

to 14 CFR Section 91.137(a)(3) temporary flight restrictions are in effect within a 3–nautical–mile radius of N355783/W835242 and Volunteer VORTAC 019 degree radial 3.7 DME fix at and below 2,500 feet MSL. Norton FSS (423) 555–6742 (126.6) is the FAA coordination facility.

**4. 14 CFR Section 91.138:**

*The following NOTAM prohibits all aircraft except those operating under the authorization of the official in charge of associated emergency or disaster relief response activities, aircraft carrying law enforcement officials, aircraft carrying personnel involved in an emergency or legitimate scientific purposes, carrying properly accredited news media, and aircraft operating in accordance with an ATC clearance or instruction.*

*Flight restrictions Kapalua, Hawaii, effective 9605101200 UTC until 9605151500 UTC. Pursuant to 14 CFR Section 91.138 temporary flight restrictions are in effect within a 3–nautical–mile radius of N205778/W1564038 and Maui/OGG/VORTAC 275 degree radial at 14.1 nautical miles. John Doe 808–757–4469 or 122.4 is in charge of the operation. Honolulu/HNL 808–757–4470 (123.6) FSS is the FAA coordination facility.*

**5. 14 CFR Section 91.141:**

*The following NOTAM prohibits all aircraft.*

*Flight restrictions Stillwater, Oklahoma, June 21, 1996. Pursuant to 14 CFR Section 91.141 aircraft flight operations are prohibited within a 3–nautical–mile radius, below 2000 feet AGL of N360962/W970515 and the Stillwater/SWO/VOR/DME 176 degree radial 3.8–nautical–mile fix from 1400 local time to 1700 local time June 21, 1996, unless otherwise authorized by ATC.*

**6. 14 CFR Section 91.143:**

*The following NOTAM prohibits any aircraft of U.S. registry, or pilot any aircraft under the authority of an airman certificate issued by the FAA.*

*Kennedy space center space operations area effective immediately until 9610152100 UTC. Pursuant to 14 CFR Section 91.143, flight operations conducted by FAA certificated pilots or conducted in aircraft of U.S. registry are prohibited at any altitude from surface to unlimited, within the following area 30–nautical–mile radius of the Melbourne/MLB/VORTAC 010 degree radial 21–nautical–mile fix. St. Petersburg, Florida/PIE/FSS 813–545–1645 (122.2) is the FAA coordination facility and should be contacted for the current status of any airspace associated with the space shuttle operations. This airspace encompasses R2933, R2932, R2931, R2934, R2935, W497A and W158A. Additional warning and restricted areas will be active in conjunction with the operations. Pilots must consult all NOTAMs regarding this operation.*

### **3–5–4. Parachute Jump Aircraft Operations**

**a.** Procedures relating to parachute jump areas are contained in 14 CFR Part 105. Tabulations of parachute jump areas in the U.S. are contained in the Chart Supplement U.S.

**b.** Pilots of aircraft engaged in parachute jump operations are reminded that all reported altitudes must be with reference to mean sea level, or flight level, as appropriate, to enable ATC to provide meaningful traffic information.

**c.** Parachute operations in the vicinity of an airport without an operating control tower – there is no substitute for alertness while in the vicinity of an airport. It is essential that pilots conducting parachute operations be alert, look for other traffic, and exchange traffic information as recommended in paragraph 4–1–9, Traffic Advisory Practices at Airports Without Operating Control Towers. In addition, pilots should avoid releasing parachutes while in an airport traffic pattern when there are other aircraft in that pattern. Pilots should make appropriate broadcasts on the designated Common Traffic Advisory Frequency (CTAF), and monitor that CTAF until all parachute activity has terminated or the aircraft has left the area. Prior to commencing a jump operation, the pilot should broadcast the aircraft’s altitude and position in relation to the airport, the approximate relative time when the jump will commence and terminate, and listen to the position reports of other aircraft in the area.

### **3–5–5. Published VFR Routes**

Published VFR routes for transitioning around, under and through complex airspace such as Class B airspace were developed through a number of FAA and industry initiatives. All of the following terms, i.e., “VFR Flyway” “VFR Corridor” and “Class B Airspace VFR Transition Route” have been used when referring to the same or different types of routes or airspace. The following paragraphs identify and clarify the functionality of each type of route, and specify where and when an ATC clearance is required.