE FOURCHE, SD. RNAV (GPS) RWY 32, AMDT 1...CHANGE THRE 3180 TO TDZE 3180. THIS IS RNAV (GPS) RWY 32, AMDT 1A. 1412212155-PERM.

**CHAMBERLAIN**

Chamberlain Muni

**FDC 4/4120** 9V9 IAP CHAMBERLAIN MUNI, CHAMBERLAIN, SD. RNAV (GPS) RWY 13, ORIG...RNAV (GPS) RWY 31, ORIG...DESCENT ANGLE 3.05/TCH 40 NA. 1410281445-1505261445EST.

**GETTYSBURG**

Gettysburg Muni

**FDC 4/1784** 0D8 IAP GETTYSBURG MUNI, GETTYSBURG, SD. RNAV (GPS) RWY 31, AMDT 2...LP HAT 399. LNAV HAT 479. CHART TDZE 2061. DELETE THRE 2055. THIS IS RNAV (GPS) RWY 31, AMDT 2A. 14122112121-PERM.

**FDC 4/1783** 0D8 IAP GETTYSBURG MUNI, GETTYSBURG, SD. RNAV (GPS) RWY 13, AMDT 2...LP HAT 499. LNAV HAT 559. CHART TDZE 2061. DELETE THRE 2059. THIS IS RNAV (GPS) RWY 13, AMDT 2A. 14122112121-PERM.

**HOT SPRINGS**

Hot Springs Muni

**FDC 4/1801** HSR IAP HOT SPRINGS MUNI, HOT SPRINGS, SD. RNAV (GPS) RWY 19, ORIG...LP HAT 694. LNAV HAT 754. CHART TDZE 3146. DELETE THRE 3142. THIS IS RNAV (GPS) RWY 19, ORIG-A. 1412212331-PERM.

**LEMMON**

Lemmon Muni

**FDC 4/1805** LEM IAP LEMMON MUNI, LEMMON, SD. RNAV (GPS) RWY 29, ORIG...LPV DA 2823. LNAV/VNAV DA 2831. LNAV HAT 487. CHART TDZE 2573. DELETE THRE 2570. THIS IS RNAV (GPS) RWY 29, ORIG-A. 1412212334-PERM.

**MADISON**

Madison Muni

**FDC 4/9631** MDS IAP MADISON MUNI, MADISON, SD. RNAV (GPS) RWY 33, ORIG...LPV DA NA. LNAV/VNAV DA NA.. 1410201555-1505181555EST.

**MILLER**

Miller Muni

**FDC 4/1810** MKA IAP MILLER MUNI, MILLER, SD. RNAV (GPS) RWY 15, AMDT 1...LPV DA 1883. LNAV/VNAV DA 1964. LNAV HAT 531. CHART TDZE 1569. DELETE THRE 1560. THIS IS RNAV (GPS) RWY 15, AMDT 1A. 1412220001-PERM.

**MOBRIDGE**

Mobridge Muni

**FDC 4/1808** MDS IAP MADISON MUNI, MADISON, SD. RNAV (GPS) RWY 15, ORIG...CHANGE THRE 1718 TO TDZE 1718. THIS IS RNAV (GPS) RWY 15, ORIG-A. 1412212356-PERM.

**FDC 4/1806** MDS IAP MADISON MUNI, MADISON, SD. RNAV (GPS) RWY 33, ORIG...LPV DA 1963. LNAV/VNAV DA 2013. LNAV HAT 407. CHART TDZE 1713. DELETE THRE 1710. THIS IS RNAV (GPS) RWY 33, ORIG-A. 1412212356-PERM.
FDC 5/0804 MBG IAP MOBRIDGE MUNI, MOBRIDGE, SD. RNAV (GPS) RWY 30, AMDT 1...LPV DA 2050. LNAV/VNAV DA 1993. LNAV HAT 699 ALL CATS. CHART TDZE 1701, DELETE THRE 1700. CHANGE ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE PIERRE RGNL ALTIMETER SETTING AND INCREASE ALL DA 165 FEET AND ALL MDA 180 FEET, INCREASE LPV AND LNAV/VNAV ALL CATS VISIBILITY 5/8 MILE, LNAV CAT B VISIBILITY 1/4 MILE, CAT C/D 1/2 MILE, CIRCLING CAT A/B/D 1/4 MILE, CAT C 1/2 MILE. THIS IS RNAV (GPS) RWY 30, AMDT 1A. 1501062034-PERM.

PARKSTON
Parkston Muni

FDC 4/1786 8V3 IAP PARKSTON MUNI, PARKSTON, SD. RNAV (GPS) RWY 33, ORIG...CHANGE THRE 1418 TO TDZE 1418. THIS IS RNAV (GPS) RWY 33, ORIG-A. 1412212132-PERM.

FDC 4/1785 8V3 IAP PARKSTON MUNI, PARKSTON, SD. RNAV (GPS) RWY 15, ORIG...LNAV HAT 443. CHART TDZE 1417. DELETE THRE 1415. THIS IS RNAV (GPS) RWY 15, ORIG-A. 1412212132-PERM.

PHILIP
Philip

FDC 4/1813 PHP IAP PHILIP, PHILIP, SD. RNAV (GPS) RWY 30, ORIG...LPV DA 2456. LNAV/VNAV DA 2794. LNAV HAT 414. CHART TDZE 2206. DELETE THRE 2194. THIS IS RNAV (GPS) RWY 30, ORIG-A. 1412220007-PERM.

RAPID CITY
Rapid City Rgnl

FDC 5/1889 RAP IAP RAPID CITY RGNL, RAPID CITY, SD. RNAV (GPS) RWY 14, AMDT 2A...RADAR REQUIRED FOR PROCEDURE ENTRY. 1501081834-1507071834EST.

FDC 4/648 RAP IAP RAPID CITY RGNL, RAPID CITY, SD. RNAV (GPS) RWY 23, ORIG...RNAV (GPS) RWY 5, ORIG...VOR OR TACAN RWY 14, ORIG-F...VOR OR TACAN RWY 32, AMDT 24F...NOTE: NIGHT LANDING RWY 5 NA. 1412101725-1506081725EST.

FDC 4/1817 RAP IAP RAPID CITY RGNL, RAPID CITY, SD. RNAV (GPS) RWY 32, AMDT 1B...CHANGE THRE 3142 TO READ TDZE 3160. THIS IS RNAV (GPS) RWY 32, AMDT 1C. 1412220021-PERM.

FDC 4/1816 RAP IAP RAPID CITY RGNL, RAPID CITY, SD. RNAV (GPS) RWY 5, ORIG...LPV DA 3449. LNAV/VNAV DA 3449. LNAV HAT 301. CHART TDZE 3199. DELETE THRE 3173. THIS IS RNAV (GPS) RWY 5, ORIG-A. 1412220021-PERM.

FDC 4/1815 RAP IAP RAPID CITY RGNL, RAPID CITY, SD. RNAV (GPS) RWY 23, ORIG...CHANGE THRE 3204 TO TDZE 3204. THIS IS RNAV (GPS) RWY 23, ORIG-A. 1412220021-PERM.

FDC 4/1814 RAP IAP RAPID CITY RGNL, RAPID CITY, SD. VOR OR TACAN RWY 32, AMDT 24F...S-32 HAT 280. CHART TDZE 3160. DELETE THRE 3143. THIS IS VOR OR TACAN RWY 32, AMDT 24G. 1412220021-PERM.

FDC 4/1813 RAP IAP RAPID CITY RGNL, RAPID CITY, SD. VOR OR TACAN RWY 15, AMDT 21C...CHANGE THRE 3204 TO TDZE 3204. THIS IS RNAV (GPS) RWY 23, ORIG-A. 1412220021-PERM.

FDC 4/1812 RAP IAP RAPID CITY RGNL, RAPID CITY, SD. VOR OR TACAN RWY 32, AMDT 24F...S-32 HAT 280. CHART TDZE 3160. DELETE THRE 3143. THIS IS VOR OR TACAN RWY 32, AMDT 24G. 1412220021-PERM.

FDC 4/1811 RAP IAP RAPID CITY RGNL, RAPID CITY, SD. RNAV (GPS) RWY 3, AMDT 1A...CHANGE THRE 1424 TO TDZE 1424. THIS IS ILS OR LOC RWY 3, AMDT 27F. 1412221217-PERM.

FDC 4/1799 FSD IAP JOE FOSS FIELD, SIOUX FALLS, SD. ILS OR LOC RWY 3, AMDT 27E...CHANGE THRE 1424 TO TDZE 1424. THIS IS ILS OR LOC RWY 3, AMDT 27F. 1412221217-PERM.

FDC 4/1798 FSD IAP JOE FOSS FIELD, SIOUX FALLS, SD. VOR OR TACAN RWY 15, AMDT 21C...CHANGE THRE 1429 TO TDZE 1429. THIS IS VOR OR TACAN RWY 15, AMDT 21C. 1412221217-PERM.

FDC 4/1797 FSD IAP JOE FOSS FIELD, SIOUX FALLS, SD. RNAV (GPS) RWY 15, AMDT 1...CHANGE THRE 1429 TO TDZE 1429. THIS IS RNAV (GPS) RWY 15, AMDT 1A. 1412221217-PERM.

FDC 4/1796 FSD IAP JOE FOSS FIELD, SIOUX FALLS, SD. RNAV (GPS) RWY 3, AMDT 1A...CHANGE THRE 1429 TO TDZE 1429. THIS IS RNAV (GPS) RWY 3, AMDT 1A. 1412221217-PERM.

FDC 4/1795 FSD IAP JOE FOSS FIELD, SIOUX FALLS, SD. VOR/DME OR TACAN RWY 33, AMDT 12C...S-33 HAT 516. CHART TDZE 1424. DELETE THRE 1422. THIS IS VOR/DME OR TACAN RWY 33, AMDT 12D. 1412221217-PERM.

FDC 4/1794 FSD IAP JOE FOSS FIELD, SIOUX FALLS, SD. RNAV (GPS) RWY 33, AMDT 1...LPV DA 1725. LNAV/VNAV DA 1979. LNAV HAT 496. CHART TDZE 1424. DELETE THRE 1422. THIS IS RNAV (GPS) RWY 33, AMDT 1A. 1412221217-PERM.

SPEARFISH
Black Hills-Clyde Ice Field

FDC 5/1891 SPF IAP BLACK HILLS-CLYDE ICE FIELD, SPEARFISH, SD. RNAV (GPS) RWY 31, ORIG-B...TERMINAL ROUTE BFFLO TO WIMBO (IAF) NA. 1501081834-1507071834EST.
FDC 5/1890 SPF IAP BLACK HILLS-CLYDE ICE FIELD, SPEARFISH, SD. RNAV (GPS) RWY 13, ORIG-B...TERMINAL ROUTE BFFLO TO JUNSI (IAF) NA. 1501081834-1507071834EST.

FDC 4/6413 SPF IAP BLACK HILLS-CLYDE ICE FIELD, SPEARFISH, SD. RNAV (GPS) RWY 31, ORIG-B...RNAV MDA 5460/HAT 1555 ALL CATS, VISIBILITY CAT B 1 1/2, CAT C 3. CIRCLING MDA 5460/HAA 1527 ALL CATS, VISIBILITY CAT C 3. VDP 4.70 NM TO RWY 31. 1408211733-1502211733EST.

STURGIS
Sturgis Muni

FDC 4/1791 49B IAP STURGIS MUNI, STURGIS, SD. RNAV (GPS) RWY 29, AMDT 1...LPV DA 3532. LPV DA 3532 CATS A/B, 4073 CAT C. RNAV/VNAV DA 3532 CATS A/B, 3986 CAT C. RNAV HAT 409 CATS A/B, 1049 CAT C. CHART TDZE 3231. DELETE THRE 3208. THIS IS RNAV (GPS) RWY 29, AMDT 1A. 1412212140-PERM.

WAGNER
Wagner Muni

FDC 4/1792 AGZ IAP WAGNER MUNI, WAGNER, SD. RNAV (GPS) RWY 27, ORIG...LPV DA 1845. RNAV/VNAV DA 2004. RNAV HAT 504. CHART TDZE 1476. DELETE THRE 1465. THIS IS RNAV (GPS) RWY 27, ORIG-A. 1412212145-PERM.

WATERTOWN
Watertown Rgnl

FDC 5/2773 ATY IAP WATERTOWN RGNL, WATERTOWN, SD. NDB RWY 35, AMDT 9...ALTERNATE MINIMUMS NA, LICAN (AT) LOM UNMONITORED. 1501120444-1502110444EST.

WINNER
Winner Rgnl


FDC 4/8954 ICR ODP WINNER RGNL, WINNER, SD. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...TAKE-OFF MINIMUMS: RWY 9, 300-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 216 FT PER NM TO 1800, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT PER NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1600 FT PRIOR TO DER. RWY 23, 300-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 367 FT PER NM TO 1800. RWY 27, 400-2 1/4. ALL OTHER INFORMATION REMAINS AS PUBLISHED. 1409111723-1503111723EST.

FDC 4/5475 ICR IAP WINNER RGNL, WINNER, SD. RNAV (GPS) RWY 31, ORIG-A...LPV DA NA. RNAV/VNAV DA NA. RNAV MDA NA. 1411151645-1506141645EST.

YANKTON
Chan Gurney Muni

FDC 4/1824 YKN IAP CHAN GURNEY MUNI, YANKTON, SD. VOR RWY 31, AMDT 3A...TDZE 1285 S-31 HAT 695. THIS IS VOR RWY 31, AMDT 3B. 1412220051-PERM.


FDC 4/1821 YKN IAP CHAN GURNEY MUNI, YANKTON, SD. NDB RWY 31, AMDT 3...S-31 HAT 435. CHART TDZE 1285. DELETE THRE 1271. THIS IS NDB RWY 31, AMDT 3A. 1412220051-PERM.


TENNESSEE
BRISTOL/JOHNSON/KINGSPORT
Tri-Cities Rgnl Tn/Va

FDC 4/4318 TRI ODP TRI-CITIES RGNL TN/VA, BRISTOL/JOHNSON/KINGSPORT, TN. TRICITIES ONE DEPARTURE...TAKEOFF MINIMUMS: RWY 9, 300-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 216 FT PER NM TO 1800, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT PER NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1600 FT PRIOR TO DER. RWY 23, 300-1 1/2 OR STANDARD WITH MINIMUM CLIMB OF 367 FT PER NM TO 1800. RWY 27, 400-2 1/4. ALL OTHER INFORMATION REMAINS AS PUBLISHED. 1409111723-1503111723EST.

FDC 4/1450 TRI IAP TRI-CITIES RGNL TN/VA, BRISTOL/JOHNSON/KINGSPORT, TN. RNAV (GPS) RWY 9, ORIG-A...DISREGARD NOTES: STRAIGHT-IN MINIMUMS NA AT NIGHT. CIRCLING TO RWY 9 NA AT NIGHT. WHEN VGSI INOPERATIVE, CIRCLING TO RWY 27 NA AT NIGHT. NOTE: NIGHT LANDING: RWY 9, 27 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409041131-1503041131EST.
FDC 4/1449 TRI IAP TRI-CITIES RGNL TN/VA, BRISTOL/JOHNSON/KINGSPORT, TN. RNAV (GPS) RWY 23, AMDT 1..DISREGARD NOTE: CIRCLING TO RWY 9-27 NA AT NIGHT. NOTE: NIGHT LANDING: RWY 9, 27 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409041131-1503041131EST.

FDC 4/1448 TRI IAP TRI-CITIES RGNL TN/VA, BRISTOL/JOHNSON/KINGSPORT, TN. RNAV (GPS) RWY 23, AMDT 1...DISREGARD NOTE: CIRCLING TO RWY 9-27 NA AT NIGHT. NOTE: NIGHT LANDING: RWY 9, 27 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409041131-1503041131EST.

FDC 4/1447 TRI IAP TRI-CITIES RGNL TN/VA, BRISTOL/JOHNSON/KINGSPORT, TN. RNAV (GPS) RWY 23, AMDT 1...DISREGARD NOTE: CIRCLING TO RWY 9-27 NA AT NIGHT. NOTE: NIGHT LANDING: RWY 9, 27 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409041131-1503041131EST.

FDC 4/1446 TRI IAP TRI-CITIES RGNL TN/VA, BRISTOL/JOHNSON/KINGSPORT, TN. RNAV (GPS) RWY 23, AMDT 1...DISREGARD NOTE: CIRCLING TO RWY 9-27 NA AT NIGHT. NOTE: NIGHT LANDING: RWY 9, 27 NA AT NIGHT. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409041131-1503041131EST.

FDC 4/1580 CKV IAP OUTLAW FIELD, CLARKSVILLE, TN. LOC RWY 35, AMDT 5G...TERMINAL ROUTE VALER INTERSECTION TO SNUFF LOM NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SNUFF (CK) LOM FACILITY RESTRICTION. RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, SNUFF (CK) LOM FACILITY RESTRICTION. DESCENT ANGLE 3.01/50 TCH NA. 1409041240-1503041240EST.

COLUMBIA/MOUNT PLEASANT

Maury County

FDC 4/1438 MRC IAP MAURY COUNTY, COLUMBIA/MOUNT PLEASANT, TN. VOR/DME-A, AMDT 4...CIRCLING ALL CATS MDA 1420/HAA 739. 1412011419-1505301419EST.

FDC 4/1361 MRC ODP MAURY COUNTY, COLUMBIA/MOUNT PLEASANT, TN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...AKEOFF MINIMUMS: RWY 6, 400-1 1/2 OR STANDARD WITH A MINIMUM CLIMB OF 293 FEET PER NM TO 1100. 1409291954-1503291954EST.

COPPERHILL

Copper Basin Medical Center

FDC 2/1141 23TN FI/T SPECIAL COPPER BASIN MEDICAL CENTER HELIPORT, COPPER HILL, TN. (SPECIAL) CROPER RNAV (GPS) 330. ORIG.MISSED APPROACH: CLIMB TO 6400 DIRECT EYPAP WP AND HOLD.

DICKSON

Dickson Muni

FDC 4/1678 M02 IAP DICKSON MUNI, DICKSON, TN. RNAV (GPS) RWY 17, AMDT 1A...VISUAL DESCENT ANGLE 3.04/40 TCH NOT AUTHORIZED. 1409041511-1503041511EST.

DUNLAP

Sequatchie County

FDC 1/3239 18TN FI/T IAP NORTH VALLEY MEDICAL CENTER HELIPORT, DUNLAP, TN. (SPECIAL) COPTER RNAV (GPS) 221 ORIG.MISSED APPROACH: CLIMBING LEFT TURN TO 4000 DIRECT TO ENOGY WP AND HOLD.

DYERSBURG

Dyersburg Rgnl
DYERSBURG RGNL, DYERSBURG, TN. VOR-A, AMDT 18...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409252034-1503242034EST.

DYERSBURG RGNL, DYERSBURG, TN. VOR/DME RWY 4, AMDT 4...PROCEDURE NA. 1412081634-1506061634EST.

GREENEVILLE-Greene County Muni

GREENEVILLE-GREENE COUNTY MUNI, GREENEVILLE, TN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...TAKEOFF MINIMUMS: RWY 5, 400-2 OR STANDARD WITH MINIMUM CLimb OF 335 FT PER NM TO 2000. NOTE: RWY 5, TREES BEGINNING 533 FEET FROM DER, 430 FT RIGHT OF CENTERLINE, UP TO 54 FT AGL/1657 FT MSL. TREES BEGINNING 1400 FROM DER, 312 FT RIGHT OF CENTERLINE, UP TO 146 FT AGL/1770 FT MSL. TREES BEGINNING 2443 FEET FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 127 FT AGL/1744 FT MSL. TREES BEGINNING 4072 FEET FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 133 FT AGL/1793 FT MSL. TREES BEGINNING 7091 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 128 FT AGL/1836 FT MSL. TRANSMISSION LINE TOWER 9852 FT FROM DER, 217 FT RIGHT OF CENTERLINE, 53 FT AGL/1855 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1408020743-1502020743EST.

HARRIMAN
Roane Medical Center

TN19 F/T SPECIAL ROANE MEDICAL CENTER, HARRIMAN, TN. (SPECIAL) COPTER RNAV (GPS) 264, ORIG.MDA 1360/HAS 260 SURFACE ELEVATION 1100 MSL.

HUMBOLDT
Humboldt Muni

M53 IAP HUMBOLDT MUNI, HUMBOLDT, TN. VOR/DME-A, AMDT 5A...PROCEDURE NA, Dyr R-118 UNUSABLE. 1412081300-1506061300EST.

JACKSON
Mc Kellar-Sipes Rgnl

MKL IAP MC KELLAR-SIPES RGNL, JACKSON, TN. VOR Rwy 2, AMDT 13...NOTE: NIGHT LANDING: Rwy 29 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501051957-1507041957EST.

MKL IAP MC KELLAR-SIPES RGNL, JACKSON, TN. RNAV (GPS) Rwy 20, ORIG...NOTE: NIGHT LANDING: Rwy 29 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501051951-1507041954EST.

MKL IAP MC KELLAR-SIPES RGNL, JACKSON, TN. ILS OR LOC Rwy 2, AMDT 8A...NOTE: NIGHT LANDING: Rwy 29 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501051951-1507041951EST.

JASPER
Marion County-Brown Field

APT IAP MARION COUNTY-BROWN FIELD, JASPER, TN. NDB Rwy 4, AMDT 5...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410011237-1503301237EST.

APT IAP MARION COUNTY-BROWN FIELD, JASPER, TN. RNAV (GPS) Rwy 4, ORIG...DEscENT ANGLE 3.07/TCH 40 NA. VDP NA. NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410011235-1503301235EST.

KNOXVILLE
Mc Ghee Tyson

TYS IAP MC GHEE TYSON, KNOXVILLE, TN. RADAR-1, AMDT 22...CIRCLING CAT B MDA 1540/HAA 559. 1501051804-1507041804EST.

TYS IAP U.S. DOD MC GHEE TYSON, KNOXVILLE, TN. RADAR-1, AMDT 22...CIRCLING CAT B MDA 1540/HAA 559. 1501051804-1507041804EST.

TYS IAP U.S. DOD MC GHEE TYSON, KNOXVILLE, TN. HI ILS OR LOC Rwy 5L, AMDT 4...S-ILS 5L VIS RVR 2400 ALL CATS. NOTE: (ASTERISK) RVR 1800 AUTHORIZED WITH THE USE OF FD OR AP OR HUD TO DA. NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT. 1411141433-1505131433EST.

TYS IAP U.S. DOD MC GHEE TYSON, KNOXVILLE, TN. HI ILS OR LOC Rwy 5L, AMDT 4...VGSI AND DESCENT ANGLES NOT COINCIDENT. 1412011405-1505301405EST.
**LEWISBURG**

Ellington

**FDC 5/0335** LUG ODP ELLINGTON, LEWISBURG, TN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKE-OFF MINIMUMS: RWY 20, 500-2 3/4 OR STANDARD WITH A MINIMUM CLIMB OF 350 FT PER NM TO 1400. NOTE: RWY 2, TREES AND NAVDAID BEGINNING 5 FT FROM DER, 496 FT RIGHT OF CENTERLINE, UP TO 55 FT AGL/765 FT MSL. NAVDAID 8 FT FROM DER, 112 FT LEFT OF CENTERLINE, 10 FT AGL/710 FT MSL. VEHICLES ON ROAD BEGINNING 353 FT FROM DER, 594 FT RIGHT OF CENTERLINE, UP TO 15 FT AGL/727 FT MSL. TREES BEGINNING 405 FT FROM DER, 569 FT LEFT OF CENTERLINE, UP TO 43 FT AGL/753 FT MSL. TREES BEGINNING 2071 FT FROM DER, 321 FT LEFT OF CENTERLINE, UP TO 89 FT AGL/789 FT MSL. TREES AND TOWER BEGINNING 2182 FT FROM DER, 117 FT RIGHT OF CENTERLINE, UP TO 117 FT AGL/798 FT MSL. NOTE: RWY 20, TREES AND POLES BEGINNING 38 FT FROM DER, 418 FT LEFT OF CENTERLINE, UP TO 80 FT AGL/790 FT MSL. SIGN, TREES, POLES, VEHICLES ON ROAD, WINDSOCK AND BUILDINGS BEGINNING 56 FT FROM DER, 246 FT RIGHT OF CENTERLINE, UP TO 76 FT AGL/786 FT MSL. TREES BEGINNING 1988 FT FROM DER, 701 FT LEFT OF CENTERLINE, UP TO 76 FT AGL/806 FT MSL. TREES BEGINNING 1857 FT FROM DER, 466 FT RIGHT OF CENTERLINE, UP TO 86 FT AGL/806 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**MEMPHIS**

**General Dewitt Spain**

**FDC 5/3108** M01 ODP GENERAL DEWITT SPAIN, MEMPHIS, TN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...NOTE: RWY 17: TEMPORARY CRANE 2707 FT FROM DER 487 FT LEFT OF CENTERLINE, 120 FT AGL/330 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED.

**Memphis Intl**

**FDC 4/5404** MEM IAP MEMPHIS INTL, MEMPHIS, TN. RNAV (RNP) X RWY 18R, ORIG-C...PROCEDURE NA.

**FDC 4/3224** MEM STAR MEMPHIS INTL, MEMPHIS, TN. BRBBQ ONE ARRIVAL CHANGE DEPICTED RIGHT HAND HOLDING AT WHOLL TO BE LEFT HAND HOLDING.

**FDC 4/0332** MEM IAP MEMPHIS INTL, MEMPHIS, TN. RNAV (GPS) Z RWY 18L. AMDT 2B...LPV DA 612/HAT 334, VIS RVR 3200 ALL CATS. TEMPORARY CRANE 518 MSL 1506 FT E OF RWY 18L.

**FDC 4/0331** MEM IAP MEMPHIS INTL, MEMPHIS, TN. ILS OR LOC RWY 18L. AMDT 2C...S-ILS 18L DA 605/HAT 327, VIS RVR 3200 ALL CATS. TEMPORARY CRANE 518 MSL 1506 FT E OF RWY 18L.

**MILLINGTON**

**Millington Rgnl Jetport**

**FDC 4/4292** NQA IAP MILLINGTON RGNL JETPORT, MILLINGTON, TN. VOR/DME OR TACAN RWY 22, AMDT 2A...NOTE: NIGHT LANDING: RWY 22 NA...NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.
NQA IAP MILLINGTON RGNL JETPORT, MILLINGTON, TN. RNAV (GPS) RWY 22, AMDT 1A...LPV DA: 716/HAT 396, VIS 3/4 MILE ALL CATS. LNAV MDA 840/HAT 520 ALL CATS. VIS CAT A/B 3/4, CAT C 1, CAT D/E 1 1/4. CIRCLING CAT A/B/C MDA 840 HAA 520. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL AT DUR VORTAC ON V140 EASTBOUND. CHANGE LOCAL ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MEMPHIS ALTIMETER SETTING AND INCREASE ALL DA/MDA 60 FEET, AND INCREASE LPV ALL CATS AND LNAV CAT E AND CIRCLING CAT E VISIBILITY 1/4 MILE. CHANGE FOR INOPERATIVE MALS/R NOTE TO READ: FOR INOPERATIVE MALS/R, INCREASE LPV DA ALL CATS VISIBILITY TO 1 1/4 MILE, AND LNAV/VNAV AND LNAV CAT E VISIBILITY TO 1 3/4 MILE AND LNAV CAT A/B TO 1 MILE... LPV DA A 1.41 MILE TO RW22... 13/4 MILE, AND LNAV V CAT A/B TO 1 MILE, AND LNAV V CAT E TO 2 MILE... VDP AT 1.41 MILE TO RW22.. 1410031749-1504011749 EST.

MURFREESBORO

Murfreesboro Muni

FDC 4/7580 MBT IAP MURFREESBORO MUNI, MURFREESBORO, TN. RNAV (GPS) RWY 18, AMDT 1B...DISREGARD NOTE: NIGHT LANDING RWY 36 NA. 1412111733-1506091733 EST.

FDC 4/7579 MBT IAP MURFREESBORO MUNI, MURFREESBORO, TN. NDB RWY 18, AMDT 1B...CIRCLING CAT C MDA 1280/HAA 666. BUYRO FIX MINIMUMS: CIRCLING CAT C MDA 1280/HAA 666. DISREGARD NOTE: PROCEDURE NA AT NIGHT. CHANGE HELICOPTER VISIBILITY NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. CHANGE LOCAL ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE NASVILLE INTL ALTIMETER SETTING AND INCREASE ALL MDA 60 FEET, AND INCREASE S-18 CAT C VISIBILITY 1/8 MILE AND CIRCLING CAT C AND BUYRO FIX MINIMUMS CIRCLING CAT C VISIBILITY 1/4 MILE. 1412111733-1506091733 EST.

NASHVILLE

John C Tune

FDC 4/7262 JWN IAP JOHN C TUNE, NASHVILLE, TN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKEOFF MINIMUMS: RWY 2, STANDARD WITH MINIMUM CLIMB OF 206 FT PER NM TO 1500, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT PER NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1700 FT PRIOR TO DER. NOTE: RWY 2, TREE 18 FT FROM DER, 190 FT LEFT OF CENTERLINE, UP TO 45 FT AGL/505 FT MSL. TOWER 304 FT FROM DER, 15 FT LEFT OF CENTERLINE, 37 FT AGL/509 FT MSL. TREES 730 FT FROM DER, 5 FT LEFT OF CENTERLINE, 34 FT AGL/514 FT MSL. TERRAIN 1183 FT FROM DER, 493 FT LEFT OF CENTERLINE, 530 FT MSL. BUSHES 1281 FT FROM DER, 347 FT LEFT TO 66 FT RIGHT OF CENTERLINE, UP TO 13 FT AGL/533 FT MSL. TREES 1420 FT FROM DER, 294 FT RIGHT OF CENTERLINE, UP TO 41 FT AGL/541 FT MSL. TREES BEGINNING 1985 FT FROM DER, 300 FT RIGHT OF CENTERLINE, UP TO 55 FT AGL/575 FT MSL. NOTE: RWY 20, APPROACH LIGHT 10 FT FROM DER, 125 FT RIGHT OF CENTERLINE, 1 FT AGL/459 FT MSL. TREES BEGINNING 1382 FT FROM DER, 373 FT LEFT OF CENTERLINE TO 370 FT RIGHT OF CENTERLINE, UP TO 58 FT AGL/517 FT MSL. TRANSMISSION LINE AND TOWER BEGINNING 2742 FT FROM DER, 1234 FT LEFT OF CENTERLINE TO 3508 FT FROM DER, 207 FT LEFT OF CENTERLINE, UP TO 138 FT AGL/546 FT MSL. 1410311749-1504291341 EST.

Nashville Intl

FDC 4/1034 BNA IAP NASHVILLE INTL, NASHVILLE, TN. ILS OR LOC/DME RWY 20R, AMDT 10B... ILS OR LOC RWY 2L... ILS RWY 2L (SA CAT I)... ILS RWY 2L (CAT II - III), AMDT 10... ILS OR LOC RWY 31, AMDT 9... DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. GHM VORTAC OUT OF SERVICE. 1409280749-1503270749 EST.

NEWPORT

Cocke County Baptist Hospital

FDC 4/9784 26TN FT/T ODP COCKE COUNTY BAPTIST HOSPITAL HELIPORT, NEWPORT, TN. (SPECIAL) RNAV (GPS) 008 DEPARTURE, ORG.CHANGE VISUAL SEGMENT MINIMUM ALTITUDE NOTE TO READ: CLIMB AT MINIMUM 245 FT/400 NM TO CROSS WAKUR WP AT OR ABOVE 1880 FEET PRIOR TO ENTERING IMC.
PARIS
Henry County

FDC 4/7711  PHT IAP HENRY COUNTY, PARIS, TN. RNAV (GPS) RWY 20, AMDT 1...NOTE: NIGHT LANDING: CATS C/D, RWY 20 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1407081510-1501081510EST.

PIKEVILLE
Bledsoe County Hospital

FDC 4/5079  29TN SPECIAL BLEDSOE COUNTY HOSPITAL, PIKEVILLE, TN. RNAV (GPS) RWY 245, ORIG...MISSED APPROACH: CLIMBING LEFT TURN TO 4600 DIRECT AKOYU WP AND HOLD. 1406301740-1412301740EST.

PORTLAND
Portland Muni

FDC 5/0360  1M5 IAP PORTLAND MUNI, PORTLAND, TN. RNAV (GPS) RWY 19, ORIG AMDT 3A...CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BOWLING GREEN ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET. INCREASE S-19 CAT C AND CIRCLING CAT C VISIBILITY 1/2 MILE, AND INCREASE S-19 CAT D AND CIRCLING CAT D VISIBILITY 1/4 MILE. 1501051854-1507041853EST.

PULASKI
Abernathy Field

FDC 4/8672  GZS IAP ABERNATHY FIELD, PULASKI, TN. RNAV (GPS) RWY 16, AMDT 2A...NOTE: PROCEDURE NA AT NIGHT. DESCENT ANGLE 3.00/TCH 40 NA. 1409221924-1503221924EST.

ROGERSVILLE
Hawkins County

FDC 4/4910  RVN IAP HAWKINS COUNTY, ROGERSVILLE, TN. GPS RWY 7, ORIG...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412081243-1506061243EST.

FDC 4/3787  RVN IAP HAWKINS COUNTY, ROGERSVILLE, TN. NDB RWY 7, AMDT 2...TERMINAL ROUTE OTWAY TO ROGERSVILLE (RVN) NDB MINIMUM ALTITUDE 4300. TERMINAL ROUTE YUMMY TO ROGERSVILLE (RVN) NDB MINIMUM ALTITUDE 4300. PROCEDURE TURN MINIMUM ALTITUDE 4300. CHANGE MISSED APPROACH TO: CLIMBING RIGHT TURN TO 4300 IN RVN NDB HOLDING PATTERN. 1410271843-1504251843EST.

FDC 4/1457  RVN IAP HAWKINS COUNTY, ROGERSVILLE, TN. GPS RWY 7, ORIG...S-7 MINIMUMS NA. TRI-CITIES RGNL ALTIMETER SETTING S-7 MINIMUMS NA. 1412011425-1505301425EST.

SEVIERVILLE
Gatlinburg-Pigeon Forge

FDC 4/7947  GKT ODP GATLINBURG-PIGEON FORGE, SEVIERVILLE, TN. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...TAKEOFF MINIMUMS: RWY 10, STANDARD WITH MINIMUM CLIMB OF 320 FT PER NM TO 2300. ALL OTHER DATA REMAINS AS PUBLISHED. 1409221430-1504221430EST.

FDC 2/0002  GKT FI/T IAP GATLINBURG-PIGEON FORGE, SEVIERVILLE, TN. VOR/DME RWY 10, AMDT 6.PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. VXV TACAN OTS.

SMITHVILLE
Dekalb Community Hospital

FDC 2/6557  35TN FI/T SPECIAL DEKALB BAPTIST HOSPITAL HELIPORT, SMITHVILLE, TN. (SPECIAL) HELICOPTER RNAV (GPS) 198, ORIG.PROCEDURE NA AT NIGHT.

SMYRNA
Smyrna

FDC 4/7268  MQY IAP SMYRNA, SMYRNA, TN. RNAV (GPS) RWY 32, AMDT 1...NOTE: NIGHT LANDING: RWY 1 NA. 1408221841-1502221841EST.

SPARTA
Upper Cumberland Rgnl

FDC 5/031 SB IAP UPPER CUMBERLAND RGNL, SPARTA, TN. RNAV (GPS) RWY 22, ORIG-B, TAA SECTOR WOTEK BEARING 128 CW 308 WITHIN 15NM MINIMUM ALTITUDE 4900. INITIAL ZUKAM TO WOTEK, LICET TO WOTEK, AND HOLDING AT WOTEK MINIMUM ALTITUDE 4900. INTERMEDIATE ALTITUDE AT YASUB AT OR ABOVE 3900. CHANGED LNAV/VNAV HIGH/LOW TEMPERATURE NOTE TO: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17C (2F) OR ABOVE 54C (130F).... 1501051759-1507041755EST.

FDC 3/1094 SB IAP UPPER CUMBERLAND RGNL, SPARTA, TN. RNAV (GPS) RWY 4, ORIG-B, LPV DA 1238/HAT 217 ALL CATS. CHANGED BACKUP ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CROSSVILLE ALTIMETER SETTING AND INCREASE LPV DA TO 1410 AND ALL CATS VISIBILITY 1/2 MILE. INCREASE LNAV/VNAV DA TO 1568 AND ALL CATS VISIBILITY 3/4 MILE. INCREASE CIRCLING CAT C/D VISIBILITY MILE. CHANGED LNAV/VNAV HIGH/LOW TEMPERATURE NOTE TO: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17C (2F) OR ABOVE 54C (130F). 1311182200-1405182200EST.

FDC 3/1091 SB IAP UPPER CUMBERLAND RGNL, SPARTA, TN. RNAV (GPS) RWY 22, ORIG-B, TAA SECTOR WOTEK BEARING 128 CW 308 WITHIN 15NM MINIMUM ALTITUDE 4900. INITIAL ZUKAM TO WOTEK, LICET TO WOTEK, AND HOLDING AT WOTEK MINIMUM ALTITUDE 4900. INTERMEDIATE ALTITUDE AT YASUB AT OR ABOVE 3900. CHANGED LNAV/VNAV HIGH/LOW TEMPERATURE NOTE TO: FOR UNCOMPENSATED BARO-VNAV SYSTEMS, LNAV/VNAV NA BELOW -17C (2F) OR ABOVE 54C (130F). 1311182200-1405182200EST.

WAVERLY

Humphreys County

FDC 4/4634 0M5 IAP HUMPHREYS COUNTY, WAVERLY, TN. RNAV (GPS) RWY 3, ORIG...DESCENT ANGLE 3.00/TCH 50 NA. 1411141410-1505131410EST.

FDC 4/1023 0M5 IAP HUMPHREYS COUNTY, WAVERLY, TN. VOR/DME OR GPS-A, AMDT 2C...VOR/DME PORTION NA. GHM VORTAC OUT OF SERVICE. 1409280749-1503270749EST.

WINCHESTER

Southern Tennessee Medical Center

FDC 2/6549 32TN FI/T IAP SOUTHERN TENNESSEE MEDICAL CENTER, WINCHESTER, TN. (SPECIAL) COPTER RNAV 215, ORIG-MISSED APPROACH: CLIMBING LEFT TURN TO 4500 DIRECT ISVIF WP AND HOLD. MINIMUM ALTITUDE AT IAF ISVIF 4500 FT.

WINCHESTER Muni

FDC 4/5022 BGF IAP WINCHESTER MUNI, WINCHESTER, TN. NDB RWY 18, AMDT 6...NIGHT LANDING: RWY 36, 18 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409091447-1504071447EST.

FDC 4/5021 BGF IAP WINCHESTER MUNI, WINCHESTER, TN. RNAV (GPS) RWY 36, ORIG...NIGHT LANDING: RWY 36, 18 NA. NOTE: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410091447-1504071447EST.

FDC 4/5018 BGF IAP WINCHESTER MUNI, WINCHESTER, TN. RNAV (GPS) Z RWY 18, ORIG...NIGHT LANDING: RWY 18 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410091447-1504071447EST.

FDC 4/5017 BGF IAP WINCHESTER MUNI, WINCHESTER, TN. RNAV (GPS) Y RWY 18, ORIG...NIGHT LANDING: RWY 18 NA. CHANGE HELICOPTER RESTRICTION NOTE TO READ: VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1410091447-1504071447EST.

TEXAS

AMARILLO

Rick Husband Amarillo Intl

FDC 4/7377 AMA IAP RICK HUSBAND AMARILLO INTL, AMARILLO, TX. ILS OR LOC RWY 4, AMDT 22C...DISREGARD NOTE: AUTOPILOT COUPLED APPROACH NA. 1411030152-1506020152EST.

ANAHUAC

Chambers County

FDC 4/8641 T00 STAR CHAMBERS COUNTY, ANAHUAC, TX. HUDZY TWO ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION:....FROM OVER HUDZY INT ON IAH R-067.44 (MEA 5000) TO CLWSN INT, ON IAH R-067.44 (MEA 4000) TO SWWAA. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO SWWAA INT. HUB VOR OUT OF SERVICE 1408271300-1505220901EST.
**GKY STAR ARLINGTON MUNI, ARLINGTON, TX.** KNEAD SIX ARRIVAL APPROACH CONTROL FREQUENCIES ARE 135.975, 379.9 1409180800-1504300800EST.

**FDC 4/5248**
GKY STAR ARLINGTON MUNI, ARLINGTON, TX. DODJE ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE 125.2, 125.95, 343.65 1409180800-1504300800EST.

**ATHENS**

**FDC 4/5275**
ATHENS MUNI
F44 IAP ATHENS MUNI, ATHENS, TX. NDB RWY 35, AMDT 4C...NOTE: NIGHT LANDING: RWY 35 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501090210-1508070210EST.

**FDC 5/2133**
F44 IAP ATHENS MUNI, ATHENS, TX. RNA V (GPS) RWY 35, ORIG...DECENT ANGLE 3.04/TCH 47 NA. NOTE: NIGHT LANDING: RWY 35 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501090210-1508070210EST.

**AUSTIN**

**FDC 4/7343**
EDC IAP AUSTIN EXECUTIVE, AUSTIN, TX. RNAV (GPS) RWY 31, ORIG...CIRCLING CAT A/B/C MDA 1160/ HAA 540. TEMPORARY CRANE, 797 MSL, 1.76 NM NW OF AIRPORT. 1407071300-1501071300EST.

**FDC 4/7342**
EDC IAP AUSTIN EXECUTIVE, AUSTIN, TX. RNAV (GPS) RWY 13, ORIG...ILS/RNAV DA 1149/ HAT 529 ALL CATS. VIS 1 7/8 ALL CATS. LNAV MDA 1100/ HAT 480 ALL CATS. VIS CAT C 3 1/8. CIRCLING CAT A/B/C MDA 1160/ HAA 540. VDP 1.38 MILES TO RWY 13. TEMPORARY CRANE , 797 MSL, 1.76 NM NW OF AIRPORT. 1407071300-1501071300EST.

**FDC 4/0010**
EDC STAR AUSTIN EXECUTIVE, AUSTIN, TX. WLEEE TWO RNAV ARRIVAL...ADD NOTE: WAILN TRANSITION FOR HOUSTON TERMINAL AREA DEPARTURES ONLY. 1407141400-1502270901EST.

**Austin-Bergstrom Intl**

**FDC 9/0908**
AUS FI/T AUSTIN-BERGSTROM INTL, AUSTIN, TX. ILS RWY 17L, AMDT 1. ILS RWY 17L (CAT II), AMDT 1.ILS RWY 17L (CAT III), AMDT 1.MISSED APPROACH. CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 3000 VIA HEADING 080 FOR RADAR VECTORS (RADAR REQUIRED).
HPY STAR BAYTOWN, BAYTOWN, TX. WAPPL ONE RNAV ARRIVAL...ADD NOTE: EXCEPT FOR AIRCRAFT DEPARTING SHV, PLANB TRANSITION IS ATC ASSIGNED ONLY. DO NOT FILE. 1405290901-1504300901EST.

FDC 4/6370 HPY STAR BAYTOWN, BAYTOWN, TX. BLUBELL THREE ARRIVAL...SNDAV INT DME REQUIRED. (HUB VOR OUT OF SERVICE) 1405290901-1504300901EST.

FDC 4/6292 HPY SID BAYTOWN, BAYTOWN, TX. WYLSN (RNAV) ONE DEPARTURE...DISREGARD NOTE: MAJKK TRANSITION (WYLSN,MAJKK): (ATC ASSIGNED ONLY). 1409180818-1503180818EST.

HPY SID BAYTOWN, BAYTOWN, TX. WAPPL ONE RNAV ARRIVAL...ADD NOTE: EXCEPT FOR AIRCRAFT DEPARTING SHV, PLANB TRANSITION IS ATC ASSIGNED ONLY. DO NOT FILE. 1405290901-1504300901EST.

FDC 4/7066 Beumont Muni

FDC 4/3214 BMT IAP BEAUMONT MUNI, BEAUMONT, TX. RNAV (GPS) RWY 13, ORIG-C...RNAV (GPS) RWY 31, ORIG-C...VOR/DME RWY 13, AMDT 3C...VOR/DME RWY 31, AMDT 4C...NOTE: PROCEDURE NA AT NIGHT. DISREGARD NOTE: CIRCLING NA RWY 16-34. 1407212021-1501212021EST.

BEAUMONT/PORT ARTHUR

Jack Brooks Rgnl

FDC 5/3003 BPT IAP JACK BROOKS RGNL, BEAUMONT/PORT ARTHUR, TX. VOR/DME RWY 34, AMDT 7E...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501121756-1508111756EST.

BOWIE

Bowie Muni

FDC 4/2141 OF2 IAP BOWIE MUNI, BOWIE, TX. RNAV (GPS) RWY 35, AMDT 4...NOTE: NIGHT LANDING: RWY 17 NA. 1411102157-1506092157EST.

FDC 4/2140 OF2 IAP BOWIE MUNI, BOWIE, TX. RNAV (GPS) RWY 17, AMDT 4...NOTE: NIGHT LANDING: RWY 17 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1411102157-1506092157EST.

FDC 4/2139 OF2 IAP BOWIE MUNI, BOWIE, TX. RNAV (GPS) RWY 17, AMDT 4...NOTE: NIGHT LANDING: RWY 17 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DISREGARD SYMBOL REPRESENTING VISUAL 34:1 SLOPE IS CLEAR. 1411102157-1506092157EST.

BRECKENRIDGE

Stephens County

FDC 4/9654 BKD IAP STEPHENS COUNTY, BRECKENRIDGE, TX. RNAV (GPS) RWY 17, AMDT 4...NOTE: PROCEDURE NA AT NIGHT. DISREGARD NOTE: CIRCLING NA RWY 17, 31 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP STRAIGHT-IN/CIRCLING RWY 17 PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 35 NA AT NIGHT. 1411052150-1506042150EST.

BRENHAM

Brenham Muni

FDC 4/7202 54T STAR RWJ AIRPARK, BAYTOWN, TX. RNAV (GPS) RWY 32, AMDT 4...NOTE: NIGHT LANDING: RWY 17 NA. 1411102157-1506092157EST.

FDC 4/7084 54T STAR RWJ AIRPARK, BAYTOWN, TX. WAPPL ONE RNAV ARRIVAL...ADD NOTE: TURBOJET AIRCRAFT DESCEND VIA MACH NUMBER UNTIL INTERCEPTING 280K. MAINTAIN 280K UNTIL SLOWED BY THE STAR. 1405290901-1504300901EST.

FDC 4/6291 54T SID RWJ AIRPARK, BAYTOWN, TX. WYLSN (RNAV) ONE DEPARTURE...DISREGARD NOTE: MAJKK TRANSITION (WYLSN,MAJKK): (ATC ASSIGNED ONLY). 1409180818-1503180818EST.

FDC 4/6242 54T STAR RWJ AIRPARK, BAYTOWN, TX. BLUBELL THREE ARRIVAL...SNDAV INT DME REQUIRED. HUB VOR OUT OF SERVICE 1405290901-1504300901EST.
FDC 4/1240 11R IAP BRENNAM MUNI, BRENNHAM, TX. RNAV (GPS) RWY 16, AMDT 2...CHANGE THRE 318 TO TDZE 318. DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. ADD NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1409291548-1503291548EST.

BRIDGEPORT
Bridgeport Muni

FDC 5/3010 XBP IAP BRIDGEPORT MUNI, BRIDGEPORT, TX. RNAV (GPS) RWY 18, ORIG...MISSING APPROACH: CLIMB TO 3600 DIRECT FIPAL AND ON TRACK 241 TO TIEON AND HOLD, CONTINUE CLIMB-IN-HOLD TO 3600. 1501121804-1508111804EST.

BROWNWOOD
Brownwood Rgnl

FDC 4/9647 WBD IAP BROWNWOOD RGNL, BROWNWOOD, TX. RNAV (GPS) RWY 35, ORIG...ADD NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. 1410201508-1504181508EST.

CAMPBELLTON
74 Ranch

FDC 4/2876 0XA5 SPECIAL 74 RANCH, CAMPBELLTON, TX. RNAV (GPS) RWY 14, ORIG...CIRCLING CAT A MDA 740/HAA 423. DRILLING RIG, 432 MSL, 1.39 NM SE OF AIRPORT. 1410031115-1504181508EST.

FDC 4/2874 0XA5 SPECIAL 74 RANCH, CAMPBELLTON, TX. RNAV (GPS) RWY 32, ORIG...RNAV CAT A/B MDA 700/HATH 418. CIRCLING CAT A MDA 740/HAA 423. VDP 1.19 NM TO RWY 32. DRILLING RIG, 432 MSL, 1.39 NM SE OF AIRPORT. 1410031115-1504181508EST.

CARTHAGE
Panola County-Sharpe Field

FDC 5/2580 4F2 IAP PANOLA COUNTY-SHARPE FIELD, CARTHAGE, TX. RNAV (GPS) RWY 35, ORIG...DESCENT ANGLE 3.04/TCH 40 NA. 1501101821-1508101821EST.

CENTER
Center Muni

FDC 5/2577 F17 IAP CENTER MUNI, CENTER, TX. RNAV (GPS) RWY 35, ORIG...NOTE: PROCEDURE NA AT NIGHT. 1501101821-1508101821EST.

CLEBURNE
Cleburne Rgnl

FDC 4/6947 CPT SID CLEBURNE RGNL, CLEBURNE, TX. WYLIE SIX DEPARTURE...MERIDIAN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE. 1410151302-1504131302EST.

FDC 4/6467 CPT SID CLEBURNE RGNL, CLEBURNE, TX. COYOTE SIX DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: BOOMR TRANSITION: DME REQUIRED. 1409180837-1503180837EST.

FDC 4/6371 CPT SID CLEBURNE RGNL, CLEBURNE, TX. LEEAG (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: BDDAY TRANSITION ATC ASSIGNED ONLY. 1409180834-1503180834EST.

FDC 4/5290 CPT STAR CLEBURNE RGNL, CLEBURNE, TX LIKES ONE ARRIVAL NOTE: PROCEDURE NOT AVAILABLE FOR CPT 1409180800-1504300800EST.

FDC 4/5271 CPT STAR CLEBURNE RGNL, CLEBURNE, TX KNEAD SIX ARRIVAL APPROACH CONTROL FREQUENCIES ARE 135.975 379.9 1409180800-1504300800EST.

CLEVELAND
Cleveland Muni

FDC 4/6299 6R3 SID CLEVELAND MUNI, CLEVELAND, TX. WYLSN (RNAV) ONE DEPARTURE...DISREGARD NOTE: MAJKK TRANSITION (WYLSN1.MAJKK): (ATC ASSIGNED ONLY). 1409180818-1504180818EST.

COLLEGE STATION
Easterwood Field
FDC 5/2034 CLL IAP EASTERWOOD FIELD, COLLEGE STATION, TX. VOR OR TACAN RWY 10, AMDT 19...TERMINAL ROUTE JEPED/CLL 16.00 DME (IAF) CW TO FEMAB/CLL 16.00 DME (NOPT) NA. CLL VORTAC R-131 CW R-142 SFC-6999 FT UNUSABLE. 1410201823-1505181823EST.

FDC 4/9699 CLL IAP EASTERWOOD FIELD, COLLEGE STATION, TX. VOR/DME RWY 28, AMDT 13...TERMINAL ROUTE JUDDY/CLL 15.00 DME (IAF) CCW TO JERBA/I-CLL 13.87 DME (NOPT) NA. TERMINAL ROUTE OSUME/CLL 15.00 DME (IAF) CCW TO JERBA/I-CLL 13.87 DME (NOPT) NA. PLANVIEW NOTE: ADF REQUIRED FOR TERMINAL ROUTE CLL VORTAC TO ROWDY LOMA-I-CLL 6.51 DME (IAF). CLL VORTAC R-131 CW R-142 SFC-6999 FT AND R-152 CW R-189 SFC-6999 FT UNUSABLE. 1409111725-1503111725EST.

FDC 4/9696 CLL IAP EASTERWOOD FIELD, COLLEGE STATION, TX. LOC BC RWY 16, AMDT 7...PROCEDURE NA. 1410201823-1505181823EST.

FDC 4/4320 CLL IAP EASTERWOOD FIELD, COLLEGE STATION, TX. RNAV (GPS) RWY 28, AMDT 1...RNAV/VNAV DA 765/HATH 450 ALL CATS. VIS 1 1/2 ALL CATS. RNAV MDA 740/HATH 429 ALL CATS. VIS CAT C/D/E 1 1/4. NEW OBSTACLE POLES, UP TO 483 MSL, 1.26 NM EAST OF APCH END RWY 28. 1409111725-1503111725EST.

FDC 4/3380 CLL IAP EASTERWOOD FIELD, COLLEGE STATION, TX. RNAV (GPS) RWY 16, AMDT 1...RNAV/VNAV DA 763/HATH 443 ALL CATS. VIS 1 1/2 ALL CATS. RNAV MDA 660/HATH 450 ALL CATS. VIS CATS C/D/E 1 1/2. CIRCLING CATS A/B/C MDA 920/HAA 600. VDP NA. TEMPORARY CRANE, 602 MSL, 1.43 NM NORTH OF AIRPORT. 1410250844-1504230844EST.

CORPORUS CHRISTI

 Corpus Christi Intl

FDC 4/0243 CRP IAP CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. RNAV (GPS) Y RWY 36, AMDT 2...LPV DA 240. LNAV/VNAV DA 356. LNAV HAT 400 ALL CATS. CIRCLING CAT A HAA 456, CAT B HAA 536, CAT C/D/E HAA 776. CHART TDZE 40. DELETE THRE 39. CHART APT ELEV 44. THIS IS RNAV (GPS) Y RWY 36, AMDT 2A. 1412171540-PERM.

FDC 4/0220 CRP IAP CORPUS CHRISTI INTL, CORPUS CHRISTI, TX. RNAV (RNP) Z RWY 36, AMDT 1...RNP 0.11 DA 290. RNP 0.30 DA 400. CHART TDZE 40. DELETE THRE 39. CHART APT ELEV 44. THIS IS RNAV (RNP) Z RWY 36, AMDT 1A. 1412171540-PERM.

CYPRESS

 Dry Creek

FDC 4/5311 TS07 SPECIAL DRY CREEK, CYPRESS, TX. RNAV (GPS) RWY 18, AMDT 2...DESCENT ANGLE 3.00/TCH 40 NA. 1412081924-1506061924EST.

DALLAS

Addison

FDC 4/6971 ADS SID ADDISON, DALLAS, TX. DALLAS ONE DEPARTURE...WYLIE SIX DEPARTURE...MERIDIAN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE. 1410151302-1504131302EST.

FDC 4/6509 ADS SID ADDISON, DALLAS, TX. HOWIG (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: ALIAN TRANSITION ATC ASSIGNED ONLY. NOTE: AIRCRAFT LANDING LBB TERMINAL AREA FILE THE BRHMA TRANSITION. 1409180835-1503180835EST.

FDC 4/6401 ADS SID ADDISON, DALLAS, TX. SWABR (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: FOR USE BY TURBOJETS ONLY. 1409180835-1503180835EST.

FDC 4/5444 ADS STAR ADDISON, DALLAS, TX SLANT ONE ARRIVAL AIRRE TRANSITION FOR OKC TERMINAL DEPARTURES ONLY 1409180800-1503180800EST.

FDC 4/5270 ADS STAR ADDISON, DALLAS, TX KNEAD SIX ARRIVAL APPROACH CONTROL FREQUENCIES ARE 135.975, 379.9 1409180800-1504300800EST.

FDC 4/5354 ADS STAR ADDISON, DALLAS, TX EESAT ONE ARRIVAL NOTE: FOR USE WHEN KDFW IS IN NORTH FLOW. WHEN KDFW IS IN SOUTH FLOW, FILE THE LOADS RNAV STAR 1409180800-1504300800EST.
ADS FI/T STAR DALLAS/ADDISON, ADDISON, TX DUMPY FOUR ARRIVAL. ALEXANDRIA TRANSITION CORRECTION: CVE R-118 SHOULD READ R-302.

Baylor University Medical Center Dallas

FDC 00979 XA61 FI/T BAYLOR UNIVERSITY MEDICAL CENTER, DALLAS, TX. (SPECIAL) COPTER RNAV (GPS) 250, ORIG. PROCEED VISUALLY NA PROCEED VFR FROM HALUD OR CONDUCT THE SPECIFIED MISSED APPROACH.

Collin County Rgnl At Mc Kinney

FDC 46952 TKI SID COLLIN COUNTY RGNL AT MC KINNEY, DALLAS, TX. DALLAS ONE DEPARTURE...WYLIE SIX DEPARTURE...MERIDIAN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE.

FDC 46506 TKI SID COLLIN COUNTY RGNL AT MC KINNEY, DALLAS, TX. HOWIG (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: ALIAN TRANSITION ATC ASSIGNED ONLY. NOTE: AIRCRAFT LANDING LBB TERMINAL AREA FILE THE BRHMA TRANSITION.

Dallas Executive

FDC 46976 RBD SID DALLAS EXECUTIVE, DALLAS, TX. DALLAS ONE DEPARTURE...WYLIE SIX DEPARTURE...MERIDIAN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE.

FDC 46504 RBD SID DALLAS EXECUTIVE, DALLAS, TX. HOWIG (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: ALIAN TRANSITION ATC ASSIGNED ONLY. NOTE: AIRCRAFT LANDING LBB TERMINAL AREA FILE THE BRHMA TRANSITION.
FDC 4/6398 RBD SID DALLAS EXECUTIVE, DALLAS, TX. LEEAG (RNAV) ONE DEPARTURE...KUSSO (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/Takeoff Minimums: Note: BDDAY Transition ATC Assigned Only. 1409180834-1503180834 EST.

FDC 4/6359 RBD SID DALLAS EXECUTIVE, DALLAS, TX. COYOTE SIX DEPARTURE...DALLAS ONE DEPARTURE...GARLAND FOUR DEPARTURE...HOWIG (RNAV) ONE DEPARTURE...HUBBARD SEVEN DEPARTURE...JOE SIX POOL DEPARTURE...KUSSO (RNAV) ONE DEPARTURE...SWABR (RNAV) ONE DEPARTURE...TXOMA THREE DEPARTURE...WORTH EIGHT DEPARTURE...WYLIE SIX DEPARTURE...Change Executive Tower Frequency from 335.6 to 257.8. 1409180832-1503180832 EST.

FDC 4/6330 RBD SID DALLAS EXECUTIVE, DALLAS, TX. LEEAG (RNAV) ONE DEPARTURE...Remove CTAF Frequency 120.3. Change Executive Tower Frequency from 335.6 to 257.8. 1409180832-1503180832 EST.

FDC 4/5456 RBD STAR DALLAS EXECUTIVE, DALLAS, TX. YEAGR ONE ARRIVAL NOTE: Procedure Not Available for RBD 1409180800-1505180800 EST.

FDC 4/5282 RBD STAR DALLAS EXECUTIVE, DALLAS, TX. KNEAD SIX ARRIVAL APPROACH Control Frequencies are 135.975, 379.9 1409180800-1505180800 EST.

FDC 4/5252 RBD STAR DALLAS EXECUTIVE, DALLAS, TX. DODJE ONE ARRIVAL APPROACH Control Frequencies are 125.2, 125.95, 343.65 UHF ATIS Frequency 351.675 1409180800-1505180800 EST.

Dallas Love Field


FDC 4/9290 DAL IAP DALLAS LOVE FIELD, DALLAS, TX. ILS OR LOC RWY 31R, AMDT 5B...BOKKLE FIX Minimums Circling CAT D MDA 1240/ HAA 753. VIS CAT D 2 1/2. TEMPORARY CRANE, 889 MSL. 2.38 NM EAST OF AIRPORT. 1408281928-1503281928 EST.

FDC 4/9289 DAL IAP DALLAS LOVE FIELD, DALLAS, TX. ILS OR LOC Y RWY 31L, AMDT 32A...ILS OR LOC Y RWY 13R, AMDT 4E...RNAV (GPS) RWY 31R, AMDT 1A...RNAV (GPS) Y RWY 31L, AMDT 1...RNAV (GPS) Y RWY 13R, ORIG...RNAV (GPS) Z RWY 13L, AMDT 2...Circling CAT D MDA 1240/ HAA 753. VIS CAT D 2 1/2. TEMPORARY CRANE, 889 MSL. 2.38 NM EAST OF AIRPORT. 1408281928-1503281928 EST.

FDC 4/9286 DAL IAP DALLAS LOVE FIELD, DALLAS, TX. ILS OR LOC Y RWY 31L, AMDT 21B...ENTRA FIX Minimums Circling CAT D MDA 1240/ HAA 753. VIS CAT D 2 1/2. TEMPORARY CRANE, 889 MSL. 2.38 NM EAST OF AIRPORT. 1408281928-1503281928 EST.

FDC 4/7312 DAL IAP DALLAS LOVE FIELD, DALLAS, TX. ILS OR LOC Y RWY 31L, AMDT 32A...Disregard Note: Simultaneous Approach Authorized With DFW ILS OR LOC RWY 17L. 1409182259-1503182259 EST.

FDC 4/7260 DAL SID DALLAS LOVE FIELD, DALLAS, TX. LOVE TWO DEPARTURE...TUCUMCARI Transition: NA Except For Aircraft Equipped With Suitable RNAV System With GPS. 1409181854-1504181854 EST.

FDC 4/6961 DAL SID DALLAS LOVE FIELD, DALLAS, TX. DALLAS ONE DEPARTURE...WYLIE SIX DEPARTURE...BACHMAN SIX DEPARTURE...Meridian Transition: NA Except For Aircraft Equipped With Suitable RNAV System With GPS, MEI VORTAC OUT OF SERVICE. 1410151302-1504131302 EST.

FDC 4/6497 DAL SID DALLAS LOVE FIELD, DALLAS, TX. COYOTE SIX DEPARTURE...PROCEDURAL DATA NOTES/Takeoff Minimums: Note: BOOMR Transition: DME Required. 1409180837-1503180837 EST.

FDC 4/6332 DAL SID DALLAS LOVE FIELD, DALLAS, TX. VENUS SEVEN DEPARTURE...Change Regional Dep Con Frequency from 118.55 / 290.35 TO 125.125 / 353.95. 1409180832-1503180832 EST.

FDC 4/6331 DAL SID DALLAS LOVE FIELD, DALLAS, TX. LOVE TWO DEPARTURE...Change Regional Dep Con Frequency from 319.85 To 353.95. 1409180832-1503180832 EST.
**FDC 4/5452** DAL STAR DALLAS LOVE FIELD, DALLAS, TX TRYST ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE 125.27 308.4 NOTE: FOR USE WHEN KDAL IS LANDING NORTH. WHEN KDAL IS LANDING SOUTH EXPECT THE HIBIL RNAV STAR 1409180800-1504300800EST.

**FDC 4/5451** DAL STAR DALLAS LOVE FIELD, DALLAS, TX SWVAY ONE ARRIVAL DALLAS LOVE FIELD ATIS 120.15 1409180800-1504300800EST.

**FDC 4/5450** DAL STAR DALLAS LOVE FIELD, DALLAS, TX REDDN ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE 125.27 125.025 308.4 263.025 NOTE: FOR USE WHEN KDAL IS LANDING SOUTH. WHEN KDAL IS LANDING NORTH EXPECT THE MNNDO RNAV STAR 1409180800-1504300800EST.

**FDC 4/5449** DAL STAR DALLAS LOVE FIELD, DALLAS, TX NANDR ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE 118.1, 306.95 1409180800-1504300800EST.

**FDC 4/5448** DAL STAR DALLAS LOVE FIELD, DALLAS, TX NRTAY ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE 135.975/379.9 1409180800-1504300800EST.

**FDC 4/5447** DAL STAR DALLAS LOVE FIELD, DALLAS, TX KNEAD SIX ARRIVAL APPROACH CONTROL FREQUENCIES ARE 135.975 379.9 1409180800-1504300800EST.

**FDC 4/5446** DAL STAR DALLAS LOVE FIELD, DALLAS, TX HIBIL ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE 125.27/308.4 REVISE NOTE: FOR USE WHEN KDAL IS LANDING SOUTH. WHEN KDAL IS LANDING NORTH EXPECT THE TRYST RNAV STAR JRHED TRANSITION ATC ASSIGNED ONLY 1409180800-1504300800EST.

**FDC 4/5445** DAL STAR DALLAS LOVE FIELD, DALLAS, TX BACHR ONE ARRIVAL CHANGE REGIONAL APPROACH CONTROL FREQUENCIES 135.975 379.9 1409180800-1504300800EST.

**FDC 4/5444** DAL SIP DALLAS LOVE FIELD, DALLAS, TX. VENUS SEVEN DEPARTURE...CHANGE BILEE TRANSITION NOTE TO READ: FOR NON-GPS OR DME/DME/IRU EQUIPPED AIRCRAFT OVERFLYING THE BILEE INT THEN VIA THE APPROPRIATE STAR TO IAH, CXO OR DWH. ALSO FOR AIRCRAFT OVERFLYING THE BILEE INT VIA J87 TO TNV VORTAC. FROM OVER TTT VOR/DME VIA TTT R-156 TO BILEE INT. CHANGE COLLEGE STATION TRANSITION NOTE TO READ: FOR PISTON AND TURBOPROP AIRCRAFT DESTINED HOU, EFD, GLS, OR LBX. FOR ALL AIRCRAFT TYPES DESTINED ALL OTHER HOUSTON TERMINAL AREA AIRPORTS EXCEPT IAH, CXO OR DWH. FROM OVER TTT VOR/DME VIA TTT R-166 TO ELLVR INT, THEN VIA CLL R-334 TO CLL VORTAC. CHANGE ELLVR TRANSITION NOTE TO READ: FOR TURBOJET AIRCRAFT DESTINED HOU, EFD, GLS, OR LBX. FROM OVER TTT VOR/DME VIA TTT R-166 TO ELLVR INT. CHANGE TORNN TRANSITION NOTE TO READ: FOR GPS OR DME/DME/IRU EQUIPPED AIRCRAFT OVERFLYING TORNN INT THEN VIA THE APPROPRIATE RNAV STAR TO IAH, CXO, OR DWH. ALSO FOR AIRCRAFT LANDING THE LAFAYETTE, LAKE CHARLES, OR BEAUMONT/PORT ARTHUR TERMINAL AREAS. FROM OVER TTT VOR/DME VIA TTT R-156 TO TORNN INT. ALL OTHER DATA REMAINS AS PUBLISHED 1412022251-1506302251EST.

**FDC 4/5443** DAL STAR DALLAS LOVE FIELD, DALLAS, TX. RNAV (GPS) Z RWY 13R, AMDT 1...CHART: CIRCLING ICON.. 1412312203-1506292203EST.

**FDC 4/5442** DAL STAR DALLAS LOVE FIELD, DALLAS, TX. RNAV (GPS) Y RWY 31L, AMDT 1B...CIRCLING MDA 1360/873 HAA CATS A/B/C.. 1412312203-1506292203EST.

**Methodist Dallas Medical Center**

**FDC 1/3234** XA62 FI/T SPECIAL METHODIST DALLAS MEDICAL CENTER, DALLAS, TX. (SPECIAL)COPTER RNAV (GPS) 294, ORIG.LPV DA 898/HAL 299 LNAV MDA 1040/HAL 441. 760 MSL CRANE 5037 FT SOUTH OF HELIPORT.

**DALLAS-FORT WORTH**

**Dallas/Fort Worth Intl**

**FDC 4/6969** DFW 1-AFPN-211 DFW SID DALLAS/FORT WORTH INTL...DEPARTURE...WYLIE SIX DEPARTURE...MERIDIAN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE. 141011302-150413302EST.

**FDC 4/6940** DFW IAP DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 18L, AMDT 1A...LNAV/VNAV DA 1073/HAT 471 ALL CATS. VIS ALL CATS RVR 6000. TEMPORARY CRANES 780 MSL 1.15 NM NE AND 4985 FEET NE OF RWY 18L 1409181317-1504181317EST.
DFC 4/6935  DFW IAP DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 17C, AMDT 2A...LPV DA 862/HAT 300 ALL CATS. LNAV/VNAV DA 1082/HAT 520 ALL CATS. LNAV MDA 1040/HAT 478 ALL CATS. VDP AT 1.27 MILES TO RW 17C TEMPORARY CRANES, UP TO 782 MSL 1.29 NM NW OF APPROACH END RWY 17C. 1409181317-1504181317EST.

DFC 4/6929  DFW SID DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. DARTZ (RNAV) FIVE DEPARTURE...CHANGE BILEE TRANSITION NOTE TO READ: FOR AIRCRAFT OVERFLYING BILEE INTERSECTION ON J87 TO OVERFLY TVN VORTAC. CHANGE TORNN TRANSITION NOTE TO READ: FOR AIRCRAFT OVERFLYING TORNN INTERSECTION, THEN ON THE APPROPRIATE RNAV STAR TO GEORGE BUSH INTERCONTINENTAL, LONE STAR EXECUTIVE, OR DAVID WAYNE HOOKS MEMORIAL AIRPORTS. ALSO FOR AIRCRAFT LANDING IN THE LAFAYETTE, LAKE CHARLES, OR BEAUMONT/PORT ARTHUR TERMINAL AREAS. 1409181315-1504181315EST.

DFC 4/6797  DFW IAP DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. RNAV (GPS) RWY 17R, AMDT 2A...LNAV/VNAV DA 1143/HAT 576 ALL CATS. VIS 1 1/2 ALL CATS. LNAV MDA 1100/HAT 533 ALL CATS. VIS CATS C/D RVR 5500. VDP 1.46 NM TO RWY 17R. TEMPORARY CRANE, 780 MSL, 4569 FEET NW OF APPROACH END RWY 17R. 1409181230-1504181230EST.

DFC 4/6718  DFW IAP DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. VOR RWY 13R, AMDT 1C...VOR RWY 31L, ORIG-C...PROCEDURE NA. 1409181202-1504181202EST.

DFC 4/6753  DFW SID DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. KINGDOM EIGHT DEPARTURE...CHANGE REGIONAL DEP CON FREQUENCY FROM 125.8 / 257.95 TO 126.47 / 363.15 (JETS). 1409180832-1503180832EST.

DFC 4/6752  DFW SID DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. WYLIE SIX DEPARTURE...CHANGE REGIONAL DEP CON FREQUENCY FROM 282.35 (NORTH) TO 282.275 (NORTH). 1409180832-1503180832EST.

DFC 4/6325  DFW SID DALLAS/FORT WORTH INTL, DALLAS-FORT WORTH, TX. TRI-GATE SEVEN DEPARTURE...ADD REGIONAL DEP CON FREQUENCY 125.2 / 343.65 (SOUTH) CHANGE DEP CON FREQUENCY 124.3 / 282.275 TO DEP CON FREQUENCY 124.3 282.275 (NORTH). 1409180832-1503180832EST.

DFC 4/6354  DFW STAR DALLAS/FORT WORTH INTERNATIONAL, DFW AIRPORT, TX WHINY ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE 125.025 1503180832-1504300800EST.

DFC 4/5452  DFW STAR DALLAS/FORT WORTH INTERNATIONAL, DFW AIRPORT, TX TILLA ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE 119.875 1503180832-1504300800EST.

DFC 4/5450  DFW STAR DALLAS/FORT WORTH INTERNATIONAL, DFW AIRPORT, TX SOKK ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE 119.875 1503180832-1504300800EST.

DFC 4/5433  DFW STAR DALLAS/FORT WORTH INTERNATIONAL, DFW AIRPORT, TX SEEVR ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE 125.025 1503180832-1504300800EST.

FDC 4/5266  DFW STAR DALLAS/FORT WORTH INTERNATIONAL, DFW AIRPORT, TX GIBBI ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE 119.875 1503180832-1504300800EST.

FDC 4/5264  DFW STAR DALLAS/FORT WORTH INTERNATIONAL, DFW AIRPORT, TX FORNY ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE 125.025 1503180832-1504300800EST.

FDC 4/5262  DFW STAR DALLAS/FORT WORTH INTERNATIONAL, DFW AIRPORT, TX KLNDR ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE 125.025 1503180832-1504300800EST.

FDC 4/5236  DFW STAR DALLAS/FORT WORTH INTERNATIONAL, DFW AIRPORT, TX DAWGZ ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE 125.025 1503180832-1504300800EST.

FDC 4/5232  DFW STAR DALLAS/FORT WORTH INTERNATIONAL, DFW AIRPORT, TX CAINE ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE 125.025 1503180832-1504300800EST.

FDC 4/5230  DFW STAR DALLAS/FORT WORTH INTERNATIONAL, DFW AIRPORT, TX BRDJE ONE ARRIVAL... APPROACH CONTROL FREQUENCIES ARE 125.025 1503180832-1504300800EST.

FDC 4/6946  LUD SID DECATUR MUNI, DECATUR, TX. WYLIE SIX DEPARTURE...MERIDIAN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE. 1410151302-1504131302EST.

DECATUR

Decatur Muni

FDC 4/6946  LUD SID DECATUR MUNI, DECATUR, TX. WYLIE SIX DEPARTURE...MERIDIAN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE. 1410151302-1504131302EST.
**LUD SID DECATUR MUNI, DECATUR, TX. HOWIG (RNA V) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: ALIAN TRANSITION ATC ASSIGNED ONLY. NOTE: AIRCRAFT LANDING LBB TERMINAL AREA FILE THE BRHMA TRANSITION. 1409180839-1503180839EST.**

**FDC 4/6494**

**FDC 4/6492**

**FDC 4/6399**

**FDC 4/6495**

**FDC 4/6496**

**FDC 4/6399**

**FDC 4/6500**

**FDC 4/6399**

**FDC 4/6492**

**DENTON**

**Denton Muni**

**FDC 4/6972** DTO SID DENTON MUNI, DENTON, TX. DALLAS ONE DEPARTURE...WYLIE SIX DEPARTURE...MERICAN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE. 140151302-1504131302EST.

**FDC 4/6500** DTO SID DENTON MUNI, DENTON, TX. HOWIG (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: ALIAN TRANSITION ATC ASSIGNED ONLY. NOTE: AIRCRAFT LANDING LBB TERMINAL AREA FILE THE BRHMA TRANSITION. 1409180839-1503180839EST.

**FDC 4/6495** DTO SID DENTON MUNI, DENTON, TX. COYOTE SIX DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: BOOMR TRANSITION: DME REQUIRED. 1409180837-1503180837EST.

**FDC 4/6495** DTO SID DENTON MUNI, DENTON, TX. SWABR (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: FOR USE BY TURBOJETS ONLY. 1409180835-1503180835EST.

**FDC 4/5445** DTO STAR DENTON MUNI, DENTON, TX SLUGG SIX ARRIVAL APPROACH CONTROL FREQUENCIES ARE 135.975 (N) 125.8 (S) 257.95 1409180800-1504300800EST.

**FDC 4/5259** DTO STAR DENTON MUNI, DENTON, TX DODJE ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE 125.2 125.95 343.65 1409180800-1504300800EST.

**Denton Rgnl Medical Ctr - Flow Campus**

**FDC 1/2837** TS58 FI/T SPECIAL DENTON RGNL MEDICAL CTR - FLOW CAMPUS, DENTON, TX. (SPECIAL) COPTER RNAV (GPS) 090, ORIG.LNAV MDA 1180/HAS 466.

**EAGLE LAKE**

**Eagle Lake**

**FDC 4/1576** ELA IAP EAGLE LAKE, EAGLE LAKE, TX. RNAV (GPS) RWY 17, AMDT 1...RNAV (GPS) RWY 35, AMDT 5...CIRCLING CATS A/B/C MDA 860/HAA 676. VIS CAT C 2. 141211714-1505301714EST.

**EAGLE PASS**

**Comanche Ranch**

**FDC 4/7819** 5TE0 SPECIAL COMANCHE RANCH, EAGLE PASS, TX. (SPECIAL) RNAV (GPS) RWY 33 AMDT, ORIG...LNAV/VNAV: DA 1300/HAT 596. VISIBILITY 2 ALL CATS. CHANGE NOTE TO READ: OBTAIN LOCAL ALTITUDE ON CTAF: WHEN NOT RECEIVED USE COTULLA ALTITUDESETTING AND INCREASE ALL DA 188 FEET AND ALL MDA 200 FEET; INCREASE LNAV/VNAV ALL CATS VISIBILITY 3/4 AND LNAV ALL CATS VISIBILITY 1/2. PROCEDURE NA WHEN NEITHER RECEIVED. 1409220851-1504220851EST.

**Maverick County Memorial Intl**

**FDC 4/1295** 5T9 IAP MAVERICK COUNTY MEMORIAL INTL, EAGLE PASS, TX. RNAV (GPS) RWY 31, ORIG...MSA RW31 25 NM 3000. 1501080218-1507070218EST.

**FDC 4/4467** 5T9 IAP MAVERICK COUNTY MEMORIAL INTL, EAGLE PASS, TX. RNAV (GPS) RWY 13, ORIG...MSA RW13 25 NM 3000. 1410081245-1504061245EST.

**EL PASO**

**El Paso Intl**

**FDC 4/8418** ELIP IAP EL PASO INTL, EL PASO, TX. RNAV (RNP) Y RWY 4, ORIG-D...RNAV (RNP) Z RWY 4, ORIG-C...RNP 0.20 DA 4352/ HAT 429 ALL CATS. VIS 1 3/8 ALL CATS. RNP 0.30 DA 4376/ HAT 453 ALL CATS. VIS 1 1/2 ALL CATS. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. TEMPORARY CRANE 4170FT MSL 1.23NM SW OF AIRPORT. 1410161617-1505141617EST.
ELP IAP EL PASO INTL, EL PASO, TX. RNAV (GPS) X RWY 4, ORIG-C...RNAV MDA 4480/ HAT 558. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. NOTE: NIGHT LANDING: RWY 26R NA. TEMPORARY CRANE 4170FT MSL 1.23NM SW OF AIRPORT. 14010161617-1505141617EST.

ELP IAP EL PASO INTL, EL PASO, TX. HI VOR/DME OR TACAN RWY 26L, AMDT 4...CIRCLING CAT C MDA 4520/ HAA 558. NOTE: NIGHT LANDING: RWY 26R NA. TEMPORARY CRANE, 4170 MSL, 1.23 NM SW OF AIRPORT. 1407231134-1501231134EST.

ELP IAP EL PASO INTL, EL PASO, TX. ILS OR LOC RWY 22, AMDT 32C...RNAV (GPS) Y RWY 22, ORIG-D...RNAV (GPS) Y RWY 26L, AMDT 1A...VOR RWY 26L, AMDT 32...CIRCLING CATS A/B/C MDA 4520/ HAA 558. NOTE; NIGHT LANDING: RWY 26R NA. TEMPORARY CRANE, 4170 MSL, 1.23 NM SW OF AIRPORT. 1407231134-1501231134EST.

ELP IAP EL PASO INTL, EL PASO, TX. LOC/DME RWY 4, AMDT 3A...S-4 MDA 4460/ HAT 537 ALL CATS. VIS CATS A/B RVR 5500, CATS C/D 1 1/2. CIRCLING CATS A/B/C MDA 4520/ HAA 558. NOTE; NIGHT LANDING: RWY 26R NA NOTE; HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. TEMPORARY CRANE, 4170 MSL, 1.23 NM SW OF AIRPORT. 1407231134-1501231134EST.

ENNIS

Ennis Muni

F41 SID ENNIS MUNI, ENNIS, TX. WYLIE SIX DEPARTURE...MERIDIAN TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. MEI VORTAC OUT OF SERVICE. 1410151302-1504131302EST.

F41 SID ENNIS MUNI, ENNIS, TX. HOWIG (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKOFF MINIMUMS: NOTE: ALIAN TRANSITION ATC ASSIGNED ONLY. NOTE: AIRCRAFT LANDING LBB TERMINAL AREA FILE THE BRHMA TRANSITION. 1409180839-1503180839EST.

F41 SID ENNIS MUNI, ENNIS, TX. COYOTE SIX DEPARTURE...PROCEDURAL DATA NOTES/TAKOFF MINIMUMS: NOTE: BOOMR TRANSITION: DME REQUIRED. 1409180837-1503180837EST.

F41 SID ENNIS MUNI, ENNIS, TX. SWABR (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKOFF MINIMUMS: NOTE: FOR USE BY TURBOJETS ONLY. 1409180835-1503180835EST.

F41 SID ENNIS MUNI, ENNIS, TX. LEEAG (RNAV) ONE DEPARTURE...KUSSO (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKOFF MINIMUMS: NOTE: BDDAY TRANSITION ATC ASSIGNED ONLY. 1409180834-1503180834EST.

F41 STAR ENNIS MUNI, ENNIS, TX YEAGR ONE ARRIVAL NOTE: PROCEDURE NOT AVAILABLE FOR F41 AIRPORT 1409180800-1504300800EST.

F41 STAR ENNIS MUNI, ENNIS, TX SLANT ONE ARRIVAL AIRRE TRANSITION FOR OKC TERMINAL DEPARTURES ONLY 1409180800-1504300800EST.

ENNIS Muni

50F SID BOURLAND FIELD, FORT WORTH, TX. WYLIE SIX DEPARTURE...MERIDIAN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE. 1410151302-1504131302EST.

50F SID BOURLAND FIELD, FORT WORTH, TX. HOWIG (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKOFF MINIMUMS: NOTE: ALIAN TRANSITION ATC ASSIGNED ONLY. NOTE: AIRCRAFT LANDING LBB TERMINAL AREA FILE THE BRHMA TRANSITION. 1409180839-1503180839EST.

50F SID BOURLAND FIELD, FORT WORTH, TX. HOWIG (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKOFF MINIMUMS: NOTE: ALIAN TRANSITION ATC ASSIGNED ONLY. NOTE: AIRCRAFT LANDING LBB TERMINAL AREA FILE THE BRHMA TRANSITION. 1409180839-1503180839EST.

50F SID BOURLAND FIELD, FORT WORTH, TX. SWABR (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKOFF MINIMUMS: NOTE: FOR USE BY TURBOJETS ONLY. 1409180835-1503180835EST.
**FDC 4/6384** 50F SID BOURLAND FIELD, FORT WORTH, TX. LEEAG (RNAV) ONE DEPARTURE...KUSSO (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: BDDAY TRANSITION ATC ASSIGNED ONLY. 1409180834-1503180834EST.

**FDC 4/1243** 50F IAP BOURLAND FIELD, FORT WORTH, TX. RNAV (GPS) RWY 17, ORIG...NOTE: PROCEDURE NA AT NIGHT. 1409031804-1504031804EST.

**FDC 4/1242** 50F IAP BOURLAND FIELD, FORT WORTH, TX. VOR/DME A, ORIG-B...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1SM NOT AUTHORIZED. 1409031804-1504031804EST.

**Fort Worth Alliance**

**FDC 4/6949** AFW SID FORT WORTH ALLIANCE, FORT WORTH, TX. DALLAS ONE DEPARTURE...WYLIE SIX DEPARTURE...MERIDIAN TRANSITION NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE. 1410151302-1504131302EST.

**FDC 4/6502** AFW SID FORT WORTH ALLIANCE, FORT WORTH, TX. HOWIG (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: ALIAN TRANSITION ATC ASSIGNED ONLY. NOTE: AIRCRAFT LANDING LBB TERMINAL AREA FILE THE BRHMA TRANSITION. 1409180839-1503180839EST.

**Fort Worth Meacham Intl**

**FDC 4/6973** FTW SID FORT WORTH MEACHAM INTL, FORT WORTH, TX. DALLAS ONE DEPARTURE...MERIDIAN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE. 1410151302-1504131302EST.

**FDC 4/6503** FTW SID FORT WORTH MEACHAM INTL, FORT WORTH, TX. HOWIG (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: BDDAY TRANSITION ATC ASSIGNED ONLY. NOTE: AIRCRAFT LANDING LBB TERMINAL AREA FILE THE BRHMA TRANSITION. 1409180839-1503180839EST.

**FDC 4/6416** FTW SID FORT WORTH MEACHAM INTL, FORT WORTH, TX. SWABR (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: FOR USE BY TURBOJETS ONLY. 1409180835-1503180835EST.

**FDC 4/6378** FTW SID FORT WORTH MEACHAM INTL, FORT WORTH, TX. LEEAG (RNAV) ONE DEPARTURE...KUSSO (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: FOR USE BY TURBOJETS ONLY. 1409180835-1503180835EST.

**FDC 4/5464** FTW STAR FORT WORTH MEACHAM INTL., FORT WORTH, TX. SLUGG SIX ARRIVAL APPROACH CONTROL FREQUENCIES ARE 135.975 (N) 257.95 1409180800-1504300800EST.

**FDC 4/5246** FTW STAR FORT WORTH MEACHAM INTL., FORT WORTH, TX. DODJE ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE: 125.2, 125.95, 343.65 1409180800-1504300800EST.

**Fort Worth NAS Jrb (Carswell Fld)**

**FDC 4/6964** NFW SID FORT WORTH NAS JRB (CARSWELL FLD), FORT WORTH, TX. DALLAS ONE DEPARTURE...WYLIE SIX DEPARTURE...MERIDIAN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE. 1410151302-1504131302EST.

**FDC 4/6505** NFW SID FORT WORTH NAS JRB (CARSWELL FLD), FORT WORTH, TX. HOWIG (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: ALIAN TRANSITION ATC ASSIGNED ONLY. NOTE: AIRCRAFT LANDING LBB TERMINAL AREA FILE THE BRHMA TRANSITION. 1409180839-1503180839EST.

**FDC 4/6363** NFW SID FORT WORTH NAS JRB (CARSWELL FLD), FORT WORTH, TX. KUSSO (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: BDDAY TRANSITION ATC ASSIGNED ONLY. 1409180834-1503180834EST.
**FDC 4/5449** NFW STAR FORT WORTH NAS JRB/CARSWELL FIELD, FORT WORTH, TX. SLUGG SIX ARRIVAL APPROACH CONTROL FREQUENCIES ARE 135.975 (N) 125.8 (S) 257.95 1409180800-1504300800EST.

**FDC 4/5253** NFW STAR FORT WORTH NAS JRB/CARSWELL FIELD, FORT WORTH, TX. DODGE ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE 125.2, 125.95, 343.65 UHF ATIS FREQUENCY 351.675 1409180800-1504300800EST.

**Fort Worth Spinks**

**FDC 4/6959** FWS SID FORT WORTH SPINKS, FORT WORTH, TX. DALLAS ONE DEPARTURE...WYLIE SIX DEPARTURE...MERIDIAN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE. 1410151302-1504131302EST.

**FDC 4/6521** FWS SID FORT WORTH SPINKS, FORT WORTH, TX. HOWIG (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: ALLAN TRANSITION ATC ASSIGNED ONLY. NOTE: AIRCRAFT LANDING LBB TERMINAL AREA FILE THE BRHMA TRANSITION. 1409180839-1503180839EST.

**FDC 4/6455** FWS SID FORT WORTH SPINKS, FORT WORTH, TX. COYOTE SIX DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: BOOMR TRANSITION: DME REQUIRED. 1409180837-1503180837EST.

**FDC 4/6379** FWS SID FORT WORTH SPINKS, FORT WORTH, TX. LEEAG (RNAV) ONE DEPARTURE...KUSSO (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: BDDAY TRANSITION ATC ASSIGNED ONLY. 1409180834-1503180834EST.

**FDC 4/5289** FWS STAR FORT WORTH SPINKS, FORT WORTH, TX. LIKES ONE ARRIVAL NOTE: PROCEDURE NOT AVAILABLE FOR FWS 1409180800-1504300800EST.

**FDC 4/5274** FWS STAR FORT WORTH SPINKS, FORT WORTH, TX. KNEAD SIX ARRIVAL APPROACH CONTROL FREQUENCIES ARE 135.975, 379.9 1409180800-1504300800EST.

**Kenneth Copeland**

**FDC 4/9710** FDC 4/9710 4T2 SPECIAL ODP KENNETH COPELAND, FORT WORTH, TX. SPECIAL TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG. TAKEOFF MINIMUMS: RWY 12, 17, 30, 35 STANDARD. NOTE: RWY 12, TREES BEGINNING 233 FT FROM DER, 320 FT LEFT OF CENTERLINE, UP TO 39 FT AGL/741 FT MSL. TREES BEGINNING 2006 FT FROM DER, 607 FT RIGHT OF CENTERLINE, UP TO 43 FT AGL/771 FT MSL. POLES BEGINNING 256 FT FROM DER, 352 FT LEFT OF CENTERLINE, UP TO 37 FT AGL/736 FT MSL. POLES WITH POWERLINES BEGINNING 3245 FT FROM DER, CROSSING RIGHT TO LEFT, UP TO 34 FT AGL/778 FT MSL. VEHICLE ON ROAD BEGINNING 65 FT FROM DER, 4 FT LEFTOF CENTERLINE, UP TO 15 FT AGL/711 FT MSL. VEHICLE ON ROAD BEGINNING 193 FT FROM DER, 154 FT LEFT OF CENTERLINE, UP TO 6 FT AGL/699 FT MSL. SIGNS BEGINNING 412 FT FROM DER, 344 FT LEFT OF CENTERLINE, UP TO 9 FT AGL/702 FT MSL. NOTE: RWY 30, TREES BEGINNING 21 FT FROM DER, 78 FT LEFT OF CENTERLINE, UP TO 49 FT AGL/745 FT MSL. TREES BEGINNING 362 FT FROM DER, 418 FT RIGHT OF CENTERLINE, UP TO 42 FT AGL/717 FT MSL. TREE 1109 FT FROM DER, 335 FT RIGHT OF CENTERLINE, 66 FT AGL/723 FT MSL. VEHICLE ON ROAD 8 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 15 FT AGL/709 FT MSL. WALL BEGINNING 194 FT FROM DER, 190 FT LEFT OF CENTERLINE, UP TO 2 FT AGL/699 FT MSL. NOTE: RWY 17, TREES BEGINNING 384 FT FROM DER, 507 FT LEFT OF CENTERLINE, UP TO 41 FT AGL/710 FT MSL. TREES BEGINNING 1873 FT FROM DER, 291 FT LEFT OF CENTERLINE, UP TO 86 FT AGL/742 FT MSL. TREES BEGINNING 7 FT FROM DER, 463 FT RIGHT OF CENTERLINE, UP TO 79 FT AGL/732 FT MSL. TREES BEGINNING 1035 FT FROM DER, 65 FT RIGHT OF CENTERLINE, UP TO 69 FT AGL/719 FT MSL. WINDSOCK 46 FT FROM DER, 214 FT LEFT OF CENTERLINE, 24 FT AGL/685 FT MSL. VEHICLE ON ROAD BEGINNING 110 FT FROM DER, 226 FT RIGHT OF CENTERLINE, UP TO 15 FT AGL/683 FT MSL. WALL BEGINNING 93 FT FROM DER, 281 FT RIGHT OF CENTERLINE, UP TO 5 FT AGL/663 FT MSL. NOTE: RWY 35, TREES BEGINNING 53 FT FROM DER, 354 FT LEFT OF CENTERLINE, UP TO 37 FT AGL/710

**FREDERICKSBURG**

**Gillespie County**

**FDC 9/1771** T82 FI/T GILLESPIE COUNTY, FREDERICKSBURG, TX. VOR/DME A, AMDT 3.PROCEDURE NA AT NIGHT. VISIBILITY REDUCTION BY HELICOPTERS NA.

**FDC 9/1770** T82 FI/T GILLESPIE COUNTY, FREDERICKSBURG, TX. RNAV (GPS) RWY 14, ORIG.RNAV (GPS) RWY 32, ORIG.PROCEDURE NA AT NIGHT. VDP NA. VISIBILITY REDUCTION BY HELICOPTERS NA. VGSI AND DESCENT ANGLES NOT COINCIDENT.
**GAINESVILLE**

Gainesville Muni

**FDC 5/2744**

T82 ODP GILLESPIE COUNTY, FREDERICKSBURG, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...DEPARTURE PROCEDURE: RWY 14, CLIMB HEADING 140.73 TO 2400 BEFORE PROCEEDING ON COURSE. RWY 32, CLIMB HEADING 320.74 TO 2400 BEFORE PROCEEDING ON COURSE. NOTE: RWY 14, TREES BEGINNING 32 FT FROM DER, 299 FT RIGHT OF CENTERLINE, UP TO 15 FT AGL/1694 FT MSL. TREES AND POLES BEGINNING 203 FT FROM DER, 297 FT LEFT OF CENTERLINE, UP TO 39 FT AGL/1723 FT MSL. NOTE: RWY 32, TREES BEGINNING 85 FT FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 63 FT AGL/1742 FT MSL. POLES BEGINNING 1028 FT FROM DER, 204 FT RIGHT OF CENTERLINE, UP TO 50 FT AGL/1734 FT MSL. TREES AND BUILDING BEGINNING 10 FT FROM DER, 366 FT RIGHT OF CENTERLINE, UP TO 31 FT AGL/1719 FT MSL. 1501120048-1502050048EST.

**FDC 5/2742**

T82 IAP GILLESPIE COUNTY, FREDERICKSBURG, TX. RNAV (GPS) RWY 14, AMDT 1...NOTE: NIGHT LANDING: RWY 32 NA. DESCENT ANGLE 3.00/TCH 43 NA. VDP NA. DISREGARD NOTE: VDP NA WITH KERRVILLE ALTIMETER SETTING. 1501120038-1508100038EST.

**FDC 5/2740**

T82 IAP GILLESPIE COUNTY, FREDERICKSBURG, TX. RNAV (GPS) RWY 32, AMDT 1...NOTE: NIGHT LANDING: RWY 32 NA. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 32 NA AT NIGHT. 1501120016-1508100016EST.

**GALVESTON**

Scholos Intl At Galveston

**FDC 4/8617**

GLS STAR SCHOLES INTL AT GALVESTON, GALVESTON, TX. TCHDN TWO ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION:...FROM OVER BELLR INT VIA THE IAH R-220.94 (MEA 4000) TO TSHRT INT. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO TSHRT INT. HUB VOR OUT OF SERVICE 1408271250-1504300901EST.

**FDC 4/7106**

GLS STAR SCHOLES INTL AT GALVESTON, GALVESTON, TX. WAPPL ONE RNAV ARRIVAL....ADD NOTE: TURBOJET AIRCRAFT DESEND VIA MACH NUMBER UNTIL INTERCEPTING 280K. MAINTAIN 280K UNTIL SLOWED BY THE STAR. 1405290901-1504300901EST.

**FDC 4/7076**

GLS STAR SCHOLES INTL AT GALVESTON, GALVESTON, TX. WAPPL ONE RNAV ARRIVAL....ADD NOTE: EXCEPT FOR AIRCRAFT DEPARTING SHV, PLANB TRANSITION IS ATC ASSIGNED ONLY. DO NOT FILE. 1405290901-1504300901EST.

**FDC 4/6368**

GLS SCHOLES INTL AT GALVESTON, GALVESTON, TX. BLUBELL THREE ARRIVAL...SNDAY INT DME REQUIRED. (HUB VOR OUT OF SERVICE) 1405290901-1504300901EST.

**FDC 4/6289**

GLS SID SCHOLES INTL AT GALVESTON, GALVESTON, TX. WLYSN (RNAV) ONE DEPARTURE...DISREGARD NOTE: MAJKK TRANSITION (WLYSN1.MAJKK): (ATC ASSIGNED ONLY). 1409180818-1503180818EST.

**FDC 4/5910**

GLS IAP SCHOLES INTL AT GALVESTON, GALVESTON, TX. ILS OR LOC RWY 14, AMDT 12...MISSPED APPROACH: CLMB TO 1200 THEN CLIMBING RIGHT TURN TO 2400 ON HEADING 360 AND I-GLS LOCALIZER NW (318) COURSE TO SWANE INT AND HOLD. HUB VOR/DME OUT OF SERVICE. 1412092010-1506072010EST.

**FDC 4/5908**

GLS IAP SCHOLES INTL AT GALVESTON, GALVESTON, TX. VOR RWY 14, AMDT 4...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. HUB VOR/DME OUT OF SERVICE. 1412092010-1506072010EST.

**GEORGETOWN**

Georgetown Muni

**FDC 4/6461**

GTU IAP GEORGETOWN MUNI, GEORGETOWN, TX. RNAV (GPS) RWY 18, ORIG...NOTE: NIGHT LANDING CAT C: RWY 18 NA. NOTE: NIGHT LANDING: RWY 11, 29 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. VDP NA. DISREGARD NOTE: VDP NA WHEN USING SKYLARK FIELD ALTIMETER SETTING. DISREGARD SYMBOL REPRESENTING VISUAL 34:1 SLOPE IS CLEAR. 1408211743-1502211743EST.
**FDC 4/6460** GTU IAP GEORGETOWN MUNI, GEORGETOWN, TX. RNAV (GPS) RWY 29, ORIG...RNAV (GPS) RWY 11, ORIG...VISUAL DESCENT ANGLE 3.0/4 TCH 40 NOT AUTHORIZED. NOTE: NIGHT LANDING: RWY 11, 115 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 STATUTE MILE NOT AUTHORIZED. VDP NA. DISREGARD NOTE: VDP NA WHEN USING SKYLARK FIELD ALTIMETER SETTING. DISREGARD SYMBOL REPRESENTING VISUAL 34:1 SLOPE IS CLEAR. 1408211743-1502211743EST.

**FDC 4/6299** GTU IAP GEORGETOWN MUNI, GEORGETOWN, TX. RNAV (GPS) RWY 36, ORIG...NOTE: NIGHT LANDING: RWY 11, 29 NA. 1408211608-1502211608EST.

**FDC 4/1153** GTU ODP GEORGETOWN MUNI, GEORGETOWN, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG.TAKEOFF MINIMUMS: RWY 18, 200 - 1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 244 FEET PER NM TO 1000. NOTE: RWY 11, BLDGS AND POLES BEGINNING 183 FT FROM DER, 424 FT LEFT OF CENTERLINE, 30 FT AGL/789 FT MSL. TRMSN TOWERS, TELEPHONE LINES WITH CATENARY BALLS 2019 FT FROM DER, CROSSING CENTERLINE, UP TO 97 FT AGL/837 FT MSL. NOTE: RWY 18, ANTENNA 6012 FT FROM DER, 1158 FT RIGHT OF CENTERLINE, 163 FT AGL/932 FT MSL. TRMSN TOWER 3137 FT FROM DER, 1036 FT LEFT OF CENTERLINE, 90 FT AGL/835 FT MSL. POLES BEGINNING 1194 FT FROM DER, CROSSING CENTERLINE, UP TO 48 FT AGL/785 FT MSL. REIL 36 FT FROM DER, 124 FT LEFT OF CENTERLINE, 1 FT AGL/750 FT MSL. NOTE: RWY 29, POLES BEGINNING 765 FT FROM DER, CROSSING CENTERLINE, UP TO 45 FT AGL/844 FT MSL. NOTE: RWY 36, BLDG 71 FT FROM DER, 513 FT RIGHT OF CENTERLINE, 18 FT AGL/789 FT MSL. ANTENNA 104 FT FROM DER, 492 FT RIGHT OF CENTERLINE, 21 FT AGL/810 FT MSL. POLE 269 FT FROM DER, 565 FT LEFT OF CENTERLINE, 35 FT AGL/828 FT MSL. POLES FDC 4/1153 GTU ODP BEGINNING 929 FT FROM DER, 440 FT LEFT OF CENTERLINE, UP TO 47 FT AGL/820 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1407152044-1501152044EST.

**FDC 3/7493** GTU FI/T STAR GEORGETOWN MUNI, GEORGETOWN, TX. WLEEE TWO RNAV ARRIVAL...ADD NOTE: WAILN TRANSITION FOR HOUSTON TERMINAL AREA DEPARTURES ONLY.

**FDC 3/7402** GTU FI/T STAR GEORGETOWN MUNI, GEORGETOWN, TX. BITER SIX ARRIVAL. REVISE NOTE: FOR ALL HOUSTON TERMINAL AREA DEPARTURES. ALL OTHERS: FOR CONVENTIONAL NAVIGATION EQUIPPED AIRCRAFT ONLY. DME/DME/IRU OR GPS EQUIPPED AIRCRAFT FILE THE THE WLEEE (RNAV) STAR.

**GILMER**

Fox Stephens Field - Gilmer Muni

**FDC 4/9219** JXI ODP FOX STEPHENS FIELD - GILMER MUNI, GILMER, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...NOTE: RWY 36, WORKOVER RIG, 739 FT FROM DER, 404 FT RIGHT OF CENTERLINE, 104 FT AGL/494 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1412151212-1506131212EST.

**GLEN ROSE**

Glen Rose Medical Center

**FDC 4/6970** GPM SID GRAND PRAIRIE MUNI, GRAND PRAIRIE, TX. DALASS ONE DEPARTURE...WYLIE SIX DEPARTURE...MERIDIAN Transition: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE. 1409180834-1503180834EST.

**FDC 4/6522** GPM SID GRAND PRAIRIE MUNI, GRAND PRAIRIE, TX. HOWIG (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: ALIAN TRANSITION ATC ASSIGNED ONLY. NOTE: AIRCRAFT LANDING LBB TERMINAL AREA FILE THE BRHMA TRANSITION. 1409180839-1503180839EST.

**FDC 4/6393** GPM SID GRAND PRAIRIE MUNI, GRAND PRAIRIE, TX. LEEAG (RNAV) ONE DEPARTURE...KUSSO (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: BDAY TRANSITION ATC ASSIGNED ONLY. 1409180834-1503180834EST.

**FDC 4/5287** GPM STAR GRAND PRAIRIE MUNI, GRAND PRAIRIE, TX. LIKES ONE ARRIVAL NOTE: PROCEDURE NOT AVAILABLE FOR GPM 1409180800-1504300800EST.

**FDC 4/5276** GPM STAR GRAND PRAIRIE MUNI, GRAND PRAIRIE, TX. KNEAD SIX ARRIVAL APPROACH CONTROL FREQUENCIES ARE 135.975 379.9 1409180800-1504300800EST.

**FDC 4/5257** GPM STAR GRAND PRAIRIE MUNI, GRAND PRAIRIE, TX. DODJE ONE ARRIVAL APPROACH CONTROL FREQUENCIES ARE 125.2, 343.65 1409180800-1504300800EST.

**GRAND PRAIRIE**

Grand Prairie Muni

**FDC 3/7492** GTU FI/T STAR GEORGETOWN MUNI, GEORGETOWN, TX. WLEEE TWO RNAV ARRIVAL...ADD NOTE: WAILN TRANSITION FOR HOUSTON TERMINAL AREA DEPARTURES ONLY.
XA56 FI/T SPECIAL PRESBYTERIAN HOSPITAL OF GREENVILLE, GREENVILLE, TX. (SPECIAL) COPTER RNAV (GPS) 066, ORIG.LNAV MDA 1040/HAS 461.

Majors

GVT IAP MAJORS, GREENVILLE, TX. LOC BC RWY 35, AMDT 1B...PROCEDURE NA. 1411131914-1505121913EST.

GUTHRIE
6666 Ranch

6TE6 SPECIAL 6666 RANCH, GUTHRIE, TX. (SPECIAL) VOR/DME RNAV RWY 19, AMDT 2...PROCEDURE NA. 1407311800-1501311800EST.

6TE6 SPECIAL 6666 RANCH, GUTHRIE, TX. (SPECIAL) VOR/DME RNAV RWY 1, AMDT 2...PROCEDURE NA. 1409122338-1504122338EST.

HARLINGEN

Valley Intl

HRL IAP VALLEY INTL, HARLINGEN, TX. VOR/DME RWY 17R, ORIG...S-17R MDA 440/HAT 406 ALL CATS. VISIBILITY CAT C RVR 4000. VDP AT 1.08 DME; DISTANCE VDP TO THLD 1.08 MILES. 1410201442-1505181442EST.

HRL IAP VALLEY INTL, HARLINGEN, TX. VOR/DME RWY 17L, ORIG...S-17L MDA 840/HAA 804 ALL CATS. VISIBILITY CAT B 1 1/4, CATS C/D 2 1/2. CIRCLING MDA 840/HAA 804 ALL CATS. VISIBILITY CAT B 1 1/4, CATS C/D 2 1/2. VDP AT 2.64 DME; DISTANCE VDP TO THLD 2.33 MILES. 1410201442-1505181442EST.

HRL IAP VALLEY INTL, HARLINGEN, TX. VOR/DME Z RWY 31, ORIG...S-31 VIS CAT D 1 1/2. 1411142040-1505132040EST.

HRX IAP HEREFORD MUNI, HEREFORD, TX. RNAV (GPS) RWY 20, ORIG...LNA V MDA 4220/ HAT 434 ALL CATS. VIS CAT C/D 1 1/4. VDP 1.21 NM TO RWY 20. 1501090217-1508070217EST.

HOUSTON

David Wayne Hooks Memorial

DWH SID DAVID WAYNE HOOKS MEMORIAL, HOUSTON, TX. BORRN ONE (RNAV)...BOWFN FIVE (RNAV)...DREM ONE (RNAV)...INDIE ONE (RNAV)...KARRR TWO (RNAV)...LURIC ONE (RNAV)...MALT TWO (RNAV)...STRIA ONE (RNAV)...STYCK ONE (RNAV)...WATFO TWO (RNAV)...WILSON ONE (RNAV)...NOTE: RWY 35L, TEMPORARY CRANE, 1386 FT FROM DER, 150 FT RIGHT OF CENTERLINE, 70 FT AGL/302 FT MSL. TEMPORARY CRANES, 746 FT FROM DER, 290 FT LEFT OF CENTERLINE, UP TO 150 FT AGL/ 302 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED 1501081300-1507071300EST.

FDEC 89174 DWH SID DAVID WAYNE HOOKS MEMORIAL, HOUSTON, TX. ALEXANDRIA SIX...CRIED FIVE...EL DORADO FOUR...GIFFA FIVE...INDUSTRY ONE...JUNCTION SEVEN...LAKE CHARLES TWO...LEONA EIGHT...LUKF IN SEVEN...PALACIOS FIVE...NOTE: RWY 35L, TEMPORARY CRANE, 1386 FT FROM DER, 150 FT RIGHT OF CENTERLINE, 70 FT AGL/218 FT MSL. TEMPORARY CRANES, 746 FT FROM DER, 290 FT LEFT OF CENTERLINE, UP TO 150 FT AGL/ 302 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED 1411051208-1505041208EST.

FDEC 8815 DWH ODP DAVID WAYNE HOOKS MEMORIAL, HOUSTON, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...NOTE: RWY 35L, TEMPORARY CRANE, 1386 FT FROM DER, 150 FT RIGHT OF CENTERLINE, 70 FT AGL/218 FT MSL. TEMPORARY CRANES, 746 FT FROM DER, 290 FT LEFT OF CENTERLINE, UP TO 150 FT AGL/ 302 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED 1411051208-1505041208EST.
**FDC 4/8560** DWH STAR DAVID WAYNE HOOKS MEMORIAL, HOUSTON, TX. HUDZY TWO ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION: FROM OVER HUDZY INT ON IAH R-067.44 (MEA 5000) TO CLWSN INT, ON IAH R-067.44 (MEA 4000) TO SWWAA. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO SWWAA INT. HUB VOR OTS 1408271230-1505220901EST.

**FDC 4/6284** DWH SID DAVID WAYNE HOOKS MEMORIAL, HOUSTON, TX. WYLSN (RNAV) ONE DEPARTURE...DISREGARD NOTE: MAJKK TRANSITION (WYLSN1.MAJKK): (ATC ASSIGNED ONLY). 1409180818-1503180818EST.

**FDC 4/9256** EFD ODP ELLINGTON, HOUSTON, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...NOTE: RWY 17R, TEMPORARY CRANE 934 FEET FROM DEPARTURE END OF RUNWAY, 687 FEET LEFT OF CENTERLINE, 68FT AGL/93FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1408281807-1502281807EST.

**FDC 4/8618** EFD STAR ELLINGTON, HOUSTON, TX. TCHDN TWO ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION: FROM OVER BELLR INT VIA THE IAH R-220.94 (MEA 4000) TO TSHRT INT. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO TSHRT INT. (HUB VOR OUT OF SERVICE) 1408271230-1502281807EST.

**FDC 4/7105** EFD STAR ELLINGTON, HOUSTON, TX. WAPPL ONE RNAV ARRIVAL...ADD NOTE: TURBOJET AIRCRAFT DESCEND VIA MACH NUMBER UNTIL INTERCEPTING 280K. MAINTAIN 280K UNTIL SLOWED BY THE STAR. 1405290901-1504300901EST.

**FDC 4/7065** EFD STAR ELLINGTON, HOUSTON, TX. WAPPL ONE RNAV ARRIVAL...ADD NOTE: EXCEPT FOR AIRCRAFT DEPARTING SHV, PLANB TRANSITION IS ATC ASSIGNED ONLY. DO NOT FILE. 1405290901-1504300901EST.

**FDC 4/6367** EFD STAR ELLINGTON, HOUSTON, TX. BLUBELL THREE ARRIVAL...SNDAY INT DME REQUIRED. HUB VOR OUT OF SERVICE 1405290901-1504300901EST.

**FDC 4/6283** EFD SID ELLINGTON, HOUSTON, TX. WYLSN (RNAV) ONE DEPARTURE...DISREGARD NOTE: MAJKK TRANSITION (WYLSN1.MAJKK): (ATC ASSIGNED ONLY). 1409180818-1503180818EST.

**FDC 4/5912** EFD IAP ELLINGTON, HOUSTON, TX. ILS OR LOC Rwy 17R, AMDT 6...MISSDE APPROACH: CLIMB TO 700 THEN CLIMBING LEFT TURN TO 3100 ON VHH VORTAC R-320 TO WATFO INT AND HOLD. HUB VOR/DME OUT OF SERVICE. 1412092010-1506072010EST.

**FDC 4/5905** EFD IAP ELLINGTON, HOUSTON, TX. ILS OR LOC Rwy 35L, AMDT 6...MISSDE APPROACH: CLIMB TO 700 THEN CLIMBING RIGHT TURN TO 3100 ON VHH VORTAC R-320 TO WATFO INT/VHH 9.33 DME AND HOLD. HUB VOR/DME OUT OF SERVICE. 1412092010-1506072010EST.

**FDC 4/3667** EFD IAP U.S. DOD ELLINGTON, HOUSTON, TX. HI ILS OR LOC/DME Rwy 17R, AMDT 4A...HI ILS OR LOC/DME Rwy 22, AMDT 1B...HI ILS OR LOC/DME Rwy 35L, AMDT 4...HI TACAN Rwy 17R, AMDT 4A...HI TACAN Rwy 35L, AMDT 4A...CIRCLING CAT E MDA 720/HAA 688. VIS CAT E 2 1/2. TEMPORARY CRANE, 354 MSL, 4.81 NM EAST OF AIRPORT. 1410061926-1504041926EST.

**FDC 4/3666** EFD IAP ELLINGTON, HOUSTON, TX. ILS OR LOC Rwy 17R, AMDT 6...FIUS FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) CIRCLING CAT E MDA 720/HAA 688. VIS CAT E 2 1/2. TEMPORARY CRANE, 354 MSL, 4.81 NM EAST OF AIRPORT. 1410061926-1504041926EST.

**FDC 4/3665** EFD IAP ELLINGTON, HOUSTON, TX. ILS OR LOC Rwy 22, AMDT 3E...ILS OR LOC Rwy 35L, AMDT 6...RNAV (GPS) Rwy 17R, AMDT 1A...RNAV (GPS) Rwy 22, AMDT 2A...RNAV (GPS) Rwy 35L, AMDT 1...RNAV (GPS) Rwy 4, AMDT 1A...TACAN Rwy 17R, ORIG...TACAN Rwy 22, ORIG-A...TACAN Rwy 35L, ORIG...TACAN Rwy 4, ORIG...CIRCLING CAT E MDA 720/HAA 688. VIS CAT E 2 1/2. TEMPORARY CRANE, 354 MSL, 4.81 NM EAST OF AIRPORT. 1410061926-1504041926EST.

**FDC 5/1671** IAH STAR GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. SOULL ONE RNAV ARRIVAL...REVISE ALTITUDE RESTRICTION: EXPECT CLEARANCE TO CROSS BAYYY AT 1300. 1501081530-1512311530EST.

**FDC 5/1670** IAH STAR GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. DRLLR FOUR RNAV ARRIVAL...ADD NOTE: ILEXY TRANSITION FOR AUSTIN TERMINAL AREA DEPARTURES ONLY. 1501081530-1512311530EST.

**FDC 4/8298** IAH STAR GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. HUDZY TWO ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION: FROM OVER HUDZY INT ON IAH R-067.44 (MEA 5000) TO CLWSN INT, ON IAH R-067.44 (MEA 4000) TO SWWAA. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO SWWAA INT. HUB VOR OUT OF SERVICE 1408261905-1505220901EST.

**FDC 4/8164** IAH STAR GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. GILCO THREE ARRIVAL...GILCO INT DME REQUIRED. HUB VOR OUT OF SERVICE 1408261700-1504300901EST.
IAH STAR GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX.

**FDC 4/7151** IAH STAR GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. TWSTD THREE RNAV ARRIVAL...ADD NOTE: FLY THE RUNWAY 08L TRANSITION; HOUSTON APPROACH CONTROL MAY ASSIGN A DIFFERENT TRANSITION ON INITIAL CONTACT. 1409181550-1504300901EST.

**FDC 4/7149** IAH STAR GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. HKORY ONE RNAV ARRIVAL...ADD NOTE: FLY THE RUNWAY 08R TRANSITION; HOUSTON APPROACH CONTROL MAY ASSIGN A DIFFERENT TRANSITION ON INITIAL CONTACT. 1409181550-1504300901EST.

**FDC 4/7148** IAH STAR GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. SKNRD THREE RNAV ARRIVAL...ADD NOTE: FLY THE RUNWAY 08L TRANSITION; HOUSTON APPROACH CONTROL MAY ASSIGN A DIFFERENT TRANSITION ON INITIAL CONTACT. 1409181550-1504300901EST.

**FDC 4/7143** IAH STAR GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. WHACK TWO RNAV ARRIVAL...ADD NOTE: FLY THE RUNWAY 26R TRANSITION; HOUSTON APPROACH CONTROL MAY ASSIGN A DIFFERENT TRANSITION ON INITIAL CONTACT. 1409181545-1504300901EST.


**FDC 4/7138** IAH STAR GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. TWSTD THREE RNAV ARRIVAL...ADD NOTE: CARPR TRANSITION ATC ASSIGNED ONLY. DO NOT FILE. 1409181545-1504300601EST.


**FDC 4/5929** IAH IAP GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. ILS OR LOC RWY 27, AMDT 1A...ILS RWY 27 (SA CAT I), AMDT 1A...ILS RWY 26L (SA CAT I), AMDT 1A...ILS RWY 26R (SA CAT I), AMDT 1A...RNAV (GPS) Z RWY 27, AMDT 4A...TERMINAL ROUTE SPCTR TO SYYKO MINIMUM ALTITUDE 3000. 1407251947-1501251947EST.

**FDC 4/5914** IAH IAP GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. ILS OR LOC RWY 26L, AMDT 21A...ILS OR LOC RWY 26R, AMDT 4...ILS OR LOC RWY 27, AMDT 10A...ILS OR LOC RWY 8L, AMDT 4A...ILS RWY 26L (SA CAT I), AMDT 21A...ILS RWY 26R (SA CAT I), AMDT 4...ILS RWY 27 (SA CAT I), AMDT 10A...ILS RWY 8L (SA CAT I), AMDT 10A...ILS RWY 26L (CAT II AND III), AMDT 21A...ILS RWY 8L (CAT II AND III), AMDT 4A...ILS RWY 26L (CAT II AND III), AMDT 10A...DEME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. HUB VOR/DME OUT OF SERVICE. 1412092010-1506072010EST.

**FDC 4/3770** IAH IAP GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. ILS OR LOC RWY 26L, AMDT 21A...ILS OR LOC RWY 26R, AMDT 10A...ILS OR LOC RWY 27, AMDT 10A...ILS OR LOC RWY 8L, AMDT 4A...ILS RWY 26L (SA CAT I), AMDT 21A...ILS RWY 26R (SA CAT I), AMDT 4...ILS RWY 27 (SA CAT I), AMDT 10A...ILS RWY 8L (SA CAT I), AMDT 10A...ILS RWY 26L (CAT II AND III), AMDT 21A...ILS RWY 8L (CAT II AND III), AMDT 4A...ILS RWY 26L (CAT II AND III), AMDT 10A...RNAV (GPS) Z RWY 27, AMDT 4A...TERMINAL ROUTE SPCTR TO SYYKO MINIMUM ALTITUDE 3000. 1407251947-1501251947EST.

**FDC 4/2951** IAH IAP GEORGE BUSH INTERCONTINENTAL/HOUSTON, HOUSTON, TX. ILS OR LOC RWY 26L, AMDT 21A...ILS OR LOC RWY 26R, AMDT 10A...ILS OR LOC RWY 27, AMDT 10A...ILS OR LOC RWY 8L, AMDT 4A...ILS RWY 26L (SA CAT I), AMDT 21A...ILS RWY 26R (SA CAT I), AMDT 4...ILS RWY 27 (SA CAT I), AMDT 10A...ILS RWY 8L (SA CAT I), AMDT 10A...ILS RWY 26L (CAT II AND III), AMDT 21A...ILS RWY 8L (CAT II AND III), AMDT 4A...ILS RWY 26L (CAT II AND III), AMDT 10A...RNAV (GPS) Z RWY 27, AMDT 4A...TERMINAL ROUTE SPCTR TO SYYKO MINIMUM ALTITUDE 3000. 1407251947-1501251947EST.

**Houston Executive**

**FDC 4/8638** TME STAR HOUSTON EXECUTIVE, HOUSTON, TX. HUDZY TWO ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION:...FROM OVER HUDZY INT ON IAH R-067.44 (MEA 5000) TO CWLSN INT, ON IAH R-067.44 (MEA 4000) TO SWWAA. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO SWWAA INT. HUB VOR OUT OF SERVICE 1408271255-1505220901EST.

**FDC 4/7121** TME STAR HOUSTON EXECUTIVE, HOUSTON, TX. WAPPL ONE RNAV ARRIVAL...ADD NOTE: TURBOJET AIRCRAFT DESCEND VIA MACH NUMBER UNTIL INTERCEPTING 280K. MAINTAIN 280K UNTIL SLOWED BY THE STAR. 1405290901-1504300901EST.

**FDC 4/7078** TME STAR HOUSTON EXECUTIVE, HOUSTON, TX. WAPPL ONE RNAV ARRIVAL...ADD NOTE: EXCEPT FOR AIRCRAFT DEPARTING SHV, PLANB TRANSITION IS ATC ASSIGNED ONLY. DO NOT FILE. 1405290901-1504300901EST.

**FDC 4/6421** TME STAR HOUSTON EXECUTIVE, HOUSTON, TX. BLUBELL THREE ARRIVAL...SNDAY INT DME REQUIRED. (HUB VOR OUT OF SERVICE) 1405290901-1504300901EST.

**FDC 4/6282** TME SID HOUSTON EXECUTIVE, HOUSTON, TX. WYLSN (RNAV) ONE DEPARTURE...DISREGARD NOTE: MAJKK TRANSITION (WYLSN1.MAJKK): (ATC ASSIGNED ONLY). 1409180818-1503180818EST.

**FDC 4/1870** TME IAP HOUSTON EXECUTIVE, HOUSTON, TX. RNAV (GPS) RWY 18, ORIG...LPV MINIMUMS NA. 1412221843-1506201840EST.

**Houston-Southwest**

**FDC 5/2730** AXH IAP HOUSTON-SOUTHWEST, HOUSTON, TX. RNAV (GPS) RWY 27, AMDT 1...NOTE: PROCEDURE NA AT NIGHT. 1501112327-1508102327EST.

**FDC 4/7118** AXH STAR HOUSTON SOUTHWEST, HOUSTON, TX. WAPPL ONE RNAV ARRIVAL...ADD NOTE: TURBOJET AIRCRAFT DESCEND VIA MACH NUMBER UNTIL INTERCEPTING 280K. MAINTAIN 280K UNTIL SLOWED BY THE STAR. 1405290901-1504300901EST.

**FDC 4/7074** AXH STAR HOUSTON SOUTHWEST, HOUSTON, TX. WAPPL ONE RNAV ARRIVAL...ADD NOTE: EXCEPT FOR AIRCRAFT DEPARTING SHV, PLANB TRANSITION IS ATC ASSIGNED ONLY. DO NOT FILE. 1405290901-1504300901EST.

**FDC 4/6366** AXH STAR HOUSTON-SOUTHWEST, HOUSTON, TX. BLUBELL THREE ARRIVAL...SNDAY INT DME REQUIRED. (HUB VOR OUT OF SERVICE) 1405290901-1504300901EST.


**FDC 4/5907** AXH IAP HOUSTON-SOUTHWEST, HOUSTON, TX. LOC/DME RWY 9, AMDT 3B...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. HUB VOR/DME OUT OF SERVICE. 1412092010-1506072010EST.

**Lone Star Executive**

**FDC 4/8559** CXO STAR LONE STAR EXECUTIVE, HOUSTON, TX. HUDZY TWO ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION:...FROM OVER HUDZY INT ON IAH R-067.44 (MEA 5000) TO CWLSN INT, ON IAH R-067.44 (MEA 4000) TO SWWAA. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO SWWAA INT. HUB VOR OUT OF SERVICE 1408271230-1505220901EST.

**FDC 4/6280** CXO SID LONE STAR EXECUTIVE, HOUSTON, TX. WYLSN (RNAV) ONE DEPARTURE...DISREGARD NOTE: MAJKK TRANSITION (WYLSN1.MAJKK): (ATC ASSIGNED ONLY). 1409180818-1503180818EST.

**Pearland Rgnl**

**FDC 4/8632** LVJ STAR PEARLAND RGNL, HOUSTON, TX. TCHDN TWO ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION:...FROM OVER BELLR INT VIA THE IAH R-220.94 (MEA 4000) TO TSHRT INT. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO TSHRT INT. HUB VOR OUT OF SERVICE 1408271255-1504300901EST.
FDC 4/8629 LVJ STAR PEARLAND RGNL., HOUSTON, TX. HUDZYZ TWO ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION...FROM OVER HUDZYZ INT ON IAH R-067.44 (MEA 5000) TO CLWSN INT, ON IAH R-067.44 (MEA 4000) TO SWWA. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO SWWA. INT. (HUB VOR OUT OF SERVICE) 1408271255-1505220901EST.

FDC 4/7112 LVJ STAR PEARLAND RGNL., HOUSTON, TX. WAPPL ONE RNAV ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION...FROM OVER HUDZYZ INT ON IAH R-067.44 (MEA 5000) TO CLWSN INT, ON IAH R-067.44 (MEA 4000) TO SWWA. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO SWWA. INT. (HUB VOR OUT OF SERVICE) 1408271255-1505220901EST.

FDC 4/7071 LVJ STAR PEARLAND RGNL., HOUSTON, TX. WAPPL ONE RNAV ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION...FROM OVER HUDZYZ INT ON IAH R-067.44 (MEA 5000) TO CLWSN INT, ON IAH R-067.44 (MEA 4000) TO SWWA. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO SWWA. INT. (HUB VOR OUT OF SERVICE) 1408271255-1505220901EST.

FDC 4/6417 LVJ STAR PEARLAND RGNL., HOUSTON, TX. BLUPELL THREE ARRIVAL...SNADAY INT DME REQUIRED. (HUB VOR OUT OF SERVICE) 1405290901-1504300901EST.

FDC 4/6279 LVJ SID PEARLAND RGNL., HOUSTON, TX. BLUPELL THREE ARRIVAL...SNADAY INT DME REQUIRED. (HUB VOR OUT OF SERVICE) 1405290901-1504300901EST.

FDC 4/5904 LVJ IAP PEARLAND RGNL., HOUSTON, TX. ILS OR LOC RWY 35, AMDT 4...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. HUB VOR/DME OUT OF SERVICE. 1412092010-1506072010EST.

Sugar Land Rgnl

FDC 5/1304 SGR IAP SUGAR LAND RGNL, HOUSTON, TX. RNAV (GPS) RWY 17, AMDT 2...LNAV/VNAV DA 704/HAA 622. 1501080251-1508070251EST.

FDC 4/8634 SGR STAR SUGAR LAND RGNL., HOUSTON, TX. HUDZYZ TWO ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION...FROM OVER HUDZYZ INT ON IAH R-067.44 (MEA 5000) TO CLWSN INT, ON IAH R-067.44 (MEA 4000) TO SWWA. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO SWWA. INT. HUB VOR OUT OF SERVICE 1408271255-1505220901EST.

FDC 4/8631 SGR STAR SUGAR LAND RGNL., HOUSTON, TX. TCHDN TWO ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION...FROM OVER BELLR INT VIA THE IAH R-220.94 (MEA 4000) TO TSHIRT INT. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO TSHIRT INT. HUB VOR OUT OF SERVICE 1408271255-1505220901EST.

FDC 4/7115 SGR STAR SUGAR LAND RGNL., HOUSTON, TX. WAPPL ONE RNAV ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION...FROM OVER HUDZYZ INT ON IAH R-067.44 (MEA 5000) TO CLWSN INT, ON IAH R-067.44 (MEA 4000) TO SWWA. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO SWWA. INT. (HUB VOR OUT OF SERVICE) 1408271255-1505220901EST.

FDC 4/7075 SGR STAR SUGAR LAND RGNL., HOUSTON, TX. WAPPL ONE RNAV ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION...FROM OVER HUDZYZ INT ON IAH R-067.44 (MEA 5000) TO CLWSN INT, ON IAH R-067.44 (MEA 4000) TO SWWA. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO SWWA. INT. (HUB VOR OUT OF SERVICE) 1408271255-1505220901EST.

FDC 4/6418 SGR STAR SUGAR LAND RGNL., HOUSTON, TX. BLUPELL THREE ARRIVAL...SNADAY INT DME REQUIRED. (HUB VOR OUT OF SERVICE) 1405290901-1504300901EST.


FDC 4/5904 SGR IAP SUGAR LAND RGNL., HOUSTON, TX. ILS OR LOC RWY 35, AMDT 4...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. HUB VOR/DME OUT OF SERVICE. 1412092010-1506072010EST.

West Houston

FDC 4/9721 IWS IAP WEST HOUSTON, HOUSTON, TX. VOR-D, AMDT 1...CIRCLING CAT A/B/C MDA 700/HAA 589. NOTE USE GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING. NOTE HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DISREGARD NOTE VISIBILITY REDUCTION BY HELICOPTERS NA. DISREGARD NOTE LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING AND INCREASE ALL MDA 60 FT. 1409251636-1503241636EST.

FDC 4/9718 IWS IAP WEST HOUSTON, HOUSTON, TX. RNAV (GPS) RWY 33, AMDT 1...LNAV DA 640/HAA 531 ALL CATS. VIS CAT C 1 1/2. NOTE: USE GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DISREGARD NOTE VISIBILITY REDUCTION BY HELICOPTERS NA. DISREGARD NOTE: OBTAIN LOCAL ALTIMETER SETTING ON CTAF; WHEN NOT RECEIVED, USE GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING AND INCREASE ALL MDA 60 FT AND INCREASE LNAV CAT C VISIBILITY 1/8 MILE. 1409251636-1503241636EST.
IWS IAP WEST HOUSTON, HOUSTON, TX. RNAV (GPS) RWY 15, AMDT 1...LP MDA 540/HATH 429. VIS CAT C 1 1/4. LNA V CAT A/B/C MDA 60 FT, INCREASE LP CAT C VISIBILITY 1/4 MILE AND LNA V CAT C VISIBILITY 1/8 MILE. 1409251636-1503241636EST.

IWS STAR WEST HOUSTON, HOUSTON, TX. HUDZY TWO ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION:...FROM OVER HUDZY INT ON IAH R-067.44 (MEA 5000) TO CLWSN INT, ON IAH R-067.44 (MEA 4000) TO SWWAA. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO SWWAA INT. (HUB VOR OUT OF SERVICE) 1408271250-1505220901EST.


IWS STAR WEST HOUSTON, HOUSTON, TX. WAPPL ONE RNAV ARRIVAL...ADD NOTE: EXCEPT FOR AIRCRAFT DEPARTING SHV, PLANB TRANSITION IS ATC ASSIGNED ONLY. DO NOT FILE. 1405290901-1504300901EST.

IWS SID WEST HOUSTON, HOUSTON, TX. BLUBELL THREE ARRIVAL...SNDAY INT DME REQUIRED. (HUB VOR OUT OF SERVICE) 1405290901-1504300901EST.

IWS IAP WEST HOUSTON, HOUSTON, TX. RNAV (GPS) RWY 33, AMDT 1...NOTE: PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 33 PROCEDURE NA AT NIGHT. 1409251636-1503241636EST.

William P Hobby

HOU IAP WILLIAM P HOBBY, HOUSTON, TX. RNAV (GPS) RWY 30L, AMDT 1...NOTE: PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 33 PROCEDURE NA AT NIGHT. 1409251636-1503241636EST.

HOU STAR WILLIAM P HOBBY, HOUSTON, TX. HUDZY TWO ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION:...FROM OVER HUDZY INT ON IAH R-067.44 (MEA 5000) TO CLWSN INT, ON IAH R-067.44 (MEA 4000) TO SWWAA. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO SWWAA INT. (HUB VOR OUT OF SERVICE) 1408262010-1505220901EST.

HOU STAR WILLIAM P HOBBY, HOUSTON, TX. TCHDN TWO ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION:...FROM OVER BELLR INT VIA IAH R-220.94 (MEA 4000) TO TSHRT INT. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO TSHRT INT. (HUB VOR OUT OF SERVICE) 1408262010-1504300901EST.

HOU SID WILLIAM P HOBBY, HOUSTON, TX. WYLSN (RNAV) ONE DEPARTURE...DISREGARD NOTE: MAJKK TRANSITION (WYLSN1.MAJKK): (ATC ASSIGNED ONLY). 1409180818-1503180818EST.
**FDC 4/6259** HOU STAR WILLIAM P HOBBY, HOUSTON, TX. BLUBELL THREE ARRIVAL...SNDAY INT DME REQUIRED. HUB VOR OUT OF SERVICE 1405290901-1504300901EST.

**FDC 4/5913** HOU IAP WILLIAM P HOBBY, HOUSTON, TX. ILS OR LOC RWY 4, AMDT 41A...LOC RWY 22, AMDT 1A...ILS RWY 4 (CAT II AND III), AMDT 41A...ILS RWY 4 (SA CAT I), AMDT 41A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. HUB VOR/DME OUT OF SERVICE. 1412092010-1506072010EST.

**FDC 4/5911** HOU IAP WILLIAM P HOBBY, HOUSTON, TX. ILS OR LOC RWY 30L, AMDT 6A...MISSING APPROACH: CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 3000 DIRECT UPH VORTAC AND HOLD. HUB VOR/DME OUT OF SERVICE. 1412092010-1506072010EST.

**JACKSONVILLE**

Cherokee County

**FDC 4/8607** JSO IAP CHEROKEE COUNTY, JACKSONVILLE, TX. RNAV (GPS) RWY 14, AMDT 1...LPV DA 928/HAT 250. 1409231830-1503231830EST.

**KAUFMAN**

Presbyterian Hospital

**FDC 1/7702** XA55 FI/T PRESBYTERIAN HOSPITAL, KAUFMAN, TX COPTER RNAV (GPS) 056, ORIG. LNAV MDA 900/HAS 427.

**KERRVILLE**

Kerrville Muni/Louis Schreiner Field

**FDC 5/2609** ERV IAP KERRVILLE MUNI/LOUIS SCHREINER FIELD, KERRVILLE, TX. RNAV (GPS) RWY 12, AMDT 1...LNAV/VNAV DA 1976/HAT 400 ALL CATS. LNAV MDA 2500/HATH 924 ALL CATS, VISIBILITY CATS A/B 1 1/4, CATS C/D 2 1/2. DISREGARD HALOL STOPDOWN FIX AND ALTITUDE. CIRCLING MDA 2500/HAA 883 ALL CATS, VISIBILITY CATS A/B 1 1/4, CAT C 2 3/4, CAT D 3. NOTE: NIGHT LANDING: RWY 3, 12, 21 NA. DISREGARD NOTE: WHEN VGSI INOP PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP CIRCLING RWY 3/21 NA AT NIGHT. CHANGE ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GILLESPIE COUNTY ALTIMETER SETTING AND INCREASE ALL DA 54 FEET, AND ALL MDA 60 FEET; INCREASE LNAV/VNAV VISIBILITY ALL CATS. LNAV CAT B AND CIRCLING CATS B/C VISIBILITY 1/4 MILE, INCREASE LNAV CATS C/D VISIBILITY 1/2 MILE. 1501102023-1507092012EST.

**FDC 5/2105** ILE IAP SKYLARK FIELD, KILLEEN, TX. VOR-A, AMDT 4...HEKIP FIX MINIMUMS: CIRCLING CATS B/C MDA 1460/ HAA 612. VIS CAT C 1 3/4. 1027 TOWER 1.77 NM NORTH EAST OF FIELD. 1501090041-1508070041EST.

**FDC 5/2104** ILE IAP SKYLARK FIELD, KILLEEN, TX. ILS OR LOC RWY 1, AMDT 3...RNAV (GPS) RWY, 1 ORIG...CIRCLING CATS B/C MDA 1460/ HAA 612. VIS CAT C 1 3/4. 1027 TOWER 1.77 NM NORTH EAST OF FIELD. 1501090041-1508070041EST.

**FDC 3/8660** ILE ODP KILLEEN/SKYLARK FIELD, KILLEEN, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, AMDT 2.NOTE: RWY 19, HYDRAULIC EXCAVATOR, 216 FEET FROM DEPARTURE END OF RWY, ON CENTERLINE, 40 FEET AGL/ 879 FEET MSL. TEMPORARY CRANE, 642 FEET FROM DPARTURE END OF RWY, 6 FEET LEFT OF CENTERLINE, 54 FEET AGL/ 893 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1310181500-1502132359EST.

**FDC 3/8661** ILE SID KILLEEN/SKYLARK FIELD, KILLEEN, TX. CONRA ONE DEPARTURE LAMPS FOUR DEPARTURE. NOTE: RWY 19, HYDRAULIC EXCAVATOR, 216 FEET FROM DEPARTURE END OF RWY, ON CENTERLINE, 40 FEET AGL/ 879 FEET MSL. TEMPORARY CRANE, 642 FEET FROM DPARTURE END OF RWY, 6 FEET LEFT OF CENTERLINE, 54 FEET AGL/ 893 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1310181500-1502132359EST.

**KOUNTZE/SILSBEE**

Hawthorne Field

**FDC 4/4404** 45R IAP HAWTHORNE FIELD, KOUNTZE/SILSBEE, TX. NDB RWY 13, AMDT 3...NOTE: PROCEDURE NA AT NIGHT. 1410282134-1505262134EST.

**FDC 4/4402** 45R IAP HAWTHORNE FIELD, KOUNTZE/SILSBEE, TX. RNAV (GPS) RWY 13, AMDT 1...NOTE: PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 13 PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 31 NA AT NIGHT. LP MDA NA. DESCENT ANGLE 3.00/TCH 40 NA. 1410282134-1505262134EST.

**LA PORTE**

La Porte Muni

**KILLEEN**

Skylark Field

**FDC 5/2619** FDC 5/2609
FDC 4/8640  T41 STAR LA PORTE MUNI, LA PORTE, TX. HUDZY TWO ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION...FROM OVER HUDZY INT ON IAH R-067.44 (MEA 5000) TO CLWNS INT, ON IAH R-067.44 (MEA 4000) TO SWWA. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO SWWA INT. HUB VOR OUT OF SERVICE 1408271300-1505220901EST.

FDC 4/8639  T41 STAR LA PORTE MUNI, LA PORTE, TX. TCHDN TWO ARRIVAL...REVISE ARRIVAL ROUTE DESCRIPTION...FROM OVER BELLR INT VIA IAH R-220.94 (MEA 4000) TO TSHT INT. EXPECT VECTORS TO FINAL APPROACH COURSE AT OR PRIOR TO TSHT INT. HUB VOR OUT OF SERVICE 1408271300-1504300901EST.

FDC 4/7123  T41 STAR LA PORTE MUNI, LA PORTE, TX. WAPPL ONE RNAV ARRIVAL...ADD NOTE: TURBOJET AIRCRAFT DESCEND VIA MACH NUMBER UNTIL INTERCEPTING 280K. MAINTAIN 280K UNTIL SLOWED BY THE STAR. 1405290901-1504300901EST.

FDC 4/7082  T41 STAR LA PORTE MUNI, LA PORTE, TX. WAPPL ONE RNAV ARRIVAL...ADD NOTE: EXCEPT FOR AIRCRAFT DEPARTING SHV, PLANB TRANSITION IS ATC ASSIGNED ONLY. DO NOT FILE. 1405290901-1504300901EST.

FDC 4/6423  T41 STAR LA PORTE MUNI, LA PORTE, TX. BLUPELL THREE ARRIVAL....SNDAY INT DME REQUIRED. HUB VOR OUT OF SERVICE 1405290901-1504300901EST.

FDC 4/6276  T41 SID LA PORTE MUNI, LA PORTE, TX. WYLSN (RNAV) ONE DEPARTURE...DISREGARD NOTE: MAJKK TRANSITION (WYLSN/MAJKK): (ATC ASSIGNED ONLY). 1409180818-1503180818EST.

Chaparroso Ranch

FDC 4/4856  72TE IAP CHAPARROSA RANCH, LA PRYOR, TX. NDB RWY 15, AMDT 1...PROCEDURE NA. 1409122334-1504122334EST.

LAGO VISTA

Lago Vista Tx - Rusty Allen

FDC 3/7508  RYW F/T STAR LAGO VISTA TX-RUSTY ALLEN, LAGO VISTA, TX. WLEEE TWO RNAV ARRIVAL...ADD NOTE: WAILN TRANSITION FOR HOUSTON TERMINAL AREA DEPARTURES ONLY.

FDC 3/7501  RYW F/T STAR LAGO VISTA TX-RUSTY ALLEN, LAGO VISTA, TX. BITER SIX ARRIVAL...REVISE NOTE: FOR ALL HOUSTON TERMINAL AREA DEPARTURES. ALL OTHERS: FOR CONVENTIONAL NAVIGATION EQUIPPED AIRCRAFT ONLY. DME/DME/IRU OR GPS EQUIPPED AIRCRAFT FILE THE THE WLEEE (RNAV) STAR.

LAKEWAY

Lakeway Airpark

FDC 4/9965  3R9 STAR LAKEWAY AIRPARK, AUSTIN, TX. WLEEE TWO RNAV ARRIVAL....ADD NOTE: WAILN TRANSITION FOR HOUSTON TERMINAL AREA DEPARTURES ONLY. 1407141315-1502280901EST.

LANCASTER

Lancaster Rgnl

FDC 4/6962  LNC SID LANCASTER RGNL., LANCASTER, TX. DALLAS ONE DEPARTURE...WYLIE SIX DEPARTURE...MERIDIAN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE. 1410151302-1504131302EST.

FDC 4/6472  LNC SID LANCASTER RGNL., LANCASTER, TX. HOWIG (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: ALIAN TRANSITION ATC ASSIGNED ONLY. NOTE: AIRCRAFT LANDING LBB TERMINAL AREA FILE THE BRHMA TRANSITION. 1409180839-1503180839EST.

FDC 4/6369  LNC SID LANCASTER RGNL., LANCASTER, TX. LEEAG (RNAV) ONE DEPARTURE...KUSSO (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: BDDAY TRANSITION ATC ASSIGNED ONLY. 1409180834-1503180834EST.

LA PRYOR
LUBBOCK

Lubbock Preston Smith Intl

FDC 9/6141 LBB F/T LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. RNAV (GPS) RWY 17R, AMDT 1. LNAV MDA 3660/HAT 378 ALL CATS. VDP 1.01 MILES TO RWY 17R TEMPORARY CRANE 3346 MSL 1.06 MILES NW OF RWY 17R.

FDC 9/2733 LBB F/T LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. ASR RWY 26, AMDT 7. MISSED APPROACH: CLIMBING LEFT TURN TO 5200 VIA LBB R-114 TO HYDRO INT AND HOLD.

FDC 9/2732 LBB F/T LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. ASR RWY 35L, AMDT 7. MISSED APPROACH: CLIMBING RIGHT TURN TO 5200 VIA LBB R-114 TO HYDRO INT AND HOLD.

FDC 9/2731 LBB F/T LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. ASR RWY 17R, AMDT 7. MISSED APPROACH: CLIMBING LEFT TURN TO 5200 VIA LBB R-114 TO HYDRO INT AND HOLD.

FDC 5/3067 LBB IAP LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. ILS OR LOC RWY 26, AMDT 4... DISREGARD NOTE: #RVR 1800 AUTHORIZED WITH USE OF FD OR AP OR HUD TO DA.

FDC 5/1302 LBB IAP LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. RNAV (RNP) Z RWY 17R, AMDT 2... NOTE: PROCEDURE NA AT NIGHT. VOR AND LOC 3594/HAT 330 ALL CATS. VDP... MALSR, INCREASE RNP 0.30 ALL CATS VIS TO 1 1/2.

FDC 4/6408 LBB IAP LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. RNAV (GPS) RWY 26, AMDT 2... LNAV/VNAV DA 3594/HAT 341 ALL CATS. VIS RVR 3000 ALL CATS. RNAV MDA 3700/HAT 447 ALL CATS... RVR 5000 ALL CATS. WOXIL STEPDOWN FIX NA. VDP 1.25 NM TO RWY 26. TEMPORARY CRANE, 3383 MSL, 1.02 NM SE OF AIRPORT.

FDC 4/2199 LBB IAP U.S. DOD LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. III ILS OR LOC RWY 17R, AMDT 1... PROCEDURE NA.

LAREDO

Laredo Intl

FDC 4/0756 LRD IAP LAREDO INTL, LAREDO, TX. VOR OR TACAN RWY 32, AMDT 10A... NOTE: PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. AGH NDB OUT OF SERVICE.

LIBERTY

Liberty Muni

FDC 4/6288 T78 SID LIBERTY MUNI, LIBERTY, TX. WYLSN (RNAV) ONE DEPARTURE... DISREGARD NOTE: MAJKK TRANSITION (WYLSN.MAJKK): (ATC ASSIGNED ONLY).

FDC 4/4454 T78 IAP LIBERTY MUNI, LIBERTY, TX. VOR-A, AMDT 5A... NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED.

FDC 4/4453 T78 IAP LIBERTY MUNI, LIBERTY, TX. RNAV (GPS) RWY 16, AMDT 2... NOTE: PROCEDURE NA AT NIGHT. DISREGARD NOTE: CIRCLING TO RWY 34 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, PROCEDURE NA AT NIGHT.

LIVINGSTON

Livingston Muni

FDC 4/8103 00R IAP LIVINGSTON MUNI, LIVINGSTON, TX. RNAV (GPS) RWY 30, ORIG-B...LNAV CAT A/B/C MDA 680/HAT 529. VIS CAT C 1 1/2. DESCENT ANGLE 3.03/TCH 40 NA.

I-AFPN-227
LBB IAP U.S. DOD LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. HI VOR/DME OR TACAN RWY 26, AMDT 1...VOR/DME OR TACAN RWY 26, AMDT 11...HI LOC/DME BC RWY 35L, ORIG-A...NOTE: CIRCLING RWY 17R NA.
1412241741-1506221741EST.

FDC 4/1467 LBB IAP LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. ILS OR LOC RWY 26, AMDT 4...LOC BC RWY 35L, AMDT 18...RNAV (GPS) RWY 26, AMDT 2...RNAV (GPS) RWY 8, AMDT 2...RNAV (GPS) Y RWY 35L, AMDT 2...VOR-A, AMDT 6C...NOTE: CIRCLING RWY 17R NA.
1412200007-1506180007EST.

LBB IAP LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. ILS OR LOC RWY 17R, AMDT 17A...RNAV (GPS) Y RWY 17R, AMDT 2...RNAV (RNP) Z RWY 17R, ORIG-A...PROCEDURE NA.
1412200004-1506180004EST.

LBB ODP LUBBOCK PRESTON SMITH INTL, LUBBOCK, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...NOTE: RWY 35L, CONSTRUCTION EQUIPMENT BEGINNING AT DER, ACROSS CENTERLINE, UP TO 25 FEET AGL/3274 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED.
1412221810-1506201810EST.

MC ALLEN

Mc Allen Miller Intl

FDC 5/0413 MFE ODP MC ALLEN MILLER INTL, MC ALLEN, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...CHANGE NOTES TO READ: RWY 13: VEHICLES ON ROAD BEGINNING 460 FT FROM DER, 276 FT LEFT OF CENTERLINE, UP TO 15 FT AGL/122 FT MSL. VEHICLES ON ROAD BEGINNING 507 FT FROM DER, 201 FT RIGHT OF CENTERLINE, UP TO 15 FT AGL/122 FT MSL. TREES BEGINNING 792 FT FROM DER, 593 FT LEFT OF CENTERLINE, UP TO 17 FT AG/139 FT MSL. RWY 18: VEHICLE ON ROAD, 1054 FT FROM DER, 227 FT LEFT OF CENTERLINE, UP TO 15 FT AGL/122 FT MSL. VEHICLES ON ROAD, BEGINNING 569 FT. FROM DER, 20 FT RIGHT OF CENTERLINE, UP TO 15 FT AGL/122 FT MSL. RWY 31: POLE 708 FT FRO DER, 629 FT LEFT OF CENTERLINE, UP TO 7 FT AGL/132 FT MSL. TREES BEGINNING 929 FT FROM DER, 361 FT LEFT OF CENTERLINE, UP TO 21 FT AGL/157 FT MSL. TREETOP 1018 FT FROM DER, 627 FT RIGHT OF CENTERLINE, UP TO 9 FT AGL/142 FT MSL. RWY 36: VEHICLES ON ROAD BEGINNING 292 FT FROM DER, 114 FT LEFT OF CENTERLINE, UP TO 15 FT AGL/122 FT MSL. VEHICLES ON ROAD BEGINNING 399 FT FRO DER, 53 FT RIGHT OF CENTERLINE, UP TO 15 FT AGL/122 FT MSL. BUILDINGS BEGINNING 624 FT FROM DER, 36 FT LEFT OF CENTERLINE, UP TO 19 FT AGL/155 FT MSL. BUILDINGS BEGINNING FROM 707 FT FROM DER, 242 FT RIGHT OF CENTERLINE, UP TO 94 FT AGL/394 FT MSL. TOWER, ALL OTHER DATA REMAINS AS PUBLISHED.
FDC 5/0413 MFE ODP MC ALLEN MILLER INTL, MC ALLEN, TX. 197 FT FROM DER, 335 FT RIGHT OF CENTERLINE, 31 FT AGL/140 FT MSL. TOWERS BEGINNING 979 FT FROM DER, 97 FT RIGHT OF CENTERLINE, UP TO 18 FT AGL/155 FT MSL. TREES BEGINNING 810 FT FROM DER, 69 FT LEFT OF CENTERLINE, UP TO 21 FT AGL/145 FT MSL. LIGHTED POLE 581 FT FROM DER, ON CENTERLINE, UP TO 4 FT AGL/122 FT MSL. LIGHTED POLE, 1208 FT FROM DER, 67 FT RIGHT OF CENTERLINE, UP TO 18 FT AGL/152 FT MSL. POLES BEGINNING 635 FT FROM DER, 248 FT RIGHT OF CENTERLINE, UP TO 19 FT AGL/145 FT MSL. ANTENNA ON BUILDING, 1512 FT FROM DER, 25 FT RIGHT OF CENTERLINE, UP TO 24 FT AGL/166 FT MSL. ALL OTHER DATA REMAINS AS PUBLIS

MESQUITE

Mesquite Metro
FDC 4/6975  HQZ SID MESQUITE METRO, MESQUITE, TX. DALLAS ONE DEPARTURE...WYLIE SIX DEPARTURE...MERIDIAN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE. 1401051302-1504131302EST.

FDC 4/6507  HQZ SID MESQUITE METRO, MESQUITE, TX. HOWIG (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: ALIAN TRANSITION ATC ASSIGNED ONLY. NOTE: AIRCRAFT LANDING LBB TERMINAL AREA FILE THE BRHMA TRANSITION. 1409180839-1503180839EST.

FDC 4/6407  HQZ SID MESQUITE METRO, MESQUITE, TX. SWABR (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: FOR USE BY TURBOJETS ONLY. 1409180835-1503180835EST.

FDC 4/6394  HQZ SID MESQUITE METRO, MESQUITE, TX. LEEAG (RNAV) ONE DEPARTURE...KUSSO (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: BDDAY TRANSITION ATC ASSIGNED ONLY. 1409180834-1503180834EST.

FDC 4/6361  HQZ SID MESQUITE METRO, MESQUITE, TX. COYOTE SIX DEPARTURE...DALLAS ONE DEPARTURE...HUBBARD SEVEN DEPARTURE...KINGDOM EIGHT DEPARTURE...LEEAG (RNAV) ONE DEPARTURE...SWABR (RNAV) ONE DEPARTURE...WYLIE SIX DEPARTURE...CHANGE CTAF FREQUENCY FROM 123.05 TO 120.3. 1409180832-1503180832EST.

FDC 4/542  HQZ STAR MESQUITE METRO, MESQUITE, TX. SLANT ONE ARRIVAL AIRRE TRANSITION FOR OKC TERMINAL DEPARTURES ONLY 1409180800-1504300800EST.

FDC 4/5287  HQZ STAR MESQUITE METRO, MESQUITE, TX. KNEAD SIX ARRIVAL APPROACH CONTROL FREQUENCIES ARE 135.975 379.9 1409180800-1504300800EST.

FDC 4/5261  HQZ STAR MESQUITE METRO, MESQUITE, TX. EESAT six ARRIVAL APPROACH CONTROL FREQUENCIES ARE 135.975 379.9 1409180800-1504300800EST.


FDC 5/2096  MDD IAP MIDLAND AIRPARK, MIDLAND, TX. RNAV (GPS) RWY 25, ORIG...PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. 1501090023-1508070023EST.

MIDLAND

Midland Intl

FDC 4/8246  MAF IAP MIDLAND INTL., MIDLAND, TX. RNAV (GPS) RWY 4, AMDT 1...LNAV/VNAV DA 3283/HATH 432 ALL CATS. VIS 1 1/2 ALL CATS. 1409230842-1504230842EST.

FDC 4/0717  MAF ODP MIDLAND INTL., MIDLAND, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...DEPARTURE PROCEDURE. TAKE-OFF MINIMUMS RWY 4, 300-1 1/4 OR STANDARD WITH MINIMUM CLIMB OF 227 FT PER NM TO 3100, OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FT PER NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1800 FT PRIOR TO DER. NOTE: RWY 4, DRILLING RIG, 1.05 NM FROM DEPARTURE END OF RWY, 337 FT LEFT OF CENTERLINE, 148 AGL/3037 MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1412181148-1506161148EST.

MIDLOTHIAN/WAXAHACHIE

Mid-Way Rgnl

FDC 4/6942  JWY SID MID-WAY RGNL, MIDLOTHIAN/WAXAHACHIE, TX. WYLIE SIX DEPARTURE...MERIDIAN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE. 1410151302-1504131302EST.


FDC 4/6462  JWY SID MID-WAY RGNL, MIDLOTHIAN/WAXAHACHIE, TX. COYOTE SIX DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: BOOMR TRANSITION: DME REQUIRED. 1409180837-1503180837EST.

1-AFPN-229
OCH IAP A L MANGHAM JR. RGNL, NACOGDOCHES, TX. NDB RWY 18, AMDT 1A...DECENT ANGLE 3.25/40 TCH NOT AUTHORIZED. 1410311342-1504291342EST.

FDC 4/1211 OCH IAP A L MANGHAM JR. RGNL, NACOGDOCHES, TX. RNAV (GPS) RWY 18, ORIG...NDB RWY 18, AMDT 1A...NIGHT LANDING: RWY 18 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1409031730-1504031730EST.

PADUCAH

Dan E Richards Muni

FDC 4/4747 3F6 IAP DAN E RICHARDS MUNI, PADUCAH, TX. VOR/DME OR GPS RWY 35, AMDT 1...VOR/DME PORTION NA. 1410081935-1505061935EST.

PALACIOS

Palacios Muni

FDC 4/1052 PSX ODP PALACIOS MUNI, PALACIOS, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...DEPARTURE PROCEDURE: RWY 8, CLIMBING RIGHT TURN HEADING 125.22 TO 1800 BEFORE PROCEEDING ON COURSE. RWY 13, CLIMB HEADING 132.20 TO 1100 BEFORE TURNING LEFT. RWY 35, CLIMB HEADING 357.21 TO 1100 BEFORE TURNING RIGHT. ALL OTHER DATA REMAINS AS PUBLISHED. 1412182111-1507162111EST.

PALESTINE

Palestine Muni

FDC 4/0570 PSN IAP PALESTINE MUNI, PALESTINE, TX. RNAV (GPS) RWY 18, ORIG-A...CHANGE TAA TO READ: FROM 267/30 CW 357/30 TO DUCAL (IAF) MINIMUM ALTITUDE 3000. ALL OTHER TAA DATA REMAINS AS PUBLISHED. 1407142144-1501142144EST.

FDC 4/0567 PSN ODP PALESTINE MUNI, PALESTINE, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...TAKEOFF MINIMUMS: RWY 9, STANDARD WITH A MINIMUM CLIMB OF 313 FT PER NM TO 1200, OR 1000-3 FOR CLIMB IN VISUAL CONDITIONS. DEPARTURE PROCEDURE: RWY 9, FOR CLIMB IN VISUAL CONDITIONS: CROSS PALESTINE MUNICIPAL AIRPORT AT OR ABOVE 1300. ALL OTHER DATA REMAINS AS PUBLISHED. 1407142144-1501142144EST.

FDC 4/0566 PSN IAP PALESTINE MUNI, PALESTINE, TX. VOR/DME RWY 18, AMDT 5A...MSA FROM FRANKSTON (FZT) VOR/DME 290-190 3000. 1407142144-1501142144EST.

PECOS

Pecos Muni

FDC 5/2282 PEQ IAP PECOS MUNI, PECOS, TX. RNAV (GPS) RWY 14, ORIG-A...RNAV (GPS) RWY 32, ORIG...CIRCLING CAT A/B MDA 3100/HAA 487. DRILLING RIG, 2798 MSL/175 AGL., 1.49 NM SOUTH OF AIRPORT. 1501091454-1507081454EST.

FDC 5/2281 PEQ IAP PECOS MUNI, PECOS, TX. VOR RWY 14, AMDT 7C...CIRCLING CATS A/B MDA 3100/HAA 487. WINK ALTIMETER SETTING MINIMUMS CIRCLING CATS A/B MDA 3200/HAA 587. DRILLING RIG, 2798 MSL/175 AGL., 1.49 NM SOUTH OF AIRPORT. 1501091454-1507081454EST.

FDC 4/9586 PEQ IAP PECOS MUNI, PECOS, TX. RNAV (GPS) RWY 32, ORIG...LNAV/VNAV DA 2938/HATH 337 ALL CATS. VIS 1 1/8 ALL CATS. LNAV MDA 3040/HATH 439 ALL CATS. VIS CAT C/D 1 1/4. VDP 1.25 NM TO RWY 32. CHANGE NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE WINK ALTIMETER SETTING AND INCREASE ALL DA 95 FEET AND ALL MDA 100 FEET, INCREASE LPV ALL CATS VISIBILITY 1/4 MILE, INCREASE LNAV/VNAV ALL CATS VISIBILITY 3/8 MILE, LNAV CAT C/D 1/4 MILE AND CIRCLING CAT C VISIBILITY 1/4 MILE. 1412161217-1506141217EST.

PLAINVIEW

Hale County

FDC 5/2974 PVW IAP HALE COUNTY, PLAINVIEW, TX. RNAV (GPS) RWY 4, ORIG...LNAV MDA 3800/HAT 426 ALL CATS. VISIBILITY CAT C 1 1/4. CHART VDP AT 0.99 MILES TO RWY04. *LNAV ONLY. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. CHART NOTE: WHEN LOCAL ALTIMETER SETTING IS NOT RECEIVED, USE LUBBOCK ALTIMETER SETTING: INCREASE ALL DA 85 FEET AND INCREASE ALL LPV AND LNAV/VNAV VISIBILITY 1/4 MILE, INCREASE ALL MDA 100 FEET AND LNAV CAT C/D AND CIRCLING CAT C VISIBILITY 1/4 MILE. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. THIS IS RNAV (GPS) RWY 4 ORIG-A. 1501121742-PERM.
PORT LAVACA

Calhoun County

FDC 5/3820 PKV ODP CALHOUN COUNTY, PORT LAVACA, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF MINIMUMS: RWY 5, 23, NA - ENVIRONMENTAL. 1501141953-1508131953EST.

FDC 5/3819 PKV IAP CALHOUN COUNTY, PORT LAVACA, TX. RNAV (GPS) RWY 32, ORIG...NOTE: PROCEDURE NA AT NIGHT. 1501141953-1508131953EST.

FDC 5/3818 PKV IAP CALHOUN COUNTY, PORT LAVACA, TX. VOR/DME-A, AMDT 4A...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1501141953-1508131953EST.

FDC 5/3817 PKV IAP CALHOUN COUNTY, PORT LAVACA, TX. RNAV (GPS) RWY 14, AMDT 2...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. VDP NA. 1501141953-1508131953EST.

ROCKSPRINGS

Edwards County

FDC 4/0560 ECU IAP EDWARDS COUNTY, ROCKSPRINGS, TX. VOR RWY 14, AMDT 5...DESCENT ANGLE 3.02/45 TCH NA. VDP NA. DISREGARD NOTE: VDP NA WHEN USING KIMBLE COUNTY ALTIMETER SETTING. 1407141232-1501141232EST.

FDC 4/0557 ECU IAP EDWARDS COUNTY, ROCKSPRINGS, TX. RNAV (GPS) RWY 14, ORIG-A...DESCENT ANGLE 3.00/TCH 45 NA. 1407141232-1501141232EST.

ROCKWALL

Ralph M Hall/Rockwall Muni

FDC 4/0937 F46 SID RALPH M HALL/ROCKWALL MUNI, ROCKWALL, TX. WYLIE SIX DEPARTURE...MERIDIAN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE. 1410151302-1504131302EST.

FDC 4/6471 F46 SID RALPH M HALL/ROCKWALL MUNI, ROCKWALL, TX. HOWIG (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: ALIAN TRANSITION ATC ASSIGNED ONLY. NOTE: AIRCRAFT LANDING LBB TERMINAL AREA FILE THE BRHMA TRANSITION. 1409180839-1503180839EST.

FDC 4/6439 F46 SID RALPH M HALL/ROCKWALL MUNI, ROCKWALL, TX. COYOTE SIX DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: BOOMR TRANSITION: DME REQUIRED. 1409180837-1503180837EST.

FDC 4/6385 F46 SID RALPH M HALL/ROCKWALL MUNI, ROCKWALL, TX. LEEAG (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: BDDAY TRANSITION ATC ASSIGNED ONLY. 1409180834-1503180834EST.

FDC 4/5436 F46 STAR RALPH M HALL/ROCKWALL MUNI, ROCKWALL, TX. SLANT ONE ARRIVAL AIRRE TRANSITION FOR OKC TERMINAL DEPARTURES ONLY 1409180800-1504300800EST.

FDC 4/5260 F46 STAR RALPH M HALL/ROCKWALL MUNI, ROCKWALL, TX EESAT ONE ARRIVAL NOTE: FOR USE WHEN KDFW IS IN NORTH FLOW. WHEN KDFW IS IN SOUTH FLOW, FILE THE LOADS RNAV STAR 1409180800-1504300800EST.

SAN ANTONIO

Lackland AFB (KellyFld Annex)

FDC 4/0029 SKF STAR LACKLAND AFB (KELLY FLD ANNEX), SAN ANTONIO, TX, MARCS NINE ARRIVAL...ADD NOTE: FOR CONVENTIONAL NAVIGATION EQUIPPED AIRCRAFT ONLY. DME/DME/IRU OR GPS EQUIPPED AIRCRAFT FILE VIA THE RODIO RNAV STAR. 1407141445-1502280901EST.

FDC 4/0027 SKF STAR LACKLAND AFB (KELLY FLD ANNEX), SAN ANTONIO, TX, MARCS NINE ARRIVAL...REMOVE NOTE: ASSIGNED BY ATC ONLY. 1407141445-1502280901EST.

FDC 4/0023 SKF STAR LACKLAND AFB (KELLY FIELD ANNEX), SAN ANTONIO, TX. RODIO ONE RNAV ARRIVAL...REVISE SAT LOCALIZER LABEL RWY 3 TO READ: RWY 4. REVISE ARRIVAL ROUTE DESCRIPTION, SAN ANTONIO INTL (SAT) LANDING RWY 3 TO READ: LANDING RWY 4. 1407141445-1502280901EST.
**SKF STAR LACKLAND AFB (KELLY FIELD ANNEX), SAN ANTONIO, TX. CENTERPOINT ONE ARRIVAL...REVISE SAT LOCALIZER LABEL RWY 3 TO READ: RWY 4. 1407141445-1502280901EST.**

**SKF STAR LACKLAND AFB (KELLY FIELD ANNEX), SAN ANTONIO, TX. STONEWALL ONE ARRIVAL...REVISE SAT LOCALIZER LABEL RWY 3 TO READ: RWY 4. 1407141445-1502280901EST.**

**SKF STAR LACKLAND AFB (KELLY FIELD ANNEX), SAN ANTONIO, TX. MARCS NINE ARRIVAL...REVISE SAT LOCALIZER LABEL RWY 3 TO READ: RWY 4. 1407141445-1502280901EST.**

**SKF STAR LACKLAND AFB (KELLY FIELD ANNEX), SAN ANTONIO, TX. LEMIG ONE ARRIVAL...REVISE SAT LOCALIZER LABEL RWY 3 TO READ: RWY 4. 1407141430-1502280901EST.**

**SKF STAR LACKLAND AFB (KELLY FIELD ANNEX), SAN ANTONIO, TX. RODIO ONE RNAV ARRIVAL...ADD NOTE: WAILN TRANSITION FOR HOUSTON TERMINAL AREA DEPARTURES ONLY. 1407141430-1502280901EST.**

**FDC 4/0061 SAT STAR SAN ANTONIO INTERNATIONAL, SAN ANTONIO, TX. RODIO ONE RNAV ARRIVAL...REVISE SAT LOCALIZER LABEL RWY 3 TO READ: RWY 4. REVISE ARRIVAL ROUTE DESCRIPTION, SAN ANTONIO INTL (SAT) LANDING RWY 3 TO READ: LANDING RWY 4. 1407141415-1502280901EST.**

**FDC 4/0060 SAT STAR SAN ANTONIO INTERNATIONAL, SAN ANTONIO, TX. CENTERPOINT ONE ARRIVAL...REVISE SAT LOCALIZER LABEL RWY 3 TO READ: RWY 4. 1407141415-1502280901EST.**

**Stinson Muni**

**FDC 4/0063 SSF STAR STINSON MUNICIPAL, SAN ANTONIO, TX. MARCS NINE ARRIVAL...ADD NOTE: FOR CONVENTIONAL NAVIGATION EQUIPPED AIRCRAFT ONLY. DME/DME/IRU OR GPS EQUIPPED AIRCRAFT FILE VIA THE RODIO RNAV STAR. 1407141515-1502280901EST.**

**FDC 4/0059 SSF STAR STINSON MUNICIPAL, SAN ANTONIO, TX. MARCS NINE ARRIVAL...REMOVE NOTE: ASSIGNED BY ATC ONLY. 1407141515-1502280901EST.**

**FDC 4/0057 SSF STAR STINSON MUNICIPAL, SAN ANTONIO, TX. RODIO ONE RNAV ARRIVAL...REVISE SAT LOCALIZER LABEL RWY 3 TO READ: RWY 4. REVISE ARRIVAL ROUTE DESCRIPTION, SAN ANTONIO INTL (SAT) LANDING RWY 3 TO READ: LANDING RWY 4. 1407141515-1502280901EST.**

**FDC 4/0054 SSF STAR STINSON MUNICIPAL, SAN ANTONIO, TX. LEMIG ONE ARRIVAL...REVISE SAT LOCALIZER LABEL RWY 3 TO READ: RWY 4. 1407141515-1502280901EST.**

**FDC 4/0041 SSF STAR STINSON MUNICIPAL, SAN ANTONIO, TX. MARCS NINE ARRIVAL...REVISE SAT LOCALIZER LABEL RWY 3 TO READ: RWY 4. 1407141500-1502280901EST.**

**FDC 4/0037 SSF STAR STINSON MUNICIPAL, SAN ANTONIO, TX. CENTERPOINT ONE ARRIVAL...REVISE SAT LOCALIZER LABEL RWY 3 TO READ: RWY 4. 1407141500-1502280901EST.**

**FDC 4/0031 SSF STAR STINSON MUNICIPAL, SAN ANTONIO, TX. RODIO ONE RNAV ARRIVAL...ADD NOTE: WAILN TRANSITION FOR HOUSTON TERMINAL AREA DEPARTURES ONLY. 1407141500-1502280901EST.**

**San Marcos**

**SAN MARCOS**

San Marcos Muni
FDC 4/0022 HYI STAR SAN MARCOS MUNI, SAN MARCOS, TX. WLEEE TWO RNAV ARRIVAL...ADD NOTE: WA/LN TRANSITION FOR HOUSTON TERMINAL AREA DEPARTURES ONLY. 1407141400-1502270901EST.

SHERMAN
Texas Health Presbyterian Hospital-Wnj
FDC 1/2834 51TS FI/T SPECIAL TEXAS HEALTH PRESBYTERIAN HOSPITAL-WNJ, SHERMAN, TX. (SPECIAL) COPTER RNAV (GPS) 312, ORIG. RNAV MDA 1280/HAA 469.

SHERMAN/DENISON
North Texas Rgnl/Perrin Field

SONORA
Sonora Muni
FDC 4/4248 SOA ODP SONORA MUNI, SONORA, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...DEPARTURE PROCEDURE: RWY 18, CLIMB ON HEADING 182 TO 3000 BEFORE PROCEEDING ON COURSE. ALL OTHER DATA REMAINS AS PUBLISHED. 1407231620-1501231620EST.

STEPHENVILLE
Stephenville Clark Rgnl
FDC 4/4866 SEP IAP STEPHENVILLE CLARK RGNL, STEPHENVILLE, TX. RNAV (GPS) RWY 32, ORIG...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NA. NOTE: VDP NA. DISREGARD SYMBOL REPRESENTING VISUAL 34:1 SLOPE IS CLEAR. 1408182103-1502182103EST.

FDC 4/4865 SEP IAP STEPHENVILLE CLARK RGNL, STEPHENVILLE, TX. RNAV (GPS) RWY 14, ORIG...NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NA. NOTE: VDP NA. 1408182103-1502182103EST.

SUNRISE BEACH VILLAGE
Sunrise Beach
FDC 4/5758 2KL CHART SUNRISE BEACH, SUNRISE BEACH VILLAGE, TX. SAN ANTONIO SECTIONAL...SEE NOTAM 4/5750. 1412091526-PERM.

SWEETWATER
Avenger Field
FDC 4/8365 SWW ODP AVENGER FIELD, SWEETWATER, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...NOTE: RWY 17, BUILDING, 1062 FEET FROM DEPARTURE END OF RWY, 753 FEET LEFT OF CENTERLINE, 31 FEET AGL/ 2415 MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1408011707-1502011707EST.

TEMPLE
Draughon-Miller Central Texas Rgnl
FDC 4/6236 TPL IAP DRAUGHOON-MILLER CENTRAL TEXAS RGNL, TEMPLE, TX. ILS OR LOC RWY 15, AMDT 12...CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 990. THIS IS ILS OR LOC RWY 15, AMDT 12A. 1412101444-PERM.

TERRELL
Terrell Muni
FDC 5/2982 TRL ODP TERRELL MUNI, TERRELL, TX. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF MINIMUMS: RWY 14, 32, NA - ENVIRONMENTAL. 1501121751-1508111751EST.

UNIVERSAL CITY
Randolph AFB
**RND STAR RANDOLPH AFB, UNIVERSAL CITY, TX. MARCS NINE ARRIVAL...ADD NOTE: FOR CONVENTIONAL NAVIGATION EQUIPPED AIRCRAFT ONLY. DME/DME/IRU OR GPS EQUIPPED AIRCRAFT FILE VIA THE RODIO RNAV STAR.**
1407141415-1502280901EST.

**RND STAR RANDOLPH AFB, UNIVERSAL CITY, TX. MARCS NINE ARRIVAL...REMOVE NOTE: ASSIGNED BY ATC ONLY.**
1407141415-1502280901EST.

**RND STAR RANDOLPH AFB, UNIVERSAL CITY, TX. STONEWALL ONE ARRIVAL...REVISE SAT LOCALIZER LABEL RWY 3 TO READ: RWY 4.**
1407141415-1502280901EST.

**RND STAR RANDOLPH AFB, UNIVERSAL CITY, TX. RODIO ONE RNAV ARRIVAL...REVISE SAT LOCALIZER LABEL RWY 3 TO READ: RWY 4. REVISE ARRIVAL ROUTE DESCRIPTION, SAN ANTONIO INTL (SAT) LANDING RWY 3 TO READ: LANDING RWY 4.**
1407141415-1502280901EST.

**RND STAR RANDOLPH AFB, UNIVERSAL CITY, TX. RODIO ONE RNAV ARRIVAL...ADD NOTE: WAILN TRANSITION FOR HOUSTON TERMINAL AREA DEPARTURES ONLY.**
1407141415-1502280901EST.

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**WACO**

Tstc Waco

**WACO**

Cnw IAP TSTC WACO, WACO, TX. ILS OR LOC RWY 17L, AMDT 13A...DISREGARD 1-CNW ILS OUTER MARKER INDICATIONS.
1410161552-1505141552EST.

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**WAXAHACHIE**

Baylor Medical Center

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**WEATHERFORD**

Parker County

**WEATHERFORD**

WEA SID PARKER COUNTY, WEATHERFORD, TX. WYLIE SIX DEPARTURE...MERIDIAN TRANSITION: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, MEI VORTAC OUT OF SERVICE.
1409180839-1503180839EST.

**WEATHERFORD**

WEA SID PARKER COUNTY, WEATHERFORD, TX. LEEAG (RNAV) ONE DEPARTURE...PROCEDURAL DATA NOTES/TAKEOFF MINIMUMS: NOTE: BDDAY TRANSITION ATC ASSIGNED ONLY. NOTE: AIRCRAFT LANDING LBB TERMINAL AREA FILE THE BRHMA TRANSITION.
1409180834-1503180834EST.

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**UTAH**

**OGDEN**

Ogden-Hinckley

**OGDEN**

OGD IAP OGDEN-HINCKLEY, OGDEN, UT. VOR/DME RWY 7, AMDT 6...PROCEDURE NA AT NIGHT FOR CATS C/D AIRCRAFT.
1409292020-1503282020EST.

**PRICE**

Carbon County Rgnl/Buck Davis Field

**PRICE**

PUC IAP CARBON COUNTY RGNL/BUCK DAVIS FIELD, PRICE, UT. RNAV (GPS) RWY 1, AMDT 1...PROCEDURE NA.
1501092026-1507082026EST.

**RICHFIELD**

Richfield Muni

**RICHFIELD**

RIF SID RICHFIELD MUNI, RICHFIELD, UT. HAMET (RNAV) TWO DEPARTURE...RICHFIELD (RNAV) ONE DEPARTURE...PROCEDURE NA.
1409031907-1503031907EST.
RIF ODP RICHFIELD MUNI, RICHFIELD, UT. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...PROCEDURE NA. 1409031907-1503031907EST.

FDC 4/0127 RIF IAP RICHFIELD MUNI, RICHFIELD, UT. RNA V (GPS) RWY 19, ORIG-A...RNAV MINIMUMS NA. NOTE: DESCENT ANGLE 3.19/TCH 50 NA. 1412171403-1506151403EST.

SALT LAKE CITY

Salt Lake City Intl

FDC 4/5378 SLC SID SALT LAKE CITY INTL, SALT LAKE CITY, UT. EDETH TWO DEPARTURE...TWIN FALLS TWO DEPARTURE...LOST COMMUNICATIONS: CONTINUE ON SID. COMPLY WITH PUBLISHED ALTITUDE RESTRICTIONS. 1407241844-1501241844EST.

VERMONT

BENNINGTON

William H Morse State

FDC 5/0273 DDH IAP WILLIAM H. MORSE STATE, BENNINGTON, VT. VOR/DME OR TACAN RWY 16L, AMDT 2...VOR/DME OR TACAN RWY 17, AMDT 2A...TACAN PORTION NA, TCH TACAN AZMUTH OUT OF SERVICE. 1412261420-1501231420EST.

BURLINGTON

Burlington Intl

FDC 4/1051 BTV IAP BURLINGTON INTL, BURLINGTON, VT. ILS OR LOC/DME RWY 15, AMDT 23D...CHART NOTE: ADF OR DME REQUIRED. 1501071608-1507061608EST.

FDC 4/8166 BTV IAP BURLINGTON INTL, BURLINGTON, VT. ILS OR LOC/DME RWY 33, AMDT 1A...AUTO COUPLED APPROACHES NA. 1408010026-1502010026EST.

FDC 4/5672 BTV ODP BURLINGTON INTL, BURLINGTON, VT. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 13...NOTE: RWY 15, TEMPORARY CRANES 2772 FT FROM DME, 442 FT LEFT OF CENTERLINE, 120 FT AGL/430 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. EXCEPT WHEN ADVISED BY ATC THAT THIS CRANE IS DOWN. 1409161800-1503161800EST.

LYNDONVILLE

Caledonia County

FDC 4/8368 CDA ODP CALEDONIA COUNTY, LYNDONVILLE, VT. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5...DEPARTURE PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. LLX NDB OTS. 1410161555-1504141555EST.

MORRISVILLE

Morrisville-Stowe State

FDC 4/1531 MVL IAP MORRISVILLE-STOWE STATE, MORRISVILLE, VT. RNAV (GPS) Z RWY 19, AMDT 1...DELETE NOTE: PROCEDURE NA AT NIGHT. DELETE NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NA. CHART NOTE:HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NA. THIS IS RNAV (GPS) Z RWY 19, AMDT 1A. 1412201422-PERM.

NEWPORT

Newport State

FDC 4/8800 EFK IAP NEWPORT STATE, NEWPORT, VT. RNAV (GPS) RWY 36, ORIG-A...NOTE: NIGHT LANDING: RWY 36 NA. CHANGE NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412121929-1506101929EST.
**VIRGIN ISLANDS**

**CHRISTIANSTED**

Henry E Rohlsen

FDC 5/3465 STX IAP HENRY E ROHLSEN, CHRISTIANSTED, VI. ILS OR LOC RWY 10, AMDT 7B...CIRCLING CAT A MDA 500/HAA 426. TEMPORARY CRANE, 142 MSL, 1.16 NM EAST OF AIRPORT. 1501132035-1507122035EST.

**VIRGINIA**

**BLACKSBURG**

Virginia Tech/Montgomery Executive

FDC 4/3569 BCB IAP VIRGINIA TECH/MONTGOMERY EXECUTIVE, BLACKSBURG, VA. RNAV (GPS) RWY 12, AMDT 1...LPV AND LNAV/VNAV: DA NA. NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, PROCEDURE NA. CHANGE NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1410061622-1504041622EST.

**BLACKSTONE**

Allen C Perkinson Blackstone AAF

FDC 4/8645 BKT IAP ALLEN C PERKINSON BLACKSTONE AAF, BLACKSTONE, VA. RNAV (GPS) RWY 4, ORIG...RNAV (GPS) RWY 22, AMDT 1...NDB A, AMDT 12...PROCEDURE NA. 1408020756-1502020756EST.

**BROOKNEAL**

Brookneal/Campbell County

FDC 4/7458 OV4 IAP BROOKNEAL/CAMPBELL COUNTY, BROOKNEAL, VA. RNAV (GPS) RWY 24, ORIG...LNAV MDA 1020/HAT 424 ALL CATS VIS CAT C 1 1/4. 1401051856-1504131856EST.

**BUMPASS**

Lake Anna

FDC 4/8282 7W4 IAP LAKE ANNA, BUMPASS, VA. RNAV (GPS) RWY 26, ORIG...DESCENT ANGLE 3.00/TCH 40 NA. 1408011347-1502011347EST.

**CHARLOTTESVILLE**

Charlottesville-Albemarle


FDC 0/0583 CHO FI/T CHARLOTTESVILLE-ALBEMARLE, CHARLOTTESVILLE, VA. ILS OR LOC RWY 3, AMDT 14...ALTERNATE MINIMUMS NA.

**CLARKSVILLE**

Lake Country Regional

FDC 4/3178 W63 IAP LAKE COUNTRY REGIONAL, CLARKSVILLE, VA. RNAV (GPS) RWY 4, ORIG-A...NOTE: NIGHT LANDING: CAT C/D RWY 04 NA. 1407211858-1501211858EST.

**CREWE**

Crewe Muni

FDC 4/4526 W81 IAP CREWE MUNI, CREWE, VA. RNAV (GPS) RWY 15, ORIG...RNAV (GPS) RWY 33, ORIG...LNAV MDA NA. 1406271838-1412271838EST.

**CULPEPER**

Culpeper Rgnl

FDC 4/7717 CJR IAP CULPEPER RGNL, CULPEPER, VA. LOC RWY 4, ORIG...NDB RWY 4, ORIG...NOTE: CAT C PROCEDURE NA AT NIGHT. 1410161112-1504141112EST.

FDC 4/1484 CJR IAP CULPEPER RGNL, CULPEPER, VA. RNAV (GPS) RWY 22, ORIG...RNAV (GPS) RWY 4, ORIG...VOR-A, AMDT 5...NOTE: CATS C/D PROCEDURE NA AT NIGHT. 1410221812-1504201812EST.

**DANVILLE**

Danville Rgnl

FDC 4/8644 DAN ODP DANVILLE RGNL, DANVILLE, VA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2...NOTE: RWY 31, SIGN 1839 FEET FROM DER, 104 FEET RIGHT OF CENTERLINE, 30 FEET AGL/636 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1408020747-1502020747EST.

**DUBLIN**

New River Valley
**FDC 5/3163** PSK IAP NEW RIVER VALLEY, DUBLIN, VA. ILS OR LOC Z RWY 6, AMDT 5...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. BLF VOR OUT OF SERVICE. 1501130057-1502110057 EST.

**LEESBURG**

Leesburg Executive

**FDC 5/1933** JYO STAR LEESBURG EXECUTIVE, LEESBURG, VA. COATT FOUR ARRIVAL NOT AUTHORIZED. 1501081900-1507082359.

**FDC 4/6770** JYO IAP LEESBURG EXECUTIVE, LEESBURG, VA. RNAV (GPS) RWY 17, AMDT 3A...CHANGE LOCAL ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE WASHINGTON DULLES INTL ALTIMETER SETTING; INCREASE ALL DA 32 FEET AND LNAV/VNAV ALL CATS VISIBILITY 1/8 MILE; INCREASE ALL MDA 40 FEET AND LNAV CATS C/D AND CIRCLING CAT C VISIBILITY 1/8 MILE AND CIRCLING CAT D VISIBILITY 1/4 MILE. CHART NOTE: WHEN USING WASHINGTON DULLES INTL ALTIMETER SETTING, INOPERATIVE TABLE DOES NOT APPLY TO LNAV CATS A/B. CHART TDZE 383 DELETE 376. THIS IS RNAV (GPS) RWY 17, AMDT 3B. 1412111203-PERM.

**FDC 4/0463** LU A ODP LURAY CAVERNS, LURAY, VA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...TAKEOFF MINIMUMS: RWY 4, 2250-3 FOR CLIMB IN VISUAL CONDITIONS. DEPARTURE PROCEDURE: FOR CLIMB IN VISUAL CONDITIONS CROSS LURAY CAVERNS AIRPORT AT OR ABOVE 3300 THEN CONTINUE CLIMB ON LURAY 215 BEARING TO 5000 BEFORE PROCEEDING ON COURSE. 1409261723-1503251722 EST.

**Page Memorial Hospital**

**FDC 4/3185** LVL IAP LAWRENCEVILLE/BRUNSWICK MUNI, LAWRENCEVILLE, VA. RNAV (GPS) RWY 18, ORIG...DECENT ANGLE 2.90/TCH 40 NA. 1501071556-1507082359 EST.

**LYNCHBURG**

Falwell

**FDC 4/5556** W24 IAP FALWELL, LYNCHBURG, VA. RNAV (GPS) RWY 28, ORIG...DECENT ANGLE 3.05/TCH 40 NA. 1412121609-1506101608 EST.

**MELFA**

Accomack County

**FDC 4/7739** MFV IAP ACCOMACK COUNTY, MELFA, VA. VOR/DME RWY 3, AMDT 1...S-3 MDA 480/HAT 433 ALL CATS.. 1410161125-1504141125 EST.
MONETA

Smith Mountain Lake

FDC 4/8799 W91 IAP SMITH MOUNTAIN LAKE, MONETA, VA. RNAV (GPS) RWY 23, ORIG-A...VDA 3.00 / TCH 40 NA. 1410162002-1504122002 EST.

FDC 4/1780 W91 ODP SMITH MOUNTAIN LAKE, MONETA, VA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...DEPARTURE PROCEDURE: RWY 5, CLIMB ON HEADING 054 DEGREES TO 2500 BEFORE PROCEEDING ON COURSE. RWY 23, CLIMB ON HEADING 234 DEGREES TO 1800 BEFORE PROCEEDING ON COURSE. 1407171243-1501171243 EST.

NEWPORT NEWS

Newport News/Williamsburg Intl

FDC 9/2073 PHF FI/T NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. NDB RWY 20, AMDT 4.NDB RWY 2, AMDT 5.PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, HCM VOR OTS.

FDC 9/2072 PHF FI/T NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. ILS OR LOC RWY 7, AMDT 32.DME REQUIRED, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, HCM VOR OTS.

FDC 4/9413 PHF IAP NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. LOC/DME RWY 20, AMDT 1A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FKN VORTAC AND HCM VOR OUT OF SERVICE. 1411220134-1505210134 EST.

FDC 4/9410 PHF IAP NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. ILS OR LOC RWY 25, AMDT 1A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, FKN VORTAC AND HCM VOR OUT OF SERVICE. 1411220134-1505210134 EST.

FDC 4/5432 PHF IAP NEWPORT NEWS/WILLIAMSBURG INTL, NEWPORT NEWS, VA. ILS OR LOC RWY 7, AMDT 33A...DME REQUIRED, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, HCM VOR OUT OF SERVICE. 1408191936-1502191936 EST.

FDC 92071 ORF FI/T NORFOLK INTL, NORFOLK, VA. VOR RWY 23, AMDT 8C.VOR/DME RWY 32, AMDT 4D.VOR/DME RWY 14, AMDT 2D.VOR/DME RWY 5, AMDT 4C.DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, HCM VOR OTS.

FDC 4/8141 ORF IAP NORFOLK INTL, NORFOLK, VA. RNAV (GPS) RWY 14, ORIG-C...VDA 3.04 TCH 35 NA. 1409221914-1503211914 EST.

FDC 4/8138 ORF IAP NORFOLK INTL, NORFOLK, VA. RNAV (GPS) RWY 32, ORIG-C...VDA 3.06 TCH 35 NA.. 1409221914-1503211914 EST.

FDC 4/1339 ORF IAP NORFOLK INTL, NORFOLK, VA. RNAV (RNP) Y RWY 23, ORIG...RNP 0.30 DA 495/HAT 479. VIS 1 1/8 ALL CATS. TEMPORARY CRANE 150 MSL 6017 FT NE OF RWY 23. EXCEPT WHEN ADVISED BY ATCT THAT THIS CRANE IS DOWN. 1412192019-1506172019 EST.

FDC 2/5274 ORF FI/T IAP NORFOLK INTL, NORFOLK, VA. RNAV (GPS) RWY 32, ORIG-B.LNAV/VNAV MINIMA NA, ALL CATS.

PETERSBURG

Dinwiddie County

FDC 5/0739 PTB IAP DINWIDDIE COUNTY, PETERSBURG, VA. VOR RWY 23, AMDT 6B...PROCEDURE NA. 1501061840-1507051840 EST.

RICHMOND

Richmond Intl

FDC 5/3167 JFZ IAP TAZEWELL COUNTY, RICHMOND, VA. LOC/DME RWY 25, AMDT 1A...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, BLF VOR OUT OF SERVICE. 1501130057-1502110057 EST.

FDC 4/7513 JFZ IAP TAZEWELL COUNTY, RICHMOND, VA. RNAV (GPS) RWY 25, AMDT 1...LOC/DME RWY 25, AMDT 1...NOTE: PROCEDURE NA AT NIGHT FOR CAT C AIRCRAFT. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 25 PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 7 NA AT NIGHT. 1410152009-1504152009 EST.

RICHMOND

Richmond Intl
RIC STAR RICHMOND INTERNATIONAL, RICHMOND, VA DUCXS ONE ARRIVAL NOT AUTHORIZED. 1501081900-1507082359.

FDC 4/5428 RIC SID RICHMOND INTL, RICHMOND, VA. COLIN FIVE DEPARTURE...PROCEDURE NA, EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, HCM VOR OUT OF SERVICE. 1408191936-1502191936 EST.

FDC 5/1900 RIC STAR RICHMOND INTERNATIONAL, RICHMOND, VA DUCXS ONE ARRIVAL NOT AUTHORIZED. 1501081900-1507082359.

RICHMOND/ASHLAND

Hanover County Muni

FDC 4/9759 OFP IAP HANOVER COUNTY MUNI, RICHMOND/ASHLAND, VA. LOC RWY 16, AMDT 3C...DELETE NOTES: NIGHT LANDING RWY 34 NA. RWY 16, OPERATIONAL VGSI REQUIRED, REMAIN ON OR ABOVE VGSI GLIDEPATH UNTIL THRESHOLD. CHANGE HELICOPTER RESTRICTION NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. THIS IS LOC RWY 16, AMDT 3D. 1412161747-PERM.

SUFFOLK

Suffolk Executive

FDC 4/1390 SFQ IAP SUFFOLK EXECUTIVE, SUFFOLK, VA. RNAV (GPS) RWY 22, AMDT 1...CHANGE THRE 69 TO TDZE 66. THIS IS RNAV (GPS) RWY 22, AMDT 1A. 1412192040-PERM.

SUFFOLK

Suffolk Executive

FDC 4/1389 SFQ IAP SUFFOLK EXECUTIVE, SUFFOLK, VA. RNAV (GPS) RWY 7, AMDT 1...CHANGE THRE 68 TO TDZE 68. THIS IS RNAV (GPS) RWY 7, AMDT 1A. 1412192040-PERM.

SUFFOLK

Suffolk Executive

FDC 4/1388 SFQ IAP SUFFOLK EXECUTIVE, SUFFOLK, VA. RNAV (GPS) RWY 4, AMDT 3...CHANGE THRE 66 TO TDZE 66. THIS IS RNAV (GPS) RWY 4, AMDT 3A. 1412192040-PERM.

SUFFOLK

Suffolk Executive

FDC 4/1387 SFQ IAP SUFFOLK EXECUTIVE, SUFFOLK, VA. LOC RWY 4, AMDT 4...CHANGE THRE 66 TO TDZE 66. THIS IS LOC RWY 4, AMDT 4A. 1412192040-PERM.

SUFFOLK

Suffolk Executive

FDC 4/1386 SFQ IAP SUFFOLK EXECUTIVE, SUFFOLK, VA. RNAV (GPS) RWY 25, AMDT 1...CHANGE THRE 67 TO TDZE 67. THIS IS RNAV (GPS) RWY 25, AMDT 1A. 1412192040-PERM.

SUFFOLK

Suffolk Executive

FDC 4/0978 SFQ IAP SUFFOLK EXECUTIVE, SUFFOLK, VA. RNAV (GPS) RWY 7, AMDT 1A...DESEMT ANGLE 3.00/TCH 40 NA. 1408071234-1502071234 EST.

TANGIER

Tangier Island

FDC 4/8108 TGI IAP TANGIER ISLAND, TANGIER, VA. VOR/DME-A, ORIG...CIRCLING MDA 760/HAA 755 CATS A AND B. 1409221855-1503211855 EST.

WALLOPS ISLAND

Wallops Flight Facility
**Wallops Flight Facility, Wallops Island, VA.**

**VOR/DME OR TACAN RWY 10, AMDT 6...VOR/DME PORTION NA.**

**1409181212-1503181212EST.**

**Williamsburg**

Camp Peary Lndg Strip

**W94 IAP CAMP PEARY LNDG STRIP,**  
**WILLIAMSBURG, VA. RNAV (GPS) RWY 5,**  
**ORIG-A...VDA 3.04 TCH 45 NA.**

**1409222020-1503222020EST.**

**Williamsburg-Jamestown**

**JGG FI/T WILLIAMSBURG-JAMESTOWN,**  
**WILLIAMSBURG, VA. VOR OR GPS B,**  
**AMDT 2...VOR PORTION NA.**

**1406171544-1412171544EST.**

**Winchester Rgnl**

**OKV ODP WINCHESTER RGNL,**  
**WINCHESTER, VA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**ORIG-A...TAKEOFF MINIMUMS: RWY 32, STANDARD WITH MINIMUM CLimb OF 490 FT PER NM TO 1700.**

**1406171544-1412171544EST.**

**Skagit Rgnl**

**BVS IAP SKAGIT RGNL,**  
**BURLINGTON/MOUNT VERNON, WA. RNAV (GPS) RWY 11,**  
**AMDT 2...LNAV MDA 620/HAT 475 ALL CATS.**

**CIRCLING MDA 680/HAA 555 CAT A, MDA 700/HAA 555 CATS B/C/D.**

**1501061745-1507051745EST.**

**Providence Centralia Hospital**

**2WA7 IAP PROVIDENCE CENTRALIA HOSPITAL,**  
**CENTRALIA, WA. (SPECIAL) COPTER RNAV (GPS)**

**1409021609-1503021609EST.**

**Orcas Island**

**ORS IAP ORCAS ISLAND,**  
**EASTSOUND, WA. RNAV (GPS) A,**  
**ORIG-A...NOTE: DESCENT ANGLE 4.14/TCH 40 NA.**

**1409121659-1503121659EST.**

**Auburn Muni**

**S50 SID AUBURN MUNI, AUBURN, WA.**

**AUBURN ONE DEPARTURE...NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.**

**1409080608-1503080608EST.**

**Bainbridge Island Fire Dept**

**2WA4 IAP FIRE STATION 21 HELIPAD,**  
**WINSLOW, WA. (SPECIAL) COPTER RNAV (GPS) 247,**  
**ORIG...MDA 720/ HAS 520.**

**1409021605-1503021605EST.**

**Whidbey General Hospital**

**2WA7 IAP PROVIDENCE CENTRALIA HOSPITAL,**  
**CENTRALIA, WA. (SPECIAL) COPTER RNAV (GPS) 140,**  
**ORIG...MDA 700/ HAS 500.**

**1409021609-1503021609EST.**

**Orcas Island**

**ORS IAP ORCAS ISLAND,**  
**EASTSOUND, WA. RNAV (GPS) A,**  
**ORIG-A...NOTE: DESCENT ANGLE 4.14/TCH 40 NA.**

**1409121659-1503121659EST.**
ORS SPECIAL ORCAS ISLAND, EASTSOUND, WA. COPTER RNAV (GPS) 160, ORIG...MDA 360/HAL 329. USE ORCAS ISLAND ALTITUDE SETTING. INCREASE MDA 40 FEET IF USING FRIDAY HARBOR ALTITUDE SETTING. 1412171427-1506151427EST.

EPHRATA

Ephrata Muni

FDC 0/8113 EPH FI/T EPHRATA MUNI, EPHRATA, WA. VOR RWY 21, AMDT 19.VOR/DME RWY 3, AMDT 4. ALTERNATE MINIMUMS NA, EPH VORTAC UNMONITORED.

EVERETT

Snohomish County (Paine Fld)

FDC 4/9435 PÆE SID SNOHOMISH COUNTY (PAINE FLD), EVERETT, WA. PAINE TWO DEPARTURE...TAKEOFF MINIMUMS: RWY 34R, 400-2 OR STANDARD WITH A MINIMUM CLIMB OF 445 FEET PER NM TO 1100. ADD TAKEOFF OBSTACLE NOTE: RWY 34R, TEMPORARY CRANES BEGINNING 1.05 NM FROM DER, 1485 FEET RIGHT OF CENTERLINE, UP TO 320 FEET AGL/ 895 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1412151808-1506131808EST.

FDC 4/9434 PÆE ODP SNOHOMISH COUNTY (PAINE FLD), EVERETT, WA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2A...TAKEOFF MINIMUMS: RWY 34R, 400-2 OR STANDARD WITH A MINIMUM CLIMB OF 445 FEET PER NM TO 1100. ADD NOTE: RWY 34R, TEMPORARY CRANES BEGINNING 1.05 NM FROM DER, 1485 FEET RIGHT OF CENTERLINE, UP TO 320 FEET AGL/ 895 FEET MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1412151808-1506131808EST.

FDC 4/9433 PÆE IAP SNOHOMISH COUNTY (PAINE FLD); EVERETT, WA. RNAV (GPS) Y RWY 16R, AMDT 1A...RNAV/VNAV DA 1020/ HAT 450 ALL CATS, VISIBILITY ALL CARS RVR 5000. CIRCLING MDA 1260/ HAA 654 ALL CATS. TEMPORARY CRANES BEGINNING 1.20 NM NORTH OF PÆE AIRPORT. TEMPORARY CRANES UP TO 895 MSL BEGINNING 1.20 NM NORTHEAST OF PÆE AIRPORT. 1412151808-1506131808EST.

FDC 4/9432 PÆE IAP SNOHOMISH COUNTY (PAINE FLD), EVERETT, WA. RNAV (GPS) Z RWY 16R, ORIG-A...CIRCLING MDA 1260/ HAA 654 ALL CATS, CAT C VISIBILITY 1 3/4. CHANGE ALTITUDE SETTING NOTE TO READ: WHEN LOCAL ALTITUDE SETTING NOT RECEIVED, USE SEATTLE-TACOMA INTL ALTITUDE SETTING AND INCREASE ALL DA 88 FEET AND ALL MDA 100 FEET. CIRCLING CAT B VISIBILITY TO 1 1/4 MILE. TEMPORARY CRANES UP TO 895 MSL BEGINNING 1.20 NM NORTHEAST OF PÆE AIRPORT. 1412151808-1506131808EST.

FDC 4/9431 PÆE IAP SNOHOMISH COUNTY (PAINE FLD), EVERETT, WA. ILS OR LOC/DME Y RWY 16R, AMDT 22A...CIRCLING MDA 1260/ HAA 654 ALL CATS. CHANGE ALTITUDE SETTING NOTE TO READ: WHEN LOCAL ALTITUDE SETTING NOT RECEIVED, USE SEATTLE-TACOMA INTL ALTITUDE SETTING AND INCREASE ALL DA 88 FEET AND ALL MDA 100 FEET. CIRCLING CAT B VISIBILITY TO 1 1/4 MILE. TEMPORARY CRANES UP TO 895 MSL BEGINNING 1.20 NM NORTHEAST OF PÆE AIRPORT. 1412151808-1506131808EST.

FDC 4/9430 PÆE IAP SNOHOMISH COUNTY (PAINE FLD), EVERETT, WA. ILS OR LOC/DME Z RWY 16R, ORIG-A...CIRCLING MDA 1260/ HAA 654 ALL CATS, VISIBILITY CAT C 1 3/4. CHANGE ALTITUDE SETTING NOTE TO READ: WHEN LOCAL ALTITUDE SETTING NOT RECEIVED, USE SEATTLE-TACOMA INTL ALTITUDE SETTING AND INCREASE ALL DA 88 FEET AND ALL MDA 100 FEET. CIRCLING CAT B VISIBILITY TO 1 1/4 MILE. TEMPORARY CRANES UP TO 895 MSL BEGINNING 1.20 NM NORTHEAST OF PÆE AIRPORT. 1412151808-1506131808EST.

PAE IAP SNOHOMISH COUNTY (PAINE FLD), EVERETT, WA. RNAV (GPS) RWY 34L, AMDT 1A...CIRCLING MDA 1260/HA 654 ALL CATS, VISIBILITY CAT C 3/4. CHANGE ALTITUDE SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE SEATTLE-TACOMA INTL ALTIMETER SETTING AND INCREASE ALL DA 88 FEET AND ALL MDA 100 FEET; INCREASE LPV ALL CATS VISIBILITY 1/4 MILE, LNAV/VNAV ALL CATS VISIBILITY 3/8 MILE AND LNAV CAT C/D VISIBILITY 1/4 MILE, CIRCLING CAT B VISIBILITY TO 1 1/4 MILE, CAT C VISIBILITY TO 2 1/4 MILE, AND CAT D VISIBILITY TO 2 1/2 MILE. TEMPORARY CRANES UP TO 895 MSL BEGINNING 1 2/2 MILE NORTHWEST OF PAE AIRPORT. 1412151808-1506131808EST.

PAE FI/T IAP SNOHOMISH COUNTY (PAINE FLD), EVERETT, WA. ILS OR LOC/DME RWY 16R, AMDT 21A. ALTERNATE MINIMUMS NA. FDC 1/7001

FDC 4/6303 PAE IAP SNOHOMISH COUNTY (PAINE FLD), EVERETT, WA. RNAV (GPS) RWY 34L, AMDT 1A...LPV MINIMUMS NA. LNAV/VNAV MINIMUMS NA. 1408211609-1502211609EST.

HOQUIAM

Bowerman

FDC 4/7550 HQM IAP BOWERMAN, HOQUIAM, WA. COPTER RNAV (GPS) RWY 6, ORIG...PROCEDURE NA. 1409192127-1503192127EST.

FDC 3/7839 HQM FI/T SPECIAL BOWERMAN, HOQUIAM, WA. RNAV (GPS) 6, ORIG...MDA 640/ HAL 622.

LOPEZ ISLAND

Lopez Medical Clinic

FDC 4/0612 03WT IAP LOPEZ CLINIC HELIPORT, LOPEZ ISLAND, WA. (SPECIAL) COPTER RNAV (GPS) 025, ORIG...MDA 520/ HAS 500. 1409021619-1503021619EST.

MOSES LAKE

Grant Co Intl

FDC 0/8112 MWH FI/T GRANT CO INTL, MOSES LAKE, WA. VOR-1 RWY 14L, AMDT 1A. ALTERNATE MINIMUMS NA, EPH VORTAC UNMONITED.

NEAH BAY

Us Coast Guard Station Neah Bay

FDC 4/0617 EBY IAP NEAH BAY USCGL HELIPORT, NEAH BAY, WA. (SPECIAL) COPTER RNAV (GPS) 229, ORIG...MDA 600/ HAS 440. 1409021622-1503021622EST.

OLYMPIA

Providence St Peters Hospital

FDC 4/0591 8WA4 IAP SAINT PETERS HOSPITAL, OLYMPIA, WA. (SPECIAL) COPTER RNAV (GPS) 125, ORIG...MDA 700/ HAS 506. 1409021601-1503021601EST.

PASCO

Tri-Cities

FDC 5/1969 PSC IAP TRI-CITIES, PASCO, WA. VOR-DME RWY 30, AMDT 5...CHART PSC R-070 AT OYREX, CHART PSC R-153 AT GAWWY. THIS IS VOR-DME RWY 30, AMDT 5A. 1501082025-PERM.

FDC 0/8483 PSC FI/T TRI-CITIES, PASCO, WA. ILS OR LOC RWY 21R, AMDT 11B. DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, PDT VORTAC OTS.

PORT TOWNSEND

Jefferson General Hospital

FDC 4/0604 7WA2 IAP JEFFERSON GENERAL HOSPITAL, PORT TOWNSEND, WA. (SPECIAL) COPTER RNAV (GPS) 252, ORIG...MDA 740/ HAS 498. 1409021613-1503021613EST.

RICHLAND

Richland

FDC 4/3450 RLD IAP RICHLAND, RICHLAND, WA. RNAV (GPS) RWY 26, AMDT 2...CHART NOTE: NIGHT LANDING: RWY 26 OPERATIONAL VGSII REQUIRED, REMAIN ON OR ABOVE VGSII GLIDEPATH UNTIL THRESHOLD. 1411131356-1505131356EST.

SEATTLE

Harborview Medical Center

FDC 4/4000 WA53 SPECIAL HARBORVIEW MEDICAL CENTER, SEATTLE, WA. (SPECIAL) COPTER RNAV (GPS) 097, ORIG...S-097 MDA 540/HAS 309. 14091111050-15031111050EST.
FDC 4/267  SEA IAP SEATTLE-TACOMA INTL, SEATTLE, WA. RNAV (GPS) Y RWY 16L, AMDT 4...PROCEDURE NA. 1411132106-1505122106EST.

SHELTON

Sanderson Field

FDC 4/6237  SHN IAP SANDERSON FIELD, SHELTON, WA. GPS RWY 5, AMDT 1B...DESCENT ANGLE 3.21/TCH 40 NA. 1409180030-1503180030EST.

SNOHOMISH

Harvey Field

FDC 4/3318  S43 IAP HARVEY FIELD, SNOHOMISH, WA. RNAV (GPS) A, ORIG...DESCENT ANGLE 3.67/TCH 30 NA. 1409051752-1503051752EST.

SOUTH BEND

Willapa Harbor

FDC 4/0610  01WA IAP WILLAPA HARBOR, SOUTH BEND, WA. (SPECIAL) COPTER RNAV (GPS) 073, ORIG...MDA 660' HAS 440. 1409021616-1503021616EST.

SPOKANE

Spokane Intl

FDC 4/3869  GEG IAP SPOKANE INTL, SPOKANE, WA. RNAV (GPS) Y RWY 7, AMDT 2...CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT. VDP 1.12 MILES TO RWY7. THIS IS RNAV (GPS) Y RWY 7, AMDT 2A. 1411241542-PERM.

TACOMA

McChord Field (Joint Base Lewis-Mcchord)

FDC 2/2552  TCM FT/T STAR MCCORD FIELD ARRIE SIX ARRIVAL, NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, TCM R-260 UNUSABLE.

VANCOUVER

Pearson Field

FDC 4/3585  VUO ODP PEARSON FIELD, VANCOUVER, WA. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3...TAKE-OFF MINIMUMS RWY 8 STANDARD WITH MINIMUM CLimb OF 425 FT PER NM TO 600, OR 500-2 1/2 WITH MINIMUM CLimb OF 267 FT PER NM TO 600, OR 900-2 1/2 FOR CLimb IN VISUAL CONDITIONS. CHANGE NOTE RWY 8, TREE 1.2 NM FROM DER, 2366 FT LEFT OF CENTERLINE, 100 FT AGL/435 FT MSL. MULTIPLE TREES BEGINNING 1.4 NM FROM DER, 701 FT LEFT OF CENTERLINE, UP TO 100FT AGL/426 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1410061719-1504041719EST.

WEST VIRGINIA

BECKLEY

Raleigh County Memorial

FDC 5/3164  BKW IAP RALEIGH COUNTY MEMORIAL, BECKLEY, WV. VOR RWY 10, AMDT 13...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. BLF VOR OUT OF SERVICE. 1501130057-1502110057EST.

BERKELEY SPRINGS

Potomac Airpark

FDC 4/2197  W35 IAP POTOMAC AIRPARK, BERKELEY SPRINGS, WV. GPS RWY 11, ORIG...MSA FROM RWY 11 4000. 1410231411-1504211411EST.

FDC 4/2195  W35 IAP POTOMAC AIRPARK, BERKELEY SPRINGS, WV. GPS RWY 29, ORIG...MSA FROM FARRLL 4000. 1410231411-1504211411EST.

FDC 4/2194  W35 IAP POTOMAC AIRPARK, BERKELEY SPRINGS, WV. VOR RWY 29, AMDT 6...MSA FROM HGR VOR 4000. 1410231411-1504211411EST.

BLUEFIELD

Mercer County

FDC 5/3166  BLF IAP MERCER COUNTY, BLUEFIELD, WV. ILS OR LOC RWY 23, AMDT 15A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. BLF VOR OUT OF SERVICE. 1501130057-1502110057EST.

FDC 5/3165  BLF ODP MERCER COUNTY, BLUEFIELD, WV. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...DEPARTURE PROCEDURE: RWY 23, NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, BLF VOR OUT OF SERVICE. 1501130057-1502110057EST.
BLF SID MERCER COUNTY, BLUEFIELD, WV. THREE DEPARTURE...1501130057-1502110057EST.

CHARLESTON

Yeager

CRW IAP YEAGER, CHARLESTON, WV. ILS OR LOC RWY 23, AMDT 3...MISSED APPROACH: CLIMB TO 2500 THEN CLIMBING RIGHT TURN TO 4000 DIRECT HNN VORTAC AND HOLD S, RT, 345.41 INBOUND. HVQ VOR OUT OF SERVICE. 1411131859-1505121859EST.

CLARKSBURG

North Central West Virginia

CKB IAP NORTH CENTRAL WEST VIRGINIA, CLARKSBURG, WV. RNAV (GPS) RWY 3, AMDT 1...TERMINAL ROUTE FROM BENZO (IAF) TO JITUK (IF/IAF) NA. 1501061900-1507051859EST.

ELKINS

Elkins-Randolph Co-Jennings Randolph Fld

EKN IAP ELKINS-RANDOLPH CO-JENNINGS RANDOLPH FLD, ELKINS, WV. RNAV (GPS) RWY 14, ORIG...PROCEDURE NA. 1409221822-1503221822EST.

HUNTINGTON

Tri-State/Milton J Ferguson Field

HTS IAP TRI-STATE/MILTON J. FERGUSON FIELD, HUNTINGTON, WV. RADAR-1, AMDT 8...ASR 12 MDA 1320/HAT 492 ALL CATS. 1408291941-1502281941EST.

LEWISBURG

Greenbrier Valley

LWB ODP GREENBRIER VALLEY, LEWISBURG, WV. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...TEXTUAL DEPARTURE PROCEDURE. RWY 4 - CLIMB HEADING 043 TO 4100 BEFORE PROCEEDING ON COURSE. RWY 22 - CLIMB HEADING 223 TO 3300 BEFORE PROCEEDING ON COURSE. 1501061458-1507051458EST.

LWB IAP GREENBRIER VALLEY, LEWISBURG, WV. ILS OR LOC RWY 4, AMDT 11...CHANGE VISIBILITY REDUCTION BY HELICOPTERS NA TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. FAF TO MAP 4.74 NM. KNOTS/TIME: 60/4:44, 90/3:10, 120/2:22, 150/1:35. 1408020823-1502020823EST.

LWB IAP GREENBRIER VALLEY, LEWISBURG, WV. ILS OR LOC RWY 4, AMDT 7...MISSED APPROACH: CLIMB TO 1800 THEN CLIMBING LEFT TURN TO 4000 DIRECT HNN VORTAC AND HOLD S, RT, 345.41 INBOUND. HVQ VOR OUT OF SERVICE. 1411131859-1505121859EST.

LWB IAP GREENBRIER VALLEY, LEWISBURG, WV. VOR RWY 22, AMDT 1...S-22 MDA 2780/HAT 478 ALL CATS. VIS CAT C 1 3/8. CIRCLING CAT A MDA 2840/HAA 538. CHANGE VISIBILITY REDUCTION BY HELICOPTERS NA NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1409051108-1503051108EST.

LWB IAP GREENBRIER VALLEY, LEWISBURG, WV. RNAV (GPS) RWY 4, ORIG...NAV MDA 2700/HAT 412 ALL CATS. CIRCLING CAT A MDA 2840/HAA 538. CHANGE VISIBILITY REDUCTION BY HELICOPTERS NA NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1409051108-1503051108EST.

LWB IAP GREENBRIER VALLEY, LEWISBURG, WV. RNAV (GPS) RWY 22, ORIG...CIRCLING CAT A MDA 2840/HAA 538. CHANGE VISIBILITY REDUCTION BY HELICOPTERS NA NOTE TO READ: HELICOPTER VISIBILITY REDUCTION BELOW 3/4 SM NOT AUTHORIZED. 1409051108-1503051108EST.

MARTINSBURG

Eastern Wv Rgnl/Shepherd Fld

MRB IAP EASTERN WV RGNL/SHEPHERD FLD, MARTINSBURG, WV. ILS OR LOC RWY 26, AMDT 8A...CIRCLING CAT A MDA 1040/HAA 475, CAT B/C MDA 1120/HAA 555. CHANGE LOCAL ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HAGERSTOWN ALTIMETER SETTING AND INCREASE ALL DA 70 FEET AND ALL MDA 80 FEET AND INCREASE S-LOC 26 CAT C, D, E, AND CIRCLING CAT C AND D VISIBILITY 1/4 MILE. 1410241401-1504221401EST.
FDC 4/2759  MRB IAP EASTERN WV
RGNL/SHEPHERD FLD , MARTINSBURG, WV. RNAV (GPS) RWY 26, ORIG-ARG...CIRCLING CAT A MDA 1040/HAA 475, CAT B/C MDA 1120/HAA 555. CHANGE LOCAL ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HAGERSTOWN ALTIMETER SETTING AND INCREASE ALL DA 70 FEET AND ALL MDA 80 FEET; AND INCREASE LPV ALL CATS, LNAV/VNAV ALL CATS, LNAV CATS C/D/E AND CIRCLING CAT C/D VISIBILITIES 1/4 MILE. 1410231499-1504211949EST.

FDC 4/1935  MRB IAP EASTERN WV
RGNL/SHEPHERD FLD, MARTINSBURG, WV. ILS OR LOC RWY 26, AMDT 8A...S-LOC 26 MDA 980/HAT 432 ALL CATS. TEMPORARY CRANE 668 MSL 2.72 NM NE OF RWY 26. 1412231322-1503161322EST.

MORGANTOWN

Morgantown Muni-Walter L Bill Hart Fld

FDC 5/0758  MGW IAP MORGANTOWN
MUNI-WALTER L. BILL HART FLD, MORGANTOWN, WV. ILS OR LOC RWY 18, AMDT 13A...S-ILS 18 DA 1447/HAT 207 ALL CATS. VISIBILITY 1/2 ALL CATS. 1501061906-1507051906EST.

FDC 5/0729  MGW IAP MORGANTOWN
MUNI-WALTER L. BILL HART FLD, MORGANTOWN, WV. RNAV (GPS) Z RWY 18, ORIG...LPV DA 1447/HAT 207 ALL CATS, VISIBILITY 1/2 ALL CATS. CHANGE LOCAL ALTIMETER NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE CLARKSBURG ALTIMETER SETTING AND INCREASE ALL DA 63 FEET, ALL MDA 80 FEET. INCREASE LNAV/VNAV ALL CATS, LNAV AND CIRCLING CAT C, AND D VISIBILITY 1/4 MILE. CHANGE BARO-VNAV HIGH TEMPERATURE TO 54C (130F). 1501061805-1507051754EST.

FDC 4/9452  MGW IAP MORGANTOWN
MUNI-WALTER L. BILL HART FLD, MORGANTOWN, WV. ILS OR LOC RWY 18, AMDT 13A...DME REQUIRED EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, IHD VORTAC OTS. 1407111601-1501111601EST.

FDC 4/8675  MGW IAP MORGANTOWN
MUNI-WALTER L. BILL HART FLD, MORGANTOWN, WV. ILS OR LOC RWY 18, AMDT 13A...S-ILS 18 MDA/HAT 1447/207. VISIBILITY 1/2 ALL CATS. 1406161339-1412161339EST.

FDC 0/3083  MGW F/T MORGANTOWN MUNI-WLB HART FLD, MORGANTOWN, WV. VOR A, AMDT 13 TERMINAL ROUTE: CLARKSBURG (CKB) VORTAC (IAF) TO SKYLO INT/MGW 8.1 DME NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

RAYWERSWOOD
**SUTTON**

**Braxton County**

**FDC 5/1929** 48I ODP BRAXTON COUNTY, SUTTON, WV. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TEXTUAL DEPARTURE PROCEDURE CHANGE ALL RUNWAY REFERENCES FROM: 2/20 TO: 1/19. ALL OTHER DATA REMAINS AS PUBLISHED. 1501081928-1507071928EST.

**FDC 5/1888** 48I ODP BRAXTON COUNTY, SUTTON, WV. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF MINIMUMS RWY 2 300-1 WITH MINIMUM CLIMB OF 245 FEET PER NM TO 2100 OR 1200-3 FOR CLIMB IN VISUAL CONDITIONS. DEPARTURE PROCEDURE: RWY 2, CLIMB HEADING 014 TO 2200 BEFORE PROCEEDING ON COURSE. FOR CLIMB IN VISUAL CONDITIONS: CROSS BRAXTON COUNTY AIRPORT AT OR ABOVE 2300. WHEN EXECUTING VCOA, NOTIFY ATC PRIOR TO DEPARTURE. ALL OTHER DATA REMAINS AS PUBLISHED. 1501081831-1507071831EST.

**WHEELING**

**Wheeling Ohio Co**

**FDC 4/2732** HLG IAP WHEELING OHIO CO, WHEELING, WV. VOR RWY 21, AMDT 15...ALTERNATE MINIMUMS NA. AIR VOR/DME UNMONITORED. 1501112332-1502112332EST.

**FDC 4/1197** HLG STAR WHEELING OHIO COUNTY, WHEELING, WV. NESTO FOUR ARRIVAL...PROCEDURE NA 14111305-1501108050EST.

**Langlade County**


**BOYCEVILLE**

**Boyceville Muni**

**FDC 4/8339** 3T3 IAP BOYCEVILLE MUNI, BOYCEVILLE, WI. RNAV (GPS) RWY 8, AMDT 1A...NOTE: WHEN VGSI INOP, PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DISREGARD SYMBOL REPRESENTING VISUAL 34:1 SLOPE IS CLEAR. 1408011542-1502011542EST.

**BUHLINGT**

**Burlington Muni**

**FDC 4/2476** BUU SID BURLINGTON MUNI, BURLINGTON, WI. ACCRA ONE DEPARTURE (RNAV)...UECKR ONE DEPARTURE (RNAV)...NOTE: ASSIGNED BY ATC ONLY. ALL OTHER DATA REMAINS AS PUBLISHED. 1412022213-1506302213EST.

**CHETEK**

**Chetek Muni-Southworth**

**FDC 4/0701** BUU IAP BURLINGTON MUNI, BURLINGTON, WI. VOR RWY 29, AMDT 8A...NOTE: NIGHT LANDING: RWY 11, 29 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412181101-1506161101EST.

**CLINTONVILLE**

**Clintonville Muni**

**FDC 5/2751** Y23 IAP CHETEK MUNI-SOUTHWORTH, CHETEK, WI. VOR/DME-A, ORIG-B...PROCEDURE NA. 1501120111-1508100111EST.
CLI IAP CLINTONVILLE MUNI, CLINTONVILLE, WI. RNAV (GPS) RWY 14, AMDT 1...RNAV (GPS) RWY 22, AMDT 1...RNAV (GPS) RWY 32, AMDT 1...RNAV (GPS) RWY 4, AMDT 1...NOTE: NIGHT LANDING: RWY 14 NA.
1410282147-1505262147 EST.

EAST TROY
East Troy Muni

FDC 4/2475 57C SID EAST TROY MUNI, EAST TROY, WI. ACCRA ONE DEPARTURE (RNAV)...UECKR ONE DEPARTURE (RNAV)...NOTE: ASSIGNED BY ATC ONLY. ALL OTHER DATA REMAINS AS PUBLISHED. 1412022213-1506302213 EST.

EAU CLAIRE
Mayo Clinic Health System-Eau Claire

FDC 5/1055 WS38 SPECIAL MAYO CLINIC HEALTH SYSTEM-EAU CLAIRE, EAU CLAIRE, WI. COPTER GPS 245 DEPARTURE, ORIG...DEPART VISUALLY NA. DEPART VFR. TRACK COURSE 245 DEGREES. CLIMB TO CROSS CULBIAT OR ABOVE 1420 FT PRIOR TO ENTERING IMC 1501071626-1508061626 EST.

FDC 5/1011 WS38 SPECIAL MAYO CLINIC HEALTH SYSTEM-EAU CLAIRE, EAU CLAIRE, WI. COPTER RNAV (GPS) 065, ORIG... NOTE: PROCEED VFR FROM CULBI OR CONDUCT SPECIFIED MISSED APPROACH PROCEDURE. 1501071522-1508061522 EST.

FRIENDSHIP (ADAMS)
Adams County Legion Field

FDC 5/3488 63C ODP ADAMS COUNTY LEGION FIELD, FRIENDSHIP (ADAMS), WI. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...DEPARTURE PROCEDURE: RWY 33, CLIMB HEADING 335 TO 1500 BEFORE PROCEEDING ON COURSE. ALL OTHER DATA REMAINS AS PUBLISHED. 1501132107-1508122107 EST.

FDC 4/2501 63C IAP ADAMS COUNTY LEGION FIELD, FRIENDSHIP (ADAMS), WI. RNAV (GPS) RWY 33, ORIG... NOTE: PROCEDURE NA AT NIGHT. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1407181943-1501181943 EST.

HAYWARD
Sawyer County

FDC 4/8450 HYR IAP SAWYER COUNTY, HAYWARD, WI. LOC/DME RWY 20, AMDT 1C...DISREGARD NOTE: S-20 CAT D NA WHEN USING ASHLAND ALTIMETER SETTING. 1411201720-1505191720 EST.

FDC 4/2038 HYR IAP SAWYER COUNTY, HAYWARD, WI. RNAV (GPS) RWY 20, ORIG...LPV DA 1517/HAT 301 ALL CATS. TREE 1311 MSL 3432 FEET NE OF RWY 20... 1412231913-1506211913 EST.

JUNEAU
Dodge County

FDC 5/2073 UNU ODP DODGE COUNTY, JUNEAU, WI. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF MINIMUMS: RWY 20, 300-1 OR STANDARD WITH MINIMUM CLIMB OF 432 FT PER NM TO 1200. NOTE: RWY 2, TREES 509 FT FROM DER, 526 FT LEFT OF CENTERLINE, UP TO 55 FT AGL/969 FT MSL. OL ON WSK, 517 FT FROM DER, 394 FT RIGHT OF CENTERLINE, 14 FT AGL/958 FT MSL. TREES AND POLES BEGINNING 561 FT FROM DER, 536 FT RIGHT OF CENTERLINE, UP TO 47 FT AGL/990 FT MSL. ANTENNA 888 FT FROM DER, 414 FT RIGHT OF CENTERLINE, 23 FT AGL/966 FT MSL. RWY 8, BLDGS BEGINNING 372 FT FROM DER, 390 FT LEFT OF CENTERLINE, UP TO 33 FT AGL/976 FT MSL. TREES BEGINNING 564 FT FROM DER, 363 FT LEFT OF CENTERLINE, UP TO 45 FT AGL/989 FT MSL. POLE 573 FT FROM DER, 454 FT LEFT OF CENTERLINE, 24 FT AGL/967 FT MSL TREES BEGINNING 635 FT FROM DER, 72 FT RIGHT OF CENTERLINE, UP TO 69 FT AGL/987 FT MSL. ANTENNA 995 FT FROM DER, 691 FT RIGHT OF CENTERLINE, 44 FT AGL/962 FT MSL. RWY 26, TREES BEGINNING 664 FT FROM DER, ON CENTERLINE, UP TO 111 FT AGL/1036 FT MSL. POLE 1377 FT FROM DER, 611 FT LEFT OF CENTERLINE, 27 FT AGL/925 FT MSL. TREES BEGINNING 581 FT FROM DER, 111 FT RIGHT OF CENTERLINE, UP TO 86 FT AGL/1009 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1501082249-1508072249 EST.

KENOSHA
Kenosha Rgnl

FDC 4/8965 ENW IAP KENOSHA RGNL, KENOSHA, WI. ILS OR LOC RWY 7L, AMDT 3...RNAV (GPS) RWY 15, ORIG...RNAV (GPS) RWY 25R, ORIG...RNAV (GPS) RWY 33, ORIG...RNAV (GPS) RWY 7L, ORIG...VOR RWY 15, AMDT 1...VOR RWY 25R, AMDT 1...NOTE: NIGHT LANDING: RWY 7R, 15 NA. 1412132006-1507112006 EST.

FDC 4/2477 ENW SID KENOSHA RGNL, KENOSHA, WI. ACCRA ONE DEPARTURE (RNAV)...UECKR ONE DEPARTURE (RNAV)...NOTE: ASSIGNED BY ATC ONLY. ALL OTHER DATA REMAINS AS PUBLISHED. 1412022213-1506302213 EST.

LA POINTE
Major Gilbert Field

FDC 4/5325 4R5 IAP MAJOR GILBERT FIELD, LA POINTE, WI. RNAV (GPS) RWY 22, ORIG-A...RNAV (GPS) RWY 4, ORIG...NOTE: PROCEDURE NA AT NIGHT. 1412081951-1507061951EST.

LAND O' LAKES

Kings Land O' Lakes

FDC 4/2503 LNL IAP KINGS LAND O LAKES, LAND O LAKES, WI. RNAV (GPS) RWY 32, ORIG-NOTE: NIGHT LANDING: RWY 5, 14, 23, 32 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DISREGARD SYMBOL REPRESENTING VISUAL 34:1 SLOPE IS CLEAR. DISREGARD NOTE: CIRCLING TO RWY 5, 23, AND 32 NA AT NIGHT. 1411121425-1506111425EST.

FDC 4/2500 LNL IAP KINGS LAND O LAKES, LAND O LAKES, WI. RNAV (GPS) RWY 14, ORIG-NOTE: NIGHT LANDING: RWY 14, 5, 23, 32 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. VDP NA. DISREGARD NOTE: VDP NA WITH EAGLE RIVER UNION ALTIMETER SETTING. DISREGARD NOTE: CIRCLING TO RWY 5, 23, AND 32 NA AT NIGHT. DISREGARD SYMBOL REPRESENTING VISUAL 34:1 SLOPE IS CLEAR 1411121425-1506111425EST.

FDC 4/2499 LNL ODP KINGS LAND O LAKES, LAND O LAKES, WI. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4...TAKE-OFF MINIMUMS: RWY 32, 200-1 1/4 OR STANDARD WITH MINIMUM CLimb OF 229 FT PER NM TO 2000, OR ALTERNATIVELY, WITH STANDARD MINIMUMS AND A NORMAL 200 FT PER NM CLimb GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 1800 FT PRIOR TO DER. ALL OTHER DATA REMAINS AS PUBLISHED. 1411121425-1506111425EST.

LONE ROCK

Tri-County Rgnl

FDC 4/1475 LNR IAP TRI-COUNTY RGNL., LONE ROCK, WI. RNAV (GPS) RWY 9, ORIG...NOTE: NIGHT LANDING CAT C: RWY 9 NA. NOTE: NIGHT LANDING: RWY 18 NA. 1409301232-1503291232EST.

FDC 4/1474 LNR IAP TRI-COUNTY RGNL., LONE ROCK, WI. LOC RWY 27, ORIG...RNAV (GPS) RWY 27, ORIG...NOTE: NIGHT LANDING CAT C: RWY 27 NA. NOTE: NIGHT LANDING: RWY 18 NA. 1409301232-1503291232EST.

FDC 4/1473 LNR IAP TRI-COUNTY RGNL., LONE ROCK, WI. RNAV (GPS) RWY 9, ORIG...NOTE: NIGHT LANDING CAT C: RWY 9 NA. NOTE: NIGHT LANDING: RWY 18 NA. 1409301232-1503291232EST.

MADISON

Dane County Rgnl-Truax Field

FDC 5/1741 MSN IAP DANE COUNTY RGNL-TRUAX FIELD, MADISON, WI. RNAV (GPS) RWY 18, AMDT 2C...PROCEDURE NA. 1501081639-1507071639EST.


MANITOWISH WATERS

Manitowish Waters

FDC 5/2598 D25 IAP MANITOWISH WATERS, MANITOWISH WATERS, WI. RNAV (GPS) RWY 32, ORIG...NOTE: PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 32 PROCEDURE NA AT NIGHT. 1501101853-1508101853EST.

MARSHFIELD

Marshfield Muni

FDC 4/7422 MFI IAP MARSHFIELD MUNI, MARSHFIELD, WI. SDF RWY 34, AMDT 6B...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, STE VOR OTS. 1408230354-1503230354EST.

FDC 4/1882 MFI IAP MARSHFIELD MUNI, MARSHFIELD, WI. ND8 RWY 5, AMDT 14...STRAIGHT-IN MINIMUMS NA. 1408082040-1502082040EST.

MAUSTON

Mile Bluff Medical Center

FDC 5/1029 WN02 SPECIAL MILE BLUFF MEDICAL CENTER, MAUSTON, WI. COPTER RNAV (GPS) 181, ORIG...NOTE: PROCEED VFR FROM HONHU MISSED APPROACH POINT OR CONDUCT THE SPECIFIED MISSED APPROACH. 1501071539-1507061539EST.
WN02 SPECIAL MILE BLUFF MEDICAL CENTER, MAUSTON, WI. COPTER RNA V (GPS) 001 DEPARTURE, ORIG...PROCEED VISUALLY NA. PROCEED VFR. TRACK COURSE 001 DEGREES. CLIMB TO CROSS HONHU AT OR ABOVE 1320 FT PRIOR TO ENTERING IMC 1501071534-1508061534EST.


FDC 4/4441 MDZ IAP TAYLOR COUNTY, MEDFORD, WI. RNAV (GPS) RWY 34, ORIG...NOTE: NIGHT LANDING: RWY 9, 16, 34 NA. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 9/16 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 34 PROCEDURE NA AT NIGHT. 1410282141-1505262141EST.

MEDFORD

Taylor County

FDC 4/4440 MDZ IAP TAYLOR COUNTY, MEDFORD, WI. NDB RWY 34, AMDT 7...RNAV (GPS) RWY 27, ORIG...NOTE: NIGHT LANDING: RWY 9, 16, 34 NA. 1410282141-1505262141EST.

FDC 4/4439 MDZ IAP TAYLOR COUNTY, MEDFORD, WI. RNAV (GPS) RWY 16, ORIG-A...NOTE: NIGHT LANDING: RWY 9, 16, 34 NA. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 9/34 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 16 PROCEDURE NA AT NIGHT. 1410282141-1505262141EST.

FDC 4/4438 MDZ IAP TAYLOR COUNTY, MEDFORD, WI. RNAV (GPS) RWY 9, ORIG...NOTE: NIGHT LANDING: RWY 9, 16, 34 NA. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 9 PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 16 AND RWY 34 NA AT NIGHT. 1410282141-1505262141EST.

FDC 4/4437 MDZ IAP TAYLOR COUNTY, MEDFORD, WI. RNAV (GPS) RWY 18, ORIG...NOTE: NIGHT LANDING: RWY 9, 16, 34 NA. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 18 PROCEDURE NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 18 NA AT NIGHT. 1410282141-1505262141EST.

MILWAUKEE

General Mitchell Intl

FDC 5/1058 MKE SID GENERAL MITCHELL INTL, MILWAUKEE, WI. ACCRA ONE DEPARTURE (RNAV)...NOTE: ASSIGNED BY ATC ONLY. ALL OTHER DATA REMAINS AS PUBLISHED. 1501071637-1507061637EST.

FDC 4/9162 MKE STAR GENERAL MITCHELL INTL, MILWAUKEE, WI. TRUDO ONE ARRIVAL (FMS)...PROCEDURE NA. 1409191500-1411130901.

FDC 4/9161 MKE STAR GENERAL MITCHELL INTL, MILWAUKEE, WI. RNAV (GPS) RWY 7L, ORIG...NOTE: NIGHT LANDING: RWY 7L NA. DISREGARD NOTE: NIGHT LANDING: RWY 7L NA. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 7L PROCEDURE NA AT NIGHT. 1411211611-1505201611EST.

FDC 4/7394 MKE STAR GENERAL MITCHELL INTL, MILWAUKEE, WI. TRUDO ONE ARRIVAL (FMS)...PROCEDURE NA. 1409191500-1411130901.

FDC 4/6708 MKE STAR GENERAL MITCHELL INTL, MILWAUKEE, WI. TRUDO ONE ARRIVAL (FMS)...PROCEDURE NA. 1409191500-1411130901.

MINOCQUA-WOODRUFF

Lakeland/Noble F Lee Memorial Field

FDC 5/0716 ARV IAP LAKELAND/NOBLE F. LEE MEMORIAL FIELD, MINOCQUA-WOODRUFF, WI. LOC RWY 36, AMDT 1...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. DOUGY (DO) LOM OUT OF SERVICE. 1501061728-1507051728EST.

FDC 4/8342 ARV IAP LAKELAND/NOBLE F. LEE MEMORIAL FIELD, MINOCQUA-WOODRUFF, WI. LOC RWY 36, AMDT 1...DELETE ALL REFERENCE TO I-DOF DME. EBIWE FIX MINIMUMS NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, I-DOF DME OTS. 1408262105-1503262105EST.

FDC 4/6708 ARV IAP LAKELAND/NOBLE F. LEE MEMORIAL FIELD, MINOCQUA-WOODRUFF, WI. LOC RWY 36, AMDT 1...RNAV (GPS) RWY 18, ORIG...NOTE: NIGHT LANDING: RWY 10, 28 NA. 140141923-1504121923EST.
ARV IAP LAKELAND/NOBLE F. LEE MEMORIAL FIELD, MINOCQUA-WOODRUFF, WI. RNAV (GPS) RWY 28, ORIG...NOTE: NIGHT LANDING: RWY 10, 28 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. DISREGARD SYMBOL REPRESENTING VISUAL 34:1 SLOPE IS CLEAR. 1410141923-1504121923EST.

FDC 4/6707

MOSINEE

Central Wisconsin

FDC 4/7266 CWA IAP CENTRAL WISCONSIN, MOSINEE, WI. ILS OR LOC RWY 35, AMDT ...RADAR REQUIRED FOR PROCEDURE ENTRY EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, VOR OUT OF SERVICE. 1408221839-1503221839EST.

FDC 4/6831 CWA ODP CENTRAL WISCONSIN, MOSINEE, WI. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1...RWY 35, TEMPORARY CRANE, 1946 FT FROM DEPARTURE END OF RWY, 883 FT LEFT OF CENTERLINE, 140 FT AGL/1413 FT MSL. ALL OTHER DATA REMAINS AS PUBLISHED. 1410151128-1504131128EST.

NEW LISBON

Mauston-New Lisbon Union

FDC 4/7206 82C ODP MAUSTON-NEW LISBON UNION, NEW LISBON, WI. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF OBSTACLE NOTES: NOTE: RWY 14, VEHICLE ON ROAD BEGINNING 22 FT FROM DER, 153 FT LEFT OF CENTERLINE, UP TO 15 FT AGL/907 FT MSL. TREES BEGINNINGS 20 FT FROM DER, 15 FT RIGHT OF CENTERLINE, UP TO 87 FT AGL/987 FT MSL. TREES BEGINNING 715 FT FROM DER, 39 FT LEFT OF CENTERLINE, UP TO 95 FT AGL/985 FT MSL. NOTE: RWY 32, FENCE BEGINNING 67 FT FROM DER, 500 FT RIGHT OF CENTERLINE, UP TO 6 FT AGL/918 FT MSL. VEHICLE ON ROAD BEGINNING 72 FT FROM DER, 5 FT RIGHT AND LEFT OF CENTERLINE, UP TO 15 FT AGL/954 FT MSL. TREES BEGINNING 110 FT FROM DER, 146 FT LEFT AND RIGHT OF CENTERLINE, UP TO 97 FT AGL/1007 FT MSL. TERRAIN BEGINNING 190 FT FROM DER, 43 FT LEFT AND RIGHT OF CENTERLINE, UP TO 941 FT MSL. BUILDINGS BEGINNING 2202 FT FROM DER, 398 FT LEFT AND RIGHT OF CENTERLINE, UP TO 64 FT AGL/981 FT MSL. REST REMAINS AS PUBLISHED. THIS IS TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, ORIG-A. 1405272150-PERM.

FDC 4/1930 82C IAP MAUSTON-NEW LISBON UNION, NEW LISBON, WI. RNAV (GPS) RWY 32, ORIG...NOTE: PROCEDURE NA AT NIGHT. NOTE: VISUAL DESCENT ANGLE 3.00/TCH 45 NOT AUTHORIZED. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 14 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 32 PROCEDURE NA AT NIGHT. 1407171547-1501171547EST.

FDC 4/1929 82C IAP MAUSTON-NEW LISBON UNION, NEW LISBON, WI. RNAV (GPS) RWY 14, ORIG...NOTE: PROCEDURE NA AT NIGHT. NOTE: VISUAL DESCENT ANGLE 3.00/TCH 45 NOT AUTHORIZED. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING TO RWY 32 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 14 PROCEDURE NA AT NIGHT. 1407171547-1501171547EST.

FDC 3/2507 82C IAP MAUSTON-NEW LISBON UNION, NEW LISBON, WI. RNAV (GPS) RWY 32, ORIG.LP MINIMUMS NA. VISUAL DESCENT ANGLE 3.00/TCH 45 NOT AUTHORIZED. 1312172245-1406172245EST.

PARK FALLS

Park Falls Muni

FDC 5/3132 PKF ODP PARK FALLS MUNI, PARK FALLS, WI. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TAKE-OFF MINIMUMS: RWY 18, STANDARD. RWY 36, 300 - 2 1/4 OR STANDARD WITH A MINIMUM CLIMB OF 230 FEET PER NM TO 1900 OR ALTERNATIVELY, WITH STANDARD TAKEOFF MINIMUMS AND A NORMAL 200 FEET PER NM CLIMB GRADIENT, TAKEOFF MUST OCCUR NO LATER THAN 2100 FEET PRIOR TO DER. DEPARTURE PROCEDURE: RWY 18, CLIMB HEADING 184 TO 3400 FEET BEFORE TURNING EAST. RWY 36, CLIMB HEADING 004 TO 3400 FEET BEFORE TURNING EAST. NOTE: RWY 18, TREES BEGINNING 223 FEET FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 60 FEET AGL / 1622 FEET MSL. ROAD BEGINNING 413 FEET FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 17 FEET AGL / 1513 FEET MSL. RWY 36, TREES AND MULTIPLE TRANSMISSION TOWERS BEGINNING 98 FEET FROM DER, LEFT AND RIGHT OF CENTERLINE, UP TO 60 FEET AGL / 1651 FEET MSL. 1501112228-1508112238EST.

PHILLIPS

Price County

FDC 5/1108 PBH IAP PRICE COUNTY, PHILLIPS, WI. RNAV (GPS) RWY 6, ORIG...DISREGARD NOTE: PROCEDURE NA AT NIGHT. NOTE: NIGHT LANDING: RWY 24 NA. 1501071836-1507061836EST.
PBH IAP PRICE COUNTY, PHILLIPS, WI. RNAV (GPS) RWY 24, ORIG-A...NOTE: NIGHT LANDING: RWY 24 NA. DISREGARD NOTE: PROCEDURE NA AT NIGHT. 1411151304-1506141304EST.

PBH IAP PRICE COUNTY, PHILLIPS, WI. RNAV (GPS) RWY 19, ORIG-A...NOTE: NIGHT LANDING: RWY 24 NA. DISREGARD NOTE: CIRCLING TO RWY 6/24 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 19 PROCEDURE NA AT NIGHT. DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. 1411151304-1506141304EST.

PBH IAP PRICE COUNTY, PHILLIPS, WI. RNAV (GPS) RWY 1, ORIG-B...NOTE: NIGHT LANDING: RWY 24 NA. DISREGARD NOTE: NIGHT LANDING: RWY 6, 24 NA. 1411151304-1506141304EST.

PBH IAP PRICE COUNTY, PHILLIPS, WI. RNAV (GPS) RWY 15, ORIG...NOTE: NIGHT LANDING RWY 15, 25, 33 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. VDP NA. 34:1 NOT CLEAR. 1412101729-1506081729EST.

PBH IAP PRICE COUNTY, PHILLIPS, WI. RNAV (GPS) RWY 25, ORIG...NOTE: NIGHT LANDING: RWY 15, 25, 33 NA. DISREGARD NOTE: HELICOPTER VISIBILITY REDUCTION BY HELICOPTERS NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412101729-1506081729EST.

FDC 4/5383 PVB IAP PLATTEVILLE MUNI, PLATTEVILLE, WI. RNAV (GPS) RWY 15, ORIG...NOTE: NIGHT LANDING RWY 15, 25, 33 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. VDP NA. 34:1 NOT CLEAR. 1412101729-1506081729EST.

FDC 4/6447 PVB IAP PLATTEVILLE MUNI, PLATTEVILLE, WI. RNAV (GPS) RWY 17, ORIG...NOTE: NIGHT LANDING RWY 17, 25, 33 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. VDP NA. 34:1 NOT CLEAR. 1412101729-1506081729EST.

FDC 4/6446 PVB IAP PLATTEVILLE MUNI, PLATTEVILLE, WI. RNAV (GPS) RWY 27, ORIG-A...NOTE: NIGHT LANDING: RWY 15, 25, 33 NA. DISREGARD NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1412101729-1506081729EST.

**RACINE**
Racine County Memorial


**SHEBOYGAN**
Sheboygan County Memorial

FDC 5/2110 SBM IAP SHEBOYGAN COUNTY MEMORIAL, SHEBOYGAN, WI. VOR RWY 22, AMDT 9A...PROCEDURE NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS. FAH VOR UNUSABLE R-043 CW R-019. 1501090059-1508070059EST.

**SIREN**


**RICE LAKE**
Rice Lake Rgnl - Carl's Field

FDC 4/2986 RPD IAP RICE LAKE RGNL - CARL S FIELD, RICE LAKE, WI. ILS OR LOC RWY 1, ORIG...MISSING APPROACH: CLIMB TO 2200 THEN CLIMBING RIGHT TURN TO 4000 DIRECT EAU VORTAC AND HOLD N, RT, 180.00 INBOUND. WICKR (RP) LOM OUT OF SERVICE. S-LOC 1: NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS, WICKR (RP) LOM OUT OF SERVICE. 1410031722-1504011717EST.

**SHAWANO**
Shawano Muni


**STEVENS POINT**
Stevens Point Muni

FDC 4/9589 STE IAP STEVENS POINT MUNI, STEVENS POINT, WI. RNAV (GPS) RWY 3, ORIG-A... RNAV (GPS) RWY 4, ORIG-A... NOTE: NIGHT LANDING: RWY 5, 23, 32 NA. NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408221657-1503221657EST.

**SUPERIOR**
Richard I Bong

FDC 4/4450 SUW IAP RICHARD I BONG, SUPERIOR, WI. RNAV (GPS) RWY 32, ORIG...NOTE: NIGHT LANDING: RWY 22, 32 NA. DISREGARD NOTE: CIRCLING RWY 22 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, STRAIGHT-IN/CIRCLING RWY 32 PROCEDURE NA AT NIGHT. 1410282146-1505262146EST.

**WATERTOWN**
Watertown Muni

FDC 4/4448 SUW IAP RICHARD I BONG, SUPERIOR, WI. RNAV (GPS) RWY 14, ORIG...RNAV (GPS) RWY 4, ORIG-A... NOTE: NIGHT LANDING: RWY 22, 32 NA. DISREGARD NOTE: CIRCLING RWY 22 NA AT NIGHT. DISREGARD NOTE: WHEN VGSI INOP, CIRCLING RWY 32 NA AT NIGHT. 1410282146-1505262146EST.
**WATERTOWN**

RYV ODP WATERTOWN MUNI, WATERTOWN, WI. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TEXTUAL DEPARTURE PROCEDURE NA. 1411202146-1505192146 EST.

**FDC 4/7676** RYV IAP WATERTOWN MUNI, WATERTOWN, WI. VOR/DME RWY 29, ORIG-B...CHART NOTE: NIGHT LANDING: RWY 23 NA. 1408251314-1503251314 EST.

**FDC 4/7673** RYV IAP WATERTOWN MUNI, WATERTOWN, WI. RNAV (GPS) RWY 23, ORIG...DELETE NOTE: STRAIGHT-IN MINIMUMS TO RWY 23 AND CIRCLING TO RWY 5/23 NA AT NIGHT. CHART NOTE: NIGHT LANDING: RWY 23 NA. DELETE NOTE: VISIBILITY REDUCTION BY HELICOPTERS NA. CHART NOTE: HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED. 1408251314-1503251314 EST.

**FDC 5/3067** ISW IAP ALEXANDER FIELD SOUTH WOOD COUNTY, WISCONSIN RAPIDS, WI. VOR/DME OR GPS-A, AMDT 9A...VOR/DME PORTION NA, STE TACAN OTS. STE VORTAC OUT OF SERVICE. 1501121906-1508111906 EST.

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**CASPER**

Casper/Natrona County Intl

**FDC 4/1696** CPR IAP CASPER/NATRONA COUNTY INTL., CASPER, WY. VOR/DME RWY 3, AMDT 6...DELETE PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE 3.00/TCH 53). THIS IS VOR/DME RWY 3, AMDT 6A. 1412012100-PERM.

**FDC 4/1695** CPR IAP CASPER/NATRONA COUNTY INTL., CASPER, WY. RNAV (GPS) RWY 26, AMDT 1...CHART PROFILE NOTE: VGSI AND RNAV GLIDEPATH NOT COINCIDENT (VGSI ANGLE 3.00/TCH 50). THIS IS RNAV (GPS) RWY 26, AMDT 1A. 1412012100-PERM.

**YELLOWSTONE**

Yellowstone Rgnl

**FDC 7/3015** COD F/T YELLOWSTONE REGIONAL, CODY, WY. VOR OR GPS A, AMDT 7.ALTERNATE MINIMUMS NA.

**JACKSON**

Jackson Hole

**FDC 5/0080** JAC IAP JACKSON HOLE, JACKSON, WY. ILS Y OR LOC RWY 19, ORIG-A...ADD S-ILS 19 WITH MISSED APPROACH MINIMUM CLIMB OF 235 FT PER NM TO 10690; DA 6651/HATH 200, VIS 3/4 ALL CATS. MISSED APPROACH CLIMB TO 6900 BEFORE TURNING RIGHT ON JAC R192 REQUIRED FOR 200 FT HATH ILS. FLY VISUAL DOES NOT APPLY TO 235 FT PER NM MISSED APPROACH CLIMB MINIMUMS.. 1501021533-1507011533 EST.

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**WEST BEND**

West Bend Muni

**FDC 4/2478** EBT SID WEST BEND MUNI, WEST BEND, WI. ACCRA ONE DEPARTURE (RNAV)...UECKR ONE DEPARTURE (RNAV)...NOTE: ASSIGNED BY ATC ONLY. ALL OTHER DATA REMAINS AS PUBLISHED. 1412022213-1506302213 EST.

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**WISCONSIN RAPIDS**

**FDC 4/8832** RYV ODP WATERTOWN MUNI, WATERTOWN, WI. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG...TEXTUAL DEPARTURE PROCEDURE NA. 1411202146-1505192146 EST.
FDC 4/8467  FDC 4/8467 RWL ODP RAWLINS MUNI/HARVEY FIELD, RAWLINS, WY. TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3A. TAKEOFF MINIMUMS: RWY 4, 600-2 OR STANDARD WITH A MINIMUM CLIMB OF 440 FT PER NM TO 7500. RWY 22, STANDARD WITH A MINIMUM CLIMB OF 385 FT PER NM TO 8700. NOTE: RWY 4, NAVADS 13 FT FROM DER, 123 FT LEFT AND RIGHT OF CENTERLINE UP TO 6820 FT MSL. TERRAIN BEGINNING 13 FT FROM DER, 125 FT LEFT AND RIGHT OF CENTERLINE, UP TO 6919 FT MSL. TREE 151 FT FROM DER, 150 FT RIGHT OF CENTERLINE, 6823 FT MSL. UTILITY POLE 204 FT FROM DER, 426 FT LEFT OF CENTERLINE, 4 FT AGL/6842 FT MSL. TREE 441 FT FROM DER, 222 FT RIGHT OF CENTERLINE, 6829 FT MSL. VEHICLES 347 FT FROM DER, CROSSING LEFT AND RIGHT OF CENTERLINE, UP TO 15 FT 1408011828-1502 TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3A. TAKEOFF MINIMUMS: RWY 4, 600-2 OR STANDARD WITH A MINIMUM CLIMB OF 440 FT PER NM TO 7500. RWY 22, STANDARD WITH A MINIMUM CLIMB OF 385 FT PER NM TO 8700. NOTE: RWY 4, NAVADS 13 FT FROM DER, 123 FT LEFT AND RIGHT OF CENTERLINE UP TO 6820 FT MSL. TERRAIN BEGINNING 13 FT FROM DER, 125 FT LEFT AND RIGHT OF CENTERLINE, UP TO 6919 FT MSL. TREE 151 FT FROM DER, 150 FT RIGHT OF CENTERLINE, 6823 FT MSL. UTILITY POLE 204 FT FROM DER, 426 FT LEFT OF CENTERLINE, 4 FT AGL/6842 FT MSL. TREE 441 FT FROM DER, 222 FT RIGHT OF CENTERLINE, 6829 FT MSL. VEHICLES 347 FT FROM DER, CROSSING LEFT AND RIGHT OF CENTERLINE, UP TO 15 FT AGL/6868 FT MSL. FENCE BEGINNING 837 FT FROM DER, 597 FT LEFT AND RIGHT OF CENTERLINE 15 FT AGL/6890 FT MSL. VEHICLES BEGINNING 194 FT FROM DER, CROSSING LEFT AND RIGHT OF CENTERLINE, 15 FT AGL/0931 FT MSL. VERTICAL STRUCTURE BEGINNING 1303 FT FROM DER, 651 FT LEFT OF CENTERLINE, UP TO 6890 FT MSL. RWY 22, VEHICLES BEGINNING 1 FT FROM DER, CROSSING LEFT AND RIGHT OF CENTERLINE, 15 FT AGL/6760 FT MSL. BUILDINGS BEGINNING 182 FT FROM DER, 378 FT RIGHT OF CENTERLINE, UP TO 12 FT AGL/6757 FT MSL. POLES BEGINNING 207 FT FROM DER, 489 FT RIGHT

TORRINGTON

Torrington Muni

FDC 4/4211  TOR IAP TORRINGTON MUNI, TORRINGTON, WY. NDB RWY 10, AMDT 2A...GPS RWY 10, ORIG-C...DISREGARD NOTE: NIGHT LANDING RWY 10 NA. NOTE: NIGHT LANDING RWY 10 NA EXCEPT FOR CAT A AND B AIRCRAFT. 1406262138-1412262138EST.

WORLAND

Worland Muni
Shaded text indicates new or revised NOTAMs.

FDC 5/3406 FDC Chart Correct U.S. Government IFR Enroute High Altitude Chart H10, Panel G, Effective 08 Jan 2015... Casio Fix is on J64 Between Fort Wayne (FWA) VOR/TAC and Ellwood City (EWC) VOR/TAC 81 NM from Goner Fix to Casio Fix and 34 NM from Casio Fix to Maine Fix. 1501131753PERM

FDC 5/1672 FDC Chart Correct U.S. Government IFR Enroute Low Altitude Chart L30, Panel F, Effective 08 Jan 2015... (Digital Chart Only) V133 Gemini To Musca Is Revoked. 1501081526-PERM


FDC 4/2515 ZZZ Security - United States of America Flight Prohibition for Ukraine Simferopol (UKFV) and Dnipropetrovsk (UKDV) Flight Information Regions (FIRs) 14 CFR 91.1607 Special Federal Aviation Regulation (SFAR) No. 113 Prohibition Against Certain Flights in the Simferopol (UKFV) and Dnipropetrovsk (UKDV) FIRs Was Published in the Federal Register on 29 Dec 2014 And Was Effective Immediately. SFAR No. 113 Supercedes FDC Notams 4/6228 and 4/7667 and Continues the Prohibition on U.S. Civil Flight Operations in the Simferopol (UKFV) and Dnipropetrovsk (UKDV) FIRs That Was Contained in FDC Notam 4/6228. FDC Notams 4/6228 and 4/7667 Are Cancelled. Additional Information Is Provided At: HTTPS://WWW.FAA.GOV/AIR_TRAFFIC/PUBLICATIONS/US_RESTRICTIONS/ 1412291645-PERM

FDC 4/2217 FDC Chart Correct U.S. Government IFR Enroute Low Altitude Chart AKL2, Panel I.J, Effective 13 Nov 2014... Add 6000G GNSS MEA Between DUT NDB/DME and Mordi Fix.. 1412241922-PERM FDC 4/2189 (KFDC A0067/14) ZZZ Part 1 Of 2 Security - United States of America Advisory for South Sudan Those Persons Described in Paragraph A Should Avoid Flying Into, Out Of, Within or Over the Territory and Airspace of South Sudan at Altitudes Below FL260 Due to the Potentially Hazardous Situation Created by the Ongoing Armed Conflict in South Sudan Between the Government of South Sudan and Rebel Forces. A. Applicability. This Notam Applies To: All U.S. Air Carriers and Commercial Operators; 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; and All Operators of Aircraft Registered in the United States, Except Where the Operator of Such Aircraft Is a Foreign Air Carrier. B. Planning. Those Persons Described in Paragraph A Planning to Fly Into, Out Of, Within, or Over the Above-Named Area Must Review Current Security/Threat Information and Notams; Comply With All Applicable FAA Regulations, Operations Specifications, Management Specifications, and Letters of Authorization, Including Updating 1412241715-1512232359EST End Part 1 Of 2

FDC 4/2185 ZZZ PART 1 OF 2 SECURITY - UNITED STATES OF AMERICA FLIGHT PROHIBITION FOR BAGHDAD (ORBB) FLIGHT INFORMATION REGION (FIR) ALL FLIGHT OPERATIONS BY THE PERSONS DESCRIBED IN PARAGRAPH A IN THE BAGHDAD (ORBB) FIR ARE PROHIBITED DUE TO THE POTENTIALLY HAZARDOUS SITUATION CREATED BY THE ARMED CONFLICT BETWEEN MILITANTS ASSOCIATED WITH THE ISLAMIC STATE IN IRAQ AND THE LEVANT AND IRAQI SECURITY FORCES AND THEIR ALLIES. THIS PROHIBITION APPLIES TO ALL OPERATIONS THAT WERE PREVIOUSLY PERMITTED UNDER SPECIAL FEDERAL AVIATION REGULATION (SFAR) 77, INCLUDING BUT NOT LIMITED TO FLIGHTS ORIGINATING FROM OR DESTINED TO AREAS OUTSIDE OF IRAQ TO OR FROM ERLIB INTERNATIONAL AIRPORT (ORER) OR SULAYMANIYAH INTERNATIONAL AIRPORT (ORSU). A. APPLICABILITY. THIS NOTAM APPLIES TO: ALL U.S. AIR CARRIERS AND COMMERCIAL OPERATORS; 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; AND ALL OPERATORS OF AIRCRAFT REGISTERED IN THE UNITED STATES, EXCEPT WHERE THE 1412241705-PERM END PART 1 OF 2

FDC 4/2185 ZZZ PART 2 OF 2 SECURITY OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER. B. PERMITTED OPERATIONS. THIS NOTAM DOES NOT PROHIBIT PERSONS DESCRIBED IN PARAGRAPH A FROM CONDUCTING FLIGHT OPERATIONS IN THE BAGHDAD (ORBB) FIR WHEN SUCH OPERATIONS ARE AUTHORIZED EITHER BY ANOTHER AGENCY OF THE UNITED STATES GOVERNMENT WITH THE APPROVAL OF THE FAA OR BY A Deviation, Exemption, OR OTHER AUTHORIZATION ISSUED BY THE ADMINISTRATOR. OPERATORS MUST CALL THE FAA WASHINGTON OPERATIONS CENTER AT 202-267-3333 TO INITIATE COORDINATION FOR FAA AUTHORIZATION OF OPERATIONS. C. 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 NOTAM TO THE EXTENT REQUIRED BY THAT EMERGENCY. THIS NOTAM IS AN EMERGENCY ORDER ISSUED UNDER 49 USC 40113(A) AND 46105(C). 1412241705-PERM END PART 2 OF 2 FDC 4/2181 (KFDC A0063/14) ZZZ PART 1 OF 2 SECURITY - UNITED STATES OF AMERICA ADVISORY FOR AFGHANISTAN THOSE PERSONS DESCRIBED IN PARAGRAPH A FLYING INTO, OUT OF, WITHIN, OR OVER THE TERRITORY AND AIRSPACE OF AFGHANISTAN SHOULD OPERATE ONLY ON ESTABLISHED AIR ROUTES AND AT ALTITUDES AT OR ABOVE 26,000 FEET AGL TO THE MAXIMUM EXTENT POSSIBLE DUE TO ONGOING MILITARY OPERATIONS IN AFGHANISTAN AND POSSIBLE ATTEMPTS BY INSURGENTS TO ATTACK CIVIL AIRCRAFT. A. APPLICABILITY. THIS NOTAM APPLIES TO: ALL U.S. AIR CARRIERS AND COMMERCIAL OPERATORS; 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; AND ALL OPERATORS OF AIRCRAFT REGISTERED IN THE UNITED STATES, EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER. B. PLANNING. THOSE PERSONS DESCRIBED IN PARAGRAPH A PLANNING TO FLY INTO, OUT OF, WITHIN, OR OVER THE ABOVE-NAMED AREA MUST REVIEW CURRENT SECURITY/THREAT INFORMATION AND NOTAMS AND COMPLY WITH ALL 1412241650-1512232359EST END PART 1 OF 2

FDC 4/2181 ZZZ PART 2 OF 2 SECURITY APPLICABLE FAA REGULATIONS, OPERATIONS SPECIFICATIONS, MANAGEMENT SPECIFICATIONS, AND LETTERS OF AUTHORIZATION, INCLUDING UPDATING B450. C. OPERATIONS, EXERCISE EXTREME CAUTION DURING FLIGHT OPERATIONS DUE TO ONGOING MILITARY OPERATIONS IN AFGHANISTAN AND POSSIBLE ATTEMPTS BY INSURGENTS TO ATTACK CIVIL AIRCRAFT. CIVIL AIRCRAFT FLYING AT LOW ALTITUDES HAVE BEEN DAMAGED BY INSURGENT SMALL-ARMS FIRE. MAN-PORTABLE AIR DEFENSE SYSTEMS (MANPADS) ARE PRESENT IN AFGHANISTAN AND MAY POSE A THREAT TO FLIGHT OPERATIONS. AIRCRAFT AT AIRPORTS/AIRFIELDS HAVE BEEN DAMAGED OR DESTROYED BY INDIRECT ROCKET FIRE FROM INSURGENT ATTACKS. THOSE PERSONS DESCRIBED IN PARAGRAPH A MUST REPORT SAFETY AND/OR SECURITY INCIDENTS TO THE FAA AT +1 202 267-3333. THE JUSTIFICATION FOR THIS ADVISORY WILL BE RE-EVALUATED BY 23 DEC 2015. ADDITIONAL INFORMATION IS PROVIDED AT: HTTPS://WWW.FAA.GOV/AIR_TRAFFIC/PUBLICATIONS/US_RESTRICTIONS/ 1412241650-1512232359EST END PART 2 OF 2


FDC 4/0874 FDC CHART CORRECT U.S. GOVERNMENT IFR ENROUTE HIGH ALTITUDE CHART H-6, G, EFFECTIVE 13 NOV 2014... Q130 BETWEEN MIRME FIX AND PANTHANDLE (PNH )VORTAC MEA 18000. MEA CHANGE SYMBOLS AT MIRME FIX. 1412181533-PERM

FDC 4/0360 FDC ROUTE ZID ZMP ZAU ZOB. V177 MADISON (MSN) VORTAC, WI TO STEVENS POINT (STE) VORTAC, WI MEA 3000. 1412171940-1506151923EST

FDC 4/5750 FDC CHART CORRECT U.S. GOVERNMENT SAN ANTONIO VFR SECTIONAL CHART, 94TH EDITION, EFFECTIVE 13 NOV 2014... CHANGE CTAQ FREQ FROM
FDC 4/7981 FDC CHART CORRECT U.S. GOVERNMENT IFR ENROUTE LOW ALTITUDE CHART L-13, PANEL A, EFFECTIVE 18 SEP 2014... CHART ERROR, V298 BETWEEN PASCO (PSC) VOR/DME AND PENDELTON VORTAC. CHANGE MEA FROM 4400 TO 4000. EFFECTIVE 11/13/2014.. 1411201250-PERM

FDC 4/6334 ZZZ PART 1 OF 2 SECURITY - UNITED STATES OF AMERICA ADVISORY FOR FROM EXTREMIST ELEMENTS. A. APPLICABILITY. THIS NOTAM APPLIES TO: ALL U.S. AIR CARRIERS AND COMMERCIAL OPERATORS; 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; AND ALL OPERATORS OF AIRCRAFT REGISTERED IN THE UNITED STATES, EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER. B. PLANNING. THOSE PERSONS DESCRIBED IN PARAGRAPH A PLANNING TO FLY INTO, OUT OF, WITHIN, OR OVER THE ABOVE-NAMED AREA MUST REVIEW CURRENT SECURITY/THREAT INFORMATION AND NOTAMS; COMPLY WITH ALL 1411181500-1511172359EST END PART 1 OF 2


FDC 4/5717 FDC CHART CORRECT U.S. GOVERNMENT IFR ENROUTE LOW ALTITUDE CHART L-18, PANEL H, I, EFFECTIVE 18 SEP 2014... V7 VUZ-MGM CHANGE MEA TO 3100 FROM 3000. 1411171446-PERM

FDC 4/9112 ZZZ PART 1 OF 2 SECURITY - UNITED STATES OF AMERICA ADVISORY FOR KOREAN PENINSULA INcheon (RKRR) FLIGHT INFORMATION REGION (FIR) THOSE PERSONS DESCRIBED IN PARAGRAPH A BELOW ARE ADVISED TO EXERCISE CAUTION WHEN FLYING IN THE INcheon FLIGHT INFORMATION REGION (RKRR), ESPECIALLY NEAR SEOUL, SOUTH KOREA, DUE TO POSSIBLE INTERFERENCE WITH OR DISRUPTION OF THEIR GPS NAVIGATION SYSTEMS. A. APPLICABILITY. THIS NOTAM APPLIES TO: ALL U.S. AIR CARRIERS AND COMMERCIAL OPERATORS; 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; AND ALL OPERATORS OF AIRCRAFT REGISTERED IN THE UNITED STATES, EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER. B. PLANNING. THOSE PERSONS DESCRIBED IN PARAGRAPH A PLANNING FOR AND OPERATING IN THE INcheon FIR (RKRR) SHOULD BE PREPARED TO USE NON-GPS NAVIGATION AIDS; AND MUST REVIEW CURRENT NOTAMS AND COMPLY WITH ALL APPLICABLE FAA REGULATIONS, OPERATIONS SPECIFICATIONS, MANAGEMENT SPECIFICATIONS, AND LETTERS OF AUTHORIZATION, INCLUDING UPDATING 1411051600-1510312359EST END PART 1 OF 2


FDC 4/9111 ZZZ PART 1 OF 2 SECURITY - UNITED STATES OF AMERICA ADVISORY FOR NORTH KOREA PYongYang (ZKKP) FLIGHT INFORMATION REGION (FIR) THOSE PERSONS DESCRIBED IN PARAGRAPH A BELOW ARE ADVISED TO EXERCISE CAUTION FLYING IN AND AROUND THE PYongYang (ZKKP) FLIGHT INFORMATION REGION EAST OF 132 DEGREES EAST LONGITUDE DUE TO NORTH KOREA'S HISTORY OF TEST LAUNCHING SHORT-RANGE AND MEDIUM-RANGE BALLISTIC MISSILES WITH NO WARNING. A. APPLICABILITY. THIS NOTAM APPLIES TO: ALL U.S. AIR CARRIERS AND COMMERCIAL OPERATORS; 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; AND ALL OPERATORS OF AIRCRAFT REGISTERED IN THE UNITED STATES, EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER. B. PLANNING. THOSE PERSONS DESCRIBED IN PARAGRAPH A PLANNING FOR AND OPERATING IN AND AROUND THE PYONGYANG FIR (ZKKP) EAST OF 132 DEGREES EAST LONGITUDE MUST REVIEW CURRENT SECURITY/THREAT INFORMATION AND NOTAMS; AND COMPLY WITH ALL APPLICABLE FAA REGULATIONS, OPERATIONS 1411051600-1510312359 EST END PART 1 OF 2


FDC 4/8353 ZZZ PART 1 OF 2 SECURITY - UNITED STATES OF AMERICA ADVISORY FOR EGYPT SINAI PENINSULA THOSE PERSONS DESCRIBED IN PARAGRAPH A BELOW SHOULD AVOID FLYING INTO, OUT OF, WITHIN OR OVER THE SINAI PENINSULA IN THE CAIRO FLIGHT INFORMATION REGION (FIR) (HECC) AT OR BELOW FL260 WITHIN THE FOLLOWING LATERAL LIMITS: 311850N0321900E TO 294443N0322815E TO 272900N0341900E THEN ALONG THE EGYPT/ISRAEL BORDER TO 311800N0341300E TO 311850N0321900E A. APPLICABILITY. THIS NOTAM APPLIES TO: ALL U.S. AIR CARRIERS AND COMMERCIAL OPERATORS; 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; AND ALL OPERATORS OF AIRCRAFT REGISTERED IN THE UNITED STATES, EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER. B. PLANNING. THOSE PERSONS DESCRIBED IN PARAGRAPH A PLANNING TO FLY INTO, OUT OF, WITHIN, OR OVER THE ABOVE-NAMED AREA MUST REVIEW CURRENT SECURITY/THREAT INFORMATION AND NOTAMS; COMPLY WITH ALL 1411041705-1503302359. END PART 1 OF 2


FDC 4/3621 FDC PART 1 OF 3 SPECIAL SECURITY NOTICE SPORTING EVENTS. THIS NOTAM REPLACES FDC NOTAM 9/5151 TO REFLECT A TRANSPORTATION SECURITY ADMINISTRATION (TSA) WEBSITE UPDATE AND ADDITIONAL INFORMATION CONCERNING AIRSPACE WAIVERS. FLIGHT RESTRICTIONS IN THIS NOTAM COMPLY WITH STATUTORY MANDATES DETAILED IN SECTION 352 OF PUBLIC LAW 108-7 AS AMENDED BY SECTION 521 OF PUBLIC LAW 108-199. PURSUANT TO 49 USC 40103(B), THE FEDERAL AVIATION ADMINISTRATION (FAA) CLASSIFIES THE AIRSPACE DEFINED IN THIS NOTAM AS 'NATIONAL DEFENSE AIRSPACE'. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES PERTAINING TO OPERATIONS IN THIS AIRSPACE MAY BE SUBJECT TO CERTAIN CRIMINAL PENALTIES UNDER 49 USC 46307. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. PURSUANT TO 14 CFR SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS, COMMENCING ONE HOUR BEFORE THE SCHEDULED TIME OF THE EVENT UNTIL ONE HOUR AFTER THE END OF THE EVENT. ALL AIRCRAFT OPERATIONS; INCLUDING PARACHUTE JUMPING, UNMANNED AIRCRAFT AND REMOTE CONTROLLED AIRCRAFT, ARE PROHIBITED WITHIN A 1410271420-PERM END PART 1 OF 3

FDC 4/3621 FDC PART 2 OF 3 SPECIAL 3NMR UP TO AND INCLUDING 3000FT AGL OF ANY STADIUM HAVING A SEATING CAPACITY OF 30,000 OR MORE PEOPLE WHERE EITHER A REGULAR OR POST SEASON MAJOR LEAGUE BASEBALL, NATIONAL FOOTBALL LEAGUE, OR NCAA DIVISION ONE
FOOTBALL GAME IS OCCURRING. THIS NOTAM ALSO APPLIES TO NASCAR SPRINT CUP, INDY CAR, AND CHAMP SERIES RACES EXCLUDING QUALIFYING AND PRE-RACE EVENTS. FLIGHTS CONDUCTED FOR OPERATIONAL PURPOSES OF ANY EVENT, STADIUM OR VENUE AND BROADCAST COVERAGE FOR THE BROADCAST RIGHTS HOLDER ARE AUTHORIZED WITH AN APPROVED AIRSPACE WAIVER. AN FAA AIRSPACE WAIVER DOES NOT RELIEVE OPERATORS FROM OBTAINING ALL OTHER NECESSARY AUTHORIZATIONS AND COMPLYING WITH ALL APPLICABLE FEDERAL AVIATION REGULATIONS. THE RESTRICTIONS DESCRIBED ABOVE DO NOT APPLY TO THOSE AIRCRAFT AUTHORIZED BY AND IN CONTACT WITH ATC FOR OPERATIONAL OR SAFETY OF FLIGHT PURPOSES, DEPARTMENT OF DEFENSE, LAW ENFORCEMENT, AND AIR AMBULANCE FLIGHT OPERATIONS. ALL PREVIOUSLY ISSUED WAIVERS TO FDC NOTAM 9/5151 REMAIN VALID UNTIL THE SPECIFIED END DATE BUT NOT TO EXCEED 90 DAYS FOLLOWING THE EFFECTIVE DATE OF THIS NOTAM. INFORMATION ABOUT AIRSPACE WAIVER APPLICATIONS CAN BE FOUND AT HTTP://WWW.TSA.GOV/STAKEHOLDERS/AIRSPACE-WAIVERS-0 OR BY CALLING TSA AT 571-227-2071. SUBMIT REQUESTS FOR FAA AIRSPACE WAIVERS AT HTTPS://WAIVERS.FAA.GOV. 1410271420-PERM END PART 3 OF 3

FDC 4/6143 FDC CHART CORRECTION US GOVT IFR LOW ALTITUDE CHART L-25, PANEL C, EFFECTIVE 18 SEP 2014: V605 BETWEEN GENOD FIX AND SPARTANSBURG (SPA) VORTAC MOCA 4600 1409180901-1411130901EST

FDC 4/9775 ZZZ PART 1 OF 2 SECURITY MALI SPECIAL NOTICE MALI U.S. OPERATORS AND AIRMEN SHOULD AVOID FLYING INTO, OUT OF, WITHIN OR OVER MALI AT OR BELOW FL240. U.S. OPERATORS AND AIRMEN PLANNING TO FLY INTO, OUT OF, WITHIN OR OVER THE ABOVE NAMED AREA MUST REVIEW CURRENT SECURITY/THREAT INFORMATION AND NOTAMS; COMPLY WITH ALL APPLICABLE FAA REGULATIONS, OPERATIONS SPECIFICATIONS, MANAGEMENT SPECIFICATIONS, AND LETTERS OF AUTHORIZATION. INCLUDING UPDATING B450; AND PROVIDE ADVANCE NOTICE OF PLANNED FLIGHTS TO THE FAA AT AEO-CITEWATCH@FAA.GOV WITH SPECIFIC FLIGHT DETAILS. EXERCISE EXTREME CAUTION DURING FLIGHT OPERATIONS DUE TO INSURGENT ACTIVITY AND THE RISK TO SAFETY FROM SMALL-ARMS, ROCKET PROPELLED GRENADES, MORTARS, ANTI-AIRCRAFT FIRE AND SHOULDER-FIRED, MAN-PORTABLE AIR DEFENSE SYSTEMS (MANPADS). U.S. OPERATORS MUST REPORT SAFETY AND/OR SECURITY INCIDENTS TO THE FAA AT +1 202-267-3333. THE CONDITIONS IN AIRSPACE DESCRIBED IN THIS NOTAM AND THE NEED FOR THIS SPECIAL NOTICE WILL BE RE-EVALUATED BY 28 FEB 2015. THE FAA HAS 1408291830-1502282359EST END PART 1 OF 2


FDC 4/1689 FDC CHART CORRECTION U.S. GOVERNMENT CHART IFR EN ROUTE LOW ALTITUDE CHART AK L4, PANEL F ANCHORAGE AREA, EFFECTIVE 24 JULY 2014: ADD MISSING CEXIX WAYPOINT SYMBOL ON T244. 1408081455-PERM

FDC 4/7034 ZZZ PART 1 OF 3 SECURITY...SPECIAL NOTICE...SPECIAL FEDERAL AVIATION REGULATION NO. 112 PROHIBITION AGAINST CERTAIN FLIGHTS WITHIN THE TRIPOLI (HLLL) FLIGHT INFORMATION REGION (FIR). A. APPLICABILITY. THIS SECTION APPLIES TO THE FOLLOWING PERSONS: (1) ALL U.S. AIR CARRIERS AND U.S. COMMERCIAL OPERATORS; (2) ALL PERSONS EXERCISING THE PRIVILEGES OF AN AIRMAN CERTIFICATE ISSUED BY THE FAA, EXCEPT WHEN SUCH PERSONS ARE OPERATING A U.S.-REGISTERED AIRCRAFT FOR A FOREIGN AIR CARRIER; AND (3) ALL OPERATORS OF U.S.-REGISTERED CIVIL AIRCRAFT, EXCEPT OPERATORS OF SUCH AIRCRAFT THAT ARE FOREIGN AIR CARRIERS. B. FLIGHT PROHIBITION. EXCEPT AS PROVIDED IN PARAGRAPHS (C) AND (D) OF THIS SECTION, NO PERSON DESCRIBED IN PARAGRAPH (A) OF THIS SECTION MAY CONDUCT FLIGHT OPERATIONS WITHIN THE TRIPOLI (HLLL) FIR. C. PERMITTED OPERATIONS. THIS SECTION DOES NOT PROHIBIT PERSONS DESCRIBED IN PARAGRAPH (A) OF THIS SECTION FROM CONDUCTING FLIGHT OPERATIONS WITHIN THE TRIPOLI (HLLL) FIR UNDER THE FOLLOWING CONDITIONS: 1407292230-1503313259EST END PART 1 OF 3

FDC 4/7034 ZZZ PART 2 OF 3 SECURITY..SPECIAL 1) FLIGHT OPERATIONS ARE CONDUCTED UNDER A CONTRACT, GRANT OR COOPERATIVE AGREEMENT WITH ANOTHER DEPARTMENT, AGENCY, OR INSTRUMENTALITY OF THE UNITED STATES GOVERNMENT WITH THE APPROVAL OF THE FAA, OR BY AN EXEMPTION ISSUED BY THE ADMINISTRATOR. THE FAA WILL PROCESS REQUESTS FOR APPROVAL OR EXEMPTION IN A TIMELY MANNER, WITH AN ORDER OF PREFERENCE FIRST FOR THOSE OPERATIONS IN SUPPORT OF U.S. GOVERNMENT-SPONSORED ACTIVITIES, SECOND FOR THOSE OPERATIONS IN SUPPORT OF GOVERNMENT-SPONSORED ACTIVITIES OF ANOTHER STATE WITH THE SUPPORT OF A U.S. GOVERNMENT AGENCY, AND THIRD FOR ALL OTHER OPERATIONS. 2)
Flight operations are coordinated with any mechanism established by paragraph 8 of U.N. Security Council Resolution 1973 (2011). 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 section 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 1407292230-1503152359 EST END PART 2 OF 3.

FDC 4/7034 ZZZ part 3 of 3 Security...Special parts 119, 121, 125, or 135, each person who deviates from this section must, within 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 for it. E. Expiration. This special federal aviation regulation will expire March 20, 2015. The FAA may amend, rescind, or extend this special federal aviation regulation as necessary. 1407292230-1503152359 EST END PART 3 OF 3.


FDC 4/4624 FDC Chart correct U.S. Govt. Los Angeles helicopter route chart 9th edition, effective June 30, 2011. Correct chart by revising the Santa Monica Municipal Airport, CA Class D airspace, that airspace extending upward from the surface to and including 2,700 feet MSL within a 4-mile radius of the Santa Monica Municipal Airport, and within 1.5 miles each side of the 047 degree bearing of the Santa Monica Airport extending from the 4-mile radius to 4.6 miles northeast of the airport. Excluding that airspace within the Los Angeles, CA, Class D airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a notice to airmen. The effective data and time will thereafter be continuously published in the airport/facility directory. 1405021730-Perm.


FDC 4/1149 FDC Chart correct U.S. Govt San Francisco sectional aeronautical chart, 92nd edition, effective 6 Mar 2014. Revise chart by amending the Monterey Regional Airport, CA Class C airspace frequency from 130.0 (360 degrees - 150 degrees) to 133.0 (360 degrees - 150 degrees). 1403281625-Perm.

FDC 3/3013 FDC Part 1 of 3...Special notice...This notice is the definitions for FDC special notice NOTAMS 3/2735 and 3/2768 separate special notices for international aircraft that operate to or from or within or transit territorial airspace of the United States (U.S.). Effective 1307010001 UTC until further notice. In addition to the requirements prescribed in 14 CFR Part 99, security control of air traffic, the following special security requirements are in effect pursuant to 14 CFR Section 99.7 special security instructions. Definitions A. Territorial airspace of the U.S. means the airspace over the U.S., its territories and possessions, and the airspace overlying the territorial waters between the U.S. coast and twelve (12) nautical miles from the U.S. coast. B. To or from means any flight entering U.S. territorial airspace end part 1 of 3.

FDC 3/3013 FDC Part 2 of 3... Special notice...After departure from a location outside of the U.S. for landing at a destination in the U.S., or exiting U.S. territorial airspace after departure from a location in the U.S., or any flight that exits U.S. territorial airspace and returns into U.S. territorial airspace to land at a destination in the U.S. C. Transit means any flight departing from a location outside of the U.S., its territories or possessions, which operates in the territorial airspace of the U.S. enroute to a location outside of the U.S., its territories or possessions. D. Within means any flight departing from a location inside of the U.S., its territories or possessions, which operates in the territorial airspace of the U.S. enroute to a location inside of the U.S.
THE U.S., ITS TERRITORIES OR POSSESSIONS. NOTE 1: AIRCRAFT CONDUCTING TEST OPERATIONS THAT DEPART AND RETURN TO US AIRPORTS, WITHOUT ANY INTERMEDIATE STOPS, ARE CONSIDERED AIRCRAFT OPERATING WITHIN US TERRITORIAL AIRSPACE. END PART 2 OF 3

FDC 3/3013 FDC PART 3 OF 3 ... SPECIAL NOTICE ... NOTE 2: AIRCRAFT OPERATIONS THAT DEPART U.S. AIRPORTS AND TRANSIT CANADIAN, MEXICAN, OR INTERNATIONAL AIRSPACE ENROUTE TO ANOTHER U.S. AIRCRAFT OPERATING WITHIN US TERRITORIAL AIRSPACE. E. FEDERAL AVIATION ADMINISTRATION (FAA)/TRANSPORTATION SECURITY ADMINISTRATION (TSA) AIRSPACE WAIVER MEANS A GRANT OF RELIEF BY THE FAA/TSA FROM THE REQUIREMENTS OF SPECIFIC REGULATIONS TO THE DEGREE AND FOR THE TIME PERIOD SPECIFIED IN THE WAIVER. F. STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRIES ARE CUBA, IRAN, NORTH KOREA, PEOPLE'S REPUBLIC OF CHINA, RUSSIA, SUDAN, AND SYRIA. G. COMMERCIAL AIRCRAFT. A COMMERCIAL AIRCRAFT IS ANY AIRCRAFT TRANSPORTING PASSENGERS AND/OR CARGO FOR SOME PAYMENT OR OTHER CONSIDERATION, INCLUDING MONEY OR SERVICES RENDERED. END PART 3 OF 3

FDC 3/2768 FDC PART 1 OF 10 ... SPECIAL NOTICE ... AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS (45,500 KGS) OR LESS THAT OPERATE TO OR FROM OR WITHIN OR TRANSIT TERRITORIAL AIRSPACE OF THE UNITED STATES (U.S.) EFFECTIVE 1307010001 UTC UNTIL FURTHER NOTICE. THIS NOTICE, AND ANOTHER SEPARATE SPECIAL NOTICE FOR AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF MORE THAN 100,309 POUNDS (45,500 KGS), REPLACES PREVIOUSLY ISSUED FDC SPECIAL NOTICE NOTAMS 0/6432 AND 2/5598. IN ADDITION TO THE REQUIREMENTS PRESCRIBED IN 14 CFR PART 99, SECURITY CONTROL OF AIR TRAFFIC, THE FOLLOWING SPECIAL SECURITY REQUIREMENTS ARE IN EFFECT PURSUANT TO 14 CFR SECTION 99.7 SPECIAL SECURITY INSTRUCTIONS. PART I. AUTHORIZED OPERATIONS AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS (45,500 KGS) OR LESS, ARE NOT AUTHORIZED TO OPERATE TO OR FROM OR WITHIN OR TRANSIT TERRITORIAL AIRSPACE OF THE U.S. UNLESS THEY MEET THE CONDITIONS OF ONE OF THE FOLLOWING PARAGRAPHS. IN ADDITION, AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS (45,500 KGS) OR LESS, ARE NOT AUTHORIZED TO ENTER UNITED STATES (U.S.) TERRITORIAL AIRSPACE ENROUTE TO PLANNED ALTERNATES END PART 1 OF 10

FDC 3/2768 FDC PART 2 OF 10 ... SPECIAL NOTICE ... UNLESS THE OPERATOR MEETS THE REQUIREMENTS LISTED IN THIS NOTICE PRIOR TO LISTING U.S. AIRPORTS AS ALTERNATE LANDING AIRPORTS IN THE AIRCRAFT FLIGHT PLAN. A. ALL FOREIGN AIRCRAFT THAT HAVE A VALID DIPLOMATIC CLEARANCE ISSUED BY THE U.S. DEPARTMENT OF STATE ARE AUTHORIZED. THE U.S. DEPARTMENT OF STATE MAY REQUIRE AN FAA ROUTING AUTHORIZATION FOR CERTAIN FLIGHTS PRIOR TO ISSUING A DIPLOMATIC CLEARANCE. NOTE: FOREIGN DIPLOMATIC AIRCRAFT ARE NOT AUTHORIZED FOR ARRIVAL OR DEPARTURE AT WASHINGTON NATIONAL-RONALD REAGAN AIRPORT (DCA). B. AIRCRAFT REGISTERED IN UNITED STATES, MEXICO, CANADA, BAHAMAS, BERMUDA, CAYMAN ISLANDS, AND BRITISH VIRGIN ISLANDS ARE AUTHORIZED TO OPERATE WITHIN THE TERRITORIAL AIRSPACE OF THE U.S. IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS. AIRCRAFT REGISTERED IN THESE COUNTRIES ARE ALSO AUTHORIZED TO OPERATE VFR IN AIRPORT TRAFFIC PATTERN AREAS OF UNITED STATES AIRPORTS NEAR THE UNITED STATES BORDER. HOWEVER, IF THE AIRCRAFT DEPARTS THE AIRPORT VFR PATTERN AT ANY TIME AND TRANSITS CANADIAN, MEXICAN, OR INTERNATIONAL AIRSPACE ENROUTE TO ANOTHER AIRPORT, THE REQUIREMENTS OF PARAGRAPHS F. THROUGH J. APPLY. C. U.S. MILITARY, AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, END PART 2 OF 10

FDC 3/2768 FDC PART 3 OF 10 ... SPECIAL NOTICE ... RESCUE RECOVERY, AND EMERGENCY EVACUATION AIRCRAFT ENGAGED IN OPERATIONS WITHIN 50 NM OF THE BORDER ARE AUTHORIZED ONLY WITH AN ATC-ASSIGNED DISCRETE BEACON CODE. THIS REQUIREMENT IS APPLICABLE IF CONDUCTING OPERATIONS THAT EXIT AND REENTER OR CROSS IN AND OUT OF TERRITORIAL AIRSPACE OF THE UNITED STATES. D. CANADIAN AND MEXICAN AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, RESCUE RECOVERY, AND EMERGENCY EVACUATION AIRCRAFT ENGAGED IN OPERATIONS WITHIN 50 NM OF THE BORDER, WITH OR WITHOUT AN ACTIVE FLIGHT PLAN, ARE AUTHORIZED WITH AN ATC-ASSIGNED DISCRETE BEACON CODE. E. FOREIGN REGISTERED AIRCRAFT ARE AUTHORIZED TO OPERATE WITHIN U.S. TERRITORIAL AIRSPACE WHEN CONDUCTING POST MAINTENANCE, MANUFACTURER PRODUCTION, AND ACCEPTANCE FLIGHT TEST OPERATIONS IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 6: 1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN; 2. ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK OPERATIONAL CONTROL IS BY A U.S. COMPANY; 3. A U.S. LICENSED PILOT IS PILOT IN COMMAND; 4. MAINTENANCE FLIGHT IS INCLUDED IN THE REMARKS SECTION OF THE FLIGHT PLAN. END PART 3 OF 10

FDC 3/2768 FDC PART 4 OF 10 ... SPECIAL NOTICE ... F. AIRCRAFT REGISTERED IN THE UNITED STATES ARE AUTHORIZED TO OPERATE TO OR FROM THE TERRITORIAL AIRSPACE OF THE U.S., IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 4: 1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN (DVFR
INCLUDED); 2. ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND
CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE; 3. MAINTAIN TWO-WAY
COMMUNICATIONS WITH ATC; 4. COMPLY WITH ALL U.S. CUSTOMS AND BORDER PROTECTION
REQUIREMENTS INCLUDING ADVANCE PASSENGER INFORMATION SYSTEM (APIS) REQUIREMENTS IN
19 CFR PART 122. G. AIRCRAFT REGISTERED IN THE UNITED STATES ARE AUTHORIZED TO TRANSIT
FILE AND ARE ON AN ACTIVE FLIGHT PLAN (DVFR INCLUDED); 2. ARE EQUIPPED WITH AN
OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED
TRANSPONDER CODE; 3. MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC. H. AIRCRAFT
REGISTERED IN MEXICO, CANADA, BAHAMAS, BERMUDA, CAYMAN ISLANDS, AND BRITISH VIRGIN
ISLANDS ARE AUTHORIZED TO TRANSIT THE TERRITORIAL AIRSPACE OF THE U.S., IF IN COMPLIANCE
WITH CONDITIONS 1 THROUGH 3: END PART 4 OF 10

FDC 3/2768 FDC PART 5 OF 10 ... SPECIAL NOTICE ... 1. FILE AND ARE ON AN ACTIVE DIRECT FLIGHT
PLAN (DVFR INCLUDED) THAT ENTERS U.S. TERRITORIAL AIRSPACE DIRECTLY FROM ANY OF THE
COUNTRIES LISTED IN THIS PARAGRAPH. FLIGHTS THAT INCLUDE ANY STOP IN A NON-LISTED
COUNTRY MUST COMPLY WITH ALL REQUIREMENTS FOR OTHER FOREIGN REGISTERED AIRCRAFT
IN ACCORDANCE WITH PARAGRAPH L OF THIS NOTICE; 2. ARE EQUIPPED WITH AN OPERATIONAL
MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE;
3. MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC. I. AIRCRAFT REGISTERED IN THE UNITED
STATES, MEXICO, OR CANADA AND OPERATING WITHOUT AN OPERATIONAL MODE C OR S
TRANSPONDER AND/OR WITHOUT THE ABILITY TO MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC
ARE AUTHORIZED TO OPERATE TO OR FROM THE U.S. TERRITORIAL AIRSPACE IN ALASKA, IF IN
COMPLIANCE WITH CONDITIONS 1 THROUGH 4: 1. ENTER AND EXIT ALASKAN AIRSPACE BETWEEN
CANADA AND ALASKA NORTH OF THE FIFTY-FOURTH PARALLEL; 2. FILE AND ARE ON AN ACTIVE
FLIGHT PLAN; 3. SQUAWK 1200 IF VFR AND EQUIPPED WITH A TRANSPONDER; 4. COMPLY WITH ALL
U.S. CUSTOMS AND BORDER PROTECTION REQUIREMENTS INCLUDING APIS REQUIREMENTS IN 19
CFR PART 122. J. AIRCRAFT REGISTERED IN THE UNITED STATES, MEXICO, OR CANADA AND
OPERATING WITHOUT AN OPERATIONAL MODE C OR S TRANSPONDER AND/OR END PART 5 OF 10

FDC 3/2768 FDC PART 6 OF 10 ... SPECIAL NOTICE ... WITHOUT THE ABILITY TO MAINTAIN TWO-WAY
COMMUNICATIONS WITH ATC ARE AUTHORIZED TO TRANSIT THE U.S. TERRITORIAL AIRSPACE IN
ALASKA, IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 3: 1. ENTER AND EXIT ALASKAN
AIRSPACE BETWEEN CANADA AND ALASKA NORTH OF THE FIFTY-FOURTH PARALLEL; 2. FILE AND
ARE ON AN ACTIVE FLIGHT PLAN; 3. SQUAWK 1200 IF VFR AND EQUIPPED WITH A TRANSPONDER; K.
FOREIGN REGISTERED AIRCRAFT OPERATING TO OR FROM THE TERRITORIAL AIRSPACE OF THE
U.S. NOT SPECIFICALLY AUTHORIZED IN PARAGRAPHS A-J OF THIS PART, ARE AUTHORIZED IF IN
COMPLIANCE WITH CONDITIONS 1 THROUGH 5: 1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN (DVFR
INCLUDED); 2. ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND
CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE; 3. MAINTAIN TWO-WAY
COMMUNICATIONS WITH ATC; 4. COMPLY WITH ALL U.S. CUSTOMS AND BORDER PROTECTION
REQUIREMENTS INCLUDING APIS REQUIREMENTS IN 19 CFR PART 122; 5. ARE ALSO IN RECEIPT OF AN
FAA ROUTING AUTHORIZATION IF THE AIRCRAFT IS REGISTERED IN A STATE DEPARTMENT
DESIGNATED SPECIAL INTEREST COUNTRY OR IS OPERATING WITH THE ICAO THREE LETTER
DESIGNATOR OF A COMPANY IN A COUNTRY LISTED AS A STATE DEPARTMENT DESIGNATED
SPECIAL INTEREST COUNTRY, UNLESS THE OPERATOR HAS FAA PART END PART 6 OF 10

FDC 3/2768 FDC PART 7 OF 10 ... SPECIAL NOTICE ... 129 OPERATIONS SPECIFICATIONS. FAA
ROUTING AUTHORIZATION IN U.S. TERRITORIAL AIRSPACE MAY BE GRANTED ONLY FOR
INSTRUMENT FLIGHT RULES (IFR) OPERATIONS. VFR FLIGHT OPERATIONS ARE PROHIBITED IN U.S.
TERRITORIAL AIRSPACE FOR ANY AIRCRAFT REQUIRING AN FAA ROUTING AUTHORIZATION. L.
FOREIGN REGISTERED AIRCRAFT TRANSITING OR OPERATING WITHIN THE TERRITORIAL AIRSPACE
OF THE U.S. NOT SPECIFICALLY AUTHORIZED IN PARAGRAPHS A-K OF THIS PART, ARE AUTHORIZED
IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 5: 1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN
(DVFR INCLUDED); 2. ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND
CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE; 3. MAINTAIN TWO-WAY
COMMUNICATIONS WITH ATC; 4. ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY
PROGRAM OR ARE OPERATING WITH AN FAA/TSA AIRSPACE WAIVER; 5. ARE ALSO IN RECEIPT OF AN
FAA ROUTING AUTHORIZATION IF THE AIRCRAFT IS REGISTERED IN A STATE DEPARTMENT
DESIGNATED SPECIAL INTEREST COUNTRY OR IS OPERATING WITH THE ICAO THREE LETTER
DESIGNATOR OF A COMPANY IN A COUNTRY LISTED AS A STATE DEPARTMENT DESIGNATED
SPECIAL INTEREST COUNTRY, UNLESS THE OPERATOR HAS FAA PART 129 OPERATIONS
SPECIFICATIONS. FAA ROUTING AUTHORIZATION IN U.S. END PART 7 OF 10

FDC 3/2768 FDC PART 8 OF 10 ... SPECIAL NOTICE ... TERRITORIAL AIRSPACE MAY BE GRANTED ONLY
FOR INSTRUMENT FLIGHT RULES (IFR) OPERATIONS. VFR FLIGHT OPERATIONS ARE PROHIBITED IN U.S.
TERRITORIAL AIRSPACE FOR ANY AIRCRAFT REQUIRING AN FAA ROUTING AUTHORIZATION. PART II.
FAA/TSA AIRSPACE WAIVERS, TSA AVIATION SECURITY PROGRAMS, FAA ROUTING
AUTHORIZATIONS, APIS, AND STATE DEPARTMENT DIPLOMATIC CLEARANCES A. FAA/TSA AIRSPACE
WAIVERS

1. OPERATORS MAY SUBMIT REQUESTS FOR FAA/TSA AIRSPACE WAIVERS AT HTTPS://WAIVERS.FAA.GOV. (CASE SENSITIVE-USE LOWER CASE ONLY) BY SELECTING INTERNATIONAL AS THE WAIVER TYPE. 2. INFORMATION CAN BE FOUND AT: HTTP://WWW.TSA.GOV/STAKEHOLDERS/AIRSPACE-WAIVERS-0 (CASE SENSITIVE-USE LOWER CASE ONLY) OR CAN BE OBTAINED BY CONTACTING TSA AT 571-227-2071. 3. FOR EMERGENCY OR SHORT NOTICE REQUESTS, CONTACT TSA AT 571-227-2071 OR AFTER HOURS AT 703-563-3218. 4. ALL EXISTING FAA/TSA WAIVERS UNDER FDC NOTAM 0/6432 REMAIN VALID FOR THE SPECIFIED END DATE IN WAIVER.

B. TSA AVIATION SECURITY PROGRAMS

1. INFORMATION REGARDING TSA AVIATION SECURITY PROGRAMS FOR GENERAL AVIATION OPERATIONS IS AVAILABLE AT: HTTP://WWW.TSA.GOV/STAKEHOLDERS/SECURITYPROGRAMS-AND-INITIATIVES. END PART 8 OF 10

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FDC PART 10 OF 10 ... SPECIAL NOTICE ... A. PILOTS ARE REMINDED THAT THERE ARE INCREASED SECURITY MEASURES IN PLACE AT MANY AREAS. IN ACCORDANCE WITH 14 CFR SECTION 91.103, PRIOR TO DEPARTURE, PILOTS MUST OBTAIN PERTINENT FLIGHT INFORMATION, INCLUDING ANY TEMPORARY FLIGHT RESTRICTIONS ALONG THEIR ROUTE OF FLIGHT OR AT THEIR POINT OF DEPARTURE/ARRIVAL. B. NONCOMPLIANCE WITH THE SECURITY REQUIREMENTS IN THIS SPECIAL NOTICE MAY RESULT IN THE FLIGHT BEING DENIED ENTRY INTO THE TERRITORIAL AIRSPACE OF THE U.S. OR GROUND STOPPED AT A U.S. AIRPORT DESIGNATED BY THE FAA AND/OR TSA. C. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES CONCERNING OPERATIONS IN THIS SPECIAL NOTICE MAY BE SUBJECT TO CERTAIN CRIMINAL PENALTIES UNDER 49 USC 46307. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/USSS/SECURITY PERSONNEL. D. SEPARATE SPECIAL NOTICE NOTAM ISSUED FOR DEFINITIONS. END PART 10 OF 10

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FDC PART 1 OF 10 ... SPECIAL NOTICE ... AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT MORE THAN 100,309 POUNDS (45,500 KGS) THAT OPERATE TO OR FROM OR WITHIN OR TRANSIT TERRITORIAL AIRSPACE OF THE UNITED STATES (U.S.). EFFECTIVE 1307010001 UTC UNTIL FURTHER NOTICE. THIS NOTICE, AND ANOTHER SEPARATE SPECIAL NOTICE NOTAM FOR AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT OF 100,309 POUNDS (45,500 KGS) OR LESS, REPLACES PREVIOUSLY ISSUED FDC SPECIAL NOTICE NOTAMS 0/6433 AND 2/5598. IN ADDITION TO THE REQUIREMENTS PRESCRIBED IN 14 CFR PART 99, SECURITY CONTROL OF AIR TRAFFIC, THE FOLLOWING SPECIAL SECURITY REQUIREMENTS ARE IN EFFECT PURSUANT TO 14 CFR SECTION 99.7 SPECIAL SECURITY INSTRUCTIONS. PART I. AUTHORIZED OPERATIONS AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT MORE THAN 100,309 POUNDS (45,500 KGS), ARE NOT AUTHORIZED TO OPERATE TO OR FROM THE UNITED STATES (U.S.). END PART 1 OF 10

FDC 3/2735

FDC PART 2 OF 10 ... SPECIAL NOTICE ... OR WITHIN OR TRANSIT TERRITORIAL AIRSPACE OF THE U.S. UNLESS THEY MEET THE CONDITIONS OF ONE OF THE FOLLOWING PARAGRAPHS. IN ADDITION, AIRCRAFT WITH A MAXIMUM CERTIFICATED TAKEOFF GROSS WEIGHT MORE THAN 100,309 POUNDS (45,500 KGS), ARE NOT AUTHORIZED TO ENTER UNITED STATES (U.S.) TERRITORIAL AIRSPACE ENROUTE TO PLANNED ALTERNATES UNLESS THE OPERATOR MEETS THE REQUIREMENTS LISTED IN THIS NOTICE PRIOR TO LISTING U.S. AIRPORTS AS ALTERNATE LANDING AIRPORTS IN THE AIRCRAFT FLIGHT PLAN. A. ALL FOREIGN AIRCRAFT THAT HAVE A VALID DIPLOMATIC CLEARANCE ISSUED BY THE U.S. DEPARTMENT OF STATE ARE AUTHORIZED. THE U.S. DEPARTMENT OF STATE MAY REQUIRE AN FAA ROUTING AUTHORIZATION FOR CERTAIN FLIGHTS PRIOR TO ISSUING A DIPLOMATIC CLEARANCE. NOTE: FOREIGN DIPLOMATIC AIRCRAFT ARE NOT AUTHORIZED FOR ARRIVAL OR DEPARTURE AT WASHINGTON NATIONAL/RONALD REAGAN AIRPORT (DCA). B. AIRCRAFT REGISTERED IN THE UNITED STATES ARE AUTHORIZED TO OPERATE WITHIN THE TERRITORIAL AIRSPACE OF THE U.S. IN ACCORDANCE WITH ALL APPLICABLE REGULATIONS. AIRCRAFT REGISTERED IN THE UNITED STATES ARE ALSO AUTHORIZED TO OPERATE VFR IN AIRPORT TRAFFIC PATTERN AREAS. END PART 2 OF 10

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FDC 3/2735  FDC PART 3 OF 10 ... SPECIAL NOTICE ... UNITED STATES AIRPORTS NEAR THE UNITED STATES BORDER. HOWEVER, IF THE AIRCRAFT DEPARTS THE AIRPORT VFR PATTERN AT ANY TIME AND TRANSITS CANADIAN, MEXICAN, OR INTERNATIONAL AIRSPACE ENROUTE TO ANOTHER AIRPORT, THE REQUIREMENTS OF PARAGRAPHS E. AND F. APPLY. C. U.S. MILITARY, AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, RESCUE RECOVERY, AND EMERGENCY EVACUATION AIRCRAFT ENGAGED IN OPERATIONS WITHIN 50 NM OF THE BORDER ARE AUTHORIZED ONLY WITH AN ATC-ASSIGNED DISCRETE BEACON CODE. THIS REQUIREMENT IS APPLICABLE IF CONDUCTING OPERATIONS THAT EXIT AND REENTER CROSS IN AND OUT OF TERRITORIAL AIRSPACE OF THE UNITED STATES. D. CANADIAN AND MEXICAN AIR AMBULANCE, FIRE FIGHTING, LAW ENFORCEMENT, RESCUE RECOVERY, AND EMERGENCY EVACUATION AIRCRAFT ENGAGED IN OPERATIONS WITHIN 50 NM OF THE BORDER, WITH OR WITHOUT AN ACTIVE FLIGHT PLAN, ARE AUTHORIZED WITH AN ATC-ASSIGNED DISCRETE BEACON CODE. E. U.S REGISTERED AIRCRAFT ARE AUTHORIZED TO OPERATE TO OR FROM TERRITORIAL AIRSPACE OF THE U.S. IF IN COMPLIANCE WITH CONDITIONS 1 END PART 3 OF 10

FDC 3/2735  FDC PART 4 OF 10 ... SPECIAL NOTICE ... THROUGH 4: 1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE; 3. MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC; 4. COMPLY WITH ALL U.S. CUSTOMS REQUIREMENTS INCLUDING ADVANCE PASSENGER INFORMATION SYSTEM (APIS) REQUIREMENTS IN 19 CFR PART 122. F. U.S REGISTERED AIRCRAFT ARE AUTHORIZED TO TRANSIT TERRITORIAL AIRSPACE OF THE U.S. IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 4: 1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN (DVFR INCLUDED); 2. ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE; 3. MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC; 4. ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR ARE OPERATING WITH AN FAA/TSA AIRSPACE WAIVER. G. FOREIGN REGISTERED AIRCRAFT OPERATING TO OR FROM THE TERRITORIAL AIRSPACE OF THE U.S. NOT SPECIFICALLY AUTHORIZED IN PARAGRAPHS A-F OF THIS PART, ARE AUTHORIZED IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH END PART 4 OF 10

FDC 3/2735  FDC PART 5 OF 10 ... SPECIAL NOTICE ... 5: 1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN (DVFR INCLUDED); 2. ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE; 3. MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC; 4. COMPLY WITH ALL U.S. CUSTOMS AND BORDER PROTECTION REQUIREMENTS INCLUDING APIS REQUIREMENTS IN 19 CFR PART 122; 5. ARE ALSO IN RECEIPT OF AN FAA ROUTING AUTHORIZATION IF THE AIRCRAFT IS REGISTERED IN A STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRY OR IS OPERATING WITH THE ICAO THREE LETTER DESIGNATOR OF A COMPANY IN A COUNTRY LISTED AS A STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRY, UNLESS THE OPERATOR HAS FAA PART 129 OPERATIONS SPECIFICATIONS. FAA ROUTING AUTHORIZATION IN U.S. TERRITORIAL AIRSPACE MAY BE GRANTED ONLY FOR INSTRUMENT FLIGHT RULES (IFR) OPERATIONS. VFR FLIGHT OPERATIONS ARE PROHIBITED IN U.S. TERRITORIAL AIRSPACE FOR ANY AIRCRAFT REQUIRING AN FAA ROUTING AUTHORIZATION. H. FOREIGN REGISTERED AIRCRAFT TRANSITING OR OPERATING WITHIN THE TERRITORIAL AIRSPACE OF THE U.S. NOT SPECIFICALLY AUTHORIZED IN END PART 5 OF 10

FDC 3/2735  FDC PART 6 OF 10 ... SPECIAL NOTICE ... PARAGRAPHS A-G OF THIS PART, ARE AUTHORIZED IF IN COMPLIANCE WITH CONDITIONS 1 THROUGH 5: 1. FILE AND ARE ON AN ACTIVE FLIGHT PLAN (DVFR INCLUDED); 2. ARE EQUIPPED WITH AN OPERATIONAL MODE C OR S TRANSPONDER AND CONTINUOUSLY SQUAWK AN ATC ISSUED TRANSPONDER CODE; 3. MAINTAIN TWO-WAY COMMUNICATIONS WITH ATC; 4. ARE OPERATING UNDER AN APPROVED TSA AVIATION SECURITY PROGRAM OR ARE OPERATING WITH AN FAA/TSA AIRSPACE WAIVER; 5. ARE ALSO IN RECEIPT OF AN FAA ROUTING AUTHORIZATION IF THE AIRCRAFT IS REGISTERED IN A STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRY OR IS OPERATING WITH THE ICAO THREE LETTER DESIGNATOR OF A COMPANY IN A COUNTRY LISTED AS A STATE DEPARTMENT DESIGNATED SPECIAL INTEREST COUNTRY, UNLESS THE OPERATOR HAS FAA PART 129 OPERATIONS SPECIFICATIONS. FAA ROUTING AUTHORIZATION IN U.S. TERRITORIAL AIRSPACE MAY BE GRANTED ONLY FOR INSTRUMENT FLIGHT RULES (IFR) OPERATIONS. VFR FLIGHT OPERATIONS ARE PROHIBITED IN U.S. TERRITORIAL AIRSPACE FOR ANY AIRCRAFT REQUIRING AN FAA ROUTING AUTHORIZATION. PART II. FAA/TSA AIRSPACE WAIVERS, TSA AVIATION SECURITY PROGRAMS, END PART 6 OF 10

FDC 3/2735  FDC PART 7 OF 10 ... SPECIAL NOTICE ... FAA ROUTING AUTHORIZATIONS, APIS, AND STATE DEPARTMENT DIPLOMATIC CLEARANCES A. FAA/TSA AIRSPACE WAIVERS 1. OPERATORS MAY SUBMIT REQUESTS THROUGH THE FAA/TSA AIRSPACE WAIVERS AT HTTP://WAIVERS.FAA.GOV. (CASE SENSITIVE-USE LOWER CASE ONLY) BY SELECTING INTERNATIONAL AS THE WAIVER TYPE. 2. INFORMATION CAN BE FOUND AT: HTTP://WWW.TSA.GOV/STAKEHOLDERS/AIRSPACE-WAIVERS.0. (CASE SENSITIVE-USE LOWER CASE ONLY) OR CAN BE OBTAINED BY CONTACTING TSA AT 571-227-2071. 3. FOR EMERGENCY OR SHORT NOTICE REQUESTS, CONTACT TSA AT 571-227-2071 OR AFTER HOURS AT 703-563-3218. 4. ALL EXISTING FAA/TSA WAIVERS UNDER FDC NOTAM 0/6433 REMAIN VALID FOR THE SPECIFIED END DATE IN WAIVER. B. TSA AVIATION SECURITY PROGRAMS 1.
INFORMATION REGARDING TSA AVIATION SECURITY PROGRAMS FOR GENERAL AVIATION OPERATIONS IS AVAILABLE AT: HTTP://WWW.TSA.GOV/STAKEHOLDERS/SECURITY-PROGRAMS-AND-INITIATIVES. END PART 7 OF 10

FDC 3/2735 FDC PART 8 OF 10 ... SPECIAL NOTICE ... (CASE SENSITIVE-USE LOWER CASE ONLY). 2. CONTACTS FOR INFORMATION REGARDING TSA AVIATION SECURITY PROGRAMS WILL BE PROVIDED BY THE DEPARTMENT OF TRANSPORTATION DURING THE COMMERCIAL CERTIFICATION PROCESS. U.S. COMMERCIAL AIRCRAFT OPERATORS CONTACT THEIR TSA PRINCIPAL SECURITY SPECIALIST (PSS). FOREIGN AIR CARRIERS CONTACT THEIR INTERNATIONAL INDUSTRY REPRESENTATIVE (IIR).


FDC 3/2735 FDC PART 9 OF 10 ... SPECIAL NOTICE ... LOWER CASE ONLY) OR CONTACT THE STATE DEPARTMENT AT 202-736-7158 OR AFTER HOURS AT 202-647-9000. PART III. SPECIAL NOTICE A. PILOTS ARE REMINDED THAT THERE ARE INCREASED SECURITY MEASURES IN PLACE AT MANY AREAS. IN ACCORDANCE WITH 14 CFR SECTION 91.103, PRIOR TO DEPARTURE, PILOTS MUST OBTAIN PERTINENT FLIGHT INFORMATION, INCLUDING ANY TEMPORARY FLIGHT RESTRICTIONS ALONG THEIR ROUTE OF FLIGHT OR AT THEIR POINT OF DEPARTURE/ARRIVAL. B. NONCOMPLIANCE WITH THE SECURITY REQUIREMENTS IN THIS SPECIAL NOTICE MAY RESULT IN THE FLIGHT BEING DENIED ENTRY INTO THE TERRITORIAL AIRSPACE OF THE U.S. OR GROUND STOPPED AT A U.S. AIRPORT DESIGNATED BY THE FAA AND/OR TSA. C. ANY PERSON WHO KNOWINGLY OR WILLFULLY VIOLATES THE RULES CONCERNING OPERATIONS IN THIS SPECIAL NOTICE MAY BE SUBJECT TO CERTAIN CRIMINAL PENALTIES UNDER 49 USC 46307. PILOTS WHO DO NOT ADHERE TO THE FOLLOWING PROCEDURES MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/USSS/SECURITY PERSONNEL. END PART 9 OF 10

FDC 3/2735 FDC PART 10 OF 10 ... SPECIAL NOTICE ... D. SEPARATE SPECIAL NOTICE NOTAM ISSUED FOR DEFINITIONS. END PART 10 OF 10

FDC 2/2422 FDC PART 1 OF 2 SPECIAL ADVISORY NOTICE. A WARNING SIGNAL FOR COMMUNICATING WITH AIRCRAFT IS DEPLOYED AND IS OPERATING WITHIN THE WASHINGTON DC SPECIAL FLIGHT RULES AREA (SFR), INCLUDING THE FLIGHT RESTRICTED ZONE (FRZ). THE SIGNAL CONSISTS OF HIGHLY FOCUSED RED AND GREEN COLORED LIGHTS IN AN ALTERNATING RED/RED/GREEN SIGNAL PATTERN. THIS SIGNAL MAY BE DIRECTED AT SPECIFIC AIRCRAFT SUSPECTED OF MAKING UNAUTHORIZED ENTRY INTO THE SFR/FRZ AND ARE ON A HEADING OR FLIGHT PATH THAT MAY BE INTERPRETED AS A THREAT OR AT THE REQUEST OF THE FAA. THE BEAM IS NOT INJURIOUS TO THE EYES OF PILOTS/AIRCREWS OR PASSENGERS, REGARDLESS OF ALTITUDE OR DISTANCE FROM THE SOURCE. IF YOU ARE IN COMMUNICATION WITH AIR TRAFFIC CONTROL AND THIS SIGNAL IS DIRECTED AT YOUR AIRCRAFT, WE ADVISE YOU TO IMMEDIATELY COMMUNICATE WITH ATC THAT YOU ARE BEING ILLUMINATED BY A VISUAL WARNING SIGNAL. IF THIS SIGNAL IS DIRECTED AT YOU AND YOU ARE NOT COMMUNICATING WITH ATC, WE ADVISE YOU TO TURN TO A HEADING AWAY FROM THE CENTER OF THE FRZ/SFRA AS SOON AS POSSIBLE AND IMMEDIATELY CONTACT ATC ON AN APPROPRIATE FREQUENCY, OR IF UNSURE OF THE FREQUENCY, CONTACT ATC ON VHF PROCEDURES OUTLINED ABOVE MAY RESULT IN INTERCEPTION BY MILITARY AIRCRAFT AND/OR THE USE OF FORCE. END PART 1 OF 2

FDC 2/2422 FDC PART 2 OF 2 SPECIAL ADVISORY NOTICE. THIS NOTICE ONLY APPLIES TO VFR AIRCRAFT OPERATIONS. THIS NOTICE DOES NOT CHANGE PROCEDURES ESTABLISHED FOR REPORTING UNAUTHORIZED LASER ILLUMINATION AS PUBLISHED IN ADVISORY CIRCULAR 70-2. “THIS SIGNAL MAY BE DIRECTED AT SPECIFIC AIRCRAFT SUSPECTED OF MAKING UNAUTHORIZED ENTRY INTO THE SFR/FRZ AND ARE ON A HEADING OR FLIGHT PATH THAT MAY BE INTERPRETED AS A THREAT OR THAT OPERATE CONTRARY TO THE OPERATING RULES FOR THE SFR/FRZ”; END PART 2 OF 2

FDC 1/1155 ZDC DC ... FLIGHT RESTRICTIONS, WASHINGTON, DC. EFFECTIVE 1101102040 UTC UNTIL FURTHER NOTICE. THIS NOTICE WILL REPLACE NOTAM 0/9463 DUE TO TECHNICAL ERROR, NO CHANGES IN RESTRICTIONS. PURSUANT TO TITLE 14 CFR SECTION 99.7, SPECIAL SECURITY INSTRUCTIONS. A. EXCEPT FOR FAA APPROVED DOD, LAW ENFORCEMENT, AND WAIVED LIFE/ARMS AMBULANCE FLIGHTS, ALL VFR AIRCRAFT OPERATIONS WITHIN 30NM OF 385134N/0770211W OR THE WASHINGTON /DCA/ VOR/DME, FROM THE SURFACE UP TO BUT NOT INCLUDING FL180, ARE RESTRICTED TO AN INDICATED AIRSPEED OF 180 KNOTS OR LESS, IF
CAPABLE. IF UNABLE, THE PILOT MUST CONTACT THE APPROPRIATE ATC FACILITY AND ADVISE THEM OF THE AIRCRAFT'S OPERATIONAL LIMITATIONS. B. ALL VFR AIRCRAFT OPERATIONS WITHIN THE AIRSPACE BETWEEN 30 NMR AND 60 NMR OF 385134N/0770211W OR THE WASHINGTON /DCA/ VOR/DME, FROM THE SURFACE UP TO BUT NOT INCLUDING FL180, ARE RESTRICTED TO AN INDICATED AIRSPEED OF 230 KNOTS OR LESS, IF CAPABLE. IF UNABLE THE PILOT MUST CONTACT THE APPROPRIATE ATC FACILITY AND ADVISE THEM OF THE AIRCRAFT'S OPERATIONAL LIMITATIONS PRIOR TO ENTERING THE 60 NMR OF THE WASHINGTON /DCA/ VOR/DME.

FDC 0/8326 ZDC PART 1 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, EFFECTIVE 1012010401 UTC UNTIL FURTHER NOTICE. THIS NOTICE WILL REPLACE NOTAM 0/9477 DUE TO A CHANGE IN RESTRICTIONS. THIS NOTAM AND A NOTAM FOR THE LEESBURG MANEUVERING AREA SUPPLEMENT SUBPART V, 14 CFR PART 93 FOR THE WASHINGTON, D.C. SPECIAL FLIGHT RULES AREA (DC SFRA), PURSUANT TO 49 USC 40103(B), THE FAA HAS ESTABLISHED THE DC SFRA AREA AS 'NATIONAL DEFENSE AIRSPACE. ANY PERSON WHO DOES NOT COMPLY WITH THE REQUIREMENTS APPLICABLE TO THE DC SFRA MAY BE INTERCEPTED, DETAINED AND INTERVIEWED BY LAW ENFORCEMENT/SECURITY PERSONNEL. ANY OF THE FOLLOWING ADDITIONAL ACTIONS MAY ALSO BE TAKEN AGAINST A PILOT WHO DOES NOT COMPLY WITH THE REQUIREMENTS OR ANY SPECIAL INSTRUCTIONS OR PROCEDURES ANNOUNCED IN THIS NOTAM: A) THE FAA MAY TAKE ADMINISTRATIVE ACTION, INCLUDING IMPOSING CIVIL PENALTIES AND THE SUSPENSION OR REVOCATION OF AIRMEN CERTIFICATES; B) THE UNITED STATES GOVERNMENT MAY PURSUE CRIMINAL CHARGES, INCLUDING CHARGES UNDER TITLE 49 OF THE UNITED STATES CODE, SECTION 46307; C) THE UNITED STATES GOVERNMENT MAY USE DEADLY FORCE AGAINST THE AIRBORNE AIRCRAFT, IF IT IS DETERMINED THAT THE AIRCRAFT POSES AN IMMENENT SECURITY THREAT. 1. THIS NOTICE SUPPLEMENTS THE DC SFRA WITH ADDITIONAL GUIDANCE AND INFORMATION. 2. APPLICATION OF DEFINITIONS IN SUBPART V, 14 CFR SECTION 93.335: A. THE DC FLIGHT RESTRICTED ZONE END PART 1 OF 10

FDC 0/8326 ZDC PART 2 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, EFFECTIVE (DC FRZ) FLIGHT PLAN FULFILLS THE REQUIREMENT FOR A DC SFRA FLIGHT PLAN. A DC FRZ FLIGHT PLAN MUST BE FILED WITH FLIGHT SERVICE AT 866-225-7410. THE INITIATOR/PILOT MUST IDENTIFY THEMSELF AND USE THE CONFIDENTIAL PILOT IDENTIFICATION CODE OR THEIR WAIVER NUMBER. B. A DC SFRA FLIGHT PLAN DOES NOT FULFILL THE REQUIREMENTS FOR VISUAL FLIGHT RULES (VFR) OPERATIONS IN THE DC FRZ. A DC FRZ FLIGHT PLAN IS REQUIRED FOR VFR OPERATIONS IN THE DC FRZ. C. PILOTS MAY NOT FILE A DC FRZ FLIGHT PLAN WHILE AIRBORNE. 3. ADDITIONS TO OPERATING IN THE DC SFRA 14 CFR SECTION 93.339: A. AIRCRAFT OPERATING IN THE DC SFRA MUST BE EQUIPPED WITH AN OPERABLE TWO WAY RADIO CAPABLE RECOMMENDED THAT A PILOT CONTINUOUSLY MONITOR VHF FREQUENCY 121.5 OR UHF FREQUENCY 243.0 FOR EMERGENCY INSTRUCTIONS WHEN OPERATING AN AIRCRAFT IN THE DC SFRA, EITHER IN AN AIRCRAFT THAT IS SUITABLY EQUIPPED, OR BY USE OF PORTABLE EQUIPMENT. B. ANY PERSON OPERATING AN AIRBORNE AIRCRAFT UNDER VFR WITHIN OR TRANSITING THE DC SFRA/FRZ WHO IS AWARE OF AN INABILITY TO COMPLY WITH THE REQUIREMENT TO MAINTAIN RADIO CONTACT WITH ATC MUST IMMEDIATELY SQUAWK 7600 AND EXIT THE DC SFRA/FRZ BY THE MOST DIRECT LATERAL ROUTE UNLESS; 1) THE DEPARTURE POINT IS WITHIN THE SFRA AND THE DEPARTURE POINT IS CLOSER END PART 2 OF 10


FDC 0/8326 ZDC PART 4 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, EFFECTIVE HTTP://WWW.FAA.GOV/ABOUT/OFFICE_ORG/HEADQUARTERS_OFFICES/ATO/TRACON/PCT/ 4. ADDITIONS TO OPERATING IN THE DC FRZ 14 CFR SECTION 93.341. ALL OPERATIONS ARE PROHIBITED WITHIN THE FRZ (INCLUDING TRANSIT) UNLESS OUTLINED BELOW: A. THE FOLLOWING OPERATIONS ARE NOT AUTHORIZED WITHIN THE DC FRZ: FLIGHT TRAINING, AEROBATIC FLIGHT, PRACTICE INSTRUMENT APPROACHES, GLIDER OPERATIONS, PARACHUTE OPERATIONS, ULTRA
LIGHT, HANG GLIDING, BALLOON OPERATIONS, TETHERED BALLOONS, AGRICULTURE/CROP DUSTING, ANIMAL POPULATION CONTROL FLIGHT OPERATIONS, BANNER TOWING OPERATIONS, MAINTENANCE TEST FLIGHTS, MODEL AIRCRAFT OPERATIONS, MODEL ROCKETFLY, FLOAT PLANE OPERATIONS, UNMANNED AIRCRAFT SYSTEMS (UAS) AND AIRCRAFT/HELICOPTERS OPERATING FROM A SHIP OR PRIVATE/CORPORATE YACHT. B. IT IS HIGHLY RECOMMENDED THAT A PILOT CONTINUOUSLY MONITOR VHF FREQUENCY 121.5 OR UHF FREQUENCY 243.0 FOR EMERGENCY INSTRUCTIONS WHEN OPERATING AN AIRCRAFT IN THE DC FRZ, EITHER IN AN AIRCRAFT THAT IS SUITABLY EQUIPPED, OR BY USE OF PORTABLE EQUIPMENT. C. ALL AIR AMBULANCE FLIGHTS MUST OBTAIN AND COMPLY WITH AN FAA/TSA WAIVER FOR OPERATIONS WITHIN THE FRZ. D. ALL END PART 4 OF 10

FDC 0/8326 ZDC PART 5 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, EFFECTIVE U.S. STATE AND LOCAL LAW ENFORCEMENT AIRCRAFT MUST OBTAIN AND COMPLY WITH AN FAA/TSA WAIVER FOR OPERATIONS WITHIN THE FRZ. E. DOD OPERATORS CONDUCTING VFR, ROTARY WING FLIGHTS WITHIN THE FRZ MUST CONTACT THE NCRCC AT 866-598-9525 PRIOR TO ENTERING THE FRZ. F. APPROVED DOD, LAW ENFORCEMENT, AND LIFEGUARD/AIR AMBULANCE OPERATORS MAY CONDUCT TRAINING/MAINTENANCE FLIGHTS WITHIN THE DC FRZ WITH PRIOR APPROVAL AND COORDINATION WITH THE TSA NCRCC AT 866-598-9520. THESE OPERATIONS ARE TO BE KEPT TO A MINIMUM CONSISTENT WITH FLIGHT SAFETY AND PILOT PROFICIENCY. G. THE FAA OFFICE OF SYSTEM OPERATIONS SECURITY MAY EXEMPT OPERATORS FROM HAVE SPECIFIC AUTHORIZATION FROM THE DEPARTMENT OF TRANSPORTATION (DOT), MAY LAND AND DEPART RONALD REAGAN WASHINGTON NATIONAL AIRPORT (DCA) HEREIN REFERRED TO AS DCA APPROVED CARRIERS. B. DCA APPROVED AIR CARRIERS, OPERATING UNSCHEDULED, END PART 5 OF 10

FDC 0/8326 ZDC PART 6 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, EFFECTIVE CHARTER OR ADDITIONAL SECTIONS MAY OPERATE WITHOUT A WAIVER UNDER THE FOLLOWING CONDITIONS: 1) ALL OPERATIONS MUST BE CONDUCTED IN ACCORDANCE WITH THEIR TSA AIRCRAFT OPERATORS STANDARD SECURITY PROGRAM (AOSSP) AND MUST DEPART A TSA OR EQUIVALENT SCREENED TERMINAL GATE. 2) THE TSA NCRCC MUST BE NOTIFIED BY TELEPHONE AT LEAST ONE HOUR PRIOR TO DEPARTURE AT 866-598-9520. 3) UNSCHEDULED OPERATIONS AT DCA REQUIRE A SLOT RESERVATION PER 14 CFR PART 93, SUBPART K. ADDITIONAL INFORMATION MAY BE OBTAINED IN ADVISORY CIRCULAR (AC) 93-1. C. ALL OTHER FLIGHTS MUST OBTAIN AN FAA/TSA WAIVER OR DCA ACCESS STANDARD SECURITY PROGRAM (DASSP) SECURITY AUTHORIZATION. ELIGIBLE OPERATIONS FOR A FAA/TSA WAIVER ARE LIMITED TO: U.S. GOVERNMENT OPERATIONS (GOV), Elected Officials (ELO), Special Operations (SPO), DOD, LAW ENFORCEMENT, AIR AMBULANCE FLIGHTS OR TSA AIRCRAFT OPERATORS STANDARD SECURITY PROGRAM (AOSSP). UNSCHEDULED OPERATIONS AT DCA REQUIRE A SLOT RESERVATION PER 14 CFR PART 93, SUBPART K. ADDITIONAL INFORMATION MAY BE OBTAINED IN ADVISORY CIRCULAR (AC) 93-1. D. DOD AND FEDERALLY OWNED AND OPERATED AIRCRAFT ON AN OPERATIONAL MISSION, WITH PRIOR FAA APPROVAL, MAY LAND AND DEPART DCA WITHOUT A WAIVER. APPROVAL FROM THE FAA NCRCC MUST BE OBTAINED AT LEAST ONE HOUR PRIOR TO DEPARTURE VIA TELEPHONE AT END PART 6 OF 10

FDC 0/8326 ZDC PART 7 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, EFFECTIVE 866-5989522. D. DOD AND FEDERALLY OWNED AND OPERATED AIRCRAFT ON A TRAINING OR FERRY FLIGHT MAY NOT LAND OR DEPART DCA UNLESS THE OPERATOR HAS APPLIED AND RECEIVED AN FAA/TSA WAIVER. E. FOREIGN STATE OR DIPLOMATIC AIRCRAFT ARE NOT AUTHORIZED TO LAND OR DEPART AT DCA. 6. ADDITIONS TO OPERATING IN THE DC FRZ 14 CFR SECTION 93.341, OPERATIONS AT ANDREWS AFB (ADW) AND DAVISON ARMY AIRFIELD (DAA): A. DOD OWNED AND OPERATED AIRCRAFT MAY OPERATE AT ADW OR DAA WITHOUT AN FAA/TSA WAIVER AND ARE RESPONSIBLE FOR THE SECURITY OF THEIR AIRCRAFT, CREW AND PASSENGERS. B. FEDERALLY OWNED AND OPERATED AIRCRAFT MAY OPERATE AT ADW OR DAA WITHOUT AN FAA/TSA WAIVER. C. DCA APPROVED CARRIERS, OPERATING UNSCHEDULED OR CHARTER FLIGHTS INTO ADW OR DAA, IN SUPPORT OF U.S. GOVERNMENT OPERATIONS MAY OPERATE WITHOUT A WAIVER UNDER THE FOLLOWING CONDITIONS: 1) ALL OPERATIONS MUST BE CONDUCTED IN ACCORDANCE WITH THEIR TSA AIRCRAFT OPERATORS STANDARD SECURITY PROGRAM (AOSSP), INCLUDING DEPARTING FROM A TSA OR EQUIVALENT SCREENED TERMINAL. 2) NOTIFICATION TO THE FAA NCRCC VIA TELEPHONE AT 866-598-9520 IS REQUIRED AT LEAST ONE HOUR PRIOR TO END PART 7 OF 10

FDC 0/8326 ZDC PART 8 OF 10 FLIGHT RESTRICTIONS, WASHINGTON, DC, EFFECTIVE DEPARTURE. D. AN FAA/TSA WAIVER IS REQUIRED FOR ALL STATE, LOCAL GOVERNMENT AIRCRAFT, DOD CONTRACT (INCLUDING CONTRACT AIRCRAFT USING MILITARY CALL SIGNS), ON DEMAND PASSENGER OR CARGO OPERATIONS INCLUDING ALL PART 121, 125, 129, 135 FLIGHTS LANDING AND DEPARTING ADW OR DAA NOT LISTED AS A DCA APPROVED CARRIER. NOTIFICATION TO THE TSA NCRCC VIA TELEPHONE AT 866598-9520 IS REQUIRED AT LEAST ONE HOUR BEFORE DEPARTURE. E. 14 CFR SECTION 93.341 (C) STATES THAT PRIOR PERMISSION MAY BE REQUIRED TO LAND OR DEPART
ANDREWS AIR FORCE BASE, MD (ADW) DIPLOMATIC CLEARANCE, AND A PPR, MAY LAND AND DEPART ONLY AT ADW WITHIN THE DC FRZ. DAA IS NOT AUTHORIZED FOR ARRIVAL OR DEPARTURE OF FOREIGN DIPLOMATIC FLIGHTS. 7. IN SUBPART V, 14 CFR SECTION 93.343 (A)(2) A DC SFRA FLIGHT PLAN WILL NOT FULFILL THE REQUIREMENTS OF A DC FRZ FLIGHT PLAN. 8. RESOURCES: A. THE CODE OF FEDERAL REGULATIONS CAN BE FOUND ON THE GOVERNMENT PRINTING OFFICE WEBSITE AT HTTP://WWW.GPOACCESS.GOV/CFR/INDEX.HTML. B. DIRECT ANY PILOT PROCEDURAL QUESTIONS ON THE DC SFRA OR FRZ TO FAA SYSTEM OPERATIONS END PART 8 OF 10


FDC 1/2534 FDC PART 1 OF 2 SPECIAL ADVISORY FOR NORTH AFRICA...INSTRUCTIONS CONCERNING CERTAIN FLIGHTS WITHIN THE TRIPOLI FLIGHT INFORMATION REGION (HLLL) A. APPLICABILITY. THIS ADVISORY APPLIES TO ALL U.S. AIR CARRIERS AND COMMERCIAL OPERATORS AND 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, AND ALL OPERATORS OF AIRCRAFT REGISTERED IN THE UNITED STATES EXCEPT WHERE THE OPERATOR OF SUCH AIRCRAFT IS A FOREIGN AIR CARRIER, B. UNITED NATIONS SECURITY RESOLUTION 1973 HAS BANNED ALL FLIGHT OPERATIONS WITHIN THE TRIPOLI (HLLL) FIR WITH THE EXCEPTION OF THOSE OPERATIONS SPECIFICALLY AUTHORIZED BY THE RESOLUTION. ADDITIONALLY, EUROCONTROL HAS SUSPENDED FLIGHT PLANS FOR ALL FLIGHT OPERATIONS WITHIN THE TRIPOLI HLLL FIR. C. CAUTION FOR HLLL. NO PERSON DESCRIBED IN PARAGRAPH A SHOULD CONDUCT FLIGHT OPERATIONS WITHIN HLLL. D. ADDITIONAL CAUTION. ALL PERSONS DESCRIBED IN PARAGRAPH A ARE URGED END PART 1 OF 2

FDC 1/2534 FDC PART 2 OF 2 SPECIAL ADVISORY FOR NORTH AFRICA...INSTRUCTIONS TO EXERCISE EXTREME VIGILANCE WHEN OPERATING IN THE FLIGHT INFORMATION REGIONS ADJACENT TO HLLL. E. 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 SPECIAL NOTICE TO THE EXTENT REQUIRED BY THAT EMERGENCY. F. EXPIRATION. THIS SPECIAL ADVISORY WILL REMAIN IN EFFECT UNTIL FURTHER NOTICE. FAA AIR TRAFFIC SYSTEM OPERATIONS SECURITY (202-2678276) IS THE POINT OF CONTACT. END PART 2 OF 2

FDC 8/2435 FDC ... SPECIAL NOTICE ... PILOTS ARE REMINDED THAT THERE ARE INCREASED SECURITY MEASURES IN PLACE FOR AIRCRAFT ENTERING DOMESTIC AIRSPACE, INCLUDING THOSE ENTERING FLIGHT INFORMATION REGIONS. ALL PILOTS OF VFR AIRCRAFT ARE REQUIRED TO FILE A DEFENSE VISUAL FLIGHT RULES (DVFR) FLIGHT PLAN PRIOR TO ENTERING THE AIR DEFENSE IDENTIFICATION ZONE (ADIZ). IN ACCORDANCE WITH CFR 99 TITLE 14 CHAPTER 1 PART 99 SECURITY CONTROL OF AIR TRAFFIC, SECTIONS 99.1 THROUGH 99.49, THE PILOT MUST ACTIVATE THE DVFR FLIGHT PLAN WITH U.S. FLIGHT SERVICE AND SET THE AIRCRAFT TRANSPOUNDER TO THE ASSIGNED DISCRETE BEACON CODE PRIOR TO ENTERING THE ADIZ. FAILURE TO COMPLY WITH ALL DVFR PROCEDURES MAY RESULT IN THE AIRCRAFT BEING INTERCEPTED BY DEPARTMENT OF DEFENSE AIRCRAFT.

FDC 7/2992 FDC ... SPECIAL NOTICE... THE IRANIAN GOVERNMENT HAS ISSUED NOTAMS SPECIFIC TO RESTRICTED AREAS TO INCREASE THE RADIUS OF THE RESTRICTED AIRSPACE, CLOSE AIR
CORRIDORS AND OPEN TEMPORARY AIR CORRIDORS TO MOVE CIVIL AIR TRAFFIC AWAY FROM THESE AREAS. DESPITE THESE SAFETY PRECAUTIONS, IRANIAN MILITARY ELEMENTS HAVE BEEN KNOWN TO FIRE AT CIVIL AIRCRAFT OPERATING NEAR OR ADJACENT TO RESTRICTED AREAS. AIRMEN ARE REMINDED TO REMAIN CURRENT ON ALL NOTAMS BEFORE OPERATING AN AIRCRAFT OVER IRAN, PARTICULARLY THOSE PERTAINING TO RESTRICTED AIRSPACE REQUIREMENTS.

FDC 7/8072 FDC ..SPECIAL NOTICE.. EFFECTIVE IMMEDIATELY UNTIL FURTHER NOTICE. THIS NOTICE IS TO EMPHASIZE THAT BEFORE OPERATING IN OR ADJACENT TO IRANIAN AIRSPACE ALL U.S. AIRMEN AND OPERATORS SHOULD BE FAMILIAR WITH CURRENT CONDITIONS IN THE MIDDLE EAST. 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. ANY U.S. OPERATOR PLANNING A FLIGHT THROUGH IRANIAN AIRSPACE SHOULD PLAN IN ADVANCE AND HAVE ALL CURRENT NOTAM'S AND AERONAUTICAL INFORMATION FOR ANY PLANNED FLIGHT.

FDC 7/7201 FDC PART 1 OF 3 .. SPECIAL NOTICE .. SPECIAL FEDERAL AVIATION REGULATION NO. 107 PROHIBITION AGAINST CERTAIN FLIGHTS WITHIN THE TERRITORY AND AIRSPACE OF SOMALIA. A. APPLICABILITY. THIS SPECIAL FEDERAL AVIATION REGULATION (SFAR) NO. 107 APPLIES TO ALL U.S. AIR CARRIERS OR COMMERCIAL OPERATORS, 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, AND 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 BELOW, OR IN PARAGRAPHS C AND D OF THIS SFAR, NO PERSON DESCRIBED IN PARAGRAPH A MAY CONDUCT FLIGHT OPERATIONS WITHIN THE TERRITORY AND AIRSPACE OF SOMALIA AT OR BELOW FLIGHT LEVEL (FL) 200. (1) OVERFLIGHTS OF SOMALIA MAY BE CONDUCTED ABOVE FL200 SUBJECT TO THE APPROVAL OF, AND IN ACCORDANCE WITH THE CONDITIONS ESTABLISHED BY, THE APPROPRIATE AUTHORITIES OF SOMALIA. C. PERMITTED OPERATIONS. THIS SFAR DOES NOT PROHIBIT PERSONS DESCRIBED IN PARAGRAPH A FROM CONDUCTING FLIGHT OPERATIONS WITHIN THE TERRITORY AND AIRSPACE OF SOMALIA BELOW FL200 WHEN SUCH OPERATIONS ARE AUTHORIZED EITHER BY ANOTHER AGENCY OF THE UNITED STATES GOVERNMENT WITH THE APPROVAL OF THE FAA OR BY AN EXEMPTION ISSUED BY THE ADMINISTRATOR. 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 OR COMMERCIAL OPERATORS THAT ARE SUBJECT TO THE REQUIREMENTS OF TITLE 14 CFR PARTS 119, 121, OR 135, EACH PERSON WHO DEVIATES FROM THIS RULE MUST, WITHIN 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 FOR IT. E. EXPIRATION. THIS SPECIAL FEDERAL AVIATION REGULATION WILL REMAIN IN EFFECT UNTIL FURTHER NOTICE. FAA FLIGHT STANDARDS 202-267-8166, IS THE POINT OF CONTACT. END PART 1 OF 3

FDC 7/7201 FDC PART 2 OF 3 .. SPECIAL NOTICE .. (2) FLIGHTS DEPARTING FROM COUNTRIES ADJACENT TO SOMALIA WHOSE CLIMB PERFORMANCE WILL NOT PERMIT OPERATION ABOVE FL200 PRIOR TO ENTERING SOMALI AIRSPACE MAY OPERATE AT ALTITUDES BELOW FL200 TO THE EXTENT NECESSARY TO PERMIT A CLIMB ABOVE FL200, SUBJECT TO THE APPROVAL OF, AND IN ACCORDANCE WITH THE CONDITIONS ESTABLISHED BY, THE APPROPRIATE AUTHORITIES OF SOMALIA. C. PERMITTED OPERATIONS. THIS SFAR DOES NOT PROHIBIT PERSONS DESCRIBED IN PARAGRAPH A FROM CONDUCTING FLIGHT OPERATIONS WITHIN THE TERRITORY AND AIRSPACE OF SOMALIA BELOW FL200 WHEN SUCH OPERATIONS ARE AUTHORIZED EITHER BY ANOTHER AGENCY OF THE UNITED STATES GOVERNMENT WITH THE APPROVAL OF THE FAA OR BY AN EXEMPTION ISSUED BY THE ADMINISTRATOR. 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 OR COMMERCIAL OPERATORS THAT ARE SUBJECT TO THE REQUIREMENTS OF TITLE 14 CFR PARTS 119, 121, OR 135, EACH PERSON WHO DEVIATES FROM THIS RULE MUST, WITHIN 10 DAYS OF THE DEVIATION, EXCLUDING SATURDAYS, SUNDAYS, AND FEDERAL END PART 2 OF 3


FDC 4/0811 FDC ..SPECIAL NOTICE... THIS IS A RESTATEMENT OF A PREVIOUSLY ISSUED ADVISORY NOTICE. IN THE INTEREST OF NATIONAL SECURITY AND TO THE EXTENT PRACTICABLE, PILOTS ARE STRONGLY ADVISED TO AVOID THE AIRSPACE ABOVE, OR IN PROXIMITY TO SUCH SITES AS POWER PLANTS (NUCLEAR, HYDRO-ELECTRIC, OR COAL), DAMS, REFINERIES, INDUSTRIAL COMPLEXES, MILITARY FACILITIES AND OTHER SIMILAR FACILITIES. PILOTS SHOULD NOT CIRCLE AS TO LOITER IN THE VICINITY OVER THESE TYPES OF FACILITIES.

FDC 4/4386 FDC SPECIAL NOTICE... NATIONAL AIRSPACE SYSTEM INTERCEPT PROCEDURES. AVIATORS SHALL REVIEW THE FEDERAL AVIATION ADMINISTRATION AERONAUTICAL INFORMATION MANUAL (AIM) FOR INTERCEPTION PROCEDURES, CHAPTER 5, SECTION 6, PARAGRAPH 5-6-2. ALL AIRCRAFT OPERATING IN UNITED STATES NATIONAL AIRSPACE, IF CAPABLE, SHALL MAINTAIN A LISTENING WATCH ON VHF GUARD SIGNALS, CONTACT AIR TRAFFIC CONTROL IMMEDIATELY ON THE LISTENING FREQUENCY OR ON VHF GUARD 121.5 OR UHF GUARD 243.0, AND COMPLY WITH THE INSTRUCTIONS GIVEN BY THE INTERCEPTING AIRCRAFT INCLUDING VISUAL SIGNALS IF UNABLE RADIO CONTACT. BE ADVISED THAT NONCOMPLIANCE MAY RESULT IN THE USE OF FORCE.
FDC 30778 ZZZ KENYA ADVISORY. ATTENTION U.S. OPERATORS: RECENT, CREDIBLE INFORMATION INDICATES A POTENTIAL NEAR-TERM TERRORIST ATTACK AGAINST U.S. AND WESTERN INTERESTS IN KENYA. WHILE SPECIFIC DETAILS ARE NOT AVAILABLE, ONE POSSIBLE TACTIC WOULD BE AN ATTACK USING MAN-PORTABLE AIR DEFENSE SYSTEMS (MANPADS), SUCH AS THOSE USED AGAINST AN ISRAELI AIR CARRIER DEPARTING FROM MOMBASA, KENYA ON NOVEMBER 28, 2002. THE DEPARTMENT OF STATE HAS ISSUED A TRAVEL WARNING REGARDING A POTENTIAL MANPADS THREAT.
Part 2.

REVISIONS TO MINIMUM ENROUTE

IFR ALTITUDES & CHANGEOVER POINTS
§95.6001 VICTOR ROUTES-U.S

§95.6015 VOR FEDERAL AIRWAY V15

FROM  
IS AMENDED TO READ IN PART
SATTY, TX  FIX  
TO  
WACO, TX  VORTAC  2400

§95.6029 VOR FEDERAL AIRWAY V29

FROM  
IS AMENDED TO READ IN PART
SMYRNA, DE  VORTAC  
TO  
DUPONT, DE  VORTAC  #1800
#DUPONT R-181 UNUSABLE BELOW 10000 USE SMYRNA R-360

§95.6104 VOR FEDERAL AIRWAY V104

FROM  
IS AMENDED TO DELETE
U.S.CANADIAN BORDER  
TO  
MASSENA, NY VORTAC  *2100
*1600 – MOCA  
MASSENA, NY VORTAC  MALAE, NY FIX  $#*3500
*2700 - MOCA  
#GNSS MEA ONLY
MASSENA R-119 UNUSABLE. GNSS REQUIRED
MASSENA, NY FIX  *PLATTSBURGH, NY VORTAC  **7000
*4600 - MCA PLATTSBURGH, NY VORTAC , NW BND
**6100 - MOCA  
**6100 - GNSS MEA
PLATTSBURGH, NY VORTAC  *BURLINGTON, VT VOR/DME  2600

§95.6166 VOR FEDERAL AIRWAY V166

FROM  
IS AMENDED TO READ IN PART
BRIEF, NJ  FIX  
TO  
SEA ISLE, NJ  VORTAC  3000

§95.6210 VOR FEDERAL AIRWAY V210

FROM  
IS AMENDED TO READ IN PART
WILL ROGERS, OK  VORTAC  
TO  
MINGG, OK  FIX  *4000
*3100 - MOCA  
MINGG, OK  FIX  OKMULGEE, OK  VOR/DME  *4000
*2600 - MOCA

§95.6267 VOR FEDERAL AIRWAY V267

FROM  
IS AMENDED TO READ IN PART
FORMS, NC  FIX  
TO  
*KNITS, TN  FIX  7500
*6200 - MCA  KNITS, TN  FIX , S BND 1-IFR-1
§95.6272 VOR FEDERAL AIRWAY V272

FROM
IS AMENDED TO READ IN PART
*BRISC, TX  FIX SAYRE, OK  VORTAC
*7000 - MRA
**4500 - MOCA
SERTS, OK  FIX LIONS, OK  FIX
*3100 - MOCA
*3700 - GNSS MEA
WILL ROGERS, OK  VORTAC MINGG, OK  FIX
*3100 - MOCA
HOLLE, OK  FIX MC ALESTER, OK  VORTAC

TO MEA
**5500
*4500
*4000
3000

§95.6402 VOR FEDERAL AIRWAY V402

FROM
IS AMENDED TO READ IN PART
*BRISC, TX  FIX MITBEE, OK  VORTAC
*7000 - MRA
**4500 - MOCA

TO MEA
**5500

§95.6440 VOR FEDERAL AIRWAY V440

FROM
IS AMENDED TO READ IN PART
*BRISC, TX  FIX SAYRE, OK  VORTAC
*7000 - MRA
**4500 - MOCA

TO MEA
**5500

§95.6491 VOR FEDERAL AIRWAY V491

FROM
IS AMENDED TO READ IN PART
RAPID CITY, SD  VORTAC BFFLO, SD  FIX
BFFLO, SD  FIX HAYNI, ND  FIX
*5000 - MOCA
HAYNI, ND  FIX DICKINSON, ND  VORTAC
*4500 - MOCA

TO MEA
5000
*9000
*5000

§95.6605 VOR FEDERAL AIRWAY V605

FROM
IS AMENDED TO READ IN PART
SPARTANBURG, SC  VORTAC *GENOD, NC  FIX
*15000 - MRA
**4600 - MOCA
**5000 - GNSS MEA

TO MEA
**15000
§95.8003 VOR FEDERAL AIRWAY CHANGEOVER POINTS

<table>
<thead>
<tr>
<th>AIRWAY SEGMENT</th>
<th>CHANGEOVER POINTS</th>
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<tbody>
<tr>
<td>FROM</td>
<td>TO</td>
</tr>
<tr>
<td>V166</td>
<td></td>
</tr>
<tr>
<td>WOODSTOWN, NJ</td>
<td>SEA ISLE, NJ VORTAC</td>
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<tr>
<td>V272</td>
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<td>SAYRE, OK</td>
<td>WILL ROGERS, OK VORTAC</td>
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IS AMENDED TO ADD CHANGEOVER POINT
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 at http://www.faa.gov/air_traffic/publications/ifim/ on the internet.

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.)

<table>
<thead>
<tr>
<th>Code</th>
<th>Information Source</th>
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<tbody>
<tr>
<td>I or II (followed by the NOTAM number)</td>
<td>Class One or Class Two NOTAMs</td>
</tr>
<tr>
<td>AIP</td>
<td>Aeronautical Information Publication (followed by the AIP change number)</td>
</tr>
<tr>
<td>AIC</td>
<td>Aeronautical Information Circular (followed by the AIC number)</td>
</tr>
<tr>
<td>DOS</td>
<td>Department of State advisories</td>
</tr>
<tr>
<td>FAA</td>
<td>Federal Aviation Administration</td>
</tr>
</tbody>
</table>

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 published 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.
INTERNATIONAL NOTICES TO AIRMEN

SECTION 1

Flight Prohibitions, Potentially Hostile Situations, and Foreign Notices

Introduction: This part contains FAA-issued flight prohibitions for countries and territories outside the United States, advisory notices on potentially hostile situations abroad, and notices issued by foreign governments and civil aviation authorities.


All operators also should check the latest U.S. Department of State Travel Warnings and Public Announcements at http://travel.state.gov, and can obtain additional information by contacting the appropriate foreign government authorities.

BAHAMAS, THE

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.

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 2/20/2010)

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 2/22/2010)
CHINA

Federal Aviation Administration (FAA) Flight Routing Authorization Requirements in United States Territorial Airspace

All aircraft with China registrations beginning with B; aircraft using the ICAO designator of a China company; or aircraft used for China diplomatic flights require FAA routing authorization for flights in United States Territorial Airspace, unless the aircraft is registered in Hong Kong, Macau, or Taiwan, or the aircraft is operated by a company with FAA Part 129 operations specifications.

Only IFR flights are eligible for FAA routing authorization. See current FAA KFDC NOTAMS for other requirements and information regarding Aircraft that Operate To or From or Within or Transit Territorial Airspace of the United States (US).

FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance or US Transportation Security Administration (TSA) waiver. To obtain FAA routing authorization, contact the FAA System Operations Support Center at 9-ATOR-HQ-RT-REQ@faa.gov or FAX 202-267-5289 (Attention FAA SOSC), or call 202-267-8115.

Provide the following information:

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E-Mail address. Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number.

2. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)-City (ICAO Location Identifier), etc.

3. Specific route information for each leg of the flight: Callsign, departure point, date/time (UTC), route, destination, date/time (UTC).

4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.


CONGO, DEMOCRATIC REPUBLIC OF
FDC 8/7569

The Democratic Republic of the Congo (DROC) (Formerly Zaire) Advisory - Potential Hostile Situation. Attention U.S. Operators: The DROC has been involved in a civil war since 1996. In September 2009, the Department of State continued to warn U.S. citizens of the risks of traveling to the Democratic Republic of the Congo (Congo-Kinshasa). This reflects the continued instability in North Kivu province and the surrounding area, as well as a critical crime threat in Kinshasa.

Aircraft operating below 15,000 feet AGL in the DROC may come within weapons range as the fighting continues. Last known reported incident was in Eastern Zaire, a civilian B-727 was shot down by a man-portable missile in 1998. This demonstrated that the rebel forces in the DROC can and will shoot down civil aircraft they believe to be carrying government soldiers or weaponry. Operators considering flights within the DROC should familiarize themselves with the current situation.

**CUBA**

**Federal Aviation Administration (FAA) Flight Routing Authorization Requirements in United States Territorial Airspace**

All aircraft with Cuba registration beginning with CU; aircraft using the ICAO designator of a Cuba company; or aircraft used for Cuba diplomatic flights require FAA routing authorization for flights in United States Territorial Airspace.

Only IFR flights are eligible for FAA routing authorization. See current FAA KFDC NOTAMS for other requirements and information regarding Aircraft that Operate To or From or Within or Transit Territorial Airspace of the United States (US).

FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance or US Transportation Security Administration (TSA) waiver. To obtain FAA routing authorization, contact the FAA System Operations Support Center at 9-ATOR-HQ-RT-REQ@faa.gov or FAX 202-267-5289 (Attention FAA SOSC), or call 202-267-8115.

Provide the following information:

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E-Mail address. Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number.
2. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)-City (ICAO Location Identifier), etc.
3. Specific route information for each leg of the flight: Callsign, departure point, date/time (UTC), route, destination, date/time (UTC).
4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.


**ETHIOPIA**

**FDC 0/4999**

**KFDC A0012/00**

**Special Federal Aviation Regulation No. 87 – Prohibition Against Certain Flights Within the Territory and Airspace of Ethiopia**

- **a. Applicability.** This Special Federal Aviation Regulation (SFAR) No. 87 applies to all U.S. air carriers or commercial operators, all persons exercising the privileges of an airman certificate issued by the FAA unless that person is engaged in the operation of a U.S.–registered aircraft for a foreign air carrier, and all operators using 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 c and d of this SFAR, no person described in paragraph a may conduct flight operations within the territory and airspace of Ethiopia north of 12 degrees north latitude.

- **c. Permitted operations.** This SFAR does not prohibit persons described in paragraph a from conducting flight operations within the territory and airspace of Ethiopia where such operations are authorized either by exemption issued by the Administrator or by an authorization issued by another agency of the United States Government with the approval of the FAA.

- **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 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 reason therefor.

e. Expiration. This Special Federal Aviation Regulation shall remain in effect until further notice.


EUROPE

All aircraft flying into, departing from, or transiting Europe within the General Air Traffic (GAT) Civil system must file an International Civil Aviation Organization (ICAO) flight plan with the Integrated Initial Flight Plan Processing System (IFPS) managed by the EUROCONTROL Central Flow Management Unit (CFMU). This system is the sole source for the distribution of the IFR/GAT portions of flight plan information to Air Traffic Control (ATC) within participating European Countries collectively known as the IFPS Zone (IFPZ). Flight plans and associated messages for all IFR flights, including the IFR portions of mixed IFR/VFR flights, entering, over flying or departing the IFPZ, shall be addressed only to the two IFPS addresses for that portion of the flight within the IFPZ. The IFPS addresses to be included in flight plans and associated messages submitted by operators that intend to fly into or through the IFPZ are as follows:

<table>
<thead>
<tr>
<th>Network</th>
<th>IFPS Unit Addresses</th>
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<tbody>
<tr>
<td>IFPU1</td>
<td></td>
</tr>
<tr>
<td>Haren, Belgium         AFTN EUCHZMFP</td>
<td></td>
</tr>
<tr>
<td>SITA       BRUEP7X</td>
<td></td>
</tr>
<tr>
<td>IFPU2</td>
<td></td>
</tr>
<tr>
<td>Brétigny, France      AFTN EUCBZMFP</td>
<td></td>
</tr>
<tr>
<td>SITA       PAREP7X</td>
<td></td>
</tr>
</tbody>
</table>

IFPS will ensure distribution of the accepted flight plan to all relevant ATS units within their area of responsibility. Flight plan message originators filing to IFPS are responsible for ensuring that the flight plan and any modifications made thereto are addressed to all the relevant ATS units outside the IFPZ. In order to ensure consistency between the flight plan data distributed within the IFPZ and that distributed outside the IFPZ, the EUROCONTROL CFMU has established a “re-addressing function”. The “re-addressing function” is intended primarily for flights originating within the IFPZ and proceeding outside the IFPZ.

Note.— Detailed procedures and information applicable to flight plan addressing and distribution are contained in the EUROCONTROL “Basic CFMU Handbook”.

Additional information may be obtained from Aeronautical Information Publications (AIP) and/or Aeronautical Information Circulars (AIC) issued by individual countries, through commercial flight planners, or by contacting EUROCONTROL, rue de laFusee, 96, B–1130, Brussels, Belgium. Telephone: 32–2–745–1950, FAX: 32–2–729–9041 and on the EUROCONTROL Web site: www.eurocontrol.int.

NOTE–IFPS Zone Countries – Albania, Armenia, Austria, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Lithuania, Luxembourg, Former Yugoslav Republic of Macedonia, Malta, Monaco, Morocco, Netherlands, Norway, Poland, Portugal, Republic of Moldova, Romania, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Turkey, Ukraine, United Kingdom, Serbia and Montenegro.

(AEU-500 6/7/2010)

IRAN
FDC 6/2762
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 operator’s behalf. The operator should also continue to attempt contact with the defense radar station directly. Any U.S. operator planning a flight through Iranian airspace should file a flight plan well in advance and carefully adhere to that flight plan and/or all air traffic clearances while in Iranian airspace.

The U.S. Department of State has issued a travel warning for Iran advising, in part, that the U.S. government does not currently maintain diplomatic or consular relations with the Islamic Republic of Iran, and that the Swiss government, acting through its Embassy in Tehran, serves as the protecting power for U.S. interests in Iran. Any U.S. operator making an unanticipated landing in Iran should contact the Swiss Embassy in Tehran for any needed assistance at telephone 98–21–871–52–23 or 98–21–871–52–24.

The United States NOTAM Office disclaims foreign NOTAM accuracy or completeness.

(FAA/AIA–100 5/14/02)

**IRAN (ISLAMIC REPUBLIC OF)**

Federal Aviation Administration (FAA) Flight Routing Authorization Requirements in United States Territorial Airspace

All aircraft with Iran registrations beginning with EP; aircraft using the ICAO designator of an Iran company; or aircraft used for Iran diplomatic flights require FAA routing authorization for flights in United States Territorial Airspace.

Only IFR flights are eligible for FAA routing authorization. See current FAA KFDC NOTAMS for other requirements and information regarding Aircraft that Operate To or From or Within or Transit Territorial Airspace of the United States (US).

FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance or US Transportation Security Administration (TSA) waiver. To obtain FAA routing authorization, contact the FAA System Operations Support Center at 9-ATOR-HQ-RT-REQ@faa.gov or FAX 202-267-5289 (Attention FAA SOSC), or call 202-267-8115.

Provide the following information:

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E-Mail address. Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number.

2. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)-City (ICAO Location Identifier), etc.

3. Specific route information for each leg of the flight: Callsign, departure point, date/time (UTC), route, destination, date/time (UTC).

4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.


**IRAQ**

Special Federal Aviation Regulation No. 77 – Prohibition Against Certain Flights Within the Territory and Airspace of Iraq.

1. Applicability. This rule applies to the following persons:
(a) All U.S. air carriers or commercial operators;
(b) 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
(c) All operators of aircraft registered in the United States except where the operator of such aircraft is a foreign air carrier.

2. Flight prohibition. No person may conduct flight operations over or within the territory of Iraq except as provided in paragraphs 3 and 4 of this SFAR or except as follows:

(a) Overflights of Iraq may be conducted above flight level (FL) 200 subject to the approval of, and in accordance with the conditions established by, the appropriate authorities of Iraq.

(b) Flights departing from countries adjacent to Iraq whose climb performance will not permit operation above FL 200 prior to entering Iraqi airspace may operate at altitudes below FL 200 within Iraq to the extent necessary to permit a climb above FL 200, subject to the approval of, and in accordance with the conditions established by, the appropriate authorities of Iraq.

(c) [Reserved]

3. Permitted operations. This SFAR does not prohibit persons described in paragraph 1 from conducting flight operations within the territory and airspace of Iraq where such operations are authorized either by another agency of the United States Government with the approval of the FAA or by an exemption issued by the Administrator.

4. 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 or 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.

5. Expiration. This Special Federal Aviation Regulation will remain in effect until further notice.

(FAA/AIA–100 11/19/03)

KOREA (NORTH), DEMOCRATIC REPUBLIC OF
FDC 8/1167

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 c and d of this SFAR, no person described in paragraph a 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 a 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.

KOREA (NORTH), DEMOCRATIC REPUBLIC OF
FDC 9/8281

The North Korean government stated on March 5, 2009 that it cannot guarantee the security of South Korean civil aircraft operating in the territory and airspace of North Korea or in airspace above the East Sea of Korea (Sea of Japan).

The exact nature of the potential danger, the extent to which it may pose a hazard to non-South Korean civil aircraft operations, and the exact area within which a potential hazard may exist are not clear.

All operators operating in the aforementioned area are urged to exercise caution. Additionally, U.S. operators are reminded of the provisions of Special Federal Aviation Regulation 79.

DEMOCRATIC PEOPLE’S REPUBLIC OF NORTH KOREA (DRPK)

Federal Aviation Administration (FAA) Flight Routing Authorization Requirements in United States Territorial Airspace

All aircraft with DPRK registrations beginning with P; aircraft using the ICAO designator of a DPRK company; or aircraft used for DPRK diplomatic flights require FAA routing authorization for flights in United States Territorial Airspace.

Only IFR flights are eligible for FAA routing authorization. See current FAA KFDC NOTAMS for other requirements and information regarding Aircraft that Operate To or From or Within or Transit Territorial Airspace of the United States (US).

FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance or US Transportation Security Administration (TSA) waiver. To obtain FAA routing authorization, contact the FAA System Operations Support Center at 9-ATOR-HQ-RT-REQ@faa.gov or FAX 202-267-5289 (Attention FAA SOSC), or call 202-267-8115.

Provide the following information:

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E-Mail address. Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number.

2. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)-City (ICAO Location Identifier), etc.

3. Specific route information for each leg of the flight: Callsign, departure point, date/time (UTC), route, destination, date/time (UTC).

4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.

RUSSIA FEDERATION

Federal Aviation Administration (FAA) Flight Routing Authorization Requirements in United States Territorial Airspace

All aircraft with Russian Federation registrations beginning with RA; aircraft using the ICAO designator of a Russian Federation company; or aircraft used for Russian Federation diplomatic flights require FAA routing authorization for flights in United States Territorial Airspace, unless the aircraft is operated by a company with FAA Part 129 operations specifications.

Only IFR flights are eligible for FAA routing authorization. See current FAA KFDC NOTAMS for other requirements and information regarding Aircraft that Operate To or From or Within or Transit Territorial Airspace of the United States (US).

FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance or US Transportation Security Administration (TSA) waiver. To obtain FAA routing authorization, contact the FAA System Operations Support Center at 9-ATOR-HQ-RT-REQ@faa.gov or FAX 202-267-5289 (Attention FAA SOSC), or call 202-267-8115.

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1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E-Mail address. Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number.

2. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)-City (ICAO Location Identifier), etc.

3. Specific route information for each leg of the flight: Callsign, departure point, date/time (UTC), route, destination, date/time (UTC).

4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.


SUDAN

Federal Aviation Administration (FAA) Flight Routing Authorization Requirements in United States Territorial Airspace

All aircraft with Sudan registrations beginning with ST; aircraft using the ICAO designator of a Sudan company; or aircraft used for Sudan diplomatic flights require FAA routing authorization for flights in United States Territorial Airspace.

Only IFR flights are eligible for FAA routing authorization. See current FAA KFDC NOTAMS for other requirements and information regarding Aircraft that Operate To or From or Within or Transit Territorial Airspace of the United States (US).

FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance or US Transportation Security Administration (TSA) waiver. To obtain FAA routing authorization, contact the FAA System Operations Support Center at 9-ATOR-HQ-RT-REQ@faa.gov or FAX 202-267-5289 (Attention FAA SOSC), or call 202-267-8115.

Provide the following information:

1. Name and address of company or individual. Include a phone number (in case there are questions concerning your request) and a return E-Mail address. Aircraft Information: Callsign (including ICAO designator if assigned)/type/registration number.
2. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)- City (ICAO Location Identifier), etc.

3. Specific route information for each leg of the flight: Callsign, departure point, date/time (UTC), route, destination, date/time (UTC).

4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.

SYRIAN ARAB REPUBLIC

Federal Aviation Administration (FAA) Flight Routing Authorization Requirements in United States Territorial Airspace

All aircraft with Syrian Arab Republic registrations beginning with YK; aircraft using the ICAO designator of a Syrian Arab Republic company; or aircraft used for Syrian Arab Republic diplomatic flights require FAA routing authorization for flights in United States Territorial Airspace.

Only IFR flights are eligible for FAA routing authorization. See current FAA KFDC NOTAMS for other requirements and information regarding Aircraft that Operate To or From or Within or Transit Territorial Airspace of the United States (US).

FAA routing authorization is in addition to any US State Department (DOS) diplomatic clearance or US Transportation Security Administration (TSA) waiver. To obtain FAA routing authorization, contact the FAA System Operations Support Center at 9-ATOR-HQ-RT-REQ@faa.gov or FAX 202-267-5289 (Attention FAA SOSC), or call 202-267-8115.

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2. General Route Itinerary: Date range. City (ICAO Location Identifier)- City (ICAO Location Identifier)- City (ICAO Location Identifier), etc.

3. Specific route information for each leg of the flight: Callsign, departure point, date/time (UTC), route, destination, date/time (UTC).

4. Purpose: Cargo, Passenger, Diplomatic, etc. for each leg of flight.

SECTION 2

INTERNATIONAL OCEANIC AIRSPACE NOTICES

INTRODUCTION

The following information contains the most current notices involving airspace matters pertaining to U.S. internationally delegated airspace. The information provided is divided into two sections: General and Region Specific.

Failure To Comply With ATC Clearances In Oceanic Airspace

The FAA has identified a number of events that have occurred in recent months in oceanic operations. During these events pilots either did not comply with an ATC clearance or did not adhere to Weather Deviation Procedures published in ICAO Document 4444 (Procedures For Air Navigation Services, Air Traffic Management). The following are examples of events observed:

1. Failure to comply with Conditional Clearances. The pilot did not comply with the provisions of a conditional clearance. The pilot was cleared to climb to a new flight level at a specified time but instead climbed when the clearance was received.

2. Failure to Request Revised Clearance. The pilot did not obtain an ATC clearance prior to changing flight level.

3. Non-adherence To Weather Deviation Procedures. The pilot did not contact ATC to request a revised clearance to avoid convective weather or to inform ATC of the pilot’s intention to maneuver under the provisions of the ICAO Doc 4444 Weather Deviation Procedures.

4. Non-compliance With Revised Clearance. After receiving a revised route clearance, the pilot failed to re-program navigation computers with the revised route of flight. In another event, the pilot failed to clearly understand the revised clearance and did not comply with it.

Failure to comply with ATC clearances is a major cause of risk in oceanic airspace. Requirements to comply with ATC clearances are published in paragraph 3.6.2 (Adherence to flight plan) of ICAO Annex 2 (Rules of the Air) and 14 CFR (Code Of Federal Regulations), Part 91, Section 91.123 (Compliance with ATC clearances and instructions).

Operators must stress in pilot training and operations manuals the necessity to:

1. Comply fully with an ATC clearance.

2. Obtain a revised clearance prior to deviating from cleared track or flight level or, if unable to obtain a clearance prior to deviating, follow the appropriate deviation procedure for oceanic airspace (weather deviation or in-flight contingency).

3. Adhere to the provisions of published Weather Deviation Procedures. (A recommended pilot bulletin for these procedures is published under “Emphasis Items” on the WATRS Plus Webpage).

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/WATRS_Plus

Questions on this Notice may be directed to one of the following:

Madison Walton (FAA Flight Standards Performance Based Flight Systems Branch),
Phone (1) 202-267–8850; E-mail: Madison.Walton@faa.gov

Steve Smoot (CSSI, Inc., FAA Separation Standards Program Support),
Phone (1) 202-863-0865; E-mail: Steve.Smoot@cssiinc.com
GENERAL

Revised In–flight Contingency Procedures To Be Used In Oceanic Operations
Effective: Immediately

FAA Domestic/International NOTAM Book. This notice will be posted in the March 11, 2010, edition of the FAA Domestic/International NOTAM book. It will be located in: Part 3 (International), Section 2 (International Oceanic Airspace Notices). It will also be posted on the Oceanic Operations Standards Group Web page:

(http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/).

Effective Date/Time and Airspace. On 19 November, 2009 Amendment No. 2 of ICAO Document 4444 became applicable. The guidance for special procedures for in–flight contingencies in oceanic airspace Chapter 15.2 had slight modifications. These procedures are applicable in all Pacific and Atlantic oceanic FIRs including Oakland, Anchorage, and New York Oceanic.

Discussion. The only significant procedural change from in–flight contingency procedures previously published in ICAO Regional Supplementary Procedures (Doc 7030) and this publication is to the distance away from centerline to initiate a climb or descent. In the “General Procedures” section below, see paragraph 3b (2) and 4b (2).

NOTE: If prior ATC Clearance cannot be obtained, the climb or descent is initiated once the aircraft has deviated from the assigned track centerline at 10 Nautical Miles (NM); and if the turnback is in a 30 NM lateral separation route structure any climb or descent should be completed preferably before approaching within 10 NM of any adjacent ATS route.

NOTE: The track offset for in–flight contingencies was harmonized to 15NM in February 2006.

ICAO DOC 4444, SECTION 15.2
SPECIAL PROCEDURES FOR IN–FLIGHT CONTINGENCIES IN OCEANIC AIRSPACE

INTRODUCTION

1. Although all possible contingencies cannot be covered, these procedures provide for the more frequent cases such as:

   a. inability to comply with assigned clearance due to meteorological conditions, aircraft performance or pressurization failure;

   b. en route diversion across the prevailing traffic flow; and

   c. loss of, or significant reduction in, the required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations.

2. With regard to 1a and 1b, the procedures are applicable primarily when descent and/or turnback or diversion is required. The pilot shall take action as necessary to ensure the safety of the aircraft, and the pilot’s judgement shall determine the sequence of actions to be taken, having regard to the prevailing circumstances. Air traffic control shall render all possible assistance.
GENERAL PROCEDURES

1. If an aircraft is unable to continue the flight in accordance with its ATC clearance, and/or an aircraft is unable to maintain the navigation performance accuracy specified for the airspace, a revised clearance shall be obtained, whenever possible, prior to initiating any action.

2. The radiotelephony distress signal (MAYDAY) or urgency signal (PAN PAN) preferably spoken three times shall be used as appropriate. Subsequent ATC action with respect to that aircraft shall be based on the intentions of the pilot and the overall air traffic situation.

3. If prior clearance cannot be obtained, until a revised clearance is received the following contingency procedures should be employed and the pilot shall advise air traffic control as soon as practicable, reminding them of the type of aircraft involved and the nature of the problem. In general terms, the aircraft should be flown at a flight level and on an offset track where other aircraft are least likely to be encountered. Specifically, the pilot shall:

   a. leave the assigned route or track by initially turning at least 45 degrees to the right or to the left, in order to acquire a same or opposite direction track offset 15 NM (28 km) from the assigned track centerline. When possible, the direction of the turn should be determined by the position of the aircraft relative to any organized route or track system. Other factors which may affect the direction of the turn are:

      (1) the direction to an alternate airport;

      (2) terrain clearance;

      (3) any strategic lateral offset being flown, and:

      (4) the flight levels allocated on adjacent routes or tracks;

   b. having initiated the turn:

      (1) if unable to maintain the assigned flight level, initially minimize the rate of descent to the extent that is operationally feasible (pilots should take into account the possibility that aircraft below on the same track may be flying a 1 or 2 NM strategic lateral offset procedure (SLOP)) and select a final altitude which differs from those normally used by 500 ft (150 m) if at or below FL 410, or by 1,000 ft (300 m) if above FL 410; or;

      (2) if able to maintain the assigned flight level, once the aircraft has deviated 10 NM (19 km) from the assigned track centerline, climb or descend to select a flight level which differs from those normally used by 500 ft (150 m), if at or below FL 410, or by 1,000 ft (300m) if above FL 410.

   c. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals on 121.5 MHz (or, as a backup, on the inter−pilot air−to−air frequency 123.45 MHz) and where appropriate on the frequency in use: aircraft identification, flight level, position (including the ATS route designator or the track code, as appropriate) and intentions;

   d. maintain a watch for conflicting traffic both visually and by reference to ACAS (if equipped);

   e. turn on all aircraft exterior lights (commensurate with appropriate operating limitations); and
f. keep the SSR transponder on at all times.

4. When leaving the assigned track:

   a. if the intention is to acquire a same direction offset track, the pilot should consider limiting the turn to a 45 degree heading change, in order not to overshoot the offset contingency track; or

   b. if the intention is to acquire and maintain an opposite direction offset track, then:
      (1) operational limitations on bank angles at cruising altitudes will normally result in overshooting the track to be acquired. In such cases a continuous turn should be extended beyond 180 degrees heading change, in order to re-intercept the offset contingency track as soon as operationally feasible; and

      (2) furthermore, if executing such a turnback in a 30 NM (56km) lateral separation route structure, extreme caution pertaining to opposite direction traffic on adjacent routes must be exercised and any climb or descent, as specified in 3b (2) above, should be completed preferably before approaching within 10 NM (19km) of any adjacent ATS route.

EXTENDED RANGE OPERATIONS BY AEROPLANES WITH TWO–TURBINE POWER–UNITS (ETOPS)

1. If the contingency procedures are employed by a twin–engine aircraft as a result of an engine shutdown or failure of an ETOPS critical system, the pilot should advise ATC as soon as practicable of the situation, reminding ATC of the type of aircraft involved, and request expeditious handling.

WEATHER DEVIATION PROCEDURES

GENERAL

Note: The following procedures are intended for deviations around adverse meteorological conditions.

1. When the pilot initiates communications with ATC, a rapid response may be obtained by stating “WEATHER DEVIATION REQUIRED” to indicate that priority is desired on the frequency and for ATC response. When necessary, the pilot should initiate the communications using the urgency call “PAN PAN” (preferably spoken three times).

2. The pilot shall inform ATC when weather deviation is no longer required, or when a weather deviation has been completed and the aircraft has returned to its cleared route.

ACTIONS TO BE TAKEN WHEN CONTROLLER–PILOT COMMUNICATIONS ARE ESTABLISHED

3. The pilot should notify ATC and request clearance to deviate from track, advising, when possible, the extent of the deviation expected.

4. ATC should take one of the following actions:
   a. when appropriate separation can be applied, issue clearance to deviate from track; or
   b. if there is conflicting traffic and ATC is unable to establish appropriate separation, ATC shall:
      (1) advise the pilot of inability to issue clearance for the requested deviation;
      (2) advise the pilot of conflicting traffic; and
(3) request the pilot’s intentions.

5. The pilot should take the following actions:
   a. comply with the ATC clearance issued; or
   b. advise ATC of intentions and execute the procedures detailed in the section below on “Actions to be taken if a revised ATC Clearance cannot be obtained”.

ACTIONS TO BE TAKEN IF A REVISED ATC CLEARANCE CANNOT BE OBTAINED

NOTE: The provisions of this section apply to situations where a pilot needs to exercise the authority of a pilot–in–command under the provisions of ICAO Annex 2, 2.3.1.

If the aircraft is required to deviate from track to avoid adverse meteorological conditions and prior clearance cannot be obtained, an ATC clearance shall be obtained at the earliest possible time. Until an ATC clearance is received, the pilot shall take the following actions:

a. if possible, deviate away from an organized track or route system;

b. establish communications with and alert nearby aircraft by broadcasting, at suitable intervals: aircraft identification, flight level, position (including ATS route designator or the track code) and intentions, on the frequency in use and on 121.5 MHz (or, as a backup, on the inter–pilot air–to–air frequency 123.45 MHz);

c. watch for conflicting traffic both visually and by reference to ACAS (if equipped);

NOTE: If, as a result of actions taken under the provisions of items b and c above, the pilot determines that there is another aircraft at or near the same flight level with which a conflict may occur, then the pilot is expected to adjust the path of the aircraft, as necessary, to avoid conflict.

d. turn on all aircraft exterior lights (commensurate with appropriate operating limitations);

e. for deviations of less than 10 NM (19 km) remain at a level assigned by ATC;

f. for deviations greater than 10 NM (19 km), when the aircraft is approximately 10 NM (19 km) from track, initiate a level change in accordance with Table 15–1;

g. when returning to track, be at its assigned flight level when the aircraft is within approximately 10 NM (19 km) of the centerline; and

h. if contact was not established prior to deviating, continue to attempt to contact ATC to obtain a clearance. If contact was established, continue to keep ATC advised of intentions and obtain essential traffic information.

Table 15–1

<table>
<thead>
<tr>
<th>Route centre line track</th>
<th>Deviations &gt; 10 NM (19 km)</th>
<th>Level change</th>
</tr>
</thead>
<tbody>
<tr>
<td>EAST 000º–179º magnetic</td>
<td>LEFT</td>
<td>DESCENT 300 ft (90 m)</td>
</tr>
<tr>
<td></td>
<td>RIGHT</td>
<td>CLIMB 300 ft (90 m)</td>
</tr>
<tr>
<td>WEST 180º–359º magnetic</td>
<td>LEFT</td>
<td>CLIMB 300 ft (90 m)</td>
</tr>
<tr>
<td></td>
<td>RIGHT</td>
<td>DESCEND 300 ft (90 m)</td>
</tr>
</tbody>
</table>

(Performance Based Flight Systems Branch, AFS–470 2/12/10)
HOUSTON/MIA MI/NEW YORK OCEANIC CTA/FIR
National Winter Storm Operations

During the winter season, the U.S. Air Force Reserves (AFRES), 53rd Weather Squadron has responsibility for flying winter storm reconnaissance missions. Mission aircraft will fly at altitudes between FL290 and FL350. At designated points, the aircraft will release dropsondes, 16-inch cardboard weather cylinders weighing one pound, each with an attached parachute. When in areas with no direct pilot-controller VHF/UHF communications, at five minutes prior to dropsonde release, the mission aircraft commander will broadcast on 121.5 and 243 the time and position of the intended drop. The dropsonde falls at a rate of approximately 2,500 feet per minute. Aircraft commanders are directly responsible for the release of any objects from the aircraft. ATC shall provide traffic advisories, when feasible, to the aircraft. **ATC will provide separation between the mission aircraft and any nonparticipating aircraft. ATC cannot provide separation between aircraft and the dropsonde.** NOTAMs will be issued as early as possible prior to each mission. Airspace operators should consider any national winter storm operations during flight planning in the affected area(s) and non-participating aircrews should be especially alert to pertinent broadcasts on 121.5 or 243.0 during national winter storm operations. (ATO Oceanic Ops, 4/12/07)

OAKLAND OCEANIC CTA/FIR
National Winter Storm Operations

On behalf of the National Weather Service (NWS), aircraft fly winter storm reconnaissance missions during the winter season. Mission aircraft will fly at altitudes between FL180 - FL450. At designated points, the aircraft will release dropsondes, 16-inch cardboard weather cylinders weighing one pound, each with an attached parachute. Five minutes prior to release, the mission aircraft commander will broadcast on 121.5 and 123.45, 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 2,500 feet per minute. Aircraft commanders are directly responsible for the release of any objects from the aircraft. ATC shall provide traffic advisories, when feasible, to the aircraft. **ATC will provide separation between the mission aircraft and any nonparticipating aircraft. ATC cannot provide separation between aircraft and the dropsonde.** NOTAMs will be issued as early as possible prior to each mission. Airspace operators should take into consideration any national winter storm operations during flight planning in the affected area(s). Non-participating pilots should be especially alert to broadcasts on 121.5 or 243.45 during national winter storm operations. (ATO Oceanic Ops, 4/12/07)

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 10/12/00)

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).

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 feet 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.

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 -- INSPECTION OF MEANS OF CONVEYANCE FOR AIRCRAFT DEPARTING CONTINENTAL UNITED STATES

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 Inspection Service, and the government of Guam. (USDA Regulation 318.13–9)

REGION SPECIFIC

ATLANTIC HIGH OFFSHORE AIRSPACE
OFFSHORE ROUTES SUPPORTING FLORIDA AIRSPACE OPTIMIZATION

On 27 October 2005, nine new directional offshore Class I area navigation (RNAV) Atlantic Routes (ARs) were established between Florida and northeastern US airport pairs. These routes support the Florida Airspace Optimization project and are designed to relieve traffic congestion and reduce in-trail delays. The nine new offshore RNAV routes, designated AR15, AR16, AR17, AR18, AR19, AR21, AR22, AR23 and AR24, were established between FL240 and FL600 inclusive. Additionally, ATS Route A761 was realigned. Associated with these new/revised routes, new waypoints were established. None of the waypoints will be compulsory reporting points since the new and revised routes are entirely within radar coverage. Southbound routes include AR15, AR17, AR19, AR21 and AR22, while northbound routes include AR16 and AR18, AR23, AR24 and ATS Route A761 will be bi-directional.

Air traffic control services for these routes in offshore airspace is provided by Washington, Jacksonville and Miami Air Route Traffic Control Centers (ARTCCs).

Guidance For Filing Routes

Flights departing from and landing at airports within the domestic U.S. should file to conform with the appropriate Preferred IFR Routes listed in the Airport Facility Directories. International traffic southbound from the Wilmington VORTAC/Dixon NDB (ILM/DIW) area filing over Marathon NDB (MTH), TADPO, or CANOA should file AR17. International traffic southbound from the ILM/DIW area filing over Freeport VOR (ZFP) or URSUS should file AR23 or AR24. Traffic originating south of Miami, Florida, filing over the ILM/DIW area should file AR16, AR18, AR23 or AR24.
Operator Determination of RNAV Equipment Eligibility

In accordance with 14 CFR Parts 91.511, 121.351, 125.203, and 135.165 (as applicable), an approved Long–Range Navigation System is required for operation on these RNAV routes. Operators shall not flight plan or operate on these routes unless their aircraft are equipped with RNAV systems approved for IFR navigation and the pilots are qualified to operate them. Approved GPS IFR units and inertial navigation systems meeting the guidance below provide acceptable performance.

Aircraft are eligible to operate on these routes provided that the Airplane Flight Manual or FAA approved documentation indicates that the navigation system installation has received airworthiness approval in accordance with one or more of the following:


b. AC 20–138, as amended (GPS approval)

c. AC 90–100, Appendix 2, as amended (U.S. Terminal and En Route RNAV Operations)

d. Title 14 CFR part 121 Appendix G (INS)

Operational Requirements and Procedures

a. Operators filing or accepting clearance for these RNAV routes are certifying that the crews and equipment are qualified to conduct RNAV operations.

b. Operators shall be responsible for navigating along route centerline, as defined by aircraft navigation systems. Strategic Lateral Offset Procedures used in oceanic airspace are not applicable on these routes.

c. The pilot shall notify ATC of any loss of navigation capability that affects the aircraft ability to navigate the routes.

d. ATC will provide radar separation for these routes. In the event of loss of radar, ATC will advise the aircraft and apply appropriate separation.

e. INS or IRS Limitation. While operating on these AR routes, aircraft equipped with Inertial Navigation Systems (INS) or Inertial Reference Systems (IRS) that cannot receive automatic position (e.g., DME/DME) updates for the entire length of the route, are limited to 1.0 consecutive hour of un–updated operation. This one hour time period starts when the INS or IRS is placed in the navigation mode, and applies en route between automatic position updates. Systems performing updating after the pilot has manually selected the navigation aid are considered to have “automatic update” capability. If an aircraft is unable to conduct an update in accordance with the above guidance, the pilot must notify ATC and ATC will then provide radar vectors and/or other ATC services.

(AF5470 1/30/11)

18 OCTOBER UPDATE – NORTH ATLANTIC FANS 1/A DATA LINK MANDATE

1. Objective of Notice. The objective of this Notice is to inform United States (U.S.) operators that Phase 1 of the North Atlantic Data Link Mandate (NAT DLM) plan will be implemented on 7 February 2013 and to advise them of the related program plans and requirements. (For the purpose of this Notice, U.S. operators are operators conducting operations under Title 14 of the U.S. Code of Federal Regulations (14 CFR), part 91, part 91 subpart K and parts 121, 125, 125M, or 135).

2. Background. On 4 January 2012, the ICAO Council approved a Proposal for Amendment (PFA) of NAT Regional Supplementary Procedures (Regional SUPPS) to mandate, in phases, aircraft equipage with and
operation of FANS 1/A (or equivalent) CPDLC (Controller-Pilot Data Link Communication) and ADS-C (Automatic Dependent Surveillance-Contract) systems. Paragraphs 3.3.1 and 5.4.1 of the approved amendment to the NAT Regional SUPPS now call for aircraft intending to conduct operations in specified NAT airspace to be fitted with and operating FANS 1/A (or equivalent) CPDLC and ADS-C:

a. from 7 Feb 2013, on specified tracks and flight levels within the NAT organized track system (OTS); and

b. from 5 Feb 2015, in specified portions of NAT minimum navigation performance specifications (NAT MNPS) airspace.

It is the objective of the NAT DLM plan to enhance communications and surveillance capabilities in NAT operations and thereby, enhance operational safety in the NAT by increasing the number and percentage of NAT flights conducted by aircraft using FANS 1/A (or equivalent) CPDLC and ADS-C.

Note: Qualification For Exemption To European ATN/VHF Data Link Requirements. See paragraph 9 concerning qualification for an exemption to European Aeronautical Telecommunications Network (ATN)/VHF data link requirements for aircraft equipped with FANS 1/A systems prior to 1 January 2014.

3. NAT DLM Implementation Plan – Phase 1 (7 February 2013).

a. The ICAO NAT SPG (North Atlantic System Planning Group) has agreed that for the 7 February 2013 phase of the DLM implementation plan, carriage and operation of FANS 1/A (or equivalent) data link systems will be mandatory:

   (1) Between flight levels 360-390 (inclusive) on no more than two NAT Organized Track System (OTS) tracks that are identified in the Remarks section of the NAT OTS message. (See example OTS message below).

   (2) During the OTS validity period and will apply to those flights crossing 30 degrees west longitude during the published track times.

b. Aircraft that are not equipped and using FANS 1/A data link will not be permitted to join or cross the specified tracks during the OTS validity period. For such aircraft, however, continuous climb or descent through the specified levels may be available, subject to traffic.

Note 1: NAT SPG has agreed that the two OTS tracks where the DLM will apply will be established with the provision that at an OTS Track where the requirements of the DLM will not apply will be made available one degree north and one degree south of the specified DLM tracks.

Note 2: normally the two specified DLM tracks will be adjacent to each other in the OTS.

4. Example NAT Organized Track Message, Remarks section. The specified tracks will be published as part of the OTS Message in REMARKS 2. An example is shown below:

REMARKS:
1. TMI IS 108 AND OPERATORS ARE REMINDED TO INCLUDE THE TMI NUMBER AS PART OF THE OCEANIC CLEARANCE READ BACK.
2. ADS-C AND CPDLC MANDATED OTS ARE AS FOLLOWS
   TRACK B 360 370 380 390
   TRACK D 360 370 380 390
   END OF ADS-C AND CPDLC MANDATED OTS

5. Required Flight Plan Entries.
a. Operators planning to operate in NAT airspace where the DLM is applied shall indicate FANS 1/A (or equivalent) CPDLC communications and ADS-C surveillance capabilities in the ICAO flight plan in accordance with ICAO Document 4444 (Air Traffic Management), Appendix 2 (Flight Plan). In addition, operators are reminded of the NAT SUPPS, Chapter 2 requirement that all aircraft intending to operate in the NAT Region shall insert the **aircraft registration in Item 18** of the ICAO flight plan, following the **“REG/”** indicator.

b. The appropriate equipage to be indicated in Item 10 (equipment and capabilities) of the ICAO flight plan is as follows:

**Item 10a. (Radio communication, navigation and approach aid equipment and capabilities)**

- J2 (CPDLC FANS 1/A HFDL) and/or…
- J5 (CPDLC FANS 1/A SATCOM (INMARSAT)) and/or…
- J7 (CPDLC FANS 1/A SATCOM (Iridium))

**Item 10b. (Surveillance equipment and capabilities)**

- D1 (ADS-C with FANS 1/A capabilities)

Note: for information on the new ICAO Flight Plan entries that are required as of 15 November 2012 at 0000 UTC and on the related ICAO and FAA implementation programs, see the FAA webpage “Planned Changes to Filed Flight Plans in 2012”:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/flight_plan_filing/general/icao_2012/

6. **Status of Planning for Phase 2 of the NAT DLM (5 February 2015).** Firm plans and provisions for the implementation of the 5 February 2015 phase of the NAT DLM have not yet been developed. As noted above, however, the airspace where equipage with and operation of Data Link systems will be mandated is intended to expand in Phase 2 to “specified portions of NAT MNPS airspace”. The NAT DLM Implementation Plan currently calls for the NAT SPG groups to continue discussion of the Phase 2 NAT DLM airspace boundaries in their Fall 2012 meetings and to complete their discussions during the June 2013 NAT SPG meeting.

7. **Operational Authorization To Use FANS 1/A (or equivalent) Data Link Systems.**

a. U.S operators are required to obtain operational authorization prior to using FANS 1/A data link systems. U.S. FAA guidance on the process and procedures for operational authorization and aircraft data link system approval can be found in the following documents:

(1) **AC 20-140 (as amended) (Guidelines for Design Approval of Aircraft Data Link Communication Systems Supporting Air Traffic Services (ATS)).**

Note: in accordance with the NAT SPG agreement, data link communications may be conducted via Inmarsat Classic Aero or Iridium Short Burst Data. (See para. 7 below.

(2) **AC 120-70 (as amended) (Operational Authorization Process for Use of Data Link Communication System)**

b. These documents are posted on the Data Link Webpage that can be found at the URL below:

http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/data_link/

c. The U.S. FAA will grant operational authorization for operators to use FANS 1/A data link by issuing an Operational Specifications or Management Specifications paragraph A056 (Data Link Communications), as appropriate, or a part 91 Letter of Authorization A056 (Data Link Communications).
d. It is the objective of U.S. FAA documents containing guidance on operational authorization to ensure that operators and aircraft for which the U.S. FAA is responsible meet provisions called for in the following documents cited in Chapter 3 (Communications) and Chapter 5 (Surveillance) of the NAT SUPPS:

   (1) RTCA DO-258/ED-100 (Interoperability Requirements for ATS Applications Using ARINC 622 Data Communications) or equivalent, capable of operating outside VHF data link coverage.


8. Iridium Short Burst Data (SBD) and Inmarsat I3 Classic Aero Eligibility for NAT FANS 1/A Data Link Services; Status of Inmarsat I4 Classic Aero Sub-network

a. The June 2012 NAT SPG meeting concluded that FANS 1/A (or equivalent) data link communications conducted over Inmarsat I3 Classic Aero, Iridium Short Burst Data and Very High Frequency (VHF) sub-networks have demonstrated acceptable performance for the use of data link services. (Reference NAT SPG/48 report Conclusion 48/10).

b. The NAT SPG/48 report noted that consistent with the “NAT Performance Based Communication and Surveillance Implementation Plan”, eligibility for data link operations conducted under current aircraft separation standards would not constitute an automatic eligibility for reduced aircraft separation standards. (Reference report paragraph 3.2.7).

c. Status of FANS 1/A Over Inmarsat I4 Classic Aero (FOICA) Sub-network. The FAA has sponsored a PARC CWG (Performance Based Operations Aviation Rulemaking Committee) project to evaluate FOICA performance. The PARC CWG submitted a report to the FAA in September 2012. FAA representatives will keep operators informed on the status of the report.

9. Exemption to European Aeronautical telecommunications network (ATN)/VHF Data Link Requirements For FANS 1/A Equipped Aircraft. European Regional Supplementary Procedures state in paragraph 3.3 that: Aircraft with an individual certificate of airworthiness first issued before 1 January 2014 and fitted with data link equipment certified against requirements specified in RTCA DO-258A/EUROCAE ED-100A (or ED-100) are exempted for the life of that particular airframe. (See the Eurocontrol Link 2000+ Programme Website including Frequently Asked Questions (FAQ) at the URL listed below:

http://www.eurocontrol.int/programmes/link-2000-programme

10. Aircraft Data Link System Failure. Operators are reminded of the guidance provided in GOLD paragraph 5.8 (Emergency and non-routine procedures) that calls for the flight crew to inform the Air Traffic Service Unit in the event of aircraft data link system failure using the following voice phraseology:

| Flight crew | DATA LINK FAILED.  
|控制器 | SELECTING ATC COMM OFF. CONTINUING ON VOICE
|Controller | ROGER. CONTINUE ON VOICE |

In addition, the flight crew should continue to use voice until the functionality of the aircraft system can be re-established.

11. Reference Document. NAV CANADA Aeronautical Information Circular 24/12 (Notice of Mandate For Data Link Services In The North Atlantic Region) (28 June 2012) was consulted when developing this Notice.

12. Contacts. If there are questions on this Notice, please contact one of the following:
NOVEMBER 2014 UPDATE – NAT ATS SURVEILLANCE AIRSPACE
PHASE 2 OF THE NORTH ATLANTIC REGIONAL DATA LINK MANDATE

1. Introduction

a. Purpose of This Notice. This Notice provides advance notice to U.S. operators of the plan for Phase 2 of the North Atlantic Data Link Mandate (NAT DLM) that was adopted at the Forty-ninth meeting of the North Atlantic Systems Planning Group (NAT SPG/49). As detailed below, Phase 2 is planned to be implemented in three steps (2A, 2B and 2C) commencing on 5 February 2015, 7 December 2017 and 30 January 2020, respectively. The Notice provides information on: the expanded vertical and horizontal boundaries of NAT DLM airspace and policies for planning operations into NAT DLM airspace.

b. November 2014 Update. This Notice provides an update to the “ATS Surveillance Airspace Graphic” posted with this notice. It also provides wording added during the Fall 2014 NAT working group meetings. The additional wording is marked by grey shading.

2. Background

a. NAT DLM Phase 1. The first phase of the mandate for data link services in the North Atlantic (NAT) Region commenced 7 February 2013. As of that date, all aircraft operating on or at any point along two specified tracks within the NAT organized track system (OTS) between FL360 to FL390 (inclusive) during the OTS validity period are required to be fitted with and using FANS 1/A (or equivalent) CPDLC and ADS-C equipment.

Note: the “FAA NAT Resource Guide for U.S. Operators” provides information on NAT initiatives and programs, including this Notice. It can be accessed at:
http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs470/media/NAT.pdf

b. NAT DLM Phase 2A (5 February 2015). As noted below, DLM Phase 2A will commence on 5 February 2015 between FL350 to FL390 (inclusive) on all tracks within the NAT Organized Track System (OTS). (This phase applies to all aircraft operating on or at any point along the tracks.

c. NAT DLM Objectives. The objectives of the NAT DLM are to enhance communication, surveillance and ATC intervention capabilities in the NAT Region in order to reduce collision risk and enable the NAT Target Level of Safety to be met, particularly in the vertical plane. ADS-C provides capabilities for conformance monitoring of aircraft adherence to cleared route and FL, thereby, significantly enhancing safety in the NAT Region. ADS-C also facilitates search and rescue operations and the capability to locate the site
of an accident in oceanic airspace. CPDLC significantly enhances air/ground communication capability and, therefore, controller intervention capability.

d. NAT DLM Equipage Goals. The NAT SPG goals for the expansion of the NAT DLM are in concert with the ICAO Global Air Navigation Plan (GANP) (Doc 9750), Aviation System Block Upgrade (ASBU) Block 0, Module B0-40 (2013-2018). This module calls for safety and efficiency improvements for enroute operations supported by data link. The NAT SPG goals are that: by 2018, 90% of aircraft operating in the NAT Region airspace at FL290 and above will be equipped with FANS 1/A (or equivalent) ADS-C and CPDLC systems, and, that by 2020, 95% of aircraft operating in that airspace will be so equipped.

3. Planned Vertical and Horizontal Boundaries For NAT Region DLM Airspace

• **Phase 2A commencing 5 February 2015:** FL350 to FL390 (inclusive) all tracks within the NAT Organized Track System (OTS). (This phase applies to all aircraft operating on or at any point along the tracks;

• **Phase 2B commencing 7 December 2017:** FL350-FL390 (inclusive) throughout the ICAO NAT Region;

• **Phase 2C commencing 30 January 2020:** FL290 and above throughout the ICAO NAT Region.

4. Airspace NOT INCLUDED in NAT Region DLM Airspace

• “ATS Surveillance Airspace” is airspace where surveillance is provided by radar and/or ADS-B) provided:
  - the aircraft is suitably equipped (transponder/ADS-B Extended Squitter (ES) transmitter); and
  - the entirety of the flight planned route is contained within ATS surveillance coverage.

**Note:** for planning purposes, a depiction of ATS Surveillance Airspace, where flights are considered to be exempt from the DLM in the NAT Region from 5 February 2015, is provided below in the “November 2014 Update: ATS Surveillance Airspace Graphic”. See paragraph 11 below. Also, ATS Surveillance Airspace is depicted in State AIP’s.

• **Airspace north of 80° North.** (Airspace north of 80°N lies outside the reliable service area of geostationary satellites).

• **The New York Oceanic FIR**

5. Applicability of Policies Posted in Paragraphs 6 and 7 Below. The policies posted in paragraphs 6 and 7 below will be applicable starting on 5 February 2015, when DLM Phase 2A is implemented.

6. Flights Allowed To Flight Plan Into NAT Region Phase 2 DLM Airspace Starting 5 February 2015. The following flights will be permitted to flight plan to enter the NAT DLM airspace:

a. **Equipped Flights.** Flights equipped with and prepared to operate FANS 1/A (or equivalent) CPDLC and ADS-C data link systems.

b. **Specific Categories of Non-equipped Flights:** Non-equipped flights that file STS/FFR, HOSP, HUM, MEDEVAC SAR, or STATE in Item 18 of the flight plan. (Depending on the tactical situation at the time of flight, however, such flights may not receive an ATC clearance which fully corresponds to the requested flight profile).
7. Operational Policies Applicable To NAT Region Phase 2 DLM Airspace Starting 5 February 2015

- **Climb or Descent of Non-equipped Aircraft.** Any aircraft not equipped with FANS 1/A (or equivalent) systems may request a continuous climb or descent without intermediate level off through NAT DLM airspace. Such requests will be considered on a tactical basis.

- **Altitude Reservation (ALTRV) Requests.** ALTRV requests will be considered on a case by case basis (as is done today regarding NAT MNPS airspace), irrespective of the equipage status of the participating aircraft.

- **FANS 1/A (or equivalent) Datalink System Failure Prior to Departure.** If a flight experiences an equipment failure PRIOR TO DEPARTURE which renders the aircraft non-DLM compliant, the flight should flight plan so as to remain clear of NAT Regional DLM Airspace.

- **FANS 1/A (or equivalent) Datalink System Failure After Departure.** If a flight experiences an equipment failure AFTER DEPARTURE which renders the aircraft unable to operate FANS 1/A (or equivalent) CPDLC and/or ADS-C systems, requests to operate in the NAT DLM Airspace will be considered on a tactical basis. Such flights must notify ATC of their status PRIOR TO ENTERING the airspace.

- **FANS 1/A (or equivalent) Datalink System Failure After Entering NAT DLM Airspace.** If a FANS 1/A data link equipment failure occurs while the flight is OPERATING WITHIN NAT DLM AIRSPACE, ATC must be immediately advised. Such flights may be re-cleared so as to avoid the airspace, but consideration will be given to allowing the flight to remain in the airspace, based on tactical considerations.

- **Contingency Situations.** NAT DLM airspace restrictions are not applicable to aircraft experiencing a contingency situation.


a. Where the NAT interfaces with the EUR Data Link Implementation Rule airspace, procedures will be established by the ANSPs concerned to facilitate the vertical transition of traffic to and from the NAT Region Data Link Mandate and the EUR Data Link Implementation Rule areas. The transition will be conducted as soon as is practicable by the initial EUR Domestic area along the common FIR/UIR boundary bordering the NAT Region Data Link Mandate. For flights exiting the NAT Region DLM airspace, operators and the ANSP’s shall ensure that the vertical transition is complete prior to crossing any subsequent FIR/UIR boundary.


a. U.S operators are required to obtain operational authorization prior to using FANS 1/A data link systems. U.S. FAA guidance on the process and procedures for operational authorization and aircraft data link system approval can be found in the following documents:

   (1) **AC 20-140** (as amended) (Guidelines for Design Approval of Aircraft Data Link Communication Systems Supporting Air Traffic Services (ATS)).

   (2) **AC 120-70** (as amended) (Operational Authorization Process for Use of Data Link Communication System)
b. These documents are posted on the “FAA NAT Resource Guide For U.S. Operators” under: COMM/Nav/Surveillance, Data Link Communications. See paragraph 2 above for access to the Resource Guide.

c. The U.S. FAA will grant operational authorization for operators to use FANS 1/A data link by issuing an Operational Specifications or Management Specifications paragraph A056 (Data Link Communications), as appropriate, or a part 91 Letter of Authorization A056 (Data Link Communications).

10. Contacts

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roy Grimes</td>
<td>CSSI, Inc. Program Support for Performance Based Flight Systems Branch (AFS-470).</td>
<td>202-863-3692</td>
<td><a href="mailto:RGrimes@cssiinc.com">RGrimes@cssiinc.com</a>;</td>
</tr>
<tr>
<td>Mark Patterson</td>
<td>AFS-470</td>
<td>202-267-8848</td>
<td><a href="mailto:Mark.Patterson@faa.gov">Mark.Patterson@faa.gov</a>;</td>
</tr>
<tr>
<td>Madison Walton</td>
<td>AFS-470</td>
<td>202-267-8850</td>
<td><a href="mailto:Madison.Walton@faa.gov">Madison.Walton@faa.gov</a>;</td>
</tr>
</tbody>
</table>

11. November 2014 Update to NAT “ATS Surveillance Airspace Graphic”. The “November 2014 Update: ATS Surveillance Airspace Graphic” updates the depiction of the airspace. ATS Surveillance Airspace is located in the lightly shaded areas shown in the graphic along with the boundary coordinates. (Performance Based Flight Systems Branch, AFS-470, 11/14/14)

**November 2014 Update: ATS Surveillance Airspace Graphic** - NAT Regional Data Link Mandate Phase 2


**Southern boundary:** RATSU (61N000W) – 61N020W – 63N030W – 62N040W – 61N050W – SAVRY.
Operational Policy/Procedures for 30 Nautical Mile (NM) Lateral, 30 NM Longitudinal and 50 NM Longitudinal Separation in the Anchorage, Oakland and New York Oceanic Control Areas (CTAs)

1. Applicability and Areas Affected (Date/Time and Area)

1.1 Applicability. The policies, guidance and procedures in this section apply to appropriately authorized and equipped aircraft operating throughout the Anchorage, Oakland and New York Oceanic Control Areas (CTAs), excluding the Anchorage Arctic FIR.

1.2 Date/Time. Since December 2005 Oakland Air Route Traffic Control Center (ARTCC), November 2012 Anchorage ARTCC and beginning in December 2013 New York ARTCC, have applied 30 NM lateral, 30 NM longitudinal and 50 NM longitudinal separation between suitably equipped and authorized pairs of aircraft throughout the respective CTAs/Flight Information Regions (FIRs). The ARTCCs continue to accommodate operators that are not eligible for the reduced separation minima. Published ATS routes and other tracks have not changed. Minimum separation based on ADS-C between aircraft authorized RNP 4 and aircraft authorized Required Navigation Performance 10 (RNP 10) will continue to be 50 NM lateral and 50 NM longitudinal. Lateral and longitudinal separation standards applied between RNP 10 and Non-RNP aircraft also remains unchanged.

2. Requirements for Aircraft and Operators.

2.1 Communication, Navigation and Surveillance Requirements. The combination of RNP values, specified communication capability and necessary surveillance and the associated separation minimum are in table:

<table>
<thead>
<tr>
<th>CNS Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Separation Minimum</strong></td>
</tr>
<tr>
<td>50 NM longitudinal</td>
</tr>
<tr>
<td>30 NM longitudinal</td>
</tr>
<tr>
<td>30 NM lateral</td>
</tr>
</tbody>
</table>

2.2 RNP Authorizations and Equipage. For reduced separation to be applied, the aircraft and operator must be authorized by the State of the operator or State of Registry, as appropriate, for the required RNP specification. The aircraft must be equipped with two approved long range navigation systems that will enable the aircraft to maintain the required navigation performance for the duration of flight in the applicable airspace. The aircraft must be equipped with a FANS-1/A package (or equivalent) that includes satellite CPDLC and ADS-C that meets the standards of RTCA DO 258 using ARINC 622 Data Communication Standard. CPDLC communications and ADS-C surveillance must be conducted in accordance with ICAO Global Operational Data Link Document (GOLD), as amended, and maintained for the duration of the flight in the applicable CTA. Pilots and, if applicable, dispatchers must be trained on policies and procedures for 30 NM lateral, 30 NM longitudinal and 50 NM longitudinal requirements including the use of satellite CPDLC and ADS-C in oceanic airspace. See the ICAO Document (Doc) 9613, Performance-based Navigation (PBN) Manual and FAA Order 8400.12 (as amended), Required Navigation Performance 10

NOTE:
Currently RNP4 and RNP 10 are the only navigation specifications applicable to oceanic operations. However, RNP 2 is being developed and once implemented aircraft and operators authorized RNP 2 should be eligible for these reduced separation minima.

2.3 Data Link Operational Authorization. U.S. operators are required to obtain operational authorization prior to using FANS 1/A data link systems. Data link authorizations should be in accordance with FAA AC 20-140 (as amended), Guidelines for Design Approval of Aircraft Data Link Communication Systems Supporting Air Traffic Services (ATS) and FAA AC 120-70 (as amended), Operational Authorization Process for Use of Data Link Communication System.

3. Flight Planning Requirements:
To inform ATC, and to key Ocean21 automation, that aircraft operators have appropriate operational authorizations and are therefore eligible for 30 NM lateral, 30 NM longitudinal or 50 NM longitudinal separation, operators must annotate their flight plans in accordance with the following table:

### Flight Plan Filing Requirements

<table>
<thead>
<tr>
<th>Item 10a. Radio communication, navigation and approach aid equipment and capabilities:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• CPDLC capabilities: J5 (CPDLC FANS 1/A SATCOM (INMARSAT)) and/or J7 (CPDLC FANS 1/A SATCOM (Iridium)), J6 (CPDLC FANS 1/A SATCOM (MTSAT, where applicable))</td>
</tr>
<tr>
<td>• Navigation: R (PBN approved) (see related Item 18 entry below)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item 10b. Surveillance equipment and capabilities:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• D1 (ADS-C with FANS 1/A capabilities)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Item 18. Other Information:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• PBN/L1 (RNP 4)</td>
</tr>
<tr>
<td>• PBN/A1 (RNP 10)</td>
</tr>
</tbody>
</table>

NOTE: If only RNP 10 is filed then separation is limited to 50 NM

4. Special Emphasis Items.

4.1 Weather Contingency Procedure. Weather deviation procedures can be found in ICAO Doc 4444, Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM), Chapter 15.2.3. Pilots maneuver (deviate) around convective weather on a regular basis in the course of operations. Weather, therefore, was a major factor considered in establishing the ATC, operator and aircraft requirements for reducing horizontal separation minima to 30 NM. For weather avoidance maneuvers in areas where 30 NM lateral and 30 NM longitudinal separation minima are applied, operators must train the procedures in the ICAO Doc 4444. Emphasis should be placed on the following:

### Weather Contingency Items

- In accordance with ICAO Doc 4444, pilots are reminded that, regardless of the magnitude of a deviation from assigned route, whenever possible, clearance should be requested in advance from ATC. This does not apply to deviations associated with Strategic Lateral Offset Procedures (SLOP). Prior coordination with ATC will help prevent the aircraft generating unnecessary alerts to ATC for lateral deviation events.

- Pilots should not assume that the Ocean21 system will quickly detect significant changes to the aircraft flight path. Unlike radar, the Ocean21 system does not receive aircraft position updates in real-time. Aircraft position is updated to the Ocean21 system at intervals of up to 10 minutes, when 30 NM lateral and 30 NM longitudinal separation is applied. Controllers can change the update intervals as the situation warrants.
• It is therefore imperative that pilots keep ATC advised, via CPDLC (or HF voice, if necessary), of their intentions (including significant airspeed changes and/or turbulence conditions) during the initial weather avoidance maneuver and any subsequent maneuvers to avoid convective weather. In order to enhance situational awareness, flight crews should consider broadcasting on 123.45 or 121.5 their intentions to deviate from weather - particularly if an ATC weather deviation is not obtained. This could be a significant event in reduced lateral separation situations.

• Pilots must be aware that other aircraft could be approximately 30NM ahead or behind them on the same track and inform ATC expeditiously of changes to flight path or airspeed that could erode longitudinal separation.

• In particular, for the weather deviation procedures, pilots should be aware of the provision to climb or descend 300 feet (depending on the direction of flight and direction of deviation from track) to mitigate the chance of conflict with other aircraft when forced to deviate without a clearance.

• It is recommended that ACAS be operational for aircraft to which 30 NM lateral and 30 NM longitudinal separation minima can be applied. ACAS is not a separation maintenance tool, but provides valuable data to alert the pilot to the presence and proximity of nearby aircraft in contingency and weather deviation situations.

4.2 15NM Offset Contingency Procedures. Guidance published in ICAO Doc 4444, Chapter 15.2 reflects current ICAO guidance calling for a 15 NM track offset when unable to obtain ATC clearance prior to executing maneuvers for contingencies such as rapid descent, turn-back or diversion. This is of particular importance for aircraft to which 30 NM separation minima can be applied.

4.3 GOLD Procedures for Data Link Operations and Conditional Clearances. A conditional clearance is an ATC clearance given to an aircraft with certain conditions or restrictions such as changing a flight level based on a time or place. Conditional clearances add to the operational efficiency of the airspace. However, conditional clearances have been associated with a large number of pilot deviations. These types of clearances require special attention by the flight crew and operators should develop training material to emphasize proper procedures for executing them accordingly. Resources available for aircrew to properly interpret conditional clearances (and which may assist operators in developing training material) can be found in the ICAO Global Operational Data Link Document (GOLD), Chapter 5 and paragraph 5.3.3. Additionally, the North Atlantic Oceanic Error Safety Bulletin (OESB) provides operators information on procedures and best practices for dealing with conditional clearances. Both the GOLD and the latest version of the OESB can be found in the “NAT Resource Guide for US Operators”. See the web link in paragraph 3.

4.4 Aircraft Navigation or Data Links System Malfunction. Pilots must advise ATC of any loss of CPDLC and/or ADS-C capability or an inability to continue to meet RNP-4. ATC will then apply the separation standard appropriate to the situation.

4.5 Air Traffic System Malfunction. If there is a known malfunction of the CPDLC or ADS-C ground system, ATC will contact aircraft and apply separation appropriate to the situation.

4.6 Verifying correct RNP Values prior to entering oceanic and remote airspace. RNP procedures and routes may require the use of RNAV systems with on-board performance monitoring and alerting. A critical component of RNP is the ability of the aircraft navigation system, in combination with the pilot, to monitor its achieved navigation performance and to identify for the pilot whether the operational requirement is, or is not, being met. Operators conducting oceanic operations must verify the RNP value is properly entered into the FMC, from the flight plan, prior to the aircraft entering oceanic or remote airspace.

4.7 Pilot Report of NonRNP10 or RNP 4 Status. If RNP 10 or RNP 4 approval status is requested by the air traffic controller, the pilot shall communicate approval status using the following phraseology:
RNP 10 or 4 Approval Status

<table>
<thead>
<tr>
<th>Controller Request</th>
<th>Pilot Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>“(call sign) confirm RNP 10 or 4 approved”</td>
<td>“Affirm RNP 10 approved” or “Affirm RNP 4 approved”, as appropriate; or</td>
</tr>
<tr>
<td></td>
<td>“Negative RNP 10”</td>
</tr>
</tbody>
</table>

4.7 Strategic Lateral Offset Procedures (SLOP). Pilots should use SLOP procedures in the course of regular oceanic operations. SLOP procedures are published in ICAO Doc 4444, paragraph 16.5 and. FAA Notices.

4.8 Monitoring Aircraft Navigation. The FAA will monitor and document aircraft navigation errors and system malfunctions. Operators are required to cooperate in follow up investigations of these events. Monitoring is used to verify separation safety and as a means to detect trends in operational practice.

5. Points of contact. If there are questions or requests, one of the following may be contacted:

<table>
<thead>
<tr>
<th>Name</th>
<th>Office</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steve Smoot</td>
<td>FAA Flight Standards Support,</td>
<td>+1 202-267-8855</td>
<td><a href="mailto:smoot@cssiinc.com">smoot@cssiinc.com</a></td>
</tr>
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<td>Kim Joyce</td>
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<td><a href="mailto:rgrimes@cssiinc.com">rgrimes@cssiinc.com</a></td>
</tr>
<tr>
<td>Madison Walton</td>
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<td>+1 202-267-8850</td>
<td><a href="mailto:madison.walton@faa.gov">madison.walton@faa.gov</a></td>
</tr>
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<td>Keith Dutch</td>
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<td>+1 202-385-8459</td>
<td><a href="mailto:keith.dutch@faa.gov">keith.dutch@faa.gov</a></td>
</tr>
<tr>
<td>Steven Pinkerton</td>
<td>FAA Oceanic and Offshore Operations, North Atlantic, AJV-824</td>
<td>+1 202-385-8384</td>
<td><a href="mailto:steven.pinkerton@faa.gov">steven.pinkerton@faa.gov</a></td>
</tr>
</tbody>
</table>

15 NOVEMBER 2012 UPDATE

WATRS PLUS ROUTE STRUCTURE REDESIGN & SEPARATION REDUCTION OPERATIONAL POLICY AND PROCEDURES

Introduction. On 5 June 2008, the FAA implemented a redesigned route structure, a reduced lateral separation standard and associated operational policies on oceanic routes or areas in the WATRS Plus Control Areas (CTA). This Notice provides information on operational policies and procedures applied in WATRS Plus CTAs.

FAA ICAO Flight Plan (FPL) 2012 Implementation. This update contains ICAO flight plan filing policies that are required as of 15 November 2012 at 0000 UTC in accordance with the FAA ICAO FPL 2012 program. ICAO FPL 2012 implements a NEW ICAO flight plan format and entries in accordance with Amendment 1 to ICAO Document 4444 (Procedures for Air Navigation Services – Air Traffic Management). Amendment 1 revises Doc 4444, Appendix 2 (Flight Plan) to provide the NEW flight plan format and NEW entries to indicate aircraft communication, navigation and surveillance capabilities.

Note: “NEW” in this Notice refers to the Amendment 1 provisions for ICAO flight plans.
ICAO FPL 2012 Webpage Information. For up to date information on FAA ICAO FPL 2012 implementation, see the “Planned Changes to Filed Flight Plans in 2012” webpage at: http://www.faa.gov/go/fpl2012. The webpage includes an “ICAO 2012 Quick Reference Brochure” or guide for NEW ICAO flight plan entries.

15 November 2012 0000 UTC Implementation Date. IFR or VFR flight plans must be filed using the NEW ICAO flight plan content and format starting 15 November 2012 at 0000 UTC. ICAO flight plans filed using the old ICAO flight plan format will not be accepted after that time. See the “FAA Implementation of the Amendment” section of the ICAO FPL webpage for details.

Flight Plan Entries for NonRNP 10 Aircraft. Paragraph 4 provides information NEW flight plan flight plan entries and pilot reports for aircraft not authorized Required Navigation Performance 10 (NonRNP 10 aircraft) or RNP 4.

Flight Plan Entries for RNP 10 and RNP 4 Aircraft. Paragraph 7 (Flight Plan Requirements) provides information on NEW flight plan entries for RNP 10 and RNP 4 aircraft.

Background. In 1998, lateral separation was reduced to 50 NM in conjunction with the introduction of Required Navigation Performance 10 (RNP 10) for aircraft operating in the North Pacific Route System. Since that time, application of 50 NM lateral separation and RNP 10 has been expanded throughout the Pacific Flight Information Regions (FIR) and other global oceanic airspace. The WATRS Plus initiative applied the experience gained in those operations.

CTAs Affected.
• Route structure redesign and 50 NM lateral separation was implemented in the following CTAs:
  ○ the Atlantic portion of the Miami Oceanic CTA
  ○ the San Juan CTA/FIR and
  ○ the West Atlantic Route System (WATRS).
• New York Oceanic airspace outside of WATRS is transition airspace. 50 NM lateral separation may be applied in this airspace between aircraft authorized RNP 10 or RNP 4.

Note: the WATRS Plus route structure redesign chart is posted on the WATRS Plus Webpage.

Project Objectives. The WATRS Plus project:
• Reduced lateral separation on oceanic routes or areas from 90 NM to 50 NM between aircraft authorized RNP 10 or RNP 4.
• Has over 95% of WATRS Plus flights conducted by operators/aircraft that have been authorized RNP 10 or RNP 4 by the appropriate State (country) authority.
• Accommodates operation of the small percentage of flights not meeting the RNP 10 minimum requirement. See paragraph below and paragraph 4 for further explanation.
• Redesigned the WATRS Plus route structure to make approximately 40% more routes available to enhance operator access to time/fuel efficient routes and altitudes and to enhance en-route capacity.
• Harmonized the WATRS Plus route structure with that in the Caribbean and North Atlantic regions.

Proposal to Require, On Date To Be Determined, RNP 10 or RNP 4 Authorization Between Flight Level 290-410 (inclusive). The FAA is planning to propose a change that would be effective on a date to
be determined. The proposal will likely be to require RNP 10 or RNP 4 authorization for cruise operations on oceanic routes or areas in the WATRS Plus CTAs between FL 290-410 (inclusive). In WATRS Plus airspace, RNP 10 and RNP 4 authorization requires equipage with at least two Long Range Navigation Systems (LRNS). The content of and effective date for the change is planned to be coordinated with the U.S. and international aviation community and will probably require a revision to FAA regulations.

Table of Contents. The following is a list of the major paragraphs that follow:
1. WATRS Plus Webpage: Policy, Procedures and Guidance For Operators and Regulators
2. Lateral Separation Standards To Be Applied
3. Operation On Routes Within the WATRS CTAs Not Requiring RNP 10 or RNP 4 Authorization
4. Provisions For Accommodation of NonRNP10 Aircraft (Aircraft Not Authorized RNP 10 or RNP 4)
5. Operator Action
6. RNP 10 or RNP 4 Authorization: Policy and Procedures for Aircraft and Operators
7. Flight Planning Requirements
8. Pilot and Dispatcher Procedures: Basic and In-flight Contingency Procedures
9. Flight Of Aircraft Previously Authorized RNP 10 Or RNP 4 With One Long-Range Navigation System Operational
10. Contacts For Questions
11. FAA Project Leads

OPERATIONAL POLICY AND PROCEDURES

1. **WATRS Plus Webpage: Policy, Procedures and Guidance For Operators and Regulators.**
   
   Information on WATRS Plus plans, policies and procedures is posted on the “WATRS Plus Webpage”. The WATRS Plus Webpage is linked to the “Oceanic and Offshore Operations” Homepage at:
   
   [www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/)

   The Webpage contains detailed guidance on operator and aircraft authorization for RNP 10 or RNP 4 including Job Aids with references to FAA and ICAO documents.

2. **Lateral Separation Standards To Be Applied**
   a. 50 NM lateral separation is applied in the WATRS Plus CTAs between aircraft authorized RNP 10 or RNP 4 operating at any altitude above the floor of controlled airspace.

   b. 50 NM lateral separation is applied in the New York Oceanic CTA/FIR outside of WATRS between aircraft authorized RNP 10 or RNP 4 operating at any altitude above the floor of controlled airspace.

   c. Within the WATRS Plus CTAs, the lateral separation standard applicable to NonRNP10 aircraft is 90 NM.

   d. Policies for application of other lateral separation standards in airspace outside the WATRS Plus CTAs are not affected.

3. **Operation On Routes Within the WATRS Plus CTAs Not Requiring RNP 10 or RNP 4 Authorization.** Operation on certain routes that fall within the boundaries of WATRS Plus CTAs is not affected by the introduction of RNP 10 and 50 NM lateral separation. Operation on the following routes is not affected:

   a. Routes that are flown by reference to ICAO standard ground-based navigation aids (VOR, VOR/DME, NDB), such as the routes in the airspace between Florida and Puerto Rico.
b. Routes that are located within radar and VHF coverage. WATRS Plus route segments M201 between BAHAA and PAEPR and L453 between PAEPR and AZEZU have replaced A761 between HANRI and ETOCA and R511 between ELTEE and AZEZU. At and above FL 310, the new route segments are within radar and VHF coverage. Operations at and above FL 310 on these route segments do not require RNP 10 or RNP 4 authorization and remains the same as those conducted on the old A761 and R511 route segments. Pilots shall not apply Strategic Lateral Offset Procedures (SLOP) on these route segments.

c. Special Area Navigation (RNAV) routes located in the airspace between Florida and Puerto Rico. The old “T-routes” were re-designated as “Y-routes” on 5 June 2008. These special RNAV routes are not part of the WATRS Plus route structure. A Notice entitled “Special RNAV Routes Between Florida and Puerto Rico: Change From T-routes to Y-routes On 5 June 2008” is posted on the WATRS Plus Webpage. It is published in the FAA Domestic/International NOTAM Book. The Notice provides updated policy and procedures for Y-route operations.

4. Provisions for Accommodation of NonRNP10 Aircraft (Aircraft Not Authorized RNP 10 or RNP 4). Operators of NonRNP10 aircraft shall follow the practices detailed below.

   a. As of 15 November 2012 at 0000 UTC, when filing an ICAO flight plan under NEW ICAO FPL 2012 provisions, operators of NonRNP10 aircraft shall annotate ICAO flight plan Item 18 as follows:

   “RMK/ONRNP10” (no space between letters and numbers).

   b. Pilot Report to ATC. Pilots of NonRNP10 aircraft that are flight planned to operate or are operating on WATRS Plus “L” and “M” routes shall report the lack of authorization by stating “Negative RNP 10” in the:

   • Atlantic portion of the Miami Oceanic CTA
   • New York Oceanic CTA/FIR
   • New York Atlantic High Offshore Airspace
   • San Juan CTA/FIR
     ○ on initial call to ATC and...
     ○ in read back of clearance to descend from FL 410 and above. (See paragraph 4e below).
     ○ if approval status is requested by the controller. (See paragraph 8h below).

   c. Operators of NonRNP10 aircraft shall not annotate ICAO flight plan Item 18 (Other Information) indicating RNP 10 or RNP 4 capability as shown in paragraph 7, if they have not obtained RNP 10 or RNP 4 authorization.

   d. NonRNP10 operators/aircraft are able to file most WATRS Plus routes at any altitude. Some routes, however, may require special routing for NonRNP 10 aircraft. Check the WATRS Plus Webpage for related FAA Notices. NonRNP 10 operators are cleared to operate on preferred routes and altitudes as traffic permits. Aircraft that are authorized RNP 10 or RNP 4, however, will have a better opportunity of obtaining their preferred altitude and route because the 50 NM lateral separation standard is applied to those aircraft. 50 NM lateral separation is not applied to NonRNP10 aircraft.

   e. NonRNP10 aircraft retain the option of climbing to operate at altitudes above those where traffic is most dense (i.e., at/above FL 410). To minimize the chance of conflict with aircraft on adjacent routes, NonRNP10 aircraft should plan on completing their climb to or descent from higher FLs within radar coverage.

   f. All aircraft can enhance their opportunity to be cleared on their preferred route and altitude if they operate at non-peak hours, approximately 0100 to 1100 UTC.
5. **Operator Action.** Operators capable of meeting RNP 10 or RNP 4 that operate on oceanic routes or areas in WATRS Plus CTAs between flight level (FL) 290-410, where competition for routes and altitudes is greatest, should obtain authorization for RNP 10 or RNP 4 and annotate the ICAO flight plan in accordance with paragraph 7. The FAA also strongly recommends that operators flying on oceanic routes or areas above or below those FLs obtain RNP 10 or RNP 4 authority to enhance their operational flexibility.

6. **RNP 10 or RNP 4 Authorization: Policy and Procedures For Aircraft and Operators**

   a. In accordance with ICAO guidance, RNP 10 and RNP 4 are the only navigation specifications (nav specs) applicable to oceanic and remote area operations. (See note below). Other RNAV and RNP nav specs are applicable to continental en route, terminal area and approach operations.

   **Note:** “RNP navigation specification” (e.g., RNP 10) is the term adopted in the new ICAO Performance Based Navigation (PBN) Manual (Doc 9613). It replaces the term “RNP type”.

   b. **Responsible State Authority (ICAO Guidance).** The following is ICAO guidance on the State authority responsible for authorizations such as RNP 10, RNP 4 and RVSM.

      - **International Commercial Operators.** The State of Registry makes the determination that the aircraft meets the applicable RNP requirements. The State of Operator issues operating authority (e.g., Operations Specifications (OpSpecs)).

      - **International General Aviation (IGA) Operators.** The State of Registry makes the determination that aircraft meets the applicable RNP requirements and issues operating authority (e.g., Letter of Authorization (LOA)).

   c. **FAA Documents.** The guidance and direction of FAA Order 8400.12 (as amended) (RNP 10 Operational Approval) will be used to grant RNP 10 authorization to operators and aircraft for which the FAA is responsible. FAA Order 8400.33 (as amended) (Procedures For Obtaining Authorization For RNP 4 Oceanic/Remote Area Operations) will be used to authorize RNP 4. The FAA RNP 10 and RNP 4 orders are consistent with the ICAO PBN Manual guidance discussed below. FAA and ICAO documents are posted on the WATRS Plus Webpage.


   e. **RNP 10 and RNP 4 Job Aids.** Operators and authorities should use the RNP 10 or RNP 4 Job Aids posted on the WATRS Plus Webpage. These Job Aids address the operational and airworthiness elements of aircraft and operator authorization and provide references to appropriate documents. One set of RNP 10 and RNP 4 Job Aids provides references to FAA documents and another set provides references to ICAO documents. The Job Aids provide a method for operators to develop and authorities to track the operator/aircraft program elements required for RNP 10 or RNP 4 authorization.

   f. **Requirement For Equipage With At Least Two Long-Range Navigation Systems (LRNS) Meeting RNP 10 or RNP 4 Standards.** See “Acceptable Navigation System Configurations” in Section 2 of the WATRS Plus Webpage (Operator/Aircraft RNP 10 Authorization Policy/Procedures). For WATRS Plus operations, RNP 10 and RNP 4 authorization require aircraft equipage with at least two LRNS with functionality and display adequate for the operation. The guidance referenced above provides a detailed discussion of acceptable aircraft LRNS configurations for operation in WATRS Plus oceanic airspace.
Note: see paragraph 8c for policy on LRNS failure or malfunction enroute.

g. RNP 10 Time Limit For INS or IRU Only Equipped Aircraft. Operators should review their Airplane Flight Manual (AFM), AFM Supplement or other appropriate documents and/or contact the airplane or avionics manufacturer to determine the RNP 10 time limit applicable to their aircraft. They will then need to determine its effect, if any, on their operation. Unless otherwise approved, the basic RNP 10 time limit is 6.2 hours between position updates for aircraft on which Inertial Navigation Systems (INS) or Inertial Reference Units (IRU) provide the only source of long range navigation. Extended

RNP 10 time limits of 10 hours and greater are already approved for many IRU systems.

7. Flight Planning Requirements. Operators shall make ICAO flight plan annotations in accordance with this paragraph and, if applicable, paragraph 4.

a. ICAO Flight Plan Requirement. ICAO flight plans shall be filed for operation on oceanic routes and areas in the WATRS Plus CTAs.

b. ICAO Flight Plan AFTN Addressing For Operations in the New York Oceanic CTA/FIR (including WATRS). All flights entering the New York Oceanic CTA/FIR shall address flight plans to KZWYZOZX. All flights entering the New York Oceanic CTA/FIR and a U.S. ARTCC (except Boston) and/or Bermuda airspace shall address flight plans to both KZWYZOZX and the appropriate U.S. ARTCC. (See table below). If operators do not address flight plans to KZWYZOZX, 50 NM lateral separation cannot be applied to them.

<table>
<thead>
<tr>
<th>Airspace To Be Entered: New York Oceanic CTA/FIR and U.S. ARTCCs</th>
<th>Required AFTN addresses</th>
</tr>
</thead>
<tbody>
<tr>
<td>New York (NY) Oceanic CTA/FIR</td>
<td>KZWYZOZX</td>
</tr>
<tr>
<td>Boston ARTCC &amp; NY Oceanic</td>
<td>KZWYZOZX only (This change confirmed on 19 June 08).</td>
</tr>
<tr>
<td>NY domestic and/or Bermuda &amp; NY Oceanic</td>
<td>KZNYQZX &amp; KZWYZOZX</td>
</tr>
<tr>
<td>Washington (KZDC) &amp; NY Oceanic</td>
<td>KZDCQZX &amp; KZWYZOZX</td>
</tr>
<tr>
<td>Jacksonville (KZJX) &amp; NY Oceanic</td>
<td>KZJXQZX &amp; KZWYZOZX</td>
</tr>
<tr>
<td>Miami (KZMA) &amp; NY Oceanic</td>
<td>KZMAQZX &amp; KZWYZOZX</td>
</tr>
<tr>
<td>San Juan &amp; NY Oceanic</td>
<td>TZSUZRX &amp; KZWYZOZX</td>
</tr>
</tbody>
</table>

c. As of 15 November 2012 at 0000 UTC, when filing an ICAO flight plan under NEW ICAO FPL 2012 provisions, to inform ATC and to key Ocean21 automation that they have obtained RNP 10 or RNP 4 authorization and are eligible for 50 NM lateral separation, operators shall:

(1) Annotate ICAO Flight Plan Item 10a (Equipment) with the letter “R” and…

(2) Annotate Item 18 (Other Information) with, as appropriate, “PBN/A1” for RNP 10 aircraft or “PBN/L1” for RNP 4 aircraft (no space between letters and numbers). (“PBN” is “Performance-based Navigation”.

Note: under NEW ICAO FPL 2012 provisions, letter “R” indicates that the performance-based navigation specification (e.g., RNP 10 or RNP 4) is specified in Item 18 following the indicator “PBN/”.
d. 50 NM lateral separation will only be applied to operators/aircraft that annotate the ICAO flight plan in accordance with this policy.

e. Operators that have not obtained RNP 10 or RNP 4 authorization shall not annotate ICAO flight plan Item 18 (Other information) indicating RNP 10 or RNP 4 capabilities, but shall follow the practices detailed in paragraph 4 of this notice.


8. Pilot and Dispatcher Procedures: Basic and In-flight Contingency Procedures

a. General. Operator applications/programs for RNP 10 or RNP 4 authorization must address operational and airworthiness policy and procedures related to WATRS Plus route structure redesign and 50 NM lateral separation implementation. The RNP 10 and RNP 4 Job Aids posted on the WATRS Webpage contain sections on pilot and, if applicable, dispatcher training/knowledge and on operations manuals or comparable operations documents. The Job Aids also provide references to source documents.

b. Basic Pilot Procedures. The RNP 10 and RNP 4 Job Aids contain references to pilot and, if applicable, dispatcher procedures contained in:
   - FAA Order 8400.12A (RNP 10), Appendix 4 (Training Programs and Operating Practices and Procedures)
   - FAA Order 8400.33 (RNP 4): paragraph 9 (Operational Requirements) and paragraph 10 (Training Programs, Operating Practices and Procedures)
   - ICAO PBN Manual, Volume II, Part B, Chapter 1 (RNP 10): paragraphs 1.3.4, 1.3.5 and 1.3.6
   - ICAO PBN Manual, Volume II, Part C, Chapter 1 (RNP 4): paragraphs 1.3.4, 1.3.5 and 1.3.6

c. LRNS Failure or Malfunction After Entry Onto WATRS Plus Oceanic Routes or Areas. The following is WATRS Plus CTA policy for LRNS failure or malfunction enroute:

   (1) To conduct operations as an RNP 10 or RNP 4 operator/aircraft, at least two RNP 10 or RNP 4 authorized LRNSs shall be operational at entry on to oceanic route segments or areas in the WATRS Plus CTAs. (See paragraph 9 for pilot actions in situations where only one LRNS is determined to be operational prior to entry on to oceanic route segments or areas in the WATRS Plus CTAs).

   (2) After entry on to an oceanic route segment or area within the WATRS Plus CTAs, if an LRNS fails or malfunctions and only one LRNS remains operational, the pilot shall inform ATC. ATC will acknowledge and monitor the situation. The aircraft may continue on the cleared route provided that, in the pilot’s judgment, the remaining LRNS will enable the aircraft to be navigated within approximately 10 NM of the cleared route center-line. If that is not the case, then paragraph (3) below applies.

   (3) If, in the pilot’s judgment, the aircraft cannot be navigated within approximately 10 NM of the cleared route center-line:

      i. the pilot shall advise ATC of the situation and coordinate a course of action

      ii. the pilot shall: consider the best option to maintain the safety of the operation (e.g., continuing on route or turning back); whenever possible obtain an ATC clearance before deviating from cleared route or flight level and keep ATC advised.
iii. ATC will establish an alternative separation standard as soon as practicable, coordinate the safest course of action with the pilot and monitor the situation.

iv. If coordination with ATC cannot be accomplished within a reasonable period of time, the pilot should consider climbing or descending 500 feet, broadcasting action on 121.5 and advising ATC as soon as possible.

d. **In-flight Contingency Procedures (e.g., Rapid Descent, Turn-back, Diversion).** In-flight contingency procedures for oceanic airspace now published in FAA Notices, posted on the WATRS Plus Website and published in ICAO Document 4444 must be emphasized in pilot training/knowledge programs. The published procedures are applicable to the WATRS Plus CTA reduction of lateral separation from 90 NM to 50 NM. The full text of the in-flight contingency procedures is published on the WATRS Plus Webpage under “Operating Policy” in Section 2.

e. **Special Emphasis: Maneuvering to Avoid Convective Weather in a 50 nm Separation Environment.** Pilots are required to maneuver (deviate) around convective weather on a regular basis in the course of WATRS Plus operations. Weather deviation procedures, therefore, must be emphasized in accordance with the following:

   - Pilot training/knowledge programs and operations manuals or comparable operations documents must emphasize weather deviation procedures as published in FAA Notices and ICAO Document 4444 and posted under “Operating Policy” in Section 2 of the WATRS Plus Website. Weather deviation procedures are addressed in the RNP 10 and RNP 4 Job Aids. In addition, a pilot bulletin/aid for understanding and executing weather deviation procedures is posted under “Operating Policy” in Section 2 of the WATRS Plus Webpage.

   - It is imperative that pilots keep ATC advised of their intentions during the initial weather avoidance maneuver and any subsequent maneuvers to avoid convective weather.

   - For distress or urgent situations, direct Air/Ground and Ground/Air satellite telephone service (SATVOICE) is available for communication with New York Oceanic, San Juan Center and ARINC. (See the WATRS Plus Webpage for details).

   - Pilots must be aware of the provision to climb or descend 300 feet (depending on the direction of flight and direction of deviation from track) to mitigate the chance of conflict with other aircraft when forced to deviate without a clearance.

   - It is recommended that, if equipped, the Airborne Collision Avoidance System (ACAS (TCAS)) be operational. ACAS provides a valuable tool to alert the pilot to the presence and proximity of nearby aircraft in weather deviation situations.

f. **Strategic Lateral Offset Procedures (SLOP).** Pilots should use SLOP procedures in the course of regular oceanic operations. SLOP procedures are published in FAA Notices, posted under “Operating Policy” in Section 2 of the WATRS Plus Webpage and published on ICAO Document 4444. SLOP is addressed in the RNP 10 and RNP 4 Job Aids.

g. **Pilot Report of NonRNP10 Status.** The pilot shall report the lack of RNP 10 or RNP 4 status in accordance with the following:

   - When the operator/aircraft is not authorized RNP 10 or RNP 4. **See paragraph 4.**

   - If approval status is requested by the controller in accordance with paragraph 8h below.

   - When an operator/aircraft previously granted RNP 10 or RNP 4 authorization is operating with only one operational LRNS. **See paragraph 9.**

h. **Pilot Statement of RNP 10 or RNP 4 Approval Status, If Requested.** If requested by the
controller, the pilot shall communicate approval status using the following phraseology:

<table>
<thead>
<tr>
<th>Controller Request</th>
<th>Pilot Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>(call sign) confirm RNP 10 or 4 approved</td>
<td>“Affirm RNP 10 approved” or “Affirm RNP 4 approved”, as appropriate, or…</td>
</tr>
<tr>
<td></td>
<td>“Negative RNP 10” (See paragraph 4 for NonRNP10 aircraft procedures).</td>
</tr>
</tbody>
</table>

9. **Flight Of Aircraft Previously Authorized RNP 10 Or RNP 4 With One Long-Range Navigation System Operational**

a. To the maximum extent possible, operators that are authorized RNP 10 or RNP 4 should operate on WATRS Plus oceanic routes in compliance with those standards. If the situation warrants, however, operators may fly an aircraft on WATRS Plus oceanic routes with one LRNS operational. The intent of this policy is to allow an aircraft to complete the flight to its destination and/or be flown to a location for repair. For U.S. operators conducting operations under Part 121, 125 or 135 of the Code of Federal Regulations, Operations Specifications paragraph B054 (Class II (Oceanic) Navigation Using Single Long-Range Navigation System) applies.

b. **One LRNS Operational Prior to Takeoff For Flight Into WATRS Plus Oceanic Routes or Areas.** In the situation where only one LRNS is determined to be operational prior to takeoff, operators shall follow the practices detailed in paragraph 4 (Provisions For Accommodation of NonRNP10 Aircraft) (i.e., ICAO flight plan item 18 annotation and pilot report to ATC of aircraft NonRNP10 status). The aircraft will be treated as NonRNP10 aircraft and appropriate lateral separation will be applied.

c. **Failure or Malfunction of LRNS Enroute, One LRNS Operational Prior to Entering a WATRS Plus CTA.** In the situation where at least two LRNs are operational at takeoff, but LRNS failure or malfunction occurs en route and only one LRNS remains operational, the pilot shall take action to inform ATC. Approximately 175-125 NM prior to entering a WATRS Plus CTA, the pilot shall report to ATC that only one LRNS is operational and request that ATC amend the flight plan item 18 entry to delete “PBN/A1” or “PBN/L1” and enter “RMK/NONRNP10” in accordance with paragraph 4a. In addition, after entering on to a WATRS Plus oceanic route or area, the pilot shall report the “NonRNP10” status of the aircraft in accordance with paragraph 4b.

10. **Contacts For Questions.** If there are questions or requests, one of the following may be contacted and a response will be coordinated with the appropriate FAA subject matter expert, if necessary:

<table>
<thead>
<tr>
<th>Name</th>
<th>Title/Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roy Grimes</td>
<td>FAA Support. Flight Standards Specialist, CSSI, Inc. +1 202-863-3692 <a href="mailto:RGrimes@cssiinc.com">RGrimes@cssiinc.com</a>;</td>
</tr>
<tr>
<td>Steven Pinkerton</td>
<td>FAA Oceanic and Offshore Operations (AJV–824) +1 202-385-8384 <a href="mailto:Steven.Pinkerton@faa.gov">Steven.Pinkerton@faa.gov</a>;</td>
</tr>
<tr>
<td>Steve Smoot</td>
<td>FAA Support. CSSI, Inc. +1 202-863-0865 <a href="mailto:SSmoot@cssiinc.com">SSmoot@cssiinc.com</a>;</td>
</tr>
</tbody>
</table>

11. **FAA Project Leads.** The FAA project leads are:

<table>
<thead>
<tr>
<th>Name</th>
<th>Title/Contact Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>Karen Chiodini</td>
<td>Manager, Oceanic and Offshore Operations (AJE-32) +1 202-385-8931 <a href="mailto:Karen.L.Chiodini@faa.gov">Karen.L.Chiodini@faa.gov</a></td>
</tr>
<tr>
<td>Dale Livingston</td>
<td>ATO Separation Standards Analysis Group (AJP-7141) +1 609-485-4163 <a href="mailto:Dale.Livingston@faa.gov">Dale.Livingston@faa.gov</a></td>
</tr>
</tbody>
</table>
WATRS PLUS/NEW YORK OCEANIC ROUTING PROCEDURES

Routing Questions. For questions on recommended WATRS Plus routing in individual centers, please contact one of the specialists below:

New York Oceanic: Wolfgang.Lerch@faa.gov; Ph. 631–468–1018
Miami Center: Juan.Almanzar@faa.gov; Ph. 305–716–1699
San Juan Center: Hector.Plaza@faa.gov; Ph. 787–253–8691
Jacksonville Center: Barry.H.Ponder@faa.gov; Ph. 904–549–1029

The following route scheme is being published to provide direction for entering and exiting WATRS airspace.

MNPS certification is NOT required for aircraft operating in a small portion of MNPS airspace in the New York CTA/FIR west of 06700W and north of 3830N.

SOUTHBOUND
SOUTHBOUND WATRS PLUS ROUTE STRUCTURE ACCESS FROM NEW YORK METROPOLITAN AREA

All airspace users entering New York Center’s West Atlantic Route System (WATRS) southbound on ATS routes: L453, L454, L455, L456, L457, L459, L461 AND L462 shall flight plan and file the following routes:

<table>
<thead>
<tr>
<th>ATS ROUTE</th>
<th>WATRS ACCESS ROUTING (SOUTHBOUND ONLY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>For L453;</td>
<td>…LINND–AZEZU–L453…</td>
</tr>
<tr>
<td>For L453 VIA B24;</td>
<td>…B24–AZEZU–L453…</td>
</tr>
<tr>
<td>For L454;</td>
<td>…LINND–ROLLE–ATUGI–L454…</td>
</tr>
<tr>
<td>For L454 VIA B24;</td>
<td>…B24–WEBBB–ROLLE–ATUGI–L454…</td>
</tr>
<tr>
<td>For L455;</td>
<td>…LINND–RESQU–SKPPR–L455…</td>
</tr>
<tr>
<td>For L455 VIA B24;</td>
<td>…B24–WEBBB–RESQU–SKPPR–L455…</td>
</tr>
<tr>
<td>For L456;</td>
<td>…LINND–SQUAD–DARUX–L456…</td>
</tr>
<tr>
<td>For L456 VIA B24;</td>
<td>…B24–WEBBB–RESQU–DARUX–L456…</td>
</tr>
<tr>
<td>For L457;</td>
<td>…LINND–RESQU–SKPPR–L457…</td>
</tr>
<tr>
<td>For L457 VIA B24;</td>
<td>…B24–WEBBB–RESQU–SKPPR–L457…</td>
</tr>
</tbody>
</table>
EASTBOUND
TRANSITION TO NEW YORK OCEANIC CTA/FIR

VIA: ORF AR9 ZIBUT
All airspace operators transitioning the New York Center West Atlantic Route System (WATRS) via ZIBUT intersection, en route to the New York Center North Atlantic RNP/MNPS/RVSM airspace, are encouraged to flight plan via:

ZIBUT [DCT] LARGE [DCT]: SLATN [or] JOBOC [or] DOVEY

Operators opting to flight plan via any other fix or Latitude/Longitude coordinates east of ZIBUT intersection shall expect no higher than FL290 and may be rerouted to accommodate WATRS non–radar traffic.

NOTE – This route may be filed bi–directionally

VIA: KAYYT [DCT] 06000W Longitude
Operators departing the metropolitan New York Area destined to the African Continent may file via:
LINND–KAYYT–[ TO 3800N/06000W or South, e.g. 3800N/06000W or 3700N/06000W or 3600N/06000W] – flight planned route.

NOTE – This route may be filed bi–directionally

NORTHBOUND
NORTHBOUND WATRS PLUS ROUTE STRUCTURE ACCESS TO NEW YORK METROPOLITAN AREA

All northbound airspace users exiting New York Center’s West Atlantic Route System (WATRS) destined to New York Area airports on ATS routes: L453, L454, L455, L456, L457, L459, L461 AND L462 shall flight plan and file the following transition routes to join standard airport arrival routing:

<table>
<thead>
<tr>
<th>ATS ROUTE</th>
<th>WATRS EXIT ROUTING (NORTHBOUND ONLY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>From L453;</td>
<td>…AZEZU–BERGH…</td>
</tr>
<tr>
<td>From L454;</td>
<td>…OKONU–L454–BERGH…</td>
</tr>
</tbody>
</table>
NonRNP 10 operators will file and fly NonRNP 10 routings, as shown in the table below, for operations in WATRS Plus CTAs, until further notice.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>L451</td>
<td>ILIDO–L451–JORGG</td>
<td>ILIDO–LNHOM–L452–JORGG</td>
<td></td>
<td></td>
</tr>
<tr>
<td>M201</td>
<td>PAEPR–M201–CARAC–LOMPI</td>
<td>PAEPR–MUNey–M202–LOMPI</td>
<td>+12</td>
<td>0</td>
</tr>
<tr>
<td>M203</td>
<td>NUCAR SNAGY M203 LEXIM</td>
<td>NUCAR – 29 09N / 076 42W LEXIM</td>
<td>−4</td>
<td>0</td>
</tr>
<tr>
<td>M204</td>
<td>NUCAR SUMRS M204 FLUPS</td>
<td>NUCAR – 29 09N / 076 42W FLUPS</td>
<td>+3</td>
<td>0</td>
</tr>
<tr>
<td>M327</td>
<td>NUCAR SUMRS M327 KANUX</td>
<td>NUCAR – 29 09N / 076 42W KANUX</td>
<td>+8</td>
<td>10</td>
</tr>
<tr>
<td>M329</td>
<td>EXTER M329 BOREX</td>
<td>EXTER CNNOR BOREX</td>
<td>+20</td>
<td>2</td>
</tr>
<tr>
<td>M330</td>
<td>MLSAP MILLE M330 RUDLI</td>
<td>MLSAP 25 47N / 073 38W RUDLI</td>
<td>+1</td>
<td>1</td>
</tr>
<tr>
<td>M331</td>
<td>AVNEY CANEE M331 LFANO</td>
<td>AVNEY 25 47N / 073 38W LFANO</td>
<td>+37</td>
<td>0</td>
</tr>
<tr>
<td>M593</td>
<td>EXTER M593 GRATX M593 RUDLI</td>
<td>EXTER CNNOR RUDLI</td>
<td>+13</td>
<td>0</td>
</tr>
<tr>
<td>M595</td>
<td>MUSSH MILLE M330 RABAL</td>
<td>MUSSH 25 47N / 073 38W RABAL</td>
<td>−7</td>
<td>0</td>
</tr>
</tbody>
</table>

*NOTE – Plus (+) indicates longer route. Minus (−) indicates shorter route.
This Notice is posted in the Aeronautical Information Publication (AIP).

Routing Questions. For questions on WATRS Plus routing for NonRNP 10 aircraft in individual centers, please contact one of the specialists below:

New York Oceanic: Wolfgang.Lerch@faa.gov; Ph. 631−468−1018
Miami Center: Juan.Almanzar@faa.gov; Ph. 305−716−1531
San Juan Center: Hector.Plaza@faa.gov; Ph. 787−253−8691
Jacksonville Center: Barry.H.Ponder@faa.gov; Ph. 904−549−1029

(AFS−470, 6/1/13)

Special Area Navigation (RNAV) Routes Between Florida and Puerto Rico

Background:
The airspace between the State of Florida and the Commonwealth of Puerto Rico is designated Class A airspace in Title 14 of the Code of Federal Regulations (14 CFR). The applicable sections are Part 71, Section 71.1, which incorporates FAA Order 7400.9 by reference, and Section 71.33.

In 1999, the FAA's Southern Region developed a Special RNAV route structure to better serve the user community that flies between Florida and Puerto Rico. Those routes are currently designated “Y−routes.”

The objective of the Y−routes is to capture the benefits that Global Navigation Satellite Systems (GNSS) and other approved RNAV systems provide by enabling aircraft to navigate on direct point−to−point routes. These special routes augment the existing conventional airway system and stand as the foundation toward increased efficiency in air traffic management and decreased operating costs for users.

The FAA has noted that many aircraft, both new and in−service, are being equipped with GNSS navigation systems. Based on this improved navigation capability, the FAA is considering future plans to publish and chart public routes in this area that conform to AC 90−100, as amended (U.S. Terminal and En Route Area Navigation (RNAV) Operations) with the intent of further enhancing the safety and efficiency of the Atlantic High Offshore airspace.

Operational Policy and Procedures:

1. Route and fix publication. The waypoints that define the Y−routes are published in the National Flight Data Digest (NFDD). Y−routes are “special” routes and will not be charted on U.S. government aeronautical charts.

2. Operation when ATC radar temporarily OTS. Normally these routes operate under radar surveillance. However, under the conditions detailed below, the routes may continue to operate using non−radar procedures during periods of temporary air traffic control (ATC) radar outage. The decision to continue RNAV route operation in non−radar situation is based on an evaluation of the following communications, navigation and surveillance (CNS) factors:

   A. Communications: Direct controller−pilot communications via VHF radio is available on the routes.
B. Navigation: Aircraft RNAV systems are approved for Instrument Flight Rules (IFR) operation in accordance with existing FAA regulations and Advisory Circulars (ACs).

C. Safety Net: In a non–radar environment, an operational Traffic Alert and Collision Avoidance System (TCAS) is required in accordance with paragraph 5 below.

D. Operational environment: Pilot requests for track deviations to avoid convective weather and for aircraft contingencies or emergencies will be managed in accordance with existing ATC procedures.

3. Operational approval

A. Class I Navigation: operations on the Y–routes are categorized as Class I navigation, as defined in FAA Order 8900.1, Vol. 4, Chapter 1, Section 3, Class I Navigation. 

Note: FAA Order 8900.1, Vol. 4, Chap. 1, Sect. 3, Paragraph 4–56 states that area navigation is an approved type of IFR Class I navigation.

B. Operations Specifications: operators are considered eligible to conduct operations on the Y–routes provided that aircraft are equipped with the appropriate equipment in accordance with paragraph 4 and 5 below and operations are conducted in accordance with paragraph 7 below. Title 14 CFR Parts 121, 125, 135 operators are authorized to operate on the Y–routes when they are issued Operations Specifications (OpSpecs) paragraph B034 (Class I Navigation Using Area Navigation Systems). In addition, OpSpecs B034 must be annotated in OpSpecs paragraph B050 (Enroute Authorizations, Limitations and Procedures), for the Caribbean Sea area of operations.

C. Title 14 CFR Part 91 Operators: Title 14 CFR Part 91 operators are considered eligible to conduct operation on the Y–routes provided aircraft are equipped with approved equipment in accordance with paragraphs 5 and 6 and operations are conducted in accordance with paragraph 7. Title 14 CFR Part 91 operators must review their Airplane Flight Manual (AFM) and verify that the aircraft RNAV system has been approved and installed in accordance with one of the FAA Advisory Circulars listed in paragraph 5. If the operator is unable to verify that the AFM shows that the aircraft RNAV system is appropriately approved, then it should contact the local Flight Standards District Office (FSDO) for help in determining eligibility. The FSDO may contact the Flight Technologies and Procedures Division (AFS–400) if further assistance is required. (See paragraph 8 for contacts). A specific Letter of Authorization is not required.

4. Operator determination of RNAV equipment eligibility. Operators will not flight plan nor operate on Y–routes unless their aircraft is equipped with RNAV systems that are approved for IFR navigation. Aircraft may be considered eligible to operate on Y–routes if the AFM shows that the navigation system installation has received airworthiness approval in accordance with one of the following ACs:

A. AC 90–45A (Approval of Area Navigation Systems for use in the U.S National Airspace System)

B. AC 20–138, as amended (Airworthiness Approval of Positioning and Navigation Systems); or


Note: Approvals remain valid for aircraft previously approved under AC 20–130 (Airworthiness Approval of Navigation or Flight Management Systems Integrating Multiple Navigation Sensors), however, the provisions of AC 20–130 have been incorporated in AC 20–138.

5. TCAS equipage when ATC radar temporarily out of service. An operational TCAS is required for commercial operators to dispatch for flight on Y–routes when the Y–routes are not operating under radar
surveillance. For general aviation operators, this requirement will be applied when the flight plan is filed. Air Traffic Control will notify operators that applicable ATC radar is inoperative as soon as possible.

6. Operational requirements and procedures.

A. Pilots in command (PIC) filing a Y−route are certifying that the crew is qualified and the aircraft equipment meets the requirements to conduct RNAV operations.

B. Pilots in command are responsible for navigating along the centerline (as defined by the aircraft navigation systems) in accordance with the requirements of 14 CFR Part 91.181 (course to be flown) and ICAO Annex 2, Paragraph 3.6.2.1.1. (Annex 2, paragraph 3.6.2.1.1 states that flights shall “in so far as practicable, when on an established ATS route, operate along the defined centerline of that route.”)

C. The PIC shall notify the Miami Air Route Traffic Control Center (ARTCC) or San Juan Combined Center Radar Approach Control (CERAP) of any loss of navigation capability that affects the aircraft’s ability to navigate within the lateral limits of the route.

D. For the purpose of Y−route operation, on routes where Inertial Navigation Systems (INS) or Inertial Reference Systems(IRS) cannot receive automatic position updates (e.g., DME/DME update) for the entire length of the route, aircraft are limited to 1.5 consecutive hours of un−updated operation. In preparation for take−off, this time starts when the INS or IRS is placed in the navigation mode. En route, the maximum time allowed between automatic position updates is 1.5 hours. Systems that perform position updating after the pilot has manually selected the navigation aid are considered to have “automatic update” capability.

E. Radar monitoring will normally be provided. In the event of a loss of radar, the flight crew will be advised. Air traffic control (ATC) will ensure that the appropriate non−radar separation is applied during these time periods.

F. Pilots must have and use an en route chart that identifies the Y−routes and their waypoints.

G. Waypoints shall be identified as compulsory or non−compulsory reporting points. When the ARTCC/CERAP is providing radar service, the operator shall report compulsory points only when requested. In accordance with ICAO documents, routes are identified as Y−routes and all waypoints/fixes are pronounceable five letter names.

7. Contacts for questions. If there are questions or a request, you may contact one of the following:

A. Juan Almanzar (Miami Air Route Traffic Control Center). Phone: +1 305−716−1531; E−mail: Juan.Almanzar@faa.gov

B. Madison Walton (Flight Standards Service, Flight Technologies and Procedures Division (AFS−400)). Phone: +1−202−267−8850; E−mail: Madison.Walton@faa.gov

C. Roy Grimes (FAA Separation Standards Program Support, CSSI, Inc). Phone: +1−202−863−3692; E−mail: RGrimes@cssiinc.com

(AFS−470, 6/1/13)

NEW YORK FIR

ICAO Flight Plan Addressing in the New York Oceanic FIR:

All flights entering the New York Oceanic CTA/FIR should address flight plans to KZWYZOZX. Flights entering the New York Oceanic CTA/FIR from domestic United States airspace or Bermuda should address flight plans to both KZWYZOZX and KZNYZQZX. (ATO−E, 21 Dec 06)
**BEACON CODE PROCEDURES IN THE WESTERN ATLANTIC ROUTE SYSTEM (WATRS) AREA**

Effective immediately, all aircraft transitioning into the West Atlantic Route System (WATRS) via fixed ATS routes shall remain on the last ATC-assigned beacon code.

**NEW YORK OCEANIC FIR DATA LINK PROCEDURES**

New York ARTCC provides full Controller Pilot Data Link Communications (CPDLC) and Automatic Dependant Surveillance—Contract (ADS—C) services throughout its Oceanic Airspace to FANS—1/A capable flights. The New York Oceanic FIR FANS LOGON address is “KZWY”. CADS LOGON is not supported.

Flights should use ADS for position reporting and CPDLC for all other ATC communications while in the New York Oceanic Area. See section 4 of this NOTAM for more information.

1. **LOGON/Entry Procedures For Aircraft Entering the KZWY Data Link Service Area From Non-Data Link Airspace:**

   1) LOGON to KZWY at least 15 minutes but not more than 45 minutes prior to entering the New York Oceanic CTA/FIR.

   2) PRIOR to entering the New York Oceanic FIR contact ARINC on HF or VHF providing the information as outlined in section 7 below.

2. **Aircraft entering the New York Oceanic FIR from adjacent CPDLC airspace:**

   CPDLC and ADS services will be forwarded automatically between New York, Santa Maria, and Gander OCA’s. CPDLC connections will be transferred approximately 5 minutes prior to the boundary crossing point. Pilots should determine the status of the FANS connection when crossing the New York Oceanic FIR boundary.

   (1) If ”KZWY” is the active connection, when crossing the New York Oceanic FIR boundary the pilot shall;

     [a] Contact ARINC on HF providing the information as outlined in section 7 below.

   (2) If ”KZWY” is not the active center, when crossing the New York Oceanic FIR boundary the pilot shall;

     [a] Terminate the CPDLC connection, then log–on to ”KZWY”.

     [b] Contact ARINC on HF providing the information as outlined in section 7 below.

3. **Flights Over Flying New York Bermuda RADAR Airspace**

   Prior to entering New York Bermuda RADAR airspace, aircraft will receive an END SERVICE message that will result in termination of CPDLC. Aircraft shall re-log–on to ”KZWY” prior to re–entering the New York Oceanic CTA/FIR when they are advised by ATC to contact ARINC on HF.

4. **Position Reports**

   Position reports should be made via ADS. The two types of ADS contracts that will be established with each aircraft are a twenty (20) minute Periodic Report Rate and a five (5) mile Lateral Deviation Event. This is in addition to normal waypoint reports. Operators should not use CPDLC for position reports but it should be used for all other ATC communications. Position reports should be made via HF if ADS is not available. KZWY cannot accept CPDLC position reports containing latitude and longitude in the ARINC 424 format (e.g. 4050N)

5. **Controller Pilot Data Link Communications (CPDLC) Failure**

   In the event of Data Link failure or outages, flight crews shall contact New York Radio via HF voice for routine communications. SATVOICE contact should be limited to distress and urgency situations.
6. Exit Procedures for Aircraft Exiting the KZWy Data Link Service Area to Adjacent Non–CPDLC Airspace

Aircraft approaching New York Center Domestic, New York Center Bermuda RADAR, San Juan, Piarco, Jacksonville, Miami, Moncton, and Gander Domestic can expect a CPDLC uplink message containing the VHF frequency assignment for the next facility. CPDLC End Service will be sent approximately 5 minutes prior to the boundary crossing point.

7. High Frequency (HF) and Very High Frequency (VHF) Communications Requirements Prior to Entering the KZWy Oceanic Area

1) Contact New York Radio (ARINC) on HF or VHF and identify the frequency which calls are being made on.

2) Identify the flight as ADS and/or CPDLC connected.

3) State the name of the next CTA/FIR to be entered along with the latitude and longitude or waypoint exit point leaving the ZNY FIR.

4) Request a SELCAL check.

5) Expect to receive primary and secondary HF frequency assignments from New York Radio for the route of flight within the Data Link Service Area.

If the Flight Will Exit ZNY Oceanic Airspace Into Domestic Airspace (Including Overhead New York Bermuda RADAR)

1) Identify the flight as ADS and/or CPDLC connected.

2) State the track letter if operating on the Organized Track System (OTS).

3) State the name of the next CTA/FIR to be entered along with the latitude and longitude or waypoint exit point leaving the ZNY FIR.

4) Request a SELCAL check.

NOTE 1: ARINC May require flights to contact them at 60 West for HF frequency updates.

NOTE 2: HF frequency updates are required due to frequency propagation.

NOTE 3: Pilots must maintain SELCAL watch at all times within the New York Oceanic FIR.

Example Transmissions

Random Route:
"New York Radio, (N12345), on (11396). ADS and CPDLC connected, exit point (SUMRS), (Miami) next, SELCAL (AB–CD).""

Organized Track:
"New York Radio, (N12345), NAT Track (Whiskey), exit point (44N50W), (Gander) next, SELCAL (AB–CD)"

8. Questions


http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/
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).

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 1,000 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 in 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 -- 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:

a. General

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.

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.
(e) 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.

b. Description of ATS Message Types. Aircraft should transmit air–ground messages using standard RTF phraseology in accordance with the following:

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. 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 DATA SEQUENCE

(1) “REQUEST CLEARANCE.”
(2) Flight identification.
(3) Requested Mach number, flight level or route.
(4) Further information or clarifying remarks.

EXAMPLE—
“Request clearance, BAW 212, requesting flight level 370”

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”

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.

OCEANIC FLIGHTS ORIGINATING FROM THE CAR OR SAM REGIONS AND ENTERING NAT MNPSA VIA THE NEW YORK OCA

When a pilot has received from ATC a complete route, altitude, and Mach Number, regardless whether or not the elements are issued concurrently or from the same ATC center, the pilot has an oceanic clearance and no specific request for one is necessary.

For example: Santo Domingo ACC issues a clearance with a complete route and altitude to a flight from Santo Domingo to Europe. Later, the San Juan CERAP issues the aircraft a clearance to maintain Mach .84. At this point, all three required elements (Route, Mach Number and Flight Level) have been received and the flight has an oceanic clearance. A subsequent change to any single element of the oceanic clearance does not alter the others.

If the pilot does not have all the elements of the oceanic clearance, obtain them prior to entering MNPS airspace. If any difficulty is encountered obtaining the elements of the oceanic clearance, the pilot SHOULD
NOT enter holding while awaiting a clearance unless so directed by ATC. Proceed on the cleared route, or flight plan route into MNPS airspace and continue to request the clearance elements needed. (ATO-150 9/14/99)

**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.


**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

1. 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.

2. 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

1. If operating with a received and acknowledged oceanic clearance, the pilot shall enter oceanic airspace at the cleared oceanic entry point, level and speed and proceed in accordance with the received and acknowledged oceanic clearance. Any level or speed changes required to comply with the oceanic clearance shall be completed within the vicinity of the oceanic entry point.

2. 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

1. **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.

2. **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.

**“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 capability of the aircraft is known by controllers. If the
aircraft is capable of a higher altitude 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—
(initial altitude readback): “Global Air 543 climbing to flight level 360.”
(upon reaching assigned altitude): “Global Air 543 level at flight level 360.”

CARIBBEAN, SOUTH AMERICA, AND GULF OF MEXICO

FDC 2/8646 ZFW TX. Due to the lack of terrain and obstacle clearance data, accurate automation data bases are not available for providing minimum safe altitude warning information to aircraft overflying Mexico. Air traffic facilities along the United States/Mexico border have inhibited minimum safe altitude warning computer programs for aircraft operating in Mexican airspace until accurate terrain data can be obtained. (ATP–130 7/29/02)

FDC 2/8645 ZHU TX. Due to the lack of terrain and obstacle clearance data, accurate automation data bases are not available for providing minimum safe altitude warning information to aircraft overflying Mexico. Air traffic facilities along the United States/Mexico border have inhibited minimum safe altitude warning computer programs for aircraft operating in Mexican airspace until accurate terrain data can be obtained. (ATP–130 7/29/02)

FDC 2/8644 ZAB NM. Due to the lack of terrain and obstacle clearance data, accurate automation data bases are not available for providing minimum safe altitude warning information to aircraft overflying Mexico. Air traffic facilities along the United States/Mexico border have inhibited minimum safe altitude warning computer programs for aircraft operating in Mexican airspace until accurate terrain data can be obtained. (ATP–130 7/29/02)
3 APRIL 2014 UPDATE

GULF OF MEXICO 50 NM LATERAL SEPARATION / RNAV ROUTES PROJECT

OPERATIONAL POLICY AND PROCEDURES

Introduction. On 10 January 2013, the Federal Aviation Administration (FAA), Servicios a la Navegacion en el Espacio Aereo Mexicano (SENEAM) and the Direccion General de Aeronautica Civil (DGAC) Mexico implemented new RNAV routes in the GoMex CTA's identified in the paragraphs below. Since that time, 50 Nautical Mile (NM) lateral separation has been applied between aircraft authorized RNP 10 or RNP 4. RNP 10 is the minimum navigation specification (NavSpec) required for the application of 50 NM lateral separation.

Note: guidance to operators for filing and flying on individual GoMex RNAV routes is posted on the Gulf of Mexico 50 NM Lateral Separation / RNAV Routes Project Webpage. (See paragraph 1 for the Webpage URL).

Policy and Procedures Coordination With SENEAM and DGAC Mexico. The policies and procedures contained in this Notice have been coordinated with SENEAM and DGAC Mexico. They will be applied in the Gomex CTA's where the FAA and SENEAM provide Air Traffic Control.

RNP 10 Versus RNAV 10 Terminology. “RNP 10” has the same meaning and application as “RNAV 10”. The ICAO Performance-based Navigation (PBN) Manual (ICAO Doc 9613), Volume II, Part B, Chapter 1 (Implementing RNAV 10, Designated and Authorized as RNP 10) explains that the term “RNP 10” was in use before the publication of the ICAO PBN Manual and the manual has “grandfathered in” its continued use when implementing an “RNAV 10” navigation specification.

Control Areas (CTA) Affected. The new RNAV routes were implemented and 50 NM lateral separation has been applied since 10 January 2013 in the following CTAs/FIRs/Upper Control Areas (UTA):

- The Houston Oceanic CTA/FIR and the Gulf of Mexico portion of the Miami Oceanic CTA/FIR.
- The Monterrey CTA and Merida High CTA within the Mexico FIR/UTA

Procedural Change In This Update. See paragraph 4 (Accommodation of NonRNP10 Aircraft). Aircraft not authorized RNP 10 (NonRNP10 Aircraft) are no longer required to coordinate the flight prior to departure with the Houston Center Operational Supervisor, but are still required to flight plan and make in-flight calls in accordance with paragraph 4.

Table of Contents. The following is a list of the major paragraphs that follow:
2. Lateral Separation Minima to be Applied
3. Operation in Areas or on Routes within the Gulf of Mexico not affected by the project.
4. Provisions for Accommodation of NonRNP10 Aircraft (Aircraft not authorized RNP 10 or RNP 4)
5. Operator Action
6. RNP 10 or RNP 4 Authorization: Policy and Procedures for Aircraft and Operators
7. Flight Planning Requirements
8. Pilot and Dispatcher Procedures: Basic and In-flight Contingency Procedures
9. FAA Hq, Houston and Miami Center Contacts
10. FAA Project Leads
11. DGAC - Mexico Leads
12. SENEAM Project Leads

OPERATIONAL POLICY AND PROCEDURES


Information on plans, policies and procedures for 50 NM lateral separation is posted on the “Gulf of Mexico 50 NM Lateral Separation / RNAV Routes Project Web Page”:
http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/air_traffic_services/oceanic/gomex/

The web page contains detailed guidance on operator and aircraft authorization for RNP 10 or RNP 4 and includes Job Aids with FAA and ICAO document references.

2. Lateral Separation Minima To Be Applied Outside Radar Coverage
   - 50 NM lateral separation will continue to be applied in the GoMex CTA’s between aircraft authorized RNP 10 or RNP 4 at all altitudes above the published MEA.
   - A lateral separation minima of 100 NM in the Houston, Monterrey and Merida CTAs, and 90 NM in the Miami Oceanic CTA will continue to be applied between aircraft not authorized RNP 10 or RNP 4.

3. Operation on Routes on the periphery of the Gulf of Mexico CTAs

Operations on certain routes that fall within the boundaries of affected CTAs will not be affected by the introduction of 50 NM lateral separation. Operation on the following routes is not affected:
   a. Routes that are flown by reference to ICAO standard ground-based navigation aids (VOR, VOR/DME, NDB).
   b. Special Area Navigation (RNAV) routes Q100, Q102 and Q105 in the Houston, Jacksonville and Miami CTAs.

4. Provisions for Accommodation of NonRNP10 Aircraft (Aircraft Not Authorized RNP 10 or RNP 4).

Operators of NonRNP10 aircraft shall follow the practices detailed in the paragraphs below.
   a. When filing an ICAO flight plan, operators of NonRNP10 aircraft shall annotate ICAO flight plan Item 18 as follows:
      First remark, if possible: “RMK/NONRNP10” (no space between letters and numbers).
   b. Pilots of NonRNP10 aircraft that operate in GoMex CTA’s shall report the lack of authorization by stating “Negative RNP 10”:
      • on initial call to ATC in a GoMex CTA; or…
      • when approval status is requested by the controller. (See paragraph 8e below).
   c. Operators of NonRNP10 aircraft shall not indicate RNP 10 or RNP 4 capabilities in ICAO flight plan Item 18 (Other Information) if they have not obtained RNP 10 or RNP 4 authorization.
   d. NonRNP10 operators/aircraft may file any route at any altitude in a GoMex CTA. They will be cleared to operate on their preferred routes and altitudes as traffic permits. 50 NM lateral separation will not be applied to NonRNP10 aircraft.
   e. NonRNP10 aircraft should plan on completing their climb to or descent from higher FLs within radar coverage, if possible.
5. **Operator Action**

In order to maximize operational flexibility provided by 50 NM lateral separation, operators capable of meeting RNP 10 or RNP 4 that operate on oceanic routes or areas in the GoMex CTA’s should obtain authorization for RNP 10 or RNP 4 and annotate the ICAO flight plan accordingly.

**Note 1:** RNP 10 is the minimum “Navigation Specification (NavSpec)” required for the application of 50 NM lateral separation. RNP 4 is an operator option. Operators/aircraft authorized RNP 4 are not required to also obtain RNP 10 authorization.

**Note 2:** “RNP navigation specification” (e.g., RNP 10) is the term adopted in the ICAO Performance-based Navigation (PBN) Manual (Doc 9613). It replaced the term “RNP type”.

6. **RNP 10 or RNP 4 Authorization: Policy and Procedures for Aircraft and Operators**

a. **RNP NavSpecs Applicable To Oceanic Operations.** In accordance with ICAO guidance, RNP 10 and RNP 4 are the only NavSpecs currently applicable to oceanic and remote area operations, however, Edition 4 of the ICAO PBN Manual is planned to introduce RNP 2 into oceanic operations. This Notice will be updated at the appropriate time. Other RNAV and RNP NavSpecs are applicable to continental en route, terminal area and approach operations.

b. **Responsible State Authority (ICAO Guidance).** The following is ICAO guidance on the State authority responsible for authorizations such as RNP 10, RNP 4 and RVSM.
   - International Commercial Operators. The State of Registry makes the determination that the aircraft meets the applicable RNP requirements. The State of Operator issues operating authority (e.g., Operations Specifications (OpSpecs)).
   - International General Aviation (IGA) Operators. The State of Registry makes the determination that aircraft meets the applicable RNP requirements and issues operating authority (e.g., Letter of Authorization (LOA)).

c. **FAA Documents.** The guidance and direction of FAA Order 8400.12 (as amended) (RNP 10 Operational Authorization) will be used to grant RNP 10 authorization to operators and aircraft for which the FAA is responsible. FAA Order 8400.33 (as amended) (Procedures for Obtaining Authorization for RNP 4 Oceanic/Remote Area Operations) will be used to authorize RNP 4. The FAA RNP 10 and RNP 4 orders are consistent with the ICAO PBN Manual guidance discussed below. FAA and ICAO documents are posted on the FAA Gulf of Mexico 50 NM Lateral Separation Initiative Web Page.


e. **RNP 10 and RNP 4 Job Aids.** Operators and authorities are encouraged to use the RNP 10 or RNP 4 Job Aids posted on the Gulf of Mexico 50 NM Lateral Separation / RNAV Routes Project Web Page. For U.S. operators, one set of RNP 10 and RNP 4 Job Aids provides references to FAA documents. For international operators, a second set of Job Aids provide references to the ICAO PBN Manual. These Job Aids address the operational and airworthiness elements of aircraft and operator authorization and provide references to appropriate document paragraphs. The Job Aids provide a method for operators to develop and authorities to track the operator/aircraft program elements required for RNP 10 or RNP 4 authorization.

f. **Qualification of Aircraft Equipped With a Single Long-Range Navigation System (S-LRNS) For RNP 10 Operations In GoMex CTA’s.**

   (1) **Background.** S-LRNS operations in the Gulf of Mexico, the Caribbean Sea and the other designated areas have been conducted for at least 25 years. Provisions allowing aircraft equipage with a S-LRNS for operations in specified oceanic and off-shore areas are contained in the following sections of 14 Code Of Federal Regulations (CFR): 91.511, 121.351, 125.203 and 135.165.
(2) **ICAO PBN Manual Reference.** In reference to RNP 10 authorization, the ICAO PBN Manual, Volume II, Part B, Chapter 1, paragraph 1.3.6.2 states that: “A State authority may approve the use of a single LRNS in specific circumstances (e.g., North Atlantic MNPS and 14 CFR 121.351 (c) refer). An RNP 10 approval is still required.”

(3) **Policy Development.** The FAA has worked with the ICAO NACC Office (North American, Central American and Caribbean), State regulators and ATS providers in the GoMex and Caribbean areas to implement a policy for S-LRNS equipped aircraft to qualify for RNP 10 for GoMex operations. Allowing S-LRNS equipped aircraft to qualify for RNP 10 will enable more operator aircraft to be authorized RNP 10, thereby creating a more uniform operating environment for the application of 50 NM lateral separation. The factors considered were: the shortness of the legs outside the range of ground navigation aids, the availability of radar and VHF coverage in a large portion of GoMex airspace and the absence of events attributed to S-LRNS in GoMex operations.

(4) **Document Revision.** The following documents have been revised or created to enable implementation of the S-LRNS/RNP 10 qualification policy:

- FAA Order (FAAO) 8400.12
- FAA Order 8900.1 (Flight Standards Information Management System (FSIMS))
- Paragraph B054 of FAA Operations Specifications and Management Specifications (Class II Navigation Using Single Long-Range Navigation System)
- LOA B054 (Class II Navigation Using Single Long-Range Navigation System (S-LRNS) Equipped Airplane Authorized RNP 10) (LOA’s are applicable to International General Aviation operators.)
- FAA RNP 10 Job Aid with FAAO 8400.12 references
- RNP 10 Job Aid with ICAO PBN Manual references

(5) **S-LRNS/RNP 10 Authorization Limited To GoMex.** At this time, S-LRNS qualification for RNP 10 will only apply to GoMex operations. Any expansion of this provision will require assessment and agreement by the appropriate State authorities.

g. **RNP 10 Time Limit for INS or IRU Only Equipped Aircraft.** Operators should review their Airplane Flight Manual (AFM), AFM Supplement or other appropriate documents and/or contact the airplane or avionics manufacturer to determine the RNP 10 time limit applicable to their aircraft. They will then need to determine its effect, if any, on their operation. Unless otherwise approved, the basic RNP 10 time limit is 6.2 hours between position updates for aircraft on which Inertial Navigation Systems (INS) or Inertial Reference Units (IRU) provide the only source of long range navigation. Extended RNP 10 time limits of 10 hours and greater are already approved for many IRU systems. FAA Order 8400.12 contains provisions for extending RNP 10 time limits.

7. **Flight Planning Requirements.** Operators shall make ICAO flight plan annotations in accordance with this paragraph and, if applicable, paragraph 4 (Provisions For Accommodation of NonRNP 10 Aircraft). (See the introductory paragraphs of this notice for information on ICAO Flight Plan (FPL) 2012 implementation).

a. **ICAO Flight Plan Requirement.** ICAO flight plans are required to operate on oceanic routes and areas in the Houston Oceanic CTA/FIR, the Gulf of Mexico portion of the Miami CTA/FIR, the Monterrey CTA and Merida High CTA.

b. **When filing an ICAO flight plan under ICAO FPL 2012 provisions,** to inform ATC that they have obtained RNP 10 or RNP 4 authorization and are eligible for 50 NM lateral separation, operators shall:

1. annotate ICAO Flight Plan Item 10a (Equipment) with the letter “R” and…
(2) annotate Item 18 (Other Information) with, as appropriate, “PBN/A1” for RNP 10 aircraft or “PBN/L1” for RNP 4 aircraft (no space between letters and numbers). (“PBN” is the acronym for “Performance-based Navigation”).

**Note:** under ICAO FPL 2012 provisions, letter “R” indicates that the performance-based navigation specification (e.g., RNP 10 or RNP 4) is specified in Item 18 following the indicator “PBN/”.

c. 50 NM lateral separation will only be applied to operators/aircraft that annotate the ICAO flight plan in accordance with this policy. See 7b (1)(2) above.

d. Operators that have not obtained RNP 10 or RNP 4 authorization shall not annotate ICAO flight plan Item 18 (Other information) to indicate RNP 10 or RNP 4 capabilities, but shall follow the practices detailed in paragraph 4 of this notice.

e. **Filing to Show Domestic U.S. RNAV Capabilities.** The FAA program to enhance operators’ capability to communicate their domestic U.S. RNAV capabilities to ATC has been in place since 2008. Detailed instructions are available on the following web page: [http://www.faa.gov/ato?k=fpl](http://www.faa.gov/ato?k=fpl)

8. **Pilot and Dispatcher Procedures: Basic and In-flight Contingency Procedures**

a. **Basic Pilot Procedures.** The RNP 10 and RNP 4 Job Aids contain references to pilot and, if applicable, dispatcher procedures contained in:

   (1) FAA Order 8400.12C (RNP 10), Appendix D (Training Programs and Operating Practices and Procedures)
   (2) FAA Order 8400.33 (RNP 4): paragraph 9 (Operational Requirements) and paragraph 10 (Training Programs, Operating Practices and Procedures)
   (3) ICAO PBN Manual, Volume II, Part B, Chapter 1 (RNP 10)
   (4) ICAO PBN Manual, Volume II, Part C, Chapter 1 (RNP 4)

b. **ICAO Doc 4444, Chapter 15, In-flight Contingency Procedures.** Doc 4444 Chapter 15 contains important guidance for pilot training programs. For ease of reference, significant Chapter 15 paragraphs are posted on the Gulf of Mexico 50 NM Lateral Separation Web Page. Chapter 15 paragraphs posted on the website include:

   (1) **Paragraph 15.2 (Special Procedures For In-Flight Contingencies in Oceanic Airspace).** Paragraph 15.2.2 (General Procedures) provides guidance for in-flight diversions, turn-backs and for loss of, or significant reduction in, required navigation capability when operating in an airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations.

   (2) **Paragraph 15.2.3 (Weather Deviation Procedures).** Paragraph 15.2.3 provides guidance for events where the pilot is able to obtain a clearance prior to deviating from track to avoid convective weather and for events where the pilot is unable to obtain clearance prior to deviating.

c. **Strategic Lateral Offset Procedures (SLOP).** Pilots should use SLOP procedures in the course of regular oceanic operations. SLOP procedures are published in ICAO Document 4444, 15th Edition, Amendment 2, paragraph 16.5 and FAA Notices. They are posted on the Gulf of Mexico 50 NM Lateral Separation Web Page and are addressed in the RNP 10 and RNP 4 Job Aids.

d. **Pilot Report of NonRNP10 Status.** The pilot shall report the lack of RNP 10 or RNP 4 status in accordance with the following:

   - When the operator/aircraft is not authorized RNP 10 or RNP 4. **See paragraph 4.**
   - If approval status is requested by the controller in accordance with paragraph 8e below.

e. **Pilot Statement of RNP 10 or RNP 4 Approval Status, If Requested.** If requested by the controller, the pilot shall communicate approval status using the following phraseology:
Controller Request | Pilot Response
--- | ---
(call sign) confirm RNP 10 or 4 approved | “Affirm RNP 10 approved” or “Affirm RNP 4 approved”, as appropriate, or…
 | “Negative RNP 10” (See paragraph 4 for NonRNP10 aircraft procedures).

f. **Pilot action when navigation system malfunctions.** In addition to the actions suggested in ICAO Doc. 4444, Chapter 15, when pilots suspect a navigation system malfunction, the following actions should be taken:

- Immediately inform ATC of navigation system malfunction or failure
- Accounting for wind drift, fly magnetic compass heading to maintain track
- Request radar vectors from ATC, when available

9. **Contacts for Questions.** The following individuals may be contacted with questions or requests. A response will be coordinated with the appropriate FAA subject matter expert, if necessary:

9a. **U.S. FAA Hq Contacts**

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roy Grimes</td>
<td>FAA Separation Standards Program Support, CSSI, Inc.</td>
<td>+1 202-863-3692</td>
<td><a href="mailto:rgrimes@cssiinc.com">rgrimes@cssiinc.com</a></td>
</tr>
<tr>
<td>Keith Dutch</td>
<td>Air Traffic Oceanic and Offshore Operations (AJE-32)</td>
<td>+1 202-385-8459</td>
<td><a href="mailto:Keith.Dutch@faa.gov">Keith.Dutch@faa.gov</a>;</td>
</tr>
</tbody>
</table>

9b. **U.S. FAA Center Contacts**

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone</th>
<th>E-mail</th>
</tr>
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<tbody>
<tr>
<td>John Beckman</td>
<td>Airspace Specialist, Houston ARTCC</td>
<td>+1 281-230-5521</td>
<td><a href="mailto:john.beckman@faa.gov">john.beckman@faa.gov</a></td>
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<tr>
<td>Mark Palazzo</td>
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<td>+1 305-716-1547</td>
<td><a href="mailto:mark.palazzo@faa.gov">mark.palazzo@faa.gov</a></td>
</tr>
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<td>Juan Almanzar</td>
<td>Airspace Specialist, Miami ARTCC</td>
<td>+1 305-716-1531</td>
<td><a href="mailto:juan.almanzar@faa.gov">juan.almanzar@faa.gov</a></td>
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10. **FAA Project Leads.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone</th>
<th>E-mail</th>
</tr>
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<tbody>
<tr>
<td>Karen Chiodini</td>
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</tr>
<tr>
<td>Madison Walton</td>
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<td>+1 202-267–8850</td>
<td><a href="mailto:madison.walton@faa.gov">madison.walton@faa.gov</a></td>
</tr>
</tbody>
</table>
11. Project Leads For DGAC Mexico

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jose Gil Jimenez</td>
<td>Air Traffic Control Department, Manager</td>
<td>+52-55-57-23-9300 Extension 18074</td>
<td><a href="mailto:jigiljim@sct.gob.mx">jigiljim@sct.gob.mx</a></td>
</tr>
<tr>
<td>Oscar Vargas Antonio</td>
<td>Air Traffic Inspector</td>
<td>+52-55-57-23-9300 Extension 18074</td>
<td><a href="mailto:ovargasa@sct.gob.mx">ovargasa@sct.gob.mx</a></td>
</tr>
</tbody>
</table>

12. SENEAM Project Leads.

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone</th>
<th>E-mail</th>
</tr>
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<tbody>
<tr>
<td>Martin Fuentes</td>
<td>Director - Navigation and Aeronautical Information</td>
<td>+52 -55-57-86-55-19</td>
<td><a href="mailto:ais_pcr@sct.gob.mx">ais_pcr@sct.gob.mx</a></td>
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<tr>
<td>Bruce Magallon</td>
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<td><a href="mailto:dta_seneam@sct.gob.mx">dta_seneam@sct.gob.mx</a></td>
</tr>
<tr>
<td>Jorge Carrión</td>
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<td>+52 55-57-86-55-14</td>
<td><a href="mailto:jcarrion@sct.gob.mx">jcarrion@sct.gob.mx</a></td>
</tr>
</tbody>
</table>

(AJV-824, 4/3/14)

**ENHANCEMENT OF THE MEXICO VHF NETWORK**

On May 1, 2003 ARINC declared its Mexico VHF Voice Network (MEXNET) operational. This network is operated as part of the existing ARINC Domestic VHF Network Service, controlled from the ARINC New York Communications Center on network frequency 130.700 MHz. In 2006, ARINC installed additional VHF voice ground stations at Villahermosa, (MX/VSA) and Veracruz (MX/VER) to provide improved enroute and on–ground coverage at these airports. Effective May 1, 2007, the ARINC San Francisco Communications Center assumed control of this network.

The expansion of ARINC coverage in Mexico was implemented to enable airline compliance with 14 CFR Part 121.99. This network can be used for Phone Patches and Radio Operator message delivery. It will also provide on–the–ground coverage at the sites listed below:

<table>
<thead>
<tr>
<th>MMAA</th>
<th>ACA</th>
<th>Acapulco</th>
</tr>
</thead>
<tbody>
<tr>
<td>MMLO</td>
<td>BJX</td>
<td>Leon/Guanajuato</td>
</tr>
<tr>
<td>MMGL</td>
<td>GDL</td>
<td>Guadalajara</td>
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<tr>
<td>MCU</td>
<td>CUU</td>
<td>Chihuahua</td>
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<tr>
<td>MMHO</td>
<td>HMO</td>
<td>Hermosillo</td>
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<tr>
<td>MMLM</td>
<td>LMM</td>
<td>Los Mochis</td>
</tr>
<tr>
<td>MMMZ</td>
<td>MZT</td>
<td>Mazatlan</td>
</tr>
<tr>
<td>MMPR</td>
<td>PVR</td>
<td>Puerto Vallarta</td>
</tr>
<tr>
<td>MMVR</td>
<td>VER*</td>
<td>Vera Cruz</td>
</tr>
<tr>
<td>MMSD</td>
<td>SJD</td>
<td>San Jose Del Cabo</td>
</tr>
<tr>
<td>MMVA</td>
<td>VSA*</td>
<td>Villahermosa</td>
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<tr>
<td>MMTC</td>
<td>TRC</td>
<td>Torreon</td>
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<tr>
<td>MMTM</td>
<td>TAM</td>
<td>Tampico</td>
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</tbody>
</table>
Note: MID and CUN will continue to be covered by New York ARINC on the Gulf Net/130.7 MHz. The Puebla, MX/PBC site has been decommissioned.

**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 FSS 7/87)

**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′00″N., long. 65°30′00″W.;
- to lat. 18°14′30″N., long. 65°24′00″W.;
- to lat. 18°14′00″N., long. 65°10′00″W.;
- to lat. 18°30′00″N., long. 65°08′00″W.;
- to lat. 18°45′00″N., long. 65°06′00″W.

**SOUTHEAST CORRIDOR:**

5 NM on each side of a line from Cabras Island
- to lat. 18°15′00″N., long. 65°30′00″W.;
- to lat. 18°14′00″N., long. 65°24′00″W.;
- to lat. 18°14′00″N., long. 65°10′00″W.;
- to lat. 17°35′00″N., long. 65°16′00″W.

**SOUTHWEST CORRIDOR:**

5 NM on each side of a line from Cabras Island
- to lat. 18°13′00″N., long. 65°36′00″W.;
- to lat. 17°50′00″N., long. 65°38′00″W.

**NORTHWEST CORRIDOR:**

5 NM on each side of a line
- from lat. 18°45′00″N., long. 65°36′00″W.;
- to lat. 18°18′00″N., long. 65°33′00″W.;
- to lat. 18°07′00″N., long. 65°36′00″W.

**ALTITUDES:**

Operating altitudes vary from the surface up to and including FL450. The drone operations are conducted with due regard to aircraft operations. Nonparticipating 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. (FAA ZSU–3.4 – CERAP HUB Revised 8/91)

**SPECIAL NOTICE -- GULF OF MEXICO COMMUNICATIONS REQUIREMENTS AND POSITION REPORTING WITHIN HOUSTON OCEANIC CONTROL AREA**

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.** Maintaining 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 are 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)

**GULF OF MEXICO RNAV ROUTES Q100, Q102, AND Q105**

This NOTAM defines RNAV equipment requirements for operators filing Q100, Q102, and Q105 through Gulf of Mexico airspace. Only aircraft approved for IFR Area Navigation operations will be cleared to operate on Q100, Q102, and Q105 between the surface and FL600 (inclusive).

**Operator Determination of RNAV Equipment Eligibility**

In accordance with Federal Aviation Regulations 91.511, 121.351, 125.203, and 135.165 (as applicable) an approved Long-Range Navigation System (INS, IRS, GPS or Loran C) is required for operation on these routes.

In addition, operators will not flight plan or operate on these routes unless their aircraft are equipped with RNAV systems that are approved for IFR navigation and the pilots are qualified to operate them. Aircraft may be considered eligible to operate on these routes if they fall under one of the following categories:

- **a.** For new installations, the Airplane Flight Manual must show that the navigation system installation has received airworthiness approval in accordance with one of the following FAA ACs:

b. Installations that have previously received airworthiness approval under the following ACs are eligible for Gulf of Mexico Q-route operation provided it is shown in the Airplane Flight Manual:
   1. AC 90-45A (RNAV system approval).
   2. AC 20-130, as amended (Multi-Sensor Navigation system approval).

NOTE - INS LIMITATIONS. See paragraph f, below.

Operational Requirements and Procedures

a. Class I Navigation: operations on Q100, Q102 and Q105 will continue to be categorized as Class I navigation, as defined in FAA Order 8900.1, Vol. 4, Chapter 1, Section 3, Class I Navigation.

b. Operations Specifications: operators are considered eligible to conduct operations on the Q-routes provided that aircraft are equipped with the appropriate equipment in accordance with the “Operator Determination of RNAV Equipment Eligibility” paragraph above and operations are conducted in accordance with paragraph (c), (d), (e) and (f) below. Title 14 CFR Parts 121, 125, 135 operators are authorized to operate on the Q-routes when they are issued Operations Specifications (OpSpecs) paragraph B034 (Class I Navigation Using Area Navigation Systems). In addition, OpSpecs B034 must be annotated in OpSpecs paragraph B050 (Enroute Authorizations, Limitations and Procedures), for the Gulf of Mexico High Offshore Airspace.

c. Pilots in command filing on RNAV routes are certifying that the crews and equipment are qualified to conduct RNAV operations.

d. Pilots in command shall be responsible for navigating along route centerline (as defined by the aircraft navigation system) in accordance with the requirements of Title 14 CFR 91, section 181 (course to be flown) and ICAO Annex 2, paragraph 3.6.2.1.1. (Annex 2, paragraph 3.6.2.1 states that flights shall ”in so far as practical, when on an established ATS route, operate on the defined centerline of that route.”)

e. Pilots in command shall notify the Air Route Traffic Control Center (ARTCC) of any loss of navigation capability that affects the aircraft’s ability to navigate within the lateral limits of the route.

f. INS or IRS LIMITATION. For the purposes of operating on the following RNAV routes, Q100, Q102, and Q105, aircraft equipped with Inertial Navigation Systems (INS) or Inertial Reference Systems (IRS) that cannot receive automatic position updates (e.g., DME/DME update) for the entire length of the route, are limited to 1.5 consecutive hours of un-updated operation. In preparation for take-off, this time starts at the time that the INS or IRS is placed in the navigation mode. En route, the maximum time allowed between automatic position updates is 1.5 hours. Systems that perform updating after the pilot has manually selected the navigation aid are considered to have ”automatic update” capability.

g. Radar monitoring will normally be provided. In the event of loss of radar, aircraft will be advised. ATC will ensure that the appropriate nonradar separation is applied during these time periods.

FAA Contacts

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roy Grimes</td>
<td>CSSI, Inc.; FAA Separation Standards Program Support</td>
<td>202-863-3692</td>
<td><a href="mailto:RGrimes@cssiinc.com">RGrimes@cssiinc.com</a></td>
</tr>
<tr>
<td>Madison Walton</td>
<td>Performance Based Flight Systems Branch (AFS-470)</td>
<td>202-267-8850</td>
<td><a href="mailto:Madison.Walton@faa.gov">Madison.Walton@faa.gov</a></td>
</tr>
</tbody>
</table>
SPECIAL NOTICE -- SAN JUAN CTA/FIR FLIGHT PLAN VERIFICATION

Effective immediately, all aircraft transitioning through San Juan FIR/CTA from a foreign facility that will operate in MNPS airspace shall forward the full route of flight for flight plan verification. This shall be accomplished prior to exiting the San Juan FIR/CTA, by one of the following means:

a. Via Direct pilot-controller communication. requested by ATC.

b. Via Aeronautical Radio, Inc. (ARINC), when

This requirement does not apply to aircraft operating in non–MNPS airspace. (San Juan CERAP 2/10/99)

SAN JUAN CTA/FIR

SPECIAL NOTICE -- VFR TRAFFIC

All VFR aircraft entering and departing the San Juan FIR/CTA will provide San Juan Radio with an ICAO flight plan. All aircraft must establish 2 way communications with San Juan on 126.7, 122.2, 123.65, or 255.4. Communication can also be established by using the VOR frequency for receiving and transmitting on 122.1 for Borinquen (BQN), Mayaguez (MAZ), Ponce (PSE), St Croix (COY). The St. Thomas (STT) transmitting frequency is 123.6. If unable to contact San Juan Radio, the pilot is responsible for notifying adjacent ATS units and request that a position report be relayed to San Juan Radio for search and rescue purposes and flight following. This is in accordance with ICAO Doc 4444, Part II, paras. 14.1.1, 14.1.4; Part VI, paras 1.2.1, 2.2.2; Annex 11, chapter 6, paras. 6.1.2.1, 5.1.1, 5.2.1, 5.2.2, 5.2.2.3, 5.3.2.4, 5.4.1

(San Juan IFSS 9/86)

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 126.32 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 – 132.2 VHF/323.1 UHF
- B503 – 127.22 VHF/239.02 UHF
- G437 – 125.7 VHF/307.9 UHF
- A301 & R628 – 135.6 VHF/269.05 UHF.
- G448 & UL471 – 124.75 VHF/296.7UHF
NOTE—
This information should appear on all applicable Domestic and Latin American High/Low En Route Charts.

RADAR SEPARATION

Miami ARTCC and Havana Center. Aircraft predominantly use radar procedures. High altitude aircraft should anticipate radar services. Aircraft must contact Miami ARTCC 10 minutes prior to reaching the Miami CTA/FIR boundary, regardless of the type of service being provided.

Miami ARTCC utilizes secondary radar systems from antennas located on the island of Grand Turk, Great Exuma Island and Nassau in the Bahamas. IFR aircraft within 200 NM of the antenna above FL130 can expect radar separation from other IFR aircraft. Radar service may be provided below FL130 by Miami Center to those participating aircraft within the antenna coverage.

Redundancy in radar coverage occurs above FL240, from the Tamiami radar antenna in South Florida, through the Bahamas and Turks & Caicos Island, to the radar systems in Puerto Rico.

There is no primary radar data or weather information available from the Grand Turk, Great Exuma 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 that will enter Miami ARTCC FIR 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 as follows: Grand Turk area 132.3 and 307.2 or secondary is 135.2 and 327.0; Great Exuma area 127.22 and 239.02 and Nassau are 125.7 and 307.9.

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. (FAA)

FLIGHT PLANNING INTO OR THROUGH THE MIAMI CTA/FIR AND SAN JUAN CTA/FIRs

In an effort to eliminate erroneous or duplicate flight plans (FPLs) that may be received from various filers, and to increase the safety of flight within the Miami and San Juan CTA/FIRs, operators must adhere to the following procedures when filing flight plans for flights originating in foreign aerodromes and entering the United States National Airspace System:

a. All FPL amendments (CHG message) to an IFR flight must be submitted as soon as possible to the Air Traffic Service unit having authority for the departure aerodrome.

b. A Cancel (CNL) messages must be sent PRIOR to resubmitting a new FPL for the same flight.

These references are contained in ICAO DOC 4444 and FAAO 7210.3, Facility Operation and Administration. Operators should be aware that failure to adhere to these procedures could result in an operational delay or pilot deviation.

If you have any questions, please do not hesitate to call the Miami Center Flight Data at 1650/1731/1648. (ZMA 8/1/13)
SPECIAL NOTICE -- INSPECTION OF MEANS OF CONVEYANCE FOR AIRCRAFT MOVING TO GUAM

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)

BEACON CODE REQUIREMENTS

Upon entering the Oakland Oceanic CTA and after radar service is terminated, all aircraft should adjust their transponder to display code 2000 on their display. Aircraft should maintain code 2000 thereafter until otherwise directed by Air Traffic Control.

(ATP−130 2/20/03)

CONTROLLER PILOT DATA LINK COMMUNICATIONS (CPDLC)

Oakland ARTCC has full CPDLC capability and normal service in the entire Oakland Oceanic FIR for FANS–1/A capable aircraft. The Oakland Oceanic FIR log–on address is “KZAK”; the facility is “OAKODYA.”

1. HF Communications Requirement

Prior to entering the Oakland Oceanic FIR, contact ARINC on HF and identify the flight as CPDLC equipped. Provide SELCAL, departure, destination and aircraft registration number. Expect to receive primary and secondary HF frequency assignments from ARINC for the entire route of flight within the Oakland Oceanic FIR. Pilots must maintain HF communications capability with ARINC at all times within the Oakland Oceanic FIR.

2. Log–On

   A. Aircraft entering the Oakland Oceanic FIR CPDLC service area from non–CPDLC airspace: Log on to CPDLC at least 15 but not more than 45 minutes prior to entering the Oakland Oceanic FIR CPDLC service area. Send a position report when CPDLC is established.

   B. Aircraft entering the Oakland Oceanic FIR CPDLC service area from adjacent CPDLC airspace: Pilots should determine the status of the CPDLC connection. If KZAK is the active center, the pilot shall contact ARINC on HF for a SELCAL check, identify the flight as a CPDLC flight, and send a position report via CPDLC. If KZAK is not the active center, the pilot shall, within 5 minutes after the boundary is crossed, terminate the CPDLC connection, then log on to KZAK, contact ARINC on HF for a SELCAL check, and advise ARINC that they are a CPDLC flight. Send a position report when CPDLC ATC COM is established.

3. Flights Overflying Honolulu CERAP Airspace

Prior to entering Honolulu CERAP airspace aircraft will receive an END SERVICE message that will result in termination of CPDLC. Aircraft shall re–log on to CPDLC prior to reentering Oakland Oceanic FIR airspace when Honolulu CERAP advises to contact en route communications or ARINC.

4. Flights Entering Guam CERAP Airspace

Contact Guam CERAP 250 miles out on 118.7, squawk 2100.

5. Flights Overflying Guam CERAP Airspace
Maintain the CPDLC connection with Oakland ARTCC; however, do not use CPDLC for ATC COM until Guam CERAP advises you to again contact en route communications or ARINC.  

(ATP–130 3/19/03)

**EET REQUIREMENTS**

In accordance with ICAO 4444, flight plans with routes entering the Oakland Oceanic Flight Information Region (KZAK) must contain among the elapsed time (EET) in Field 18, an entry point for KZAK and an estimated time. It is not mandatory to file the boundary crossing point in Field 15 of the route of flight, but it is permitted. The omission of a KZAK EET in flight plans causes the KZAK computer to reject such flight plans.  

(ATP–130 12/4/00)

**POSITION REPORTS FOR AIRCRAFT UTILIZING PACIFIC ORGANIZED TRACK SYSTEM (PACOTS) ROUTES**

Aircraft filed on PACOTS routes with Oakland Oceanic CTA/FIR airspace shall make position reports using latitude/longitude coordinates or named fixes as specified in the track definition messages (TDM). Position reports shall comprise information on present position, estimated next position, and ensuing position. Reporting points of reference not specified in the TDM and/or rounding off geographical coordinates is prohibited.  

(ATP–130 12/4/00)

**SPECIAL NOTICE – REQUIRED NAVIGATION PERFORMANCE 10 (RNP–10) IN THE OAKLAND CENTER FIR**

A minimum of 50 NM lateral separation standard will be applied to all aircraft that are RNP–10 approved. RNP–10 is required for all aircraft operating in the Central East Pacific (CEP) and PACOTS.  

RNP–10 approved: all RNP–10 approved aircraft entering the Oakland FIR shall file an “/R” in their ICAO flight plan in item 10A and PBN/A1 in item 18 in accordance with ICAO Doc. 4444, Appendix 2, provided they will maintain RNP–10 eligibility for the entire route segment within the Oakland FIR.  

Non RNP–10 approved: may file via random track, at any altitude, at least 100 NM from any PACOTS track, or the NOPAC. Aircraft entering the NOPAC should flight plan in accordance with Notices contained in the Alaska Chart Supplement. Oakland Center may apply 50 NM lateral separation between RNP–10 approved aircraft, as defined by ICAO regional supplementary procedures Doc 7030/4 PAC/RAC, Part 1, Chapter 6. Operators are required to obtain an approval by State of registry or State of operator, as appropriate, to be qualified as RNP–10 capable. RNP–10 approval criteria can be found in FAA Order 8400.12, as amended, which can be obtained on the Internet at: www.faa.gov/ats/ato/rnp/htm.  

Approval information should be submitted to the following:  

Federal Aviation Administration  
William J. Hughes Technical Center, ACT–520  
Atlantic City Airport, NJ 08405, USA  
ATTN: RNP–10 approval  

This information can also be transmitted via the Internet to Bennett_D_Flax@admin.tc.faa.gov or by facsimile 609–485–5117. Questions regarding the information requested can be directed to Bennett Flax or James Devine at 609–485–6263.  

(ATP–130 1/23/03)

**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. (Commercial Telephone 510–745–3415) 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 San Francisco (SFO) ARINC on HF radio or SATVOICE for routine communications. Do not call Oakland Center directly for routine communications.


Gulf of Mexico——Houston and Miami Oceanic CTA/FIR Boundaries

Effective 16 February 2006, the following Houston (ZHU) and Miami (ZMA) Oceanic CTA/FIR boundaries were amended:

Beginning at the current Houston Oceanic CTA/FIR boundary at:

<table>
<thead>
<tr>
<th>Lat.</th>
<th>Long.</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>24°00'00&quot;N</td>
<td>086°00'00&quot;W</td>
<td></td>
</tr>
<tr>
<td>#24</td>
<td>24°00'00&quot;N</td>
<td>084°59'59&quot;W (common ZMA CTA/FIR) to</td>
</tr>
<tr>
<td>#25</td>
<td>25°02'01&quot;N</td>
<td>084°59'59&quot;W (common ZMA CTA/FIR) to</td>
</tr>
<tr>
<td>#26</td>
<td>26°12'00&quot;N</td>
<td>085°05'30&quot;W (common ZMA CTA/FIR) to</td>
</tr>
<tr>
<td>#26</td>
<td>26°36'10&quot;N</td>
<td>085°24'50&quot;W (common ZMA CTA/FIR) to</td>
</tr>
<tr>
<td>#27</td>
<td>27°00'00&quot;N</td>
<td>086°00'00&quot;W (common ZMA CTA/FIR and ZJX ARTCC) to</td>
</tr>
<tr>
<td>#27</td>
<td>27°14'29&quot;N</td>
<td>086°49'02&quot;W (common ZJX ARTCC) to</td>
</tr>
<tr>
<td>#27</td>
<td>27°30'00&quot;N</td>
<td>087°41'00&quot;W (common ZJX ARTCC) thence along the current boundary</td>
</tr>
</tbody>
</table>

Beginning at the current Miami Oceanic CTA/FIR boundary at:

<table>
<thead>
<tr>
<th>Lat.</th>
<th>Long.</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>24°00'00&quot;N</td>
<td>083°10'00&quot;W</td>
<td></td>
</tr>
<tr>
<td>#24</td>
<td>24°00'00&quot;N</td>
<td>084°59'59&quot;W (common ZHU CTA/FIR) to</td>
</tr>
<tr>
<td>#25</td>
<td>25°02'01&quot;N</td>
<td>084°59'59&quot;W (common ZHU CTA/FIR) to</td>
</tr>
<tr>
<td>#26</td>
<td>26°12'00&quot;N</td>
<td>085°05'30&quot;W (common ZHU CTA/FIR) to</td>
</tr>
<tr>
<td>#26</td>
<td>26°36'10&quot;N</td>
<td>085°24'50&quot;W (common ZHU CTA/FIR) to</td>
</tr>
<tr>
<td>#27</td>
<td>27°00'00&quot;N</td>
<td>086°00'00&quot;W (common ZHU CTA/FIR and ZJX ARTCC) to</td>
</tr>
<tr>
<td>#27</td>
<td>27°15'14&quot;N</td>
<td>085°37'20&quot;W (common ZJX ARTCC) to</td>
</tr>
<tr>
<td>#27</td>
<td>27°30'00&quot;N</td>
<td>085°15'00&quot;W (common ZJX ARTCC) to</td>
</tr>
<tr>
<td>#27</td>
<td>27°30'00&quot;N</td>
<td>083°30'00&quot;W (common ZMA ARTCC) to</td>
</tr>
<tr>
<td>24°38'38&quot;N</td>
<td>083°14'26&quot;W</td>
<td>(common ZMA ARTCC) to the point of beginning</td>
</tr>
</tbody>
</table>

ARCTIC 50 NM LATERAL SEPARATION AND PERFORMANCE BASED NAVIGATION

OPERATIONAL POLICY AND PROCEDURES

Introduction. Since November 2010, the FAA has applied a 50 Nautical Mile (NM) lateral separation standard between aircraft authorized Required Navigation Performance 10 (RNP 10) or RNP 4 and operating
in the Anchorage Arctic Flight Information Region (FIR). This FAA Notice provides operators and State authorities with the applicable operational policies and procedures.

**Background.** 50 NM lateral separation was first applied between RNP 10 aircraft operating on the North Pacific Route System in April 1998 and expanded to the Anchorage FIR in August 1998. Since that time, 50 NM lateral separation has been expanded throughout the Pacific Flight Information Regions (FIR) and been applied in other airspace, including, in June 2008, the West Atlantic Route System. The Arctic 50 NM lateral separation initiative is applying the experience gained in those operations.

**Project Objectives.** The project objectives are:

- Reduce lateral separation from 90 NM to 50 NM between aircraft authorized RNP 10 and/or RNP 4.
- Have approximately 90% of Arctic flights conducted by operators/aircraft that have been authorized RNP 10 or RNP 4 by the appropriate State (country) authority.
- Accommodate operation of the small percentage of flights not meeting the RNP 10 minimum requirement.

**Control Area (CTA) Affected.** The Anchorage Arctic FIR is that airspace bounded by: 90N 141W, 72N 141W, 72N 158W, 68N 168 58 23W, 90N 168 58 23W. The vertical boundaries are: flight level (FL) FL230 to FL600 inclusive.

**Note:** NAV CANADA applies 50 NM lateral separation between aircraft authorized RNP 10 or RNP 4 in the Edmonton FIR/CTA. The FAA and NAV CANADA have coordinated to enable harmonized policies to be applied.

**ICAO Flight Plan (FPL) 2012 Implementation.** ICAO FPL 2012 implements a NEW ICAO flight plan format and entries in accordance with Amendment 1 to ICAO Document 4444 (Procedures for Air Navigation Services – Air Traffic Management). Amendment 1 revises Doc 4444, Appendix 2 (Flight Plan) to provide the NEW flight plan format and NEW entries to indicate aircraft communication, navigation and surveillance capabilities.

Note: “NEW” in this Notice refers to the Amendment 1 ICAO FPL 2012 provisions for ICAO flight plans.

**15 November 2012, 0000 UTC: ICAO FPL 2012 Implementation.** IFR or VFR flight plans must be filed using the NEW ICAO flight plan content and format starting 15 November 2012 at 0000 UTC. ICAO flight plans filed using the old ICAO flight plan format will not be accepted after that time. See the “FAA Implementation of the Amendment” section of the ICAO FPL webpage for details.

**FAA ICAO FPL 2012 Webpage Information.** For up to date information on FAA ICAO FPL 2012 implementation, see the “Planned Changes to Filed Flight Plans in 2012” webpage at: http://www.faa.gov/go/fpl2012. The webpage includes an “ICAO 2012 Quick Reference Brochure” or guide for NEW ICAO flight plan entries.

**NonRNP 10 Aircraft: NEW Flight Plan Entries.** Paragraph 4 provides information on NEW flight plan flight plan entries and pilot reports for aircraft not authorized Required Navigation Performance 10 or RNP 4 (NonRNP 10 aircraft).

**Flight Plan Entries for RNP 10 and RNP 4 Aircraft.** Paragraph 7 (Flight Plan Requirements) provides information on NEW flight plan entries for RNP 10 and RNP 4 aircraft.

**Table of Contents.** The following is a list of the major paragraphs that follow:

2. Lateral Separation Standards To Be Applied
3. Operation In Areas or On Routes Within Arctic CTAs Not Requiring RNP 10 or RNP 4 Authorization
4. Provisions For Accommodation of NonRNP10 Aircraft (Aircraft Not Authorized RNP 10 or RNP 4)
5. Operator Action
6. RNP 10 or RNP 4 Authorization: Policy and Procedures for Aircraft and Operators
7. Flight Planning Requirements
8. Pilot and Dispatcher Procedures: Basic and In-flight Contingency Procedures
9. Contacts for Questions
10. FAA Project Leads

**OPERATIONAL POLICY AND PROCEDURES**

1. **Arctic 50-lateral/PBN Webpage: Policy, Procedures and Guidance For Operators and Regulators.** Information on plans for 50 NM lateral separation and PBN is posted on the “Arctic 50 NM Lateral Separation/Performance-based Navigation (PBN) Webpage”. The Webpage is linked to the “Oceanic and Offshore Operations” Homepage. The address for the Homepage is:

   [http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/oceanic/)

   The Webpage contains detailed guidance on operator and aircraft authorization for RNP 10 or RNP 4 including Job Aids with references to FAA and ICAO documents.

2. **Lateral Separation Standards To Be Applied.**
   - 50 NM lateral separation will be applied in the Anchorage Arctic FIR between aircraft authorized RNP 10 and/or RNP 4.
   - Within the Anchorage Arctic FIR the lateral separation standard applicable to aircraft not authorized RNP 10 and/or RNP 4 is 90 NM.
   - Policies for application of other lateral separation standards in airspace outside the Anchorage Arctic FIR will not be affected.

3. **Operation On Routes Within the Anchorage Arctic FIR Not Requiring RNP 10 or RNP 4 Authorization.** Operation on certain routes that fall within the boundaries of Anchorage Arctic FIR is not affected by the introduction of RNP 10 and 50 NM lateral separation. Operation on the following routes is not affected:
   - a. Northern Control Area (NCA) Tracks and Laterals
   - b. UPRs when not restricted by NOTAM

4. **Provisions for Accommodation of NonRNP10 Aircraft (Aircraft Not Authorized RNP 10 or RNP 4).** Operators of NonRNP10 aircraft shall follow the practices detailed in 4a and 4b below.
   - a. As of November 15, 2012 at 0000 UTC, when filing an ICAO flight plan under NEW ICAO FPL 2012 provisions, operators of NonRNP10 aircraft shall annotate ICAO flight plan Item 18 as follows:
     
     “RMK/NONRNP10” (no space between letters and numbers).

   Note: as of 15 November 2012 at 0000 UTC, the NEW ICAO FPL 2012 flight plan format and entries must be used. (See page 1).
b. Pilots of NonRNP10 aircraft that are flight planned to operate or are operating in the Anchorage Arctic FIR shall report the lack of authorization by stating “**Negative RNP 10**”:
   - on initial call to ATC and...
   - in read back of clearance to descend from FL 410 and above. (See paragraph 4e below).
   - if approval status is requested by the controller. (See paragraph 8g below).

c. Operators of NonRNP10 aircraft shall **not** annotate ICAO flight plan Item 18 (Other Information) with “NAV/RNP10” or “NAV/RNP4”, as shown in paragraph 7, if they have **not** obtained RNP 10 or RNP 4 **authorization**.

d. NonRNP10 operators/aircraft can file any route at any altitude in the Anchorage Arctic FIR. They will be cleared to operate on their preferred routes and altitudes as traffic permits. 50 NM lateral separation will **not** be applied to NonRNP10 aircraft.

e. NonRNP10 aircraft retain the option of climbing to operate at altitudes above those where traffic is most dense (i.e., at/above FL 410). To minimize the chance of conflict with aircraft on adjacent routes, NonRNP10 aircraft should plan on completing their climb to or descent from higher FLs within radar coverage.

g. All aircraft can enhance their opportunity to be cleared on their preferred route and altitude if they operate at non-peak hours, approximately 0500 to 1700 UTC.

5. **Operator Action.** In order to maximize operational flexibility provided by 50 NM lateral separation, operators capable of meeting RNP 10 or RNP 4 that operate on oceanic routes or areas in the Anchorage Arctic FIR should obtain authorization for RNP 10 or RNP 4 and annotate the ICAO flight plan accordingly.

6. **RNP 10 or RNP 4 Authorization: Policy and Procedures For Aircraft and Operators**

a. In accordance with ICAO guidance, RNP 10 and RNP 4 are the only navigation specifications (NavSpecs) applicable to oceanic and remote area operations. (See note below). Other RNAV and RNP NavSpecs are applicable to continental en route, terminal area and approach operations.

**Note:** “RNP navigation specification” (e.g., RNP 10) is the term adopted in the ICAO Performance-based Navigation (PBN) Manual (Doc 9613). It replaces the term “RNP type”.

b. **Responsible State Authority (ICAO Guidance).** The following is ICAO guidance on the State authority responsible for authorizations such as RNP 10, RNP 4 and RVSM.

   - **International Commercial Operators.** The State of Registry makes the determination that the aircraft meets the applicable RNP requirements. The State of Operator issues operating authority (e.g., Operations Specifications (OpSpecs)).

   - **International General Aviation (IGA) Operators.** The State of Registry makes the determination that aircraft meets the applicable RNP requirements and issues operating authority (e.g., Letter of Authorization (LOA)).

c. **FAA Documents.** The guidance and direction of FAA Order 8400.12 (as amended) (RNP 10 Operational Approval) will be used to grant RNP 10 authorization to operators and aircraft for which the FAA is responsible. (FAA Order 8400.12B (29 Jan 2009) is the current version). FAA Order 8400.33 (as amended)
(Procedures For Obtaining Authorization For RNP 4 Oceanic/Remote Area Operations) will be used to authorize RNP 4. The FAA RNP 10 and RNP 4 orders are consistent with the ICAO PBN Manual guidance discussed below. FAA and ICAO documents are posted on the Arctic Webpage.

d. **ICAO PBN Manual (ICAO Doc 9613).** In a letter to States dated 27 April 2007, ICAO urged States to use the ICAO *Performance Based Navigation (PBN) Manual* to establish approval policies and processes for RNP and RNAV operations. RNP 10 guidance is provided in Volume II, Part B; Chapter 1. RNP 4 guidance is in Volume II, Part C; Chapter 1.

e. **RNP 10 and RNP 4 Job Aids.** Operators and authorities should use the RNP 10 or RNP 4 Job Aids posted on the Arctic 50-lateral/PBN Reduction Webpage. These Job Aids address the operational and airworthiness elements of aircraft and operator authorization and provide references to appropriate documents. The Job Aids provide a method for operators to develop and authorities to track the operator/aircraft program elements required for RNP 10 or RNP 4 authorization.

f. **Requirement For Equipage With At Least Two Long-Range Navigation Systems (LRNS) Meeting RNP 10 or RNP 4 Standards.** See “Acceptable Navigation System Configurations” in Section 2 of the Arctic 50-lateral/PBN Webpage (Operator/Aircraft RNP 10 Authorization Policy/Procedures). RNP 10 and RNP 4 authorization require aircraft equipage with at least two LRNS with functionality and display adequate for the operation. The guidance referenced above provides a detailed discussion of acceptable aircraft LRNS configurations for RNP 10.

Note: see paragraph 8b for policy on LRNS failure or malfunction enroute.


g. **RNP 10 Time Limit For INS or IRU Only Equipped Aircraft.** Operators should review their Airplane Flight Manual (AFM), AFM Supplement or other appropriate documents and/or contact the airplane or avionics manufacturer to determine the RNP 10 time limit applicable to their aircraft. They will then need to determine its effect, if any, on their operation. Unless otherwise approved, the basic RNP 10 time limit is 6.2 hours between position updates for aircraft on which Inertial Navigation Systems (INS) or Inertial Reference Units (IRU) provide the only source of long range navigation. **Extended**

RNP 10 time limits of 10 hours and greater are already approved for many IRU systems. See paragraph 13d of FAA 8400.12 for information concerning extending time limits

7. **Flight Planning Requirements.** Operators shall make ICAO flight plan annotations in accordance with this paragraph and, if applicable, paragraph 4.

a. **ICAO Flight Plan Requirement.** ICAO flight plans shall be filed for operation on oceanic routes and areas in the Arctic CTAs.

b. **When filing an ICAO flight plan under NEW ICAO FPL 2012 provisions,** to inform ATC that they have obtained RNP 10 or RNP 4 authorization and are eligible for 50 NM lateral separation, operators shall:

(1) annotate ICAO Flight Plan Item 10a (Equipment) with the letter “R” and…
(2) annotate Item 18 (Other Information) with, as appropriate, “PBN/A1” for RNP 10 aircraft or “PBN/L1” for RNP 4 aircraft (no space between letters and numbers). (“PBN” is the acronym for “Performance-based Navigation”).

Note 1: as of 15 November 2012 at 0000 UTC, the NEW ICAO FPL 2012 flight plan format and entries must be used. (See page 1).

Note 2: under NEW ICAO FPL 2012 provisions, letter “R” indicates that the performance-based navigation specification (e.g., RNP 10 or RNP 4) is specified in Item 18 following the indicator “PBN/”.

c. 50 NM lateral separation will only be applied to operators/aircraft that annotate the ICAO flight plan in accordance with this policy. See 7b (1)(2) above.

d. Operators that have not obtained RNP 10 or RNP 4 authorization shall not annotate ICAO flight plan Item 18 (Other information) with “PBN/A1” or “PBN/L1”, but shall follow the practices detailed in paragraph 4 of this notice.

e. Filing to Show Domestic U.S. RNAV Capabilities. The FAA program to enhance operators’ capability to communicate their domestic U.S. RNAV capabilities to ATC has been in place since 2008. Detailed instructions are available on the following web page: http://www.faa.gov/ato?k=fpl

8. Pilot and Dispatcher Procedures: Basic and In-flight Contingency Procedures

a. Basic Pilot Procedures. The RNP 10 and RNP 4 Job Aids contain references to pilot and, if applicable, dispatcher procedures contained in:

   - FAA Order 8400.12B (RNP 10), Appendix D (Training Programs and Operating Practices and Procedures)
   - FAA Order 8400.33 (RNP 4): paragraph 9 (Operational Requirements) and paragraph 10 (Training Programs, Operating Practices and Procedures)
   - ICAO PBN Manual, Volume II, Part B, Chapter 1 (RNP 10)
   - ICAO PBN Manual, Volume II, Part C, Chapter 1 (RNP 4)

b. LRNS Failure or Malfunction On Arctic Oceanic Routes or Areas Where 50 NM Lateral Separation Is Applied. The FAA Alaska Supplement provides guidance for situations where an aircraft experiences a LRNS failure or malfunction. See “Partial or Complete Loss of Navigation Capability” in Section C of the supplement. This paragraph is also posted on the Arctic 50-lateral/PBN Webpage.

c. In-flight Contingency Procedures (e.g., Rapid Descent, Turn-back, Diversion). In-flight contingency procedures for oceanic airspace published in Chapter 15 of ICAO Document 4444 apply. The full text of the in-flight contingency procedures is published in Section 2 of the Arctic 50-lateral/PBN Webpage.

d. Strategic Lateral Offset Procedures (SLOP). Pilots should use SLOP procedures in the course of regular oceanic operations. SLOP procedures are published in FAA Notices, posted under “Operating Policy” in Section 2 of the Arctic Separation Reduction Webpage and published on ICAO Document 4444. SLOP is addressed in the RNP 10 and RNP 4 Job Aids.
e. **Pilot Report of NonRNP10 Status.** The pilot shall report the lack of RNP 10 or RNP 4 status in accordance with the following:
   - when the operator/aircraft is not authorized RNP 10 or RNP 4. See paragraph 4.
   - if approval status is requested by the controller in accordance with paragraph 8f below.

f. **Pilot Statement of RNP 10 or RNP 4 Approval Status, If Requested.** If requested by the controller, the pilot shall communicate approval status using the following phraseology:

<table>
<thead>
<tr>
<th>Controller Request</th>
<th>Pilot Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>(call sign) confirm RNP 10 or 4 approved</td>
<td>“Affirm RNP 10 approved” or “Affirm RNP 4 approved”, as appropriate, or…</td>
</tr>
<tr>
<td></td>
<td>“Negative RNP 10” (See paragraph 4 for NonRNP10 aircraft procedures).</td>
</tr>
</tbody>
</table>

9. **Contacts For Questions.** If there are questions or requests, one of the following may be contacted and a response will be coordinated with the appropriate FAA subject matter expert, if necessary:

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency/Division</th>
<th>Phone Number</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steven Pinkerton</td>
<td>FAA Oceanic and Offshore Operations (AJV–824)</td>
<td>+1 202-385-8384</td>
<td><a href="mailto:Steven.Pinkerton@faa.gov">Steven.Pinkerton@faa.gov</a></td>
</tr>
<tr>
<td>Steve Smoot</td>
<td>FAA Support, CSSI, Inc.</td>
<td>+1 202-863-0865</td>
<td><a href="mailto:SSmoot@ssiinc.com">SSmoot@ssiinc.com</a>;</td>
</tr>
<tr>
<td>Roy Grimes</td>
<td>FAA Support, CSSI, Inc.</td>
<td>+1 202-863-3692</td>
<td><a href="mailto:RGrimes@ssiinc.com">RGrimes@ssiinc.com</a></td>
</tr>
</tbody>
</table>

10. **FAA Project Leads.** The FAA project leads are:

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency/Division</th>
<th>Phone Number</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steven Pinkerton</td>
<td>Oceanic and Offshore Operations (AJV–824)</td>
<td>+1 202-385-8384</td>
<td><a href="mailto:Steven.Pinkerton@faa.gov">Steven.Pinkerton@faa.gov</a></td>
</tr>
<tr>
<td>Trent Bigler</td>
<td>Flight Standards Service, Flight Technologies &amp; Procedures Division (AFS-400)</td>
<td>+1202–267–8844</td>
<td><a href="mailto:Trent.Bigler@faa.gov">Trent.Bigler@faa.gov</a></td>
</tr>
<tr>
<td>Dale Livingston</td>
<td>ATO Separation Standards Analysis Group (AJP-7141)</td>
<td>+1 609-485-6603</td>
<td><a href="mailto:Dale.Livingston@faa.gov">Dale.Livingston@faa.gov</a></td>
</tr>
</tbody>
</table>

(AJE-32, 10/18/12)
Artic 50 – Lateral Notice – Graphic
Part 4.

GRAPHIC NOTICES
Section 1. General
Precision Object Free Zone

The Precision Object Free Zone (POFZ) is a volume of airspace above an area beginning at the runway threshold, at the threshold elevation, and centered on the extended runway centerline. The standard POFZ is 200 feet (60 meters) long and 800 feet (240 meters) wide. The POFZ must be kept clear when an aircraft on a vertically guided final approach is within two nautical miles (NM) of the runway threshold and the reported ceiling is below 250 feet and/or visibility less than \( \frac{3}{4} \) statute miles (SM) (or runway visual range below 4,000 feet). The POFZ is considered clear even if the wing of the aircraft holding on a taxiway waiting for runway clearance penetrates the POFZ; however, neither the fuselage nor the tail may infringe on the POFZ. See Figure 1.

For approaching aircraft, in the event that a taxiing/parked aircraft or vehicle is not clear of the POFZ, air traffic control will provide advisories to the approaching aircraft regarding the position of the offending aircraft/vehicle. In this case the pilot of the approaching aircraft must decide to continue or abort the approach. When the reported ceiling is below 800 feet or visibility less than two SM, departing aircraft must do the following. When there is an air traffic control tower (ATCT) in operation, plan to hold at the ILS hold line and hold as directed by air traffic control. When there is no operating ATCT, honor the ILS hold line and do not taxi into position and takeoff if there is an approaching aircraft within 2 NM of the runway threshold.

Fig. 1

Precision Obstacle Free Zone (POFZ)

(AF5–400 10/30/06)
Altitude and Speed Constraints Published on Area Navigation (RNAV) Procedures

Purpose: To emphasize that separation and sequencing of airplanes by air traffic control (ATC) depends on uniform performance by pilots with respect to published mandatory (not “expect”) altitude and speed constraints, especially when conducting RNAV procedures.

Background: Adherence to published altitude and speed constraints is essential in conducting conventional (non-RNAV) procedures. But adherence has taken on additional importance with the widespread implementation of RNAV procedures, which generally involve more constraints. Published constraints are shown on charts and may be amended by Notices to Airmen (NOTAMs).

Discussion: ATC clears pilots to fly departure, arrival, and approach procedures using phraseology such as “join”, “resume”, “proceed via”, “descend via”, and “climb via.” Pending more explicit language to be included in an upcoming revision to the Aeronautical Information Manual (AIM) pilots should understand the following key points regarding published altitude and speed constraints in order to fully comply with the intent of ATC clearances.

   - **Altitude Constraints.** Cancellation of one or more altitude restrictions will normally include the use of “maintain” and/or “except” phraseology, which does not cancel published speed constraints associated with the procedure.
   - **Speed Constraints.** Cancellation of published speed constraints will be indicated by the use of “speed your discretion” or “cancel speed restriction(s)/constraint(s)” phraseology. The use of “except” phraseology may also be used, for example, “except cross MAVVS at 250 knots.”

2. Resume Normal Speed. The phraseology “resume normal speed” does not cancel published speed constraints; rather, per Air Traffic Order 7110.65, Air Traffic Control, it cancels speed constraints previously issued by ATC and returns the aircraft to the published speed for the procedure.

3. Speeds between Waypoints with Published Speed Constraints.
   - **Departure and Missed Approach Procedures.** Pilots should not exceed the published speed associated with a waypoint until passing that waypoint.
   - **Arrival and Instrument Approach Procedures (Excluding Missed Approach Procedures).** Pilots should plan to cross waypoints with a published speed restriction in accordance with the published speed and should not exceed this speed after passing the associated waypoint unless authorized by ATC or published note to do so.
   - **Departure and Missed Approach Procedures.** Pilots should not exceed the published speed associated with a waypoint until passing that waypoint.
   - **Arrival and Instrument Approach Procedures (Excluding Missed Approach Procedures).** Pilots should plan to cross waypoints with a published speed restriction in accordance with the published speed and should not exceed this speed after passing the associated waypoint unless authorized by ATC or published note to do so.
AREA NAVIGATION FLIGHT PLAN FILING REQUIREMENTS

Area Navigation (RNAV) Preferential Route Assignment Overview: Effective June 29, 2008, FAA will implement a change to all Air Route Traffic Control Center (ARTCC) Host automation systems to automatically assign RNAV preferential Standard Terminal Arrival (STAR), Standard Instrument Departure (SID) or Point to Point (PTP) routes based on the equipment capability filed in ICAO FPL Item 10 (Equipment) and an RNAV value specified by the user in ICAO FPL Item 18 (Other Information). The Host currently makes this assignment based on the aircraft navigation equipment suffix found in the National Airspace System (NAS) FP block 3, or derived from the ICAO FPL and translated into the NAS suffix by the Host. The change to use ICAO FPL processing is being effected as a risk reduction measure for implementation of the En Route Automation Modernization (ERAM) system commencing in October 2008. Subsequent to June 29, 2008, users filing the NAS FP will no longer be guaranteed assignment of RNAV STAR, SID or PTP procedures. Once the change is implemented, users who file a NAS FP will be eligible for the automated assignment of conventional procedures only.

En Route Automation Modernization (ERAM): ERAM is the largest NAS equipment replacement program in FAA history, replacing legacy Host computer processing systems at 20 Air Route Traffic Control Centers (ARTCC). The first operational use of ERAM is scheduled for October 2008 at the Salt Lake City ARTCC. The implementation schedule for all ARTCC systems will extend through December 2009. Once complete, ERAM will make the U.S. NAS ARTCC automation system ICAO compatible. ERAM will also automatically assign preferential routes using the ICAO FPL Item 10 (Equipment) and the RNAV value specified in ICAO FPL Item 18 (Other Information) as discussed above.

Sources of Additional Information: The FAA has established a website to assist users in effecting this change to flight plan filing procedures. The website is available at http://www.faa.gov/ato?k=fpl. The site contains several areas, including General Information, Filing Instructions and Frequently Asked Questions (FAQ). Points of contact within the FAA regarding this change are listed in the FAQ section.

Filing Requirements for Assignment of Area Navigation (RNAV) Routes: This section provides guidance on information required by FAA for automatic assignment of RNAV STAR, SID and/or PTP routes. RNAV capability in the domestic U.S. is defined as:

- RNAV 1 and/or RNAV 2 capability per Advisory Circular (AC) 90–100A, U.S. Terminal and En Route Area Navigation (RNAV) Operations, is required for assignment of RNAV SIDs and STARs (RNAV 1). The en route capability requirement is RNAV 2.

- Point to Point (PTP) capability per AC 90–45A, Approval of Area Navigation Systems for Use in the U.S. National Airspace System.

Effective June 29, 2008: Users must file in accordance with FAA Form 7233−4 for automatic assignment of RNAV SIDs, STARs and/or PTP routes in U.S. domestic airspace and include additional information per the below guidance:

1. For RNAV 1 and/or RNAV 2 capable flights:

- Item 10, Equipment – In addition to identifying all available and serviceable communication, navigation, approach aid and surveillance equipment carried, insert the character “Z”. 

GENERAL 4–GEN–5
• **Item 18, Other Information** – Insert “NAV/RNV” followed by the appropriate RNAV accuracy value(s) per the following:
  
a. To be assigned an RNAV 1 SID, **insert the characters “D1”**.

b. To be assigned an RNAV 1 STAR, **insert the characters “A1”**.

c. To be assigned en route extensions and/or RNAV PTP, **insert the characters “E2”**.

**Examples:**

NAV/RNVD1  
NAV/RNVA1  
NAV/RNVE2  
NAV/RNVD1A1  
NAV/RNVD1E2A1

2. **Flights RNAV PTP capable but not RNAV 1 and/or RNAV 2 capable:**

• **Item 10, Equipment** – In addition to identifying all available and serviceable communication, navigation, approach aid and surveillance equipment carried, **insert the character “Z”**.

• **Item 18, Other Information** – Insert “RMK/PTP” and “NAV/RNVE99”

**Example:** RMK/PTP NAV/RNVE99

3. **Special Notes:**
a. The following variations will be accepted in Host/ERAM for automatic assignment of RNAV routes:

– One or more spaces may follow ”NAV/”.

**Example:**

NAV/ RNVD1A1

– The “D”, “E” and “A” characters may appear in any order following “NAV/RNV”.

**Examples:**

NAV/RNVD1A1E2  
NAV/RNVA1D1E2

– Additional items required by other automation systems may be filed after NAV/, in any order.

**Examples:**

NAV/RNP10 RNVD1E2A1  
NAV/RNVD1E2A1 RNP4  
NAV/RNAV1 RNAV5 RNVD1E2A1

b. When the Item 18 entries following “NAV/” **do not follow the above instructions**, the flight plan may be accepted by Host/ERAM but RNAV routes will not be **automatically assigned**. Common errors include:

– Putting spaces between RNV, D1, A1 and/or E2 – no spaces are allowed between the segments.

– Filing “RNAV” instead of “RNV” – RNAV is not acceptable in the U.S. domestic string after “NAV/”

(AJV–14 1/17/08)
Operation on U.S. Area Navigation (RNAV) Routes, Standard Terminal Arrivals, and Departure Procedures

Background: Advisory Circular (AC) 90-100A, *U.S. Terminal and En Route Area Navigation (RNAV) Operations*, provides guidance for operation on Area Navigation (RNAV) terminal procedures and routes. It also reflects ICAO Performance Based Navigation (PBN) Manual guidance for RNAV 1 and RNAV 2 operations, as well as lessons learned from the initial implementation of US RNAV terminal procedures and routes.

Applicability: AC 90-100A applies to U.S. RNAV routes (Q-routes and Tango routes), Departure Procedures (Obstacle Departure Procedures and Standard Instrument Departures), and Standard Terminal Arrivals (STARs). It does not apply to overwater RNAV routes (ref 14 CFR 91.511, including the Q-routes in the Gulf of Mexico and the Atlantic routes) or Alaska VOR/DME RNAV routes (“JxxxR”). It does not apply to off-route RNAV operations.

List of Compliant Equipment: In developing AC 90-100A, industry and the FAA defined the minimum criteria for RNAV systems to operate on RNAV routes and procedures. Manufacturers evaluate their systems against these criteria and the FAA maintains a current list of compliant equipment, along with AC 90-100A, on the FAA Flight Standards Service, Flight Technologies and Procedures Division, Performance-based Operations Branch (AFS-470) website:

http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs470/media/AC90-100compliance.xls

From this list, pilots and operators can confirm the capability of their equipment without additional airworthiness documentation, or obtain information from the relevant manufacturer. RNAV systems incorporating GPS and DME/DME positioning, but not complying with the criteria for DME/DME-based RNAV, may receive RNAV eligibility based solely on GPS.

Database Integrity: Navigation databases should be obtained from a database supplier holding an FAA Letter of Acceptance (LOA) in accordance with AC 20-153. This LOA provides recognition of a data supplier’s compliance with the data quality, integrity and quality management practices of RTCA DO-200A, Standards for Processing Aeronautical Data. The operator’s supplier (e.g., Flight Management System (FMS) manufacturer) must have a Type 2 LOA. AC 20-153 contains procedures for database LOAs.

GPS RAIM Prediction: As described in AC 90-100A, paragraph 10.a.(5), if TSO-C129() equipment is used to solely satisfy the RNAV requirement, GPS RAIM availability must be confirmed for the intended route of flight (route and time) using current GPS satellite information. The availability of Space Based Augmentation System (SBAS) or Airborne Based Augmentation System (ABAS) fault detection can be determined through NOTAMs (if available) or through prediction for the intended RNAV 1 or RNAV 2 operation.

NOTE: For multi-sensor aircraft with operating GPS and DME/DME/IRU positioning, a RAIM check is not required as long as critical DME’s are functioning normally.
Operators may satisfy the predictive RAIM requirement through any one of the following methods:

1. Operators may monitor the status of each satellite in its plane/slot position, by accounting for the latest GPS constellation status (e.g., NOTAMs or NANUs), and compute RAIM availability using model-specific RAIM prediction software; or,

2. Operators may use the FAA en route and terminal RAIM prediction website: www.raimprediction.net; or,

3. Operators may contact a Flight Service Station (not DUATS) to obtain non-precision approach RAIM; or,

4. Operators may use a third party interface, incorporating FAA/VOLPE RAIM prediction data without altering performance values, to predict RAIM outages for the aircraft’s predicted flight path and times; or,

5. Operators may use the receiver’s installed RAIM prediction capability (for TSO-C129a/Class A1/B1/C1 equipment) to provide non-precision approach RAIM, accounting for the latest GPS constellation status (e.g., NOTAMs or NANUs). Receiver non-precision approach RAIM should be checked at airports spaced at intervals not to exceed 60 NM along the RNAV 1 procedures flight track. Terminal or Approach RAIM must be available at the ETA over each airport checked; or,

6. Operators not using model-specific software or FAA/VOLPE RAIM data will need FAA operational approval.

In the event of a predicted, continuous loss of RAIM of more than five (5) minutes for any part of the intended flight, the flight should be delayed, canceled, or re-routed where RAIM requirements can be met. Pilots should assess their capability to navigate (potentially to an alternate destination) in case of failure of GPS navigation.

If TSO-C145/C146 equipment is used to satisfy the RNAV requirement, the pilot/operator need not perform the prediction if WAAS coverage is confirmed to be available along the entire route of flight.

NOTE: Outside the U.S. or in areas where WAAS coverage is not available, operators using TSO-C145/C146 receivers are required to check GPS RAIM availability.

The current RAIM prediction website is graphic-based and the FAA is developing automation improvements to this prediction service.

NOTE: Until September 27, 2009, a RAIM prediction does not need to be done for any RNAV route conducted where ATC provides radar monitoring or RNAV departure/arrival procedure that has an associated "RADAR REQUIRED" note charted. On September 28, 2009, operators filing RNAV 2 routes (Q and T), RNAV 1 STARs, and RNAV 1 DP’s will need to perform a RAIM prediction as part of their preflight planning. (Performance Based Flight Systems Branch, 7/22/09)
REDUCED VERTICAL SEPARATION MINIMUM (RVSM) MONITORING REQUIREMENTS

BACKGROUND

1. The height–keeping performance of aircraft is a key element in ensuring the safe operations of RVSM airspace. The RVSM monitoring standards established in paragraph 3 are considered the minimum requirement needed to maintain the safety of operations in RVSM designated airspace.

2. In conjunction with internationally agreed upon changes to ICAO Annex 6, Operation of Aircraft, Parts I & II, applicable on 18 November 2010, the following standard and recommended practice was adopted by ICAO:

   Operators that have been issued an U.S. RVSM approval shall ensure that a minimum of two airplanes of each [RVSM] aircraft type grouping of the operator have their height–keeping performance monitored, at least once every two years or within intervals of 1,000 flight hours per airplane, whichever period is longer. If an operator aircraft type grouping consists of a single airplane, monitoring of that airplane shall be accomplished within the specified period.

RVSM LONG TERM MONITORING REQUIREMENTS

1. The Federal Aviation Administration will implement the standard above for RVSM Monitoring requirements. Operators that have been issued an U.S. RVSM authorization will be required to conduct initial monitoring within six months of date of issue and must conduct monitoring every two years or within intervals of 1,000 flight hours per aircraft, whichever period is longer, in accordance with the aircraft categories as presented in the current version of the (North American) RVSM Minimum Monitoring Requirements chart.

2. The RVSM Minimum Monitoring Requirements chart is coordinated with the North American Approvals Registry and Monitoring Organization (NAARMO) and updated periodically to reflect changes in aircraft data. The RVSM Minimum Monitoring Requirements Chart is posted to the FAA RVSM Webpage in documentation section “Monitoring Requirements/Procedures”.

EFFECTIVE DATE

1. The Monitoring requirements become applicable on 18 May 2011 and operators have until 18 Nov 2012 to comply.

COMPLIANCE

1. Operators found not in compliance will be required to show reason for not meeting the requirements including flight hour data to justify the 1000 flight hour provision if last successful monitoring exceeds a two year period.

2. Operators found not in compliance with the minimum monitoring requirements risk suspension of their RVSM authorization. Reinstatement of RVSM authorization will be granted upon the operator demonstrating they have met the minimum monitoring requirements.
REFERENCES:
14 CFR 91.706, Operation within airspace designed as Reduced Vertical Separation
14 CFR Appendix G to Part 91, Section 3, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace
14 CFR 91.180, Operations within airspace designated as Reduced Vertical Separation Minimum airspace
ICAO ANNEX 6, Parts I and II (7.27 and 2.5.27 respectively), Operation of Aircraft
ICAO ANNEX 11, 3.3.5.1 –3.3.5.2, Air Traffic Services
FAA Advisory Circular 91–85, Reduced Vertical Separation Minimum (RVSM) Authorizations

POINTS OF CONTACT
1. Information concerning the FAA implementation will be posted to the RVSM Webpage at: http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/enroute/rvsm/documentation/#req under the RVSM Documentation section titled: Monitoring Requirements / Procedures

2. For questions or concerns regarding the new changes, the following points of contacts for the FAA have been established below:

   Steve Smoot
   FAA Support, Flight Standards, CSSI, Inc.
   + 1 202–863–0865

   Stephanie Beritsky
   FAA Support, FAA Technical Center, CSSI, Inc.
   + 609–485–7851

   Madison Walton
   FAA Flight Standards Service, AFS–470
   + 202–385–4596
Climb/Descend Via and Speed Adjustment Clearances

Effective Date: April 3, 2014

Purpose: Federal Aviation Administration (FAA) Air Traffic Control (ATC) will add “Climb Via” phraseology and procedures for departure operations consistent with existing “Descend Via” phraseology and procedures. Speed adjustment phraseology is also clarified.

Discussion: CLIMB and DESCEND VIA. Federal Aviation Administration (FAA) ATC will implement “Climb Via” phraseology and procedures for departure operations consistent with existing “Descend Via” phraseology and procedures in FAA Order 7110.65, Air Traffic Control. Both “Climb Via” and “Descend Via” will be added to the Pilot/Controller Glossary (PCG). Additionally, speed phraseology associated with “Climb Via” and “Descend Via” will be included in the PCG. Other than implementing use of “Climb Via”, there is no change in altitude clearance procedures.

“Climb Via” is an abbreviated ATC clearance that requires compliance with the procedure lateral path, associated speed restrictions, and altitude restrictions along the cleared route or procedure. It may be issued with the initial ATC departure clearance via voice or Pre-Departure Clearance (PDC); or given as an airborne clearance. The “top altitude” of the SID is the published or ATC assigned altitude limit until cleared to climb higher by ATC. The filed/expected altitude is not relevant, and has no bearing on the SID unless communications are lost between the pilot and ATC (14 CFR § 91.185). If ATC removes an aircraft from the lateral or vertical path of a SID then subsequently re-clears an aircraft with a “Climb Via” clearance, the pilot is required to comply with all published restrictions of the SID.

“Descend Via” is an abbreviated ATC clearance that requires compliance with a published procedure lateral path and associated speed restrictions, and provides a pilot-discretion descent to comply with published altitude restrictions. The “bottom altitude” on a STAR or STAR runway transition is the lowest published or ATC assigned altitude authorized and is not to be mistaken for the minimum en route altitude (MEA).

Pilot use of the complete, correct phraseology is imperative. Pilots shall respond to “Climb Via” or “Descend Via” clearances by repeating the clearance verbatim. Phrases such as “on the” or “descending on” a procedure are not acceptable and can create miscommunication and additional workload with unnecessary controller queries. When changing frequencies or on initial contact advise ATC of current altitude, “Climbing/Descending Via” procedure name, and runway transitions if assigned. If assigned an altitude or speed not contained on the SID/STAR, advise ATC of restrictions assigned by the prior controller.

Examples:

“Cactus Seven Eleven leaving two thousand climbing via the Laura Two departure.”

“Delta Fifty Eight climb via SID except cross MKALA at or above seven thousand.”

“American Seventy Six proceed direct ROCKR, cross ROCKR at or above one-zero thousand, climb via the Bizee Two departure.”

“United Thirty Five cleared to Johnston Airport, Scott One departure, JONEZ transition, Q-one forty five, climb via SID except maintain flight level one eight zero.”

“JetBlue Six Zero Two leaving flight level two one zero descending via the Ivane two arrival landing south.”

“Delta One Twenty One leaving flight level one niner zero, descending via the Eagul Five arrival runway two-six transition.”
Speed Assignment and Termination. Published speed restrictions are always mandatory. Published speeds must be complied with regardless of the use of a “Climb/Descend Via” clearance. ATC may issue speed adjustments with climb/descend via clearances. The term “resume published speed” is used to terminate ATC speed adjustments on routes where there are published speed restrictions. When ATC issues “resume normal speed”, this phraseology applies only to procedures or route segments where there are no published speed restrictions. Where published speed restrictions are no longer required, the phraseology used is “delete speed restrictions”. A Climb/Descend Via clearance cancels a previously assigned ATC speed restriction and all subsequent published speeds are mandatory.

<table>
<thead>
<tr>
<th>ATC Instructions</th>
<th>Explanations</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLIMB VIA</td>
<td>An abbreviated ATC clearance that requires compliance with the procedure lateral path, associated speed restrictions and altitude restrictions along the cleared route or procedure. Subsequent issuance of a “maintain” clearance deletes published altitude restrictions.</td>
</tr>
<tr>
<td>DESCEND VIA</td>
<td>An abbreviated ATC clearance that requires compliance with a published procedure lateral path and associated speed restrictions and provides a pilot-discretion descent to comply with published altitude restrictions.</td>
</tr>
<tr>
<td>CLIMB/DESCEND AND MAINTAIN (altitude)</td>
<td>Pilot is expected to vacate current altitude and commence an unrestricted climb/descent to comply with the clearance. For aircraft already climbing via a SID, or descending via a STAR, published altitude restrictions are deleted unless reissued by ATC.</td>
</tr>
<tr>
<td>COMPLY WITH RESTRICTIONS</td>
<td>Requires aircraft joining or resuming a procedure to comply with published restrictions. May be used in lieu of reissuing individual restrictions.</td>
</tr>
<tr>
<td>RESUME PUBLISHED SPEED</td>
<td>Cancels ATC assigned speed restrictions. Pilot is expected to comply with speeds published on the SID/STAR.</td>
</tr>
<tr>
<td>RESUME NORMAL SPEED</td>
<td>Cancels ATC assigned speed restrictions and instructs pilot to return to normal aircraft speed where no speed restrictions are published. This does not relieve the pilot of those speed restrictions which are applicable to 14 CFR Section 91.117.</td>
</tr>
<tr>
<td>DELETE SPEED RESTRICTIONS</td>
<td>Cancels ATC assigned or published speed restrictions.</td>
</tr>
</tbody>
</table>

Additional guidance is available by viewing the following video: http://www.faa.gov/tv/?mediaId=507

Recommended Action: Operators of aircraft, directors of safety, directors of operations, chief pilots, dispatch supervisors, fractional ownership program managers, and training managers should ensure that the following procedures are utilized:

1. Review AC 90-100A, Section 11, Pilot Knowledge Requirements and Training.
2. Confirm that navigation and communication systems are properly set and verified with the correct departure procedure information.
3. Read back all clearances verbatim.
4. When issued a “Climb Via” or “Descend Via” clearance, comply with all published procedure restrictions unless specifically told otherwise by ATC.
5. When in doubt, query the controller.
Questions may be referred to:

James Arrighi, Air Traffic Control Specialist
PBN Policy and Support Group (AJV-141)
james.arrighi@faa.gov
202-385-8844

Trent Bigler, Aviation Safety Inspector,
Performance Based Flight Systems Branch (AFS-470)
trent.bigler@faa.gov
202-385-4504

(PBN Policy and Support Group 01/27/14)
Cold Temperature Restricted Airports

Cold Temperature Altitude Corrections

Subject: Cold temperature altitude corrections at airports with a published cold temperature restriction.

Purpose: To provide a list of 14 CFR Part 97 “Cold Temperature Restricted Airports” designated with a temperature restriction and guidance on when and how to calculate and apply altitude corrections to affected approach segment(s) during cold temperature operations. This list may also be found at the bottom of the, “Terminal Procedures Basic Search” page:

http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

Background: In response to aviation industry concerns over cold weather altimetry errors, the FAA conducted a risk analysis to determine if current 14 CFR Part 97 instrument approach procedures, in the United States National Airspace System, place aircraft at risk during cold temperature operations. This study applied the coldest recorded temperature at the given airports in the last five years and specifically determined if there was a probability that during these non-standard day operations, anticipated altitude errors in a barometric altimetry system could exceed the Required Obstacle Clearance (ROC) used on procedure segment altitudes. If a probability, of the ROC being exceeded, went above one percent on a segment of the approach, a temperature restriction was applied to that segment. In addition to the low probability that these procedures will be required, the probability of the ROC being exceeded precisely at an obstacle position is extremely low, providing an even greater safety margin.

Action:

Pilots should make an altitude correction to the published, “at”, “at or above” and “at or below” altitudes on all designated segment(s), for all published procedures and runways (listed below), when the reported airport temperature is at or below the published airport cold temperature restriction. Pilots may correct on other segments of the same approach not required by the list. Pilots must advise ATC if the additional corrections are in the intermediate and/or missed approach segment.

NOTE: When an airport is listed as an exception, operators are only required to make corrections on the affected segments on the runways listed for the airport.

The following airport and runways have been approved.

Exception: KMDW, Chicago Midway Intl, Runways 22L and 22 R. Cold temperature altitude corrections will ONLY be applied to approaches for runways 22L and 22R.

Pilots without temperature compensating aircraft should calculate and make a manual cold temperature altitude correction to the designated segment(s) of the approach using the AIM 7-2-3, ICAO Cold Temperature Error Table.

No extrapolation above the 5000 ft column required. Pilots should use the 5000 ft “height above airport in feet” column for calculating corrections of greater than 5000ft above reporting station. Pilots will add correction(s) from the table to the segment altitude(s) and fly at the new corrected altitude.

PILOTS MUST NOT MAKE AN ALTIMETER CHANGE to accomplish an altitude correction.

Pilots with, and using temperature compensating aircraft should ensure the system is on and operating for each segment requiring an altitude correction. Pilots may use the system for the entire approach if desired, pilots must advise ATC when correcting on the intermediate and/or missed approach segment. Pilots should ensure they are flying at corrected altitude. If the system is not operating, the pilot is responsible to calculate
and apply a manual cold weather altitude correction using the AIM 7-2-3 ICAO Cold Temperature Error Table. PILOTS MUST NOT MAKE AN ALTIMETER CHANGE to accomplish an altitude correction.

Pilots must report cold temperature corrected altitudes to Air Traffic Control (ATC) whenever applying a cold temperature correction on an intermediate segment and/or a published missed approach final altitude. This should be done on initial radio contact with the ATC issuing approach clearance. ATC requires this information in order to ensure appropriate vertical separation between known traffic. ATC will not be providing a cold temperature correction to Minimum Vectoring Altitudes (MVA). Pilots must not apply cold temperature compensation to ATC assigned altitudes or when flying on radar vectors in lieu of a published missed approach procedure unless cleared by ATC. Pilots should query ATC when vectors to an intermediate segment are lower than the requested intermediate segment altitude corrected for temperature. Pilots are encouraged to self-announce corrected altitude when flying into uncontrolled airfields.

The following are examples of appropriate pilot-to-ATC communication when applying cold-temperature altitude corrections.

- On initial check-in with ATC providing approach clearance: Hayden, CO (example below).
  - Intermediate segment: “Require 10600 ft. for cold temperature operations until BEEAR”
  - Missed Approach segment: “Require final holding altitude, 10600 ft. on missed approach for cold temperature operations”

- Pilots cleared by ATC for an instrument approach procedure: “Cleared the RNAV RWY 28 approach (from any IAF)”. Hayden, CO (example below).
  - Intermediate Segment: “Level 10600 ft. for cold temperature operations inside HIPNA to BEEAR”

- Pilots are not required to advise ATC if correcting on the final segment only. Elko, NV (example below).

Pilots should use the corrected MDA or DA/DH as the minimum for an approach. Pilots must meet the requirements in 14 CFR Part 91.175 in order to operate below the corrected MDA or DA/DH. Pilots must see and avoid obstacles when descending below the MDA.

The temperature restriction at a “Cold Temperature Restricted Airport” is mutually exclusive from the charted temperature restriction published for “uncompensated baro-VNAV systems” on 14 CFR Part 97 RNAV (GPS) and RNAV (RNP) approach plates. The charted temperature restriction for uncompensated baro-VNAV systems is applicable to the final segment LNAV/VNAV minima. The charted temperature restriction must be followed regardless of the cold temperature restricted airport temperature.

Pilots should calculate a cold temperature altitude correction at any airport with a runway length of 2,500 feet or greater that is included in the airports list below. Pilots operating into an airport with a runway length less than 2,500 feet, may make a cold temperature altitude correction in cold temperature conditions.

For additional information, contact Kel Christianson, AFS–470, at 202.267.8838.
Cold Temperature Restricted Airports: Airports are listed by ICAO code, Airport Name, Temperature Restriction in Celsius/Fahrenheit and affected Segment. One temperature may apply to multiple segments. **Italicized airports have two affected segments, each with a different temperature restrictions.** The warmest temperature will be indicated on Airport IAPs next to a snowflake symbol, ☃️ −XX° in the United States Terminal Procedure Publication (TPP). The ICON will be added to the TPPs incrementally beginning in the March charting cycle.

### SEGMENTS

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**NOTES:** Temperature is in Celsius/Fahrenheit (-XX/-YY) with an X indicating restricted flying conditions.
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<td>Edward F Knapp State</td>
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<td>Front Royal-Warren County</td>
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<td>Tri County Rgnl</td>
<td>-29°C/-20°F</td>
<td>X</td>
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<tr>
<td>KLSE</td>
<td>La Crosse Muni</td>
<td>-19°C/-2°F</td>
<td>X</td>
</tr>
<tr>
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<td>La Crosse Muni</td>
<td>-29°C/-20°F</td>
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### Notices to Airmen

**Cold Temp – Restricted Airports**

<table>
<thead>
<tr>
<th>Code</th>
<th>Location</th>
<th>Temperature</th>
<th>Notice</th>
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<tr>
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<td>KPDC</td>
<td>Prairie du Chien Muni</td>
<td>-27C/-17F</td>
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<td>Rice Lake Rgnl-Carl's Field</td>
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<td>Merrill Muni</td>
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<td>KSUW</td>
<td>Richard I Bong</td>
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<td>4R5</td>
<td>Major Gilbert Field</td>
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<td>Blackhawk Airfield</td>
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<td>Richland</td>
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<td>C29</td>
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<td>KAFO</td>
<td>Afton Municipal Airport</td>
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<td>Gillette-Campbell County</td>
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<td>Laramie Rgnl</td>
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<td>Rawlins Muni/Harvey Field</td>
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<td>KSHR</td>
<td>Sheridan County</td>
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</tbody>
</table>

See the following examples for identifying and applying altitude corrections.

**Examples:**

Hayden/Yampa Valley. Hayden, CO, Reported Temperature -26° C: Cold weather temperature restriction is -26° C / -15° F for both the intermediate and missed approach segment. RNAV (GPS) RWY 28:

1. Intermediate altitude (FAF) (BEEAR) = 10000 ft.
2. Airport elevation = 6606 ft.
3. Difference: 10000 ft. – 6606 ft. = 3394 ft.
4. AIM 7-2-3 ICAO Cold Temperature Error Table: Interception of 3394 ft. and -26° C≈ 550 ft. Add correction to altitudes inside of IF thru FAF. IF HIPNA; 13,000. Stepdown fix PICIN; 11500 + 550 = 12050 (12100). FAF BEEAR; 10000 + 550 = 10550 (10600).
5. Fly new altitudes leaving HIPNA. Passing BEEAR no correction required on final.
6. Missed approach altitude. Follow steps 1 thru 4 to calculate and apply correction. New holding altitude is 10600 ft.
Cold Temp – Restricted Airports

NOT FOR NAVIGATION

RNAV (GPS) RWY 28
YAMPA VALLEY (HDN)

HAYDEN, COLORADO
Amtd 23 24Jul14

GENERAL
Elko Rgnl. Elko, NV, Reported Temperature -20°C: Cold weather temperature restriction is -20°C / -4°F on the final segment and -27°C / -17°F on the intermediate segment. GPS RWY 5:

1. Final Segment (MDA) = 6220 ft.
2. Airport elevation = 5140 ft.
4. AIM 7-2-3 ICAO Cold Temperature Error Table: Interception of 1080 ft. and -20°C ≈ 140 ft.
5. Add correction to altitudes inside of FAF to MDA, Stepdown fix; 6720 + 140 = 6860 (6900). MDA; 6220 + 140 = 6360 (6400 if rounding). Rounding down in final segment is not allowed. Pilots may use either the corrected MDA or rounded MDA.
6. Fly new altitudes leaving EGOLY. No other segment on the approach requires correction at -20°C.
7. Continue monitoring required corrections on final segment at temperatures below -20°C and make changes to MDA and Stepdown if needed.
8. Reported temperature is -27°C: Final segment correction is now ° 190 ft. Stepdown fix; 6720 + 190 = 6910 (6900). MDA; 6220 + 190 = 6410. Rounding down in final segment is not allowed. Pilots may use either the corrected MDA or rounded MDA. Correction is ° 300 ft. Cross EGOLY at 7600.
Section 2. Special Military Operations
Notice to Pilots and Interested Personnel in Northern Oregon and Southwest Washington

LIGHTS OUT MILITARY HELICOPTER OPERATIONS

Effective Date: April 30, 2000

The U.S. Air Force 304th Rescue Squadron conducts low altitude flight in five low altitude tactical navigation (LATN) Areas: “Charlie,” “Delta,” “Echo,” “Golf,” and “Tango.” These operations are conducted day and night below 200 feet above ground level (AGL). The night operations are conducted utilizing night vision goggles (NVGs). FAA exemption 5891A authorized NVG training in Air Force helicopters to be conducted without lighted position lights. These operations will ONLY be conducted below 200 feet AGL and outside of five (5) nautical miles from any public use airport, within the five (5) LATN areas.
Notice to Pilots and Interested Personnel in Central and Southwest Texas

LIGHTS OUT MILITARY HELICOPTER OPERATIONS

The U.S. Army/National Guard is conducting “lights out” tactical helicopter training. These operations are conducted day and night. The night operations are conducted without the use of exterior aircraft lights from the surface up to 200 feet AGL, outside four (4) nautical miles from any public-use airport, and within the boundaries depicted below:

Beginning at lat. 31°24'00" N., long. 097°44'00" W./ North Fort Hood;
to lat. 31°30'00" N., long. 097°44'00" W.; to lat. 31°48'00" N., long. 098°07'00" W.;
to lat. 31°57'00" N., long. 098°37'00" W.; to lat. 31°48'00" N., long. 099°59'00" W.;
to lat. 31°23'00" N., long. 100°35'00" W.; to lat. 30°29'00" N., long. 100°40'00" W.;
to lat. 30°16'00" N., long. 098°42'00" W.; to lat. 30°43'00" N., long. 098°41'00" W.;
to lat. 30°45'00" N., long. 098°03'00" W.; to lat. 30°52'00" N., long. 097°52'00" W.;
to lat. 31°09'00" N., long. 097°55'00" W.; to lat. 31°17'00" N., long. 097°53'00" W.;
to point of origin.

(SJT 2/21/02)
LIGHTS OUT/LOW LEVEL MILITARY HELICOPTER OPERATIONS IN SOUTHWEST WISCONSIN

The Army National Guard is conducting “Lights Out” tactical operation training IAW FAA Exemption 3946J. These operations are conducted between official sunset and official sunrise at an altitude below 500’ agl. and outside four (4) nautical miles from any public use airport.

The Routes are defined as below:

LONE ROCK (NVG Route #1)
42° 49.70’ N 89° 24.70’ W – SP
42° 45.50’ N 89° 58.00’ W – CP A
42° 46.00’ N 90° 17.50’ W – CP B
43° 03.80’ N 90° 56.40’ W – CP C
43° 17.74’ N 91° 01.13’ W – CP D
43° 43.16’ N 91° 04.76’ W – CP E
43° 53.21’ N 91° 00.64’ W – CP F
44° 08.82’ N 90° 44.30’ W – RP

DELLS (NVG Route #2)
43° 11.00’ N 89° 54.50’ W – SP
43° 26.35’ N 90° 21.24’ W – CP A
43° 41.34’ N 90° 47.89’ W – CP B
43° 43.49’ N 90° 54.37’ W – CP C
43° 50.10’ N 90° 57.31’ W – CP D
43° 51.32’ N 90° 59.43’ W – CP E
43° 53.21’ N 91° 00.64’ W – CP F
44° 08.82’ N 90° 44.30’ W – RP

CW3 TRAVIS E. BOXRUCKER
AASF#2 MADISON, WI
travis.boxrucker@us.army.mil
Notice to Pilots and Interested Persons in KY, TN, Southern IL, IN and Northern AL

LIGHTS OUT MILITARY HELICOPTER OPERATIONS

The U.S. Army is conducting “lights out” tactical helicopter training. These operations are conducted without the use of exterior aircraft lights from the surface to 500 feet above ground level, in accordance with FAA Exemption 3946, as amended, during the times of Sunset to Sunrise, and within the boundaries depicted below:

Lat. 38°–00′–00″N, Long. 085°–00′–00″W, to
Lat. 35°–00′–00″N, Long. 085°–30′–00″W, to
Lat. 35°–00′–00″N, Long. 089°–20′–00″W, to
Lat. 36°–05′–00″N, Long. 089°–40′–00″W, to
Lat. 38°–10′–00″N, Long. 089°–15′–00″W, to
Lat. 38°–15′–00″N, Long. 087°–30′–00″W, to
Lat. 38°–00′–00″N, Long. 085°–40′–00″W, to
point of origin. Excluding that airspace within a 4 nautical mile radius of all public use airports, and also excluding all class “B”, “C”, “D” and “E” controlled airspace.

(ASO–530/920 6/8/06)
Section 3. Airport and Facility Notices
Northeast
United States
PHILADELPHIA INTERNATIONAL AIRPORT

Special Authorization to Conduct Simultaneous Approaches to Runway 26 with Departures from Runway 27R

Philadelphia International Air Traffic Control Tower has been granted a waiver that authorizes air traffic personnel to conduct simultaneous ILS approaches to Runway 26 while aircraft simultaneously depart Runway 27R.

(PHL ATCT 3/25/2010)
Baltimore Tower has instituted Standard Taxi Routes to Runway 28 for departure aircraft located at Pier A, B, C, and the southern portion of Pier D. Ground Control will issue the Standard Taxi Route. Pilots who are unable to comply with standardized routes should advise Ground Control on initial contact. **Read back all hold short instructions.** Aircraft operators are required to have a letter of agreement with Baltimore Tower to use the Standard Taxi Routes.

### RUNWAY 28

<table>
<thead>
<tr>
<th>Start Point</th>
<th>Route ID</th>
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<tr>
<td>Pier A, Pier B</td>
<td>Perrys 1</td>
<td>Taxiways A, P1, U</td>
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<td>Pier C Gates 2, 4, 6, 8, 12 &amp; 16</td>
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<td>Pier C Gates 1, 3, 5, 7, 9, 11, 13 &amp; 15</td>
<td>Perrys2</td>
<td>Taxiways A, C</td>
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<tr>
<td>Pier D Gates 2, 4, 7, 8, 10, 11, 12, 13, 14, 15 &amp; 16</td>
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</table>
Special Authorization to Conduct
Line Up and Wait (LUAW)
Operations at Intersection

Pittsburgh Tower is authorized to taxi aircraft to line up and wait (LUAW) on Runway 28L at the intersection of Taxiway P during the hours of darkness. While conducting the LUAW operation, the specific runway must be used only for departure and the intersection must be visible from the tower.
PROVIDENCE TERMINAL RADAR APPROACH CONTROL

Limited ASR-9 Radar Weather Coverage

Effective Until Further Notice

Providence Terminal Radar Approach Control ASR-9 radar weather services are limited as delineated in the diagram below. Air Traffic Control radar equipment may not be depicting all available weather in the area delineated in the diagram below. During periods of adverse weather conditions, vigilance is highly recommended.

(ANE, 8/26/09)
BOSTON-LOGAN INTERNATIONAL AIRPORT (KBOS)

Boston, Massachusetts

Land and Hold Short Operations (LAHSO)

Boston-Logan Airport (BOS) has received authorization to allow a Land and Hold Short Operation (LAHSO) to take place between an arriving and departing aircraft on certain runway pairs. This Arrival - Departure LAHSO is authorized at the following locations:

- Arrivals on Rwy 15R (short of Rwy 9/27) - for aircraft departing on Rwy 9.
- Arrivals on Rwy 27 (short of Rwy 22L/4R) - for aircraft departing on Rwy 22L.

A Rejected Landing Procedure (RLP) is required for the two LAHSO operations described above. A RLP is defined as: “A published, predetermined heading to be used in the event of a rejected landing. Unless alternate instructions are given by ATC, pilots are expected to execute the procedure as published and remain clear of clouds.”

The associated Rejected Landing Procedure (RLP) for each of the Arrival - Departure LAHSO configurations noted above is as follows:

<table>
<thead>
<tr>
<th>Arrival - Departure LAHSO Configuration</th>
<th>Rejected Landing Procedure (RLP)</th>
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</thead>
<tbody>
<tr>
<td>LAHSO on RWY 15R - Short of RWY 9 (when aircraft are departing Rwy 9)</td>
<td>TURN RIGHT HEADING 180</td>
</tr>
<tr>
<td>LAHSO on RWY 27 - Short of RWY 22L (when aircraft are departing Rwy 22L)</td>
<td>TURN RIGHT HEADING 300</td>
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</tbody>
</table>

It is important to note that at Boston-Logan Airport (KBOS), the RLP is only applicable if the intersecting runway is being utilized by a departing aircraft.

Arrival - Arrival LAHSO also takes place on Runway 15R (short of Rwy 9/27) to accommodate aircraft arriving on Runway 9, and, on Runway 27 (short of Rwy 22L/4R) to accommodate aircraft arriving on Runway 22L.

The Rejected Landing Procedures (RLP) noted above are not applicable when the intersecting runway is being utilized by an arriving aircraft.

MASSACHUSETTS 4–NE–7
OPERATIONAL EVALUATION OF
RUNWAY STATUS LIGHTS (RWSL)
LOGAN INTERNATIONAL AIRPORT (KBOS),
Boston, Massachusetts

PURPOSE
The Federal Aviation Administration (FAA) will be conducting an assessment of Takeoff Hold Lights (THLs), Runway Entrance Lights (RELs), and NEW Runway Intersection Lights (RILs), part of the Runway Status Lights (RWSL) system, at Logan International airport in Boston Massachusetts. The operational evaluation of RWSL at BOS will commence on or about May 24, 2010, and last three (3) months. If successful, the operational evaluation may be extended until the prototype RWSL system at BOS is replaced by a production system. RWSL at BOS is an experimental system that uses both primary and secondary surveillance to dynamically turn on/off lights indicating runway occupancy status directly to pilots. RWSL seeks to improve airport safety by indicating when it is unsafe to cross or enter a runway or runway/runway intersection or take off from a runway. RWSL is an automatic, advisory backup system designed to prevent or reduce the severity of runway incursions. RELs will be tested at selected taxiway-runway intersections on runways 4L/22R, 4R/22L, 15R/33L, and 9/27, THLs will be tested at full-length departure locations on runways 9 and 15R, and RILs will be tested at the runway/runway intersection of 15R and 9 at Logan International Airport (KBOS).

LIGHTING
RWSL conveys the runway occupancy status, indicating when a runway is unsafe to enter or cross through the use of in-pavement Runway Entrance Lights (RELs), when it is unsafe to take off through the use of in-pavement Takeoff Hold Lights (THLs), and when it is unsafe to enter or cross a runway/runway intersection through the use of Runway Intersection Lights (RILs). RELs, THLs, and RILs are installed only at selected intersections as described below.

Runway Entrance Lights (RELs)
RELs are a series of red, in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One REL is placed just before the hold line and one REL is placed near the runway centerline. All RELs are directed toward the runway hold line and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location.

RELs are operational at the following intersections of Runway 4L/22R:
- **Taxiways E and K on both sides of the runway**

RELs are operational at the following intersection of Runway 4R/22L:
- **Taxiway E on the east side of the runway only**

RELs are operational at the following intersection of Runway 15R/33L:
- **Taxiway D on the west side of the runway only**

RELs are operational at the following intersection of Runway 9/27:
- **Taxiway C on the north side of the runway only**

*Refer to Figure 1 in the ATTACHMENTS section for a diagram of RELs locations.
Takeoff Hold Lights (THLs)

THLs are directed toward the **approach end** of the runway and are visible to pilots 1) in position for takeoff, or 2) just commencing departure, or 3) on short final approach to land. There are two sets of THLs, each comprising a series of sixteen, double-row, **red** in-pavement lights at 100’ spacing straddling the runway centerline beyond the beginning of the runway takeoff threshold for a length of 1,500’. The two sets of THLs are operational at the full-length departure positions on runways 15R and 9 as follows:

- **Runway 15R: from 375’ beyond the beginning of the runway takeoff threshold for a length of 1500’**
- **Runway 9: from 375’ beyond the beginning of the runway takeoff threshold for a length of 1500’**

*Refer to Figure 2 in the ATTACHMENTS section for a diagram of THLs locations.

Runway Intersection Lights (RILs)

RILs are directed toward the approach end of the runway and are visible to 1) pilots in departure roll or landing roll out or 2) to all pilots and vehicle operators taxiing/driving on the runway approaching the runway/runway intersection. RILs are comprised of a series of double-row, **red**, in-pavement lights at 100’ spacing straddling the runway centerline for a length of 3000’ leading up to and stopping at the runway/runway intersection hold lines. RILs at BOS are operational at the runway/runway intersection of 15R and 9 as follows:

- **Runway 15R: beginning at the LAHSO hold line on 15R for the 15R/9 intersection extending back toward the approach end of 15R for a length of 3000’**
- **Runway 9: beginning at the runway/runway hold like on 9 for the 15R/9 intersection extending back toward the approach end of 9 for a length of 3000’**

*Refer to Figure 3 in the ATTACHMENTS section for a diagram of RILs locations.

**OPERATION**

RWSL is a visual advisory system for use by pilots and vehicle operators to increase and maintain situational awareness of high-speed aircraft or vehicles on runways. It operates independently of Air Traffic Control. Runway Status Lights have two states: ON (lights are illuminated **red**) and OFF (lights are off) and are switched automatically based on information from the airport surface surveillance systems. These surveillance systems include airport surveillance radar (ASR), airport surface detection equipment radar (ASDE-3), and multilateration information from the ASDE-X surveillance system.

**IT IS IMPORTANT THAT TRANSPONDERS BE TURNED ON AND KEPT ON WHILE TAXIING IN THE MOVEMENT AREA SO THAT BEACON-BASED POSITION AND AIRCRAFT IDENTIFICATION DATA ARE AVAILABLE TO RWSL.**

Pilots should maintain an awareness of the Runway Status Lights. RELs that are ON (illuminated **red**) indicate that the runway ahead is not safe to enter or cross. THLs that are ON (illuminated **red**) indicate that the runway is not safe for takeoff. RILs that are ON (illuminated **red**) indicate that the runway/runway intersection ahead is not safe to enter or cross. Pilots and vehicle operators should remain clear of a runway when RELs along their taxi route are illuminated. Pilots should not take off when THLs on the runway ahead are illuminated. Pilots and vehicle operators should remain clear of the runway/runway intersection ahead when RILs are illuminated on their runway.

**RED RELs, THLs, and RILs MEAN STOP!**

Lights that are off convey no meaning. **THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO PROCEED ONTO A RUNWAY OR TO TAKE OFF FROM A RUNWAY.**
Pilots remain obligated to comply with all ATC clearances, except when compliance would require crossing illuminated red RELs, THLs, or RILs. In such a case, the crews should HOLD SHORT of the runway for RELs, STOP the aircraft for THLs and RILs (if possible), CONTACT ATC, and await further instructions. If the pilots notice illuminated red RELs and remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that illuminated RELs indicate the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity. If the pilots notice illuminated red THLs and aborting takeoff from the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated THLs indicate the runway is unsafe for takeoff) and contact ATC at the earliest opportunity. If the pilots are on short final and notice an illuminated red THL, then crews should inform ATC they are going around because of red lights on the runway. If pilots or vehicle operators notice illuminated red RILs and stopping is impossible, then crews should proceed according to their best judgment of safety (understanding that the illuminated RILs indicate the runway/runway intersection ahead is unsafe for entry or crossing) and contact ATC at the earliest opportunity.

ATC may disable RWSL at any time if in their judgment the system is interfering with normal, safe operations. Pilots are requested when taxiing on the runway to limit taxi speed to below 30 knots so as not to unnecessarily turn on the RELs and RILs, except when directed otherwise.

**HOURS OF TESTING**

During the current phase of testing, the RWSL system will be operational 24/7 except for short scheduled and non-scheduled maintenance periods. The current operational status of the RWSL system will be broadcast on the ATIS.

**TEST CONFIGURATIONS AND RUNWAYS**

RWSL testing of select light types at select locations will be conducted on runways 4L/22R, 4R/22L, 15R/33L, and 9/27 at BOS.

**PILOT EVALUATION**

An important part of the assessment includes collecting feedback from pilots. It is essential that pilots respond to brief surveys available on various venues including the RWSL website via the Internet, www.RWSL.net, in-flight operations offices and domiciles at the BOS airport. Voluntary interviews with pilots will be conducted during the test period. Pilots are encouraged to respond with comments by answering the surveys on the website or by e-mail to:

Peter V. Hwoschinsky  
FAA, ATO-P  
800 Independence Avenue  
Washington, D.C. 20591 SW  
Voice: (202) 493-4696 Fax: (202) 267-5111 Email: peter.hwoschinsky@faa.gov

*Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.*
ATTACHMENT

Runway diagram of BOS with RELs locations

Figure 1. Runway Entrance Lights (RELs) Locations on 4L/22R, 4R/22L, 15R/33L, and 9/27
Runway Diagram of BOS with THLs Locations

Figure 2. Takeoff Hold Lights (THLs) Locations on 15R and 9
Figure 3. Runway Intersection Lights (RILs) Locations on 15R and 9
**Runway Entrance Lights (RELs)**

Figure 4. Generic illustration of Runway Entrance Lights (RELs) along a straight taxiway centerline (not to scale)

**Takeoff Hold Lights (THLs)**

Figure 5. Generic illustration of double-row THLs straddling the runway centerline (not to scale)
Runway Intersection Lights (RILs)

Figure 6. Generic illustration of double-row RILs straddling the runway centerline (not to scale)

Runway Status Lights (RWSL) Operational Concept with RELs, THLs, and RILs

Figure 7. Conceptual diagram of the Runway Status Light System with surveillance sources driving RELs, THLs, and RILs shown illuminated in red.
PHILADELPHIA INTERNATIONAL AIRPORT

RUNWAY 35 ARRIVALS PROCEDURES
“TALL SHIP” IN RIVER CHANNEL

Ships with an air-draft (height above the water) of 125’ or greater could be a penetration of the 20:1 Threshold Siting Surface, as referenced in the Federal Aviation Administration’s (FAA) Advisory Circular AC 150/5300-13, Airport Design.

In 2004 procedures were put in place requiring the PHL TRACON to cease arrival operations to Runway 35 upon a 10 minute notification from the Department of Aviation “River Watch” when a “Tall Ship” is approaching the airport. Arrivals to Runway 35 may resume only upon notification from “River Watch” that the “Tall Ship” has cleared the Runway 35 Arrival Path.

When the time estimates are off even slightly, arrival aircraft that are lined up for Runway 35 must be re-routed into existing traffic flows to other runways. At peak arrival periods there may be no available capacity on any other runway.

To reduce the impact on aircraft operations due to last minute re-sequencing to other runways and en-route holding of aircraft, on August 1, 2011 PHL ATCT will institute the following changes to Runway 35 “Tall Ship” arrival procedures:

From Sunrise to Sunset: From 10 minutes before a “Tall Ship” enters the Runway 35 Arrival Path, until the “Tall Ship” clears the Runway 35 Arrival Path; the PHL TRACON will clear aircraft for a Visual Approach Runway 35. The Approach Controller will advise the aircrew of the presence of a “Tall Ship” in the channel, and instruct the aircrew to report the ship “in sight” to the Tower Controller, then transfer the aircraft to the Tower. Once the aircrew reports that the “Tall Ship” is “in sight”, the Tower Controller will issue landing clearance. The Tower Controller would assist the pilot in acquiring the ship traffic by advising of direction of travel, or position if the vessel is pushing off the piers. Aircraft are not expected to directly over-fly a “Tall Ship”.


These procedures would be utilized from sunrise to sunset, during Visual Metrological Conditions (VMC), utilizing Visual Approaches only. To conduct visual approaches, Air Traffic rules require cloud ceilings to be at least 500’ above the Minimum Vectoring Altitude (MVA). The MVA south of the airport is 1600’. This effectively restricts Air Traffic from conducting visual approaches to Runway 35 to periods with weather conditions greater than 2100’ ceilings, and assuming a standard rate of descent of 310’ per nautical mile, between 5-6 miles visibility. This procedure would give a pilot more than ample time to visually acquire both the airport and a “Tall Ship”.
BRADLEY INTERNATIONAL AIRPORT
INSTALLATION OF IN-PAVEMENT LAND AND HOLD SHORT (LAHSO) LIGHTS
WINDSOR LOCKS, CONNECTICUT

The State of Connecticut has installed in pavement Land and Hold Short (LAHSO) Lights on Runway 24 at the hold short point of Runway 33. The available landing distance (ALD) remains unchanged at 5850 feet, allowing LAHSO Group 6 and below aircraft to utilize LAHSO procedures. In-Pavement LAHSO lights have also been installed on Runway 33 at the hold short point of Runway 24. The ALD remains unchanged at 4550 feet, allowing LAHSO Group 5 and below to utilize LAHSO procedures.

LAHSO lights appear as a bar of white pulsing lights in the pavement coincident with the painted hold short markings on the runway.

The LAHSO Lights will be illuminated whenever BDL is advertising that LAHSO operations are in use, when Runway 24 or Runway 33 is active and the airport is VFR, and when the runways are dry. Operators are advised that LAHSO lighting will remain illuminated regardless of whether a specific aircraft is instructed to land and hold short. Affected operators will be specifically instructed to LAHSO.

An ATIS message will broadcast when LAHSO is in use, which includes the ALD for each configuration.

The presence of LAHSO lights is a prerequisite condition that permits air-carrier and mixed LAHSO operations. Those operators that cannot accept LAHSO are expected to advise ATC on initial contact or as soon as practical thereafter.
USE OF RUNWAY STATUS LIGHTS (RWSL)
AT THE DULLES INTERNATIONAL AIRPORT (IAD)

DULLES, VA

Effective Date: July 24, 2013

The Federal Aviation Administration (FAA) will operate the Runway Status Lights (RWSL) system at Dulles International Airport (IAD) commencing on July 24, 2013.

Runway Status Lights, indicate when a runway is unsafe to enter, cross, or take-off through the use of in-pavement red lights installed only at selected intersections and runways as described below.

Lighting

RWSL conveys the runway occupancy status, indicating when a runway is unsafe to enter through the use of red in-pavement warning Runway Entrance Lights (RELs) and when it is unsafe to take off through the use of red in-pavement warning Takeoff Hold Lights (THLs).

The RELs are a series of red lights, typically 6, 7 or up to 20+ in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One REL is placed just before the hold line and one REL is placed near the runway centerline. All RELs are directed toward the runway hold line and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location. RELs are operational at the following intersections at MCO:

- Runway 19R/1L
  - Taxiways U, U1, U6 and U7
- Runway 19C/1C
  - Taxiways W2, W3, W4, D, E, Z, Y1, Y6 AND Y7
- Runway 19R/1L
  - Taxiways J, J1, K1 and K8

THLs are directed toward the approach end of the runway and are visible to pilots in position for takeoff or just commencing departure roll. There are two sets of THLs, each comprising a series of sixteen red in-pavement lights at 100’ spacing along the runway centerline. The two sets of THLs are operational at the full-length departure positions on the following runways at IAD:

- 1C
- 19C

When operating at airports with RWSL, pilots will operate with the transponder “On” when departing the gate or parking area until arrival at the gate or parking area. This ensures interaction with the FAA surveillance systems which provide information to the RWSL system.

Runway Status Lights indicate runway status only. They do not substitute for an ATC clearance. Pilots are still required to receive an ATC clearance as they normally would for any operation on the runway.

Pilots are encouraged to learn more about the RWSL system at http://www.faa.gov/air_traffic/technology/rwsl/
BOSTON LOGAN INTERNATIONAL AIRPORT (BOS)  
ENHANCED FINAL APPROACH RUNWAY OCCUPANCY SIGNAL (eFAROS)  

Operational Evaluation  

BOSTON, MA  

PURPOSE:  
Enhanced Final Approach Runway Occupancy Signal (eFAROS) has been installed at BOS to reduce the frequency and severity of runway incursions. At BOS, eFAROS flashes the existing Precision Approach Path Indicator (PAPI) lights to directly indicate to pilots on final approach that the runway is occupied and may be unsafe for landing. The Federal Aviation Administration (FAA) will be conducting an assessment of eFAROS on BOS runways: 15R/33L, 4R/22L, 4L/22R, 27 and 32 commencing in June 2014 and continuing for approximately three months or longer. The existing PAPI lights have been modified to flash if runways 15R/33L, 4R/22L, 4L/22R, 27 or 32 are occupied and there is arriving traffic. eFAROS is an experimental system that is autonomously driven by safety logic that receives aircraft location from surveillance radars (ASRs), surface detection radars (ASDE−3 or ASDE−X) and multilateration information from the ASDE−X surveillance system. eFAROS is expected to prevent the occurrence of runway land over incidents and occupied runway accidents. The intent is to provide a signal to directly alert landing pilots of the runway occupancy, as per NTSB recommendation.  

A STEADY PAPI SIGNAL DOES NOT CONSTITUTE CLEARANCE TO LAND! Pilots are still responsible for a safe approach and landing.  

LIGHTING:  
eFAROS conveys runway occupancy status, indicating when a runway is occupied. Flashing of PAPI lights on BOS runways 15R/33L, 4R/22L, 4L/22R, 27 or 32 indicates that the given runway is occupied.  

OPERATION:  
eFAROS is an advisory system intended to help pilots maintain situational awareness during the final approach segment. It operates independently of Air Traffic Control. PAPI lights have two states: 1) Normal (PAPI lights are illuminated without flashing) and 2) Flashing (PAPI lights are temporarily flashing). The flashing of PAPIs is controlled automatically based on safety logic and aircraft location information provided by airport surveillance systems. THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO LAND ON A RUNWAY. Pilot protocol: if the approaching aircraft reaches the acquisition point of approximately 500 ft AGL (nominal 1.5 NM final) with flashing PAPIs, the pilot should attempt to visually acquire the conflicting traffic on the runway. If the traffic is seen, evaluate the situation and proceed with caution. If the traffic is not seen, prepare to contact ATC at the contact point of approximately 300 ft AGL. If the contact point of approximately 300 ft AGL is reached with flashing PAPIs and the crew sees the traffic on the runway, evaluate the situation and proceed with caution. If traffic is not seen, the pilot should contact ATC to verify landing clearance and prepare for an immediate go-around. If ATC does not verify the landing clearance promptly, or cancels the landing clearance, then the pilot should follow ATC instructions and be prepared for a possible go-around. If the pilot is not assured that the runway will be clear prior to touchdown, a go-around should be executed according to their best judgment of safety, understanding that flashing PAPIs indicate that the runway is occupied and may be unsafe for
landing. ATC may disable eFAROS at any time if in their judgment the system is interfering with normal, safe operations. The disabling will revert the PAPIs to a “steady state” i.e. “non-flashing” ON condition.

HOURS OF TESTING:

During the operational evaluation period, flashing PAPIs will be active 24/7 for the eFAROS-equipped runways.

TEST RUNWAYS:

Testing of eFAROS during operation evaluation will include equipped runways 15R/33L, 4R/22L, 4L/22R, 27 and 32.

An ATIS message will advise pilots of current eFAROS operations.

PILOT EVALUATION:

Pilot feedback is necessary in order to assess system acceptability of eFAROS. It is essential that pilots respond to brief surveys available through various venues including the eFAROS website, in flight operations offices, and domiciles at the BOS airport. Voluntary interviews with pilots will be conducted during the test period. Please participate by taking the eFAROS survey via the Internet at http://www.eFAROS.org. Pilots are also encouraged to respond with comments to Robert Higginbotham:

Robert Higginbotham
FAA, ATO-P
800 Independence Avenue
Washington, D.C. 20591 SW
Voice: 202-493-5246 email: robert.higginbotham@faa.gov
Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the eFAROS system.

eFAROS Distinct Points (or heights) for Pilot Action on Final Approach

![Diagram showing eFAROS distinct points](image)

Footnotes:

- Acquisition point
- Look for traffic on runway
- Contact point
- Contact ATC if traffic is not acquired

Figure 1. Pilot Action Points (not to scale)
Figure 2. BOS eFAROS PAPI Locations

Figure 3. PAPI Light Fixture showing glide path information
Southeast
United States
Effective September 1, 2005, 7 new Area Navigation Routes “Q Routes” to/from Florida airports will be published.

Users must comply with the following requirements to utilize these routes.

**SPECIAL HIGH ALTITUDE Q ROUTES TO AIRPORTS IN FLORIDA**

**EFFECTIVE SEPTEMBER 1, 2005**

Aircraft filing for altitudes at and above FL350 may utilize these routes provided they file the following equipment suffixes: /E, /G, /R, /J, /L, or /Q.

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**SPECIAL HIGH ALTITUDE Q ROUTES FROM AIRPORTS IN FLORIDA**

**EFFECTIVE SEPTEMBER 1, 2005**

Aircraft filing for altitudes at and above FL350 may utilize these routes provided they file the following equipment suffixes: /E, /G, /R, /J, /L, or /Q.

(Due to normal traffic management initiatives, these routes should not be filed to Chicago O’Hare)

Q116 is for future use and should not be filed at this time.
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FLORIDA
ATLANTA TRACON

PREFERRED ARRIVAL ROUTES - AIRCRAFT ARRIVING ATLANTA NORTH SATELLITE AIRPORTS FROM THE SOUTH

Effective July 29, 2010, two new STARs will be published for IFR aircraft arriving Atlanta North Satellite airports from the south. The STARs are the DIFFI and the JRAMS RNAV.

To the maximum extent possible, aircraft arriving the following airports should file either the DIFFI* or JRAMS RNAV STAR*:

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<tr>
<td>Lawrenceville, Gwinnett County - Briscoe Field (LZU)</td>
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<tr>
<td>Monroe-Walton County Airport (D73)</td>
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*File the STAR that is most closely aligned with your route of flight.

Questions about these procedures should be referred to:

Jim Allerdice  
Operations Support Specialist  
Atlanta TRACON (A80)  
Phone: 678-364-6169  
E-mail: james.allerdice@faa.gov
ATLANTA TRACON

THE USE OF VISUAL SEPARATION FOR AIRCRAFT TRANSITIONING BETWEEN
ATLANTA ATCT
and
ATLANTA APPROACH / DEPARTURE CONTROL

FAA JOINT ORDER 7110.65 authorizes the application and use of Visual Separation between aircraft under the control of the same facility. Historically in Terminal Facilities, Air Traffic Controllers worked in an Up/Down environment. They would rotate through the RADAR room and the Tower. In recent years, the Federal Aviation Administration has separated these functions at select locations and created a separate RADAR facility, known as a TRACON (Terminal RADAR Approach Control). This is the case in Atlanta, Georgia. Atlanta ATCT (ATL) and Atlanta TRACON (A80) are two separate and distinct air traffic facilities, each with their own employees.

In keeping with the spirit and intent of the regulations and rules governing the National Airspace System, the use and application of Visual Separation for aircraft transitioning between the two facilities will continue as if the two facilities remained one.

There will be no change in the use or application of Visual Separation in the Atlanta Terminal area, therefore the users of the National Airspace System should see no difference and this will have no effect on the flying community.

Questions about this procedure should be referred to:

Mark J. Dillon
Operations Support Specialist
Atlanta TRACON (A80)
Ph: 678-364-6175
E-mail: mark.dillon@faa.gov
NOTICES TO AIRMEN (NOTAM)

FOR THE OPERATIONAL USE

OF RUNWAY STATUS LIGHTS (RWSL)

AT ORLANDO INTERNATIONAL AIRPORT (MCO),

ORLANDO, FL

The Federal Aviation Administration (FAA) will operate the Runway Status Lights (RWSL) system at Orlando International Airport (MCO) commencing on May 31 2011.

Pilots are encouraged to learn more about the RWSL system at http://www.faa.gov/air_traffic/technology/rwsl/.

RWSL at MCO are operational, indicating when a runway is unsafe to enter, cross, or take-off through the use of in-pavement RELs and THLs, installed only at selected intersections and runways as described below.

RELs are operational at the following MCO runway intersections:

• Runway 17R/35L
  • Taxiways F (east side), H1 and K

• Runway 18L/36R
  • Taxiways B10 (East and West), E (East and West), J (East and West), and B1 (east side)

• Runway 18R/36L
  • Taxiways A1, A2, A3, B10, E (East and West), and J (East and West)

THLs are operational on the following MCO runways:

• 36L
• 36R
• 18L
• 17R
• 35L
PURPOSE

The RWSL system will include Runway Entrance Lights (RELs) at certain intersections and Take-off Hold Lights (THLs) on certain runways. The RWSL system uses both primary and secondary surveillance to dynamically turn on/off lights indicating runway occupancy status directly to pilots. RWSL will improve airport safety by indicating when it is unsafe to cross or enter a runway. RWSL is an automatic, advisory backup system designed to prevent or reduce the severity of runway incursions.

When operating at airports with RWSL, pilots will operate with the transponder “On” when departing the gate or parking area until it is shutdown upon arrival at the gate or parking area. This ensures interaction with the FAA surveillance systems which provide information to the RWSL system.

LIGHTING

RWSL is an advisory system for use by pilots and vehicle operators to increase and maintain situational awareness of high-speed aircraft or vehicles on runways. It operates independently of Air Traffic Control. Runway Status Lights have two states: ON (lights are illuminated red) and OFF (lights are off) and are switched automatically based on information from the airport surface surveillance systems. These surveillance systems include Airport Surveillance Radar (ASR), airport Surface Movement Radar (SMR) and Multilateration (MLAT) information from the ASDE–X surveillance system. IT IS IMPORTANT THAT TRANSPONDERS BE TURNED ON AND KEPT ON WHILE TAXIING ON THE MOVEMENT AREA SO THAT BEACON–BASED POSITION AND AIRCRAFT IDENTIFICATION DATA ARE AVAILABLE TO RWSL. Pilots should maintain an awareness of the Runway Status Lights.
Runway Entrance Lights (RELs)

The RELs are a series of red lights, typically 6, 7 or up to 20+ in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One REL is placed just before the hold line and one REL is placed near the runway centerline. All RELs are directed toward the runway hold line and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location.

REL Operation

RELs that are ON (illuminated red) indicate that the runway ahead is not safe to enter or cross. Pilots and vehicle operators should remain clear of a runway when RELs along their taxi route are illuminated. RED RELs MEAN STOP! Lights that are off convey no meaning. THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO PROCEED ONTO A RUNWAY. Pilots remain obligated to comply with all ATC clearances, except when compliance would require crossing illuminated red RELs. In such a case, the crews should HOLD SHORT of the runway for RELs, CONTACT
ATC, and await further instructions. If the pilots notice illuminated red RELs and remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that illuminated RELs indicate the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity. ATC may disable RWSL at any time if in their judgment the system is interfering with normal, safe operations. Pilots are requested when taxiing on the runway to limit taxi speed to below 30 knots, except when directed otherwise, to preclude turning on the RELs unnecessarily.

A pilot at or approaching the hold line to a runway will observe REL illumination and extinguishing in reaction to an aircraft or vehicle operating on the runway, or an arriving aircraft operating less than 1 mile from the runway threshold.

**Takeoff Hold Lights (THLs)**

The THL system is composed of in-pavement, unidirectional fixtures in a double longitudinal row aligned either side of the runway centerline lighting. Fixtures are focused toward the arrival end of the runway at the “Line Up And Wait” point, and they extend in front of the holding aircraft beginning~375’ beyond the runway threshold and extend for 1,500’. Illuminated red lights provide a signal, to an aircraft in position for takeoff or rolling, that it is unsafe to takeoff because the runway is occupied or about to be occupied by another aircraft or ground vehicle. Two aircraft, or a surface vehicle and an aircraft, are required for the lights to illuminate. The departing aircraft must be in position for takeoff or beginning takeoff roll. Another aircraft or a surface vehicle must be on or about to cross the runway.

**THL Operation**

THLs that are ON (illuminated red) indicate that the runway ahead is not safe to takeoff. Pilots should refuse takeoff clearance if THLs are illuminated. **RED THLs MEAN DO NOT TAKEOFF.** Lights that are off convey no meaning. THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO TAKEOFF. Whenever a pilot observes the red lights of the THLs, the pilot will stop or remain stopped. The pilot will contact ATC for resolution if any clearance is in conflict with the lights. Should pilots note illuminated lights while in takeoff roll and under circumstances when stopping is impractical for safety reasons, the crew should proceed according to their best judgment while understanding the illuminated lights indicate that continuing the takeoff is unsafe. Contact ATC at the earliest possible opportunity.

Pilots remain obligated to comply with all ATC clearances, except when compliance would require taking off when THLs are illuminated. In such a case, the crews should **HOLD IN POSITION, CONTACT ATC, and await further instructions.** ATC may disable RWSL at any time if in their judgment the system is interfering with normal, safe operations.

THLs will illuminate for an aircraft in position for departure or departing when there is another aircraft or vehicle on the runway or about to enter the runway. Once that aircraft or vehicle exits the runway, the THLs...
extinguish. A pilot may notice lights extinguish prior to the downfield aircraft or vehicle being completely clear of the runway but still moving. Like RELs, THLs have an “anticipated separation” feature.

**NOTE**-
When the THLs extinguish, this is not clearance to begin a takeoff roll. All takeoff clearances will be issued by ATC.

A pilot in position to depart from a runway, or has begun takeoff roll, will observe THL illumination in reaction to an aircraft or vehicle on the runway or about to enter or cross it. Lights will extinguish when the runway is clear. A pilot may observe several cycles of illumination and extinguishing depending on the amount of crossing traffic.
ATLANTA TRACON / ATLANTA ARTCC / AUGUSTA APPROACH CONTROL REALIGNMENT OF AIRSPACE

EFFECTIVE: August 25, 2011

In order to provide weather advisory services in the eastern part of the state of Georgia, a realignment of airspace between Atlanta ARTCC, Atlanta TRACON and Augusta Approach Control is being implemented.

The ATHENS sector of Atlanta TRACON will operate from 0615 Local to 2200 Local. Air Traffic Control Services will be provided to the following airports on frequency 132.475 / 291.1. Clearances may be obtained via published frequencies or via telephone number: 678-364-6131.

Services during all other times will be provided by Atlanta ARTCC on 127.5 / 316.05 (2200L – 0615L)

Athens / Ben Epps Airport (AHN)

Gainesville / Lee Gilmer Memorial (GVL)

Greensboro / Green County Regional (3J7)

Jefferson / Jackson County (19A)

Madison Municipal (52A)

Winder / Barrow County (WDR)

Augusta Approach Control will operate from 0645 Local to 2300 Local. Air Traffic Control Services will be provided to the following airports on frequency 126.8 / 270.3, other times by Atlanta ARTCC on 128.1 / 323.0

Washington / Wilkes County (IIY)

Atlanta ARTCC will provide Air Traffic Control Service to the following airports on frequency 127.5:

Calhoun Falls / Hester Memorial (0A2)

Canon / Franklin County (18A)

Elberton / Elbert County PATZ Field (27A)

A diagram depicting the geographical boundaries follows.
Questions about this realignment should be referred to:
Mark J. Dillon
Operations Support Specialist
Atlanta TRACON (A80)
Ph: 678-364-6175
Email: mark.dillon@faa.gov
ATLANTA HARTSFIELD-JACKSON INTERNATIONAL AIRPORT (ATL)
REDUCED DIVERGENCE AREA NAVIGATION (RNAV)
STANDARD INSTRUMENT DEPARTURES (SIDs)

EFFECTIVE: October 20, 2011

Beginning Thursday, October 20, 2011, ATL will implement new Reduced Divergence RNAV SIDs. These SIDs have been designed to aid in noise abatement and add departure capacity to the ATL airport while maintaining an equivalent level of safety when compared to existing separation standards. To achieve this, ATL will implement the Equivalent Lateral Spacing Operations (ELSO) standard developed by MITRE Corporation and approved for implementation by FAA Waiver 11-T-05.

1. Reduced Divergence RNAV SIDs will be conducted daily between 0700-2300 Local Time. Between 2300-0700 Local Time, aircraft will be issued noise abatement radar vectors.

2. Pilots must ensure that they are operating on the current RNAV database (dated 10/20/2011 or later) and that the correct departure runway is entered into the Flight Management Computer (FMC) prior to departure.

NOTE- Several fixes/waypoints on the new SIDs are new or have moved from their previous location.

3. ATL controllers will issue departure clearances to RNAV aircraft using the “RNAV to” phraseology. Example – “DAL123, RNAV to SNUFY, Runway 26L, Cleared for Takeoff.” In this case, SNUFY would be the first named fix/waypoint on the SID to be flown. The pilot is expected to verify that the fix/waypoint displayed on the Flight Management System (FMS) corresponds to the fix/waypoint issued in the departure clearance. If the fix/waypoint is not identical, pilots must request a vector from the Tower.

4. Advise ATC immediately of any RNAV anomaly and request vectors as necessary.

5. Extra vigilance is required in order to ensure the highest level of safety. The ATL Reduced Divergence RNAV SIDs commonly use divergence less than 15-degrees as depicted in Figure #1 and #2 below. Departure tracks may be separated by as little as 10-degrees.
Figure #1

Normal Departure Operations Utilizing the ELSO Standard

(Dual Departures)
Figure #2

Normal Departure Operations Utilizing the ELSO Standard

(Triple Departures)

Questions about this operation should be referred to:
James K. Allerdice, Jr.
NEXTGEN Support Specialist
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Ph: 678-364-6169
Email: james.allerdice@faa.gov
East Central
United States

WI
MI
IL
IN
OH

EAST CENTRAL.
CLEVELAND-HOPKINS
INTERNATIONAL AIRPORT (CLE)

STANDARD (CODED) TAXI ROUTES

Effective: Until Further Notice

The Cleveland–Hopkins International Airport (CLE) has instituted 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 may be issued by the CLE ground controller instead of the normal traditional full taxiway routings. The routes and associated codes are published in text form below. Pilots who are unable to comply with standardized routes should advise ground control on initial contact.

### READBACK ALL HOLD SHORT INSTRUCTIONS

<table>
<thead>
<tr>
<th>Runway 6L</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Route ID</td>
<td>Start Point</td>
<td>Routing Via</td>
<td></td>
</tr>
<tr>
<td>Violet</td>
<td>All Terminal Parking Areas</td>
<td>Juliet, Kilo, Lima, November</td>
<td>HOLD SHORT OF RUNWAY 6R and monitor 120.9, Golf. (Monitor 124.5 when west of Runway 6R)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Runway 6R</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Route ID</td>
<td>Start Point</td>
<td>Routing Via</td>
<td></td>
</tr>
<tr>
<td>Emerald</td>
<td>All Terminal Parking Areas</td>
<td>Juliet, Kilo and Lima.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Runway 6R, Intersection Tango</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Route ID</td>
<td>Start Point</td>
<td>Routing Via</td>
<td></td>
</tr>
<tr>
<td>Red</td>
<td>All Terminal Parking Areas</td>
<td>Juliet, Kilo, Lima and Tango</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Runway 24L</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Route ID</td>
<td>Start Point</td>
<td>Routing Via</td>
<td></td>
</tr>
<tr>
<td>Blue</td>
<td>All Terminal Parking Areas</td>
<td>Juliet, Sierra, Lima, Whiskey</td>
<td></td>
</tr>
</tbody>
</table>
### Runway 24R

<table>
<thead>
<tr>
<th>Route ID</th>
<th>Start Point</th>
<th>Routing Via</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grey</td>
<td>All Terminal Parking Areas</td>
<td>Juliet, Sierra, HOLD SHORT OF RUNWAY 24L and monitor 120.9, Sierra.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(Monitor 124.5 when west of Runway 24L)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Route ID</th>
<th>Start Point</th>
<th>Routing Via</th>
</tr>
</thead>
<tbody>
<tr>
<td>Orange</td>
<td>All Terminal Parking Areas</td>
<td>Juliet, Romeo HOLD SHORT OF RUNWAY 24L and monitor 120.9, Bravo, Golf, Sierra.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(Monitor 124.5 when west of Runway 24L)</td>
</tr>
</tbody>
</table>

(CLE ATCT 10/23/08)
# DETROIT METROPOLITAN WAYNE COUNTY (DTW)

## STANDARD (CODED) TAXI ROUTES

### RUNWAY 22L

<table>
<thead>
<tr>
<th>Route ID</th>
<th>Starting Point</th>
<th>Routing Via</th>
</tr>
</thead>
<tbody>
<tr>
<td>Green 5</td>
<td><strong>South terminal</strong> circles 3N or 4N.</td>
<td>CONTACT GROUND ON 121.8 Uniform, Yankee.</td>
</tr>
<tr>
<td>Green 6</td>
<td><strong>South terminal</strong> circle 2S.</td>
<td>CONTACT GROUND ON 119.25 J-8, Tango, Yankee. Hold short of Quebec and contact ground on 132.72. Hold short of Uniform and contact ground on 121.8.</td>
</tr>
<tr>
<td>Green 7</td>
<td><strong>North terminal</strong> circle 1.</td>
<td>CONTACT GROUND ON 119.45 Hotel, Yankee. Hold short of Kilo and contact ground 121.8.</td>
</tr>
<tr>
<td>Green 8</td>
<td><strong>South terminal</strong> circle 2N.</td>
<td>CONTACT GROUND ON 119.45 Uniform, Foxtrot, Hotel and Yankee. Hold short of Kilo and contact ground on 121.8.</td>
</tr>
</tbody>
</table>

### RUNWAY 21R

<table>
<thead>
<tr>
<th>Route ID</th>
<th>Starting Point</th>
<th>Routing Via</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blue 1</td>
<td><strong>South terminal</strong> circles 3N or 4N.</td>
<td>CONTACT GROUND ON 121.8 TURN RIGHT on Uniform, Golf, RY 9L, Mike and M-6. Hold short of U-8 and contact ground on 119.45.</td>
</tr>
<tr>
<td>Blue 2</td>
<td><strong>South terminal</strong> circles 3N or 4N.</td>
<td>CONTACT GROUND ON 121.8 TURN RIGHT on Uniform, Golf, Victor, Mike and M-6. Hold short of U-8 and contact ground on 119.45.</td>
</tr>
<tr>
<td>Blue 3</td>
<td><strong>South terminal</strong> circle 2N.</td>
<td>CONTACT GROUND ON 119.45 Uniform, Golf, Victor, Mike, M-6.</td>
</tr>
<tr>
<td>Blue 4</td>
<td><strong>South terminal</strong> circle 2N.</td>
<td>CONTACT GROUND ON 119.45 Uniform, Golf, RY 9L, Mike, M-6.</td>
</tr>
<tr>
<td>Blue 5</td>
<td><strong>South terminal</strong> circle 2S.</td>
<td>CONTACT GROUND ON 119.25 Juliet, Papa Papa, Foxtrot, Whiskey, P-4 and Papa.</td>
</tr>
</tbody>
</table>
### DTW Standard (Coded) Taxi Routes

<table>
<thead>
<tr>
<th>Route ID</th>
<th>Starting Point</th>
<th>Routing Via</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Blue 6</strong></td>
<td>South terminal circles 3N or 4N</td>
<td>CONTACT GROUND ON 121.8 TURN LEFT on Uniform, join Kilo, RY 9L, Golf, Victor, Mike and M-6. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L.</td>
</tr>
<tr>
<td><strong>Blue 11</strong></td>
<td>South terminal circles 3N or 4N</td>
<td>CONTACT GROUND ON 121.8 TURN LEFT on Uniform, join Kilo, RY 9L, Mike and M-6. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L.</td>
</tr>
<tr>
<td><strong>Blue 16</strong></td>
<td>South terminal Taxiway Kilo between Taxiways Romeo and Uniform</td>
<td>CONTACT GROUND ON 132.72. Kilo, RY 9L, Mike and M-6. Hold short of Uniform and contact ground 121.8. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L.</td>
</tr>
<tr>
<td><strong>Blue 17</strong></td>
<td>South terminal. Taxiway Kilo between Taxiways Romeo and Uniform</td>
<td>CONTACT GROUND ON 132.72. Kilo, RY 9L, Golf, Victor, Mike and M-6. Hold short of Uniform and contact ground 121.8. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L.</td>
</tr>
<tr>
<td><strong>Blue 14</strong></td>
<td>North terminal circle 1</td>
<td>CONTACT GROUND ON 119.45 Foxtrot, Victor, Mike, and M-6.</td>
</tr>
<tr>
<td><strong>Blue 15</strong></td>
<td>North terminal circles 2 through 6</td>
<td>CONTACT GROUND ON 121.8 Kilo, Victor, Mike and M-6. Hold short of Foxtrot and contact ground on 119.45.</td>
</tr>
</tbody>
</table>

**RUNWAY 3L**

<table>
<thead>
<tr>
<th>Route ID</th>
<th>Starting Point</th>
<th>Routing Via</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Brown 8</strong></td>
<td>South terminal Taxiway Kilo between Taxiways Romeo and Uniform.</td>
<td>CONTACT GROUND ON 132.72. Kilo, RY 9L, Foxtrot and Mike. Hold short of Uniform and contact ground 121.8. Hold short of Foxtrot and contact ground on 119.45 joining RY 9L.</td>
</tr>
<tr>
<td><strong>Brown 2</strong></td>
<td>South terminal circle 2S.</td>
<td>CONTACT GROUND ON 119.25. Juliet, Papa Papa. Hold short of PP-1 and MONITOR tower on 118.4</td>
</tr>
<tr>
<td><strong>Brown 4</strong></td>
<td>North terminal circles 2 through 6</td>
<td>CONTACT GROUND ON 121.8 Kilo, Victor, Foxtrot, Mike. Hold short of Foxtrot and contact ground on 119.45.</td>
</tr>
<tr>
<td><strong>Brown 6</strong></td>
<td>North terminal circle 1</td>
<td>CONTACT GROUND ON 119.45 Foxtrot, Mike.</td>
</tr>
<tr>
<td><strong>Brown 7</strong></td>
<td>South terminal circle 2S.</td>
<td>CONTACT GROUND ON 119.25. Juliet, Papa Papa, PP1.</td>
</tr>
</tbody>
</table>
CHICAGO O’HARE TOWER/CHICAGO TRACON

VISUAL SEPARATION PROCEDURES AT CHICAGO O’HARE (ORD)

INTERNATIONAL AIRPORT

BACKGROUND: The purpose of this NOTAM is to inform pilots operating from O’Hare International Airport of visual separation procedures between the tower and the Terminal Radar Approach Control (TRACON). O’Hare Tower and Chicago TRACON are authorized to apply visual separation between aircraft under the control of either facility in order to maintain efficiency.

There will be no change in the use or application of visual separation at O’Hare Airport, therefore users should see no difference or effect on their operations.
MIDWAY AIRPORT (MDW) NEW RNAV APPROACHES TO RUNWAY 22L

Effective February 6, 2014

Chicago TRACON will begin a new arrival flow for Midway (MDW) airport on February 6, 2014. During times that MDW airport is operating on this configuration, MDW arrivals will cross the Lake Michigan shoreline (from Navy Pier to Gary/Chicago Int’l airport) between 3,000 feet and 2,400 feet inbound to runway 22L. When transitioning the Chicago Metropolitan area along the Lake Michigan shoreline, VFR aircrafts are advised that lower altitudes are strongly suggested whenever MDW is on a runway 22L configuration.

*Red tracks indicate the estimated flight paths into Runway 22L*

Should you have any questions, please feel free to contact the Chicago TRACON Plans and Procedures office at:

(847)608–5591
South Central
United States

NM
OK
AR
LA
SOUTH CENTRAL
TX
NOTICES TO AIRMEN (NOTAM) FOR THE CONTINUED OPERATIONAL
EVALUATION OF RUNWAY STATUS LIGHTS (RWSL) AT THE
DALLAS/FORT WORTH INTERNATIONAL AIRPORT, DALLAS, TEXAS

WEST AIRFIELD

PURPOSE
The Federal Aviation Administration (FAA) will be conducting an assessment of Takeoff Hold Lights (THLs), part of the Runway Status Lights System (RWSL), on Runway 18L/36R at the Dallas/Fort Worth International Airport (DFW). The existing Runway Entrance Lights (RELs) will continue to operate along with the newly installed THLs. RWSL is an experimental system that uses both primary and secondary surveillance to dynamically turn on/off lights. RWSL seeks to improve airport safety by indicating when it is unsafe to cross, enter or take off from a runway. RWSL is an automatic, advisory backup system expected to prevent or reduce the severity of runway incursions.

LIGHTING
RWSL conveys the runway occupancy status, indicating when a runway is unsafe to enter through the use of in-pavement warning Runway Entrance Lights (RELs) and when it is unsafe to take off through the use of in-pavement warning Takeoff Hold Lights (THLs). RELs and THLs have been installed on Runway 18L/36R.

The RELs are a series of five red, in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One REL is placed just before the hold line and one REL is placed near the runway centerline. All RELs are directed toward the runway hold line and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location. RELs are operational at the following intersections of Runway 18L/36R:

- West Side: at Taxiways Y, Z, WJ, WK, G8, WL, WM, B, and A
- East Side: at Taxiways Y, Z, B, and A

THLs are directed toward the approach end of the runway and are visible to pilots 1) in position for takeoff, or 2) just commencing departure, or 3) on final approach to land. There are four sets of THLs, each comprising a series of eleven red in-pavement lights at 100’ spacing along the runway centerline. The four sets of THLs are operational at the full-length and intersection departure positions on Runway 18L/36R, as follows:

- Runway 18L: from 875’ beyond the runway threshold for a length of 1000’ and from 875’ beyond the northern edge of the Y taxiway intersection for a length of 1000’
- Runway 36R: from 875’ beyond the runway threshold for a length of 1000’ and from 875’ beyond the southern edge of the A taxiway intersection for a length of 1000’

OPERATION
RWSL is an advisory system for use by pilots and vehicle operators and helps maintain situational awareness. It operates independently of Air Traffic Control. Status lights have two states: ON (lights are illuminated red) and OFF (lights are off) and are switched automatically based on information from the airport surface surveillance systems. These surveillance systems include airport surveillance radars (ASRs), surface detection radars (ASDE–3 or ASDE–X) and multilateration information from the ASDE–X surveillance system.

IT IS IMPORTANT THAT TRANSPONDERS BE TURNED ON AND KEPT ON WHILE TAXIING IN THE MOVEMENT AREA SO THAT BEACON–BASED POSITION AND AIRCRAFT IDENTIFICATION DATA ARE AVAILABLE TO RWSL.
Pilots should maintain an awareness of the Runway Status Lights. RELs that are ON (illuminated red) indicate that the runway ahead is not safe to enter or cross. THLs that are ON (illuminated red) indicate that the runway is not safe for takeoff. RED MEANS STOP! Pilots should remain clear of a runway when an REL along their taxi route is illuminated. Pilots should not take off when a THL on the runway ahead is illuminated. Lights that are off convey no meaning.

THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO PROCEED ONTO A RUNWAY OR TO TAKE OFF FROM A RUNWAY.

Pilots remain obligated to comply with all ATC clearances, except when compliance would require crossing an illuminated red REL or THL. In such a case, the crews should HOLD SHORT of the runway for RELs or STOP the aircraft for THLs (if possible), CONTACT ATC, and await further instructions.

If the pilots notice an illuminated red REL and remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated REL indicates the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity. If the pilots notice an illuminated red THL and aborting takeoff from the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated THLs indicate the runway is unsafe for takeoff) and contact ATC at the earliest opportunity. If the pilots are on short final and notice an illuminated red THL, then crews should inform ATC they are going around because of red lights on the runway.

ATC may disable RWSL at any time if in their judgment the system is interfering with normal, safe operations. Pilots are requested when taxiing on the runway to limit taxi speed to below 30 knots so as not to unnecessarily turn on the RELs, except when directed otherwise.

HOURS OF TESTING

During the current phase of testing, the RWSL system will be operational 24/7 except for short maintenance periods. The current operational status of the RWSL system will be broadcast on the ATIS.

TEST CONFIGURATIONS AND RUNWAYS

Although the system has been designed to operate under all DFW operating configurations, testing will only be conducted on the West airfield when the runway instrumented with RWSL, Runway 18L/36R, is in use (i.e., during both South flow and North flow runway configurations).

PILOT EVALUATION

An important part of the assessment includes collecting feedback from pilots. A brief list of questions will be posted on the website. It is essential that pilots respond to surveys available on various venues including the RWSL website via the Internet, http://www.RWSL.net, in flight operations offices and domiciles at the DFW airport. Voluntary interviews with pilots will be conducted during the test period. Pilots are encouraged to respond with comments by e-mail to:

Peter V. Hwoschinsky
FAA, ATO-P
800 Independence Avenue
Washington, D.C. 20591 SW
Voice: 202 –493–4696
Fax: 202–267–5111 e-mail: peter.hwoschinsky@faa.gov

Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.

(08/27/09)
Drawing of DFW runway diagram for west side with THLs and RELs on runway 18L/36R.

Figure 1. DFW west side with THLs and RELs on runway 18L/36R.

Drawing of Runway Entrance Lights (RELs) along a straight taxiway centerline.

Figure 2. Illustration of Runway Entrance Lights (RELs) along a taxiway centerline. (not to scale)
Figure 3. Illustration of Takeoff Hold Lights (THLs) along a runway centerline. (not to scale)

Figure 4. Photograph of L 861–S fixture.
Figure 5. THL Operational Concept.

Figure 6. Conceptual diagram of the Runway Status Light System with surveillance sources driving RELs and THLs shown illuminated in red.
NOTICES TO AIRMEN (NOTAM) FOR THE CONTINUED OPERATIONAL EVALUATION OF RUNWAY STATUS LIGHTS (RWSL) AT THE DALLAS/FORT WORTH INTERNATIONAL AIRPORT, DALLAS, TEXAS

EAST AIRFIELD

PURPOSE:
The Federal Aviation Administration (FAA) will be conducting an assessment of Takeoff Hold Lights (THLs) and Runway Entrance Lights (RELs), part of the Runway Status Lights System (RWSL), on Runways 17R/35L and 17C/35C at the Dallas/Fort Worth International Airport (DFW). An operational evaluation of THLs and RELs on the DFW east side is scheduled to commence in September 2008 and will last approximately 3 months. The existing Runway Entrance Lights (RELs) and Takeoff Hold Lights on 18L/36R will continue to operate along with the newly installed lights on runways 17R/35L and 17C/35C. RWSL is an experimental system that uses both primary and secondary surveillance to dynamically turn on/off lights indicating runway occupancy status directly to pilots. RWSL seeks to improve airport safety by indicating when it is unsafe to cross, enter or take off from a runway. RWSL is an automatic, advisory backup system expected to prevent or reduce the severity of runway incursions.

LIGHTING:
RWSL conveys the runway occupancy status, indicating when a runway is unsafe to enter through the use of in-pavement warning Runway Entrance Lights (RELs) and when it is unsafe to take off through the use of in-pavement warning Takeoff Hold Lights (THLs). RELs and THLs have been installed on Runways 17R/35L and 17C/35C (Note: RELs and THLs are still in an extended operational evaluation on the west side runway, 18L/36R).

Runway Entrance Lights (RELs):
The RELs are a series of red, in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One REL is placed just before the hold line and one REL is placed near the runway centerline. All RELs are directed toward the taxiway hold line and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location. (Refer to Figure 1 in the ATTACHMENTS section for a diagram of RELs locations.)

RELs are operational at the following intersections of Runway 17R/35L:
- **West Side:** at Taxiways Y, Z, EJ, EK, EL, EM, B, and A
- **East Side:** at Taxiways Y, Z, EJ, EK, K8, EL, EM, B, A, and ER

RELs are operational at the following intersections of Runway 17C/35C:
- **West Side:** at Taxiways Y, Z, EJ, EL, B, and A
- **East Side:** at Taxiways Y, Z, EJ, EL, B, A, and ER
Takeoff Hold Lights (THLs):

THLs are directed toward the approach end of the runway and are visible to pilots 1) in position for takeoff, or 2) just commencing departure, or 3) on final approach to land. There are six sets of THLs, each comprising a series of sixteen, double-row red in-pavement lights at 100’ spacing straddling the runway centerline. (Refer to Figure 2 in the ATTACHMENTS section for a diagram of THLs locations.) The six sets of THLs are operational at the full length and intersection departure positions on 17R/35L and 17C/35C, as follows:

- Runway 17R: from 375’ beyond the runway threshold for a length of 1500’ and from 375’ beyond the northern edge of the Y taxiway intersection for a length of 1500’
- Runway 35L: from 375’ beyond the runway threshold for a length of 1500’ and from 375’ beyond the southern edge of the A taxiway intersection for a length of 1500’
- Runway 17C: from 375’ beyond the northern edge of the Y taxiway intersection for a length of 1500’
- Runway 35C: from 375’ beyond the southern edge of the A taxiway intersection for a length of 1500’

Please Note: THLs installed on the west side of DFW are configured as a single row of 11 red lights. THLs installed on the east side of DFW are comprised of two rows of 16 in-pavement red lights straddling the centerline lights. THLs are directed toward the approach end of the runway and are visible to pilots in position for takeoff, just commencing departure, and on final approach to land.

OPERATION:

RWSL is an advisory system for use by pilots and vehicle operators and helps maintain situational awareness. It operates independently of Air Traffic Control. Status lights have two states: ON (lights are illuminated red) and OFF (lights are off) and are switched automatically based on information from the airport surface surveillance systems. These surveillance systems include airport surveillance radars (ASRs), surface detection radars (ASDE−3 or ASDE−X) and multilateration information from the ASDE−X surveillance system. IT IS IMPORTANT THAT TRANSPONDERS BE TURNED ON AND KEPT ON WHILE TAXIING IN THE MOVEMENT AREA SO THAT BEACON-BASED POSITION AND AIRCRAFT IDENTIFICATION DATA ARE AVAILABLE TO RWSL. Pilots should maintain an awareness of the Runway Status Lights. RELs that are ON (illuminated red) indicate that the runway ahead is not safe to enter or cross. THLs that are ON (illuminated red) indicate that the runway is not safe for takeoff. RED MEANS STOP! Pilots should remain clear of a runway when an REL along their taxi route is illuminated. Pilots should not take off when a THL on the runway ahead is illuminated. Lights that are off convey no meaning. THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO PROCEED ONTO A RUNWAY OR TO TAKE OFF FROM A RUNWAY. Pilots remain obligated to comply with all ATC clearances, except when compliance would require crossing an illuminated red REL or THL. In such a case, the crews should HOLD SHORT of the runway for RELs or STOP the aircraft for THLs (if possible), CONTACT ATC, and await further instructions. If the pilots notice an illuminated red REL and remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated REL Indicates the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity. If the pilots notice an illuminated red THL and aborting takeoff from the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that the illuminated THLs indicate the runway is unsafe for takeoff) and contact ATC at the earliest opportunity. If the pilots are on short final and notice an illuminated red THL, then crews should inform ATC they are going around because of red lights on the runway. ATC may disable RWSL at any time if in their judgment the system is interfering with normal, safe operations. Pilots are requested when taxing on the runway to limit taxi speed to below 30 knots so as not to unnecessarily turn on the RELs, except when directed otherwise.
HOURS OF TESTING:
During the current phase of testing, the RWSL system will be operational 24/7 except for short maintenance periods. The current operational status of the RWSL system will be broadcast on the ATIS.

TEST CONFIGURATIONS AND RUNWAYS:
RWSL testing will be conducted on the East airfield on runways 17R/35L and 17C/35C. RWSL equipped runway 18L/36R on the West airfield will continue with the extended operational evaluation currently in progress.

PILOT EVALUATION:
An important part of the assessment includes collecting feedback from pilots. It is essential that pilots respond to brief surveys available on various venues including the RWSL website via the Internet, www.RWSL.net, in flight operations offices and domiciles at the DFW airport. Voluntary interviews with pilots will be conducted during the test period. Pilots are encouraged to respond with comments by e-mail to:

Peter V. Hwoschinsky
FAA, ATO–P
800 Independence Avenue
Washington, D.C. 20591 SW
Voice: 202–493–4696
Fax: 202–267–5111 e-mail: peter.hwoschinsky@faa.gov

Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.
(08/27/09)
Runway diagram of DFW East with RELs locations

Figure 1. Runway Entrance Lights (RELs) Locations on 17R/35L and 17C/35C.

Runway Diagram of DFW East with THLs Locations

Figure 2. Takeoff Hold Lights (THLs) Locations on 17R/35L and 17C/35C.
Runway Status Lights

Runway Entrance Lights (RELs)

Figure 3. Illustration of Runway Entrance Lights (RELs) along a straight taxiway centerline. (not to scale)

Takeoff Hold Lights (THLs)

Figure 4 - Generic illustration of double-row THLs straddling the runway centerline lights. (not to scale)
THLs and RELs In-pavement Light Fixture

Figure 5. Photograph of L861-S light fixture

Runway Status Lights (RWSL) Operational Concept with RELs and THLs

RELs and THLs turn on and off automatically, driven by surface radar surveillance.
RELs turn on when it is unsafe to enter runway; THLs turn on when it is unsafe to depart from the runway.
THLs are visible from takeoff hold position (and final approach); RELs are visible from taxi hold position.

Figure 6. Conceptual diagram of the Runway Status Light System with surveillance sources driving RELs and THLs* shown illuminated in red

*THLs shown in Figure 6 have a double-row configuration as are installed on DFW east runways 17R/35L and 17C/35C
**NON-MOVEMENT AREA AT BATON ROUGE METROPOLITAN (BTR) AIRPORT, BATON ROUGE, LOUISIANA**

**NATIONAL AIRSPACE CHANGE:** A decision to establish a non-movement area is being implemented in accordance with Federal Aviation Administration Order JO 7210.3, Facility Operation and Administration, on Taxiway E (Echo) at BTR Airport. The decision to implement this non-movement area is due to the construction of a new hangar that blocks visibility from the Airport Traffic Control Tower (ATCT).

**BACKGROUND:** BTR ATCT has Line of Sight obstructions to Taxiway E. The non-visible area of Taxiway E is approximately 1,150 feet and extends from the southwest side of the River City Hangar Aviation Ramp to 200 feet southwest of the Runway 22L hold short line. A 650 foot portion of the non-visible area was pre-existing; however, an additional 500 feet was created when the River City Hangar was constructed in March 2006.

**IMPACT:** Due to obstructed vision, the BTR Tower is unable to provide air traffic control service in the non-movement area on Taxiway Echo from the southwest side of the River City Hangar Ramp to 200 feet southwest of the Runway 22L hold short line.

**MOVEMENT IN THIS AREA IS AT PILOTS OWN RISK.**

(Central Service Area, 9/2/09)
BACKGROUND: The purpose of this NOTAM is to inform pilots operating to/from IAH Airport of visual separation procedures between the Houston Intercontinental ATC Tower and Houston TRACON.

Houston Intercontinental ATC Tower and Houston TRACON are authorized to apply visual separation between aircraft under the control of either facility in order to maintain efficiency at IAH Airport.

Both facilities must ensure that visual separation is applied only when weather conditions do not obscure visibility affecting the application of visual separation.

If you have any questions or concerns, please contact the manager or designee of one of the facilities listed below during normal business hours:

Houston TRACON     281-230-8400
Houston Intercontinental ATC Tower  281-209-8600
OPERATIONAL USE OF RUNWAY STATUS LIGHTS (RWSL) AT THE HOUSTON/GEORGE BUSH INTERCONTINENTAL AIRPORT (IAH), HOUSTON, TX

The Federal Aviation Administration (FAA) will operate the Runway Status Lights (RWSL) system at Houston/George Bush Intercontinental Airport (IAH) commencing on September 12, 2013.

Runway Status Lights, indicate when a runway is unsafe to enter, cross, or take-off through the use of in–pavement red lights installed only at selected intersections and runways as described below.

LIGHTING

RWSL conveys the runway occupancy status, indicating when a runway is unsafe to enter through the use of red in-pavement warning Runway Entrance Lights (RELs) and when it is unsafe to take off through the use of red in-pavement warning Takeoff Hold Lights (THLs).

The RELs are a series of red lights, typically 6, 7 or up to 20+ in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One REL is placed just before the hold line and one REL is placed near the runway centerline. All RELs are directed toward the runway hold line and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location. RELs are operational at the following intersections at IAH:

- Runway 8/26
  - Taxiways NE, NP (NORTH AND SOUTH SIDE OF RUNWAY 8R/26L)
- Runway 9/27
  - Taxiway SC (NORTH SIDE)
- Runway 15L/33R
  - Taxiway WL (EAST AND WEST SIDE OF RUNWAY 15L/33R)
- Runway 15R/33L
  - Taxiway WL (EAST AND WEST SIDE OF RUNWAY 15R/33L)

THLs are directed toward the approach end of the runway and are visible to pilots in position for takeoff or just commencing departure roll. There are two sets of THLs, each comprising a series of sixteen red in-pavement lights at 100–spacing along the runway centerline. The three sets of THLs are operational at the full-length departure positions on the following runways at IAH:

- 15L
- 15R
- 33R

When operating at airports with RWSL, pilots will operate with the transponder “On” when departing the gate or parking area until arrival at the gate or parking area. This ensures interaction with the FAA surveillance systems which provide information to the RWSL system.

Runway Status Lights indicate runway status only. They do not substitute for an ATC clearance. Pilots are still required to receive an ATC clearance as they normally would for any operation on the runway.

Pilots are encouraged to learn more about the RWSL system at http://www.faa.gov/air_traffic/technology/rwsl/
LAMBERT-ST. LOUIS INTERNATIONAL
ATCT/TRACON

VISUAL SEPARATION PROCEDURES AT LAMBERT ST. LOUIS INTERNATIONAL AIRPORT (STL)

BACKGROUND. The purpose of the NOTAM is to inform pilots operating from Lambert-St. Louis International Airport of visual separation procedures between the ATCT and TRACON.

St. Louis ATCT and St. Louis TRACON are authorized to apply visual separation between aircraft under the control of either facility in order to maintain efficiency at STL Airport.

Both facilities must ensure that visual separation is applied only when weather conditions do not obscure visibility affecting the application of visual separation.

If you have any questions or concerns, please contact the manager or designee of one of the facilities below during normal business hours.

St. Louis Approach Control               (314) 890-1003
St. Louis Tower                        (314) 890-4703
MINNEAPOLIS – ST. PAUL INTERNATIONAL ATCT/TRACON

BACKGROUND: The Use of Visual Separation for Aircraft Transitioning Between Minneapolis Air Traffic Control Tower and Minneapolis Terminal Radar Approach Control.

FAA Joint Order 7110.65 authorizes the application and use of Visual Separation between aircraft under the control of the same facility. Historically in Terminal Facilities, Air Traffic Controllers worked in an up/down environment. They would rotate through the RADAR room and the Tower. In recent years, the Federal Aviation Administration has separated these functions at select location and created a separate RADAR facility, known as a TRACON (Terminal RADAR Approach Control). This is the case in Minneapolis, Minnesota. Minneapolis ATCT (MSP) and Minneapolis TRACON (M 98) are two separate and distinct air traffic facilities, each with their own employees.

In keeping with the spirit and intent of the regulations and rules governing the National Airspace System, the use and application of Visual Separation for aircraft transitioning between the two facilities will continue as if the two facilities remained as one.

There will be no change in the use or application of Visual Separation in the Minneapolis Terminal area, therefore the users of the National Airspace System should see no difference and this will have no effect on the flying community.

Questions about this procedure should be referred to:

Jim Shadduck
Support Manager
Minneapolis TRACON (M 98)
612-713-4000
E-mail: Jim.Shadduck@faa.gov
Northwest
United States
**SPOKANE APPROACH CONTROL (GEG) CONCURRENT OPERATIONS TO SPOKANE INTERNATIONAL AIRPORT (GEG) AND FAIRCHILD AIR FORCE BASE (SKA)**

Background: The purpose of this Notice is to inform pilots landing/departing from either Spokane International Airport (GEG) or Fairchild Air Force Base (SKA) under Instrument Flight Rules concerning the special use of visual separation to maintain efficiency at both airports.

Sequencing aircraft simultaneously to GEG and SKA under Instrument Flight Rules requires lateral and/or vertical separation between aircraft while ensuring protected airspace for potential missed approaches. These requirements directly affect the capacity of both airports.

In a north flow, the ILS approach to GEG Runway 3 converges with the departure path of SKA Runway 5. GEG is located 2.9 NM east of SKA. The convergence and divergence of flight paths, and distance between airports has made it possible to utilize visual separation under certain weather conditions to reduce the spacing normally provided to aircraft landing and departing SKA and GEG.

**INFORMATION:** When weather/operational conditions permit, GEG Tower controllers will provide visual separation during the following operations:

- IFR arrivals to GEG Runway 3 and SKA departures Runway 5

These procedures have proven to provide an equivalent level of safety compared to standard visual separation rules. This special use of visual separation procedures enables both airports to operate at or near capacity during periods of heavy demand.

If you have any questions or concerns, please contact the manager or designee of the facility listed below during normal business hours.

Spokane Approach Control: 509–363–6900

(ANM–530 5/8/03)
GEG RWY 3 ARRIVALS SKA RWY 5 DEPARTURES

SKA Departures

GEG Arrivals

SKA Runway 5 Departures
GEG Runway 3 Arrivals
SEATTLE APPROACH CONTROL (S46) CONCURRENT OPERATIONS TO BOEING FIELD (BFI) AND SEATTLE–TACOMA INTERNATIONAL AIRPORT (SEA)

Background: The purpose of this Notice is to inform pilots landing/departing from either Boeing King County International Airport (BFI) or Seattle–Tacoma International Airport (SEA) under Instrument Flight Rules concerning the special use of visual separation to maintain efficiency at both airports.

Sequencing aircraft simultaneously to BFI and SEA under Instrument Flight Rules requires lateral and/or vertical separation between aircraft while ensuring protected airspace for potential missed approaches. These requirements directly affect the capacity of both airports.

In a south flow, the ILS approach to BFI Runway 13R converges with the ILS approaches to SEA Runways 16 L/C/R directly over BFI. In a north flow, the departure paths for aircraft departing north from SEA Runways 34L/R and BFI Runway 31L diverge directly over the north end of BFI Runway 31L. BFI field elevation is 21 feet MSL and SEA field elevation is 433 feet MSL. BFI is located 4.5 NM north of SEA. The convergence and divergence of flight paths, differences in field elevations and distance between airports has made it possible to utilize visual separation under certain weather conditions to reduce the spacing normally provided to aircraft landing and departing SEA and BFI.

INFORMATION: When weather/operational conditions permit, BFI Tower controllers will provide visual separation during the following operations:

- IFR arrivals to BFI Runways 13R/L and SEA arrivals Runways 16L/C/R
- IFR arrivals from BFI Runways 13R/L and IFR departures from SEA Runways 34L/C/R
- IFR departures from BFI Runways 31L/R and IFR departures from SEA Runways 34L/C/R
- IFR arrivals to SEA 16R/C/L and IFR departures from BFI Runways 31L/R
- IFR arrivals to BFI Runways 31L/R and IFR arrivals to SEA Runways 16L/C/R

When weather/operational conditions permit, SEA Tower controllers will provide visual separation during the following operations:

- IFR arrivals to BFI Runways 31L/R and IFR departures from SEA Runways 34L/C/R
- IFR arrivals to BFI Runways 31L/R and IFR arrivals to SEA Runways 16L/C/R

These procedures have proven to provide an equivalent level of safety compared to standard visual separation rules. This special use of visual separation procedures enables both airports to operate at or near capacity during periods of heavy demand.

If you have any questions or concerns, please contact the manager or designee of one of the facilities listed below during normal business hours.
Limited Long Range Radar Coverage

Effective Until Further Notice

Radar services are limited from surface to 14,500 feet in the area from PSP to 15 NM south of PKE to EED to 15 NM south of GFS to PSP. ATC may not be depicting all the traffic. Visual vigilance is highly recommended.
SAN FRANCISCO SOIA/PRM

Effective Tuesday, October 26, 2004. During the hours of 0700–2200 local, SFO ATCT may utilize ILS PRM and LDA PRM approaches as weather and arrival traffic demand dictate. Aircraft arriving from the east (primarily over CEDES intersection) should expect Runway 28R; aircraft arriving from the south, west, and north should expect Runway 28L. If unable to participate in PRM approaches, aircraft operators are required to contact FAA ATCSCC directly at 1–800–333–4286 or at 703–904–4452 prior to departure to obtain a pre-coordinated arrival time.

Non–participating aircraft may encounter delays attributable to PRM flow.

Pilot requirements and procedures are outlined in the U.S. Terminal Procedures Publications on the pages entitled “ATTENTION ALL USERS OF ILS PRECISION RUNWAY MONITOR (PRM) OR LDA PRECISION RUNWAY MONITOR (PRM).”
NOTICES TO AIRMEN (NOTAM) FOR THE OPERATIONAL EVALUATION OF RUNWAY STATUS LIGHTS (RWSL) AT THE SAN DIEGO INTERNATIONAL AIRPORT (SAN), SAN DIEGO, CA

PURPOSE

The Federal Aviation Administration (FAA) is conducting an operational evaluation of Light Emitting Diode (LED) Runway Entrance Lights (RELs), part of the Runway Status Lights (RWSL) system, at San Diego International Airport in San Diego, California. The RWSL system at SAN is an experimental system that uses both primary and secondary surveillance to dynamically turn on/off lights indicating runway occupancy status directly to pilots. RWSL at SAN seeks to improve airport safety by indicating when it is unsafe to cross or enter a runway. RWSL is an automatic, advisory backup system designed to prevent or reduce the severity of runway incursions. RELs are being tested at selected taxiway-runway intersections on runway 9/27.

LIGHTING

RWSL at SAN conveys the runway occupancy status, indicating when a runway is unsafe to enter or cross through the use of in-pavement RELs, installed only at selected intersections as described below.

Runway Entrance Lights (RELs)

RELs are a series of red, in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One REL is placed just before the hold line and one REL is placed near the runway centerline. All RELs are directed toward the runway hold line and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location.

RELs are operational at the following intersections of Runway 9/27:

- Taxiways C1, C2, and C6 on the north side of the runway, and
- Taxiways B1, B6, and B10 on the south side of the runway.

Refer to Figure 1 in the ATTACHMENTS section for a diagram of RELs locations at SAN

OPERATION

RWSL is an advisory system for use by pilots and vehicle operators to increase and maintain situational awareness of high-speed aircraft or vehicles on runways. It operates independently of Air Traffic Control. Runway Status Lights have two states: ON (lights are illuminated red) and OFF (lights are off) and are switched automatically based on information from the airport surface surveillance systems. These surveillance systems include airport surveillance radar (ASR), airport surface detection radar (ASDE−3) and multilateration information from the ASDE−X surveillance system. IT IS IMPORTANT THAT TRANSPONDERS BE TURNED ON AND KEPT ON WHILE TAXIING IN THE MOVEMENT AREA SO THAT BEACON−BASED POSITION AND AIRCRAFT IDENTIFICATION DATA ARE AVAILABLE TO RWSL. Pilots should maintain an awareness of the Runway Status Lights. RELs that are
ON (illuminated red) indicate that the runway ahead is not safe to enter or cross. Pilots and vehicle operators should remain clear of a runway when RELs along their taxi route are illuminated. **RED RELs MEAN STOP!** Lights that are off convey no meaning. THE SYSTEM IS NOT, AT ANY TIME, INTENDED TO CONVEY APPROVAL OR CLEARANCE TO PROCEED ONTO A RUNWAY. Pilots remain obligated to comply with all ATC clearances, except when compliance would require crossing illuminated red RELs. In such a case, the crews should **HOLD SHORT** of the runway for RELs, CONTACT ATC, and await further instructions. If the pilots notice illuminated red RELs and remaining clear of the runway is impractical for safety reasons, then crews should proceed according to their best judgment of safety (understanding that illuminated RELs indicate the runway is unsafe to cross or enter) and contact ATC at the earliest opportunity. ATC may disable RWSL at any time if in their judgment the system is interfering with normal, safe operations. Pilots are requested when taxiing on the runway to limit taxi speed to below 30 knots, except when directed otherwise, to preclude turning on the RELs unnecessarily.

**HOURS OF TESTING**

The RWSL system is operational 24/7 except for short maintenance periods.

**TEST CONFIGURATIONS AND RUNWAYS**

RWSL testing of RELs at select locations will be conducted on runway 9/27 at SAN.

**PILOT EVALUATION**

An important part of the assessment includes collecting feedback from pilots. It is essential that pilots respond to brief surveys available on various venues including the RWSL website via the Internet, www.RWSL.net, in flight operations offices and domiciles at the SAN airport. Voluntary interviews with pilots will be conducted during the test period. Pilots are encouraged to respond with comments by answering the surveys on the website or by email to:

Jason Coon  
Federal Aviation Administration  
Project Manager - RWSL, eFAROS, FAROS  
ATO-P, Advanced Technology Development & Prototyping Group (AJP-67)  
Work: 202-267-9410, Cell: 571-334-2928, email: jason.coon@faa.gov

*Please note that pilot feedback is essential to an accurate assessment of the acceptability and utility of the RWSL system.*
Runway Status Lights at San Diego International Airport

Figure 1. Runway Entrance Lights (RELs) Locations on 9/27

Figure 2. Generic illustration of Runway Entrance Lights (RELs) along a straight taxiway centerline (Not to scale)
SAN RWSL Operational Concept

RELs turn on automatically, driven by radar surveillance. RELs turn on when it is unsafe to cross or enter the runway. RELs are visible from taxi hold position.

REL: Runway Entrance Lights

Figure 3. Conceptual diagram of the Runway Status Light System with RELs shown illuminated in red

Not for Navigational Use
Denver Tower

Standard Ramp Taxi Routes

Denver, Colorado

Denver Ramp Tower has instituted Standard Ramp Departure Taxi Routes for aircraft departing the main ramp and south cargo. Pilots who are unable to comply with standardized routes should advise Ramp Control on initial contact. The route will be issued by Ramp Control as “Standard Taxi East” or “Standard Taxi West”.

### Standard Ramp Departure Taxi Routes

<table>
<thead>
<tr>
<th>Origin</th>
<th>Routing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concourse A – South Side</td>
<td>Taxi via Taxiway Alfa Sierra (AS) towards Apron Location Point 2E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 2E.</td>
</tr>
<tr>
<td>Concourse A – North Side</td>
<td>Taxi via Taxiway Bravo Sierra (BS) towards Apron Location Point 4E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 4E.</td>
</tr>
<tr>
<td>Concourse B – South Side</td>
<td>Taxi via Taxiway Bravo Sierra (BS) towards Apron Location Point 4E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 4E.</td>
</tr>
<tr>
<td>Concourse B – North Side</td>
<td>Taxi via Taxiway Charlie Sierra (CS) towards Apron Location Point 6E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 6E.</td>
</tr>
<tr>
<td>Concourse C – South Side</td>
<td>Taxi via Taxiway Charlie Sierra (CS) towards Apron Location Point 6E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 6E.</td>
</tr>
<tr>
<td>Concourse C – North Side</td>
<td>Taxi via Taxiway Charlie November (CN) towards Apron Location Point 7E. Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at Apron Location Point 7E.</td>
</tr>
<tr>
<td>South Cargo</td>
<td>Taxi east on Taxiway Alfa (A). Hold short of Taxiway Lima (L). Contact Ground on 121.85 when number one at the taxiway clearance bar.</td>
</tr>
</tbody>
</table>
## Standard Ramp Departure Taxi Routes

<table>
<thead>
<tr>
<th>Origin</th>
<th>Routing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Concourse A – South Side</td>
<td>Taxi via Taxiway Alfa Alfa (AA) towards Apron Location Point 1W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 1W.</td>
</tr>
<tr>
<td>Concourse A – North Side</td>
<td>Taxi via Taxiway Alfa November (AN) towards Apron Location Point 3W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 3W.</td>
</tr>
<tr>
<td>Concourse B – South Side</td>
<td>Taxi via Taxiway Alfa November (AN) towards Apron Location Point 3W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 3W.</td>
</tr>
<tr>
<td>Concourse B – North Side</td>
<td>Taxi via Taxiway Bravo November (BN) towards Apron Location Point 5W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 5W.</td>
</tr>
<tr>
<td>Concourse C – South Side</td>
<td>Taxi via Taxiway Bravo November (BN) towards Apron Location Point 5W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 5W.</td>
</tr>
<tr>
<td>Concourse C – North Side</td>
<td>Taxi via Taxiway Charlie November (CN) towards Apron Location Point 7W. Hold short of Taxiway Golf (G). Contact Ground on 127.5 when number one at Apron Location Point 7W.</td>
</tr>
</tbody>
</table>
STANDARDIZED TAXI ROUTES FOR
LOS ANGELES INTERNATIONAL AIRPORT (KLAX)

The following Standardized Taxi routes may be issued to all taxiing aircraft.

North Route
Taxi towards taxilane Sierra (S) taxi northbound on taxilane Sierra (S), and at Check-point-1 contact Ground Control on frequency 121.65, hold short of taxiway Delta (D).

Taxilane Sierra (S) is not visible from the ATCT

South Route
Taxi towards taxiway Romeo (R) taxi southbound on taxiway Romeo (R), and at Check-point-2 contact Ground Control on frequency 121.75, hold short of taxiway Charlie (C).

Taxiway Romeo (R) is not visible from the ATCT

Bradley Route
Taxi toward Taxilane Sierra (S) taxi southbound on Taxilane Sierra (S), and at Check-point-1 contact Ground Control on frequency 121.75, hold short of Taxiway Charlie (C).

Taxilane Sierra (S) is not visible from the ATCT

West Route
Taxi westbound on Taxiway Charlie (C) towards taxiway Alfa-Alfa (AA), hold short of taxiway Alfa-Alfa (AA), contact Ground Control on frequency 121.65 when number one approaching Taxiway Alfa-Alfa (AA).

Taxiway Alfa-Alfa (AA) is not visible from the ATCT

Bridge Route
Taxi towards taxiway Alfa-Alfa (AA) taxi southbound on taxiway Alfa-Alfa (AA), and at Check-point-3 contact Ground Control on frequency 121.75, hold short of taxiway Charlie (C).

Taxiway Alfa-Alfa (AA) is not visible from the ATCT

Romeo Route
Taxi westbound on Taxiway Charlie (C) towards Taxiway Romeo (R), hold short of Taxiway Romeo (R), contact Ground Control on frequency 121.65 when number one approaching Taxiway Romeo (R).

Taxiway Romeo (R) is not visible from the ATCT.
Van Nuys Airport
(VNY)

Van Nuys, California

Simultaneous Same Direction Operations

Van Nuys Air Traffic Control Tower has been granted a waiver that authorizes air traffic personnel to conduct simultaneous, same direction operations on parallel runways separated by less than 500 feet between centerlines for lightweight single-engine propeller driven aircraft and Category II and III twin engine propeller driven aircraft.
SAN FRANCISCO INTERNATIONAL AIRPORT
EXPANDED CHARTED VISUAL FLIGHT
PROCEDURES

(Until Further Notice)

***GENERAL***
San Francisco International Airport (SFO) is subject to stratus moving slowly from West to East, creating a reportable weather ceiling over the airport, while the final approach area for Runways 28R and 28L have no significant ceiling or visibility conditions. And expanded charted visual flight procedure (E/CVFP) has been developed to maximize the level of airport efficiency during the unusual weather conditions described above.

***MINIMUMS***
The E/CVFP incorporates the following weather minimums:
SFO ceiling 2100 feet and visibility 5 miles; or,
SFO ceiling 1000 feet and visibility 3 miles, and,
visibility 5 miles in the Eastern quadrant (030–120), and,
ceiling 2400 and visibility 5 miles at the automated weather observing system (AWOS) located at N37° 34.338 W122° 15.598 LOM.

In the event the AWOS is inoperative, weather at San Carlos (SQL) is required to be at least ceiling 2400 feet and visibility 5 miles.

Although the listed weather minima are in effect aircraft should not expect simultaneous E/CVFP approaches unless N37° 34.338 W122° 15.598 AWOS ceiling is at least 3500 feet and visibility is at least 5 miles.

***SPACING AND SEQUENCING***
Controllers will clear aircraft for the E/CVFP in accordance with the provisions of Order 7110.65, Air Traffic Control. They will not utilize phrases requesting or requiring aircraft to “fly right alongside”, “wingtip to wingtip”, or “directly abeam” other aircraft. Additionally, controllers will not assign instructions or require aircraft to pass and/or overtake other aircraft on the adjacent final approach course. Preferably, aircraft will be vectored to achieve a slightly staggered position of approximately 1/8 to 1/4 mile behind the aircraft on the adjacent final approach course. Heavy aircraft and B757’s will not be authorized to overtake another aircraft on the adjacent final approach course. Wake turbulence cautionary advisories will be issued, as appropriate.

***GO-AROUND PROCEDURE***
The Tipp Toe and Quiet Bridge approaches are visual approaches, and as such have no missed approach segment. If a go-around is necessary, aircraft will be issued an appropriate advisory/clearance/instruction by
the tower or TRACON. To ensure standard separation from other traffic, these instructions will include the assignment of a specific heading and altitude, normally, the following procedures will apply:

**Tipp Toe Visual Runway 28L**

In the event of a go-around turn left heading 265, climb and maintain 3000; or as directed by Air Traffic Control.

**Quiet Bridge Visual Runway 28R**

In the event of a go-around turn right heading 310, climb and maintain 3000; or as directed by Air Traffic Control.
OPERATIONAL USE OF RUNWAY STATUS LIGHTS (RWSL) AT THE PHOENIX SKY HARBOR INTERNATIONAL AIRPORT (PHX), PHOENIX, AZ

The Federal Aviation Administration (FAA) will operate the Runway Status Lights (RWSL) system at Phoenix International Airport (PHX) commencing on August 21, 2013.

Runway Status Lights, indicate when a runway is unsafe to enter, cross, or take-off through the use of in-pavement red lights installed only at selected intersections and runways as described below.

LIGHTING

RWSL conveys the runway occupancy status, indicating when a runway is unsafe to enter through the use of red in-pavement warning Runway Entrance Lights (RELs) and when it is unsafe to take off through the use of red in-pavement warning Takeoff Hold Lights (THLs).

The RELs are a series of red lights, typically 6, 7 or up to 20+ in-pavement lights spaced evenly along the taxiway centerline from the taxiway hold line to the runway edge. One REL is placed just before the hold line and one REL is placed near the runway centerline. All RELs are directed toward the runways and are oriented to be visible only to pilots and vehicle operators entering or crossing the runway from that location. RELs are operational at the following intersections at PHX:

- Runway 8/26
  - Taxiways A1,A9,A11 (NORTH SIDE OF RUNWAY 8/26) B1,B8,B11, B13 (SOUTH SIDE OF RUNWAY 8/26)
- Runway 7L/25R
  - Taxiways E3, E4,E5,E6,E7,E8, E9, E10, E11, E12, E13 (NORTH SIDE OF RUNWAY 7L/25R), TAXIWAYS F3,F4, F6,F8,F9,F10,F11,F12,F13 (SOUTH SIDE OF RUNWAY 7L/25R)
- Runway 7R/25L
  - Taxiways G1,G3,G4,G5,G7,G8 (NORTH SIDE OF RUNWAY 7R/25L) TAXIWAYS H1,H3,H4,H5,H7 (SOUTH SIDE OF RUNWAY 7R/25L)

THLs are directed toward the approach end of the runway and are visible to pilots in position for takeoff or just commencing departure roll. There are two sets of THLs, each comprising a series of sixteen red in-pavement lights at 100-spacing along the runway centerline. The two sets of THLs are operational at the full-length departure positions on the following runways at PHX:

- 7L
- 25R

When operating at airports with RWSL, pilots will operate with the transponder “On” when departing the gate or parking area until arrival at the gate or parking area. This ensures interaction with the FAA surveillance systems which provide information to the RWSL system.

Runway Status Lights indicate runway status only. They do not substitute for an ATC clearance. Pilots are still required to receive an ATC clearance as they normally would for any operation on the runway.

Pilots are encouraged to learn more about the RWSL system at [http://www.faa.gov/air_traffic/technology/rws/](http://www.faa.gov/air_traffic/technology/rws/)
Los Angeles International Airport (LAX)

Noise Abatement Procedures

Successive or simultaneous departures from Runways 24L/R and Runways 25 L/R are authorized, with course divergence beginning within 2 miles from the departure end of parallel runways, due to noise abatement restrictions.

The published departure procedure from Runways 25L/R may include a left turn in addition to the at or below 3000-foot altitude restriction, at the SMO 154º/SMO 160º crossing radial or the DOCKR/HIIPR RNAV fixes.

When the published departure procedure includes a left turn, expeditious compliance of this turn is required, when crossing the SMO 154º/160º radial or DOCKR/HIIPR RNAV fix, to ensure simultaneous departure separation from the north complex Runways 24L/R.

Failure to initiate the turn in an expeditious manner could result in the filing of a pilot deviation due to the automatic features of the Traffic Analysis and Review Program (TARP).
MODE C INTRUDER ALERT is a function of certain air traffic control automated systems designed to alert radar controllers to existing or pending situations between a tracked target (known IFR or VFR aircraft) and an untracked target (an unknown IFR or VFR aircraft equipped with an operating Mode C transponder) that requires immediate attention/action.

Mode C Intruder Alert provides an aural and associated visual alert that produces enlarged and blinking alphanumeric data blocks displayed on the controller’s radar display. Due to the close proximity of aircraft, the enlarged and blinking data blocks overlap and may make the radar unusable during periods of high air traffic activity. Additionally, the associated aural alarm may distract the controller from performing air traffic control duties.

The Mode C Intruder Alert base altitude has been adjusted from 643 feet above Mean Sea Level to 1,201 feet above Mean Sea Level within that portion of the Merrill Class D Surface Area that overlies land southeast of the south shore of Knik Arm. This action eliminates Mode C Intruder Alerts in the Merrill Field traffic pattern, while continuing to provide alerts in the areas over the Knik Arm, east of Muldoon Road and South of Tudor Road.
M O D E  C  I N T R U D E R  A L E R T  S E R V I C E S

L a k e  H o o d  S e a p l a n e  B a s e

A n c h o r a g e ,  A l a s k a

M O D E  C  I N T R U D E R  A L E R T  is a function of certain air traffic control automated systems designed to alert controllers to existing or pending situations between a tracked target (a known IFR or VFR aircraft) and an untracked target (an unknown IFR or VFR aircraft equipped with an operating Mode C transponder) that requires immediate attention/action.

Mode C Intruder Alert provides an aural and associated visual alert that produces enlarged and blinking alphanumeric data blocks on the controller’s radar display. Due to the close proximity of aircraft, the enlarged and blinking data blocks may make the radar unusable and the associated aural alarm may distract the controller from performing air traffic control duties.

During periods of high air traffic activity, Lake Hood Tower may elect to temporarily disable the Mode C Intruder Alert function within the Lake Hood Segment (as described in 14 CFR 93.55) below 2,029 feet AGL. Suspensions of Mode C Intruder Alert service will be broadcast on the Lake Hood ATIS.

(AAL–530 8/7/01)
MODE C INTRUDER ALERT SERVICES
Point Mackenzie Area
Northwest of Anchorage, Alaska

MODE C INTRUDER ALERT is a function of certain air traffic control automated systems designed to alert controllers to existing or pending situations between a tracked target (a known IFR or VFR aircraft) and an untracked target (an unknown IFR or VFR aircraft equipped with an operating Mode C transponder) that requires immediate attention/action.

Mode C Intruder Alert provides an aural and associated visual alert that produces enlarged and blinking alphanumeric data blocks on the controller’s radar display. Due to the close proximity of aircraft, the enlarged and blinking data blocks may make the radar unusable and the associated aural alarm distracts the controller from performing air traffic control duties.

During periods of high air traffic activity in the vicinity of Point Mackenzie, Anchorage Approach Control may temporarily disable the Mode C Intruder Alert function within one or both of the following areas:

Region 1: A dual range, dual azimuth area, based upon the Anchorage Airport Surveillance Radar (ASR) antenna, from 285° magnetic to 007° magnetic, between 3.66 nautical miles and 10 nautical miles, and from the surface up to and including 1,000 feet above ground level (AGL).

Region 2: From the surface up to and including 2,100 feet AGL within a polygon defined by the following latitude/longitude points:

- 61:24:00.0N 149:50:00.0W (1ST & LAST POINT)
- 61:15:36.0N 149:55:00.0W (NEXT POINT)
- 61:14:10.0N 149:59:00.0W (NEXT POINT)
- 61:14:30.0N 150:00:30.0W (NEXT POINT)
- 61:24:00.0N 150:04:00.0W (NEXT POINT)

A message will be broadcast on the Anchorage ATIS, Lake Hood ATIS, and MRI ATIS when the Mode C Intruder Alert function is disabled.

When. May 15, 2003

Type. Permanent

Purpose.

To enable, in Alaska, the use of Global Positioning System/Wide Area Augmentation Systems (GPS/WAAS) for IFR RNAV in lieu of ground-based navigation aids, including altitudes below current IFR Minimum Enroute Altitudes (MEAs). In general, IFR enroute altitudes are determined by (1) obstacle clearance; (2) the lowest altitude for receiving ground-based radio navigation signals; and (3) the lowest altitude for two-way voice communication with Air Traffic Control (ATC). No accommodation was made for IFR altitudes determined by fixes using other than ground-based navigation aids. Under SFAR No. 97, operators using IFR certified TSO C145a and TSO C146a GPS WAAS RNAV systems are permitted to conduct operations over routes in Alaska at the lowest MEA based on route obstacle assessments and ATC two-way voice communication capability.

Operations.

SFAR No. 97 allows the use of IFR-certified RNAV GPS/WAAS systems in lieu of ground facilities. This SFAR can be used for U.S. and foreign Part 91 operations, as well as Part 119 operations, Part 125 certificate holders, and Part 129 operations specifications holders, commercial, and certificated air carrier operators, in Alaska. The SFAR establishes training requirements for operators, including service degradation and equipment failure modes. It allows operators subject to this SFAR to operate over Air Traffic Service (ATS) routes where the MEA for a route or route segment is lower for GPS/WAAS IFR RNAV-equipped aircraft than the MEA for operators equipped only with ground-based navigation systems. This flexibility allows those GPS/WAAS IFR RNAV-equipped operators to conduct operations at the lowest permissible altitude in an attempt to avoid in-flight icing or other adverse weather conditions.
**Required equipment.**

TSO C145a and TSO C146a GPS WAAS navigation systems are authorized to be used as the only means of navigation on Federal airways and other published ATS routes in lieu of ground-based navigation aids in Alaska. In the absence of a WAAS signal, these systems continue to provide navigation guidance using fault detection and exclusion (FDE) or receiver autonomous integrity monitoring (RAIM) techniques. Commercial operators are required to have dual TSO C145a or TSO C146a GPS WAAS navigation equipment, while Part 91 operations require at least one.

**New chart features/symbology.**

The new RNAV MEAs will be depicted on the Low Altitude Enroute Charts as in the example at the top of this notice. Without a Special (RNAV) MEA depicted, the Standard MEA will be used.

**Chart terminology.**

“Special MEA” refers to the minimum enroute IFR altitude using GPS/WAAS systems on an ATS route, ATS route segment, or other direct route outside the operational service volume of ground-based navigation aids. “Standard MEA” refers to the minimum enroute IFR altitude on an ATS route, ATS route segment, or other direct route that uses very high frequency/ultra high frequency (VHF/UHF) ground-based navigation aids.

**ATS route.**

The term ATS route includes Jet Routes, Colored Federal Airways, VOR Federal Airways, and RNAV Routes.

*(AAL–535 3/20/03)*
Increased Surveillance for the ADS–B Equipped Aircraft

The Alaskan Region proposes to implement additional surveillance coverage to Automatic Dependent Surveillance–Broadcast (ADS–B) equipped aircraft in the Yukon Kuskokwim (Y–K) Region, Southwest Alaska.

Ground Based Transceiver (GBT) sites will come on incrementally as equipment is certified and commissioned by Airway Facilities technicians. We anticipate these sites to come on line as technical issues are resolved.

Anchorage Air Route Traffic Control Center (ARTCC) will provide Instrument Flight Rules (IFR) surveillance service to ADS–B equipped aircraft based on existing air traffic control directives.

### CURRENT OPERATIONAL SITES

<table>
<thead>
<tr>
<th>Location</th>
<th>Code</th>
<th>Lat/Long</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bethel</td>
<td>BET</td>
<td>60–47–20N, 161–50–33W</td>
</tr>
<tr>
<td>Aniak</td>
<td>ANI</td>
<td>61–35–00N, 159–33–35W</td>
</tr>
<tr>
<td>St. Marys</td>
<td>SMA</td>
<td>62–03–33N, 163–17–21W</td>
</tr>
</tbody>
</table>

### NEW SURVEILLANCE SITES

<table>
<thead>
<tr>
<th>Location</th>
<th>Code</th>
<th>Lat/Long</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dillingham</td>
<td>DLG</td>
<td>59–00–03N, 158–32–53W</td>
</tr>
<tr>
<td>King Salmon</td>
<td>AKN</td>
<td>58–40–57N, 156–39–54W</td>
</tr>
<tr>
<td>Cape Newenham</td>
<td>EHM</td>
<td>58–38–05N, 162–03–25W</td>
</tr>
<tr>
<td>Cape Ramonzof</td>
<td>CZF</td>
<td>61–47–01N, 166–00–11W</td>
</tr>
<tr>
<td>Sparrevoht</td>
<td>SVW</td>
<td>61–06–22N, 155–36–20W</td>
</tr>
<tr>
<td>Tatalina</td>
<td>TLJ</td>
<td>62–58–07N, 156–00–38W</td>
</tr>
</tbody>
</table>
Projected GBT Coverage at 3,000 Feet Above Sea Level
Difference in shading reflects the number of GBTs in your line-of-sight.

(AAL-530 12/12/03)
LINE UP AND WAIT OPERATIONS

Ted Stevens Anchorage International Airport

Anchorage, Alaska

LINE UP AND WAIT (LUAW) procedures are a tool used by air traffic control to expedite the movement of aircraft on an airport. Normally, LUAW is not authorized for intersection departures between the hours of sunset and sunrise. Anchorage Tower operates under a waiver that permits these operations on Runway 33 at Taxiway Kilo between the hours of sunset and sunrise under the following conditions:

1. The intersection must be visible from the tower.
2. Runway 33 is restricted to departures only.
3. Aircraft shall not simultaneously line up and wait from any other point on Runway 33.
Matanuska – Susitna Valley
Designated CTAFF Areas

Matanuska/Susitna Valleys, Alaska

The FAA is re-assigning Common Traffic Advisory Frequencies (CTAF) in the Matanuska and Susitna (Mat–Su) Valleys to improve situational awareness and clarify frequency use. Effective May 29, 2014, individual airport CTAFs are being assigned within the Designated CTAF Areas depicted on the following graphic.

Pilots are encouraged to use ATC Flight Following and Flight Service Station (FSS) airport advisory services, when available. When not in contact with ATC or FSS, pilots should use the assigned CTAF frequencies to make position reports while operating at airports in the depicted areas. Outside these areas, standard CTAF guidelines apply.

OPR: Alaskan Region Flight Standards Division

Effective Date: May 29, 2014
Section 4. Major Sporting and Entertainment Events
Super Bowl XLIX

SPECIAL TRAFFIC MANAGEMENT PROCEDURES

ARRIVAL AND DEPARTURE ROUTES

PHOENIX, ARIZONA

In anticipation of a large number of aircraft operating to and from the Phoenix Arizona metropolitan area the week of Super Bowl XLIX, the following procedures will be used to enhance safety and minimize air traffic delays.

SECURITY PROVISIONS

Special security provisions will be in effect for this event including (but not limited to) Temporary Flight Restrictions (TFRs), two-way communication and discrete transponder requirements. Specific procedures contained in this NOTAM may be revised and access to some airports may be restricted. Pilots are encouraged to check NOTAMs frequently to verify they have the most current information.

TFR information is normally disseminated via FDC NOTAM 3 to 5 days prior to the event. Once published, text and graphic depictions of restrictions may be found on the following web site:

www.tfr.faa.gov

Pilots should be prepared to provide documentation including personal identification, certificate number, aircraft ownership information, and a contact number.

THIS NOTAM DOES NOT SUPERSEDE RESTRICTIONS PERTAINING TO THE USE OF AIRSPACE CONTAINED IN FDC NOTAMS.

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:

<table>
<thead>
<tr>
<th>AIRPORT</th>
<th>LOCATION</th>
<th>IDENTIFIER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phoenix Sky Harbor</td>
<td>Phoenix, AZ</td>
<td>PHX</td>
</tr>
<tr>
<td>Phoenix Deer Valley</td>
<td>Phoenix, AZ</td>
<td>DVT</td>
</tr>
<tr>
<td>Glendale</td>
<td>Glendale, AZ</td>
<td>GEU</td>
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<td>Goodyear</td>
<td>Goodyear, AZ</td>
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<td>Scottsdale</td>
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<td>Chandler</td>
<td>Chandler, AZ</td>
<td>CHD</td>
</tr>
<tr>
<td>Falcon Field</td>
<td>Mesa, AZ</td>
<td>FFZ</td>
</tr>
<tr>
<td>Williams Gateway</td>
<td>Mesa, AZ</td>
<td>IWA</td>
</tr>
</tbody>
</table>
Heavy demand and traffic management initiatives may be expected during the following dates/times:

| DAILY   | Wednesday, January 28, 2015, 0700 MST (1400 UTC) through Monday, February 2, 2015, 2300 MST (0400 UTC) |

**AIRFILES AND CHANGE OF DESTINATION**

Traffic management initiatives for this event are designed to provide equitable airspace access. To maintain program integrity and minimize delays, no airborne IFR filing or airborne changes of destination will be allowed within 200nm of Phoenix Terminal airspace, except in emergency situations. Duplicate flight plans (same time/call sign) to multiple airport destinations are subject to removal from the system.

**PREFERRED ROUTES**

IFR aircraft arriving and departing the Phoenix area should file and expect to be routed via the following routes.

**ARRIVAL ROUTES for TURBOJET AIRCRAFT**

Effective Saturday, January 31, 2015, 0600 MST (1300 UTC) through Monday, February 2, 2015, 2300 MST (0400 UTC, February 3)

<table>
<thead>
<tr>
<th>ORIGINATION</th>
<th>ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZOA, ZLC, and ZSE</td>
<td>EED or DRK direct DESTINATION</td>
</tr>
<tr>
<td>LAS, VGT, HND, 61B, IFP, and IGM</td>
<td>DRK direct DESTINATION</td>
</tr>
<tr>
<td>LAX</td>
<td>JOLAR BXK direct DESTINATION</td>
</tr>
<tr>
<td>LGB</td>
<td>JOLAR BXK direct DESTINATION</td>
</tr>
<tr>
<td>PSP</td>
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<td>JOLAR BXK direct DESTINATION</td>
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<td>JOLAR BXK direct DESTINATION</td>
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<td>TRM</td>
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<td>UDD</td>
<td>JOLAR BXK direct DESTINATION</td>
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<td>MYF</td>
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<tr>
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</tr>
<tr>
<td>SEE</td>
<td>J2 GBN direct DESTINATION</td>
</tr>
<tr>
<td>NYL</td>
<td>J2 GBN direct DESTINATION</td>
</tr>
</tbody>
</table>
### Arriving: GEU / GYR from the East

<table>
<thead>
<tr>
<th>ARRIVALS</th>
<th>ROUTE</th>
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</thead>
<tbody>
<tr>
<td>Thru Northern ZAB</td>
<td>FLG DRK direct DESTINATION</td>
</tr>
<tr>
<td>Thru Southern ZAB</td>
<td>SSO TUS GBN direct DESTINATION</td>
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</tbody>
</table>

### Arriving: SDL/DVT from the West

<table>
<thead>
<tr>
<th>ORIGINATION</th>
<th>ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>LAX</td>
<td>NIDSE TIRON direct DESTINATION</td>
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<tr>
<td>LGB</td>
<td>NIDSE TIRON direct DESTINATION</td>
</tr>
<tr>
<td>PSP</td>
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<tr>
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<td>NIDSE TIRON direct DESTINATION</td>
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<tr>
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<td>NIDSE TIRON direct DESTINATION</td>
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<tr>
<td>TRM</td>
<td>NIDSE TIRON direct DESTINATION</td>
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<td>J2 GBN direct DESTINATION</td>
</tr>
<tr>
<td>NYL</td>
<td>J2 GBN direct DESTINATION</td>
</tr>
</tbody>
</table>

### DEPARTURE ROUTES for TURBOJET AIRCRAFT

Effective Sunday, February 1, 2015, 1700 MST (0000 UTC, February 2) through Monday, February 2, 2015, 2300 MST (0400 UTC, February 3).

Due to the expected heavy volume of departures, users must file the following routes. ATC will issue re-routes to aircraft not on these routes. In order to avoid departure delays, ATC may issue alternative departure routings.

### Departing: PHX to Northern AZ Airspace

**(SNOBL and YOTES Available for these Destinations Only)**

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<tr>
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### Departing: PHX West Destinations RNAV

**(SNOBL and YOTES not Available)**

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### Super Bowl XLIX Notices to Airmen

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<th>Departing: PHX West Destinations Conventional</th>
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<td>BOI</td>
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### Notices to Airmen

#### Super Bowl XLIX

| Departing: PHX Eastbound Destinations RNAV (SNOBL and YOTES not Available) |
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| **DESTINATION** | **ROUTE** |
| ZDV | LALUZ2 ABQ BRAZO |
| ZMP, ZAU, ZOB, ZKC, ZNY, ZBW | LALUZ2 ABQ J18 FTI |
| ZID, ZDC | IWA TCS CME |
| ZFW, ZME, ZTL, ZJX, ZMA | KATMN2 PHASE EWM |
| ZHU | KATMN2 PHASE ELP |

#### Departing: PHX Eastbound Destinations Conventional

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<td>ZID, ZDC</td>
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### Super Bowl XLIX Notices to Airmen

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**Departing: GEU / GYR Westbound RNAV**

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**Departing: SDL / DVT Northbound RNAV**

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### Departing: SDL Westbound Conventional

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### Notices to Airmen

#### VNY
- **BXK JAWSY EED**

#### CRQ
- **GBN J2 IPL**

#### MYF
- **GBN J2 IPL**

#### SAN
- **GBN J2 IPL**

#### SDM
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**Departing: SDL / DVT Eastbound RNAV**

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<td>SNA</td>
<td>IZZZO2 JOLAR CURIV J212 PSP</td>
</tr>
<tr>
<td>TRM</td>
<td>IZZZO2 JOLAR CURIV J212 DECAS</td>
</tr>
<tr>
<td>UDD</td>
<td>IZZZO2 JOLAR CURIV J212 DECAS</td>
</tr>
<tr>
<td>CRQ</td>
<td>JUDTH2 MOHAK J2 IPL</td>
</tr>
<tr>
<td>MYF</td>
<td>JUDTH2 MOHAK J2 IPL</td>
</tr>
<tr>
<td>SAN</td>
<td>JUDTH2 MOHAK J2 IPL</td>
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<tr>
<td>SDM</td>
<td>JUDTH2 MOHAK J2 IPL</td>
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<tr>
<td>SEE</td>
<td>JUDTH2 MOHAK J2 IPL</td>
</tr>
<tr>
<td>NYL</td>
<td>JUDTH2 MOHAK J2 BZA</td>
</tr>
</tbody>
</table>
### Departing: FFZ / IWA / CHD  Westbound Conventional

<table>
<thead>
<tr>
<th>DESTINATION</th>
<th>ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>OAK</td>
<td>ZEPER CHILY SISIE DOVEE BTY</td>
</tr>
<tr>
<td>PDX</td>
<td>ZEPER CHILY SISIE DOVEE BTY</td>
</tr>
<tr>
<td>SAC</td>
<td>ZEPER CHILY SISIE DOVEE BTY</td>
</tr>
<tr>
<td>SEA</td>
<td>ZEPER CHILY SISIE DOVEE BTY</td>
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</tr>
<tr>
<td>SJC</td>
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</tr>
<tr>
<td>SLC</td>
<td>ZEPER CHILY SISIE DOVEE MLF</td>
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<tr>
<td>ANC</td>
<td>ZEPER CHILY SISIE DOVEE MLF</td>
</tr>
<tr>
<td>BOI</td>
<td>ZEPER CHILY SISIE DOVEE MLF</td>
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<td>GEG</td>
<td>ZEPER CHILY SISIE DOVEE MLF</td>
</tr>
<tr>
<td>YYR</td>
<td>ZEPER CHILY SISIE DOVEE MLF</td>
</tr>
<tr>
<td>BUR</td>
<td>ZEPER CHILY EED</td>
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<td>FAT</td>
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<tr>
<td>SBA</td>
<td>ZEPER CHILY EED</td>
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<tr>
<td>VNY</td>
<td>ZEPER CHILY EED</td>
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<tr>
<td>LAS,VGT,HND,61B, IFP, and IGM</td>
<td>ZEPER CHILY SISIE IGM</td>
</tr>
<tr>
<td>LAX</td>
<td>BXK J4 TNP</td>
</tr>
<tr>
<td>LGB</td>
<td>BXK J212 PSP</td>
</tr>
<tr>
<td>ONT</td>
<td>BXK J212 PSP</td>
</tr>
<tr>
<td>PSP</td>
<td>BXK J212 PSP</td>
</tr>
<tr>
<td>SNA</td>
<td>BXK J212 PSP</td>
</tr>
<tr>
<td>TRM</td>
<td>BXK J212 DECAS</td>
</tr>
<tr>
<td>UDD</td>
<td>BXK J212 DECAS</td>
</tr>
<tr>
<td>CRQ</td>
<td>GBN J2 IPL</td>
</tr>
<tr>
<td>MYF</td>
<td>GBN J2 IPL</td>
</tr>
<tr>
<td>SAN</td>
<td>GBN J2 IPL</td>
</tr>
<tr>
<td>SDM</td>
<td>GBN J2 IPL</td>
</tr>
<tr>
<td>SEE</td>
<td>GBN J2 IPL</td>
</tr>
<tr>
<td>NYL</td>
<td>GBN J2 BZA</td>
</tr>
</tbody>
</table>

### Departing: IWA / CHD  Eastbound RNAV
(SNOBL and YOTES not Available)

<table>
<thead>
<tr>
<th>DESTINATION</th>
<th>ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZDV</td>
<td>LALUZ2 ABQ BRAZO</td>
</tr>
<tr>
<td>ZMP, ZAU, ZOB, ZKC, ZNY,ZBW</td>
<td>LALUZ2 ABQ J18 FTI</td>
</tr>
</tbody>
</table>
Super Bowl XLIX

Notices to Airmen

ZID, ZDC | IWA TCS CME
ZFW, ZME, ZTL, ZJX, ZMA | KATMN2 PHASE EWM
ZHU | KATMN2 PHASE ELP

**Departing: FFZ / IWA / CHD Eastbound Conventional**

<table>
<thead>
<tr>
<th>DESTINATION</th>
<th>ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>ZDV</td>
<td>SJN ABQ BRAZO</td>
</tr>
<tr>
<td>ZMP, ZAU, ZOB, ZKC, ZNY, ZBW</td>
<td>SJN ABQ J18 FTI</td>
</tr>
<tr>
<td>ZID, ZDC</td>
<td>IWA TCS CME</td>
</tr>
<tr>
<td>ZFW, ZME, ZTL, ZJX, ZMA</td>
<td>TFD SSO J4 EWM</td>
</tr>
<tr>
<td>ZHU</td>
<td>TFD SSO J2 ELP</td>
</tr>
</tbody>
</table>

**Departing: IWA / CHD Southbound RNAV**

(SNOBL and YOTES not Available)

<table>
<thead>
<tr>
<th>DESTINATION</th>
<th>ROUTE</th>
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</thead>
<tbody>
<tr>
<td>TUS</td>
<td>BNYRD2 BNYRD TFD TUS</td>
</tr>
<tr>
<td>MEXICO</td>
<td>BNYRD2 BNYRD TFD TUS J92</td>
</tr>
</tbody>
</table>

**Departing: FFZ / IWA / CHD Southbound Conventional**

<table>
<thead>
<tr>
<th>DESTINATION</th>
<th>ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>TUS</td>
<td>TFD TUS</td>
</tr>
<tr>
<td>MEXICO</td>
<td>TFD TUS J92</td>
</tr>
</tbody>
</table>

**AIRPORT INFORMATION**

Airport diagrams are available on the Internet at: http://www.faa.gov/air_traffic/flight_info/aeronav/

Practice approaches and touch-and-go/pilot training operations at Phoenix metropolitan airports may be limited or suspended from January 31 through February 2, 2015 due to the high volume of traffic associated with Super Bowl XLIX.

**FLIGHT PLANS AND WEATHER INFORMATION**

To ensure proper processing, flight plans should be filed at least 4 hours prior to departure.

**Lockheed Martin Automated Flight Service Station**

Telephone Flight Planning | 1-800-WX-BRIEF
AIRPORT RESERVATIONS

ARRIVAL AND DEPARTURE

PHOENIX, ARIZONA

EFFECTIVE 1501291200 UTC UNTIL 1502022359 UTC

Due to the high volume of air traffic to and from the Phoenix Metropolitan Area, a reservation will be required for arrivals and departures to and from the following airports for the dates and times listed below.

When you make your reservation you will receive a reservation number. Enter this number in the remarks section of your flight plan and use the reservation time as your proposed time when you file your flight plan.

IFR or VFR at PHX and SDL

PHOENIX SKY HARBOR INTERNATIONAL AIRPORT (PHX)

1501291300 UTC UNTIL 1502022359 UTC

For IFR/VFR arrival and departure reservations at PHX contact your preferred FBO;

<table>
<thead>
<tr>
<th>CUTTER AVIATION</th>
<th>SWIFT AVIATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>602.273.1237</td>
<td>602.273.3770</td>
</tr>
<tr>
<td><a href="http://www.cutteraviation.com">www.cutteraviation.com</a></td>
<td><a href="http://www.swiftaviation.com">www.swiftaviation.com</a></td>
</tr>
</tbody>
</table>

SCOTTSDALE AIRPORT (SDL)

1502012359 UTC UNTIL 1502022359 UTC

For IFR/VFR arrival and departure reservations at SDL contact your preferred FBO;

<table>
<thead>
<tr>
<th>LANDMARK AVIATION</th>
<th>SIGNATURE AVIATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>800.995.5387</td>
<td>480.951.2525</td>
</tr>
</tbody>
</table>

IFR at CHD, DVT, FFZ, GEU, GYR, and IWA

CHANDLER MUNICIPAL AIRPORT (CHD)

1501291300 UTC UNTIL 1501300400 UTC

For further information, contact:
FAA Albuquerque ARTCC
Traffic Management Unit
8000 Louisiana Blvd. NE
Albuquerque, NM, 87109
505-856-4540
1501301300 UTC UNTIL 1501310400 UTC
1501311300 UTC UNTIL 1502010400 UTC
1502011300 UTC UNTIL 1502012359 UTC
1502021300 UTC UNTIL 1502022359 UTC

For IFR arrival and departure reservations at CHD contact;

<table>
<thead>
<tr>
<th>CHANDLER AIR SERVICE</th>
<th>480.963.6420</th>
</tr>
</thead>
</table>

**PHOENIX DEER VALLEY AIRPORT (DVT)**

1501291300 UTC UNTIL 1501300700 UTC
1501301300 UTC UNTIL 1501310700 UTC
1501311300 UTC UNTIL 1502010700 UTC
1502011300 UTC UNTIL 1502022359 UTC

For IFR arrival and departure reservations at DVT contact your preferred FBO;

<table>
<thead>
<tr>
<th>ATLANTIC AVIATION</th>
<th>CUTTER AVIATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>623.869.0866</td>
<td>800.792.0952</td>
</tr>
</tbody>
</table>

**FALCON FIELD AIRPORT (FFZ)**

1501291300 UTC UNTIL 1501300400 UTC
1501301300 UTC UNTIL 1501310400 UTC
1501311300 UTC UNTIL 1502010400 UTC
1502011300 UTC UNTIL 1502020700 UTC
1502021300 UTC UNTIL 1502022359 UTC

For IFR arrival and departure reservations at FFZ contact your preferred FBO;

<table>
<thead>
<tr>
<th>FALCON EXECUTIVE AVIATION</th>
<th>HELIPONENTS INC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>800.237.2359</td>
<td>480.981.8300</td>
</tr>
<tr>
<td><a href="http://www.falconaviation.com">www.falconaviation.com</a></td>
<td><a href="http://www.heliponentsinc.com">www.heliponentsinc.com</a></td>
</tr>
</tbody>
</table>

**GLENDALE MUNICIPAL AIRPORT (GEU)**

1501291300 UTC UNTIL 1501300330 UTC
1501301300 UTC UNTIL 1501310330 UTC
1501311300 UTC UNTIL 1502010500 UTC
1502011300 UTC UNTIL 1502020900 UTC
1502021300 UTC UNTIL 1502022359 UTC

For IFR arrival and departure reservations at GEU contact;

<table>
<thead>
<tr>
<th>GLendale Aero Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>623.877.3333</td>
</tr>
<tr>
<td>[<a href="http://www.gaz-az.com">www.gaz-az.com</a>]</td>
</tr>
</tbody>
</table>

NOTE. If departing IFR after GEU tower closes, contact LUKE RAPCON at 623.856.7361

**PHOENIX GOODYEAR AIRPORT (GYR)**

1501291300 UTC UNTIL 1501300400 UTC
1501301300 UTC UNTIL 1501310400 UTC
1501311300 UTC UNTIL 1502010400 UTC
1502011300 UTC UNTIL 1502020900 UTC
1502021300 UTC UNTIL 1502022359 UTC

For IFR arrival and departure reservations at GYR contact

<table>
<thead>
<tr>
<th>Lux Air Jet Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>623.932.1200</td>
</tr>
<tr>
<td>[<a href="http://www.luxairjetcenters.com">www.luxairjetcenters.com</a>]</td>
</tr>
</tbody>
</table>

NOTE. If departing IFR after GYR tower closes contact LUKE RAPCON at 623.856.7361

**PHOENIX-MESA GATEWAY AIRPORT (IWA)**

1501291200 UTC UNTIL 1501300700 UTC
1501301200 UTC UNTIL 1501310700 UTC
1501311200 UTC UNTIL 1502010700 UTC
1502011200 UTC UNTIL 1502020800 UTC
1502021200 UTC UNTIL 1502022359 UTC

For IFR arrival and departure reservations at IWA contact;

<table>
<thead>
<tr>
<th>Gateway Aviation Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>480.988.7700</td>
</tr>
<tr>
<td>[<a href="http://www.phxmesagateway.org/aboutgas.aspx">www.phxmesagateway.org/aboutgas.aspx</a>]</td>
</tr>
</tbody>
</table>
ASPEN SKI SEASON 2014-2015

Traffic Management Initiatives

Aspen-Pitkin County/Sardy Field Airport (ASE)

The FAA will not be utilizing a Special Traffic Management Program (STMP), also known as a slot reservation program, at the Aspen (ASE) airport, for the upcoming 2014/2015 ski season. In lieu of the STMP, the FAA will manage the traffic volume with other traffic management initiatives such as playbook routings, miles-in-trail, and ground delay initiatives.

Note: The elimination of the STMP will not create additional capacity which is driven by weather conditions, aircraft parking availability, and arrival and departure demand throughout the day.

Operators should expect similar ramp and air traffic capacity that existed in past years. As such, operators are encouraged to file early and avoid peak traffic periods from 1800-2100 UTC (1100-1400 MST). During the peak holiday season, operators planning flights into ASE should be prepared for significant en route and arrivals delays. In the event of a ground delay initiative, operators may also incur lengthy departure delays to Aspen. Additionally the likelihood of ground stops exists if the parking areas reach capacity or to mitigate airspace saturation.

IFR flights operating into ASE should file an appropriate preferred route between the hours of 1500-0100 UTC (0800-1800 MST) daily:

- OCS EKR TRUEL DBL KASE
- LAS J146 DVC PITMN DBL KASE
- CIM ELWAY DBL KASE
- PWE GLD PUB ELWAY DBL KASE
- DTA EKR TRUEL DBL KASE
- INW DVC PITMN DBL KASE
- LNK HCT FQF DBL KASE
- GCK PUB ELWAY DBL KASE

During periods of peak arrival traffic when a ground delay initiative is in effect, pilots unable to obtain an Expect Departure Clearance Time that will allow them to arrive prior to curfew should file to their alternate and make a request for a change of destination on the first Denver ARTCCr frequency. Denver ARTCC will make every attempt to accommodate these requests which may require extensive airborne delays. If Denver ARTCC is unable to accommodate the change of destination, these flights will be expected to continue to their filed destination.

Be aware that on days of peak departure and arrival demand, late afternoon departure delays could prevent your departure before curfew.
EAGLE SKI SEASON 2014-2015

Traffic Management Initiatives

Eagle County Regional Airport (EGE)

The FAA will not be utilizing a Special Traffic Management Program (STMP), also known as a slot reservation program, at the Eagle (EGE) airport, for the upcoming 2014/2015 ski season.

In lieu of the STMP, the FAA will manage the traffic volume with other traffic management initiatives such as playbook routings, miles-in-trail, and ground delay initiatives.

Note: The elimination of the STMP will not create additional capacity which is driven by weather conditions, aircraft parking availability, and arrival and departure demand throughout the day.

Operators should expect similar ramp and air traffic capacity that existed in past years. As such, operators are encouraged to file early and avoid peak traffic periods from 1800-2100 UTC (1100-1400 MST). During the peak holiday season, operators planning flights into EGE should be prepared for significant en route and arrivals delays. In the event of a ground delay initiative, operators may also incur lengthy departure delays to EGE. Additionally the likelihood of ground stops exists if the parking areas reach capacity or to mitigate airspace saturation.

IFR flights operating into EGE should file an appropriate preferred route between the hours of 1500-0100 UTC (0800-1800 MST) daily:

<table>
<thead>
<tr>
<th>Route 1</th>
<th>Route 2</th>
<th>Route 3</th>
<th>Route 4</th>
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</thead>
<tbody>
<tr>
<td>OCS EKR RLG KEGE</td>
<td>DTA EKR RLG KEGE</td>
<td>INW DVC JNC RIL JESIE KEGE</td>
<td>GCK GLD TXC AVVVS RLG KEGE</td>
</tr>
<tr>
<td>LAS J146 DVC JNC JESIE RLG KEGE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ABQ DVC JNC JESIE RLG KEGE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ICT HYS GLD TXC AVVVS RLG KEGE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNK HCT AKO AVVVS RLG KEGE</td>
<td></td>
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</tr>
</tbody>
</table>
RIFLE SKI SEASON 2014-2015

Traffic Management Initiatives

Rifle Garfield County Airport (RIL)

The FAA will not be utilizing a Special Traffic Management Program (STMP), also known as a slot reservation program, at the Rifle (RIL) airport, for the upcoming 2014/2015 ski season.

In lieu of the STMP, the FAA will manage the traffic volume with other traffic management initiatives such as playbook routings, miles-in-trail, and ground delay initiatives.

Note: The elimination of the STMP will not create additional capacity which is driven by weather conditions, aircraft parking availability, and arrival and departure demand throughout the day.

Operators should expect similar ramp and air traffic capacity that existed in past years. During the peak holiday season, operators planning flights into RIL should be prepared for significant en route and arrivals delays. In the event of a ground delay initiative, operators may also incur lengthy departure delays to RIL. Additionally the likelihood of ground stops exists if the parking areas reach capacity or to mitigate airspace saturation.

IFR flights operating into RIL should file an appropriate preferred route between the hours of 1500-0100 UTC (0800-1800 MST) daily:

<table>
<thead>
<tr>
<th>OCS EKR KRIL</th>
<th>DTA EKR KRIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>LAS HVE JNC KRIL</td>
<td>INW JNC KRIL</td>
</tr>
<tr>
<td>ABQ DVC JNC KRIL</td>
<td>CIM DVC JNC KRIL</td>
</tr>
<tr>
<td>ONL LAR EKR KRIL</td>
<td>SLN HYS GLD FQF DBL KRIL</td>
</tr>
<tr>
<td>ICT HYS GLD FQF DBL KRIL</td>
<td></td>
</tr>
</tbody>
</table>
FOLDS OF HONOR QUICKTRIP 500  
NASCAR SPRINT CUP SERIES EVENT  
HAMPTON, GEORGIA  
February 26 – March 1, 2015  
SPECIAL AIR TRAFFIC PROCEDURES

In anticipation of a large number of aircraft operating to and from the Hampton, Georgia area in conjunction with this event, the following procedures will be used to enhance safety and minimize air traffic delays.

The Federal Aviation Administration will NOT operate a temporary control tower at the Atlanta South Regional Airport (4A7).

FREQUENCIES

<table>
<thead>
<tr>
<th>ATLANTA APPROACH CONTROL</th>
</tr>
</thead>
<tbody>
<tr>
<td>EAST of V97 and SOUTH of V18</td>
</tr>
<tr>
<td>WEST of V97 and SOUTH of V18</td>
</tr>
<tr>
<td>EAST of V97 and NORTH of V18</td>
</tr>
<tr>
<td>WEST of V97 and NORTH of V18</td>
</tr>
</tbody>
</table>

IFR ARRIVAL PROCEDURES

All IFR ARRIVALS should be prepared to enter the VFR traffic pattern. Please be PROMPT with your IFR cancellation on frequency 128.57.

PREFERRED IFR ARRIVAL ROUTES / ALTITUDES

<table>
<thead>
<tr>
<th>DEPARTURE AIRPORT</th>
<th>ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLT, JQF</td>
<td>CAE..IRQ..BELYO..CANUK..4A7</td>
</tr>
<tr>
<td>RUQ GSO, INT, EXX, MTV, SVH</td>
<td>BZM..SUG.V20.MADDI..4A7</td>
</tr>
<tr>
<td>HKY, AVL, VJI, TRI</td>
<td>SUG.V20.MADDI..4A7</td>
</tr>
</tbody>
</table>

Due to the high volume of traffic in the vicinity of Atlanta, aircraft may expect a final altitude no higher than FL220.

IFR DEPARTURE PROCEDURES

All IFR aircraft departing after the race on March 1, 2015 are encouraged to file flight plans with a 1615 LCL (2115 UTC) proposed departure time. Atlanta Center will ensure these flight plans will not expire prior to 0100 UTC on March 2nd.

Aircraft departing 4A7 should request a clearance through Atlanta TRACON (A80). In order to reduce frequency congestion during high volume traffic periods, requests for clearances should be made via
telephone at 678-364-6131 or 770-487-3893. All clearances issued via telephone will be HOLD FOR RELEASE. Request for release should not be made until you are in the number one position and ready for immediate departure.

PREFERRED IFR DEPARTURE ROUTES / ALTITUDES

Note: Due to the complexity and volume associated with this event, users should anticipate dynamic reroutes and altitude assignments to expedite departure. This may be especially relevant for aircraft landing HKY, SVH, MTV, EXX, and AVL. Pilots are advised not to circumvent these preferred routes as they are intended to balance the departure operation and minimize delays.

<table>
<thead>
<tr>
<th>DESTINATION</th>
<th>ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLT, JQF, RUQ</td>
<td>4A7..EATWO..GRD.UNARM1.destination</td>
</tr>
<tr>
<td>HKY, SVH</td>
<td>4A7..NOTWO..HRS..SUG..BZM..destination</td>
</tr>
<tr>
<td>GSO, INT</td>
<td>4A7..EATWO..SPA.BROOK2.destination</td>
</tr>
<tr>
<td>MTV, EXX</td>
<td>4A7..NOTWO..HRS..SUG..BZM..destination</td>
</tr>
<tr>
<td>AVL</td>
<td>4A7..NOTWO..HRS..SUG..AVL</td>
</tr>
<tr>
<td>TRI, VJI</td>
<td>4A7..NOTWO..HRS..SOT..HMV..destination</td>
</tr>
</tbody>
</table>

Weather and traffic conditions may require the use of alternate routes.

Air Traffic demand in the vicinity of Atlanta and Charlotte may require aircraft to be assigned a final altitude no higher than FL230.

VFR DEPARTURE /IFR PICKUP PROCEDURES

(For aircraft departing 4A7)

Due to the extremely high volume of traffic in the Atlanta area, follow these procedures unless an emergency situation exists:

- Squawk 1200 on departure.

- Aircraft are cautioned to remain clear of the Atlanta Class B airspace.

- If planning an IFR pick-up, ensure that an IFR flight plan is on file with Flight Service. Due to complexity associated with the departure event, the ability to provide IFR pick-up service may be limited within 100NM of 4A7. Except in emergency situations, IFR airfile clearances will not be issued within 100 miles of 4A7.

TEMPORARY FLIGHT RESTRICTION

A Temporary Flight Restrictions (TFR) will be in effect for this event, see FDC NOTAM 4/3621 for details.

GENERAL INFORMATION

Multiple aircraft types, including helicopters, blimps, and banner-tow aircraft, will be operating in the area. Pilots are advised to use extreme caution while operating in the vicinity of 4A7. Pilots are reminded to obtain current FDC and Local NOTAM information prior to operating in the area.
LOCKHEED MARTIN FLIGHT SERVICES

Pilot briefing and flight planning services are available online through the Lockheed Martin Pilot Portal at [https://www.1800wxbrief.com/Website/](https://www.1800wxbrief.com/Website/) or by telephoning Lockheed Martin Flight Service at 1-800-WX-BRIEF (1-800-992-7433). Press 1 for a briefer, then press 4-2-1 for Georgia.

Contact Macon Radio on 122.6 or 122.2 for VFR flight plan activation and closure. In-flight pilot reports are encouraged on these frequencies or 122.0.

REMEMBER TO CLOSE YOUR FLIGHT PLAN
MASTERS GOLF TOURNAMENT
SPECIAL AIR TRAFFIC PROCEDURES
AUGUSTA, GEORGIA AREA

APRIL 5 – 14, 2015

THESE PROCEDURES MAY BE REVISED OR UNAVAILABLE AT THE TIME OF THE EVENT. PILOTS SHOULD CHECK NOTAMS AND TRAFFIC ADVISORIES PRIOR TO DEPARTURE TO ENSURE THE MOST CURRENT INFORMATION. THIS NOTAM DOES NOT SUPERCEDE RESTRICTIONS PERTAINING TO THE USE OF AIRSPACE CONTAINED IN FDC NOTAMS.

Due to the large number of aircraft operating in the Augusta, Georgia area during the Masters Golf Tournament, the following special air traffic procedures will be used to minimize air traffic delays and enhance safety:

TRAFFIC MANAGEMENT INITIATIVES

A variety of Traffic Management initiatives may be utilized during the 2015 event. They include, but are not limited to, reroutes, miles-in-trail, altitude restrictions, ground stops, and ground delay programs. Additional initiatives may be required to/from the following airports:

<table>
<thead>
<tr>
<th>AIRPORT</th>
<th>LOCATION</th>
<th>IDENTIFIER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Augusta Regional Airport at Bush Field</td>
<td>Augusta, GA</td>
<td>AGS</td>
</tr>
<tr>
<td>Aiken Municipal Airport</td>
<td>Aiken, SC</td>
<td>AIK</td>
</tr>
<tr>
<td>Daniel Field Airport</td>
<td>Augusta, GA</td>
<td>DNL</td>
</tr>
<tr>
<td>Thomson-McDuffie County Airport</td>
<td>Thomson, GA</td>
<td>HQU</td>
</tr>
</tbody>
</table>

FLIGHT PLAN FILING

In order to receive advanced navigation (RNAV) procedures / routings, please ensure that the correct PBN capability qualifier, in the ICAO format, is utilized when filing your flight plan. Flight plans without the correct ICAO RNAV designators will be assigned conventional procedures.

PREFERRED IFR ARRIVAL ROUTINGS
(Effective April 5, 2015 through April 13, 2015)

Jet and turboprop aircraft to AGS, DNL, HQU, or AIK should file one of the following preferred routes:

<table>
<thead>
<tr>
<th>RESTRICTION</th>
<th>ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>AOA 150</td>
<td>ATL AHN V417 MSTRS AGS</td>
</tr>
<tr>
<td>ZTL internal departures only</td>
<td>AT</td>
</tr>
</tbody>
</table>
### Notices to Airmen

<table>
<thead>
<tr>
<th>AOA 150</th>
<th>MEM VUZ ATL AHN V417 MSTRS AGS. Expect to cross ATL at FL240.</th>
</tr>
</thead>
<tbody>
<tr>
<td>AOA 150</td>
<td>IGB VUZ ATL AHN V417 MSTRS AGS. Expect to cross ATL at FL240.</td>
</tr>
<tr>
<td>AOA 150</td>
<td>BNA ATL AHN V417 MSTRS AGS. Expect to cross ATL at FL240.</td>
</tr>
<tr>
<td>AOA 150</td>
<td>MEI MGM ATL AHN V417 MSTRS AGS. Expect to cross ATL at FL240.</td>
</tr>
<tr>
<td>AOA 150</td>
<td>GCV MGM ATL AHN V417 MSTRS AGS. Expect to cross ATL at FL240.</td>
</tr>
</tbody>
</table>

**ZTL internal departures only**

| None | ODF AHN V417 MSTRS AGS |

None

| None | VXV SOT SUG GRD IRQ AGS. Expect to cross 40NM North of VXV AOB FL330. |
|None | PSK SUG GRD IRQ AGS. Expect to cross 40NM South of BULEY AOB FL330. |
|None | GSO STWRT2 AGS. Expect to cross GSO AOB FL300. |

**Assigned by ZJX**

| None | CAE STWRT2 AGS |

None

| None | ALD STUGE3 AGS |

None

| AOB 100 | PSK SPA GRD IRQ AGS. Expect to cross PSK AOB FL300. |
| AOB 100 | MCN060 MCN060045 AGS |
| AOB 100 | GRD IRQ AGS |

### Masters Golf Tournament

| AOB 100 | CAE CAE235 CAE235040 AGS |

**HQU**

<table>
<thead>
<tr>
<th>RESTRICTION</th>
<th>ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>AOA 150</td>
<td>ATL AHN HQU</td>
</tr>
<tr>
<td>ZTL internal departures only</td>
<td>ODF AHN HQU</td>
</tr>
</tbody>
</table>

| AOA 150 | MEM VUZ ATL AHN HQU. Expect to cross ATL AOB FL210. |
| AOA 150 | IGB VUZ ATL AHN HQU. Expect to cross ATL AOB FL210. |
| AOA 150 | BNA ATL AHN HQU. Expect to cross ATL AOB FL210. |
| AOA 150 | MEI MGM MCN V56 HARLE HQU. Expect to cross MCN AOB FL110. |

| AOA 150 | GCV MGM MCN V56 HARLE HQU. Expect to cross MCN AOB 11,000 feet. |

**ZTL internal departures only**

| South of J52 to AMG | MCN V56 HARLE HQU. Expect to cross MCN AOB 11,000 feet. |

None

| None | VXV SOT SUG GRD IRQ HQU. Expect to cross 40NM North of VXV AOB FL330. |
|None | GSO CAE V325 BLANE IRQ HQU. Expect to cross GSO AOB FL300. |

**Assigned by ZJX**

<p>| ALD NORMS CAE V325 BLANE IRQ HQU |</p>
<table>
<thead>
<tr>
<th>RESTRICTION</th>
<th>ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>AOA 150</td>
<td>ATL AHN V325 BLANE IRQ DNL</td>
</tr>
<tr>
<td>ZTL internal departures only</td>
<td>MEM VUZ ATL AHN V325 BLANE IRQ DNL. Expect to cross ATL at FL240.</td>
</tr>
<tr>
<td>AOA 150</td>
<td>IGB VUZ ATL AHN V325 BLANE IRQ DNL. Expect to cross ATL at FL240.</td>
</tr>
<tr>
<td>AOA 150</td>
<td>BNA ATL AHN V325 BLANE IRQ DNL. Expect to cross ATL at FL240.</td>
</tr>
<tr>
<td>AOA 150</td>
<td>MEI MGM MCN V56 IRQ DNL. Expect to cross MCN AOB FL110 DNL.</td>
</tr>
<tr>
<td>AOA 150</td>
<td>GCV MGM MCN V56 IRQ DNL. Expect to cross 50W OF MCN at FL240.</td>
</tr>
<tr>
<td>None</td>
<td>VXV SOT SUG GRD IRQ DNL. Expect to cross 40NM North of VXV AOB FL330.</td>
</tr>
<tr>
<td>ZTL internal departures only</td>
<td>ELW GRD IRQ DNL</td>
</tr>
<tr>
<td>South of J52 to AMG</td>
<td>MCN V56 IRQ DNL. Expect to cross MCN AOB 11,000 feet.</td>
</tr>
<tr>
<td>None</td>
<td>GSO CAE V325 BLANE IRQ DNL. Expect to cross GSO AOB FL300.</td>
</tr>
<tr>
<td>Assigned by ZJX</td>
<td>ALD NORMS CAE V325 BLANE IRQ DNL</td>
</tr>
<tr>
<td>None</td>
<td>PSK SPA GRD IRQ DNL. Expect to cross PSK AOB FL300.</td>
</tr>
<tr>
<td>AOB 100</td>
<td>GRD IRQ DNL</td>
</tr>
</tbody>
</table>

### AIK

<table>
<thead>
<tr>
<th>RESTRICTION</th>
<th>ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>AOA 150</td>
<td>ATL AHN V325 BLANE AIK</td>
</tr>
<tr>
<td>ZTL internal departures only</td>
<td>MEM VUZ ATL AHN V325 BLANE AIK. Expect to cross ATL at FL240.</td>
</tr>
<tr>
<td>AOA 150</td>
<td>IGB VUZ ATL AHN V325 BLANE AIK. Expect to cross ATL at FL240.</td>
</tr>
<tr>
<td>AOA 150</td>
<td>BNA ATL AHN V325 BLANE AIK. Expect to cross ATL at FL240.</td>
</tr>
<tr>
<td>AOA 150</td>
<td>MEI MGM ATL AHN V325 BLANE AIK. Expect to cross ATL at FL240.</td>
</tr>
</tbody>
</table>
AOA 150 | GCV MGM ATL AHN V325 BLANE AIK. Expect to cross ATL at FL240.
ZTL internal departures only | ELW GRD AIK
ZTL internal departures only | MCN V56 IRQ AIK
None | VXV SOT SUG CAE AIK. Expect to cross 40NM North of VXV AOB FL330.
None | GSO CAE AIK. Expect to cross GSO AOB FL300.
None | PSK CAE AIK. Expect to cross PSK AOB FL300.
Assigned by ZJX | ALD NORMS CAE AIK

POTENTIAL HOLDING

Aircraft may be required to hold inbound due to weather or other constraints. As a general rule, pilots can expect to hold south of the IRQ VORTAC.

VFR ARRIVALS

VFR arrivals may expect lengthy delays outside Augusta Class D airspace during peak traffic periods. VFR advisory service within the Augusta terminal area will be on a workload-permitting basis.

IFR ARRIVALS TO DNL:

IFR aircraft are requested to cancel IFR with AGS approach as soon as they get DNL in sight. The pilot is not required to cancel his/her IFR flight plan while airborne.

DEPARTURE PROCEDURES

AUGUSTA REGIONAL AIRPORT (AGS) - All departing aircraft contact clearance delivery on 118.2. Advise if IFR or VFR.

DO NOT CALL GROUND CONTROL TO TAXI until you are the number one aircraft that can enter a taxiway from the ramp or parking area.

DO NOT LEAVE RAMP / PARKING AREA until you have received taxi instructions and, if IFR, have received a clearance.

DO NOT CALL THE TOWER FOR DEPARTURE until you are in the number one position for the runway.

RAMP / PARKING areas are considered uncontrolled.

DANIEL FIELD (DNL) - All departing aircraft contact ground control on 121.175. Advise if IFR or VFR. During periods when DNL ATCT is not operational, IFR aircraft should attempt to use HQU GCO number to secure an IFR clearance – 706-771-1777.

AIKEN MUNICIPAL (AIK) - All departing IFR aircraft contact Augusta Approach Control on 126.075 for IFR clearance prior to departure.
THOMSON-MCDUFFIE (HQU) – IFR aircraft should attempt to call HQU GCO number to secure an IFR clearance – 706-771-1777.

**PREFERRED IFR DEPARTURE ROUTINGS**

*Jet and turboprop aircraft* filed out of AGS, DNL, HQU, or AIK should file one of the following preferred routes:

**Note:** Aircraft cleared via the SAMMI, DOVER, KAOLN, MISTY, NDINA, AZALA, or RDBUD SID(s) must remain on the published heading until advised by ATC. Aircraft cleared via the JUNPR or CHATT SID(s) may proceed on course after the last waypoint.

### AGS and AIK - RNAV aircraft

<table>
<thead>
<tr>
<th>TYPE RESTRICTION</th>
<th>ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>JUNPR3 MCN or JUNPR3 AMG then on course</td>
</tr>
<tr>
<td>Turbojets only</td>
<td>KAOLN4 – expect on course with Atlanta ARTC Center (ZTL)</td>
</tr>
<tr>
<td>Turbojets only</td>
<td>CHATT3 HOGAP or CHATT3 GSO then on course</td>
</tr>
<tr>
<td>None</td>
<td>SAMMI2 SAMMI – expect on course with Jacksonville ARTC Center (ZJX) via CAE, ISO, or RDU</td>
</tr>
<tr>
<td>Turbojets only</td>
<td>DOVER3 DOVER – expect on course with ZJX</td>
</tr>
<tr>
<td>Non-turbojets only</td>
<td>RDBUD2 RDBUD – expect on course with GSP TRACON</td>
</tr>
</tbody>
</table>

### AGS and AIK - CONVENTIONAL NAV aircraft

<table>
<thead>
<tr>
<th>TYPE RESTRICTION</th>
<th>ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
<td>IRQ199R KNINE IRQ199050 - expect on course with ZTL</td>
</tr>
<tr>
<td>Turbojets only</td>
<td>IRQ222R KAOLN - expect on course with ZTL</td>
</tr>
<tr>
<td>Turbojets only</td>
<td>IRQ032R CHATT – expect on course with ZTL</td>
</tr>
<tr>
<td>None</td>
<td>IRQ084R SAMMI - expect on course with ZJX via CAE, ISO, or RDU</td>
</tr>
<tr>
<td>Turbojets only</td>
<td>IRQ154R DOVER - expect on course with ZJX</td>
</tr>
</tbody>
</table>

### DNL and HQU - RNAV aircraft

<table>
<thead>
<tr>
<th>TYPE RESTRICTION</th>
<th>ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turbojets only</td>
<td>MISTY4 HADOC – expect on course with ZTL</td>
</tr>
<tr>
<td>Turbojets only</td>
<td>CHATT3 HOGAP or CHATT3 GSO then on course</td>
</tr>
<tr>
<td>None</td>
<td>SAMMI2 SAMMI - expect on course with ZJX</td>
</tr>
<tr>
<td>Non-turbojets only</td>
<td>AZALA2 AZALA - expect on course with GSP TRACON</td>
</tr>
<tr>
<td>Non-turbojets only</td>
<td>NDINA3 NDINA - expect on course with ATL TRACON</td>
</tr>
</tbody>
</table>
DNL and HQU - CONVENTIONAL NAV aircraft

<table>
<thead>
<tr>
<th>TYPE RESTRICTION</th>
<th>ROUTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Turbojets only</td>
<td>IRQ235R MISTY HADOC - expect on course with ZTL</td>
</tr>
<tr>
<td>None</td>
<td>IRQ032R CHATT - expect on course with ZTL</td>
</tr>
<tr>
<td>None</td>
<td>IRQ084R SAMMI - expect on course with ZJX</td>
</tr>
<tr>
<td>Non-turbojets only</td>
<td>IRQ247R ANNAN - expect on course with ZTL or Atlanta TRACON</td>
</tr>
<tr>
<td>Non-turbojets only</td>
<td>radar vector towards GRD - expect on course with ZTL or GSP TRACON</td>
</tr>
</tbody>
</table>

VFR DEPARTURES / IFR PICKUP

VFR departures should not expect to obtain an IFR clearance within 100 miles of AGS.

IFR OVERFLIGHTS

IFR overflights below 16,000 feet MSL expect a routing to avoid the Augusta area.

VFR ARRIVALS AND DEPARTURES TO/FROM DNL:

VFR arrivals and departures operating to/from DNL are advised to operate between the IRQ250Radial and the IRQ010Radial:

AIR TRAFFIC CONTROL TOWER INFORMATION

The FAA Air Traffic Control Tower at Augusta Regional (AGS) will be operational during the following time periods:

<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME (EDT)</th>
<th>TIME (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 6– 11</td>
<td>0600 - 2300</td>
<td>1000 – 0300</td>
</tr>
<tr>
<td>April 12</td>
<td>0600 - 0000</td>
<td>1000 – 0400</td>
</tr>
<tr>
<td>April 13</td>
<td>0600 - 2300</td>
<td>1000 – 0300</td>
</tr>
</tbody>
</table>

The Daniel Field Airport General Aviation Commission will operate a Temporary Air Traffic Control Tower at Daniel Field (DNL) during the following time periods:

<table>
<thead>
<tr>
<th>DATE</th>
<th>TIME (EDT)</th>
<th>TIME (UTC)</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 8 - 11</td>
<td>0700 – 2000</td>
<td>1100 – 0000</td>
</tr>
<tr>
<td>April 12</td>
<td>0700 – 2100</td>
<td>1100 - 0100</td>
</tr>
</tbody>
</table>

FREQUENCIES

- **DNL ATCT** –(Radio Call “DANIEL TOWER”) 124.85 MHz
- DNL Ground Control 121.175 MHz
- DNL Clearance Delivery 133.125 MHz
- Macon AFSS 122.3 MHz
RESTRICTED OPERATIONS

Formation flights, cargo flights, training flights, practice approaches, and touch-and-go operations may be prohibited April 6 - 13, 2015 at Augusta area airports.

COLUMBIA METROPOLITAN AIRPORT (CAE)

Arrivals to CAE transitioning from the west can expect to cross MONET at 13,000 feet and 250 knots with the following route:

IRQ V155 WIDER CAE

LOCKHEED MARTIN FLIGHT SERVICES

Pilot briefing and flight planning services are available online through the Lockheed Martin Pilot Portal at https://www.1800wxbrief.com/Website/ or by telephoning Lockheed Martin Flight Service at 1-800-WX-BRIEF (1-800-992-7433). Press 1 for a briefer, then press 4-2-1 for Georgia.

Contact Macon Radio on 122.3 in the Augusta, Georgia area for VFR flight plan activation and closure.

Contact Flight Service on the following frequencies for in-flight briefing services:

<table>
<thead>
<tr>
<th>DIRECTION FROM AUGUSTA, GA</th>
<th>FREQUENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>North</td>
<td>122.625 MHz</td>
</tr>
<tr>
<td>East</td>
<td>122.45 MHz</td>
</tr>
<tr>
<td>South</td>
<td>122.6 MHz</td>
</tr>
<tr>
<td>West</td>
<td>122.4 MHz</td>
</tr>
<tr>
<td>Northwest</td>
<td>122.55 MHz</td>
</tr>
</tbody>
</table>

In-flight pilot reports are encouraged on these frequencies or 122.0

*Remember to close your flight plan*
Section 5. Airshows
2015 U.S. & CANADIAN MILITARY AERIAL AIRCRAFT/PARACHUTE DEMONSTRATIONS

During CY 2015, the U.S. and Canadian Military Aerial Demonstration Teams (Thunderbirds, Blue Angels, Snowbirds, and Golden Knights) will be performing on the dates and locations listed below.

*Pilots should expect Temporary Flight Restrictions (TFR) in accordance with 14 CFR Section 91.145, Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events. The dimensions and effective times of the TFRs may vary based upon the specific aerial demonstration event and will be issued via the U.S. NOTAM system. Pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding these airspace restrictions.*

The currently scheduled 2015 aerial demonstration locations, subject to change without notice, are:

<table>
<thead>
<tr>
<th>DATE</th>
<th>USAF Thunderbirds</th>
<th>USN Blue Angels</th>
<th>USA Golden Knights</th>
<th>Canadian Snowbirds</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 22</td>
<td>Daytona Beach, Florida</td>
<td>2015 Schedule TBD</td>
<td>2015 Schedule TBD</td>
<td></td>
</tr>
<tr>
<td>March 8</td>
<td>Las Vegas, Nevada</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>14</td>
<td>NAF El Centro, California</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>14-15</td>
<td>Titusville, Florida</td>
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</tr>
<tr>
<td></td>
<td>21-22</td>
<td>Lancaster, California</td>
<td>Melbourne, Florida</td>
<td></td>
</tr>
<tr>
<td></td>
<td>28-29</td>
<td>Keesler AFB, Mississippi</td>
<td>Tuscaloosa, Alabama</td>
<td></td>
</tr>
<tr>
<td>April 11-12</td>
<td>Tyndall AFB, Florida</td>
<td>MCAS Beaufort, South Carolina</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>18</td>
<td>Louisville, Kentucky</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>18-19</td>
<td>NAS Corpus Christi, TX</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>25-26</td>
<td>Lakeland, Florida</td>
<td>Vidalia, Georgia</td>
<td></td>
</tr>
<tr>
<td>May 2-3</td>
<td>Dyess AFB, Texas</td>
<td>Barksdale AFB, Louisiana</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>9-10</td>
<td>Millville, New Jersey</td>
<td>Davenport, Iowa</td>
<td></td>
</tr>
<tr>
<td></td>
<td>16-17</td>
<td>Seymour Johnson AFB, North Carolina</td>
<td>Westover ARB, Massachusetts</td>
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<tr>
<td></td>
<td>20</td>
<td>U.S. Naval Academy, Maryland</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>22</td>
<td>U.S. Naval Academy, Maryland</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>Location</td>
<td>City</td>
<td></td>
<td></td>
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<td>-----------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Air Force Academy, Colorado</td>
<td>North Kingstown, Rhode Island</td>
<td></td>
<td></td>
</tr>
<tr>
<td>30-31</td>
<td>Aurora, Colorado</td>
<td>Rockford, Illinois</td>
<td></td>
<td></td>
</tr>
<tr>
<td>June 6-7</td>
<td>Waco, Texas</td>
<td>Ocean City, Maryland</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13-14</td>
<td>Whiteman AFB, Missouri</td>
<td>Latrobe, Pennsylvania</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20-21</td>
<td>Dayton, Ohio</td>
<td>Evansville, Indiana</td>
<td></td>
<td></td>
</tr>
<tr>
<td>27-28</td>
<td>Mankato, Minnesota</td>
<td>Traverse City, Michigan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>July 4-5</td>
<td>Traverse City, Michigan</td>
<td>Eau Claire, Wisconsin</td>
<td></td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Pensacola Beach, Florida</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>11-12</td>
<td>Gary, Indiana</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-19</td>
<td>Niagara Falls, New York</td>
<td>Hillsboro, Oregon</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Cheyenne, Wyoming</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>25-26</td>
<td>Milwaukee, Wisconsin</td>
<td>Fargo, North Dakota</td>
<td></td>
<td></td>
</tr>
<tr>
<td>August 1-2</td>
<td>Seattle, Washington</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>8-9</td>
<td>La Crosse, Wisconsin</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>15-16</td>
<td>Ellsworth AFB, South Dakota</td>
<td>Chicago, Illinois</td>
<td></td>
<td></td>
</tr>
<tr>
<td>22-23</td>
<td>Date Reserved-Location TBD</td>
<td>Kansas City, Missouri</td>
<td></td>
<td></td>
</tr>
<tr>
<td>29-30</td>
<td>Midland, Texas</td>
<td>Ypsilanti, Michigan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>September 1-2</td>
<td>Atlantic City, New Jersey</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5-6</td>
<td>Brunswick, Maine</td>
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<td>MCB Hawaii, Hawaii</td>
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<td>Jacksonville Beach, Florida</td>
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<td>6-7</td>
<td>Moody AFB, Georgia</td>
<td>NAS Pensacola, Florida</td>
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Note: Dates and locations are scheduled “show dates” only and do not reflect arrival or practice date TFR periods that may precede the specific aerial demonstration events listed above. Again, pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding any airspace restrictions.
= Cutoff dates for submitting NOTAMs to AJV–21 for next publication. (Twenty–three (23) days before effective date.)

= Effective dates and cutoff dates for submitting information to the Publications Staff, AJV–8 for next publication. (Twenty–eight (28) days before next effective date.)