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(2) Do not proceed north of the Rainbow Bridge;

(3) Prior to joining the pattern, broadcast flight intentions on frequency 122.05 Mhz, giving altitude and position, and monitor the frequency while in the pattern;

(4) Use the Niagara Falls airport altimeter setting. Contact Niagara Falls Airport Traffic Control Tower to obtain the current altimeter setting, to facilitate the exchange of traffic advisories/restrictions, and to reduce the risk of midair collisions between aircraft operating in the vicinity of the Falls. If the Control Tower is closed, use the appropriate Automatic Terminal Information Service (ATIS) Frequency;

(5) Do not exceed 130 knots;

(6) Anticipate heavy congestion of VFR traffic at or above 3,500 feet MSL; and

(7) Use caution to avoid high-speed civil and military aircraft transiting the area to or from Niagara Falls Airport.

(f) These procedures do not relieve pilots from the requirements of § 91.113 of this chapter to see and avoid other aircraft.

(g) Flight following, to and from the area, is available through Buffalo Approach.

[Doc. No. FAA-2002-13235, 68 FR 9795, Feb. 28, 2003]

Subpart F—Valparaiso, Florida, Terminal Area

§ 93.80 Applicability.

This subpart prescribes special air traffic rules for aircraft operating in the Valparaiso, Florida, Terminal Area.

[Doc. No. FAA-2002-13235, 68 FR 9795, Feb. 28, 2003]

§ 93.81 Applicability and description of area.

The Valparaiso, Florida Terminal Area is designated as follows:

(a) North-South Corridor. The North-South Corridor includes the airspace extending upward from the surface up to, but not including, 18,000 feet MSL, bounded by a line beginning at:

Latitude 30°42'51" N., Longitude 86°38'02" W.;
to
Latitude 30°43'18" N., Longitude 86°27'37" W.;
to
Latitude 30°37'01" N., Longitude 86°27'37" W.;
to
Latitude 30°37'01" N., Longitude 86°25'30" W.;
to
Latitude 30°33'01" N., Longitude 86°25'30" W.;
to
Latitude 30°33'01" N., Longitude 86°25'00" W.;
to
Latitude 30°25'01" N., Longitude 86°25'00" W.;
to
Latitude 30°25'01" N., Longitude 86°38'12" W.;
to
Latitude 30°29'02" N., Longitude 86°38'02" W.;
to point of beginning.

(b) East-West Corridor—The East-West Corridor is divided into three sections to accommodate the different altitudes as portions of the corridor underlie restricted areas R-2915C, R-2919B, and R-2914B.

(1) The west section would include that airspace extending upward from the surface to but not including 8,500 feet MSL, bounded by a line beginning at: Latitude 30°22'47" N., Longitude 86°51'30" W.; then along the shoreline to Latitude 30°23'46" N., Longitude 86°38'15" W.; to Latitude 30°20'51" N., Longitude 86°38'50" W.; then 3 NM from and parallel to the shoreline to Latitude 30°19'31" N., Longitude 86°51'30" W.; to the beginning.

(2) The center section would include that airspace extending upward from the surface to but not including 18,000 feet MSL, bounded by a line beginning at:

Latitude 30°25'01" N., Longitude 86°38'12" W.;
to
Latitude 30°25'01" N., Longitude 86°25'00" W.;
to
Latitude 30°25'01" N., Longitude 86°22'26" W.;
to
Latitude 30°19'46" N., Longitude 86°23'45" W.;
then 3 NM from and parallel to the shoreline to Latitude 30°20'51" N., Longitude 86°38'50" W.; to Latitude 30°23'46" N., Longitude 86°38'15" W.; to the beginning.

(3) The east section would include that airspace extending upward from the surface to but not including 8,500 feet MSL, bounded by a line beginning at:

Latitude 30°25'01" N., Longitude 86°22'26" W.;
to

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Latitude 30°22'01" N., Longitude 86°08'00" W.;
to
Latitude 30°19'16" N., Longitude 85°56'00" W.;
to
Latitude 30°11'01" N., Longitude 85°56'00" W.;
then 3 NM from and parallel to the shore-
line to Latitude 30°19'46" N., Longitude
86°23'45" W.; to the beginning.

[Amdt. 93-70, 59 FR 46154, Sept. 6, 1994 as
amended by Amdt. 93-82, 68 FR 9795, Feb. 28,
2003]

§ 93.83 Aircraft operations.

(a) *North-South Corridor*. Unless oth-
erwise authorized by ATC (including
the Eglin Radar Control Facility), no
person may operate an aircraft in
flight within the North-South Corridor
designated in § 93.81(b)(1) unless—

(1) Before operating within the cor-
ridor, that person obtains a clearance
from the Eglin Radar Control Facility
or an appropriate FAA ATC facility;
and

(2) That person maintains two-way
radio communication with the Eglin
Radar Control Facility or an appro-
priate FAA ATC facility while within
the corridor.

(b) *East-West Corridor*. Unless oth-
erwise authorized by ATC (including the
Eglin Radar Control Facility), no per-
son may operate an aircraft in flight
within the East-West Corridor des-
ignated in § 93.81(b)(2) unless—

(1) Before operating within the cor-
ridor, that person establishes two-way
radio communications with Eglin
Radar Control Facility or an appro-
priate FAA ATC facility and receives
an ATC advisory concerning operations
being conducted therein; and

(2) That person maintains two-way
radio communications with the Eglin
Radar Control Facility or an appro-
priate FAA ATC facility while within
the corridor.

[Amdt. 93-70, 59 FR 46155, Sept. 6, 1994]

Subpart G—Special Flight Rules in the Vicinity of Los Angeles International Airport

SOURCE: Doc. No. FAA-2002-14149, 68 FR
41214, July 10, 2003, unless otherwise noted.

§ 93.91 Applicability.

This subpart prescribes special air
traffic rules for aircraft conducting

VFR operations in the Los Angeles,
California Special Flight Rules Area.

§ 93.93 Description of area.

The Los Angeles Special Flight Rules
Area is designated as that part of Area
A of the Los Angeles Class B airspace
area at 3,500 feet above mean sea level
(MSL) and at 4,500 feet MSL, beginning
at Ballona Creek/Pacific Ocean (lat.
33°57'42" N, long. 118°27'23" W), then
eastbound along Manchester Blvd. to
the intersection of Manchester/405
Freeway (lat. 33°57'42" N, long. 118°22'10"
W), then southbound along the 405
Freeway to the intersection of the 405
Freeway/Imperial Highway (lat.
33°55'51" N, long. 118° 22'06" W), then
westbound along Imperial Highway to
the intersection of Imperial Highway/
Pacific Ocean (lat. 33°55'51" N, long.
118°26'05" W), then northbound along
the shoreline to the point of beginning.

§ 93.95 General operating procedures.

Unless otherwise authorized by the
Administrator, no person may operate
an aircraft in the airspace described in
§ 93.93 unless the operation is conducted
in accordance with the following proce-
dures:

(a) The flight must be conducted
under VFR and only when operation
may be conducted in compliance with
§ 91.155(a) of this chapter.

(b) The aircraft must be equipped as
specified in § 91.215(b) of this chapter
replying on code 1201 prior to entering
and while operating in this area.

(c) The pilot shall have a current Los
Angeles Terminal Area Chart in the
aircraft.

(d) The pilot shall operate on the
Santa Monica very high frequency
omni-directional radio range (VOR)
132° radial.

(e) Aircraft navigating in a south-
easterly direction shall be in level
flight at 3,500 feet MSL.

(f) Aircraft navigating in a north-
westerly direction shall be in level
flight at 4,500 feet MSL.

(g) Indicated airspeed shall not ex-
ceed 140 knots.

(h) Anti-collision lights and aircraft
position/navigation lights shall be on.
Use of landing lights is recommended.

(i) Turbojet aircraft are prohibited
from VFR operations in this area.