

CAPITAL CITY AIR-FEST 2009

Tallahassee, FL

May 16-17, 2009

In anticipation of a large number of aircraft operating to and from the Tallahassee Regional Airport (TLH) during the Capital City Air-Fest, the following procedures will be used to enhance safety and minimize air traffic delays.

TLH FREQUENCIES	
ATIS	119.45
Clearance Delivery (Often combined w/Ground Control)	126.65
Ground Control	121.9
Tower	118.7
Approach/Departure EAST (East and South of TLH)	135.8
Approach/Departure WEST (North and West of TLH)	128.7
Gainesville AFSS RCO	122.4/122.2
UNICOM	122.95
AIRFEST OPERATIONS	133.85
Telephone (TLH ATCT)	(850) 942-9642

ARRIVAL PROCEDURES

TLH ATCT operates 0600-2300 daily. Two-way radio communication with TLH ATCT is required for all arrivals.

NORMAL ARRIVAL PROCEDURE

All aircraft with operable transponders except 2J9 departures:

- Check current NOTAM information before departure for TLH.
- Get current ATIS prior to contacting TLH Approach. (TLH Approach East and TLH Approach West are frequently combined. Please use 135.8 from all directions if so noted on current ATIS broadcast.)
- Contact TLH Approach on appropriate frequency prior to entering TLH Class C airspace. On initial contact state call sign, type aircraft, ATIS code and "EAA Fly-In". (See Appendix 2: Important Notes for Pilots for tips on selecting the appropriate frequency.)
- Expect assignment to Runway 18 or Runway 36, whichever is active.

- Tower will sequence you into landing pattern. Be prepared to make downwind entry for spacing.
- After landing, listen carefully for runway exit instructions. When at taxi speed, exit first available taxiway unless otherwise instructed.
- **If exiting Runway 18/36:** after landing, contact AIRFEST OPS on 133.85 for advisories and parking instructions. AIRFEST OPS is an advisory frequency only. Use caution – all taxiways associated with Runway 18/36 (A, B, C, D) and the Runway 36 run-up pad are non-movement areas during the Air-Fest.
- **If exiting Runway 9/27:** after landing, contact TLH Ground on 121.9 and state “EAA FLY-IN”. ATC will issue taxi clearance into the Air Fest non-movement area. Expect a frequency change to AIRFEST OPS on 133.85 when clearing the airport movement area.
- EAA ground personnel will assist with parking on the North ramp.

POWER PLANT ARRIVAL PROCEDURE

All non-transponder aircraft and 2J9 departures

(See diagram page 7)

Effective:

Saturday, May 16, and Sunday, May 17, 2009 only

0800-1100 EDT (1200-1500 UTC)

WEATHER MINIMUMS: Ceiling of 3000' and 5SM visibility

All non-transponder aircraft arriving TLH during the Air Fest must use this procedure. All Quincy (2J9) departures arriving TLH during the effective time may use this procedure. There is no alternate time window. This procedure is not authorized if a runway is closed by NOTAM during the event.

- Get current ATIS
- Remain clear of TLH Class C airspace and approach Talquin Power Plant from the west side. Be alert for aircraft departing Quincy (2J9). (See Power Plant Arrival Procedure map.)
- Report to Tower crossing Talquin Power Plant for pattern entry. On initial contact state call sign, type aircraft, and ATIS code. If weather is below prescribed minimums, expect instructions to remain clear of Class C airspace and contact TLH Approach. Non-transponder operations will not be authorized if weather is below prescribed minimums.
- Do not exceed 100 Knots IAS after crossing the power plant. Aircraft unable to safely maintain 100 KTS or less remain at 1500 MSL until instructed by Tower to descend to pattern altitude.

- Enter downwind for assigned runway unless otherwise instructed. Runway 18 – right traffic; Runway 36 – left traffic. TLH pattern altitude 1100 MSL.
- If airport traffic density is too great, expect to hold in VFR conditions over the Quincy airport (2J9) until you can be accommodated. Holding will be clockwise – reciprocating aircraft at 2000 MSL at or below 100 KTS IAS, all other aircraft at 2500 MSL.

NON-TRANSPONDER ARRIVALS

- Non-transponder (or inoperative transponder) equipped aircraft may utilize the POWER PLANT ARRIVAL procedure during effective times.
- Other non-transponder arrivals are not authorized.
- Waivers for non-transponder/inoperative transponder aircraft to enter TLH Class C airspace outside of published procedures **will not be approved during the Air-Fest**.
- Waivers for non-transponder entry into TLH Class C airspace will not be issued to airborne aircraft.

LOCAL AIRCRAFT DEMONSTRATION PROCEDURES

Local closed traffic pattern flights will be approved on a workload-permitting basis. Aircraft demonstration flights that will exit the TLH pattern are strongly encouraged to use published standard demonstration areas to avoid conflict with TLH operations and other demonstration aircraft. Except for flights using the CAPITAL DEMO AREA procedure, demonstration or sightseeing flights that loiter within the TLH Class C inner area may be restricted due to traffic and/or workload. TLH Approach will provide Class C services for all departures. VFR flights within the Class C airspace will be approved on a case-by-case basis. Pilots may request routing into one of three local demonstration areas:

WEST PRACTICE AREA

Definition: Area south of Interstate Highway I-10, north of the depicted power lines, east of the PAM MOAs and west of the TLH Class C Inner Area (See West & St Marks Practice Area graphic)

Recommended for: Aircraft with IAS of less than 200 knots.

Normal ATC frequency: 128.7 (TLH Approach West)

ST MARKS PRACTICE AREA

Definition: Area south of the depicted power lines, east of the PAM MOAs, and west of the Aucilla River (See West & St Marks Practice Area graphic)

Recommended for: Aircraft with IAS in excess of 200 knots.

Normal ATC frequency: 135.8 (TLH Approach East)

CAPITAL DEMO AREA

Definition: Area south of Lake Jackson, west of Killearn Golf Course/Tallahassee Memorial Hospital, north of TLH airport and east of Capital Circle. Maintain VFR at or below 1500 MSL while operating within the Capital Demo Area. (See Capital Demo Area graphic)

Recommended for: Sightseeing over the city of Tallahassee.

Normal ATC frequency: 118.7 (TLH Tower)

DEPARTURE PROCEDURES

In general, TLH departures will follow normal Class C departure procedures.

- Monitor ATIS. TLH Clearance Delivery is often combined with TLH Ground. When ready to taxi, contact TLH Clearance or TLH Ground as instructed on ATIS message.
- On initial contact provide call sign, type aircraft, ATIS code, requested destination or route (i.e. "CAPITAL DEMO AREA", etc), and requested altitude. If planning to return to TLH state "round robin". VFR flight following by TLH Approach and hand-off to adjacent sectors will be provided as workload permits.

EXAMPLE A (flight to West Practice Area and return to TLH): "Tallahassee Clearance, November Six-Two-Zero-Six-Delta, Cessna One-Seven-Two, with ATIS Lima, round robin to West Practice Area, three thousand and below."

EXAMPLE B (flight departing TLH landing at another airport): "Tallahassee Clearance, November One-Zero-Six-Romeo-Victor, R-V-6, with ATIS Kilo, landing Cedar Key, five thousand, five hundred."

- Aircraft without operable transponder must state "NEGATIVE TRANSPONDER" in addition to information listed above when contacting TLH Clearance or Ground for departure instructions. Non-transponder aircraft are expected to exit TLH Class C airspace in an expeditious manner. VFR flight following is not available to non-transponder aircraft and radar services will be terminated upon exiting Class C airspace. Non-transponder departures will be handled as workload permits. Non-transponder round-robin flights from TLH are discouraged during the Air Fest.
- ATC will issue a squawk code. Expect to depart Runway 18 or 36 whichever is active. Monitor AIRFEST OPS on 133.85 for advisories while in the non-movement area. Taxi operations within the NOTAMed non-movement area do not require ATC clearance. Run-up pads are available at the approach ends of both Runway 18 and Runway 36. If Runway 9 or Runway 27 departure is required for operational necessity, contact TLH Ground for taxi clearance prior to entering the movement area to the appropriate runway.

- When run-up is complete contact TLH Tower. Tower will issue an initial departure heading with clearance for take-off. Aircraft using the CAPITAL DEMO AREA can expect to remain on Tower frequency for traffic advisories (see Appendix 1). All others expect Class C service with TLH Approach until clear of airspace.

APPENDIX 1 SPECIAL PROCEDURES FOR CAPITAL DEMO AREA

- TLH departures expect to enter on the western side on a northerly heading.
- TLH Tower will monitor area. Expect Class C service on Tower frequency 118.7. Tower may adjust demo area pattern to meet user requests and traffic needs.
- All aircraft orbit in a clockwise manner at or below 1500 MSL.
- Deviation from procedures approved by ATC based on workload.
- This area is designed to avoid itinerant traffic at TLH. Use caution in the western side of area for traffic landing Runway 18 or departing Runway 36. Use caution in the eastern side of area for traffic landing Runway 27 or departing Runway 9.

APPENDIX 2 IMPORTANT NOTES FOR PILOTS

- LOOK, LISTEN, and PROMPTLY REPLY/COMPLY. The high density of small aircraft in the TLH local area makes it paramount to keep your head up scanning for others. Be especially vigilant for aircraft not in contact with ATC and therefore unaware of fly-in activities. May is typically one of the busiest months for VFR aircraft flight in our area.
- CHECK NOTAMS. There will be construction in progress at the airport in addition to Air Fest activity. Last minute change to procedures or equipment outages will be included in NOTAM. Current NOTAM information is a critical part of participation in Air Fest 2006.
- KEEP YOUR SPACING when following other aircraft. Although this is a “fly-in”, ATC is not relieved of minimum separation standards for this event. ATC is required to maintain at least 3000 feet between successive single-engine light aircraft arrivals.
- BE PREPARED for spacing maneuvers when TLH Approach switches you to TLH Tower. Tower will provide your landing sequence.
- EAST APPROACH FREQUENCY (135.8): Arrivals from the east and south should use TLH Approach frequency 135.8. This includes arrivals on a clockwise arc from GEF VOR to about a 250-degree heading off TLH. Typical arrivals from over VLD, LCQ, TAY, 24J, GNV, CTY, 40J, 2J0, AAF, and X13 should use this frequency.

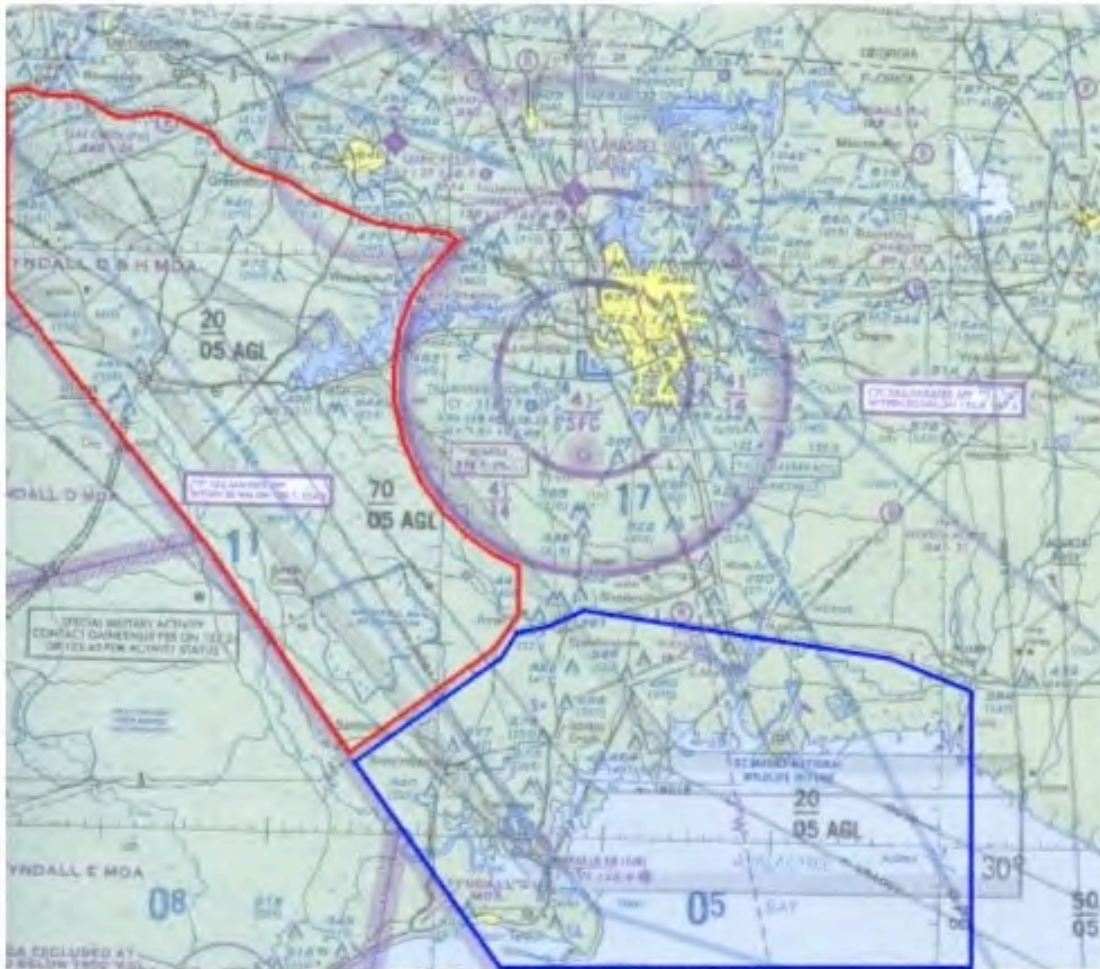
When sectors are combined, 135.8 is used for all approach/departure control operations at TLH.

- WEST APPROACH FREQUENCY (128.7): Arrivals from the west and north should use TLH Approach frequency 128.7. This includes arrivals on a clockwise arc from Panama City (PFN) to GEF VOR. Typical arrivals from over PFN, CEW, MAI, DHN, ABY, TVI, MGR, 2J9, BGE, and 70J should use this frequency.
- CHECK ATIS, MONITOR, AND THEN CHECK-IN. Frequently, TLH Clearance and Ground are combined on 121.9 and TLH Approach East and Approach West are combined on 135.8. Carefully monitor the current ATIS to determine the correct frequency. Monitor all TLH frequencies a few seconds prior to checking in. Use caution for frequency congestion during the Air-Fest.
- CLOSE YOUR VFR FLIGHT PLAN. Pilots are expected to open and close their VFR flight plans with Gainesville AFSS. GNV AFSS has an RCO (122.4 or 122.2) at TLH that can be used on the ground. Open your flight plan while still on the ground immediately prior to departure. TLH ATC may not be able to approve a frequency change to do so after you are airborne.

POWER PLANT ARRIVAL



WEST & ST MARKS PRACTICE AREAS



MAP NOT FOR NAVIGATION PURPOSES.
REFER TO CURRENT JACKSONVILLE SECTIONAL FOR DETAILS.

CAPITAL DEMO AREA

