

(c) At all times, each person operating an aircraft above 1,200 MSL shall contact Anchorage Approach Control prior to entering the Seward Highway segment.

**§ 93.69 Special requirements, Lake Campbell and Sixmile Lake Airports.**

Each person operating an aircraft to or from Lake Campbell or Sixmile Lake Airport shall conform to the flow of traffic for the Lake operations that are depicted on the appropriate aeronautical charts.

**Subpart E—Flight Restrictions in the Vicinity of Niagara Falls, New York**

**§ 93.71 General operating procedures.**

(a) Flight restrictions are in effect below 3,500 feet MSL in the airspace above Niagara Falls, New York, west of a line from latitude 43°06'33" N., longitude 79°03'30" W. (the Whirlpool Rapids Bridge) to latitude 43°04'47" N., longitude 79°02'44" W. (the Niagara River Inlet) to latitude 43°04'29" N., longitude 79°03'30" W. (the International Control Dam) to the United States/Canadian Border and thence along the border to the point of origin.

(b) No flight is authorized below 3,500 feet MSL in the area described in paragraph (a) of this section, except for aircraft operations conducted directly to or from an airport/heliport within the area, aircraft operating on an ATC-approved IFR flight plan, aircraft operating the Scenic Falls Route pursuant to approval of Transport Canada, aircraft carrying law enforcement officials, or aircraft carrying properly accredited news representatives for which a flight plan has been filed with Buffalo NY (BUF) Automated Flight Service Station (AFSS).

(c) Check with Transport Canada for flight restrictions in Canadian airspace. Commercial air tour operations approved by Transport Canada will be conducting a north/south orbit of the Niagara Falls area below 3,500 feet MSL over the Niagara River.

(d) The minimum altitude for VFR flight over the Scenic Falls area is 3,500 feet MSL.

(e) Comply with the following procedures when conducting flight over the area described in paragraph (a) of this section:

- (1) Fly a clockwise pattern;
  - (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:

§ 93.83

14 CFR Ch. I (1-1-08 Edition)

(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
- 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 shoreline 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 otherwise 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 corridor, 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 appropriate FAA ATC facility while within the corridor.

(b) East-West Corridor. Unless otherwise authorized by ATC (including the Eglin Radar Control Facility), no person may operate an aircraft in flight within the East-West Corridor designated in § 93.81(b)(2) unless—

(1) Before operating within the corridor, that person establishes two-way radio communications with Eglin Radar Control Facility or an appropriate 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 appropriate 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.