

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.

a. VFR Flyways.

1. VFR Flyways and their associated Flyway Planning Charts were developed from the recommendations of a National Airspace Review Task Group. A VFR Flyway is defined as a general flight path not defined as a specific course, for use by pilots in planning flights into, out of, through or near complex terminal airspace to avoid Class B airspace. An ATC clearance is NOT required to fly these routes.