

SUN ‘N FUN AEROSPACE EXPO DOMESTIC NOTICE

LAKELAND, FL

APRIL 1-APRIL 6, 2025

Explanation on Changes. (*Frequency, Lakeland Arrival ATIS 134.675*)

Explanation of Changes. (*Chopertown Parking, Grass East of Taxiway Echo*)

PREFLIGHT PLANNING & SAFETY INFORMATION

Pilots are expected to adhere to all published LAL arrival and departure procedures and ATC instructions. Failure to do so may jeopardize your safety and the safety of others.

Aircraft not equipped with an air to ground radio (NORDO) must land at an airport within approximately thirty (30) minutes of LAL, call Lakeland Tower at 863-834-3335, and receive ATC approval for arrival. Specific routes and runway assignments will be issued based on traffic and weather conditions.

To ensure clear and concise communications with ATC, pilots are asked to carry a copy of the Sun ‘n Fun Aerospace Expo Domestic Notice aboard their aircraft.

All VFR departures requesting airborne activation of IFR flight plans or VFR flight following in the central Florida area should use published procedures. (See: IFR Pick Up/VFR Flight Following)

When weather at Lakeland or along your route of flight is marginal VFR, it is strongly suggested that you file IFR from your departure airport and receive your IFR clearance and departure release on the ground. Tampa, Orlando, and Jacksonville Approaches may be unable to issue IFR pick-up clearances due to traffic volume and complexity.

When traffic volume is low, Air Traffic frequencies and positions may be combined. Ground Air Traffic Operational Remote (GATOR) and flagmen positions may not be staffed. Continue to follow ATC instructions.

Due to the large number of departures after the daily airshow, arrival traffic is normally not accepted until 30-45 minutes after the airshow ends. Check arrival ATIS to determine when the airport is reopened.

Do NOT plan to arrive or depart after the night airshow. The airport is closed.

Do rock your wings for airborne acknowledgments.

Do NOT make unnecessary radio transmissions where procedures state, “Monitor the frequency only”.

AIRCRAFT WINDSHIELD SIGNS

Pilots landing or departing LAL should display a sign on the LEFT side of their windshield to designate their intended parking/camping area or type of departure. The sign should have LARGE dark letters readable from at least 50 feet. Computer or tablet signs are not acceptable.

Aircraft Windshield Sign Abbreviations

Abbreviation	Meaning
GAP	General Aviation Parking Area
GAC	General Aviation Camping Area
HBP	Homebuilt Parking Area
HBC	Homebuilt Camping Area

Abbreviation	Meaning
HC (display in addition to other Windshield Signs)	Handicapped Parking
SP	Seaplane Parking/Camping Area
VAP	Vintage Aircraft Parking
VAC	Vintage Aircraft Camping
ACRO	Aerobatic
YAC	Young Aviators Camping
FF	Future in Flight
BW	Big Wheel Camp
FBO	Fixed Base Operator
E1	E1 Ramp Tenants
E2	E2 Ramp Tenants
X	Exhibitor
PCX	Paradise City Exhibitor
EXH	Core Area Exhibitors
FFX	Future in Flight Exhibitors
WB	Warbirds
P	Paradise City
VFR	VFR Departure
IFR	IFR Departure

Parking Sign Example



LAKELAND LINDER INTERNATIONAL AIRPORT (LAL) NOTICE

Do NOT stop on the runway after landing. High-speed taxi to the end of the runway.

Do NOT stand on/near or walk/drive across the runways.

Use caution when operating in non-movement areas. All movement on other than paved runways is at pilot's own risk.

All aircraft must be tied down; aircraft on paved surfaces must be chocked. Tie-down equipment and chocks may not be available.

Aircraft parking and camping is allowed in designated areas only. Camping north of RWY 10L/28R is prohibited.

Contact an FBO for hard surface reserved parking and fueling information.

Student training flights and solos are NOT permitted at LAL during this event.

Observe all fire prevention rules. NO campfires or stoves are permitted near aircraft.

RWY 05/23 will be CLOSED from 1400 EDT (1800 UTC) March 21 through 1600 EDT (2000 UTC) April 10.

RWY 08/26 (Paradise City) will be CLOSED from 1400 EDT (1800 UTC) March 21 through 1600 EDT (2000 UTC) April 10.

Several taxiways will be closed as indicated by orange cones or low-profile barricades.

Engine operation and taxi are prohibited SOUTH of RWY 10R/28L from 1900-0700 EDT (2300 - 1100 UTC).

U.S. Customs and Border Protection General Aviation facility will be CLOSED except for 72 hour PPR March 31 through April 7.

AIRPORT CLOSURES

The airport will be CLOSED during aerobatic demonstrations and nightly:

Day	Date	Time EDT	Time UTC
Sunday	March 30	1900-0600	2300-1000
Monday	March 31	1900-0600	2300-1000
Tuesday	April 1	1900-0600	2300-1000
Wednesday	April 2	1900-0600	2300-1000
Thursday	April 3	1900-0600	2300-1000
Friday	April 4	1900-0600	2300-1000
Saturday	April 5	1900-0600	2300-1000
Sunday	April 6	1900-0600	2300-1000

TEMPORARY FLIGHT RESTRICTIONS

Temporary flight restrictions (TFR) will be in effect during aerobatic demonstrations (airshow). TFR information is disseminated via FDC NOTAM prior to the event. Once published, text and graphic depictions of restrictions may be found at: <https://tfr.faa.gov>

Note – Air show and flight restrictions schedules are subject to change. Check the Domestic Notices frequently to ensure you have current information.

BALLOON LAUNCH ADVISORY

Use caution for balloon activity in the vicinity of LAL Saturday, April 5 0700-0800 EDT (1100-1200 UTC). Arriving aircraft should expect delays during this event.

SKYDIVING ACTIVITY ADVISORY

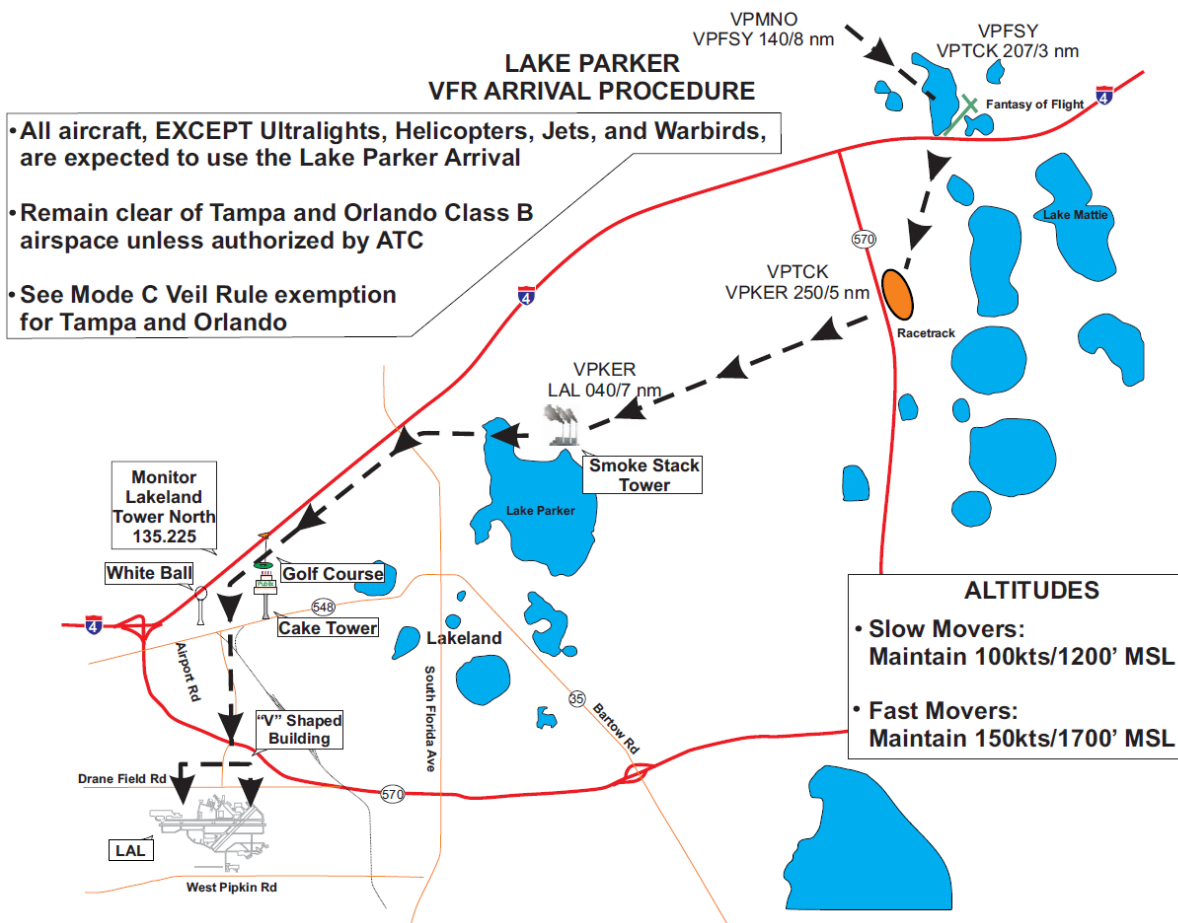
Remain vigilant for skydiving activity in the vicinity of Zephyrhills Airport (ZPH) located 16.4 nm NW of Lakeland on the LAL332 radial. Be alert for skydivers descending from 13,500 feet over ZPH sunrise to sunset.

Remain vigilant for skydiving activity in the vicinity of Blackwater Creek Ultralight Airport (9FD2) located 11.2 nm NW of Lakeland on the LAL326 radial. Be alert for skydivers descending from 17,999 feet over 9FD2 sunrise to sunset.

PLANT CITY (PCM) & WINTER HAVEN (GIF) TEMPORARY AIR TRAFFIC CONTROL TOWER

Temporary Non-Federal Air Traffic Control Towers (NFATCT) will be in operation at the Plant City and Winter Haven airports during the Sun 'n Fun Aerospace Expo. Check specific airport Domestic Notices for hours of operation and frequencies.

LAKE PARKER VFR ARRIVAL PROCEDURES



General Information

This procedure is to be used by all VFR aircraft landing at LAL during the Sun 'n Fun Aerospace Expo (except those using the Warbird South, Ultralight, Choppertown, Paradise City, or NORDO arrivals).

The procedure starts at Fantasy of Flight (FA08/VPFSY). It can be supplemented by the “Middle of Nowhere Transition” to Fantasy of Flight. Pilots then follow established procedures to Lake Parker. It requires visual navigation and can be supplemented by VFR Waypoints. ATC at Lake Parker controls traffic flow and assigns LAL landing runway.

Planning

Plan your arrival to avoid airport closure periods, such as the daily airshows listed on page 1. Arrivals, normally allow ample time to arrive and park before the daily airport closure.

Plan your fuel load carefully. If you do not have sufficient fuel for unexpected holding and possible landing go-arounds, divert to an alternate. If your fuel status is critical, notify ATC immediately.

Approaching Arrival Starting Point

Ensure lights are on within 40 miles of LAL. Leave your transponder on throughout the approach.

Tune to Arrival ATIS no later than 60 miles from LAL Airport and note the arrival runway in use. Then monitor Lake Parker Arrival on 124.5

All aircraft maintain 100 knots, at 1,200 feet MSL. Aircraft unable to safely slow to this speed should maintain 150 knots at 1,700 MSL. Twins at 2,200 MSL

MIDDLE OF NOWHERE Transition (When Directed by Air Traffic Via ATIS or Lake Parker Arrival Frequency)

Begin the procedure at Middle of Nowhere (VPMNO), which is located 8 NM NW of Fantasy of Flight (FA08/VPFSY). Depart VPMNO southbound following Hwy 33 until reaching Fantasy of Flight (FA08/VPFSY). Real-time changes to the starting point (FA08/VPMNO or VPFSY) may be made on the Lake Parker Approach Frequency. Expect heavy air traffic in this area.

Pick out an aircraft of similar type and speed to follow. Remain at least ½ mile in trail behind the aircraft you are following. Do not overtake another aircraft. Do not “S-turn” to follow another aircraft, instead break off the procedure and proceed to the starting point and follow another aircraft of similar speed.

All aircraft maintain 100 knots, at 1,200 feet MSL, approaching Lake Parker. Aircraft unable to safely slow to this speed should maintain 150 knots at 1,700 feet. Twins at 2,200 MSL

Fantasy of Flight Starting Point

Fly to Fantasy of Flight (FA08/VPFSY) (located North of I-4 and East of Lake Agnes), from the North, Northeast, East or Southeast.



Fantasy of Flight

Pick out an aircraft of similar type and speed to follow. Remain at least $\frac{1}{2}$ mile in-trail behind the aircraft you are following. Do not overtake another aircraft. Do not “S-turn” to follow another aircraft, instead break off the procedure and proceed to the starting point and follow another aircraft of similar speed.

All aircraft maintain 100 knots, at 1,200 feet MSL, approaching Lake Parker. Aircraft unable to safely slow to this speed should maintain 150 knots at 1,700 feet. Twins at 2,200 MSL

From Fantasy of Flight (FA08)/VPFSY fly 2.81 NM southwest bound towards SUNTRAX Test Facility (East on Hwy 570).



Suntrax Test Facility

North Shore of
Lake Parker
(VPKER)

SUNTRAX Test Facility

Fly over SUNTRAX Test Facility and continue towards the North Shore of Lake Parker (VPKER).



Lake Parker

At Lake Parker, ensure landing lights are ON and landing gear is DOWN.

Fly westbound over the north shore of Lake Parker. The powerplant smokestack with white strobe lights is located at the north side of Lake Parker. Fly between the north shore of Lake Parker and the large smokestack, keeping the smokestack off your right wing.

ATC will contact you in the vicinity of Lake Parker's north shore, using your aircraft "color" and "type" to provide sequencing and other arrival information.

ATC may ask you to "rock your wings" as an acknowledgment of instructions. Do not transmit unless requested by ATC or if you have an emergency.

Remain in trail to the airport. No side-by-side.

From the north shore, depart the power plant flying westbound. You will see baseball fields to your south. Follow the road north of the baseball fields. Continue westbound.

Continue westbound for approximately one-half nautical mile toward the intersection of Interstate I-4 and a four-lane road.

At the intersection of Interstate I-4 and the four-lane road, turn southwest following Interstate I-4 for approximately three (3) nautical miles.

Turn southbound, keeping the golf course and cake tower to your east and the white water tower to your west. LAL is approximately 3.5 nautical miles south of you.

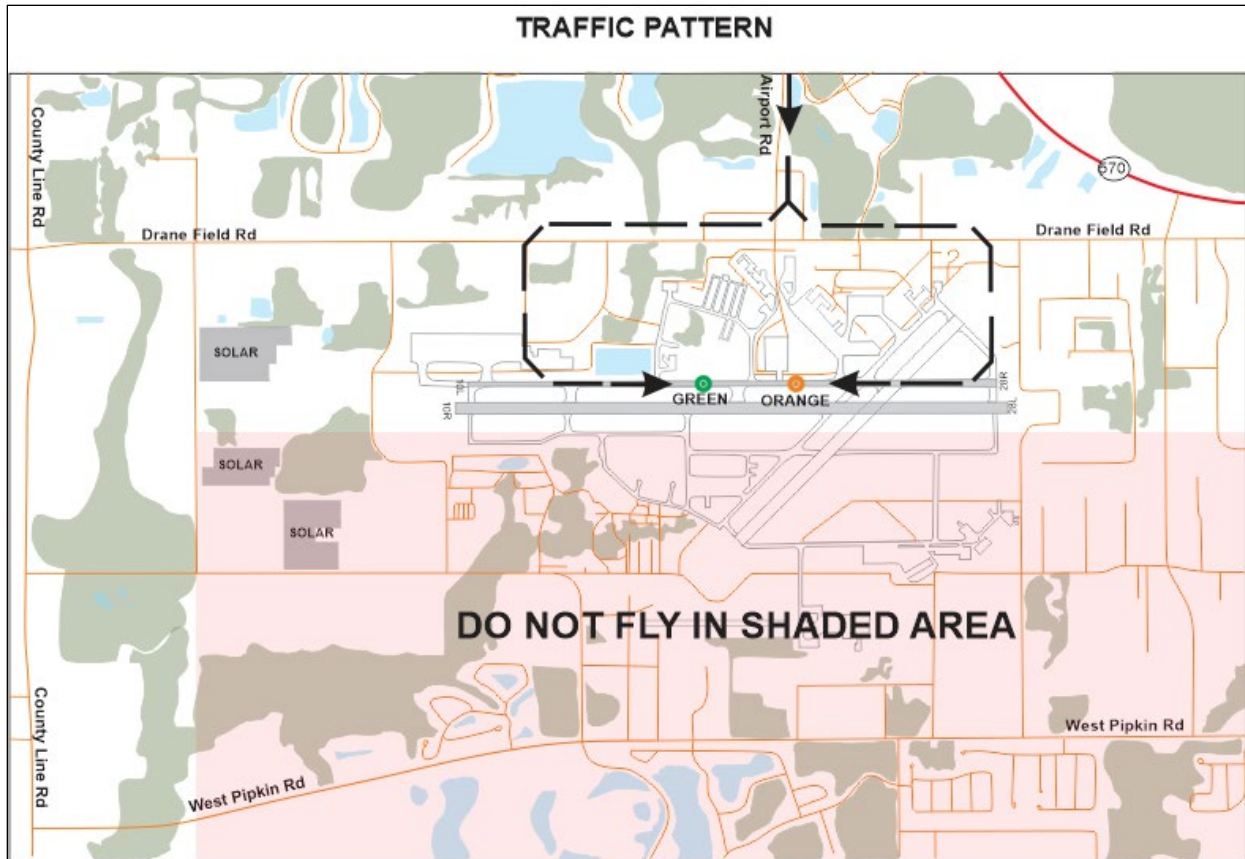
Fly southbound toward the large V-shaped building. The blue-roofed airport terminal building at LAL is directly south of the large V-shaped building.

Monitor Lakeland frequency after making your turn southbound toward the blue roof terminal.

LISTEN for ATC instructions.

Over-fly the large V-shaped building. Continue toward the blue-roofed airport terminal building. Plan to turn downwind prior to the airport terminal building in the vicinity of Drane Field Road.

TRAFFIC PATTERN



RWY 10L/28R is a narrow strip 75 feet wide (which is usually a taxiway) marked with a green and orange dot. RWY 10L landing distances: orange dot 3173 FT, green dot 4672 FT. RWY 28R landing distances: orange dot 5311 FT, green dot 3812 FT.

Be alert for special event and fly-by aircraft using the main runway with opposite-direction base leg entries. Expect numerous aircraft in the fly-by pattern and other operations at/below 2000 FT MSL south of RWY 10R/28L.

Do not deviate south of RWY 10R/28L in the event of a go-around.

Downwind: Fly directly toward the blue-roofed terminal building. Plan to turn downwind prior to the – blue-roofed terminal building in the vicinity of Drane Field Road. You will fly either left traffic for RWY 10L or right traffic for RWY 28R.

Final: RWY 10L or 28R: The displaced thresholds are indicated by banners on each side of the runways. If you require the full length (8500 FT), advise the tower.

Short Final: If landing RWY 10L/28R you may be instructed by the tower controller to land on either the GREEN or the ORANGE dot.

LANDING

Do NOT land on the main (wide) RWY 10R/28L unless specifically instructed by ATC.

Do NOT stop on the runway. High speed taxi to the end of the runway or follow ATC instructions.

AFTER TOUCHDOWN

Remain on hard surface unless directed by parking flagman.

Do NOT stop on the runway.

Use caution when taxiing due to the high volume of aircraft, vehicles, and personnel.

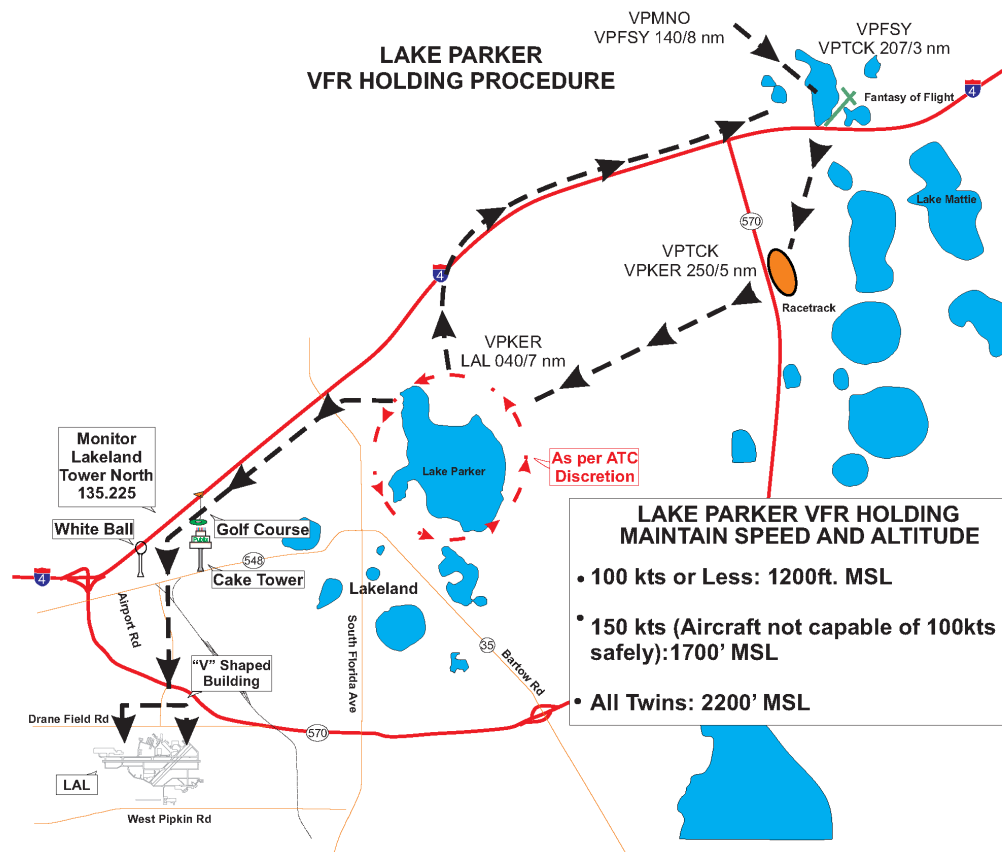
Monitor Sun 'n Fun Ground Advisory on 126.075. Note: Sun 'n Fun Ground Advisory may not be monitored at all times.

Park only where directed. Due to congestion, you may be asked to temporarily stop your aircraft.

Do NOT leave your aircraft until you have reached your final parking spot and have tied your aircraft down.

Select 121.5 prior to radio shutdown to detect inadvertent activation of ELT.

LAKE PARKER VFR HOLDING PROCEDURE



Lake Parker VFR Holding Graphic

VFR HOLDING

If VFR holding is necessary, ATC will instruct aircraft over the NORTH SHORE of Lake Parker to turn RIGHT and proceed northbound to I-4, then parallel I-4 NORTHEAST, ½ mile north, back to the starting point at Fantasy of Flight (FA08/VPSY) and start the Lake Parker VFR Arrival Procedure again.

When holding, maintain 1,200 FT MSL/100 knots or less, 1,700 FT MSL/150 knots, or 2,200 FT MSL (twin- engine aircraft) regardless of airspeed.

If you are following an aircraft, continue single file back to the starting point.

ATC will discontinue new aircraft into the hold when the hold becomes saturated. If you have not already joined the hold at this time, find a spot north of the arrival area to hold using left hand turns over the ground until ATC advises you to begin the procedure. Use caution for other aircraft.

When Lakeland Airport resumes arrivals, aircraft will be directed to continue the procedure when over the NORTH SHORE POWERPLANT.

VFR HOLDING AT LAKE PARKER

If necessary, ATC will instruct aircraft to turn left and proceed southbound over the west shore of Lake Parker. Hold counterclockwise around the lakeshore. Rejoin the procedure at the North Shore Powerplant. If you are not following another aircraft around Lake Parker, pick out an aircraft to follow along the procedure from the North Shore Powerplant.

Maintain 1,200 FT MSL/100 knots or less, 1,700 FT MSL/150 knots, or 2,200 FT MSL (twin- engine aircraft) regardless of airspeed.

LAKELAND VFR DEPARTURES

If Lakeland Airport is IFR, taxi is prohibited without an IFR clearance.

Prior to engine start, place a sign in your windshield with the letters “VFR” to show that you intend to depart VFR.

Before taxiing, monitor Lakeland Departure ATIS on 118.025 for taxi information.

When ready to taxi, do not contact ground control. Follow the flagman’s directions and other traffic to the advertised active runway. Expect lengthy taxi times and routes due to traffic volume.

NOTE: TAXIWAY D IS NEVER USED FOR ARRIVALS OR DEPARTURES. Departure approvals are given only by Air Traffic Controllers, not Sun ‘n Fun Volunteers.

Hold short of the runway and monitor the applicable tower frequency.

Departing RWY 10L/28R monitor 133.125.

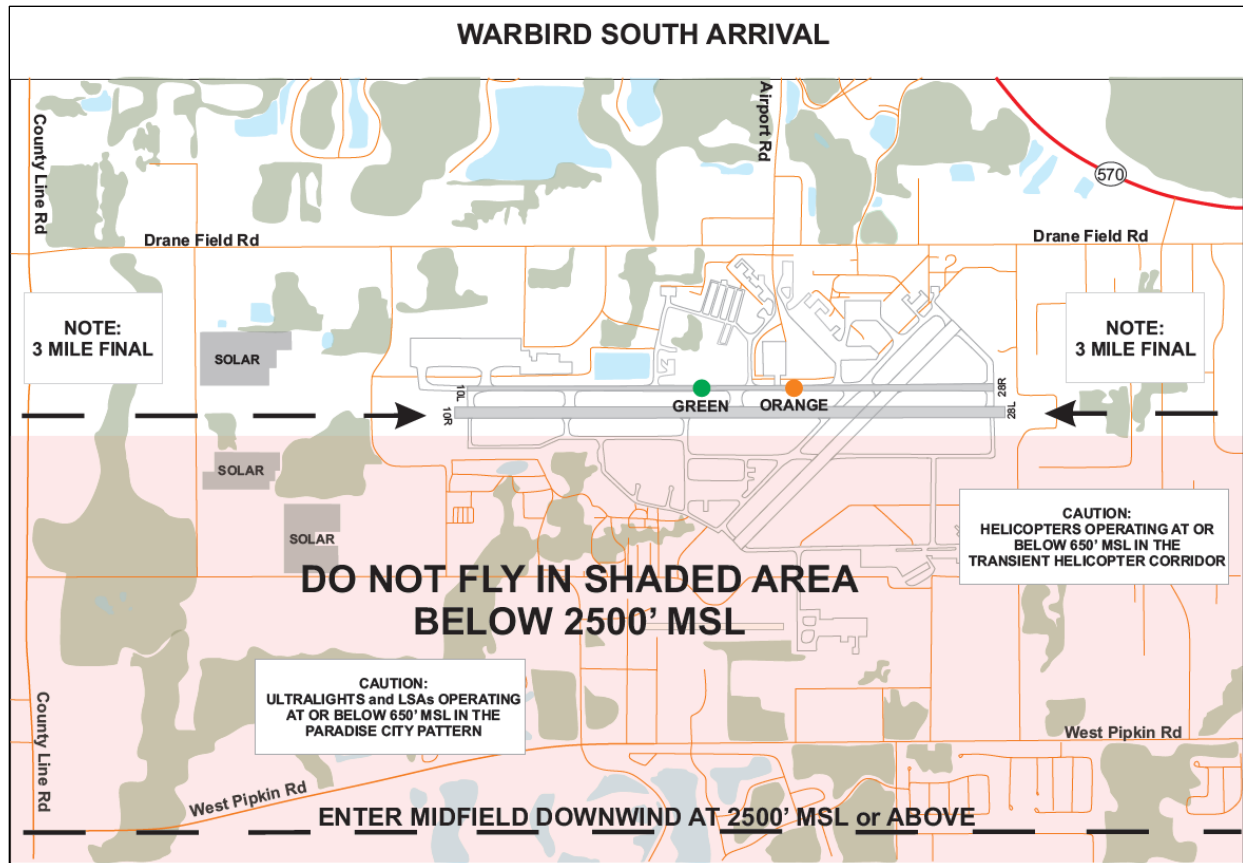
Departing RWY 10R/28L monitor 127.850.

FAA air traffic controllers on elevated platforms “GATORS” near runway departure points will clear all aircraft for takeoff via the applicable departure frequency.

After departure, proceed straight out for three (3) miles before proceeding on course. Avoid Lake Parker and Lake Hancock. Heavy air traffic east and north east of Lake Parker at or below 2200 FT MSL inbound to the Sun ‘n Fun Aerospace Expo.

Be alert for numerous aircraft departing, particularly after 1700 EDT, and for arrival traffic from the north. Use caution for special flight activity south of the airport and parachute jumping at the Zephyrhills Airport (ZPH) and Blackwater Creek Ultralight Airport (9FD2).

WARBIRD SOUTH ARRIVALS



CONTACT Lakeland Tower on 126.675 10 NM South of LAL.

Pilot should state: Warbird south arrival, aircraft color and type, position. Example: "Lakeland Tower, Warbird south arrival, silver mustang, 10 south"

Approach the airport from the south and enter a mid-field downwind for RWY 10R or 28L as instructed. Remain AT OR ABOVE 2,500 FT MSL until turning a wide base leg to at least a three (3) mile final.

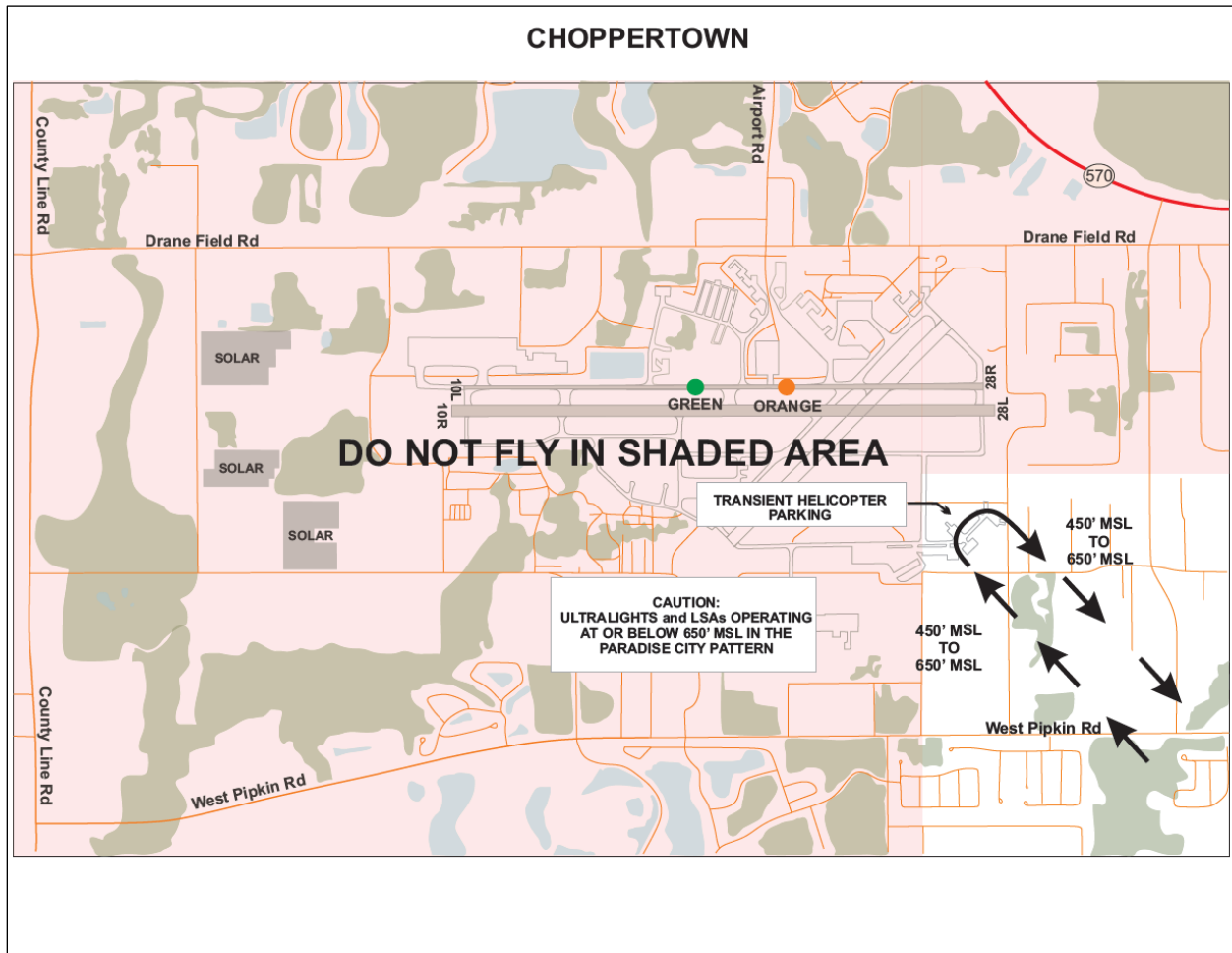
Expect a high volume of traffic for RWY 10L/28R from opposite-direction base legs.

After exiting, and south of RWY 10R/28L contact Sun 'n Fun Ground Advisory on 126.075. Note: Sun 'n Fun Ground Advisory may not be monitored at all times.

Use caution for numerous aircraft operating South of RWY 10R/28L at and below 2000 FT MSL.

IMPORTANT – RWY 10R has a displaced threshold. Advise the tower if you require the full length (8500FT).

CHOPPERTOWN VFR ARRIVAL/DEPARTURE



Approach the airport from the southeast at or below 650 feet MSL.

Announce call sign, location, and intentions on Helicopter Advisory frequency 123.025.

Example: "N1234, 3 South on the Helicopter arrival."

Remain in the helicopter corridor. Remain east of the large hangars to avoid the Paradise City flight pattern.

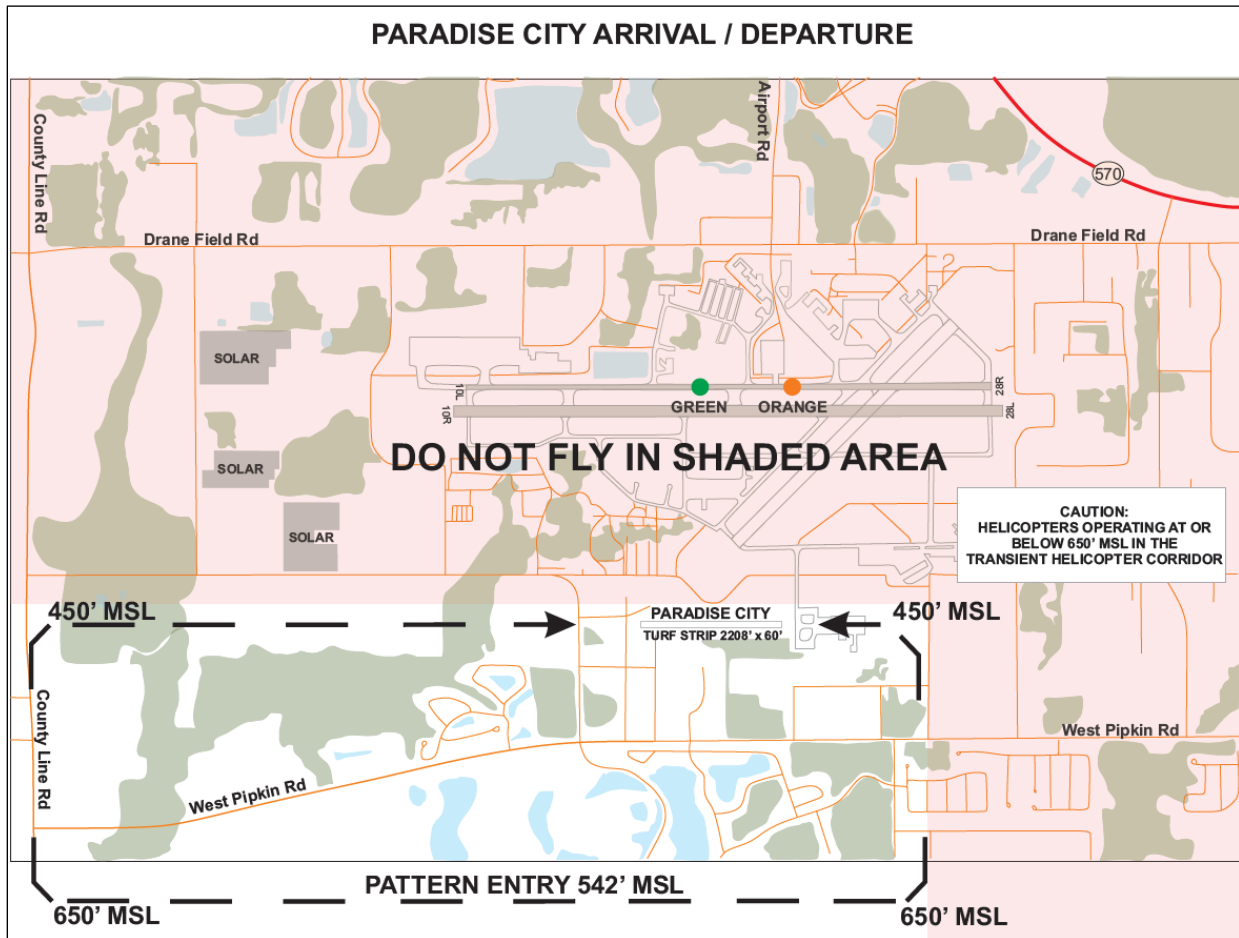
Park in the grass East of Taxiway E.

Remain East of TWY S at all times. Yield to taxiing aircraft.

Helicopters may not depart/arrive during airfield closures.

All pilots must attend a briefing prior to departure from Choppertown. Briefing times are available at the Choppertown Advisory Tower. If applicable, pilots should plan to carry their wheels onboard for ease of movement.

PARADISE CITY ARRIVAL/DEPARTURE**



Paradise City turf strip is 2205 FT long x 60 FT wide with displaced thresholds on each end. The LDA for RWY 8 is 1845ft and RWY 26 is 1650 ft. A ditch runs parallel to the south side of the strip.

Inbound traffic approach LAL from the south at 650 FT MSL. Enter the pattern on the downwind leg at a forty-five (45) degree angle.

Avoid South Lakeland Airport (X49) 3.5 NM SW of LAL due to extensive aircraft activity. Be alert for heavy traffic in the airspace surrounding LAL. Use caution for helicopter operations at the same altitudes just east of Paradise City.

Do NOT fly north of the Paradise City turf strip or east of Airside Center Drive.

Monitor Paradise City Advisory frequency 123.825 with enough time to receive advisories. Note: The frequency is for airport advisory information and pilot communications. It is NOT intended/authorized for Air Traffic Control clearances, sequencing, or separation of aircraft.

All pilots must attend a pilot briefing prior to departure from Paradise City. Briefing times are available in the Paradise City main tent.

**Paradise City is limited to Ultralight Aircraft (14 CFR 103), Light Sport Aircraft (LSA), Experimental Light Sport Aircraft (ELSA), and Homebuilt rotorcraft (Ultralight or Experimental). Aircraft not included in these descriptions may apply through the Paradise City Chairman for special authorization by the Sun 'n Fun Director of Airshows and Attractions. VFR daytime operations only.

IFR PROCEDURES

Special air traffic procedures are effective for IFR aircraft operating to/from the following airports:

Airport	Identifier
Lakeland Linder International Airport	LAL
Plant City Airport	PCM
Bartow Executive Airport	BOW
Lake Wales Municipal Airport	X07
Winter Haven Regional Airport	GIF

TRAFFIC MANAGEMENT

Traffic Management Initiatives will be used when arrival rates exceed airport capacity. Pilots should prepare for potential airborne holding, reroutes, or Expect Departure Clearance Times (EDCT's) issued for domestic IFR arrivals.

Heavy demand periods are expected: DAILY 0700 - 1859 EDT (1100 - 2359 UTC)

IFR TRAFFIC

Due to traffic congestion and ARTCC radar limitations, southbound traffic filed over CHS via V1 should request 8,000 feet or above. Traffic filed V1 at 6,000 feet and below will be rerouted via V437.

Duplicate flight plans (same time/call sign) to multiple airport destinations are subject to removal.

Do NOT request air-filed flight plans or make airborne destination changes to/from the airports listed. Except in an emergency, requests will not be accepted within 200NM of LAL.

NOTE - Please be familiar with the Sun 'n Fun Aerospace Expo Lake Parker Arrival and Departure Procedures.

IFR PREFERRED ARRIVAL ROUTES

IFR arrivals through Jacksonville Air Route Traffic Control Center (ZJX ARTCC) file via the following routes:

Area	Route
V579 & West	VARZE LAL (dest)
East of V579 to V267	TAY VARZE LAL (dest)
East of V267	V3 SSI MONIA GNV VARZE LAL (dest) or V1 STARY SSI MONIA GNV VARZE LAL (dest)

IFR ARRIVALS

When Lakeland ceiling and visibility are reported at or above 3,000 feet and five (5) miles, plan to cancel IFR and expect a vector to the vicinity of Lake Parker for a VFR approach following the Sun 'n Fun Aerospace Expo Lake Parker Arrival Procedures.

Jet aircraft are NOT recommended over Lake Parker. Expect ATC vectors to final RWY 10R/28L.

IFR DEPARTURES

File your flight plan at least four (4) hours prior to proposed departure time. IFR flight plans not activated will expire ninety (90) minutes after proposed departure time.

Prior to engine start, place a sign in your windshield with the letters “IFR” to show you intend to depart IFR.

Monitor ATIS on 118.025. IFR departures will be instructed via ATIS to contact Ground Control on 124.15 or 121.4.

Contact Ground Control as instructed for clearance. Do NOT taxi until you receive enroute clearance. If you have not received initial departure instructions prior to reaching the runway, attempt to taxi your aircraft to a position that will allow other VFR aircraft to pass for departure.

Do NOT accept FAA flagman’s instructions to enter the runway or take off unless you have received departure release from Ground Control.

IFR OVERFLIGHTS

IFR overflight traffic at and below 15,000 feet MSL expect routing to avoid congested areas.

IFR PICK UP/VFR FLIGHT FOLLOWING

Procedures are for these Lakeland area airports:

Airport	Identifier
Lakeland Linder International Airport	LAL
Plant City Airport	PCM
Winter Haven Regional Airport	GIF
Tampa Executive Airport	VDF
Peter O. Knight Airport	TPF
Bartow Executive Airport	BOW
Zephyrhills Municipal Airport	ZPH
South Lakeland Airpark	X49
Lake Wales Municipal Airport	X07

IMPORTANT- When weather at Lakeland or along your route of flight is marginal VFR, it is strongly suggested that you FILE IFR off your departure airport and receive your IFR clearance/departure release on the ground. Tampa, Orlando, and Jacksonville Approaches may not be able to issue IFR pick-up clearances due to traffic volume and complexity.

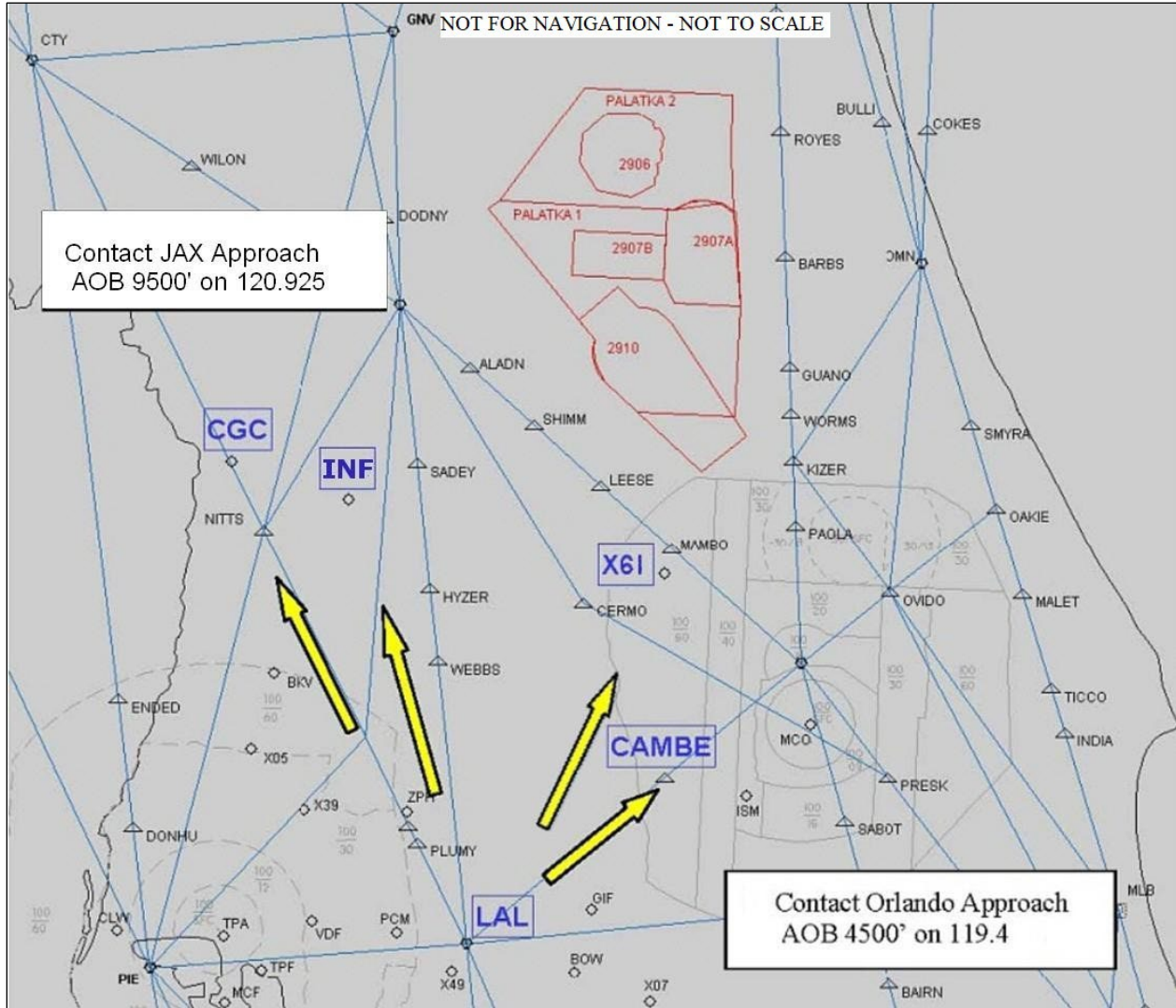
Destinations to the Northeast and East coast through Orlando Approach: Orlando Approach is unable to retrieve flight plan information or activate IFR clearances for aircraft requesting an IFR pick up that file off the Lakeland area airports. Aircraft departing VFR from the LAL area destined to the east coast or northeast must file a flight plan showing CAMBE intersection or X61 (Bob White Airport) as their departure point in order to receive airborne IFR clearance. Enter AIRFILE or IFR PICK UP in the remarks section of the flight plan. MONITOR first then contact Orlando Approach at or below 4,500 feet on 119.4. Remain clear of Orlando Class B airspace.

Destinations to the North or Northwest through Jacksonville Approach: Jacksonville Approach is unable to retrieve flight plan information or activate IFR clearances for aircraft requesting an IFR pick up that file off the Lakeland area airports. Aircraft departing VFR from the LAL area destined to the north or northwest must file a flight plan showing either CGC (Crystal River Airport) or INF (Inverness Airport) as their departure point in order to receive airborne IFR clearance. Enter AIRFILE or IFR PICK UP in the remarks section of the flight plan. Approximately ten (10) miles south of CGC/INF, MONITOR first then contact Jacksonville Approach at or below 9,500 feet on 120.925.

Departing from a Lakeland area airport through Tampa Approach: Tampa Approach may be unable to issue an IFR pick up clearance due to heavy traffic volume if you depart VFR from one of the Lakeland

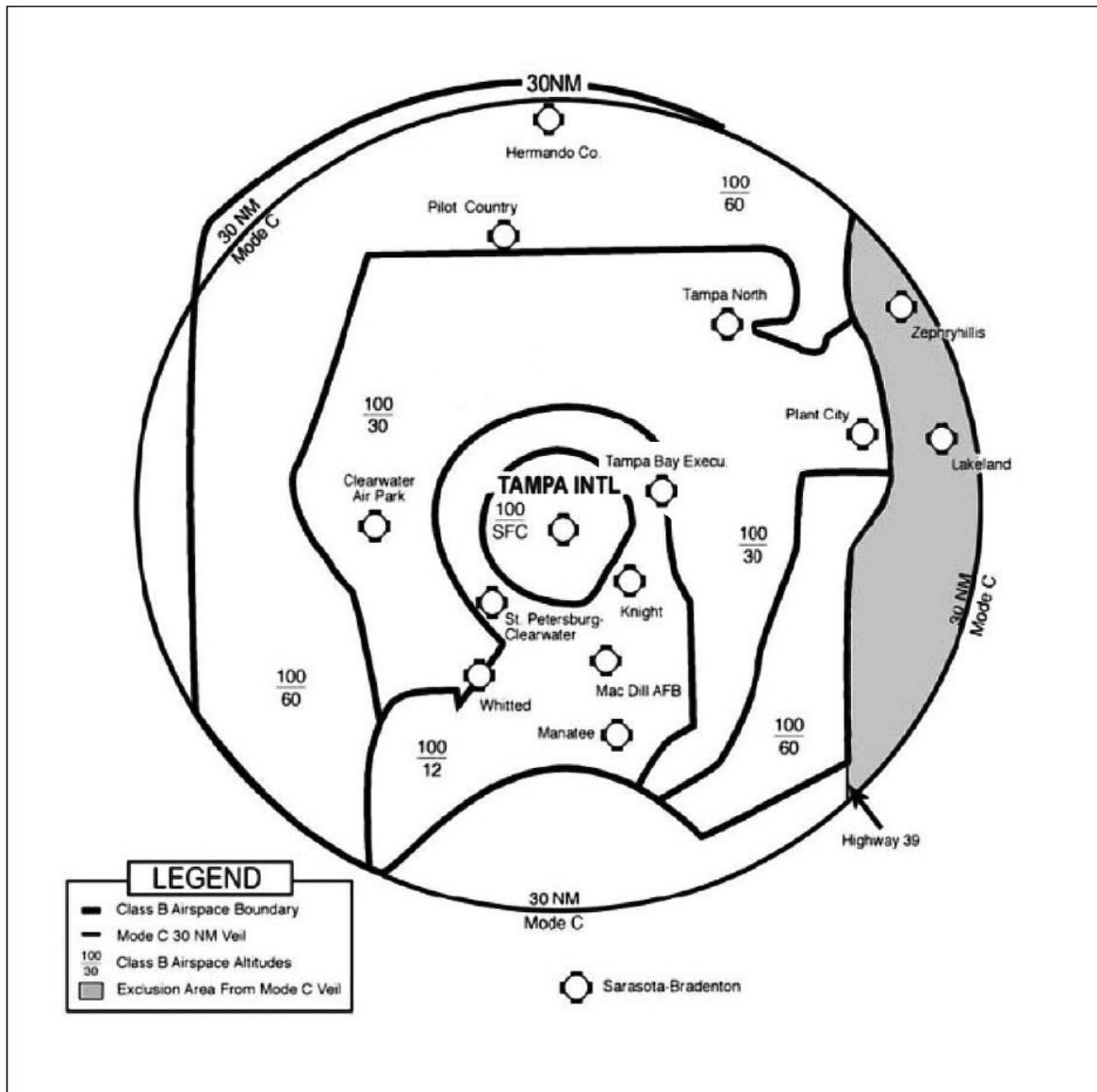
area airports. Due to anticipated frequency congestion, aircraft not complying with these procedures should NOT expect to receive airborne IFR pickup clearance or VFR flight following until north of the Florida/Georgia border.

IFR Pick Up & VFR Flight Following Graphic



REQUESTS TO DEVIATE FROM MODE C TRANSPONDER REQUIREMENT

Tampa Class B Mode C Veil Graphic



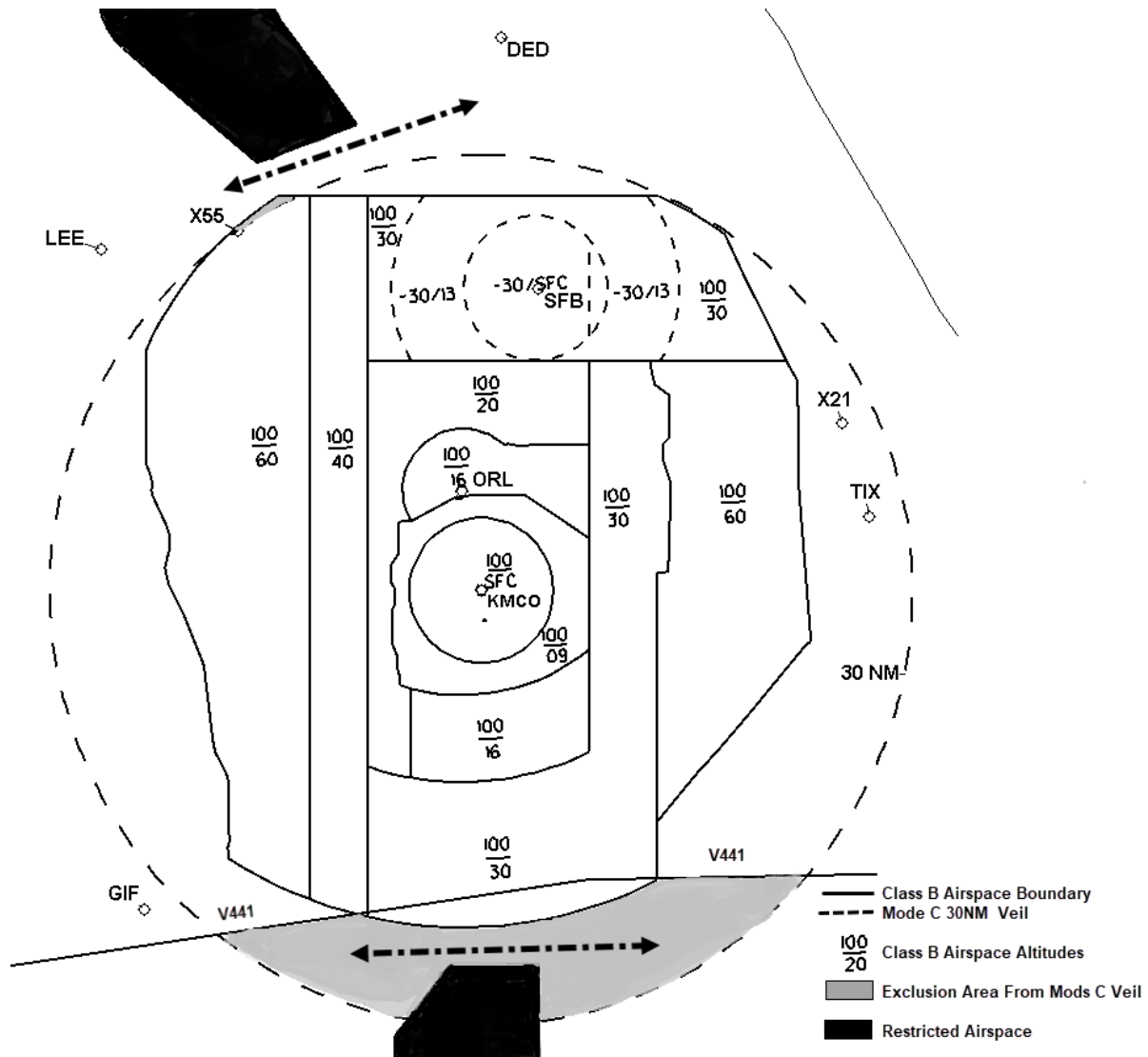
Operators of aircraft not equipped with Mode C transponders may operate within the Tampa Class B Mode C veil to attend the Sun 'n Fun Aerospace Expo at LAL along the following ATC designated route:

At and below 2,500 FT MSL east of Highway 39.

Remain outside of the lateral boundary of the Tampa Class B airspace. Aircraft must follow the LAL arrival and departure procedures.

CAUTION: This notice does not constitute authorization to enter the Tampa Class B airspace.

Orlando Class B Mode C Veil Graphic



Operators of aircraft not equipped with Mode C transponders may operate within the Orlando Class B Mode C veil to attend the Sun ‘n Fun Aerospace Expo at LAL along the following ATC- designated routes:

Northwest portion of Orlando Class B: At or below 2,500 FT MSL along a route that passes over the city of Deland and remaining northwest of X55 airport.

Southern portion of Orlando Class B: At or below 2,500 FT MSL south of V441 along a route over the center of Lake Hatchineha and east of the City of Winter Haven. Remain outside of the lateral boundaries of the Orlando Class B airspace and outside R-2901E.

CAUTION: This notice does not constitute authorization to enter the Orlando Class B airspace.

EXCEPTIONS

Per 14 CFR 91.215, aircraft without electrical systems, balloons, and gliders are exempt from the Mode C transponder requirement when operating within the Orlando and Tampa Mode C veil. ATC authorization to deviate from transponder requirement is not required.

OTHER REQUESTS FOR AUTHORIZATIONS ORLANDO APPROACH

Requests to operate along other than the routes specified above must be submitted to Orlando Approach in accordance with 14 CFR 91.215. Such requests will not be considered approved without the express written authorization signed by the Orlando Manager or designee.

Operations conducted in accordance with the procedures outlined in this notice must remain outside the Orlando Class B airspace unless otherwise authorized by Orlando Approach.

FLIGHT SERVICE INFORMATION

Pilot briefing and flight planning services are available online through the Leidos Pilot Portal at <https://www.1800wxbrief.com/Website/> or by contacting Leidos Flight Service at 1-800-WX-BRIEF (1-800-992-7433).

INBOUND VFR FLIGHT PLANS

1. Filing flight plans:
 - a. Allow for unexpected delays. Add an additional 30 minutes when filing ETE.
 - b. Ensure aircraft color is included in the remarks section of the VFR flight plan.
 - c. Please close flight plans while airborne. Due to the large number of aircraft, you may encounter up to a 30-minute delay in parking your aircraft.
2. Contacting Flight Service by Radio:
 - a. On initial call-up, advise flight service of your full aircraft identification and which frequency you are using.
 - b. When transmitting on 122.1 and listening to the VOR, check that the volume is up.
 - c. Due to frequency congestion, air files and in-flight full route weather briefings are discouraged.

FREQUENCIES

Lakeland Area

Position	Frequency
Lakeland Arrival ATIS	134.675
Lake Parker Arrival	124.5

Position	Frequency
Lakeland Ground Control	121.4
Lakeland Helicopter	123.025
Warbird Parking Advisory	118.35
Lakeland Tower North	135.225
Lakeland Tower South	126.675
RWY 10L/28R Departure Monitor	133.125
RWY 10R/28L Departure Monitor	127.850
Paradise City Advisory	123.825
Lakeland Departure ATIS	118.025
Sun 'n Fun Ground Advisory	126.075
Lakeland VOR	116.0

Tampa (TPA) Approach

Area/Position	Altitude	Frequency
E of Tampa	SFC-4,000'	119.9
E of Tampa	4,500'-12,000'	135.5
W of Tampa	SFC-4,000'	125.3
W of Tampa	4,500'-12,000'	118.8
SRQ Area	SFC-4,000'	119.65
SRQ Area	4,500'-12,000'	134.25
Tampa Tower		119.5

Orlando (F11) Approach

Area	Altitude	Frequency
CAMBE int.	4,500' & Below	119.4
N of Orlando		135.3
SE of Orlando		119.77

Daytona (DAB) Approach

Area	Altitude	Frequency
N of Daytona	SFC-3,500'	125.8
N of Daytona	4,000'-11,000'	118.85
SW of Daytona	SFC-3,500'	126.55
SSE of Daytona	SFC-3,500'	125.35
S of Daytona	4,000'-11,000'	127.07

Jacksonville (JAX) Approach

Area	Altitude	Frequency
Vicinity of GNV/28J/PGD	SFC to 6,000	118.17
Vicinity of GNV/28J/PGD	6,500 to 10,000	121.3
Vicinity of X60/OCF/LEE	SFC to 6,000	118.6
Vicinity of X60/OCF/LEE	6,500 to 10,000	128.67
VFR Following/IFR Pick up		120.925

Jacksonville (ZJX) ARTCC

Area	Altitude	Frequency
TAY Area	Surface & Above	125.37
CTY Area	Above 10,000'	127.8
OCF Area	Above 10,000'	133.32

Miami (ZMA) ARTCC

Area	Altitude	Frequency
S of Lakeland	9,000' & Below	134.55
S of Lakeland	10,000' & Above	127.2
SRQ Area	13,000' & Above	132.35
LBV Area		132.45

Flight Service (AFSS)

Facility	Frequency
BKV	122.3
FT DRUM	122.2
LAL (receive)	116.0
LAL (transmit)	122.1
MLB	122.6
OMN	122.4
OMN (receive)	112.6
OMN (transmit)	122.1
ORL	122.65
ORL	123.65
PGD	122.025
PIE	122.45
PIE	123.6
SEF	122.25
SRQ (receive)	117.0
SRQ (transmit)	122.1
TIX	123.6
VRB	122.5

(AJV-E23, Change 2 03/19/2025)