



[OFP]

OFP 1 ATW0062 / ATW62 -4.00 MYNN/NAS - MYGF/FPO -4.00
CALC 0814Z FOR ETD 0840Z 25JUN22 OBS 2500 PROG 2509 2512

TBM 900-PT6A-66D - MSN900 - N900SB - PERF FACTOR +0.0

EST MAX MYNN/NAS OUT OFF SLOT CO RTE NASFPO01
DOW 2100 STD 0840Z ALTN MYNN
PYLD 522 FLT NBR ATW62
ZFW 2622 2736L MYGF/FPO IN ON CI NORM
FUEL 328 888 STA 0945Z CRZ FL FL240
TOW 2950 3354 BLK FLT CRZ TEMP -17
TRIP 138 TROPO 49737
LW 2812 3186 ZFW 2.6
ULD 114 BLK 1.05 0.46 TET TRIP WIND H8

MAX SR 1.8 T O C TKOF ALTN

REMARKS:
PLANNED OPTIMUM FLIGHT LEVEL

OFF ROUTE:
-MYNN/32 F240 DCT ZFP DCT JAKEL BR62V ZFP DCT MYGF/24
-DIST 186-

MYNN ATIS: .. WX:

RWY: ... ATC CLRNC: SQUAWK:

TAXI 36 (0.20)
TRIP 138 0.46
CONT 15 MIN 45 0.15
ALTN 110 0.44 MYNN/NAS CNR 0.2 143 NM FL230
FINRES 35 0.15
ADDNL 0 0.00

TOTAL 364 2.00

EXTRA (L 374) REASON
TANKER 0

PLN BLK 364 2.00 FOD 0.2

FINAL BLK SHUT DOWN

TOW CORR +1000 PLN BLK +19 / -1000 PLN BLK -11
2000 BELOW TRIP +0 / TIME 0.46
4000 BELOW TRIP +1 / TIME 0.45

STAT FUEL: NO DATA AVAILABLE FOR THIS FLIGHT



I CERTIFY THAT I HAVE COMPLIED WITH THE RELEVANT SECTIONS OF THE OPERATIONS MANUAL, OM-A 8.1.2, OM-A 8.1.7 AND OM-C 12.

CAPT NAME: SIGNATURE:

PREPARED BY A. O. S. (+1 800 555 0199)

RVSM: ALT SYS LEFT: STBY: RIGHT:

CNR 145

AWY POSN	MORA FREQ	MT DTG	DIST	IAS MN	FL	SAT	GS WIND	TAS	ZT ETO/RTO/ATO	EET	MFR FOB
MYNN/32											283
DCT T O C		332	55	167			237 249		16	0.16	223
			131		240	-17	356/14		.../.../...	
DCT ZFP FREEPORT	21	332	58	210			306 318		11	0.27	188
	113.2		73			-17	354/14		.../.../...	
DCT T O D		134	2	210			327 318		0	0.27	187
			71		240	-17	354/14		.../.../...	
DCT JAKEL	21	313	29		DES		252		6	0.33	171
			42			09	062/04		.../.../...	
BR62V ZFP FREEPORT	21	133	27				221		6	0.39	156
	113.2		15			22	204/05		.../.../...	
DCT MYGF/24	20	040	0						07	0.46	145
			0								



CNR 145

MYGF ATIS: .. RWY:

WX:

ASC	DEP	APPCH	MINIMA	WEATHER	TWC	XWC
	MYNN/NAS/32	TKOF	/	9999/9999	-1.3	+1.5
	DEST					
	MYGF/FPO/24	RNAV	/	9999/7998	-1.4	+3.8
	DEST ALTN					
	MYNN/NAS/32	RNAV	/	9999/9999	-1.3	+1.5

	ALTN	MORA	DIST	LVL	WC	TIME	DIFF	FUEL	DIFF
C1	MYNN/NAS/32	36	143	230	T003	0.44		110	
	DCT ZFP BR63V ZQA DCT								



CLIMB	ZFP	DESCENT
+10 072/007/FL100	SR 1.3	-56 333/027/FL390
+00 002/002/FL150	N2633.3	-45 002/028/FL350
-09 045/008/FL200	W07841.9	-35 356/024/FL310
-35 343/019/FL310	-22 341/014/FL260	-09 011/013/FL200
-45 346/022/FL350	-17 354/014/FL240	+09 061/003/FL100
	-13 003/014/FL220	
	-09 011/013/FL200	



[ATC Flight Plan]

FF EUCHZMFP EUCBZMFP
250814 EGGWEZSB
(FPL-ATW62-IS
-TBM9/L-SDFGRWY/S
-MYNN0840
-N0318F240 DCT ZFP DCT JAKEL BR62V ZFP DCT
-MYGF0046 MYNN
-PBN/D2 DOF/220625 REG/N900SB OPR/ATW PER/B RVR/075 RMK/TCAS)



[Airport WX List]

MYNN --> MYGF ATW 62 / 25Jun2022
LIDO/WEATHER SERVICE DATE : 25Jun2022 TIME : 08:14 UTC

AIRMETs:

No Wx data available

SIGMETs:

KZMA MIAMI FIR/UIR
WS SIGMET WSUS31 KPCI 250755 SIGE CONVECTIVE SIGMET 15E VALID
UNTIL 0955Z FL AND CSTL WTRS FROM 130E OMN-220ENE
TRV-210ENE PBI-140E PBI-PBI-130E OMN AREA TS MOV LTL.
TOPS ABV FL450.

Tropical Cyclone SIGMETs:

No Wx data available

Volcanic Ash SIGMETs:

No Wx data available

DESTINATION AIRPORT:

MYGF/FPO GRAND BAHAMA INTL
SA 250800 AUTO 17004KT //// R24///// // FEW024 //CB 27/24
A2994
FT 250430 2506/2606 20004KT 9999 FEW018 BKN250
TEMPO 2506/2509 8000 SHRA FEW015CB SCT018 SCT030
PROB40 TEMPO 2522/2524 VRB10KT 8000 SCT015CB BKN030

DEPARTURE / DESTINATION ALTERNATE:

MYNN/NAS LYNDEN PINDLING INTL
SA 250800 27002KT 9999 FEW025 25/23 A2997
FT 250430 2506/2606 VRB02KT 9999 FEW025
BECMG 2512/2514 11006KT 9999 FEW015CB SCT025

AIRPORTLIST ENDED



[NOTAM]

 LIDO-NOTAM-BULLETIN INCLUDES NOTAM, COMP NOTAM AND AIP-REGULATION
VALID: 2206250840 - 2206251338 STD(EOBT)+TRIP+ALTN+3HRS
 ATW 62 /25JUN OFP-NR: 1
 ROUTE: MYNN - MYGF ALTN: MYNN
 N0318F240 DCT ZFP DCT JAKEL BR62V ZFP DCT

=====

DEPARTURE / ALTERNATE AIRPORT - DETAILED INFO
 =====

MYNN/NAS LYNDEN PINDLING INTL

+++++ AIRPORT +++++

A0265/22
 23 1100-2000, 29 1100-2000
 (MY) D3002 **ACTIVATED**. CTN ADZ F) SFC G) 25FT AMSL
 A0193/22
 CHECKLIST (A) SERIES
 YEAR=2010 0277
 YEAR=2017 0264
 YEAR=2020 0397
 YEAR=2022 0008 0009 0010 0042 0047 0048 0143 0144 0145 0172 0174
 0175 0176 0177 0188 0189 0190 0191 0192
 LATEST PUBLICATIONS
 AIP AMDT 01/22 EFFECTIVE JANUARY 27, 2022
 AIC 03/22 EFFECTIVE MARCH 11, 2022
 AIC 04/22 EFFECTIVE MARCH 25, 2022

=====

DESTINATION AIRPORT - DETAILED INFO
 =====

MYGF/FPO GRAND BAHAMA INTL

+++++ AIRPORT +++++

A0263/22
 1000 UTC \hat{A} - 2200 UTC DLY
 AIRMEN ADZ TO
 EXER CTN MEN & EQPT WORKING ON SHOULDERS OF UNNAMED DOMESTIC **TWY**
 SEE BAHAMAS AIP **AD 2-46-13** FOR REF
 A0176/22
 FIRE FIGHTING SER UPGRADE TO **CAT 7 AVBL** EQPT 2 UNITS 1
 T-1500 OSHKOSH 1500 GALLONS OF WATER 200 GALLONS OF FOAM 450
 POUNDS DRY CHEM PURPLE K 1 T-3000 OSHKOSH 3000 GALLONS OF WATER
 420 GALLONS OF FOAM 6% AFFF 500 POUNDS DRY CHEM
 A0174/22
 ATS WILL BE **AVBL** FROM 6 AM LMT TO 6 PM LMT AT MYGF DLY
 IF SER ARE NEEDED AFTER HR CONTACT JOAN CARTWRIGHT AT 242-727-4209
 A0175/22
VOR FREQ 113.2 MHZ **U/S**



=====
EXTENDED AREA AROUND DEPARTURE
=====

KZMA MIAMI FIR/UIR

A1869/22

DLY 1200-0500

DUE TO MIL STNR ALT RESERVATION GYPSY WI THE NEW YORK OCEANIC CTA/FIR, NEW YORK OCEANIC WILL NOT ACCEPT IFR FLT WI AN AREA DEFINED AS 341400N0740000W TO 280000N0740000W TO 280000N0770000W TO 321400N0770000W TO 321400N0765100W TO POINT OF ORIGIN.

F) SFC G) FL280

A1861/22

DAILY 1200-2359

DUE TO MIL STNR ALT RESERVATION GYPSY WI THE NEW YORK OCEANIC CTA/FIR, NEW YORK OCEANIC WILL NOT ACCEPT IFR FLT WI AN AREA DEFINED AS 341400N0740000W TO 280000N0740000W TO 280000N0770000W TO 321400N0770000W TO 321400N0765100W TO POINT OF ORIGIN.

F) SFC G) FL280

A1825/22

FLT INFO SERVICE BCST (FIS-B) MAY NOT BE

AVBL WI AN AREA DEFINED AS 28NM RADIUS OF 283318N0840639W. AIRSPACE AFFECTED MAY INCLUDE GULF OF MEXICO AREAS OF TARPON SPRINGS AND FLORIDA MIDDLE GROUND.

F) SFC G) 5000FT

A1768/22

STNR ALT RESERVATION WI AN AREA DEFINED

AS THE LATERAL CONFINES OF W140A, W140B, W140C, W140D, W140E FL240BFL300 W140F 13000FT-FL300 LARGE FORCE MIL EXER. AVOIDANCE ADZ.

F) SEE TEXT G) SEE TEXT

A1769/22

DLY 0200-1000

KZMA ARTCC FLIGHT DATA COMMUNICATIONS SECTION (FDCS) **CLSD**. PLEASE CTC 1-800-WX-BRIEF (1-800-992-7423) FOR FPL PROCESSING.

ALL SAR ITEMS (INREQS, ALNOTS, DVFRS) SHOULD BE DIRECTED TO THE KZMA WATCH DESK AT 305-716-1588. THE SER OF PROVIDING COMPUTER IDENTIFICATION NUMBERS (CIDS) WILL NOT BE **AVBL** DURING THIS CLOSURE. IF YOU HAVE FPL THAT ARE PROPOSED BTN 0200Z-1000Z IT IS RECOMMENDED THAT YOU TRANSMIT TO KZMA ARTCC PRIOR TO 000LZ TO AVOID POSSIBLE FPL FILING DLA.

F) SFC G) UNL

05/317

AIRSPACE RDO ALTIMETER UNREL WI AN AREA DEFINED AS

304304N0833236W (OTK257014.1) TO 311419N0812041W (SSI029012.4) TO 265653N0793812W (PBI059029.0) TO 245453N0795439W (VKZ169052.0) TO 235518N0820029W (EYW195041.5) TO 292514N0834413W (CTY256037.5) TO POINT OF ORIGIN SFC-5000FT AGL. HEL OPS REQUIRING RDO ALTIMETER DATA TO INCLUDE OFFSHORE INSTRUMENT OPS, HOVER AUTOPILOT MODES, SAR AUTOPILOT MODES, AND **CAT** A/B/PERFORMANCE CLASS TKOF AND LDG NOT AUTHORIZED EXC FOR ACFT USING APPROVED ALTERNATIVE METHODS OF COMPLIANCE DUE TO 5G C-BAND INTERFERENCE PLUS SEE AIRWORTHINESS DIRECTIVE 2021-23-13



A1629/22

STNR ALT RESERVATION TAILHOOK F FOR MILITARY OPS. MIAMI CENTER WILL NOT APPROVE IFR FLT AND VFR FLT SHOULD EXER EXTREME **CAUTION** WI AN AREA DEFINED AS 285616N0794500W TO 285657N0794240W TO 290040N0793000W TO 290754N0790456W TO 291400N0784330W TO 292000N0782009W TO 293000N0781800W TO 300000N0771300W TO 300000N0770000W TO 280000N0770325W TO 280000N0793000W TO 280000N0794500W TO POINT OF ORIGIN. IMPACTED ROUTES AR17, AR21, AR19, AR22, AR16, AR18, BR65V, AR23, AR24, Y319, Y185, Y585, Y289, Y291, Y299, Y309, Y319, AR3, M202, M203, Y307, A699, L463, Y374, Y355.

F) SFC G) FL240

A1628/22

STNR ALT RESERVATION TAILHOOK E2 FOR MILITARY OPS. MIAMI CENTER WILL NOT APPROVE IFR FLT AND VFR FLT SHOULD EXER EXTREME **CAUTION** WI AN AREA DEFINED AS 291223N0793726W TO 293304N0784015W TO 291400N0784330W TO 290040N0793000W TO 285657N0794240W POINT OF ORIGIN. IMPACTED ROUTES AR6, AR15, AR16, AR17, AR19, AR21, AR22, Y289, Y291, M202, M203.

F) 13000FT G) FL240

A1627/22

STNR ALT RESERVATION TAILHOOK E1 FOR MILITARY OPS. MIAMI CENTER WILL NOT APPROVE IFR FLT AND VFR FLT SHOULD EXER EXTREME **CAUTION** WI AN AREA DEFINED AS 285300N0803125W TO 290130N0800656W TO 291223N0793726W TO 285657N0794240W TO 285616N0794500W TO 285239N0795717W TO 285000N0800615W TO 285000N0802900W TO POINT OF ORIGIN. IMPACTED ROUTES AR6, AR15.

F) 13000FT G) FL430

A1633/22

STNR ALT RESERVATION FINNS FOR MILITARY OPS. MIAMI CENTER WILL NOT APPROVE IFR FLT AND VFR SHOULD EXER EXTREME **CAUTION** WI AN AREA DEFINED AS BTN A LINE FM 2853N08031W TO 2800N08114W AND A LINE FM 2912N07937W TO 2800N08045W TO 2721N08100W. IMPACTED ROUTES Q89, Y185, Y585, Q93, Q97, Q87, Q77.

F) FL190 G) FL220

A1634/22

STNR ALT RESERVATION FINNS FOR MIL OPS WI AN AREA DEFINED AS BTN A LINE FM 2904N08039W TO 2800N08121W AND A LINE FROM 2853N08031W TO 2843N08040W TO 2721N08100W. IMPACTED ROUTES: Q89, Q93, Q97, Q87, AND Q77.

F) FL190 G) FL220

A1626/22

STNR ALT RESERVATION TAILHOOK D FOR MILITARY OPS. MIAMI CENTER WILL NOT APPROVE IFR FLT AND VFR FLT SHOULD EXER EXTREME **CAUTION** WI AN AREA DEFINED AS 300900N0783404W TO 300000N0771300W TO 293000N0781800W TO 292000N0782009W TO 291400N0784330W TO 293304N0784015W TO POINT OF ORIGIN. IMPACTED ROUTES AR3, AR16, AR18, A23, AR24, Y319, M202, M203, BR65V, Y307.

F) SFC G) FL240

A1632/22

STNR ALT RESERVATION CAPE HAYSTACK FOR MILITARY OPS. MIAMI CENTER WILL NOT APPROVE IFR FLT AND VFR SHOULD EXER EXTREME **CAUTION** WI AN AREA DEFINED AS A 20NM RADIUS OF 2830N08035W. IMPACTED ROUTES AR6, AR15, V3, T208.

F) 15000FT G) 17000FT



A1631/22

STNR ALT RESERVATION GYPSY FOR MILITARY OPS. MIAMI CENTER/ NEW YORK CENTER WILL NOT APPROVE IFR FLT AND VFR SHOULD EXER EXTREME **CAUTION** WI AN AREA DEFINED AS 3414N07400W TO 2800N07400W TO 2800N07700W TO 3214N07700W TO 3214N07651W TO POINT OF ORIGIN. IMPACTED ROUTES M202, M203, M204, M326, M327, M328, A699, Y493, Y494, L375, L435, L451.

F) SFC G) FL280

A1630/22

STNR ALT RESERVATION TAILHOOK F EXT FOR MILITARY OPS. MIAMI CENTER WILL NOT APPROVE IFR FLTS AND VFR SHOULD EXER EXTREME **CAUTION** WI AN AREA DEFINED AS 285000N0802900W TO 285000N0800615W TO 285239N0795717W TO 285616N0794500W TO 280000N0794500W TO POINT OF ORIGIN. IMPACTED ROUTES AR6, AR15, AR17, Q89, Y185, AND Y585.

F) 6000FT G) FL240

A1055/22

V97 QUNCY, FL TO ROGAN, FL MEA 5000 NORTHWEST BOUND.

PIE **VOR** RESTRICTED R138, 58NM, BELOW 5000..

02/110

AIRSPACE UAS WI AN AREA DEFINED AS 2NM RADIUS OF 271725.50N0801311.50W (6.5NM N SUA) SFC-400FT AGL DLY SR-SS

1/3269

FL..ROUTE ZMA.

V529 SWAGS, FL TO LA BELLE (LBV) **VORTAC**, FL MOCA 1500.

A0857/21

V35 DEEDS INT, FL TO CURVE, FL NA EXCEPT FOR AIRCRAFT EQUIPPED WITH SUITABLE RNAV SYSTEM WITH GPS.

CYY **VOR/DME UNUSABLE** BETWEEN DEEDS AND CURVE.

A0777/21

ROUTE ZMA.

V3 FORT LAUDERDALE (FLL) **VOR/DME**, FL TO PALM BEACH (PBI) **VORTAC**, FL USE FLL R-013.

PBI **VORTAC** R-190 **UNUSABLE** BEYOND 13 NM.

A0775/21

ROUTE ZMA.

V437 SUBER, FL TO HOTAR, FL MEA 8000.

A0098/21

TOWER LIGHTS UNSERVICEABLE **LOC** 244210N0774549W 237 FEET HIGH.

F) SFC G) 237FT AGL

A0038/21

ROUTE ZMA.

V35 DEEDS, FL TO LEE COUNTY (RSW) **VORTAC**, FL MEA 4000.

A2512/20

ZMA.

V531 CUSMO, FL TO BAIRN, FL NA. PBI **VOR** R-327 **UNUSABLE** BEYOND 58 NM.

A1158/19

APF/MKY DEPARTURE AIRCRAFT FILING FLIGHT PLANS FOR DESTINATIONS WEST OF ATL THAT ARE EQUIPPED WITH ADVANCED NAVIGATION CAPABILITIES REQUESTING AT OR ABOVE FL270 ARE STRONGLY ENCOURAGED TO FILE DIRECT MOOKY DIRECT HILTI THEN DIRECT POINTS NORTH.

F) FL270 G) UNL



A0724/19

MAIMI CENTER NO LONGER REQUIRES A 10MIN CALL PRIOR TO XNG
THE MIAMI FIR BOUNDARY EXC FOR NB TFC OVER THE
FOLLOWING LOCATIONS:

NB ACFT FM SANTO DOMINGO FIR OVER SEKAR LERED
POKEGUSE ASIVO USE 126.45. OVER MALVN USE 123.77

NB ACFT FM PORT-AU-PRINCE FIR USE 123.77.

NBD ACFT FM CUBA FIR OVERFLYING DYNAH AT OR ABV FL240 AND ALL ACFT
OVERFLYING ENAMO AND ERRCA USE 127.22. ACFT FM CUBA FIR OVER
GHANN, OVALU OR BYGON USE 123.77.

ALL THESE ACFT SHALL CALL MIAMI /ZMA/ ARTCC 10MIN PRIOR TO XNG THE
MIAMI CTA/FIR BDRY DUE TO HVY AIR TFC CONGESTION.

F) SFC G) UNL

A1645/18

SPECIAL NOTICE.. GULF OF MEXICO RNAV AND ATLANTIC ROUTES PUBLISHED
CO-DESIGNATION ON ENROUTE HIGH CHARTS H-7, H-8, AND H-9 CHARTS.
THE RNAV ROUTES Q100 AND Q102 WILL BE CO-DESIGNATED WITH Y280 AND
Y290 RESPECTIVELY. ADDITIONALLY, MULTIPLE ATLANTIC ROUTES (AR)
WILL BE CO-DESIGNATED AS Y ROUTES, E.G. AR 21/Y 289. UNTIL FURTHER
NOTICE AND COMPLETION OF TRANSITION OF THE U.S. EAST COAST PBN
ROUTE STRUCTURE, OPERATORS ARE TO FOLLOW THE PUBLISHED GUIDANCE
APPLICABLE TO THE ROUTES INDICATED IN THEIR FLIGHT PLAN. FOR
EXAMPLE, OPERATORS FILING TO FLY Q100 ARE TO FOLLOW THE GULF Q
ROUTE GUIDANCE IN THE NTAP (PART 3, SECTION 2) GULF OF MEXICO Q
ROUTES. ADDITIONALLY, OPERATORS FILING TO FLY Y280 ARE TO FOLLOW
THE Y ROUTE GUIDANCE IN THE U. S. AIP (ENR 7). SAME POLICY
APPLIES TO CO-DESIGNATED AR AND Y ROUTES. IF AN OPERATOR FLIGHT
PLANS A ROUTE OF FLIGHT INDICATING A COMBINATION OF ROUTES WHICH
INCLUDES A Y ROUTE, THE AIRCRAFT MUST MEET THE EQUIPAGE AND
PERFORMANCE REQUIREMENTS PUBLISHED IN THE AIP SECTION ENR 7.10.
PLEASE DIRECT ANY QUESTION TO FLIGHT TECHNOLOGIES AND PROCEDURES
DIVISION, 202-267-8790

F) SEE TEXT G) SEE TEXT

A1636/18

ROUTE Y587 IS **CLSD** BTN SKIPS AND HARDE.

F) SFC G) FL600

A1270/16

ROUTE G431 IS NOT AUTH SOUTHBOUND BTN WAYPOINTS IORIO
AND ELMUC. OPERATORS WISHING TO USE G431 SOUTHBOUND MUST FILE
IORIO G504 COUKY Y585 ELMUC.

F) FL055 G) FL600

A1262/16

ROUTE L451 IS NOT AUTHORIZED SOUTHBOUND BETWEEN WAYPOINTS IORIO
AND ELMUC. OPERATORS WISHING TO USE L451 SOUTHBOUND MUST FILE
L451 IORIO L450 COUKY Y585 ELMUC.

F) FL055 G) FL600



A1318/15

SUBJECT: OPERATION OF GRAND BAHAMA AIR TRAFFICE SERVICES. AIRMEN AND AIRLINE OPERATORS ARE ADVISED THAN EFFECTIVE IMMEDIATELY, ALL **VOR** ROUTES WITHIN THE GRAND BAHAMA TMA AND AT THE GRAND BAHAMA INTERNATIONAL AIRPORT [MYGF] GPS WAYPOINTS OVERLAYS SHALL BE UTILIZED.

SEE COMMONWEALTH OF THE BAHAMAS AIC 07/01, GOVERNING THE USE OF THE GNSS/RNAV PROCEDURES IN THE BAHAMAS DOMESTIC AIRSPACE AND AIC 12/02, NOVEMBER 14,2001, FOR ORIGINAL RNAV APPROACH PROCEDURES FOR **RUNWAY 06/24**, AT THE GRAND BAHAMA INTERNATIONAL AIRPORT, FREEPORT, BAHAMAS.

ALSO SEE AIP ENR 3 FOR ATS ROUTE DESCRIPTION, ENR 3.3, PAGE 3-3-1 FOR AREA NAVIGATION [RNAV] ROUTES, ENG 6-1-5 ENROUTE WAYPOINT CHART AND ENR 6-1-3 AIR TRAFFIC SERVICE SYSTEM FOR WAYPOINT/AIRWAY OVERLAY.

AIRCRAFT NOT EQUIPPED WITH GNSS/RNAV EQUIPMENT SHALL BE REQUIRED TO OPERATE BETWEEN THE HOURS OF SUNRISE AND SUNSET IN VISUAL METEOROLOGICAL CONDITIONS (VMC) UNLESS SPECIFIC APPROVAL IS GRANTED BY THE APPROPRIATE ATS AUTHORITY.

END PART 1 OF 2

SPECIFIC WAIVERS SHALL BE GRANTED FOR HOSPITAL EMERGENCY/MEDICAL EVACUATION FLIGHTS. AIR TRAFFIC SERIVCES WILL BE PROVIDED TWENTY FOUR (24) HOURS DAILY.

END PART 2 OF 2

A1317/15

U.S. DOMESTIC DEPARTURES FROM NORTHEAST AIRPORTS LANDING CENTRAL/SOUTH FLORIDA AIRPORTS, THAT TRANSITION THROUGH WEST ATLANTIC ROUTE SYSTEM AIRSPACE (WATRS), SHALL NOT FILE THE FOLLOWING AIRWAYS

SOUTHWEST BOUND INTO ZMA OR ZJX AIRSPACE:

M202, M203, M204 WITHOUT PRIOR COORDINATION THROUGH THE FAA SYSTEM COMMAND CENTER. EUROPEAN AND CANADIAN DEPARTURES ARE EXEMPT FROM THIS RESTRICTION. SFC - FL600

A1319/15

SINGLE-ENGINE AIRCRAFT OPERATING UNDER PART 135 FILING INTO FLL AREA AIRPORTS (FLL/FXE/HWO/OPF/PMP) VIA THE DEKAL INTERSECTION (DEKAL TWO, WAVUN ONE, BR22V, BR55V) SHOULD EXPECT TO CROSS DEKAL AT 11000FT WHEN CARRYING PASSENGERS (135.183). WHEN PART 135.183 RULES APPLY, PILOTS SHOULD INCLUDE THE FOLLOWING NOTE IN THE REMARKS SECTION (BLOCK 11) OF THEIR FLIGHT PLAN: REQUIRE 110 AT DEKAL FOR 135.183.

ALL OTHER NON-TURBOJET AIRCRAFT AND SINGLE-ENGINE PART 135 AIRCRAFT NOT CARRYING PASSENGERS SHOULD EXPECT TO CROSS DEKAL AT 4000FT.

A0341/15

DUE TO NAVAID LIMITATION ROUTE A555 FROM GUANA INT TO GEROT INT NAVIGATION EQUIPMENT OTHER THAN LF OR VHF REQUIRED

F) FL030 G) FL600

A0342/15

DUE TO NAVAID LIMITATION ROUTE BR2L FROM WRECK INT TO DUKKY INT NAVIGATION EQUIPMENT OTHER THAN LF OR VHF REQUIRED

F) FL030 G) FL600

A0868/14

DEPARTURES FROM ORLANDO TERMINAL AIRSPACE WITH ROUTES TRHOUGH MIAMI CENTER MUST ADDRESS THEIR FLIGHT PLANS TO JACKSONVILLE CENTER ONLY. FPL MESSAGES SHOULD NOT BE ADDRESSED TO MIAMI CENTER.



A0863/14

OPERATORS DEPARTING FROM ORLANDO TERMINAL AIRPORTS WITH ROUTES THROUGH MIAMI CENTER SHOULD FILE A FLIGHT PLAN ONLY WITH JACKSONVILLE CENTER. FPL MESSAGE SHOULD NOT BE ADDRESSED TO KZMA.

=====
EXTENDED AREA AROUND DESTINATION
=====

KZMA MIAMI FIR/UIR

Please see section EXTENDED AREA AROUND DEPARTURE

=====
EXTENDED AREA AROUND DESTINATION ALTERNATE AIRPORT(S)
=====

KZMA MIAMI FIR/UIR

Please see section EXTENDED AREA AROUND DEPARTURE



[Company NOTAM]

=====

CREW ALERT

=====

SB007/14

SUBJECT: AUTO COST INDEXES
WHEN PLANNING A COST INDEX, 2 OPTIONS ARE AVAILABLE. PILOTS MAY EITHER SELECT A SPECIFIC COST INDEX NUMBER FROM THE LIST, OR THEY MAY SELECT "AUTO". WHEN PLANNING AN "AUTO" COST INDEX, THE SYSTEM WILL REFERENCE THE SCHEDULED "TIME ENROUTE" OPTION AND ATTEMPT TO CHOOSE A COST INDEX WHICH CLOSELY MATCHES THIS VALUE. NOTE THAT THE "TIME ENROUTE" OPTION IS MEANT AS A GATE TO GATE TIME (AS INDICATED ON AN AIRLINE'S FLIGHT SCHEDULE, FOR EXAMPLE). IF A "TIME ENROUTE" OF 2:30 IS SELECTED, THE SYSTEM WILL SUBTRACT THE TAXI TIMES FROM THIS VALUE TO DETERMINE THE SCHEDULED AIR TIME. IT WILL THEN DETERMINE AND USE THE COST INDEX WHICH MATCHES THIS AIR TIME.

SB003/13

SUBJECT: FLIGHT RELEASE UNITS
ALL FLIGHT CREW: PLEASE PAY SPECIAL ATTENTION TO THE UNITS SELECTION WHEN GENERATING A FLIGHT PLAN. FAILURE TO IDENTIFY THE CORRECT UNITS WHEN REFUELING PRIOR TO FLIGHT CAN RESULT IN DEPARTING WITH INSUFFICIENT FUEL AND/OR AN ERRONEOUS PAYLOAD.

=====

CREW BULLETIN

=====

NIL

===== END OF LIDO-NOTAM-BULLETIN =====

Route Map Unavailable