

# Expanding the Envelope



July 8-12  
**Arlington  
2009**



Arlington, Washington



**Notice to Airmen**

**Federal Aviation  
Administration**

**Effective July 8 - 12, 2009**

In anticipation of the large number of aircraft operating to and from Arlington Municipal Airport during the Arlington Fly-In, the following procedures will be used to enhance safety and minimize air traffic delays.

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## **TABLE OF CONTENTS**

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|    |   |
|----|---|
| 3  | Airport Managers Notice, Arlington Airport Closures     |
| 4  | Air Show Operations, Arlington Area Frequencies         |
| 5  | Helpful Hints   |
| 6  | VFR Arrivals to Arlington Municipal Airport             |
| 7  | Midfield Intersection Touchdown - Aerial Photograph #15 |
| 8  | Special Arrival Procedures                              |
| 9  | Arlington Municipal Airport Approach Map                |
| 10 | Green Valley Approach - Aerial Photographs #4, 5        |
| 11 | Green Valley Approach - Aerial Photographs #7, 8        |
| 12 | IFR Arrivals, US Customs and Border Protection          |
| 13 | No Radio (NORDO) Aircraft, Traffic Pattern              |
| 14 | Traffic Pattern Aerial Photographs #11, 13              |
| 15 | Arlington Airport Diagram                               |
| 16 | Glider, Helicopter, Ultralight Operations               |
| 17 | Abbreviations for Parking Signs                         |
| 18 | VFR/IFR Departures                                      |
| 19 | VFR Departures - Aerial Photograph #14                  |
| 20 | Seattle CLASS B Airspace Mode C Veil Exemption          |
| 21 | Flight Service Station Information                      |
| 22 | Green Valley Approach - Aerial Photographs #1, 2        |
| 23 | Green Valley Approach - Aerial Photographs #3, 6        |
| 24 | Green Valley Approach - Aerial Photographs #9, 10       |
| 25 | Green Valley Approach - Aerial Photograph #12           |

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**AIRPORT MANAGERS NOTICE**

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- The Control Tower will be open from 8:00 a.m. to 8:00 p.m. local time July 8-11 and 8:00 a.m. to 5:00 p.m. July 12.
- Arlington Fly-In procedures will be in effect **ONLY** from 8:00 a.m. to 8:00 p.m. local time on July 8-11 and 8:00 a.m. to 5:00 p.m. July 12.
- There is a Prohibited Area (P-51) and three National Security Area's (NSA's) in effect in the Puget Sound Region. Be sure that you are familiar with the parameters of these airspace restrictions prior to your flight.
- **DO NOT** operate in the vicinity of the airport **WEST** of the field. This area is reserved for use by pre-authorized and show aircraft. **ALL** patterns are to be flown **EAST** of the airport when the tower is open.
- No touch and goes or practice IFR approaches July 8 through July 12.
- Departures within thirty minutes of the air show should be aware that heavy inbound traffic may affect departure release prior to airport closure.

*All departures will be stopped 15 minutes prior to the start of the airshow each day.*

- Fly-In parking will close 15 minutes prior to airport closure. Arrivals will be directed to East Airport Transient parking for temporary parking during this time.
- Fly-In aircraft parking is closed from Sunset to Sunrise local time, July 8-12, 2009.
- For arrivals to Arlington on Friday or Saturday, see:

*Special Arrival Procedures Friday & Saturday July 10 & 11.*

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**RUNWAY CLOSURE**

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- Runway 11/29 will be closed from July 4 through July 13, 2009.

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**AIRPORT CLOSURES**

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Arlington Municipal Airport will be closed daily, July 8 through July 12, 2009 during the aerobatic demonstration (schedule below). Arrivals and departures are not permitted during periods of aerobatic demonstrations.\*

**NOTE** \* *the only exception is when prior permission has been granted by Airport Manager, Fly-In and ATC.*

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**AIR SHOW OPERATIONS**


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The Air Show Operation area is from the surface to 8000 AGL,  
within a five (5) nautical mile radius of Arlington Municipal Airport.

| <b>DATE</b>   | <b>TIME - LOCAL</b> | <b>DURATION</b> |
|---------------|---------------------|-----------------|
| July 8, 2009  | 1200 - 1330         | 1.5             |
| July 9, 2009  | 1500 - 1800         | 3.0             |
| July 10, 2009 | 1500 - 1800         | 3.0             |
| July 10, 2009 | 2100 - 2300         | 2.0             |
| July 11, 2009 | 1500 - 1800         | 3.0             |
| July 12, 2009 | 1300 - 1500         | 2.0             |

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**ARLINGTON AREA FREQUENCIES**


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|  |         |
|--|---------|
| Arlington ATIS .....                   | 132.025 |
| Arlington Tower                        |         |
| primary .....                          | 127.3   |
| back up .....                          | 118.525 |
| Arlington Approach (Fri. & Sat.) ..... | 118.15  |
| Arlington Ground Control .....         | 121.25  |
| Arlington Unicom and CTAF .....        | 122.7   |
| Arlington Parking advisory .....       | 124.3   |
| Seattle Center .....                   | 128.5   |
| Arlington AWOS .....                   | 135.625 |
| Warbird parking advisory .....         | 122.225 |
| Light Flight Advisory .....            | 133.575 |

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**HELPFUL HINTS**

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- Do not make unnecessary radio transmissions where procedures clearly state to **MONITOR** the frequency only. Throughout the five-day event, aircraft will be contacted by color and type **ONLY**. Aircraft call signs will not be used.
- If requested to rock your wings for airborne acknowledgment, do so with gusto. Refrain from verbal responses unless requested.
- Leave lights on within 30 miles of Arlington. Use extreme caution for parachute jumping in the vicinity of Snohomish Airport-Harvey Field 15 miles SE of Arlington.
- After landing, exit the runway to a hard surface as quickly and safely as possible. Fly-In parking is on the west side. If your destination is the east side, use extreme caution for glider tow operations departing and arriving the grass strip east of 16/34.
- Always contact Arlington Aircraft Parking on **124.3** before any movement, including when entering Fly-In grounds or before taxiing on departure.
- When departing during busiest traffic periods, watch for orange-vested air traffic controllers positioned on the runway, giving red or green hand paddle signals for takeoff clearances.
- If Arlington airport is IFR, **DO NOT** taxi for departure unless you have an IFR clearance.

**DO NOT STAND ON, NEAR, OR WALK ACROSS THE RUNWAY****AVOID THE PROHIBITED AREA (P-51) AND THE  
NATIONAL SECURITY AREA'S (NSA'S) IN THE PUGET SOUND REGION**

- For Friday or Saturday arrivals, July 10 or 11 see special arrival procedures.

Please submit your comments or changes to:

Holly Bevan  
Paine ATCT Manager  
3310 100th St. SW  
Everett, WA 98204

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**VFR ARRIVALS TO ARLINGTON MUNICIPAL AIRPORT**

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All aircraft are expected to use the following Arlington Fly-In Arrival Procedures. If arrival will be Friday or Saturday, July 10 or 11, see Friday/ Saturday special arrival procedures.

*NOTE: Seattle Class B airspace is in effect. Remain outside of the Class B airspace unless authorized by ATC. See Veil Rule exemption information. A waiver has been issued reducing arrival and departure separation standards.*

- All radio-equipped aircraft monitor Arlington ATIS **132.025** 15-20 miles from the airport for landing information. Use extreme caution for parachute jump activity in the vicinity of Snohomish Airport-Harvey Field 15 miles SE of Arlington.
  - Monitor tower **127.3**. When entering the pattern, listen for your aircraft color and type. Expect landing clearance on base leg or final.
  - Proceed inbound to the airport via routes depicted on the accompanying map. **NO** straight-ins, base legs, or midfield downwind entries.
  - Watch for and sequence your aircraft with other observed traffic. Maintain single file – no side by side.
  - All aircraft shall maintain 90 KTS and 1200 MSL. If unable, maintain 135 KTS and 1700 MSL.
  - All arrivals (except helicopters) are from the East. Do not operate a fixed wing aircraft west of runway 16/34 without a briefing from Arlington Fly-In Flight Operations on the day of the flight.
  - All arrivals show landing lights on final approach.
  - Runway 16/34 midfield will be marked with orange dots painted onto runway surface which designates the midfield touchdown point. You may be asked by the tower to land long and touch down at the midfield intersection for traffic.
  - A grass strip landing area is available immediately east and adjacent to runway 34 at the south end. This landing strip is marked with threshold markings on the grass. **Do not confuse this landing area with the glider strip.** The correct landing area is immediately adjacent to 34 and is marked with orange cones in the form of a chevron. The glider strip is located in the grass farther to the east and is marked with an **X**. Landing on the grass strip will be available on request and as traffic warrants. See Arlington Airport diagram.
  - After landing, exit the runway to a hard surface as quickly as safely possible. Fly-In parking is on the west side. If your destination is the east side, use extreme caution for glider tow operations departing and arriving the grass strip east of 16/34. Ground control frequency is **121.25**. Approaching the Fly-In grounds, contact Fly-In parking on **124.3** for parking information. All aircraft of foreign registry, taxi to Customs on the west side. (See U.S. Customs information).
- CAUTION: Remain on hard surface at all times unless instructed otherwise by the tower. Expedient clearing of the runway is absolutely essential because of continuous arriving and departing traffic behind you.**
- Expect arrival delays if you are planning to arrive immediately following the air show as this is the period of heaviest departure traffic.

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**MIDFIELD INTERSECTION TOUCHDOWN**

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**LANDING LONG**

Runway 16/34 midfield will be marked with orange dots painted onto runway surface which designates the midfield touchdown point. You may be asked by the tower to land long and touchdown at the midfield intersection for traffic.

**FINAL APPROACH RUNWAY 34 photo #15**

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**SPECIAL ARRIVAL PROCEDURES**

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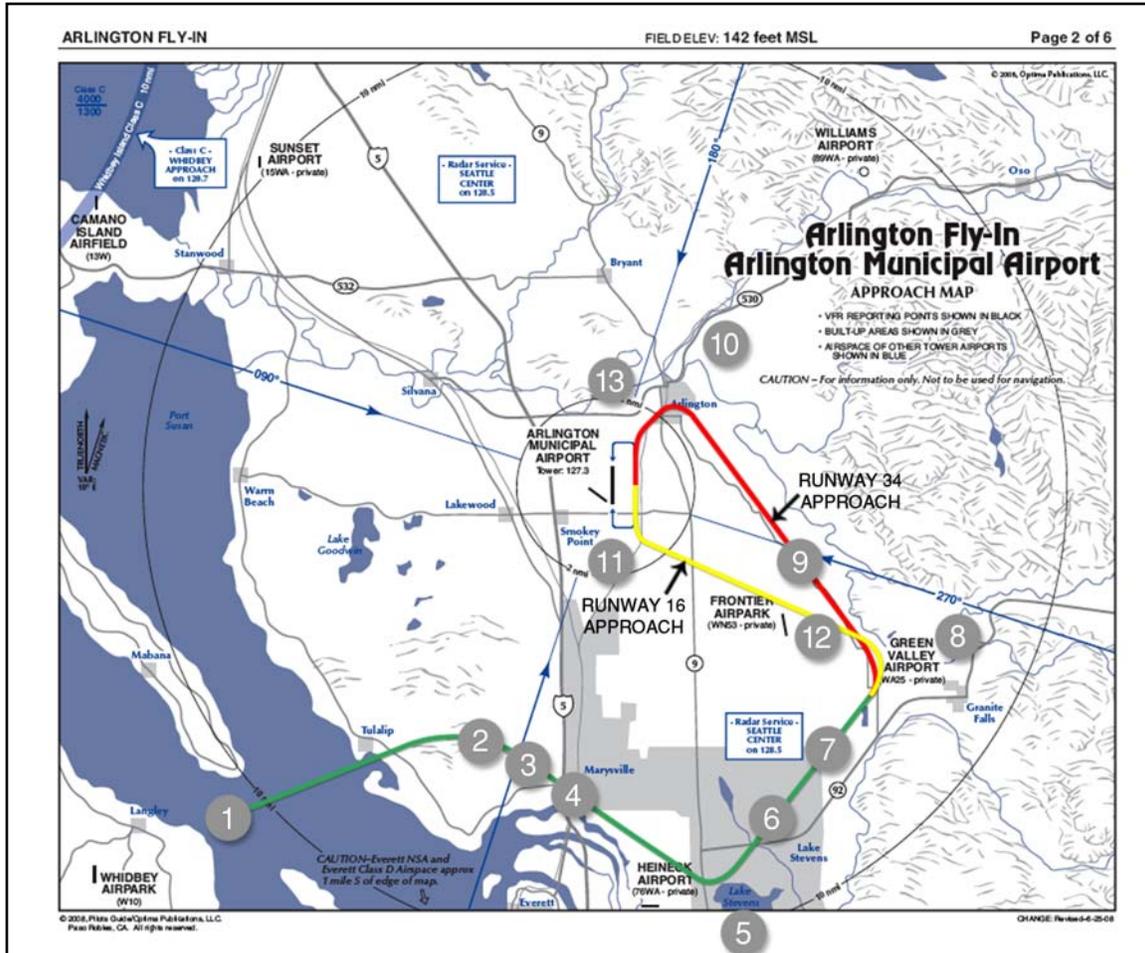
**Friday & Saturday, July 10 & 11 Only**

*All aircraft inbound to Arlington must use these procedures on Friday and Saturday, July 10 & 11 from 8:00 a.m. - 3:00 p.m.*

- Obtain ATIS on **132.025** prior to 25 miles from Arlington.
- Monitor Arlington approach on **118.15** (effective Fri. & Sat. only 8:00 a.m. - 3:00 p.m.)
- All Aircraft must proceed direct to Green Valley Airport prior to turning inbound to the City of Arlington.
- Due to the implementation of airspace restrictions impacting the west side Mode C veil route, the west route is not available. Fly the east route inbound.
- Green Valley Airport (WA25, N48° 06 W122° 01) is located 7 NM SE of Arlington Airport and 3 NM SE of Frontier Airpark. Look for two orange balloons that are 5 feet in diameter and 130 feet high tethered over the airport. The runway is marked with a large yellow **X**.
- Controllers are located on the ground at Green Valley. They will be watching for you and will contact you as you approach.
- Listen on **118.15** for controller instructions as you approach Green Valley. Controllers will identify you by color and type only, **no N numbers will be used.**
- Pilots should vigorously rock wings to acknowledge ATC instructions. Refrain from verbal responses unless requested.
- From Green Valley, follow controller instructions. If Arlington is landing to the north, expect to proceed single file direct to the city of Arlington, then to the airport following the published VFR inbound procedures. If Arlington is landing to the south, expect to proceed directly to the airport. All aircraft shall maintain 90 KTS and 1200 MSL. If unable, maintain 135 KTS and 1700 MSL.
- Monitor your fuel status. If critical, advise immediately.
- VFR holding may become necessary due to congestion at Arlington. Approach controllers at Green Valley Airport will advise on **118.15** when holding is in progress. Use caution for heavy traffic in the vicinity of Green Valley. If asked to hold in vicinity of Green Valley, expect to hold over the Stillaguamish River between Green Valley and Granite Falls. Look for traffic to follow and plan for right turns. Follow instructions issued by approach controllers at Green Valley.
- **DO NOT** proceed past Green Valley without a clearance to do so.
- No radio (NORDO) aircraft will **NOT** be authorized on Friday and Saturday, from 10:00 a.m. - 3:00 p.m. only.

## ARLINGTON MUNICIPAL AIRPORT APPROACH MAP

*For information only • Not to be used for navigation*



### Index to Aerial Photographs

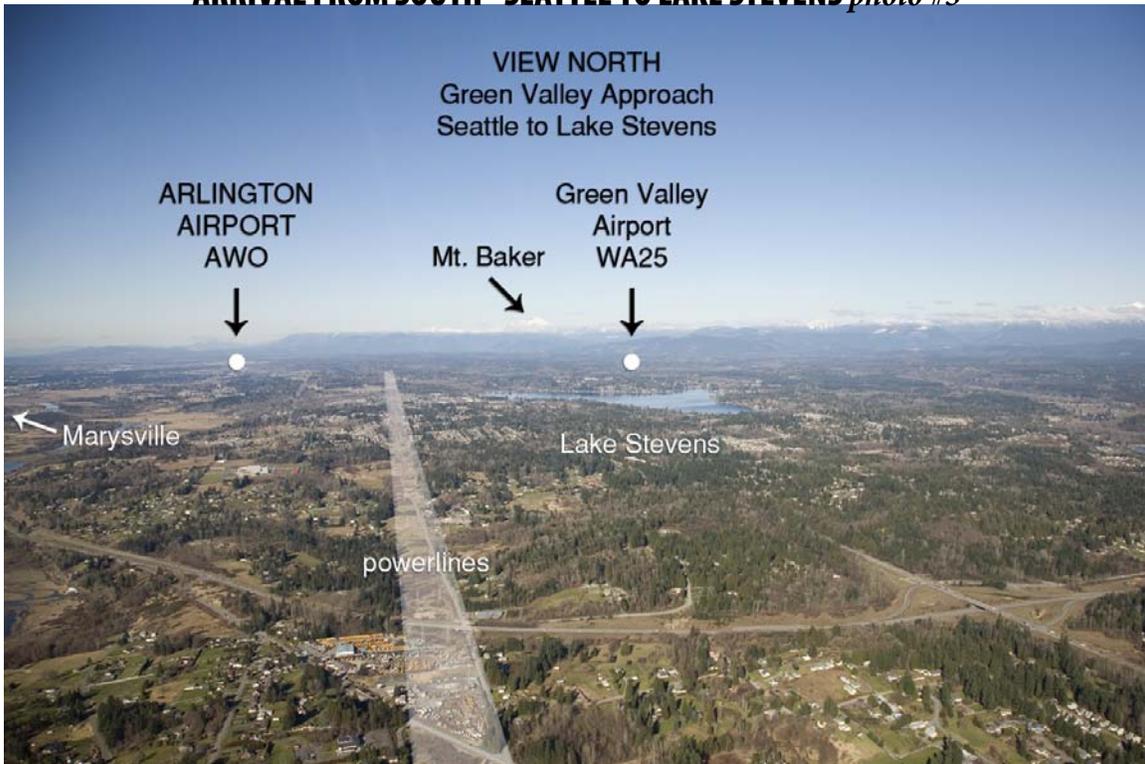
- 1 View East - Hat Island Gap to Lake Stevens
- 2 View Northeast - Hat Island Gap to Marysville
- 3 View East - Marysville to Lake Stevens
- 4 View East - Marysville to Lake Stevens
- 5 View North - Seattle to Lake Stevens
- 6 View Northeast - Lake Stevens to Green Valley Airport
- 7 View Northeast - Lake Stevens to Green Valley Airport
- 8 View Southwest - Green Valley Airport
- 9 View Northwest - Green Valley Airport to Arlington
- 10 View Southwest - City of Arlington to Runway 34 Approach
- 11 View North - Final Approach Runway 34
- 12 View Northwest - Green Valley Airport to Arlington
- 13 View South - Final Approach Runway 16

**GREEN VALLEY APPROACH**

**ARRIVAL FROM WEST - MARYSVILLE TO LAKE STEVENS** photo #4

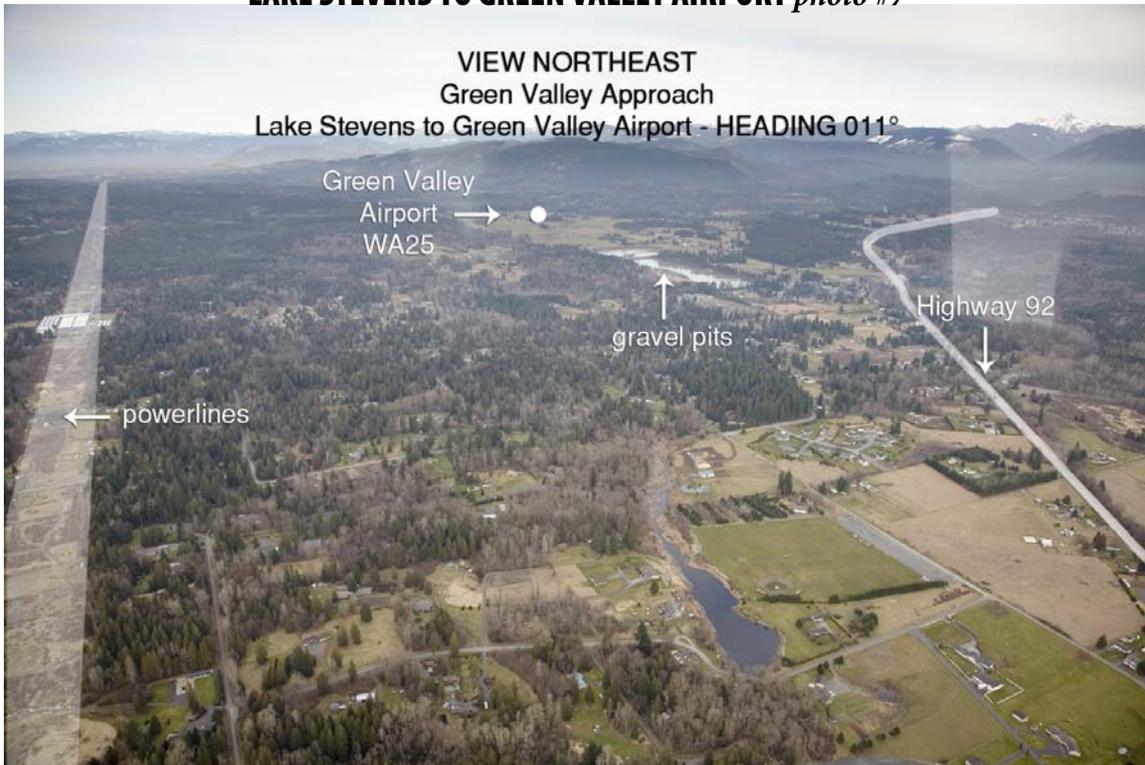


**ARRIVAL FROM SOUTH - SEATTLE TO LAKE STEVENS** photo #5



**GREEN VALLEY APPROACH**

**LAKE STEVENS TO GREEN VALLEY AIRPORT photo #7**



**FLIGHT PATH - LAKE STEVENS TO GREEN VALLEY AIRPORT photo #8**



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## IFR ARRIVALS

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Be prepared to discontinue your approach and to enter a VFR traffic pattern for landing sequence. When the ceiling and visibility at Arlington is reported at or above 3000 feet and five (5) miles, expect a vector for a visual approach, then follow the VFR arrival procedures. Provide cancellation information to Seattle ARTCC. Be extremely alert for a high volume of traffic with a wide variance of performance characteristics operating in the vicinity of Arlington. If you have not canceled IFR prior to landing, contact ground control to ensure cancellation of flight plan.

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## U.S. CUSTOMS AND BORDER PROTECTION

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### FOR AIRCRAFT ARRIVING TO THE ARLINGTON FLY-IN FROM CANADA

*The following information is subject to change. Please check [www.arlingtonflyin.org](http://www.arlingtonflyin.org) for updates.*

#### PILOT REQUIREMENTS

- Pilots are required to submit advance notice and passenger/crew manifest information to CBP via an approved electronic data interchange system no later than 60 minutes prior to departure.
- When calling, have US Customs and Border Patrol form 178 information complete to give officer. The form can be accessed at: [http://forms.cbp.gov/pdf/CBP\\_Form\\_178.pdf](http://forms.cbp.gov/pdf/CBP_Form_178.pdf)
- Pilots must have acquired aircraft decal or a printout that his/her order has been processed. You can order decals online at: <http://cbp.gov>  
Go to **TRAVEL** and click on **USER FEE DECALS/TRANSPONDERS**.  
You will be asked if you want to leave the CBPP website. Say **YES**.  
Then create a username and password to sign in and order your decal.
- This procedure as followed will allow you an efficient and expeditious processing on arrival at the Fly-In.

#### Customs staff will be on site at Arlington on the following schedule:

|           |           |                        |
|-----------|-----------|------------------------|
| Wednesday | July 8th  | 9:00 a.m. – 12:00 p.m. |
| Thursday  | July 9th  | 9:00 a.m. – 3:00 p.m.  |
| Friday    | July 10th | 9:00 a.m. – 3:00 p.m.  |
| Saturday  | July 11th | 9:00 a.m. – 3:00 p.m.  |
| Sunday    | July 12th | 9:00 a.m. – 12:00 p.m. |

- Please check CBP information when planning your flight all procedures are subject to change on short notice.
- Passports are required.
- **OR** proof of Application of Passport, Birth Certificate and photo ID. (US and Canadian citizens only)  
(Information current as of 15-April-2009)
- Check with your local flight service station prior to flight into Arlington. In accordance with FDC NOTAM 6/7435, IFR/VFR operations to/from locations outside the territorial airspace of the United States are authorized with a number of restrictions. Check with flight service to receive the latest information.

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**NO RADIO (NORDO) AIRCRAFT**

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**ARRIVAL PROCEDURE**

- No NORDO AIRCRAFT authorized between 10:00 a.m. and 3:00 p.m. on Friday and Saturday.
- To enhance safety, all pilots are encouraged to use radios including hand held aircraft radios.
- This no-radio (NORDO) procedure is provided for use only by vintage aircraft incapable of radio communication.
- Each arriving no radio aircraft must land at an airport within approximately 45 minutes of AWO.
- Contact the FAA tower at **127.3** or via phone **425.923.1400** or Fly-In **360.435.5857** between 8 a.m. and 11 a.m. PDT and request/receive approval for a NORDO arrival. If possible please place request one day prior to arrival.
- If NORDO is authorized by AWO tower, no radio aircraft will be assigned a route and runway to use based on traffic/weather.
- No radio aircraft must **NOT** taxi across Runway 16/34 until receiving a light gun clearance from the FAA Tower located midfield west of 16/34.
- If a red light is observed from the control tower located immediately west of Runway 16/34 midfield, no-radio aircraft are to **EXIT** the traffic pattern then re-enter following the published arrival procedures. Be extremely alert for numerous aircraft operating in the vicinity of Arlington.

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**TRAFFIC PATTERN**

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- All arriving aircraft enter the airport traffic pattern only via the published Arlington arrival procedures.
- ONLY RIGHT TRAFFIC for Runway 34 will be used.
- ONLY LEFT TRAFFIC for Runway 16 will be used.
- USE CAUTION for fly-by aircraft, ultralight aircraft, and helicopters operating on the west side of the airport. All landing traffic must be alert for possible radio or light gun signal wave-off from the Tower.
- **PLAN YOUR LANDING SO AS TO CLEAR THE RUNWAY AS SOON AS POSSIBLE ONTO A HARD SURFACE.**

**TRAFFIC PATTERN**

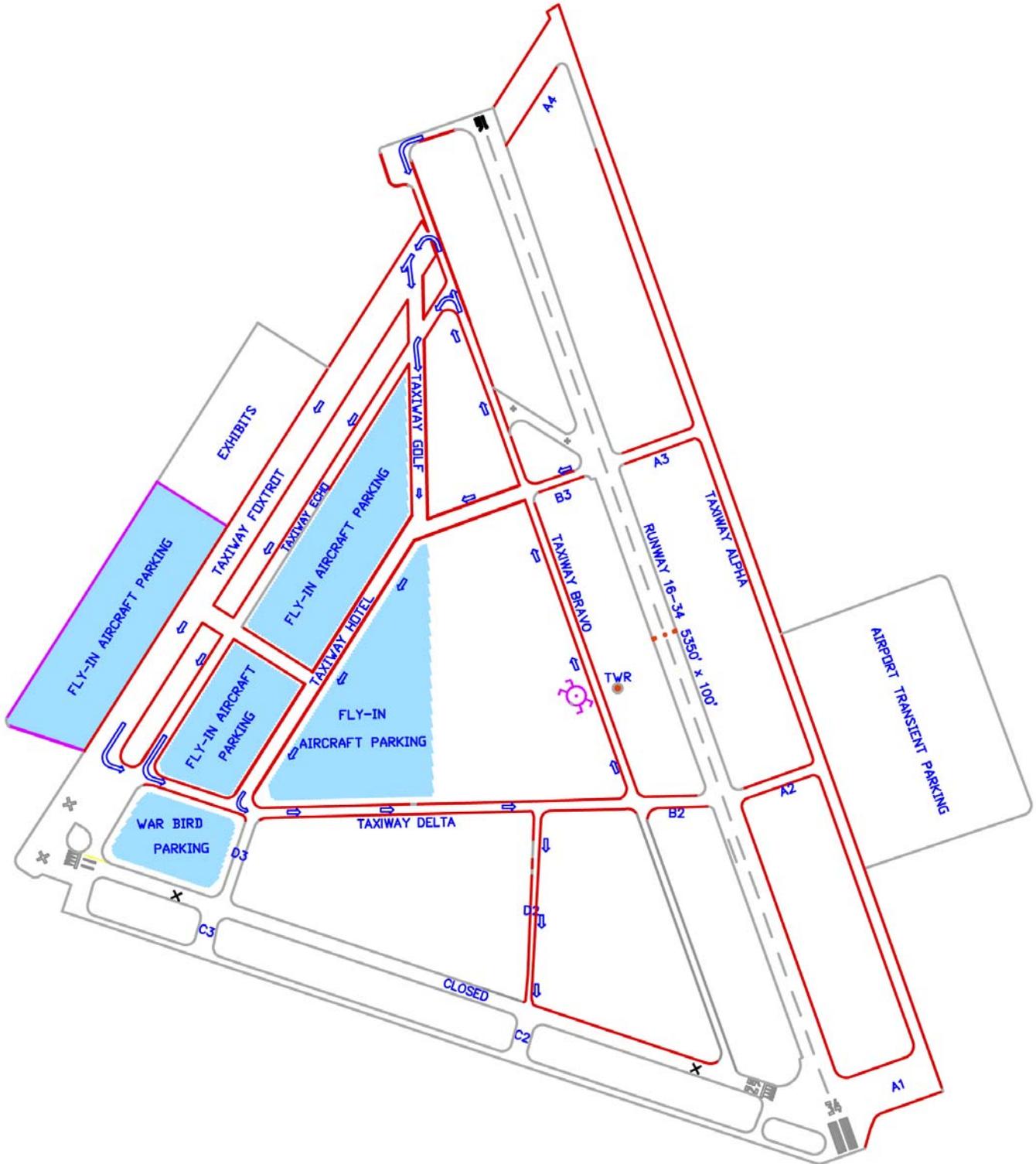
**FINAL APPROACH RUNWAY 34 - RIGHT DOWNWIND** photo #11



**FINAL APPROACH RUNWAY 16 - LEFT DOWNWIND** photo #13



**ARLINGTON AIRPORT DIAGRAM**



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**GLIDER OPERATIONS**

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- Glider operations may be conducted from the east side of the airport throughout the five-day event. The glider is under tow and will depart from the grass glider area marked with an **X** east of the grass runway adjacent to the east side of 16/34. The glider arrives to the same grass glider area, generally entering the east side pattern high and staying high throughout the arrival sequence.
- Powered aircraft: If asked to land on the grass immediately adjacent to runway 16/34, do not confuse this with the glider strip. The glider strip is located farther to the east and is marked with an **X**. See Arlington airport Diagram.
- Stay alert at all times for glider operations when taxiing to and from the east side. Use extreme caution when taxiing off of Runway 16/34 to the east side.

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**HELICOPTER OPERATIONS**

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- Helicopter operations will be conducted from the northwest corner of the airport throughout the 5 day period of the Fly-In.
- There are two helicopter arrival/departure corridors. The first is along a corridor approximately 310 degrees to the northwest, and west of the runway 16/34 extended center line. Remain at or below 500 feet AGL within three miles of the Arlington airport. The second route is along a southwest corridor, west of the west side parallel taxiway and direct to the north Marysville/I-5 intersection. For detailed information, contact Arlington Fly-In flight operations at **360-435-5857** or **flyin@arlingtonflyin.org**.
- Use caution for a high volume of ultralight traffic operating between the Island Crossing (I-5) intersections and the west end of runway 11/29.

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**ULTRALIGHT OPERATIONS**

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- Ultralights will be operating throughout the five day period of the Fly-In.
- The ultralight operations area is located in the southwest quadrant of the airport over the numbers of runway 11.
- Pattern altitude is 400' AGL. Fly left traffic to the midfield of runway 29 **ONLY**. Remain **WEST** of runway 16/34 at all times.
- All operations will be conducted between the southwest corner of the airfield and the Island Crossing (I-5) intersection to the northwest.
- Ultralight arrivals to Arlington should join the pattern from the northwest and carefully observe the altitude restriction.
- Watch for helicopter and other traffic at all times.

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**ABBREVIATIONS FOR PARKING SIGNS**

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In order to assist Arlington Fly-In parking volunteers 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 the sign in the left side of your windshield.

*Download your parking sign from the Fly-In web site: [www.arlingtonflyin.org](http://www.arlingtonflyin.org)*

**AIRCRAFT WINDOW SIGN LETTERING**

| <b>ABBREVIATION</b> | <b>CATEGORY</b>                   |
|---------------------|-----------------------------------|
| <b>GA</b>           | <b>General Aviation Daily</b>     |
| <b>GAO</b>          | <b>General Aviation Overnight</b> |
| <b>HB</b>           | <b>Home Built Daily</b>           |
| <b>HBO</b>          | <b>Home Built Overnight</b>       |
| <b>VAO</b>          | <b>Vintage Aircraft Overnight</b> |
| <b>VA</b>           | <b>Vintage Aircraft Daily</b>     |
| <b>WBD</b>          | <b>Warbird Parking</b>            |
| <b>IAC</b>          | <b>IAC non airshow aircraft</b>   |
| <b>EXH</b>          | <b>Exhibit/Vendor Area</b>        |



**PARKING SIGN SAMPLE**

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**VFR DEPARTURES**

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*Before taxiing, monitor Arlington ATIS on **132.025** for taxi information.*

- Follow instructions on ATIS and other traffic to the advertised active runway.
- All parked aircraft must contact Fly-In Parking **124.3** **BEFORE** moving aircraft
- Radio-equipped aircraft MONITOR Fly-In Parking **124.3** while taxiing on Fly-In grounds.
- Contact Ground Control on **121.25** prior to entering an active taxiway.
- When ready for departure, MONITOR tower **127.3** for departure instructions.
- During heavy departure traffic, follow the instructions issued by the orange-vested controllers positioned on the runway. Line up on runway as directed by orange-vested controllers. Aircraft using the left side of the runway fly straight-out or left turn-out **ONLY**. Aircraft departing the right side of the runway fly straight-out or right turn **ONLY**.
- **No-radio aircraft: Follow the same procedures as above.**
- Be very alert for numerous aircraft departing, for special flight activity west, and for arrival traffic. Unless otherwise advised by ATC, **FLY STRAIGHT-OUT** until reaching 500' AGL.
- Depart the area via routes depicted on the attached map.

*All departures will be stopped 15 minutes prior to the start of the airshow each day.*

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**IFR DEPARTURES**

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*File your flight plan at least one hour prior to proposed departure time.*

- Contact Ground Control on **121.25** for your clearance. **DO NOT TAXI** until receiving your en route clearance. If you have not received initial departure instructions prior to reaching the runway, attempt to taxi your aircraft to a position so that other VFR aircraft can pass you for departure. In any case, **DO NOT** accept instruction to enter the runway or take off unless you have received departure release from Ground Control.

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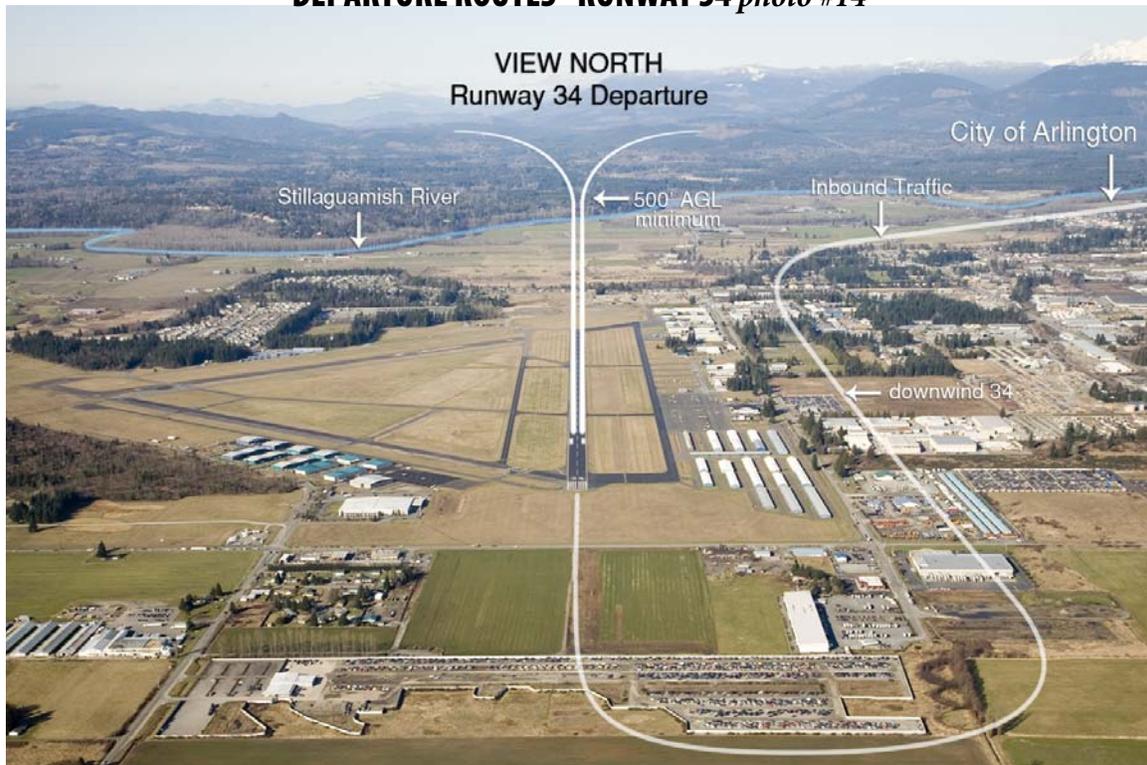
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**VFR DEPARTURES**

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Aircraft using the left side of the runway fly straight-out or left turn-out ONLY.  
Aircraft departing the right side of the runway fly straight-out or right turn-out ONLY.  
Unless otherwise advised by ATC, FLY STRAIGHT-OUT until reaching 500' AGL.

**DEPARTURE ROUTES - RUNWAY 34 photo #14**

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**SEATTLE CLASS B AIRSPACE**

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**Mode C Veil Exemption**

AUTHORIZATION TO DEVIATE FROM ATC TRANSPONDER AND ALTITUDE REPORTING EQUIPMENT REQUIREMENTS WITHIN THE SEATTLE CLASS B AIRSPACE MODE C VEIL DURING THE ARLINGTON FLY-IN, July 8-12, 2009.

Seattle TRACON has authorized aircraft to deviate from the ATC transponder and altitude reporting equipment and use requirements prescribed in 14 CFR 91.215b(2) within the Seattle Class B airspace Mode C veil during the Arlington Fly-In, July 8 - 12, 2009 along the following designated route **ONLY**.

**A GENERAL WARNING:** The Puget Sound area has a Prohibited Area (P-51) and several National Security Area's (NSA's) in effect. All pilots are encouraged to obtain the coordinates and dimensions of these areas, mark them for easy visibility on your navigational charts and are required to avoid these areas while navigating to the Arlington Fly-In. P-51 is located over Bangor, Washington. Three National Security Area's are in effect, over Everett, Bremerton and Port Townsend, WA.

**Routing**

*A general north-south route which provides for entry into/exit from the 30 mile veil of the Seattle Class B airspace.*

The route starts in the vicinity of EATONVILLE, to the EAST SIDE OF LAKE KAPOWSIN, then to ORTING, ENUMCLAW, ISSAQUAH, MONROE, and ARLINGTON. Pilots are to be advised of heavy traffic around Snohomish airport/Harvey Field. All operations at and south of Enumclaw shall be conducted in VFR conditions at or below 2500' MSL. Operations shall be at or below 4500' MSL north of Enumclaw to Monroe.

*Due to the restrictions of P-51 and the NSA's, no west route will be authorized for the 2009 event.*

**THE ABOVE EXEMPTION DOES NOT AUTHORIZE ENTRY INTO THE SEATTLE CLASS B AIRSPACE.**

*It does not authorize any deviation from the Mode C requirement to operate within the Seattle CLASS B AIRSPACE.*

**REQUEST FOR OTHER THAN PUBLISHED EAST/WEST ROUTES**

Requests to operate an aircraft without Mode C along other than the East route specified above, must be requested from Seattle TRACON (206-214-4600) M-F, 8:00 a.m. - 4:00 p.m. PDT in accordance with FAR Section 91.215. Such requests will not be considered approved unless you receive an express written authorization signed by the Seattle TRACON Manager or designee.

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**FLIGHT SERVICE STATION INFORMATION**

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**LOCKHEED MARTIN SEATTLE AFSS/ARLINGTON FSS**

Complete pilot briefing and flight-planning services will be provided 24 hours daily through the Lockheed Martin Seattle Automated Flight Service Station (AFSS). These services are available by telephoning Lockheed Martin Seattle AFSS at 1-800-992-7433.

**INBOUND VFR FLIGHT PLANS TO ARLINGTON**

To contact Lockheed Martin Seattle AFSS pilots are asked to use the frequencies in the accompanying table. Due to the large number of aircraft in the area, it may be a good idea to close your VFR flight plan while approaching your destination.

In all cases, please advise Lockheed Martin Seattle AFSS which frequency you are listening to and provide your complete call sign.

Due to frequency congestion, air files and full route weather briefings are discouraged.

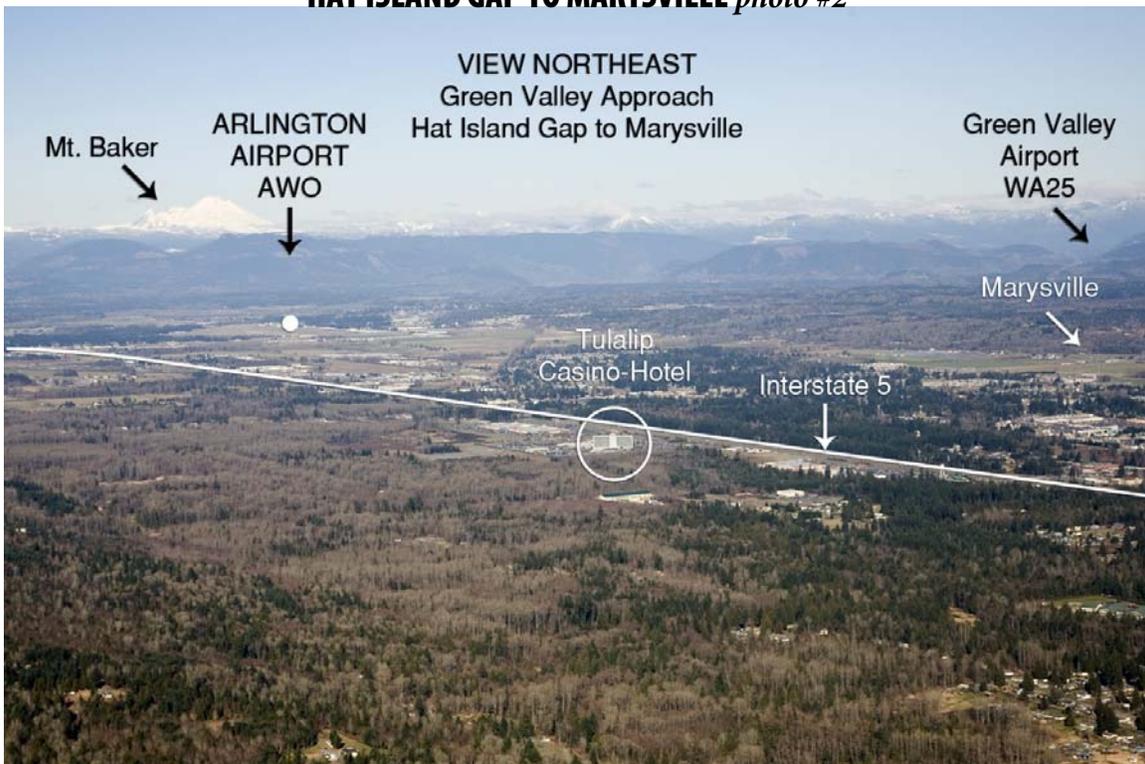
**REMEMBER TO CLOSE YOUR FLIGHT PLAN****SEATTLE RADIO      122.5, 122.55, 123.65****ARLINGTON RADIO    122.4****1-800-992-7433**

**GREEN VALLEY APPROACH**

**HAT ISLAND GAP TO LAKE STEVENS** photo #1

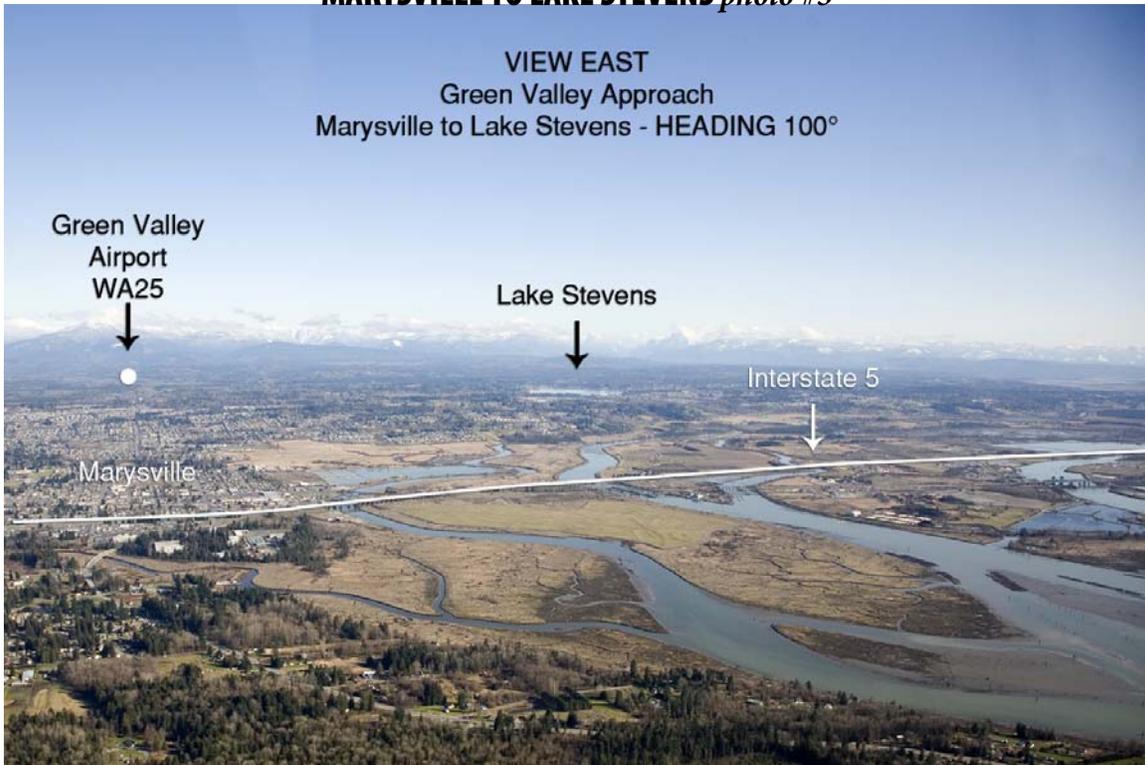


**HAT ISLAND GAP TO MARYSVILLE** photo #2

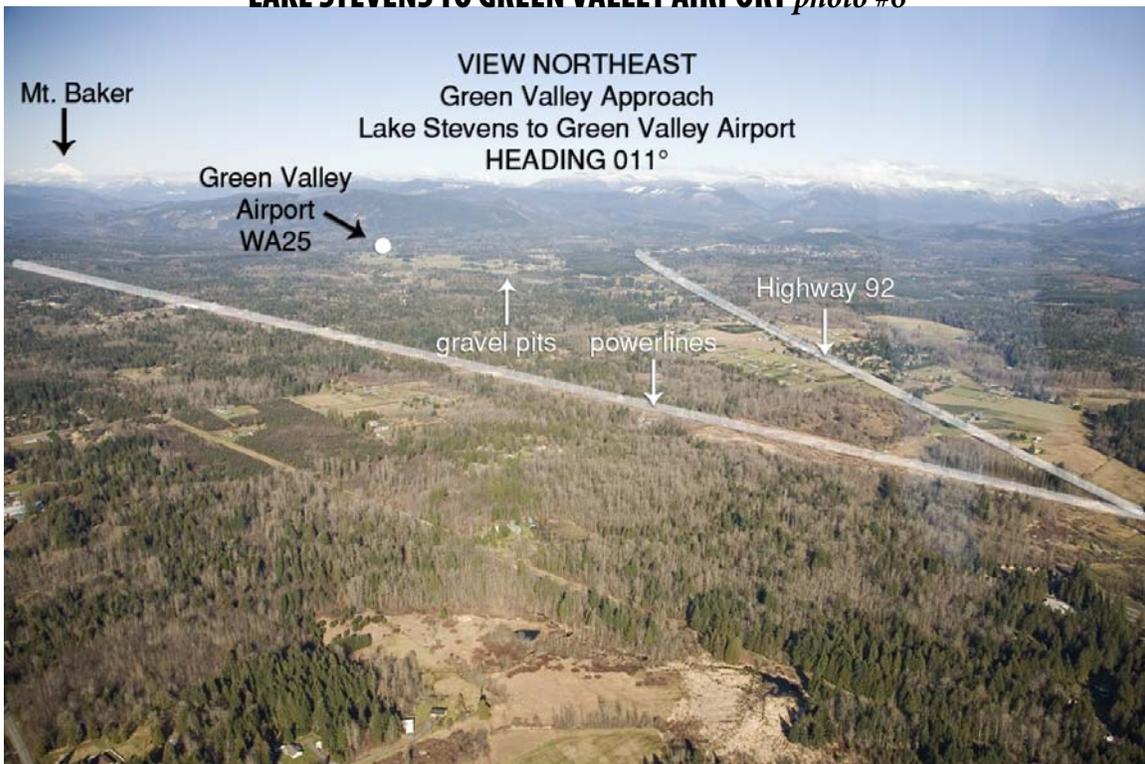


**GREEN VALLEY APPROACH**

**MARYSVILLE TO LAKE STEVENS** photo #3

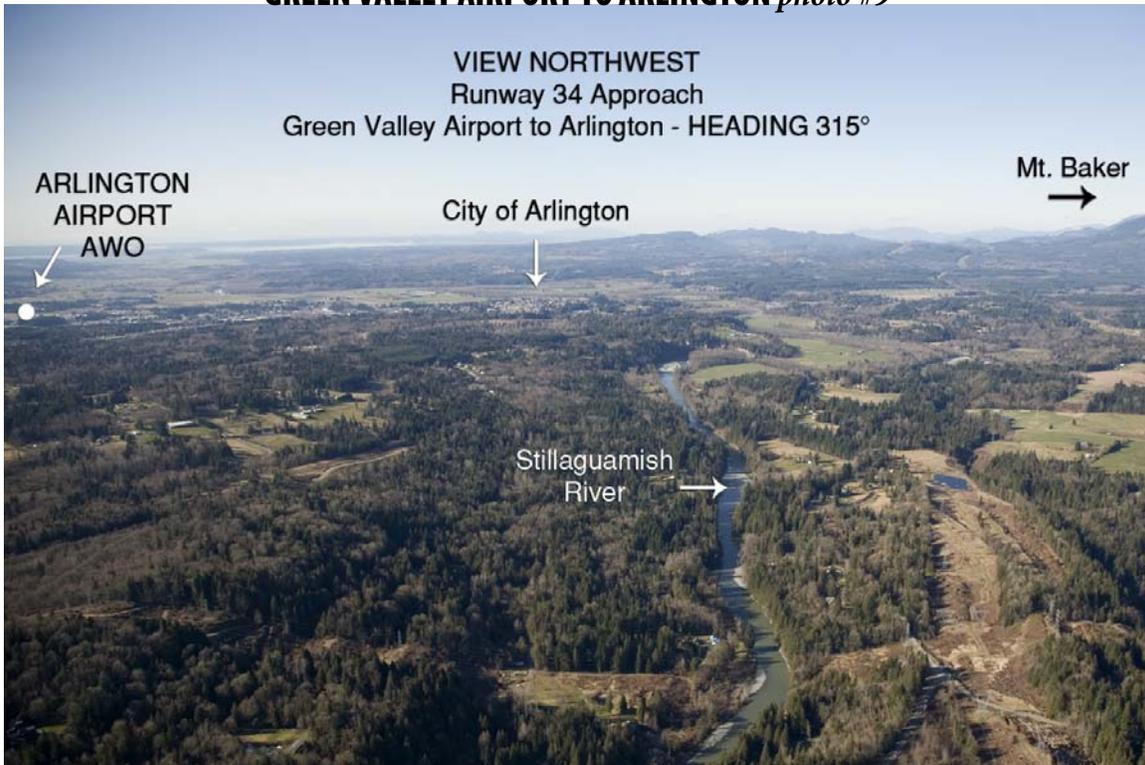


**LAKE STEVENS TO GREEN VALLEY AIRPORT** photo #6

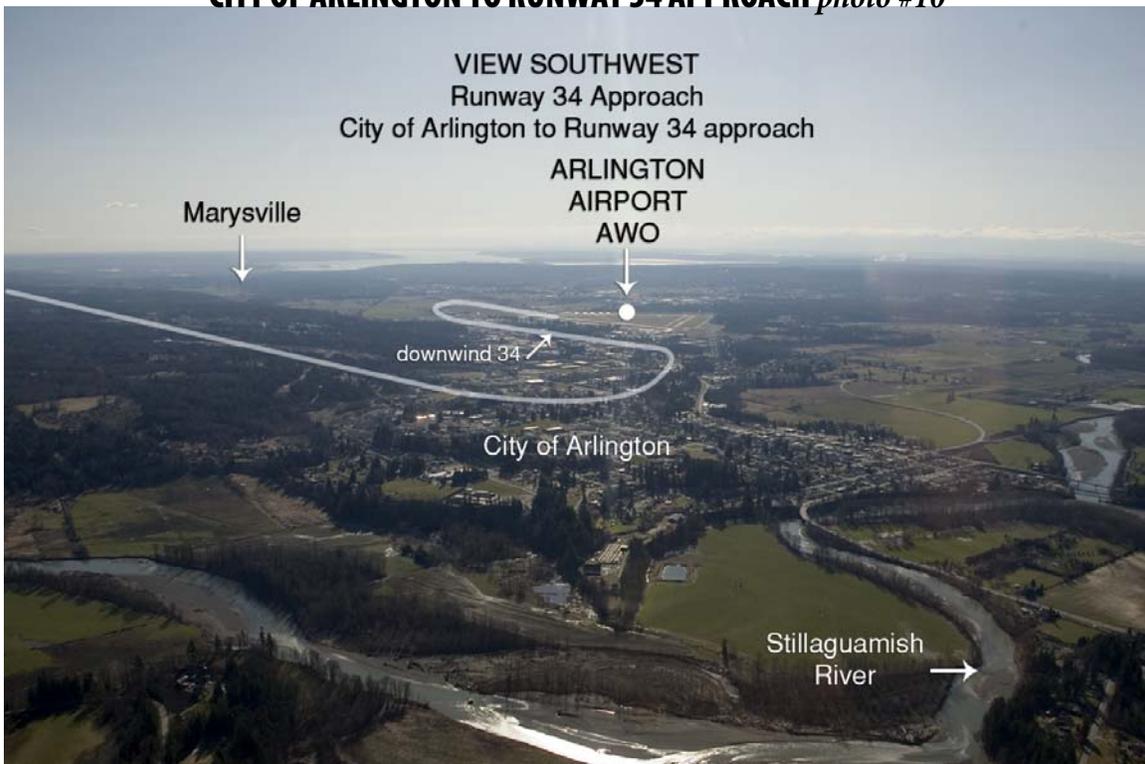


**GREEN VALLEY APPROACH**

**GREEN VALLEY AIRPORT TO ARLINGTON** *photo #9*



**CITY OF ARLINGTON TO RUNWAY 34 APPROACH** *photo #10*



**GREEN VALLEY APPROACH**

**GREEN VALLEY AIRPORT TO ARLINGTON** photo #12

