

VFR FLYWAY PLANNING CHART
TAMPA/ORLANDO

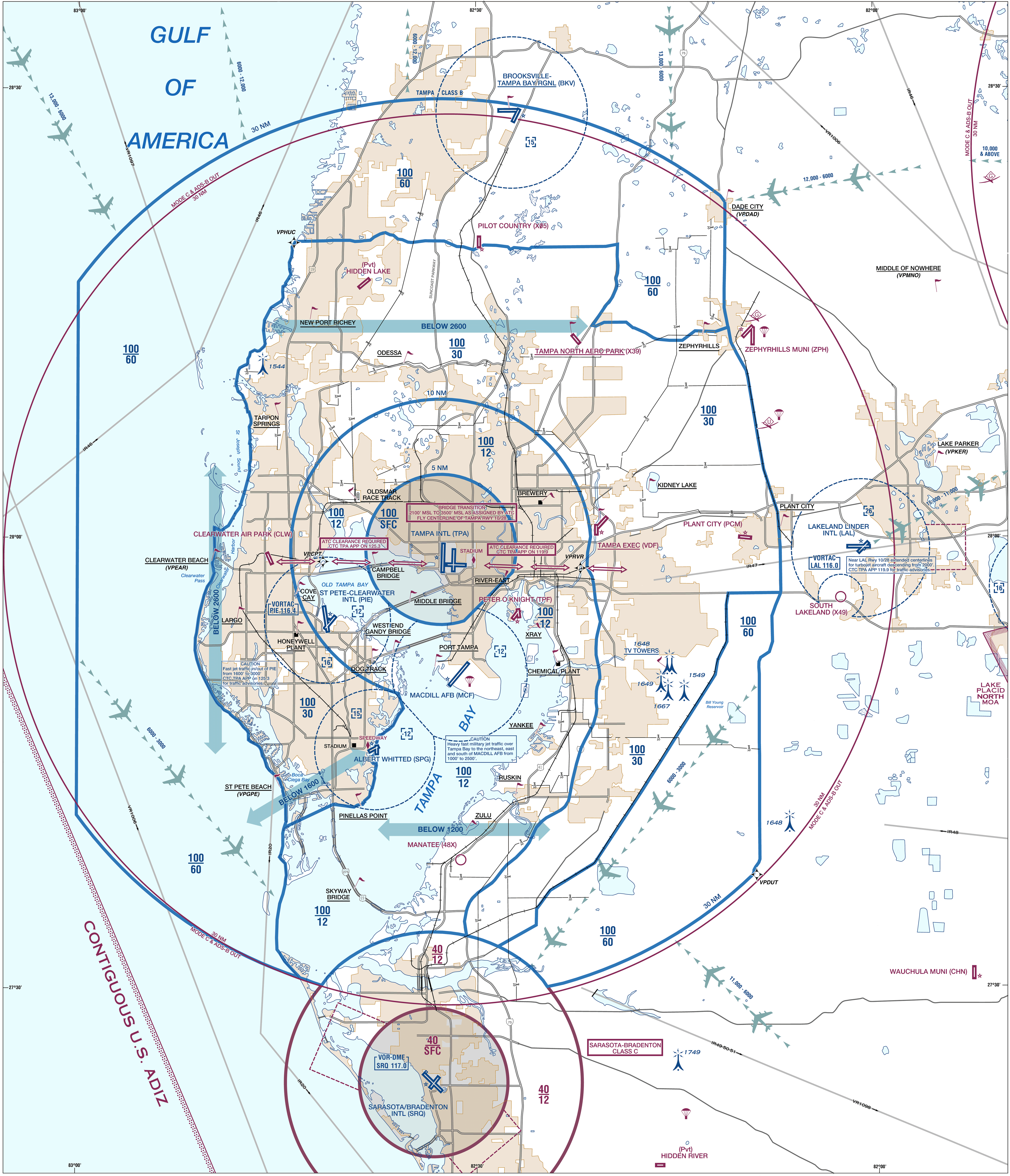
Scale 1:250,000

NOT TO BE USED FOR NAVIGATION

| AIRPORTS | RADIO AIDS TO NAVIGATION | | |
|-----------------|--------------------------|------------|-------------------|
| | Paved Runways | | VOR |
| | NAME (NAM) | NAME (NAM) | DLG 138.8 |
| | NAME (NAM) | NAME (NAM) | VORTAC |
| Unpaved Runways | NAME (NAM) | | PPS 121.8 |
| | NAME (NAM) | | VOR-DME |
| | | | KIP 110.7 |
| | | | DME |
| | | | 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 B/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 |
| *Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas. | 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 | 40 |
| IFR Arrival Routes | |
| IFR Arrival/Departure Routes | |
| | Suggested VFR Flyway and Altitude |
| | 2600 6700 |

| OBSTRUCTIONS | MISCELLANEOUS | TOPOGRAPHIC INFORMATION |
|-------------------------------------|-------------------------------|---|
| (Selected) (may be lit or unlit) | Navigation Reference Point | |
| 2049 | N39° 56.32' W120° 36.91' | 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 91.121 are met. Included among those requirements are:

- Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
- 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:
 - 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
 - The aircraft is operated by a student pilot who has met the requirements of FAR 61.94 or FAR 61.95 as applicable.
- 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.
- An operable VOR or TACAN receiver for IFR operations.
- 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—

- 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.
- 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.
- 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 B AIRSPACE.

MILITARY TRAINING ROUTES (MTRs)

All IFR and VFR 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.

MONROE VFR ARRIVAL (Non-turbine only): Contact Orlando APP on 135.3 to request arrival. Proceed to a point 3NM 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 southwest of SFB, or 119.775 if southwest of SFB, to request arrival. Proceed to a point 3NM 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 FLYWAY PLANNING CHART
TAMPA/ORLANDO
Scale 1:250,000
NOT TO BE USED FOR NAVIGATION

| AIRPORTS | | RADIO AIDS TO NAVIGATION | |
|-----------------|------------|--------------------------|-------------------|
| Paved Runways | NAME (NAM) | VOR | NDB |
| | NAME (NAM) | DLG 138.8 | DCW 262 |
| Unpaved Runways | NAME (NAM) | VORTAC | NDB-DME |
| | NAME (NAM) | PPS 121.8 | RMW 320 |
| VOR-DME | NAME (NAM) | VOR-DME | DME |
| | NAME (NAM) | 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 B/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 |
| *Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas. | Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.) |
| Suggested VFR Flyway and Altitude | Class E (etc) Airspace |
| IFR Departure Routes | 2600 6700 |
| IFR Arrival Routes | |
| IFR Arrival/Departure Routes | |

| OBSTRUCTIONS (Selected) (may be lit or unlit) | MISCELLANEOUS Navigation Reference Point | TOPOGRAPHIC INFORMATION |
|---|--|---|
| 2049 | N209° 43' 32" W081° 36' 31" | Mountain Top or Peak and Spot Elevation |
| | | 12256 |

TAMPA/ORLANDO CLASS B AIRSPACE
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- Unless otherwise authorized by ATC, an operable two-way radio capable of communication with ATC on appropriate frequencies for that Class B Airspace.
- 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(b); 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 61.84 or FAR 61.95 as applicable.

- 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.
- A transponder with automatic altitude reporting equipment.
- An operable VOR or TACAN receiver for IFR operations.
- 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
1. VFR Flights - Aircraft operating within the Tampa/Orlando Class B Airspace must be operated in accordance with ATC clearances and instructions.
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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.

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DOD users refer to Area Planning APB18 Military Training Routes North and South America for current routes.

