VFR TERMINAL AREA CHART
TAMPA/ORLANDO

VFR FLYWAY — TAMPA/ ORLANDO

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways — Seaplane Base

Hard-surfaced runways 1500 ft. or greater

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.

Heliport Selected — Unverified — Abandoned - paved having landmark value, 3000 ft. or greater — Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. — FSS — FAR 91
NO SVFR — Location Identifier
NAME (NAM) (PNAM) — ICAO Location Indicator shown outside contiguous U.S.
Runways with Right Traffic Patterns (public use) — CT - 118.3 ★ Ⓒ ATIS 123.8
285 L 72 122.95
RP 23, 34
*RP Special conditions exist - see Supplement. — VFR Advsy 125.0 — UNICOM
WX CAM — Weather Camera (AK)
AOE — Airport of Entry

FSS - Flight Service Station
NO SVFR - Fixed-wing special VFR flight is prohibited.
CT - 118.3 - Control Tower (CT) - primary frequency
★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
Ⓒ - Follows the Common Traffic Advisory Frequency (CTAF)
ATIS 123.8 - Automatic Terminal Information Service
AFIS 135.2 - Automatic Flight Information Service (AK)
ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.
UNICOM - Aeronautical advisory station
VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.
285 - Elevation in feet
L - Lighting in operation Sunset to Sunrise
*L - Lighting limitations exist; refer to Supplement.
72 - Length of longest runway in hundreds of feet; usable length may be less.
When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class D Airspace
Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace
Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace. — CLASS G
Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace
Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace
2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.
Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.
Class E Airspace low altitude Federal Airways are indicated by center line.
Intersection - Arrows are directed towards facilities which establish intersection.
132° V 69 — Total mileage 169 between NAVAIDs on direct Airways
Class E Airspace low altitude RNAV 2 Routes are indicated by center line.
T 319 — TK 313 (Helicopter Only) — RNAV Waypoint
Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
*Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.
Special Airport Traffic Area (See FAR 93 for details.)
ADIZ - Air Defense Identification Zone
MODE C (See FAR 91.215/AIM.)
National Security Area
Terminal Radar Service Area (TRSA)
IR211 — MTR - Military Training Route
IFR Departure Route
IFR Arrival Route
IFR Arrival/Departure Route

COMMUNICATION BOXES

122.1R 122.6 123.6
OAKDALE Ⓐ
362 ★ 116.8 OAK
Underline indicates no voice on frequency.
Crosshatch indicates Shutdown status.
★ - Operates less than continuous or On-Request.
Ⓐ - ASOS/AWOS

122.6 CHICAGO CHI
Heavy line box indicates Flight Service Station (FSS). Frequencies 122.2 and 255.4 (Conterminous U.S.), 121.5, 122.2, 243.0 and 255.4 (Alaska), and 121.5, 126.7, and 243.0 (Canada) are available at many FSSs and are not shown above boxes. All other frequencies are shown.
R - Receive only

122.1R MIAMI — FSS radio providing voice communication
Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) — VORTAC
VOR-DME — DME — Other facilities, i.e., FSS Outlet, RCO, WX CAM (AK) (see Supplement), etc.
Non-Directional Radio Beacon (NDB) — NDB - DME

OBSTRUCTIONS

1000 ft and higher AGL
Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area)
Wind Turbine — Group Obstruction
Wind Turbine Farm — 2894' UC
Obstruction with high-intensity lights; may operate part-time
Elevation of the top above mean sea level — 2049
Height above ground — (1149)
Under construction or reported; position and elevation unverified — UC
NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

A - Aerobatic Practice Area (See Supplement.)
G - Glider Operations
H - Hang Glider Activity
U - Ultralight Activity
UA - Unmanned Aircraft Activity
Parachute Jumping Area (See Supplement.)
STADIUM — Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
Space Launch Activity Area (See Supplement.)
Marine Light
−1°E— Isogonic Line (2020 VALUE)
VPXYZ — VFR Waypoints
NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

Power Transmission Line
Aerial Cable
Lookout Tower 618 (Elevation Base of Tower)
Mountain Pass 11823 (Elevation of Pass)
Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

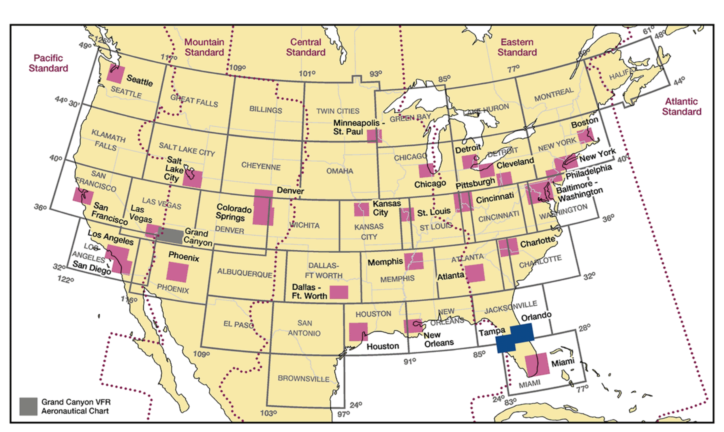
TAMPA/ORLANDO TAC

VFR TERMINAL AREA CHART SCALE 1:250,000

Federal Aviation Administration

EFFECTIVE 0901Z **25 FEB 2021**
TO 0901Z **22 APR 2021**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: TTAM
NSN 7641014099621
NGA REF. NO. VFRTATAMPORLAND
EFF. DATE 21056

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30
METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

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For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

TAMPA CLASS B AIRSPACE

See back of this chart for procedural information within the Tampa Class B Airspace

EXAMPLES OF CLASS B ALTITUDES

70 - - - Ceiling in hundreds of feet MSL
30 - - - Floor in hundreds of feet MSL

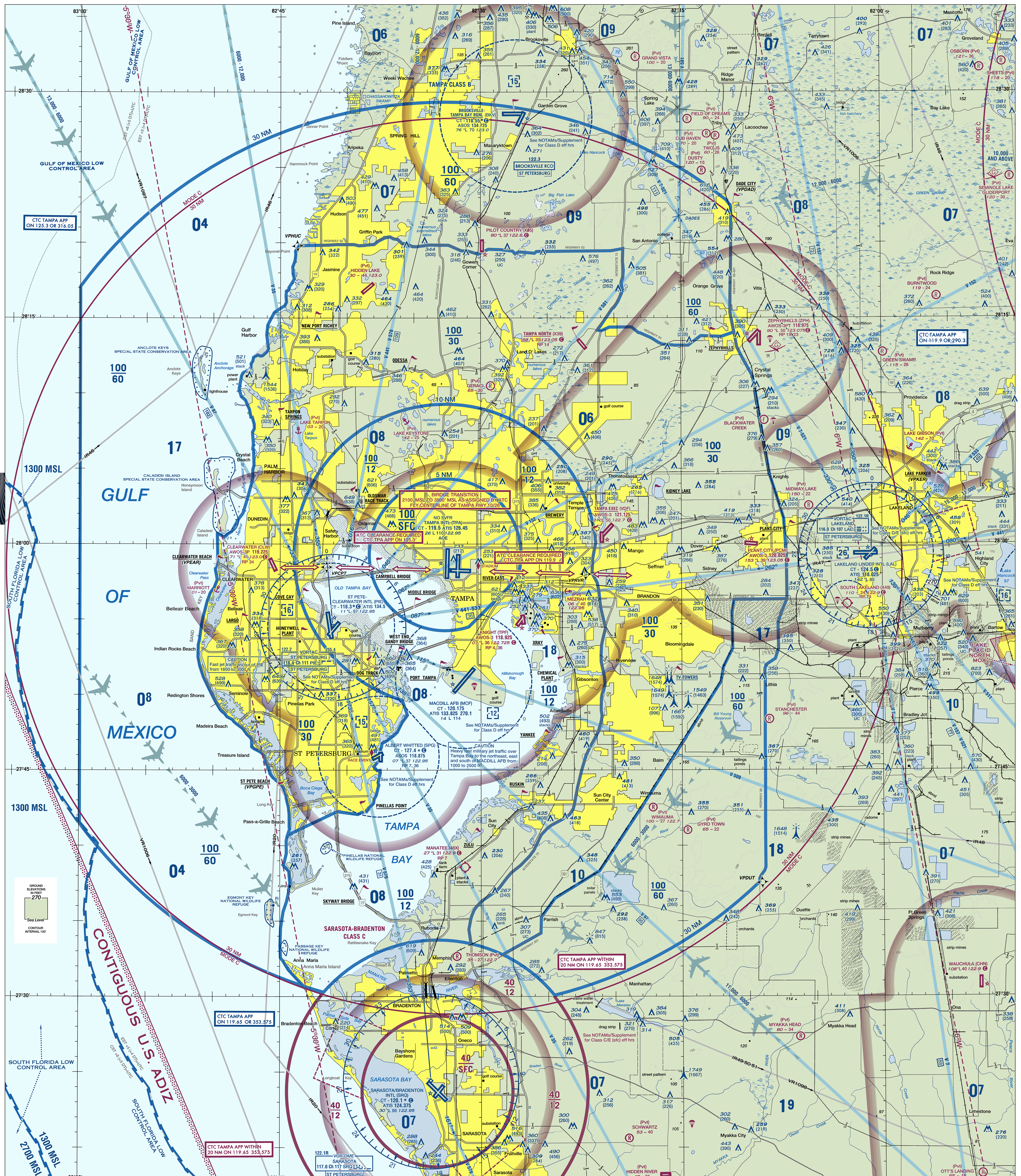
NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.



VFR TRANSITION ROUTE

(ATC CLEARANCE REQUIRED)
ALTITUDE ASSIGNED BY ATC

VFR TRANSITION ROUTES

THIS CHART ALSO IDENTIFIES VFR TRANSITION ROUTES IN THE TAMPA/ORLANDO CLASS B AIRSPACE. OPERATION ON THESE ROUTES REQUIRES ATC AUTHORIZATION FROM TAMPA/ORLANDO APPROACH CONTROL. UNTIL AUTHORIZATION IS RECEIVED, REMAIN OUTSIDE CLASS B AIRSPACE. DEPICTION OF THESE ROUTES IS TO ASSIST PILOTS IN POSITIONING THE AIRCRAFT IN AN AREA OUTSIDE THE CLASS B AIRSPACE WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO DELAY. ON INITIAL CONTACT, ADVISE ATC OF POSITION, ALTITUDE, ROUTE NAME DESIRED, AND DIRECTION OF FLIGHT. REFER TO CURRENT TAMPA/ORLANDO VFR TERMINAL AREA CHART FOR USER REQUIREMENTS.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

CONTROL TOWER FREQUENCIES ON TAMPA TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.
"MON-FRI" indicates Monday through Friday.
O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
ALBERT WHITTED	0700-2100	127.4 257.6	121.8		
BROOKSVILLE-TAMPA BAY RGNL	0700-2200	118.55	121.4		
LAKELAND LINDER INTL	CONTINUOUS	124.5 236.775	121.4	118.025	
MACDILL AFB	CONTINUOUS	120.175 294.7	118.575 275.8	133.825 270.1	
ST PETE–CLEARWATER INTL	0600-2300	118.3 257.8	121.9 348.6	134.5	
SARASOTA/BRADENTON INTL	0600-2400	120.1 256.8	121.9 273.6	124.375	
TAMPA INTL	CONTINUOUS	119.5 269.4	121.7 269.4	126.45 (ARR) 128.475 (DEP)	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
TAMPA CLASS B	119.9 290.3 (001°-150°) 119.65 353.575 (151°-219°) 125.3 316.05 (220°-360°)	CONTINUOUS
SARASOTA–BRADENTON CLASS C	119.65 353.575	0600-2400; O/T CLASS G

SPECIAL USE AIRSPACE ON TAMPA TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications.
Contact Flight Service for information.

† Other times by NOTAM.
NOTAM – Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P–PROHIBITED, R–RESTRICTED, W–WARNING, A–ALERT, MOA–MILITARY OPERATIONS AREA

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
LAKE PLACID NORTH	7000	INTERMITTENT, NORMALLY DAYLIGHT HOURS MON-FRI OCNL SAT-SUN	MIAMI CNTR	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

DISNEY WORLD THEME PARK

Pursuant to Public Law 108-199, Section 521, aircraft flight operations are prohibited at and below 3000 feet AGL within a 3 nautical mile radius of the Disney World Theme Park (282445N/0813420W or the Orlando (ORL) VORTAC 238 degree radial at 14.8 nautical miles) except as specified. See Chart Supplement for details.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines and railroads, pipelines. Check NOTAMs and see AIM for details.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

VFR TERMINAL AREA CHART TAMPA/ORLANDO

VFR FLYWAY | TAMPA/ORLANDO

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. or greater
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Private "(Pvt)" - Non-public use having emergency or landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
- Heliport Selected
- Unverified
- Abandoned - paved having landmark value, 3000 ft. or greater
- Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

★ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. — FSS — FAR 91

NO SVFR — NAME (NAM) (PNAM) — Location Identifier — ICAO Location Indicator shown outside contiguous U.S.

Runways with Right Traffic Patterns (public use) — CT - 118.3 ★ Ⓒ ATIS 123.8 — 285 L 72 122.95 — RP 23, 34

*RP Special conditions exist - see Supplement. — VFR Advsy 125.0 — UNICOM — WX CAM — Weather Camera (AK) — AOE — Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓒ - Follows the Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

AFIS 135.2 - Automatic Flight Information Service (AK)

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class B Airspace
- Class C Airspace (Mode C - see FAR 91.215/AIM.)
- Class D Airspace
- [40] Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
- Class E (sfc) Airspace
- Class E Airspace with floor 700 ft. above surface that laterally abuts Class G Airspace.
- CLASS G
- Class E Airspace with floor 700 ft. above surface that laterally abuts 1200 ft. or higher Class E Airspace
- Class E Airspace with floor 1200 ft. or greater above surface that laterally abuts Class G Airspace
- 2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways are indicated by center line.

Intersection - Arrows are directed towards facilities which establish intersection.

132° — V 69 — 169 — Total mileage between NAVAIDs on direct Airways

Class E Airspace low altitude RNAV 2 Routes are indicated by center line.

T 319 — TK 313 (Helicopter Only) — RNAV Waypoint

- Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
- *Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

- Special Airport Traffic Area (See FAR 93 for details.)
- ADIZ - Air Defense Identification Zone
- MODE C (See FAR 91.215/AIM.)
- National Security Area
- Terminal Radar Service Area (TRSA)
- IR211 — MTR - Military Training Route
- IFR Departure Route
- IFR Arrival Route
- IFR Arrival/Departure Route

COMMUNICATION BOXES

122.1R 122.6 123.6 — OAKDALE — 362★ 116.4 OAK — 122.6 — CHICAGO CHI

- Underline indicates no voice on frequency.
- Crosshatch indicates Shutdown status.
- ★ - Operates less than continuous or On-Request.
- Ⓐ - ASOS/AWOS

Heavy line box indicates Flight Service Station (FSS). Frequencies 122.2 and 255.4 (Conterminous U.S.), 121.5, 122.2, 243.0 and 255.4 (Alaska), and 121.5, 126.7, and 243.0 (Canada) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

R - Receive only

FSS radio providing voice communication — 122.1R — MIAMI

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- DME
- Other facilities, i.e., FSS Outlet, RCO, WX CAM (AK) (see Supplement), etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

- 1000 ft and higher AGL
- Wind Turbine
- Wind Turbine Farm — 2894' UC
- Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area)
- Group Obstruction
- Elevation of the top above mean sea level — 2049
- Height above ground — (1149)
- Under construction or reported; position and elevation unverified — UC
- Obstruction with high-intensity lights; may operate part-time
- NOTICE: Guy wires may extend outward from structures.

MISCELLANEOUS

- A - Aerobatic Practice Area (See Supplement.)
- G - Glider Operations
- H - Hang Glider Activity
- U - Ultralight Activity
- UA - Unmanned Aircraft Activity
- Parachute Jumping Area (See Supplement.)
- STADIUM — Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
- Marine Light
- VPXYZ — VFR Waypoints
- Space Launch Activity Area (See Supplement.)
- −1°E− Isogonic Line (2020 VALUE)
- NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Lookout Tower — 618 (Elevation Base of Tower)
- Mountain Pass — 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

TAMPA/ORLANDO TAC

VFR TERMINAL AREA CHART SCALE 1:250,000

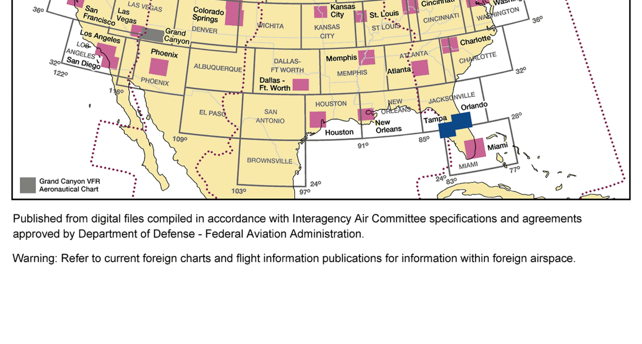
Federal Aviation Administration ™

EFFECTIVE 0901Z **25 FEB 2021**

TO 0901Z **22 APR 2021**

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/



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Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

FAA Product ID: TTAM

NSN 7641014099621

NGA REF. NO. VFRTATAMPORLAND

EFF. DATE 21056

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet .... 12[5]

CONVERSION OF ELEVATIONS

FEET (Thousands) 0 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30

METERS (Thousands) 0 1 2 3 4 5 6 7 8 9

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For a list of approved FAA Print Providers, visit our website at: http://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

CONTROL TOWER FREQUENCIES ON ORLANDO TERMINAL AREA CHART

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.

"MON-FRI" indicates Monday through Friday.

O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
BARTOW EXEC	0730-1730 CLSD EASTER, THANKSGIVING & CHRISTMAS; OTHER HOL BY NOTAM	121.2	121.9		
CAPE CANAVERAL AFS	NO SPEC HRS MON-FRI CLSD HOL	118.625 143.15 239.05			
DAYTONA BEACH INTL	CONTINUOUS	118.1 (RWY 7R/25L) 120.7 (RWYS 7L/25R & 16/34) 257.8	121.9 348.6	132.875	
EXEC	0700-2200	118.7 239.0	121.4 239.0	127.25	
KISSIMMEE GATEWAY	0700-2200	124.45	121.7	128.775	
LAKELAND LINDER INTL	CONTINUOUS	124.5 236.775	121.4	118.025	
LEESBURG INTL	0700-1900	119.35	121.725		
MELBOURNE INTL	0600-2400	118.2 257.8	121.9	132.55	
NASA SHUTTLE LANDING FACILITY	0800-1700 MON-FRI EXC HOL	128.55 284.0	121.75		
NEW SMYRNA BEACH	0700-2200	119.675	121.325	124.625	
ORLANDO INTL	CONTINUOUS	118.45 (RWYS 17L/35R & 17R/35L) 124.3 (RWYS 18L/36R & 18R/36L) 253.5	126.4 (E) 121.8 (W)	121.25 (ARR) 120.525 (DEP)	
ORLANDO SANFORD INTL	0630-2300	120.3 254.35	121.35 254.35	125.975	
PATRICK AFB	0800-2400 MON-FRI 0900-1700 SAT-SUN CLSD HOL & 3RD FRI OF MONTH	133.75 269.375	124.35 335.8	119.175 273.5	
SPACE COAST RGNL	0700-2100	118.9	121.85	120.625	

CLASS B, CLASS C, TRSA, AND SELECTED APPROACH CONTROL FREQUENCIES

FACILITY	FREQUENCIES	SERVICE AVAILABILITY
ORLANDO CLASS B	120.15 284.7 (181°-359°) ABOVE 5500 124.8 307.0 (000°-180°) ABOVE 5500 119.4 (181°-310°) 5500 & BELOW 135.3 351.9 (311°-060°) 5500 & BELOW 119.4 (061°-180°) 4500 & BELOW	CONTINUOUS
DAYTONA BEACH CLASS C	125.8 269.075 (N) 3500 & BELOW 125.35 322.3 (S) 3500 & BELOW	CONTINUOUS
SANFORD CLASS C	135.3 351.9 (N) 3500 & BELOW 119.4 351.9 (S) 3500 & BELOW	0630-2300 O/T CLASS G
CAPE CANAVERAL AFS	134.95 281.425	CONTINUOUS
NASA SHUTTLE LANDING FACILITY	134.95 281.425	CONTINUOUS
PATRICK AFB	132.65 281.425	CONTINUOUS

SPECIAL USE AIRSPACE ON ORLANDO TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications.
Contact Flight Service for information.

† Other times by NOTAM.
NOTAM – Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

U.S. P–PROHIBITED, R–RESTRICTED, W–WARNING, A–ALERT, MOA–MILITARY OPERATIONS AREA

NUMBER	ALTITUDE	TIME OF USE	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
R-2901 B	14,000 TO BUT NOT INCL FL 180	INTERMITTENT 0600-2400 MON-FRI 0800-1800 SAT-SUN †6 HRS IN ADVANCE	MIAMI CNTR	
R-2901 E	1000 TO BUT NOT INCL 4000	INTERMITTENT 0600-2400 MON-FRI 0800-1800 SAT-SUN †6 HRS IN ADVANCE	MIAMI CNTR	
R-2901 M	4000 TO BUT NOT INCL 14,000	INTERMITTENT 0600-2400 MON-FRI 0800-1800 SAT-SUN †6 HRS IN ADVANCE	MIAMI CNTR	
R-2910 A	TO FL 230	INTERMITTENT 0800-2400 †6 HRS IN ADVANCE	JACKSONVILLE CNTR	134.0
R-2910 B, C	TO 6000	INTERMITTENT 0800-2400 †6 HRS IN ADVANCE	CENTRAL FLORIDA TRACON	119.525
R-2910 D	2000 TO FL 230	INTERMITTENT 0800-2400 †6 HRS IN ADVANCE	JACKSONVILLE CNTR	134.0
R-2910 E	500 TO BUT NOT INCL 2000	INTERMITTENT 0800-2400 †6 HRS IN ADVANCE	JACKSONVILLE TRACON	118.6
R-2932	TO BUT NOT INCL 5000	CONTINUOUS	MIAMI CNTR	
R-2933	5000 TO UNLIMITED	INTERMITTENT BY NOTAM NORMALLY 24 HRS IN ADVANCE	MIAMI CNTR	
R-2934	UNLIMITED	INTERMITTENT BY NOTAM NORMALLY 24 HRS IN ADVANCE	MIAMI CNTR	
R-2935	11,000 TO UNLIMITED	INTERMITTENT BY NOTAM NORMALLY 24 HRS IN ADVANCE	MIAMI CNTR	
W-136 F	UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
W-137 F	UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
W-137 G	TO 13,000	CONTINUOUS	JACKSONVILLE CNTR	
W-138 E	UNLIMITED	CONTINUOUS	JACKSONVILLE CNTR	
W-497 A, B	UNLIMITED	BY NOTAM	MIAMI CNTR	
A-293	TO 4000	0600-2400	DAYTONA BEACH INTL	122.85
A-294	TO 4000	0600-2400	DAYTONA BEACH INTL	123.5

Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
LAKE PLACID EAST, NORTH	7000	INTERMITTENT, NORMALLY DAYLIGHT HOURS MON-FRI OCNL SAT-SUN	MIAMI CNTR	
PALATKA 1	3000	INTERMITTENT 0800-2400	JACKSONVILLE CNTR	

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

DISNEY WORLD THEME PARK

Pursuant to Public Law 108-199, Section 521, aircraft flight operations are prohibited at and below 3000 feet AGL within a 3 nautical mile radius of the Disney World Theme Park (282445N/0813420W or the Orlando (ORL) VORTAC 238 degree radial at 14.8 nautical miles) except as specified. See Chart Supplement for details.

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines and railroads. Check NOTAMs and see AIM for details.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of Agency Areas

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

Entire area of the chart is within the Eastern Standard Time Zone +5 (+4 DT) = UTC

ORLANDO CLASS B AIRSPACE

See back of this chart for procedural information within the Orlando Class B Airspace

EXAMPLES OF CLASS B ALTITUDES

70 --- Ceiling in hundreds of feet MSL
30 --- Floor in hundreds of feet MSL

MONROE VFR ARRIVAL (Non-turbine only): Contact Orlando APP on 135.3 to request arrival. Proceed to a point 5NM due north of SFB (Northeast shore of Lake Monroe). Then proceed southbound across the lake to enter a midfield downwind for runway 9L/27R as assigned. Maintain 1500' until advised by SFB ATCT.

JESSUP VFR ARRIVAL (Non-turbine only): Contact Orlando APP on 135.3 if southeast of SFB, or 119.775 if southwest of SFB, to request arrival. Proceed to a point 5NM due south of SFB (South shore of Lake Jessup over the bridge). Then proceed northbound across the lake to enter a midfield downwind for runway 9R/27L as assigned. Maintain 1500' until advised by SFB ATCT.

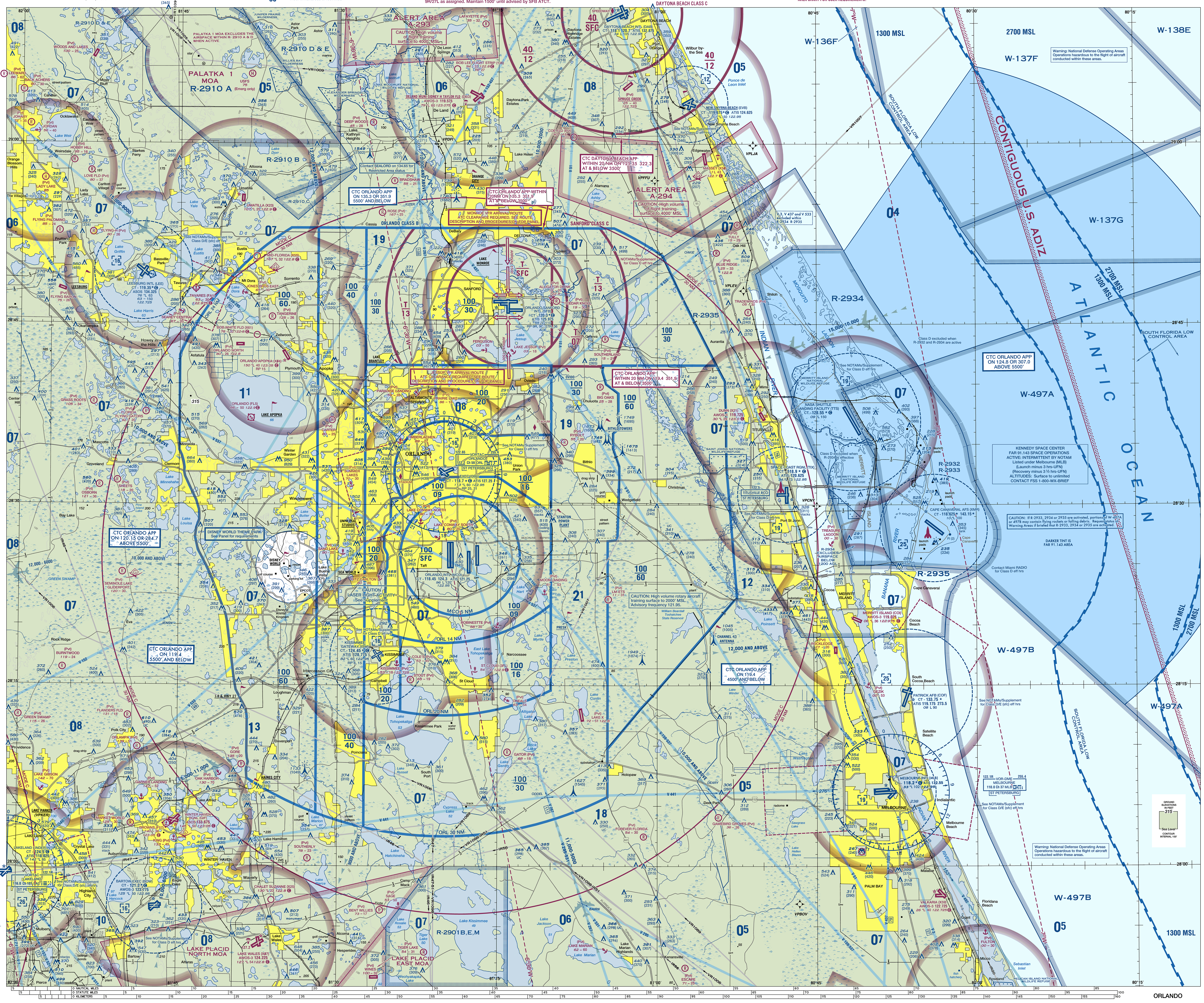
VFR TRANSITION ROUTE (ATC CLEARANCE REQUIRED) ALTITUDE ASSIGNED BY ATC

VFR TRANSITION ROUTES

THIS CHART ALSO IDENTIFIES VFR TRANSITION ROUTES IN THE TAMPA/ORLANDO CLASS B AIRSPACE. OPERATION ON THESE ROUTES REQUIRES ATC AUTHORIZATION FROM TAMPA/ORLANDO APPROACH CONTROL. UNTIL AUTHORIZATION IS RECEIVED, REMAIN OUTSIDE CLASS B AIRSPACE. DEPICTION OF THESE ROUTES IS TO ASSIST PILOTS IN POSITIONING THE AIRCRAFT IN AN AREA OUTSIDE THE CLASS B AIRSPACE WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO DELAY. ON INITIAL CONTACT, ADVISE ATC OF POSITION, ALTITUDE, ROUTE NAME DESIRED, AND DIRECTION OF FLIGHT. REFER TO CURRENT TAMPA/ORLANDO VFR TERMINAL AREA CHART FOR USER REQUIREMENTS.

EXAMPLES OF CLASS C ALTITUDES

T --- Ceiling is to but not including floor of CLASS B
30 --- Floor in hundreds of feet MSL



ORLANDO

VFR FLYWAY PLANNING CHART
TAMPA/ORLANDO
Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

AIRPORTS
Paved Runways
NAME (NAM)
NAME (NAM)
Unpaved Runways
NAME (NAM)

RADIO AIDS TO NAVIGATION
VOR — DLG 138.8
NDB — DCW 262
VORTAC — PPS 121.8
NDB-DME — RMW 320
VOR-DME — KIP 110.7
DME — PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION
Class B Airspace
Class C Airspace (Mode C - see FAR 91.215/AIM.)
Class B/C Surface Area
Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
*Alert Area and Military Operations Area (MOA)
*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.
IFR Departure Routes
IFR Arrival Routes
IFR Arrival/Departure Routes

Examples of Class B Airspace Altitudes
70 — Ceiling in hundreds of feet MSL
30 — Floor in hundreds of feet MSL
Mode C (See FAR 91.215/AIM.)
Class D Airspace
40 — Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace

Suggested VFR Flyway and Altitude
2600 | 6700

OBSTRUCTIONS (Selected)
2049

MISCELLANEOUS
Navigation Reference Point
N39° 56.32' W120° 36.91'

TOPOGRAPHIC INFORMATION
12256 — Mountain Top or Peak and Spot Elevation

TAMPA/ORLANDO CLASS B AIRSPACE

OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.131 are met. Included among those requirements are:

1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or:
   (b) The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
3. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.
4. An operable VOR or TACAN receiver for IFR operations.
5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS— Aircraft operating within the Tampa/Orlando Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS—

1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taxiing of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approved visual and other nonradar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.

NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE TAMPA/ORLANDO AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE TAMPA/ORLANDO AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

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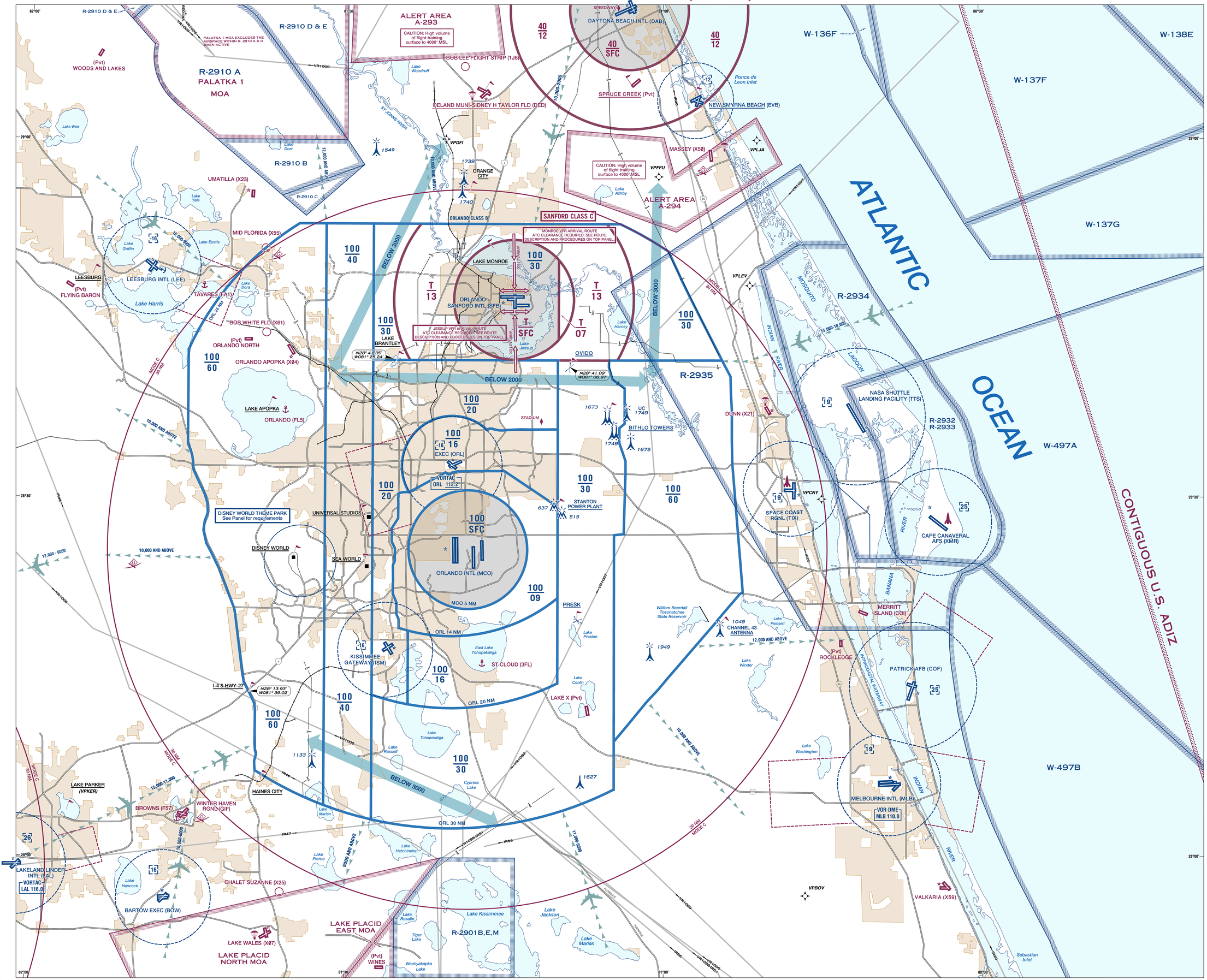
VFR TRANSITION ROUTE
(ATC CLEARANCE REQUIRED)
ALTITUDE ASSIGNED BY ATC



VFR FLYWAY PLANNING CHART
TAMPA/ORLANDO
Scale 1:250,000

NOT TO BE USED FOR NAVIGATION

AIRPORTS
Paved Runways
NAME (NAM)
NAME (NAM)
Unpaved Runways
NAME (NAM)

RADIO AIDS TO NAVIGATION
VOR — DLG 138.8
NDB — DCW 262
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DME — PVU CH 21 (108.4)

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Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas
*Alert Area and Military Operations Area (MOA)
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IFR Departure Routes
IFR Arrival Routes
IFR Arrival/Departure Routes

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70 — Ceiling in hundreds of feet MSL
30 — Floor in hundreds of feet MSL
Mode C (See FAR 91.215/AIM.)
Class D Airspace
40 — Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
Class E (sfc) Airspace

Suggested VFR Flyway and Altitude
2600 6700

OBSTRUCTIONS (Selected)
2049

MISCELLANEOUS
Navigation Reference Point
N39° 56.32' W120° 36.91'

TOPOGRAPHIC INFORMATION
12256 — Mountain Top or Peak and Spot Elevation

TAMPA/ORLANDO CLASS B AIRSPACE

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1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
   (a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 61.101(d); or holds a Sport Pilot certificate and has met the requirements of FAR 61.325, or:
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MILITARY TRAINING ROUTES (MTRs)

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