
















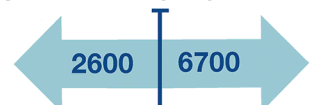






VFR FLYWAY PLANNING CHART
HOUSTON
Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

AIRPORTS		RADIO AIDS TO NAVIGATION		
Paved Runways		VOR	NDB	
 NAME (NAM)	NAME (NAM)	 DLG 138.8	 DCW 262	
 NAME (NAM)		VORTAC	NDB-DME	
Unpaved Runways			 PPS 121.8	 RMW 320
 NAME (NAM)		VOR-DME	DME	
			 KIP 110.7	 PVU CH 21 (108.4)

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION	
 Class B Airspace	Examples of Class B Airspace Altitudes
 Class C Airspace (Mode C - see FAR 91.215/AIM.)	70 --- Ceiling in hundreds of feet MSL
 Class D/C Surface Area	30 --- Floor in hundreds of feet MSL
 Prohibited, Restricted, and Warning Areas	Mode C (See FAR 91.215/AIM.)
 Alert Area and Military Operations Area (MOA)	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.)
 IFR Departure Routes	Suggested VFR Flyway and Altitude
 IFR Arrival Routes	
 IFR Arrival/Departure Routes	

OBSTRUCTIONS (Selected) (may be lit or unlit)	MISCELLANEOUS Navigation Reference Point	TOPOGRAPHIC INFORMATION
 2049	 N39° 56.32' W120° 26.91'	 12256 Mountain Top or Peak and Spot Elevation

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE HOUSTON 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 HOUSTON 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.

Entire area of this chart is within the Eastern Standard Time Zone +5 (+COT) = UTC.

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/IB Military Training Routes North and South America for current routes.

HOUSTON 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 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(c); 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 Houston Class B Airspace must be operated in accordance with ATC clearances and instructions.
VFR FLIGHTS—
1. Arriving aircraft should conduct 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 rotor separation will be the primary standard used, approved visual and other nonrotor 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 of compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

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 (FAQ) on our website at <http://faa.gov/glad/> prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aeronav_data/ or mail to: FAA, Aeronautical Information Services, 1300 East-West Highway, Suite 400, Silver Spring, MD 20910-3281.

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