



40

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A FAIR IN THE AIR TO REMEMBER

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International Fly-In & Expo

APRIL 1-6, 2014

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2014 SUN 'N FUN FLY-IN

Lakeland, Florida

March 30 – April 6, 2014

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PREFLIGHT PLANNING & SAFETY INFORMATION

- ➔ Pilots are **REQUIRED TO ADHERE** to all published LAL arrival and departure procedures and ATC instructions. Failure to do so may jeopardize your safety and the safety of others.
- ➔ No Radio (**NORDO**) aircraft are **NOT AUTHORIZED** (except Paradise City Ultralight/LSA/Homebuilt Rotorcraft)
- ➔ To insure clear and concise communications with ATC, pilots are requested to **CARRY A COPY OF THE SUN 'N FUN NOTAM** aboard their aircraft.
- ➔ **ALL 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*)
- ➔ 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.
- ➔ When traffic volume is low, frequencies may be combined, Ground Air Traffic Operational Remote (GATOR) and flagmen positions may not be staffed. Continue to follow ATC instructions.
- ➔ There will be **AIRPORT CLOSURES, RUNWAY CLOSURES, TEMPORARY FLIGHT RESTRICTIONS, and HOT AIR BALLOON launches** that may affect your flight. Pilots should check **LOCAL** and **FDC NOTAMs** frequently for current information.
- ➔ Pilots are reminded to **OBTAIN ATC CLEARANCE PRIOR TO ENTERING CLASS B AIRSPACE** around Tampa and Orlando.
- ➔ Due to the large number of departures after the airshow each day, arrival traffic is not normally accepted until 1830 EDT (2230 UTC). Check the arrival ATIS to determine when the airport is reopened.
- ➔ Do **NOT** plan to **ARRIVE OR DEPART AFTER THE NIGHT AIRSHOW**. The airport is closed and south side taxiways are blocked.
- ➔ **DO** rock your wings with **GUSTO** for airborne acknowledgements.
- ➔ **DO NOT** make unnecessary radio transmissions where procedures clearly state “monitor the frequency only”.

AIRCRAFT WINDSHIELD SIGNS

Pilots landing or departing LAL are requested to **DISPLAY A SIGN IN THE LEFT SIDE OF THEIR WINDSHIELD** to designate their intended parking/camping area or type departure. The sign should have **LARGE** dark letters that can be read from at least 50 feet.

ABBREVIATIONS

| Abbreviation | Meaning |
|---------------------|-------------------------------------|
| GAC | General Aviation Camping Area |
| GAP | General Aviation Parking Area |
| HB | Homebuilt Parking Area |
| HBC | Homebuilt Camping Area |
| HC | Handicapped Parking |
| SP | Seaplane Parking Area |
| VAC | Vintage Aircraft Camping/Parking |
| ONC | Overnight Camping |
| FBO - N | Fixed Base Operator - Northside |
| FBO - S | Fixed Base Operator - Southside |
| E1 | LAL Existing Airside Hangar Tenants |
| VFR | VFR Departure |
| IFR | IFR Departure |

Parking sign example:



LAKELAND LINDER REGIONAL AIRPORT (LAL) NOTICE

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

DO NOT operate in the Class D airspace SOUTH of RWY 9R/27L. This area is reserved for aircraft using other procedures.

DO NOT STOP on the runway after landing. Exit the runway as soon as possible ON A HARD SURFACE.

DO NOT stand on/near or walk/drive across the runways.

Use caution when operating in non-movement areas. All movement on other than paved runways is at PILOTS OWN RISK.

All aircraft MUST BE TIED DOWN. Tie downs may NOT be available for purchase.

Aircraft parking and camping as allowed in designated areas only. CAMPING NORTH OF RWY 9L/27R IS PROHIBITED.

Contact an FBO for hard surface reserved parking and fueling information.

STUDENT TRAINING flights and solos are NOT PERMITTED at LAL during this event.

Observe all fire prevention rules. NO campfires or stoves are permitted near aircraft.

Runway 5/23 will be CLOSED from 0800 EDT (1200 UTC) March 31 through 1600 EDT (2000 UTC) April 3. Several taxiways will be closed as indicated by orange cones.

AIRPORT CLOSURES

Engine operation and taxi on all areas of the airport are prohibited when the airport is CLOSED during aerobatic demonstrations and nightly from 2200-0600 EDT (0200-1000 UTC).

AIRSHOW OPERATIONS

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

| AIR SHOW SCHEDULE | | | |
|--------------------------|-------------|-------------------|-------------------|
| DAY | DATE | TIME (EDT) | TIME (UTC) |
| Tuesday | April 1 | 1500-1800 | 1900-2200 |
| Wednesday | April 2 | 1500-1800 | 1900-2200 |
| Thursday | April 3 | 1200-1800 | 1600-2200 |
| Friday | April 4 | 1300-1730 | 1700-2130 |
| Saturday | April 5 | 1300-1730 | 1700-2130 |
| Saturday (night) | April 5 | 1930-2100 | 2330-0100 |
| Sunday | April 6 | 1300-1730 | 1700-2130 |

NOTE-

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

TEMPORARY FLIGHT RESTRICTIONS

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

www.tfr.faa.gov

BALLOON LAUNCH ADVISORY

Saturday, April 5, 0700-0800 EDT (1100-1200 UTC)

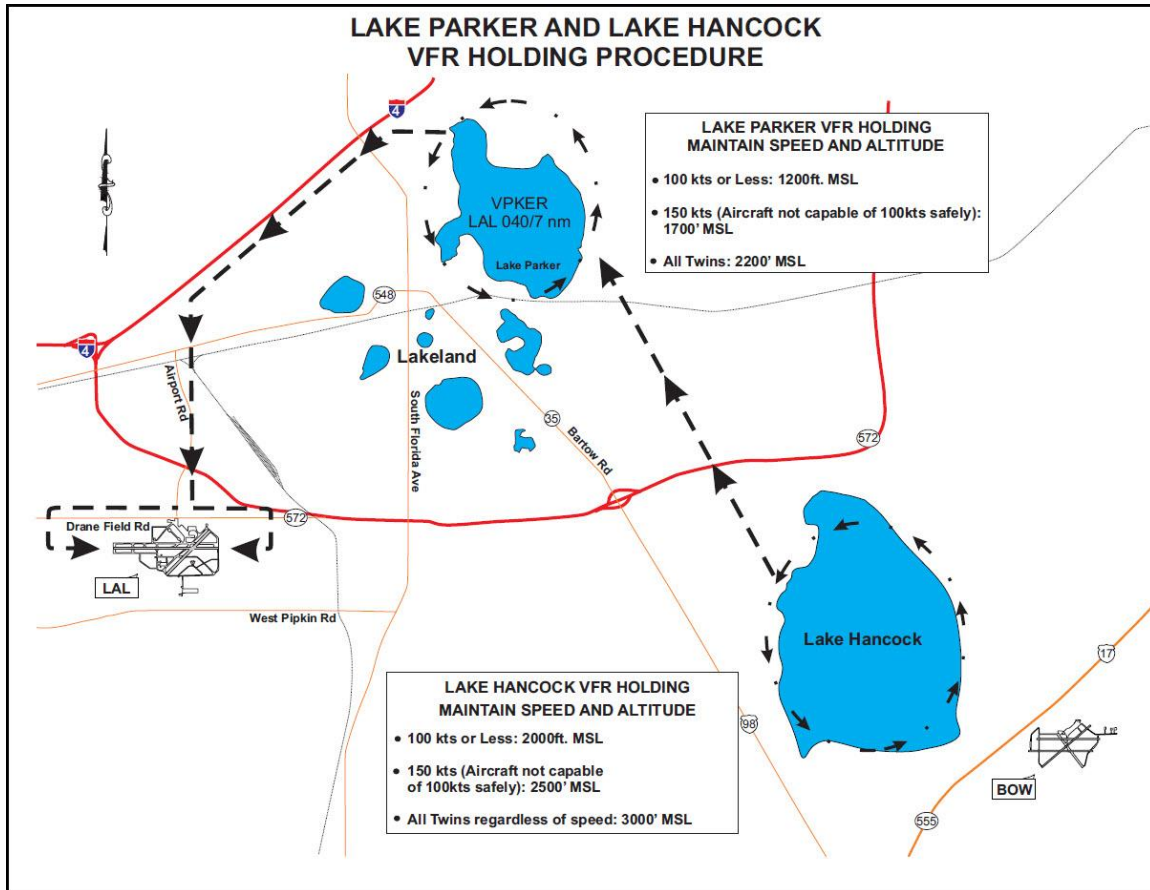
Use caution for balloon activity in the vicinity of LAL. Arriving aircraft may expect delays during this event.

SKYDIVING ACTIVITY ADVISORY

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

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

LAKE PARKER AND LAKE HANCOCK VFR HOLDING PROCEDURES



VFR HOLDING AT LAKE PARKER

If VFR holding is necessary, ATC will instruct a lead aircraft to turn left and proceed southbound over the west shore of Lake Parker.

Hold counter-clockwise around the lakeshore.

All other aircraft will be instructed to follow the leader in single file.

Controllers located on the west side the lake will monitor traffic in the holding pattern.

DO NOT PROCEED past Lake Parker without ATC clearance.

Aircraft maintain 1,200 feet MSL/100 knots or less, 1,700 feet MSL/150 knots, or 2,200 feet MSL (twin engine aircraft) regardless of airspeed.

VFR HOLDING AT LAKE HANCOCK

If VFR holding prior to Lake Parker is necessary, ATC will instruct aircraft to proceed to Lake Hancock.

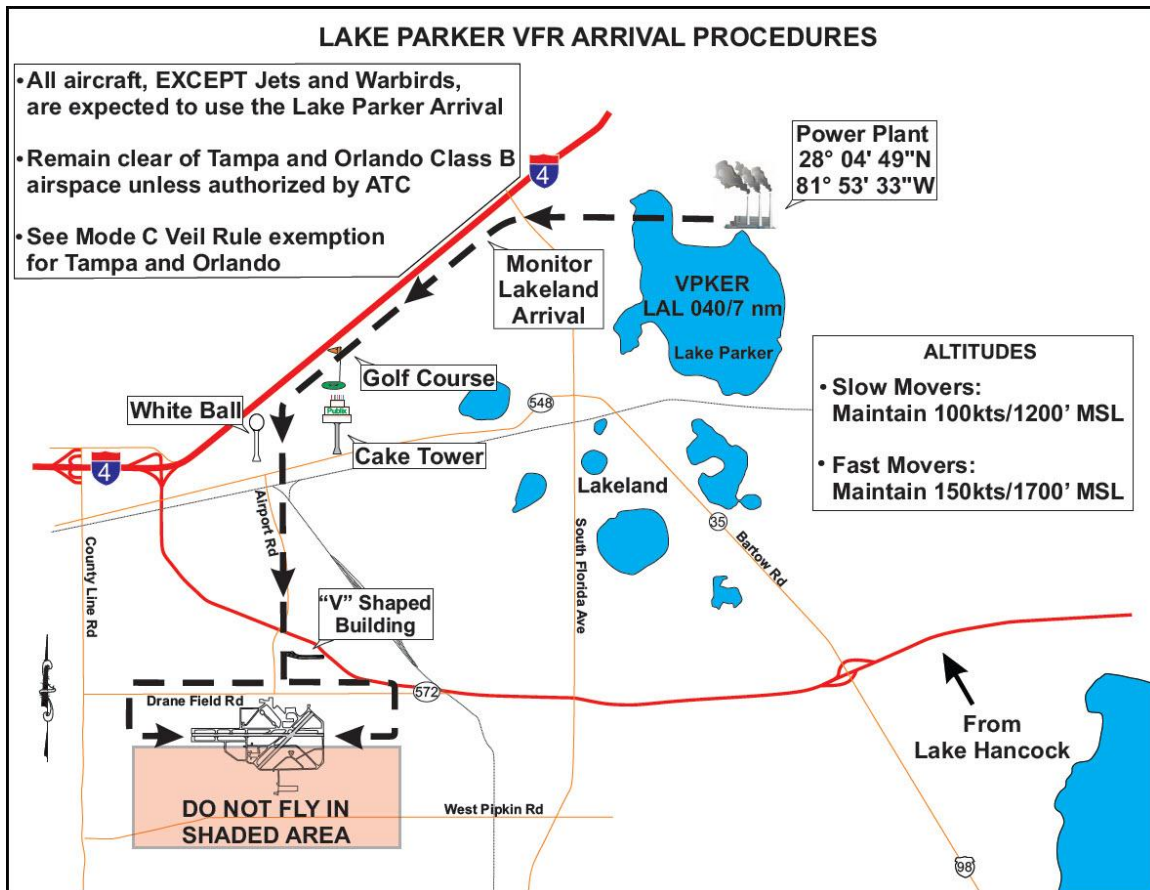
Remain clear of Lake Parker and east of the Lakeland Airport.

Hold counter clockwise around the lakeshore.

Aircraft maintain 2000 feet MSL/ 100 knots or less, 2500 feet MSL/150 knots or 3,000 feet MSL (twin-engine aircraft) regardless of speed.

LAKE PARKER VFR ARRIVAL PROCEDURES

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



LAKE PARKER VFR ARRIVAL PROCEDURES (*Continued*)

30 miles out: TURN LANDING LIGHTS ON

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

20 miles out: Listen to ARRIVAL ATIS 128.575 for landing and special information.

3 miles east of Lake Parker: Turn TRANSPONDER OFF and follow another aircraft to the power plant.

MONITOR Lake Parker Arrival on 124.5.

VIEW OF NORTH SHORE OF LAKE PARKER



LAKE PARKER VFR ARRIVAL PROCEDURES *(Continued)*



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

All aircraft 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 at Lake Parker will contact you in the vicinity of Lake Parker's north shore, using your aircraft "color" and "type" to provide sequencing and other arrival information.

Controllers may ask you to "**ROCK YOUR WINGS**" as an acknowledgement for instructions.

DO NOT transmit unless requested by ATC or if you have an EMERGENCY.

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

LAKE PARKER VFR ARRIVAL PROCEDURES (*Continued*)

From the north shore depart the power plant flying westbound. You will see baseball fields to your south. Follow the road north of the baseball fields. Continue westbound.



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



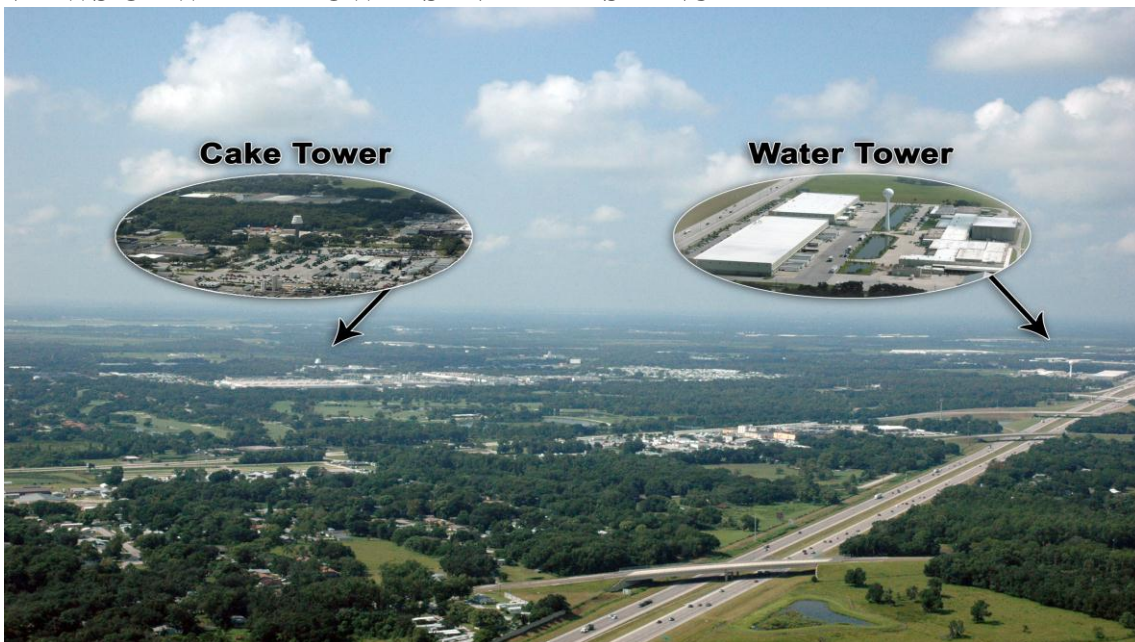
LAKE PARKER VFR ARRIVAL PROCEDURES (Continued)

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



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

VIEWS OF WATER TOWERS IN THE DISTANCE



LAKE PARKER VFR ARRIVAL PROCEDURES (*Continued*)



VIEW OF WHITE WATER TOWER TO YOUR WEST



LAKE PARKER VFR ARRIVAL PROCEDURES *(Continued)*

VIEW OF CAKE TOWER TO YOUR EAST



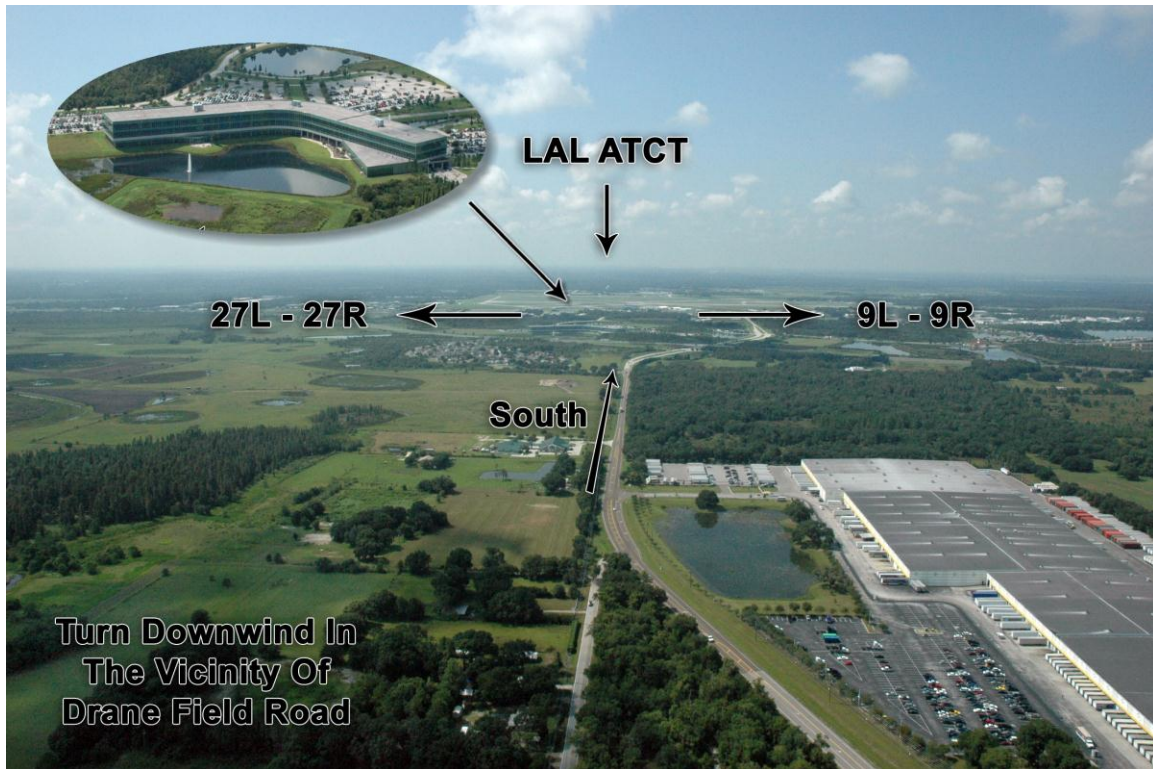
Fly southbound toward the large V-shaped building. The BLUE ROOFED airport terminal building at the Lakeland Linder Regional Airport is directly south of the large V-shaped building.

MONITOR Lakeland frequency 119.60 after making your turn southbound toward the blue roof terminal.

TURN ON YOUR LANDING LIGHTS and ENSURE LANDING GEAR IS DOWN.

LISTEN for ATC instructions.

LAKE PARKER VFR ARRIVAL PROCEDURES (Continued)



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



TRAFFIC PATTERN

Downwind:

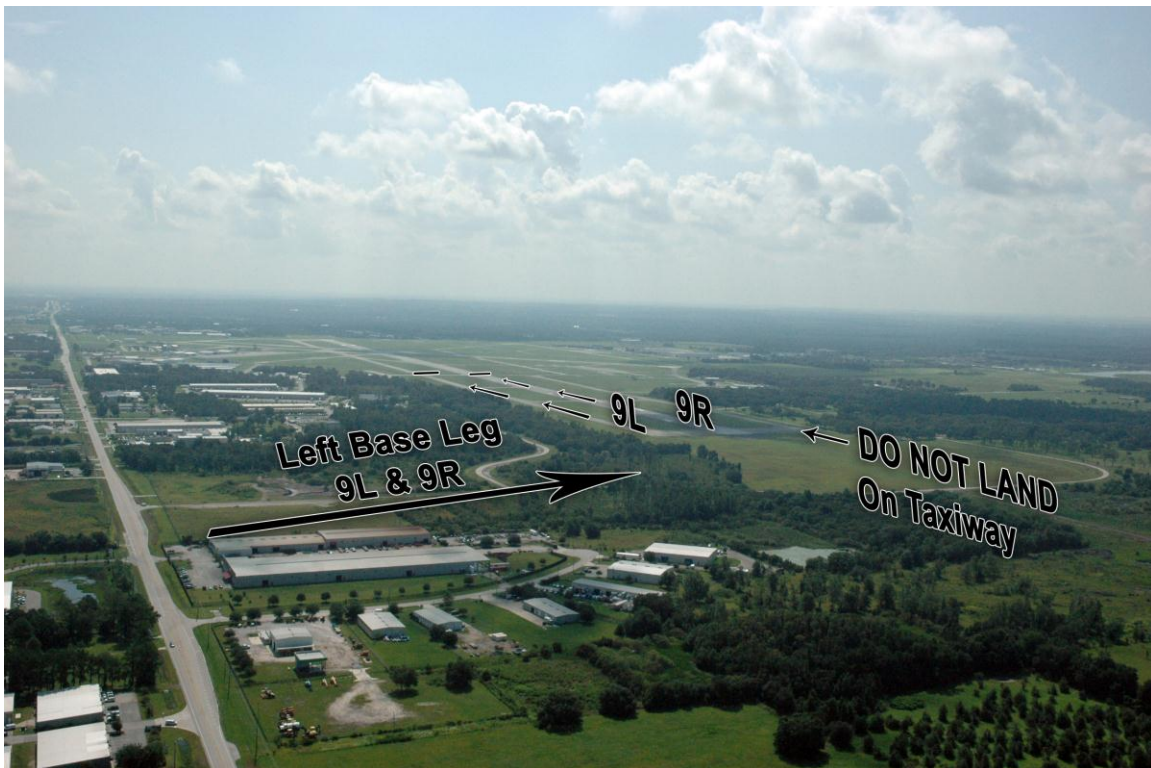
Fly directly toward the **BLUE-ROOFED** terminal building. Plan to turn downwind **prior** to the blue-roofed terminal building in the vicinity of Drane Field Road.

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



TRAFFIC PATTERN *(Continued)*

Base Leg Runways 9L or 9R:



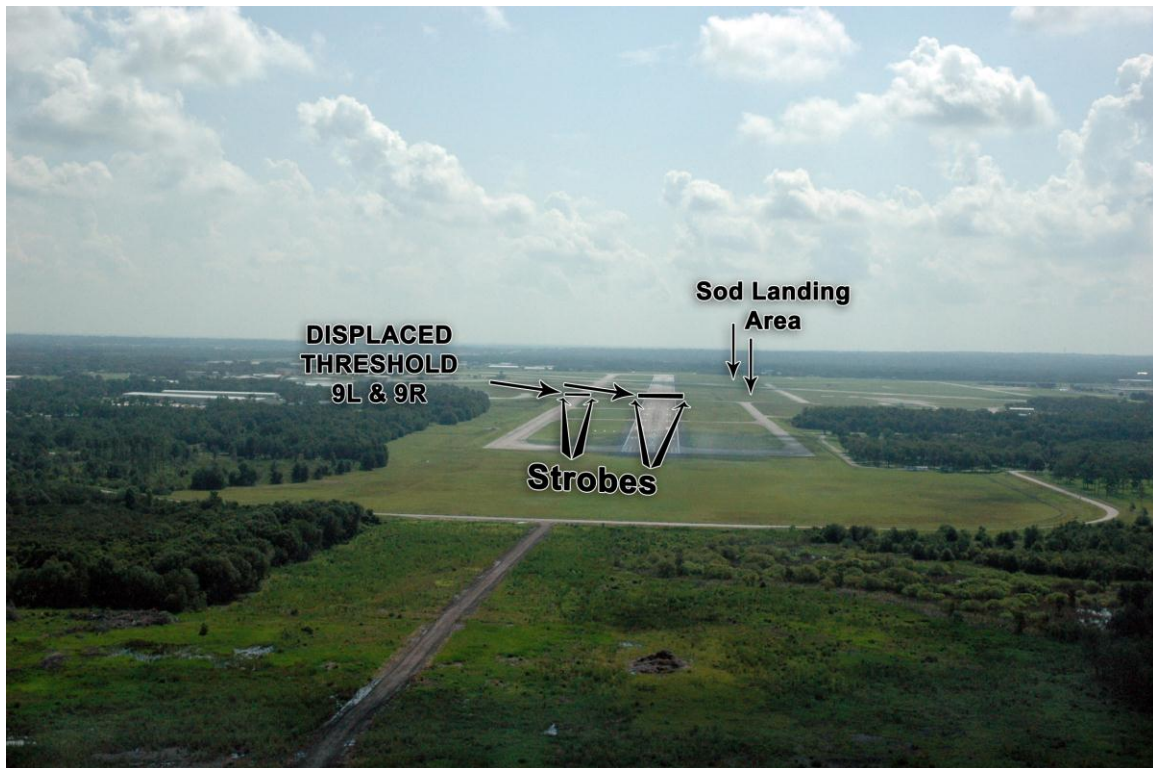
TRAFFIC PATTERN *(Continued)*

Final: Runways 9L or 9R:

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

Short Final:

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



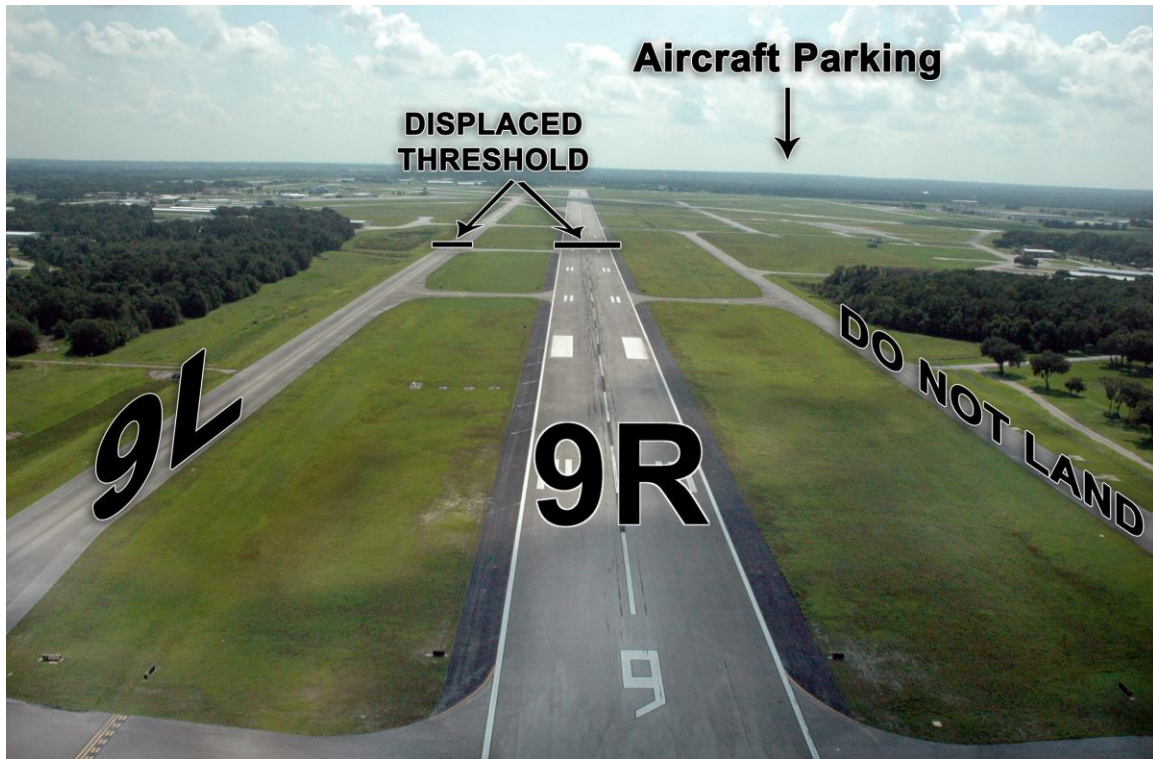
IMPORTANT -

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

LANDING

Runways 9L or 9R:

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



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

Numerous aircraft may be operating south of 9R/27L at various altitudes.

Do not deviate south of 9R/27L in the event of a go-around.

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

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

LANDING (Continued)

Runways 27L or 27R:



Runway 27L:

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

Runway 27R:

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

AFTER TOUCHDOWN

REMAIN ON HARD SURFACE unless directed by the tower or flagman.

DO NOT STOP ON THE RUNWAY, clear the runway expeditiously.

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

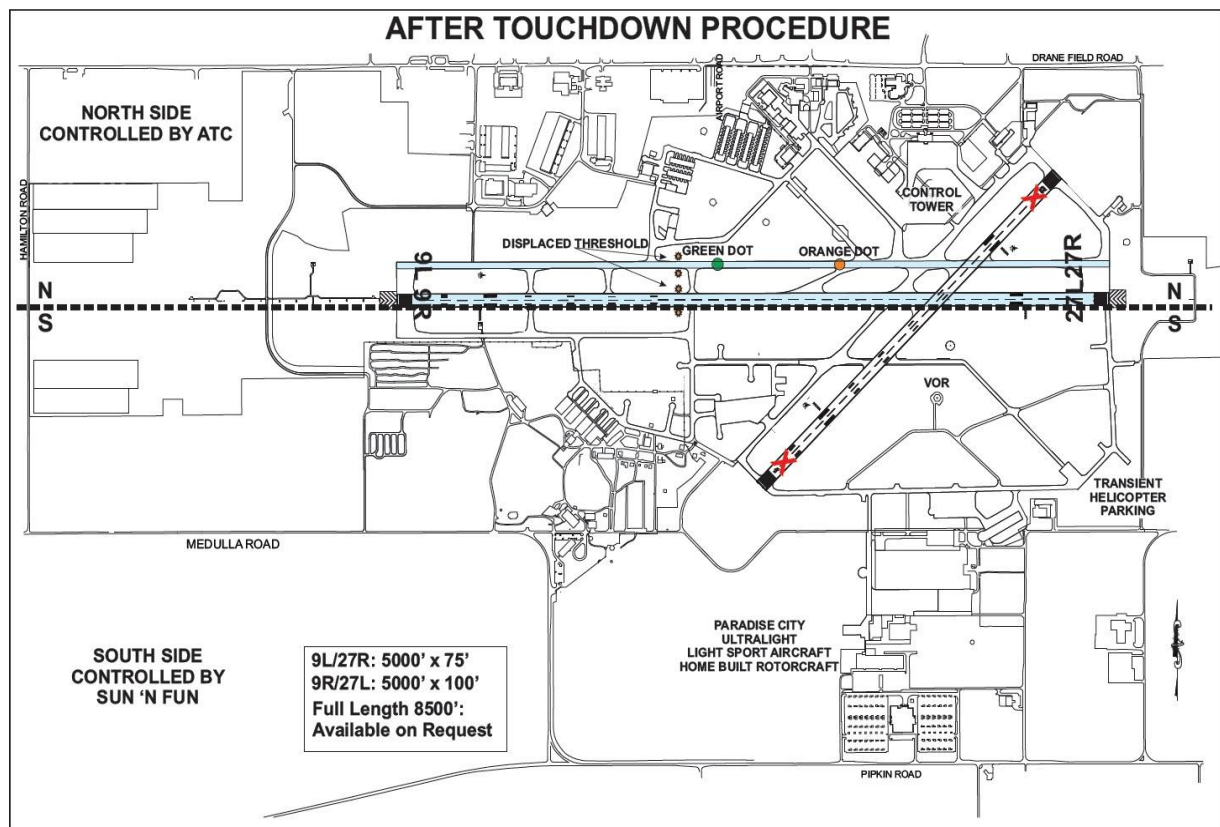
When south of Runway 9R/27L, Sun 'n Fun personnel will direct you to the parking area.
Contact Sun 'n Fun Ground Advisory on 126.075.

Park only where directed. Due to congestion, you may be asked to temporarily stop your aircraft.

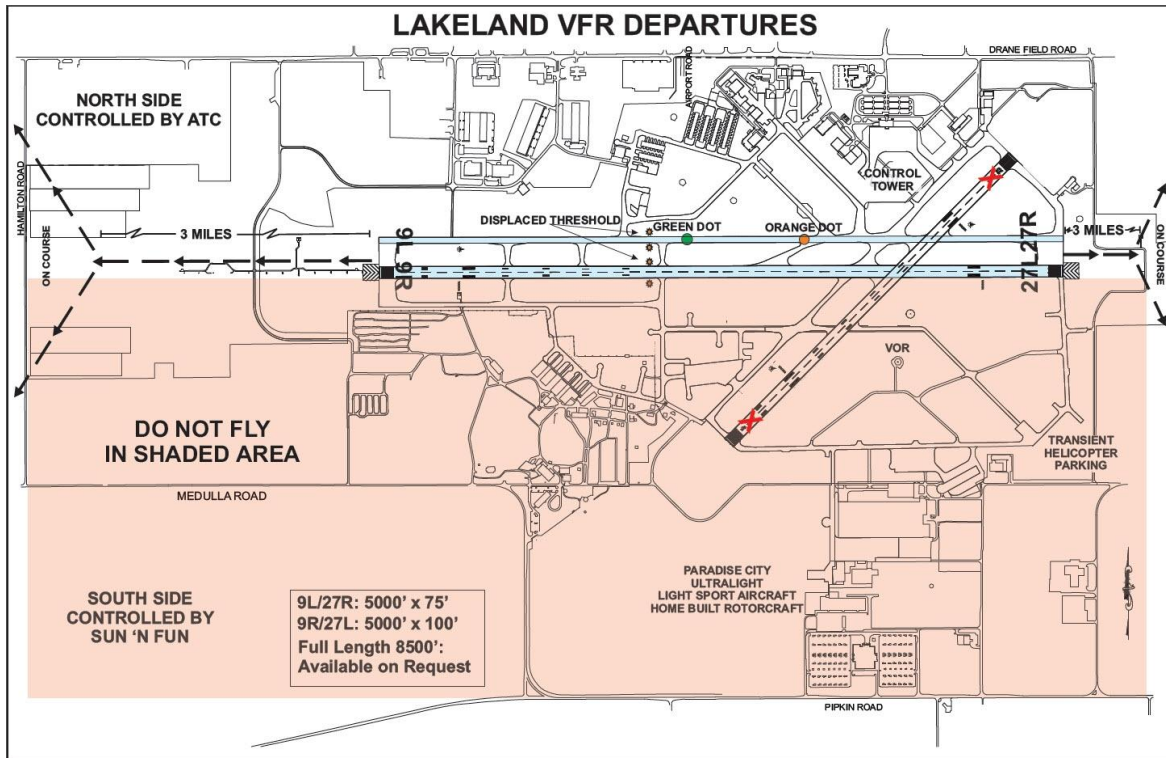
DO NOT leave your aircraft until you have reached your final parking spot and have tied your aircraft down.

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

SOUTH SIDE OF AIRPORT CLOSED FROM 2000-0700 EDT (0000-1100 UTC)



LAKELAND VFR DEPARTURES



If Lakeland Airport is **IFR**, taxi is **prohibited** 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.

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

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

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

LAKELAND VFR DEPARTURES *(Continued)*

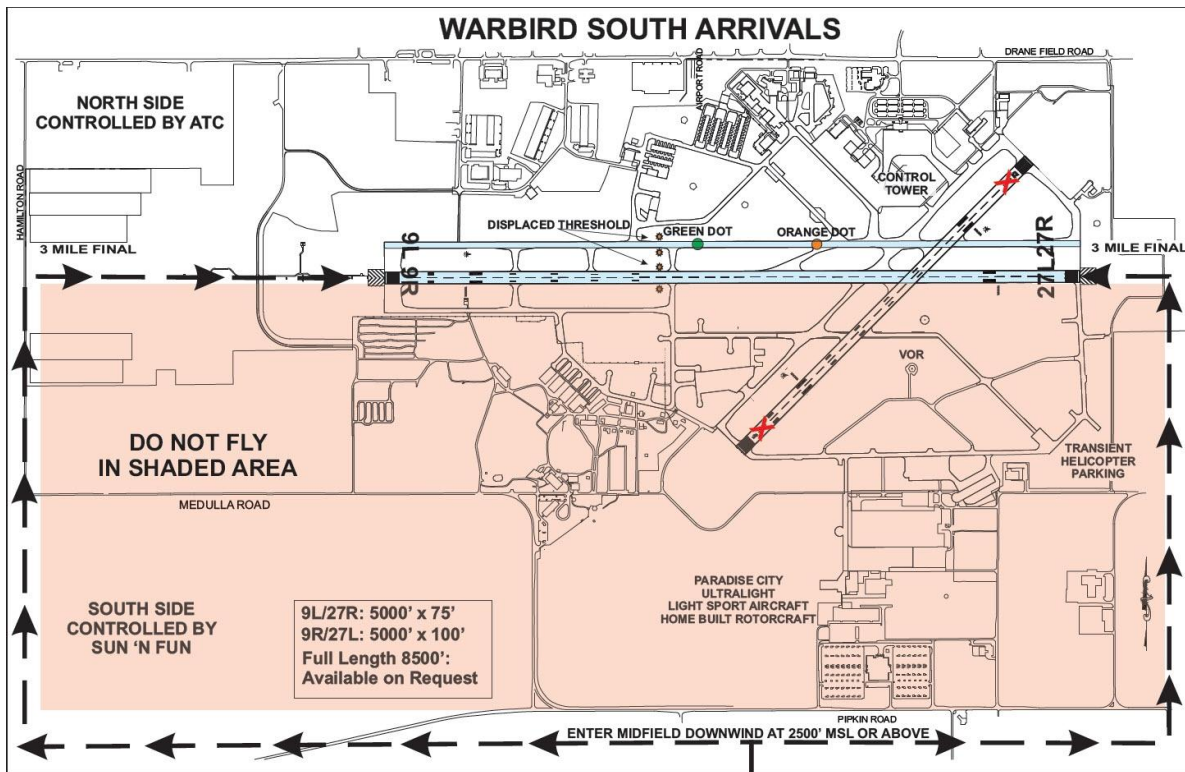
Be alert for numerous aircraft departing particularly after 1800 LCL and for arrival traffic from the north.

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



GATOR
Ground Air Traffic Operational Remote

WARBIRD SOUTH ARRIVALS



Warbird aircraft using this procedure CONTACT LAKELAND TOWER ON 118.65 MHZ 10 NM SOUTH OF LAL.

Pilot should state “Warbird south arrival, color and type aircraft, position”.

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

Approach the airport from the south and ENTER A MID-FIELD DOWNWIND for Runway 9R or 27L, as instructed. REMAIN AT OR ABOVE 2,500 FEET MSL until turning a wide base leg to at least a 3 MILE FINAL.

Expect a high volume of traffic for RWY 9L/27R from OPPOSITE-DIRECTION base legs.

After exiting, and south of RWY 9R/27L, contact Sun 'n Fun ground advisory on 126.075 for parking information.

IMPORTANT –

RUNWAY 9R HAS A DISPLACED THRESHOLD. If you require the full length (8500ft) advise the tower.

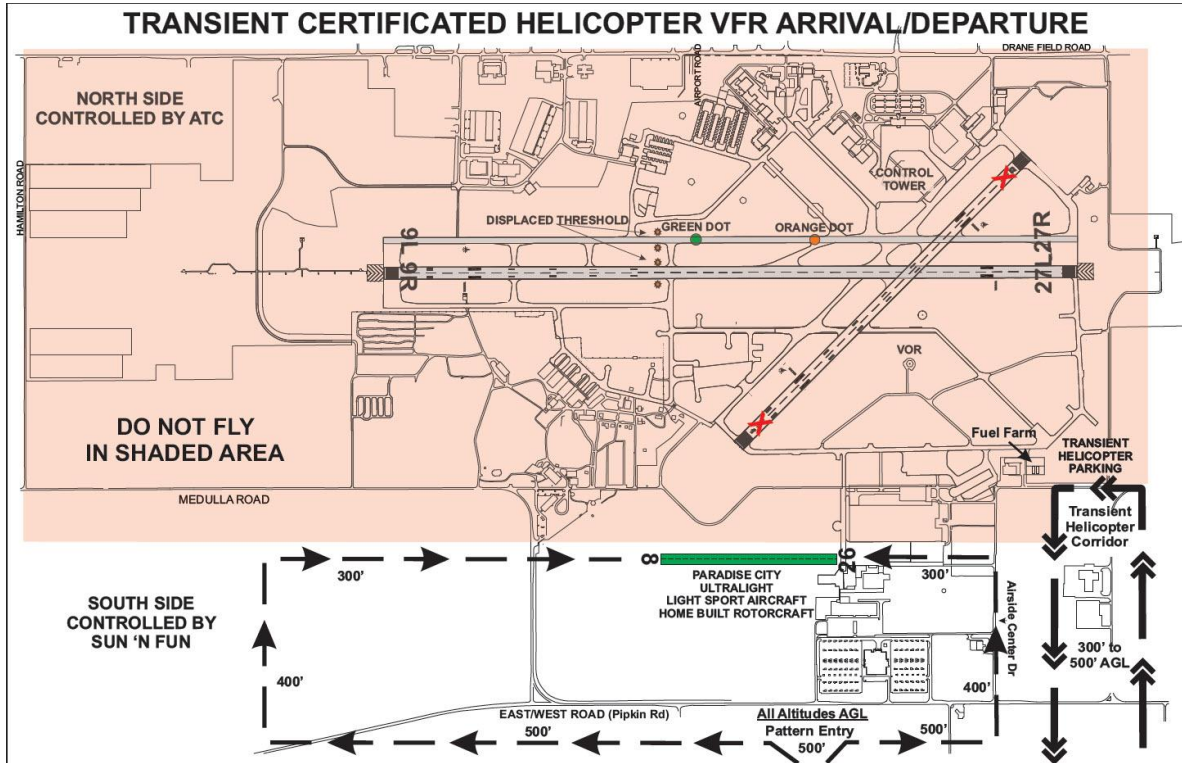
Use CAUTION for numerous aircraft operating South of RWY 9R/27L at and below 2000 ft MSL.

TRANSIENT CERTIFICATED HELICOPTER VFR ARRIVAL/DEPARTURE

IMPORTANT! - NEW PROCEDURES IN EFFECT

CHOPPERTOWN IS NO LONGER AVAILABLE due to construction.

HOMEBUILT/ROTORCRAFT operations have been incorporated into Paradise City and MUST USE THE PARADISE CITY ARRIVAL PROCEDURES.



Certificated Helicopters should approach the airport from the Southeast at or below 500 feet MSL.

Announce intentions on Helicopter Advisory frequency 123.025 MHz.

Example: “N1234, 3 South on the Helicopter arrival.”

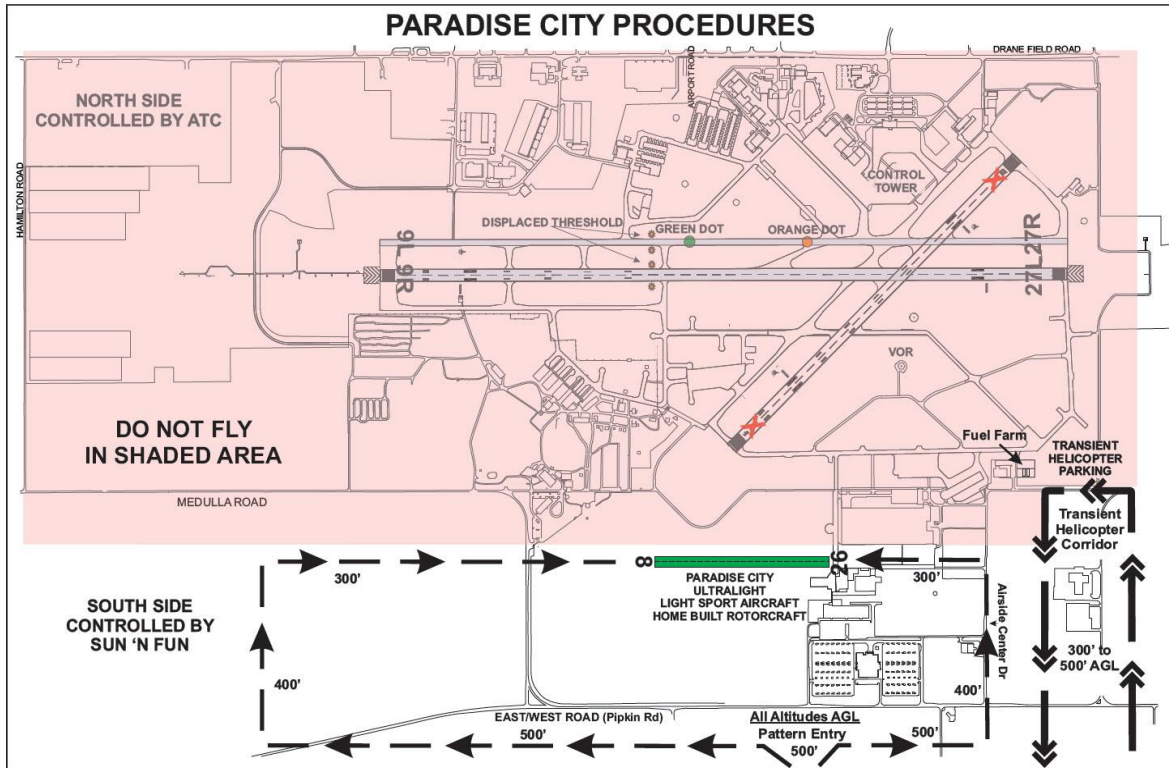
REMAIN in the helicopter corridor. Remain east of the large hangars to avoid the Paradise City flight pattern.

PARK in the grass East of Taxiway E.

REMAIN EAST of TWY E at all times and YIELD TO TAXIING AIRCRAFT.

Certificated Helicopters MAY NOT DEPART/ARRIVE DURING AIRFIELD CLOSURES unless approved by the ATC Manger, Airport Manager, and the Sun 'n Fun Director of Operations.

**PARADISE CITY
ULTRALIGHT/LIGHT SPORT AIRCRAFT (LSA)
AND HOMEBUILT ROTORCRAFT
ARRIVAL/DEPARTURE
0700-1830 EDT (1100-2230 UTC) March 30 through April 6**



The Paradise City grass Runway 08/26 is 1400' x 75' wide. It has an inclined ramp at the west end, marked with arrows, and a culvert covered ditch on the east end

Only VFR Daytime Operations are authorized.

Paradise City inbound traffic shall approach LAL from the south at 500 feet AGL. Enter the Paradise City pattern on the downwind leg at a forty-five (45) degree angle.

AVOID South Lakeland Airport (X49) 3.5 NM SW of LAL due to extensive aircraft and skydiving activity.

DO NOT FLY NORTH of the Paradise City runway or east of Airside Center Drive.

Be alert for heavy traffic in the airspace surrounding LAL.

USE CAUTION FOR HELICOPTERS OPERATIONS at the same altitudes just east of Paradise City

PARADISE CITY (*Continued*)

Radio equipped arriving aircraft **MONITOR ONLY 118.65 (DO NOT TRANSMIT)** approaching LAL from the south.

SWITCH TO PARADISE CITY ADVISORY FREQUENCY 123.625 with enough time to receive advisories. **Note:** The frequency is used for airport advisories and pilot communications and is NOT intended for the sequencing or separation of aircraft.

All pilots **MUST ATTEND A PILOT BRIEFING PRIOR TO DEPARTURE** from the Paradise City runway. Briefing times are available in the Paradise City main tent.

LAKE AGNES SPLASH-IN AT FANTASY OF FLIGHT Wednesday, April 2 through Friday, April 4, 2014

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

OFFICIAL DAY OF THE SPLASH-IN Thursday, April 3, 2014

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

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

- ➔ All aircraft must be radio equipped and the pilot must monitor and communicate on **119.125** 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 1- Sunday, April 6, 2014 0700 - 1959 EDT (1100 - 2359 UTC) |
|-------|--|

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

IFR TRAFFIC

April 1- April 6

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

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

NOTE-

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

IFR ARRIVALS

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

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

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

IFR DEPARTURES

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

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

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

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

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

IFR PICK UP/VFR FLIGHT FOLLOWING PROCEDURES

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

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

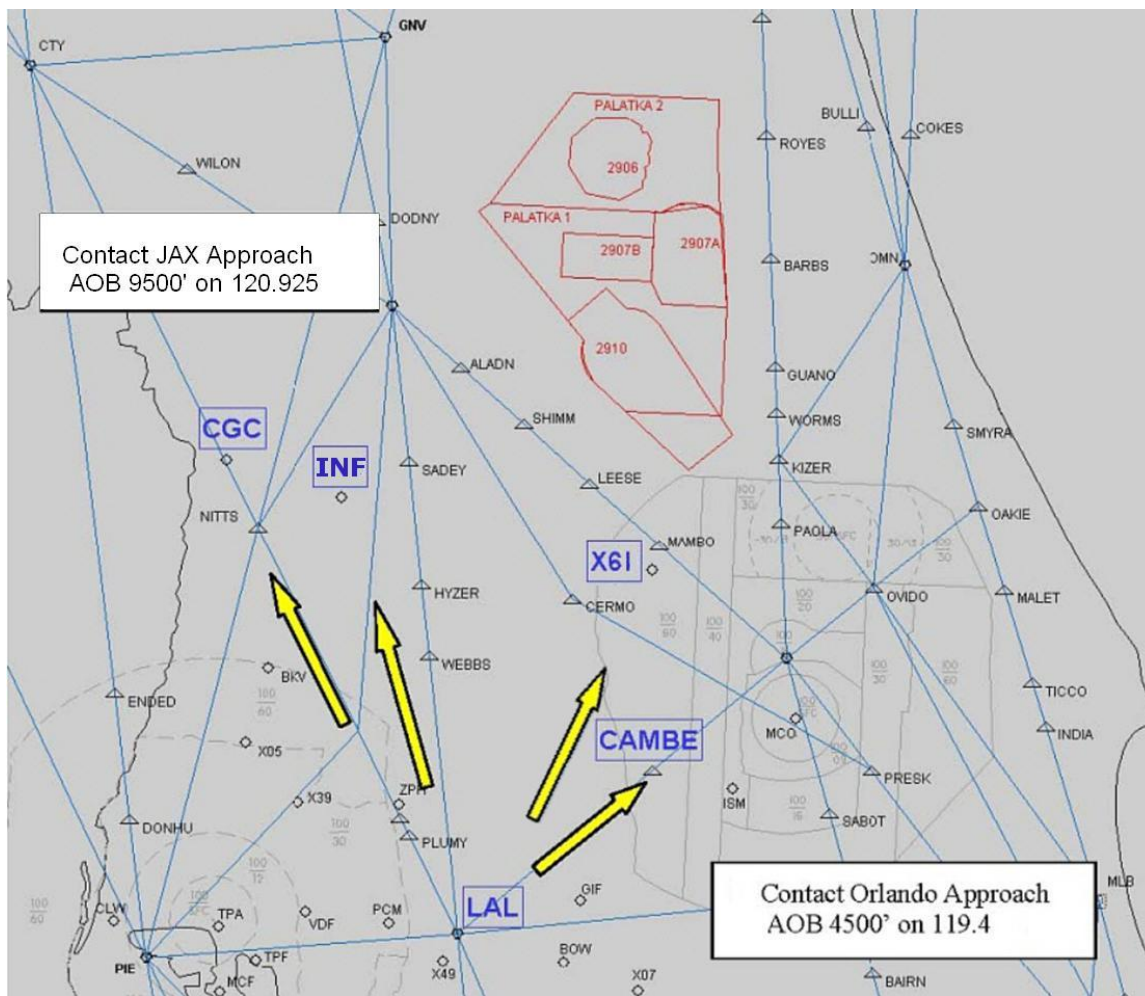
IMPORTANT- When weather at Lakeland or along your route of flight is **MARGINAL VFR**, it is **STRONGLY** suggested that you file IFR off your departure airport and **RECEIVE YOUR IFR CLEARANCE/DEPARTURE RELEASE ON THE GROUND**. Tampa, Orlando, and Jacksonville Approaches may not be able to issue IFR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

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

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

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

IFR PICK UP/VFR FLIGHT FOLLOWING (Continued)

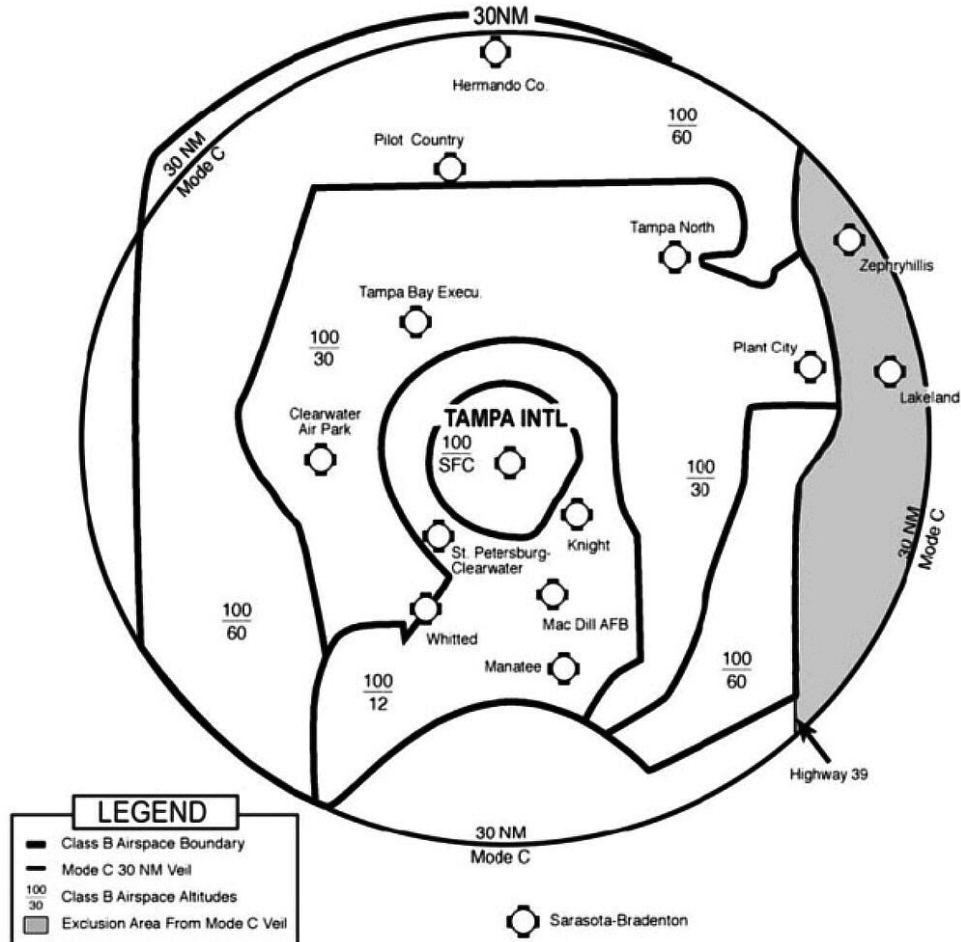


DO NOT USE FOR NAVIGATION: NOT TO SCALE

REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT

TAMPA AREA

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



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

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

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

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

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

REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT

ORLANDO AREA

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

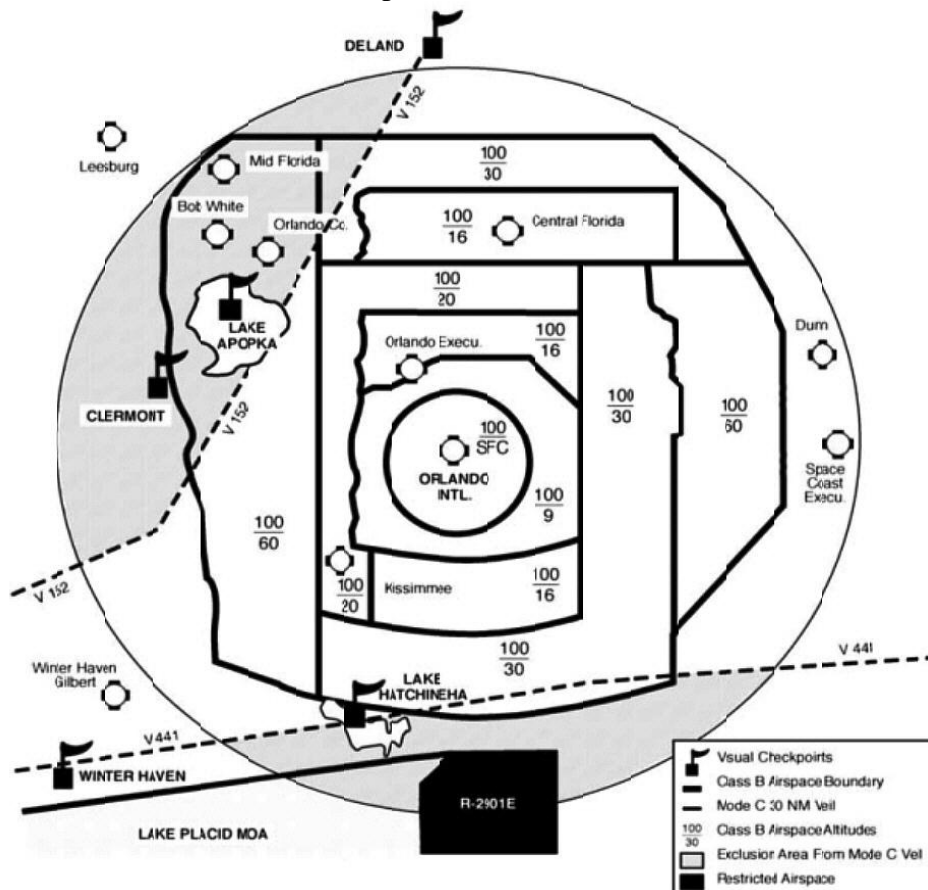
Operators of aircraft not equipped with Mode C transponders may operate within the Orlando Class B Mode C veil to attend the Sun 'n Fun Fly-In at Lakeland Linder Regional Airport along the following ATC-designated routes:

Northwest portion of Orlando Class B:

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

Southern portion of Orlando Class B:

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



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

REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT *(Continued)*

EXCEPTIONS

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

OTHER REQUESTS FOR AUTHORIZATIONS ORLANDO APPROACH

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

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

FLIGHT SERVICE STATION INFORMATION

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

INBOUND VFR FLIGHT PLANS

Filing flight plans:

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

Contacting Flight Service by Radio:

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

REMEMBER TO CLOSE YOUR VFR FLIGHT PLANS

PLANT CITY AIRPORT (PCM)

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

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

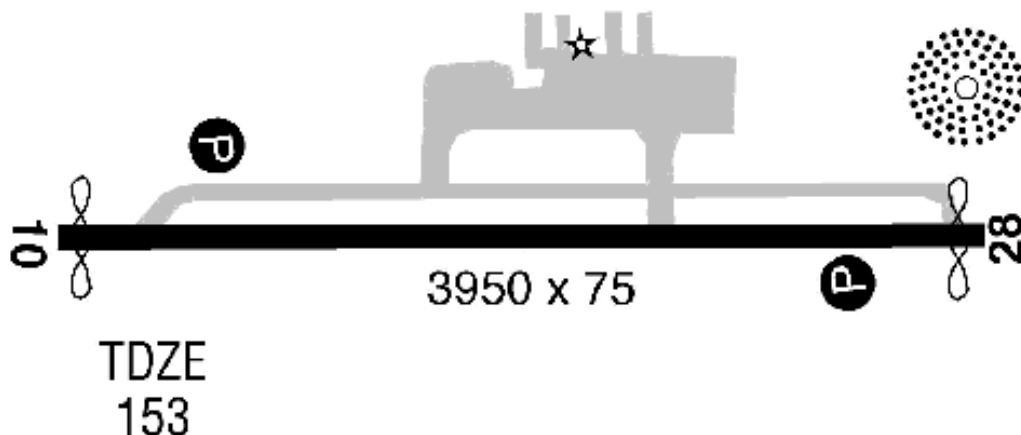
| DATES | HOURS EDT | HOURS UTC |
|---------------------------------------|------------------|------------------|
| Wednesday, April 2– Saturday, April 5 | 0800-1800 | 1200-2200 |
| Sunday, April 6 | 0800-1200 | 1200-1600 |

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

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

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

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



SUN 'N FUN FREQUENCIES

| LAKELAND AREA | | | |
|------------------------------|---------|------------------------------------|---------|
| Lakeland Arrival ATIS | 128.575 | Lakeland Departure ATIS | 118.025 |
| Lake Parker Arrival | 124.5 | Sun 'n Fun Ground Advisory | 126.075 |
| Lakeland Ground Control | 121.4 | Lakeland IFR Ground Control | 127.1 |
| Lakeland Helicopter | 123.025 | Lakeland VOR | 116.0 |
| Warbird Parking Advisory | 125.025 | Lakeland UHF | 225.4 |
| Lakeland Tower North | 119.6 | Lakeland Tower South | 118.65 |
| RWY 9L/27R Departure Monitor | 133.225 | RWY 9R/27L Departure Monitor | 135.35 |
| Paradise City Advisory | 123.625 | Lake Agnes (Splash-in) Advisory | 119.125 |
| | | | |
| TAMPA (TPA) APPROACH | | PLANT CITY (PCM) AIRPORT | |
| E of Tampa SFC-4,000' | 119.9 | Tower | 127.6 |
| E of Tampa 4,500'-12,000' | 135.5 | Unicom | 123.05 |
| W of Tampa SFC-4,000' | 125.3 | CTAF (When tower closed) | 123.05 |
| W of Tampa 4,500'-12,000' | 118.8 | | |
| SRQ Area SFC-4,000' | 119.65 | | |
| SRQ Area 4,500'-12,000' | 134.25 | DAYTONA (DAB) APPROACH | |
| Tampa Tower | 119.5 | N of Daytona SFC-3,500' | 125.8 |
| LAL IFR Arrivals Cancelling | 120.65 | N of Daytona 4,000'-11,000' | 118.85 |
| | | SW of Daytona SFC-3,500' | 126.55 |
| ORLANDO (F11) APPROACH | | SSE of Daytona SFC-3,500' | 125.35 |
| CAMBE int. 4,500' & Below | 119.4 | S of Daytona 4,000'-11,000' | 127.07 |
| N of Orlando | 121.1 | | |
| SE of Orlando | 119.77 | JACKSONVILLE (ZJX) ARTCC | |
| | | TAY Surface & Above | 125.37 |
| JACKSONVILLE (JAX) APPROACH | | CTY Area 10,500' & Above | 128.05 |
| Vicinity of GNV – 28J - PGD | | OCF Area 10,500' & Above | 133.325 |
| SFC to 6,000 | 118.17 | | |
| 6,500 to 10,000 | 121.3 | MIAMI (ZMA) ARTCC | |
| Vicinity of X60 – OCF - LEE | | S of Lakeland 9,000' & Below | 134.55 |
| SFC to 6,000 | 118.6 | S of Lakeland 10,000' & Above | 127.2 |
| 6,500 to 10,000 | 128.67 | SRQ Area 13,000' & Above | 132.35 |
| VFR Following/IFR Pick-up | 120.925 | LBV Area | 132.45 |
| | | | |
| OTHER FLIGHT SERVICE (AFSS) | | | |
| BKV | 122.3 | ORL | 123.65 |
| FT DRUM | 122.2 | PGD | 122.025 |
| LAL (receive) | 116.0 | PIE | 122.45 |
| LAL (transmit) | 122.1 | PIE | 123.6 |
| MLB | 122.6 | SEF | 122.25 |
| OMN | 122.4 | SRQ (receive) | 117.0 |
| OMN (receive) | 112.6 | SRQ (transmit) | 122.1 |
| OMN (transmit) | 122.1 | TIX | 123.6 |
| ORL | 122.65 | VRB | 122.5 |