



LAKELAND, FLORIDA  
APRIL  
21-26  
2009

**SPRING BREAK FOR PILOTS!™**

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 **SUN n FUN**  
AN AIRCRAFT ADVENTURE  
"It's a whole 'nother story!"

**2009 SUN 'N FUN FLY-IN**  
**Lakeland, Florida**  
**April 19-26, 2009**

**NO RADIO (NORDO) AIRCRAFT**  
**NOT AUTHORIZED**

*(except Ultralights)*

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

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## SAFETY NOTICES

- ➔ No Radio (**NORDO**) aircraft are **NOT AUTHORIZED** (except Ultralights)
- ➔ This notice does not supersede restrictions pertaining to the use of airspace contained in FDC NOTAMs. Pilots are reminded to **CHECK NOTAMs** frequently to obtain the most current information.
- ➔ Pilots shall adhere to all published LAL arrival/departure procedures and to all ATC instructions. Failure to do so may jeopardize your safety and the safety of others.
- ➔ To insure clear and concise communications with ATC, pilots are requested to **CARRY A COPY OF THE 2009 SUN 'N FUN NOTAM** aboard their aircraft.
- ➔ **ALL** pilots operating in central Florida should be aware of and use caution for large number of aircraft operating to and from the Lakeland area during the Sun 'n Fun Fly-In.
- ➔ **ALL VFR** departures requesting **airborne activation of IFR flight plans or VFR flight following** in the central Florida area should use published procedures. (*See: IFR Pick Up/VFR Flight Following- page 29*)
- ➔ When weather at Lakeland or along your route of flight is **MARGINAL VFR**, it is **STRONGLY** suggested that you file IFR off your departure airport and **RECEIVE YOUR IFR CLEARANCE/DEPARTURE RELEASE ON THE GROUND**. Tampa, Orlando, and Jacksonville Approaches may not be able to issue IFR pick-up clearances due to traffic volume and complexity.
- ➔ Lakeland Linder Regional Airport (**LAL**) **Runway 5/23 CLOSED** from 0800 EDT (1200 UTC) April 16 through 1700 EDT (2100 UTC) April 28.

## **LAKELAND LINDER REGIONAL AIRPORT (LAL)**

### **AIRPORT MANAGER'S SPECIAL NOTICE**

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

Special procedures will be in effect **ONLY** from 0700-2000 EDT (1100-0000 UTC) April 19 through April 26, 2009.

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

Student training flights are highly discouraged during this event. This includes student solo cross country flights, touch-and-go landings, low approaches, and practice instrument approaches.

Tie downs are required.

**SOUTH SIDE OF AIRPORT CLOSED DAILY** from **1930 until 0700 EDT** (2330-1100 UTC) April 19-26, 2009.

### **RUNWAY CLOSURE/NAVAID OUTAGES**

**Runway 5/23** will be **CLOSED** from 0800 EDT (1200 UTC) April 16 through 1700 EDT (2100 UTC) April 28. Several taxiways will be closed as indicated by orange cones.

The ILS and NDB Runway 5 will be shut down and GPS Runway 5 Approach will not be authorized April 16 through April 28.

VOR/RNAV Runway 9 approaches are **NOT AUTHORIZED** April 19 through April 28.

### **AIRPORT CLOSURE**

Lakeland Linder Regional Airport will be closed daily, April 21 through April 26 during Aerobatics Demonstrations. Arrivals and departures are not permitted during these periods **EXCEPT** when prior permission has been granted by the Airport Manager, Sun 'n Fun, and ATC.

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

## AIRSHOW OPERATIONS

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

<b>AIR SHOW SCHEDULE</b>				
<b>DAY</b>	<b>DATE</b>	<b>TIME (EDT)</b>	<b>TIME (UTC)</b>	<b>DURATION</b>
Tuesday	April 21	1445–1800	1845-2200	3.25
Wednesday	April 22	1445–1800	1845-2200	3.25
Thursday	April 23	1445–1800	1845-2200	3.25
Friday	April 24	1345–1800	1745-2200	4.25
		1945-2200	2345-0200	2.25
Saturday	April 25	1345-1800	1745-1800	4.25
Sunday	April 26	1345-1800	1745-1800	4.25

**NOTE-**

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

## TEMPORARY FLIGHT RESTRICTIONS

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

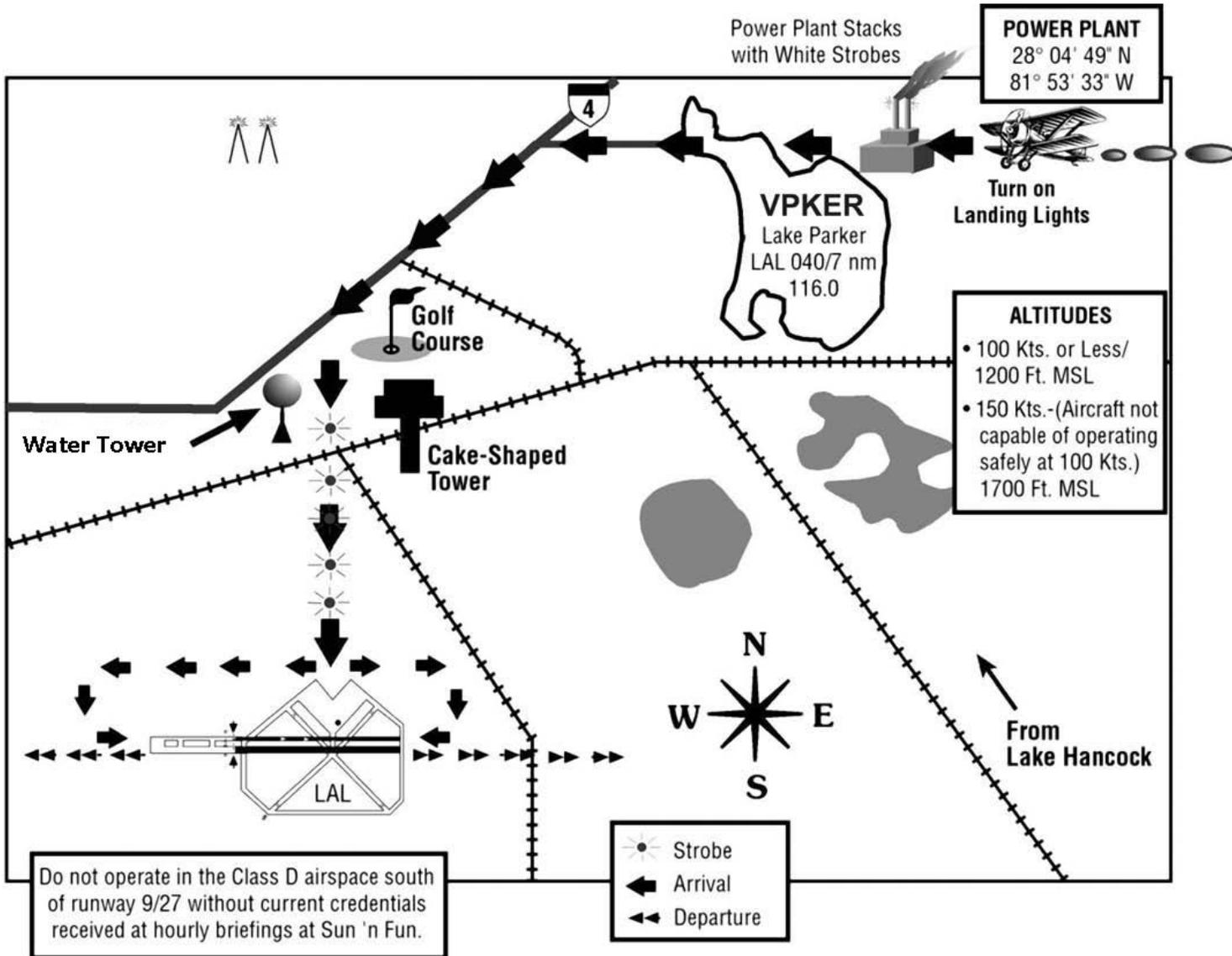
[www.tfr.faa.gov](http://www.tfr.faa.gov)

## LAKELAND FREQUENCIES

<b>USE</b>	<b>FREQUENCY (MHz)</b>
Lakeland Arrival ATIS	128.525
Lakeland Departure ATIS	118.025
Lake Parker Arrival	124.5
Lakeland Ground Control	121.4
Lakeland <b>IFR</b> Ground Control	127.1
Sun 'n Fun Ground Advisory	126.075
Lakeland Helicopter	123.025
Lakeland VOR	116.0
Warbird Parking Advisory	125.025
Lakeland UHF	225.45
Lakeland Tower North	127.95
Lakeland Tower South	119.25
Lakeland FSS	122.05
Runway 9L/27R Departure Monitor	133.225
Runway 9R/27L Departure Monitor	135.35

## LAKE PARKER VFR ARRIVAL PROCEDURES

**ALL AIRCRAFT ARE EXPECTED TO USE THE  
SUN 'N FUN – LAKE PARKER ARRIVAL PROCEDURES.**



**NOTE-**

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

## **LAKE PARKER ARRIVAL PROCEDURES (Continued)**

When you are twenty (20) miles from Lakeland, listen to the ATIS, 128.525 MHz, for landing and special information.

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



## LAKE PARKER ARRIVAL PROCEDURES (Continued)

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

MONITOR Lake Parker Arrival on 124.5.

Fly westerly over the power plant smokestack with white strobe lights located at the north end of Lake Parker. Expect heavy air traffic in this area.

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

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



## **LAKE PARKER ARRIVAL PROCEDURES** ***(Continued)***

From the power plant, stay single file with safe spacing on the aircraft ahead. Depart the power plant flying westbound, crossing over the interstate highway (I-4). Turn southbound, keeping the golf course on your left and the water tower on your right.



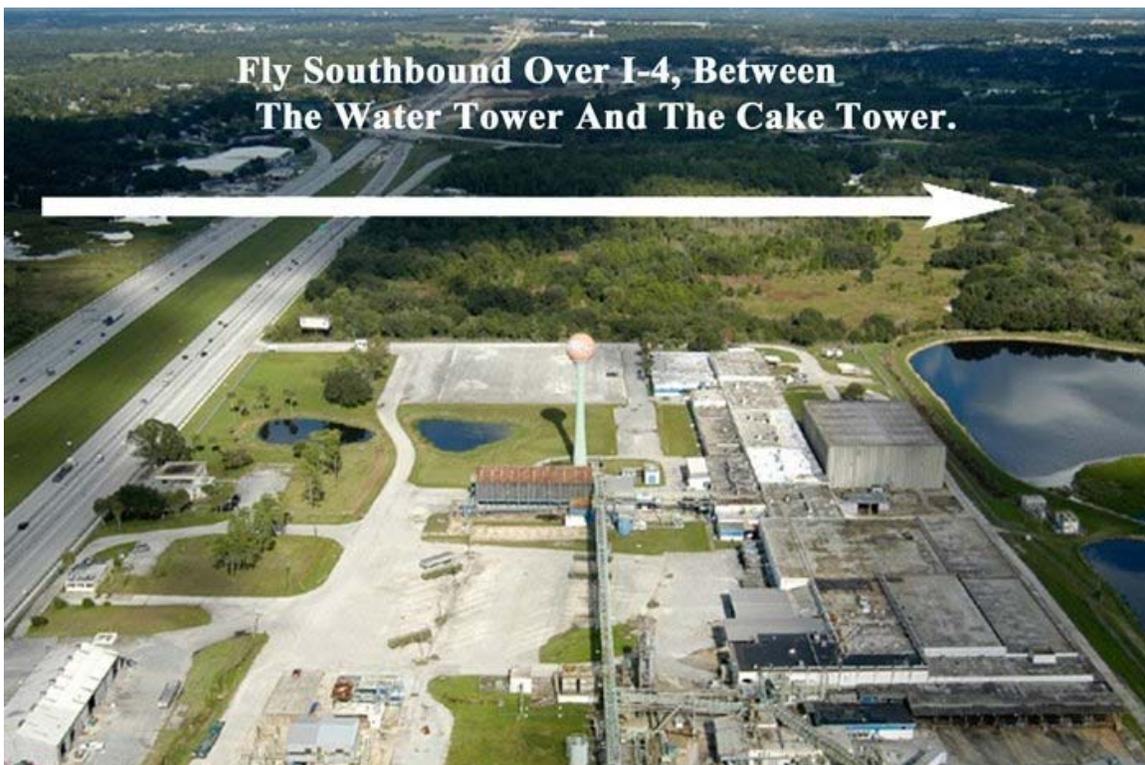
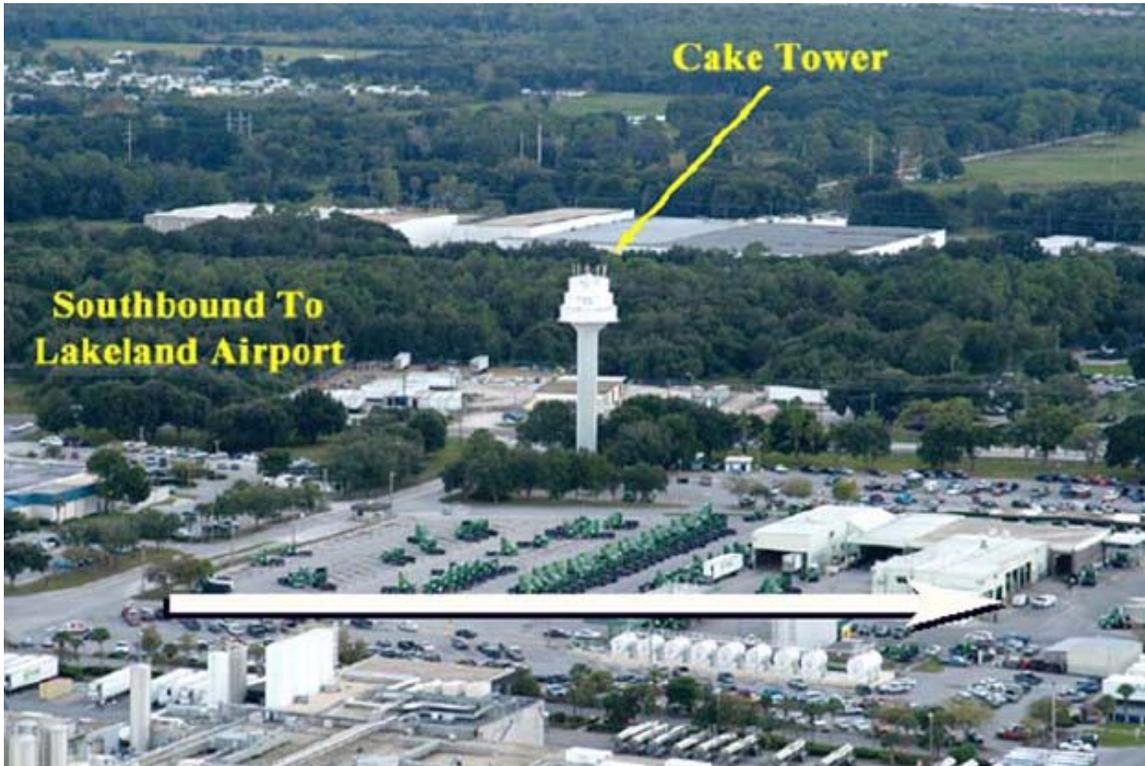
## **LAKE PARKER ARRIVAL PROCEDURES** *(Continued)*

You will be approximately 3.5 miles north of Lakeland Airport. Immediately after passing the golf course, turn left due southbound. Fly direct to the Lakeland Airport. Keep the water tower well off your right and the cake-shaped water tower well off your left.



**IMPORTANT: REMAIN IN TRAIL to the airport. NO side-by-side separation.**

**LAKE PARKER ARRIVAL PROCEDURES**  
*(Continued)*



## LAKE PARKER AND LAKE HANCOCK VFR HOLDING PROCEDURES

### VFR HOLDING AT LAKE PARKER

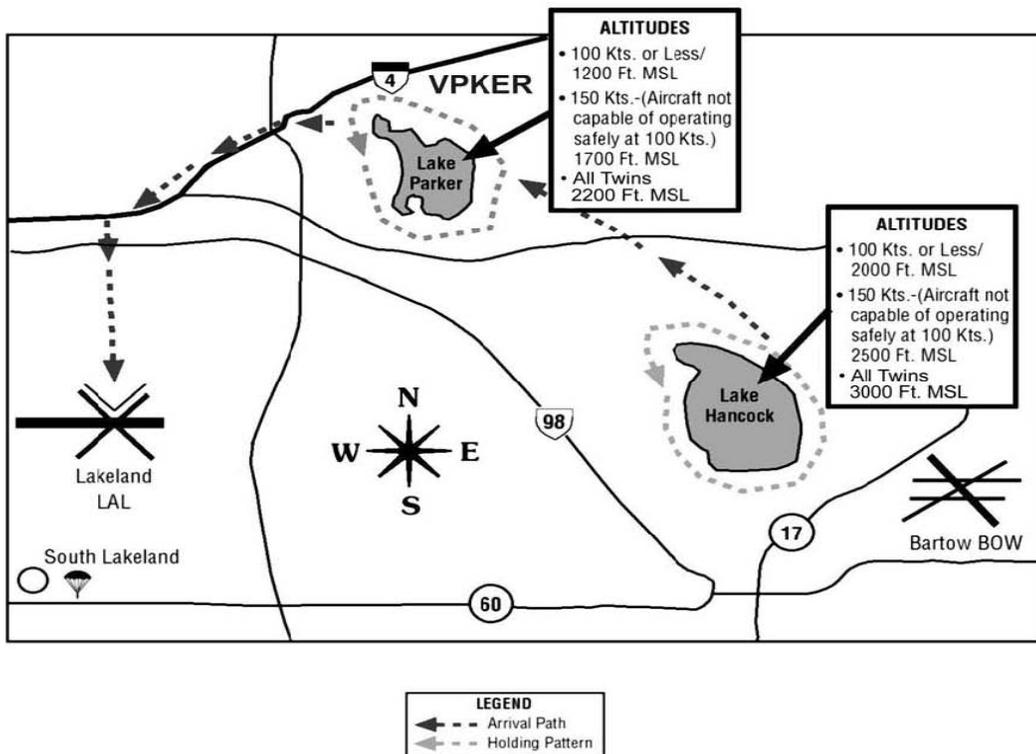
If VFR holding becomes necessary, the Lake Parker holding pattern will be used. A lead aircraft will be instructed to turn left and proceed southbound over the west shore of Lake Parker, continuing counter clockwise around the lake. All other aircraft will be instructed to follow the leader in single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

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

### VFR HOLDING AT LAKE HANCOCK

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

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



## TRAFFIC PATTERN

### Downwind:

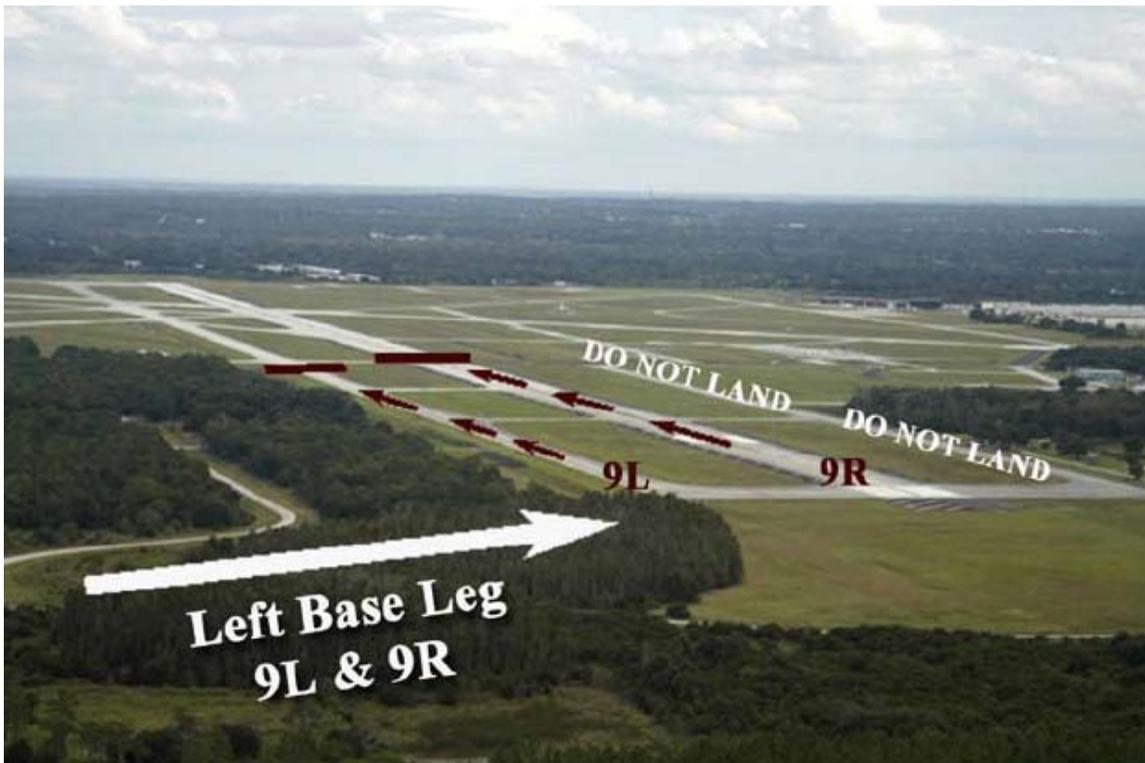
Fly directly toward the **BLUE-ROOFED** terminal building. Plan to turn downwind **prior** to the blue-roofed terminal building.

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



**TRAFFIC PATTERN**  
*(Continued)*

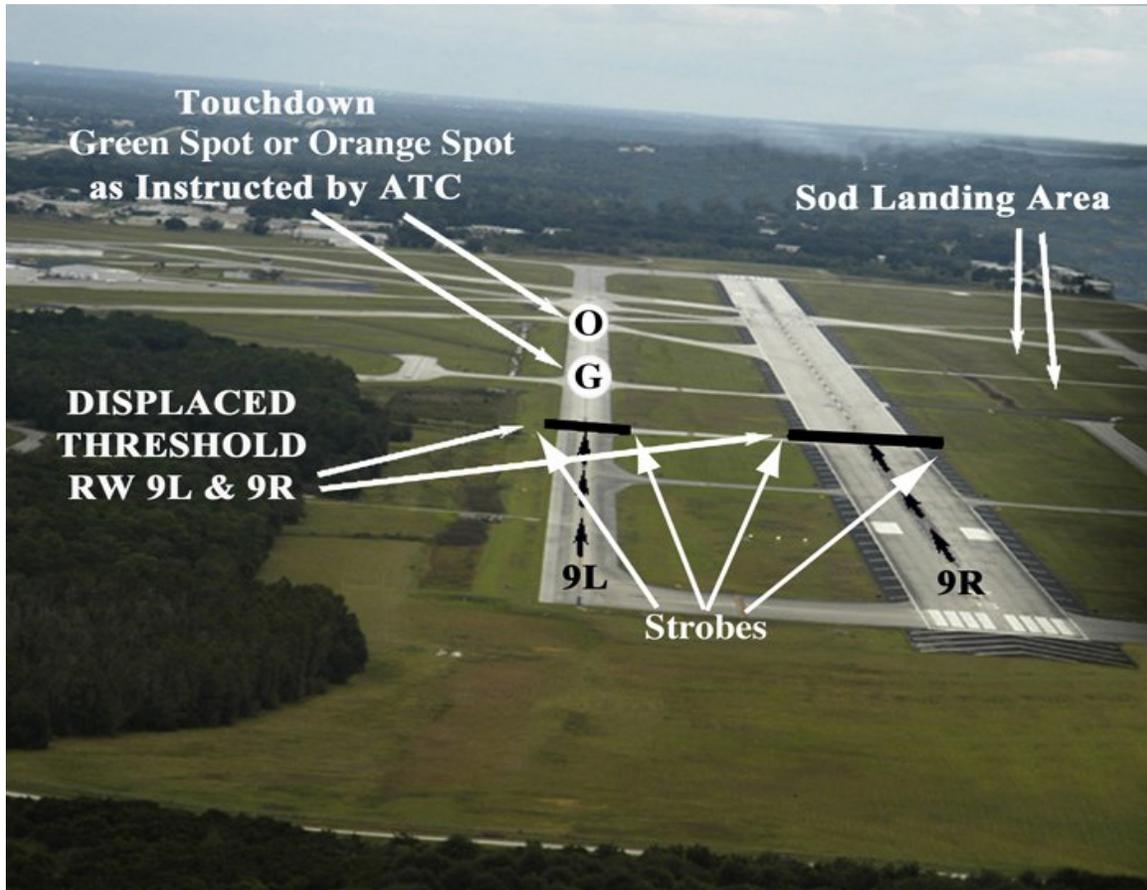
**Base Leg Runways 9L or 9R:**



## TRAFFIC PATTERN (Continued)

### Runways 9L or 9R:

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



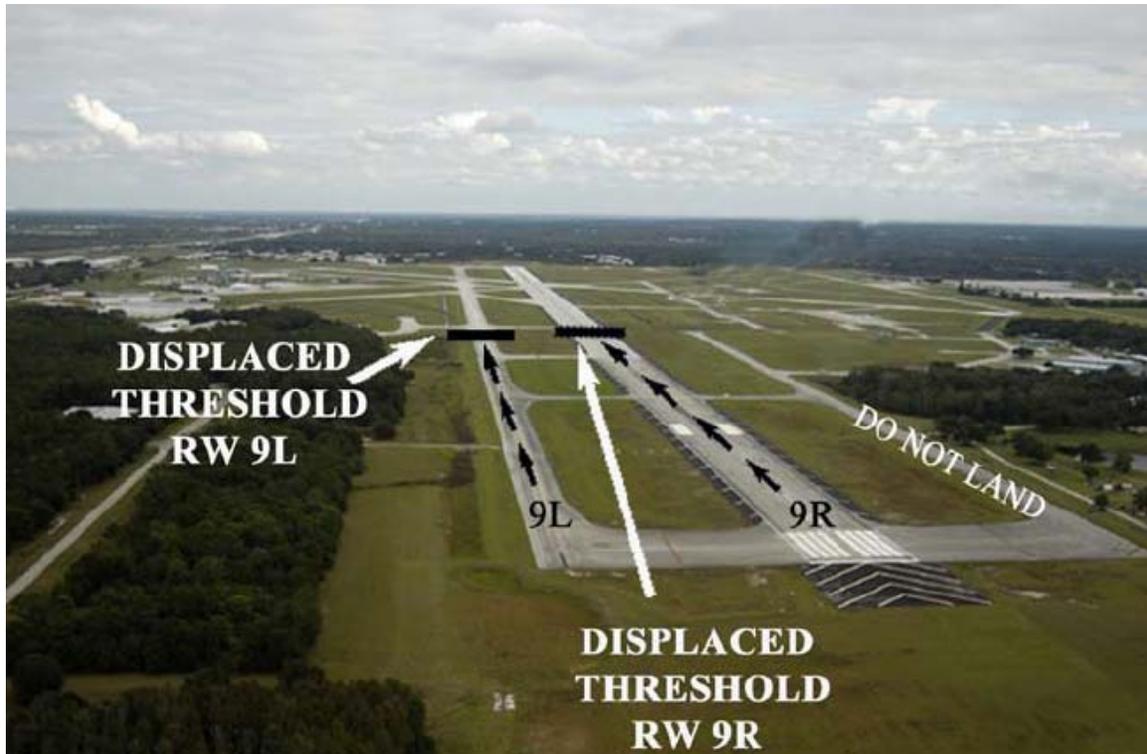
### **IMPORTANT -**

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

## DISPLACED THRESHOLD

### Runways 9L or 9R:

Pay close attention to the location of the **DISPLACED** thresholds on Runways 9L and 9R. They will be identified by flashing strobes located on each side of both runways.



### ***IMPORTANT –***

***Runway 9R has a displaced threshold. If you require the full length (8000ft) advise the tower. Use caution for numerous aircraft in the fly-by pattern, ultralights, and other operations at and below 2000 ft MSL south of Runway 9R/27L.***

## LANDING

### **Runways 9L or 9R:**

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



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

All landing traffic must remain alert for possible go around.

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

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

## **LANDING** *(Continued)*

### **Runways 27L or 27R:**



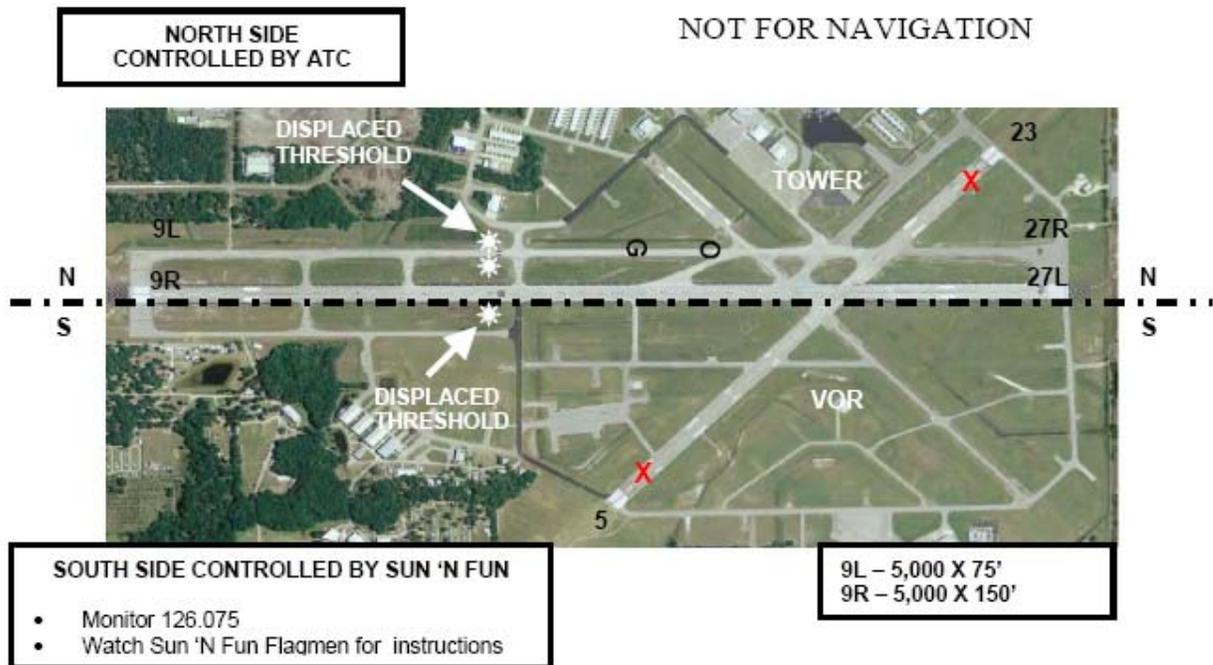
Aircraft landing 27R, roll to the end of the runway or follow air traffic control instructions.

## AFTER TOUCHDOWN

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

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

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



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

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

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

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

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

**NOTE:**

*South side of airport closed from 1930 - 0700 LCL.*

## **WINDSHIELD PARKING SIGNS**

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

### **ABBREVIATIONS**

<b>Abbreviation</b>	<b>Meaning</b>
<b>GAC</b>	General Aviation Camping Area
<b>GAP</b>	General Aviation Parking Area
<b>HB</b>	Homebuilt Parking Area
<b>HC</b>	Handicapped Parking
<b>SP</b>	Seaplane Parking Area
<b>VAC</b>	Vintage Aircraft Camping/Parking
<b>ONC</b>	Overnight Camping

Parking sign example:



## LAKELAND VFR DEPARTURES



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

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

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

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

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

## **VFR DEPARTURES** *(Continued)*

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



**GATOR**  
*Ground Air Traffic Operational Remote*

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

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

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

## WARBIRD SOUTH ARRIVALS

Warbird aircraft using this procedure shall contact Lakeland Tower on frequency 119.25 MHz when ten (10) miles due south of the Lakeland Linder Regional Airport. Pilot should state “Warbird south arrival, color and type aircraft, position”.

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

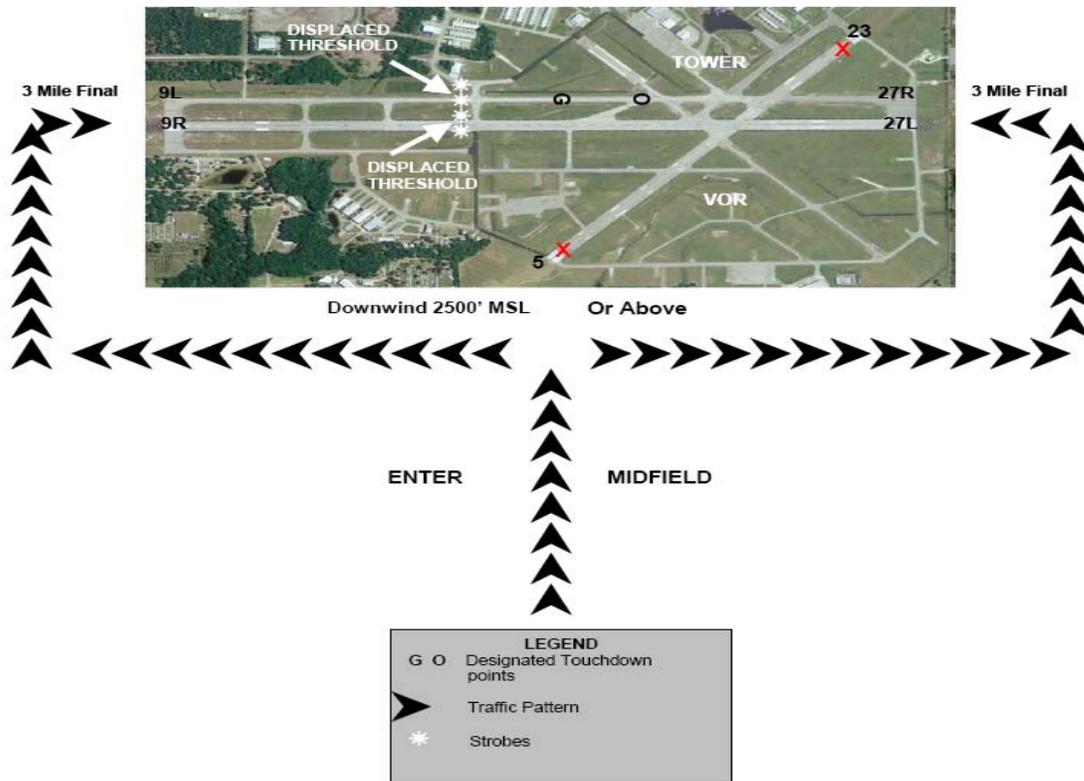
Aircraft are expected to approach the airport from the south for a mid-field downwind leg entry to either Runway 9R or 27L, as instructed. Remain at or above 2,500 feet MSL until turning a wide base leg to at least a three (3) mile final.

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

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

### **IMPORTANT –**

***Runway 9R has a displaced threshold. If you require the full length (8000ft) advise the tower. Use caution for numerous aircraft in the fly-by pattern, ultralights, and other operations at and below 2000 ft MSL south of Runway 9R/27L.***



## LAKELAND HELICOPTER ARRIVALS AND DEPARTURES



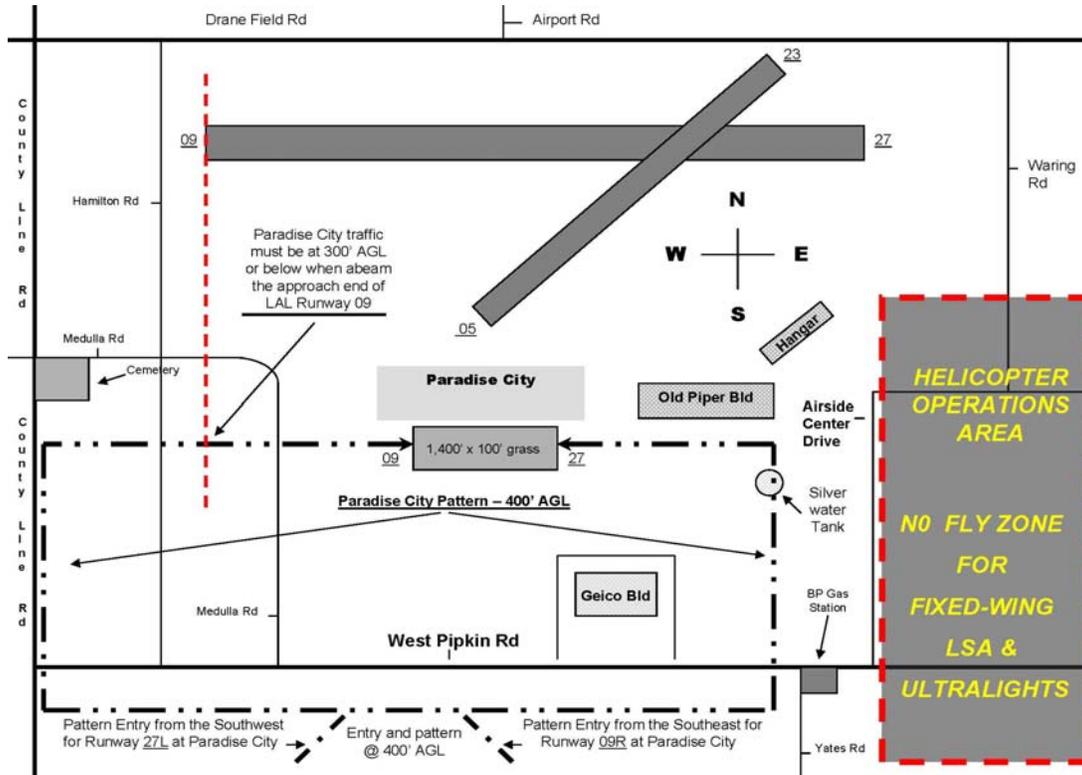
Arriving and departing helicopters shall enter and exit the area from the southeast, at or below 500 feet AGL, remaining east of the large airport buildings.

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

MONITOR Lakeland Tower on 119.25 until crossing the east/west road on the south airport boundary, then contact Sun 'n Fun Helicopter Advisory on 123.025 for parking instructions.

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

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



This Procedure shall be used by ultralight and light sport aircraft at the Paradise City grass strip. The ultralight/LSA grass landing strip runway 08/26 is 1400 ft by 100 ft and is available from 0700-1830 EDT (1100-2230 UTC) April 19 through April 26. Any operations outside this time period must have prior approval from the Lakeland Air Traffic Manager at (863) 648-3305.

### **Only VFR Daytime Operations are authorized.**

All Paradise City inbound traffic shall approach Lakeland Linder Regional Airport from the south at 400 feet AGL, entering the Paradise City pattern on the downwind leg at a forty-five (45) degree angle.

**Do NOT fly north of the centerline of the Paradise City runway or east of Airside Center Drive under any circumstances.** Be alert for heavy traffic in the airspace surrounding LAL.

Be alert for helicopters operations at the same altitudes just east of the area reserved for ultralight/LSA operations.

Radio equipped arriving aircraft monitor 119.25 until north of the east/west road on the south airport boundary.

## **LAKE AGNES SPLASH-IN AT FANTASY OF FLIGHT**

Landings on Lake Agnes at Fantasy of Flight (281014N/08148880W) for the purpose of camping in conjunction with the Sun 'n Fun Fly-In will be available from April 20 through April 26, 2009.

April 23 is the official day of the Splash-In including a fly-by to Lakeland Linder Field and contests open to all seaplanes. A MANDATORY briefing for fly-by and contest participants will be held at Lake Agnes on April 23 (time to be announced).

With the exception of April 23, daily flying is allowed as follows:

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

## IFR PROCEDURES

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

### TRAFFIC MANAGEMENT

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

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

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

DAILY	Tuesday, April 21 - Sunday, April 26, 2009 0700 - 1959 EST (1100 - 2359 UTC)
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Traffic management initiatives for this event are designed to provide equitable airspace access. To maintain program integrity and minimize delays, airborne changes of destination to above listed airports will not be accepted within 200nm of destination, except in emergency situations. Duplicate flight plans (same time/call sign) to multiple airport destinations are subject to removal from the system.

### IFR TRAFFIC

Due to increased over flight traffic along the southeastern coast and ARTCC radar limitations, effective April 19 – April 26, 2009, southbound traffic filed over CHS via V1 should request 8,000' or above. Traffic filed V1 at 6,000' and below will be rerouted via V437.

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

**NOTE-**

*Please be familiar with the Sun 'n Fun – Lake Parker Arrival and Departure Procedures (2009).*

## **IFR ARRIVALS**

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

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

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

## **IFR DEPARTURES**

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

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

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

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

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

## IFR PICK UP/VFR FLIGHT FOLLOWING PROCEDURES

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

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

***IMPORTANT-***

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

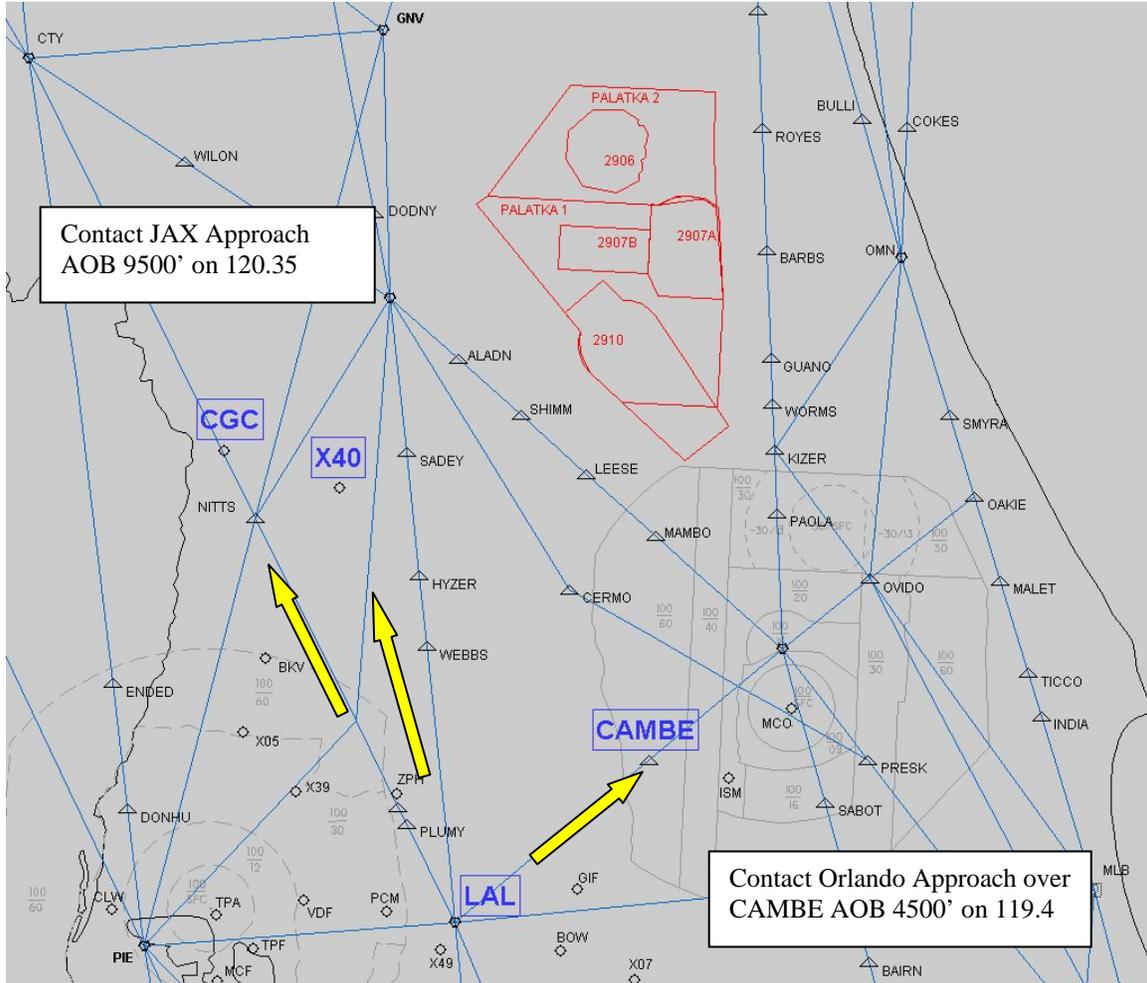
**Orlando Approach** is unable to retrieve flight plan information or activate IFR clearances for aircraft requesting an IFR pick up that file off the Lakeland area airports. Aircraft departing VFR from the LAL area destined to the east coast or northeast must file a flight plan showing **CAMBE** intersection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

**Jacksonville Approach** is unable to retrieve flight plan information or activate IFR clearances for aircraft requesting an IFR pick up that file off the Lakeland area airports. Aircraft departing VFR from the LAL area destined to the north or northwest must file a flight plan showing either **CGC (Crystal River)** or **X40 (Inverness)** as their departure point in order to receive airborne IFR clearance. Enter **AIRFILE** or **IFR PICK UP** in the remarks section of the flight plan. Approximately ten (10) miles south of CGC/X40, **MONITOR** first then contact Jacksonville Approach at or below 9,500 feet on 120.35.

**Tampa Approach** may be unable to issue an IFR pick up clearance due to heavy traffic volume if you depart VFR from one of the Lakeland area airports.

Due to anticipated frequency congestion, aircraft not complying with these procedures should not expect to receive either an airborne IFR pickup clearance or VFR flight following until **north of the Florida/Georgia border**.

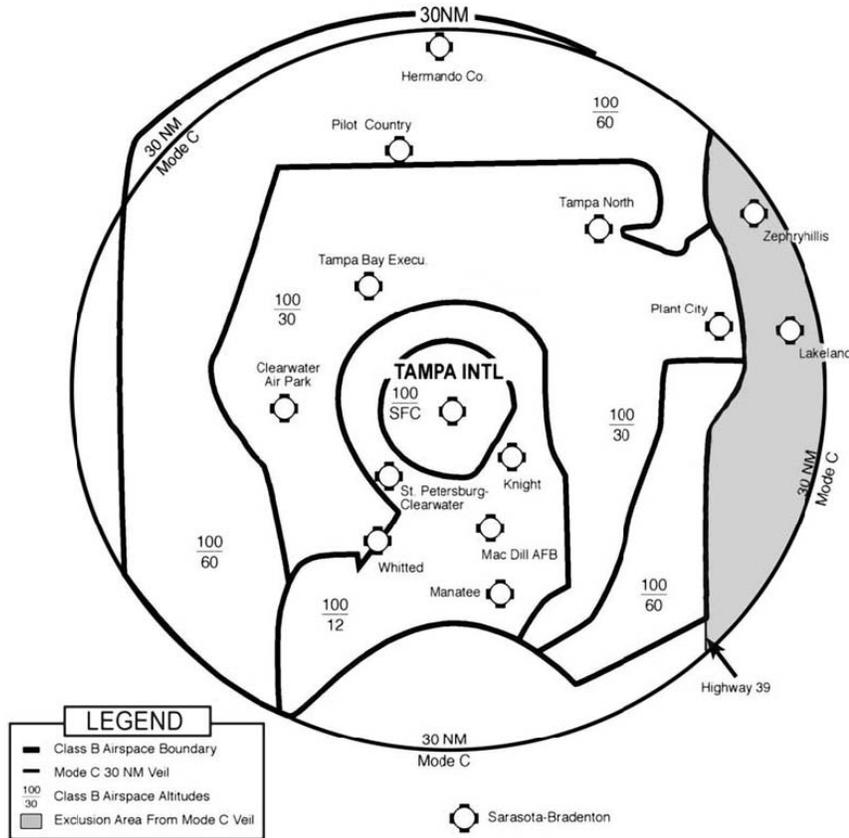
## IFR PICK UP/VFR FLIGHT FOLLOWING (Continued)



## REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT

### TAMPA AREA

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



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

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

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

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

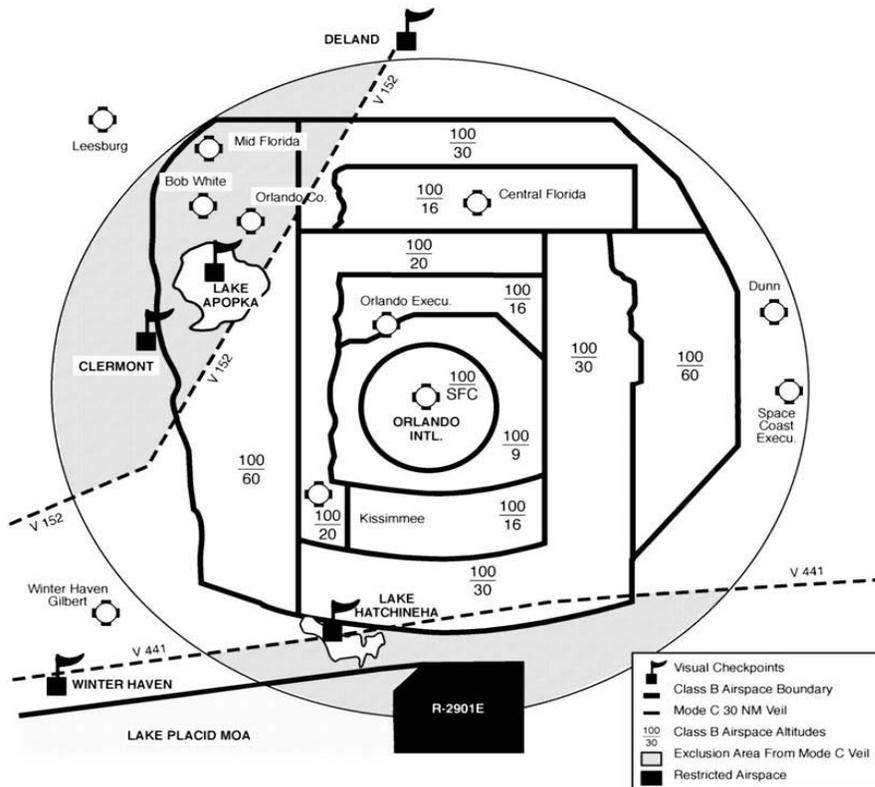
**CAUTION:**

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

# REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT

## ORLANDO AREA

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



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

#### Northwest route:

At and below 2,500 feet MSL along a route that passes over the city of Deland, Lake Apopka, and the City of Clermont. Remain northwest of V152.

#### Southern route:

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

**TRANSPONDER REQUIREMENT  
ORLANDO AREA  
(Continued)**

**EXCEPTIONS**

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

**OTHER REQUESTS FOR AUTHORIZATIONS**

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

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

## **FLIGHT SERVICE STATION INFORMATION**

### **LAKELAND TEMPORARY FLIGHT SERVICE STATION**

A temporary non-automated Flight Service Station will be located at the Lakeland Linder Airport in the FAA Safety Center building from April 21 through April 26. Pilot briefing and flight plan services will be available from 0600-1900 UDT (1000-2300 UTC) during the Fly-In.

Complete flight services may be obtained 24 hours a day from Lockheed Martin Flight Service by telephone at 1-800-992-7433 (1-800-WX-BRIEF) or by using the direct-dial phone on the west end of the FAA Safety Center building.

### **INBOUND VFR FLIGHT PLANS**

#### **Filing flight plans:**

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

#### **Contacting Flight Service by Radio:**

- ➔ Pilots are asked to use the frequencies illustrated on the FSS Frequencies graphic.
- ➔ On initial call-up, advise flight service of your full aircraft identification and which frequency you are using.
- ➔ When transmitting on 122.1 and listening to the VOR, remember to check that volume is up.
- ➔ Due to frequency congestion, air files and in-flight full route weather briefings are discouraged from 0600-1900 LCL.

#### **Contacting Lakeland Radio:**

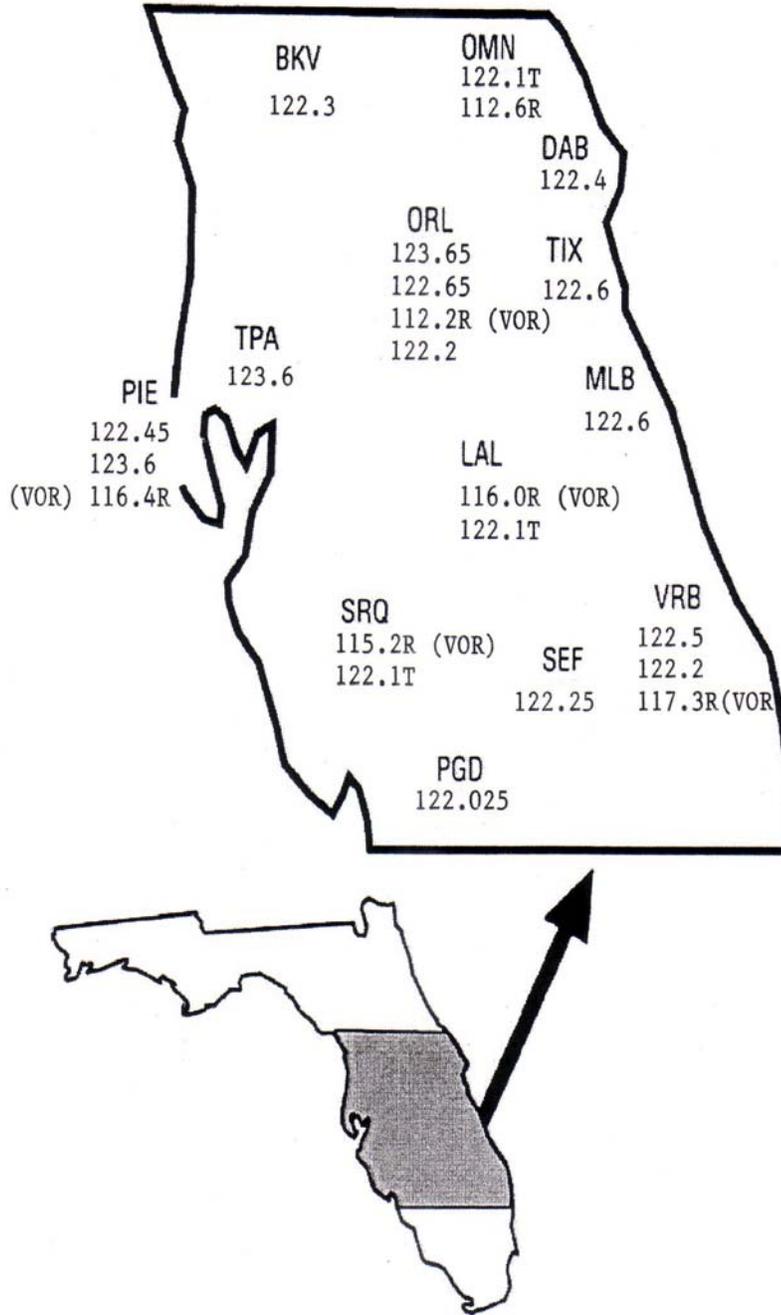
- ➔ During the Fly-In, from 0600-1900 LCL, contact Lakeland Radio on 122.05 to activate and close VFR flight plans.

### ***REMEMBER TO CLOSE YOUR VFR FLIGHT PLANS***

# FLIGHT SERVICE STATION FREQUENCIES

## CENTRAL FLORIDA FSS FREQUENCIES

### LAL TFSS 122.05



## PLANT CITY MUNICIPAL AIRPORT (PCM)

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

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

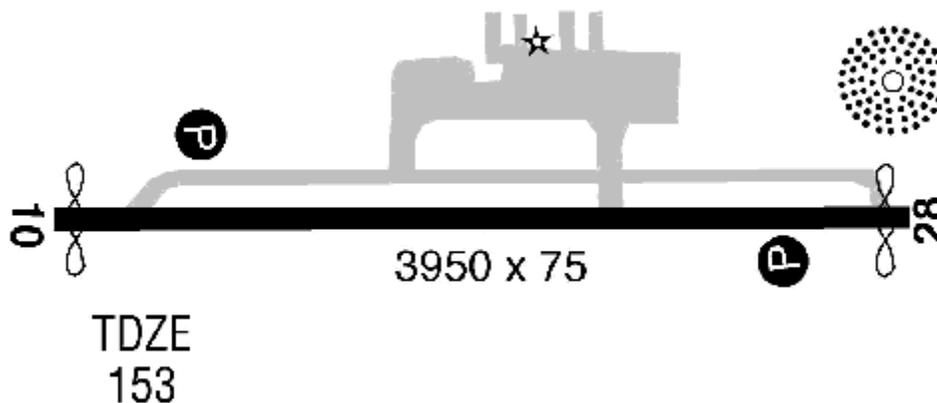
DATE	HOURS EDT	HOURS UTC
April 20	1200-1800	1600-2200
April 21-26	0800-1800	1200-2200

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

PCM ATCT FREQUENCIES	
Tower	127.6
Unicom	123.0
CTAF (when Tower closed)	123.0

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

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



## **SKYDIVING ACTIVITY ADVISORY**

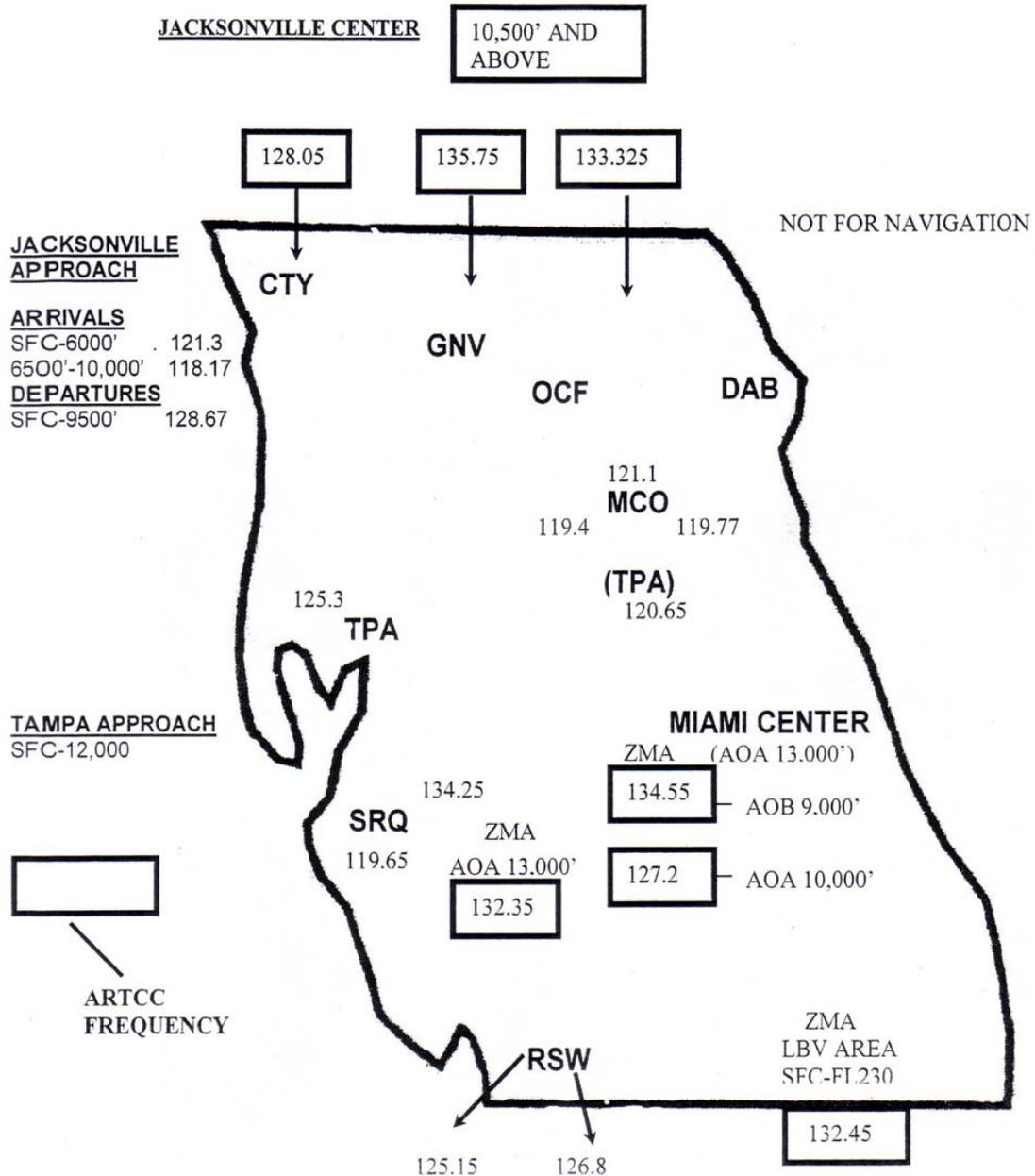
Remain vigilant for skydiving activity in the vicinity of Zephyrhills Airport (ZPH) located 16.4 nm NW of Lakeland on the LAL332 radial. Be alert for skydivers descending from 13,400 feet over ZPH sunrise to sunset.

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

### **DO'S AND DON'TS**

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

## CENTRAL FLORIDA APPROACH CONTROL/ARTCC FREQUENCIES



**CAUTION:**  
Obtain ATC clearance prior to entering Class B airspace.

## SUN 'N FUN FREQUENCIES

<b>LAKELAND LINDER REGIONAL</b>			
Lakeland Arrival ATIS	128.525	Lakeland Departure ATIS	118.025
Lake Parker Arrival	124.5	Sun 'n Fun Ground Advisory	126.075
Lakeland Ground Control	121.4	Lakeland <b>IFR</b> Ground Control	127.1
Lakeland Helicopter	123.025	Lakeland VOR	116.0
Warbird Parking Advisory	125.025	Lakeland UHF	225.45
Lakeland Tower North	127.95	Lakeland Tower South	119.25
RWY 9L/27R Departure Monitor	133.225	RWY 9R/27L Departure Monitor	135.35
Lakeland FSS	122.05		

<b>TAMPA (TPA) APPROACH</b>		<b>DAYTONA APPROACH</b>	
E of Tampa SFC – 4000'	119.9	N of Daytona SFC-3,500'	125.8
E of Tampa 5000'-12,000'	135.5	N of Daytona 4,000'-11,000'	118.85
W of Tampa SFC -4000'	125.3	S of Daytona SFC-3,500'	126.55
W of Tampa 5000'-12,000'	118.8	S of Daytona 4,000'-11,000'	127.07
SRQ Area SFC-4000'	119.65		
SRQ Area 5000'-12,000'	134.25		
Tampa Tower	119.5		

<b>ORLANDO APPROACH</b>		<b>JACKSONVILLE APPROACH</b>	
CAMBE Int. 4,500' & Below	119.4	Departures SFC-9,500'	128.67
N of Orlando	121.1	Arrivals SFC-6,000''	121.3
SE of Orlando	119.77	Arrivals 6,500'-10,000'	118.17

<b>JACKSONVILLE (ZJX) ARTCC</b>		<b>MIAMI (ZMA) ARTCC</b>	
TAY Area 10,500' & Above	135.75	S of LAL 9,000' & Below	134.55
CTY Area 10,500' & Above	128.05	S of LAL 10,000' & Above	127.2
OCF Area 10,500' & Above	133.325	LBV Area	132.45