

AOPA FLY-IN & OPEN HOUSE Fly-In Procedures
FREDERICK MUNICIPAL AIRPORT, FREDERICK, MARYLAND, Saturday, June 2, 2007

In anticipation of a large number of aircraft operating to and from the Frederick area in conjunction with this event, the following procedures will be used to enhance safety and minimize air traffic delays.

SPECIAL SECURITY PROCEDURES

Special security procedures and restrictions remain in effect. Pilots are reminded to contact AFSS personnel to obtain current FDC and local notam information. Avoid P40 (Prohibited) area (15 nautical miles north of FDK), Washington, D.C., Air Defense Identification Zone (ADIZ), and Washington, D.C., Metropolitan Area Flight Restricted Zone (FRZ) (9 nautical miles south of FDK encompassing the Baltimore-Washington area to the east and south of Frederick).

TEMPORARY CONTROL TOWER/ TRAFFIC MANAGEMENT

The Federal Aviation Administration will operate a temporary control tower at Frederick Municipal Airport (FDK) during the following dates and times: Saturday June 2, 2007, from 0700-1800 (1100-2200 UTC). Traffic management initiatives will be utilized when arrival rates exceed airport capacity. Pilots should be prepared for potential airborne holding, reroutes, or **expect departure clearance times** (EDCTs) that may be issued for all domestic **IFR arrivals** to FDK.

VFR ARRIVAL PROCEDURES Arriving Between 7 a.m.-1 p.m.

NOTE: If VFR conditions prevail for the event, IFR arrivals and departures will be severely limited. It is strongly suggested that pilots arrive/depart VFR, if practical. Pilots must **monitor ATIS on 128.525** for FDK airport information prior to reaching the Westminster VOR (EMI-117.9), then change to **FDK Approach on 118.0**.

Arriving from the west and south:

- Fly to the St. Thomas VOR (THS-115.0, approximately 40 nm NW of FDK), then
- East on the 098° radial to the York Thomasville Airport (KTHV), then
- Proceed south to the Westminster VOR (EMI-117.9), and **SQUAWK 1207**
- After crossing the Westminster VOR, proceed southwest to Mt. Airy (EMI VOR r237/12 nm). Aircraft should space themselves in trail following the aircraft ahead.

Arriving from the north and east:

- Fly directly to the Westminster VOR (EMI-117.9), navigating to avoid the Washington D.C., ADIZ, then **SQUAWK 1207**
- After crossing the Westminster VOR, proceed southwest to Mt. Airy (EMI VOR r237/12 nm). Aircraft should space themselves in trail following the aircraft ahead.

WARNING: *Pilots should be alert for high volumes of traffic over the Westminster VOR merging from various directions. Maintain 2,000 feet msl or higher in the vicinity of the VOR.*

Prior to reaching Mt. Airy:

- Slow to and maintain 90 knots and 1,500 feet msl. Slower aircraft unable to maintain 90 knots fly max forward speed and watch for aircraft passing on your right.
- If unable to safely operate at 90 knots, maintain 120 knots and 2,000 feet msl. Faster aircraft unable to safely operate at 120 knots, maintain slowest safe airspeed and 2,000 feet msl.

After reaching Mt. Airy:

- Proceed westbound, via Interstate 70 to New Market (EMI VOR r254°/15.4 nm).
- Listen for instructions from **FDK Approach on 118.0** as you approach New Market. **DO NOT TRANSMIT UNLESS REQUESTED TO DO SO OR UNLESS YOU HAVE AN EMERGENCY.**
- Follow instructions to assigned runway and monitor FDK Tower on 120.95 after being instructed to proceed to the airport.

NOTE: NO RADIO AIRCRAFT follow preceding aircraft and look for light gun signals from FDK Tower located just south of the intersection of runways 23/30.

Arriving Between 1 p.m.-6 p.m.

Monitor ATIS on 128.525—Unless otherwise instructed by the ATIS, fly direct to FDK and call the tower five miles out on 120.95 for arrival and landing instructions.

VFR HOLDING

If FDK Approach instructs arriving VFR aircraft to hold, **SQUAWK 1207** and:

- **Prior to reaching Mt. Airy**—Hold as depicted southwest of Westminster VOR near Clearview Airport (2W2) (**see route depiction on area diagram**). When FDK Approach lifts the hold, complete your circuit and proceed to Mt. Airy and continue as published.

IFR ARRIVAL PROCEDURES

IFR arrivals should comply with all ATC clearances and instructions inbound to FDK.

PARKING PROCEDURES

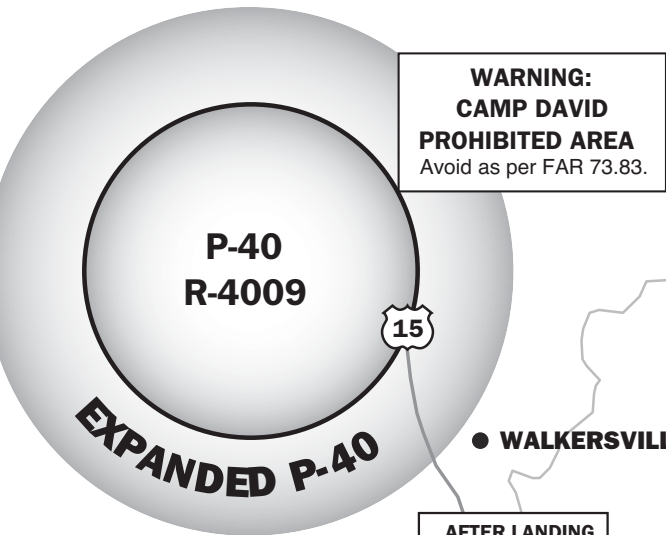
After landing, turn off at the first available taxiway unless otherwise instructed. **Monitor** AOPA Advisory on 121.85 and **FOLLOW FLAGMEN INSTRUCTIONS AND TAXIWAY SIGNAGE** to parking areas.

AOPA FLY-IN PROCEDURES

Saturday, June 2, 2007

Between 7 a.m. and 1 p.m. follow Fly-In Procedures

Between 1 p.m. and 6 p.m., contact tower 120.95 (5 n.m. out for instructions)



Prior to reaching Westminster VOR:
Obtain ATIS 128.525
Monitor Appch 118.0

HOLDING
Prior to reaching Mt. Airy:
Hold at or above 3,500
SW of the VOR over
Clearview as depicted
if instructed by ATC.

CARROLL COUNTY REGIONAL AIRPORT (DMW)

AFTER LANDING
MONITOR 121.85

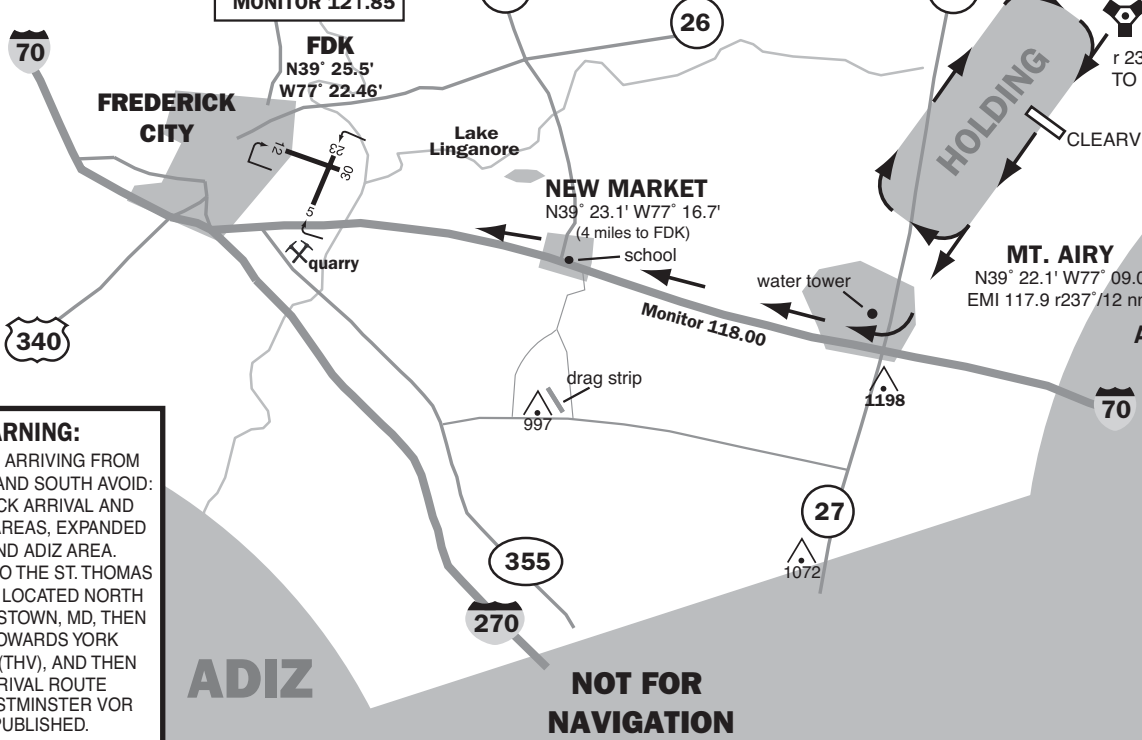
FDK
N39° 25.5' W77° 22.46'

NEW MARKET
N39° 23.1' W77° 16.7'
(4 miles to FDK)

MT. AIRY
N39° 22.1' W77° 09.0'
EMI 117.9 r237°/12 nm.

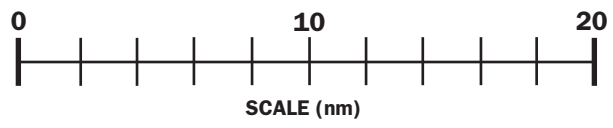
ARRIVING AIRCRAFT
Obtain ATIS 128.525
Monitor Approach 118.0
Slow to and maintain:
90kts./1,500 ft.
120kts./2,000 ft.

WARNING:
AIRCRAFT ARRIVING FROM THE WEST AND SOUTH AVOID: FREDERICK ARRIVAL AND HOLDING AREAS, EXPANDED P-40, AND ADIZ AREA. PROCEED TO THE ST. THOMAS VOR (THS) LOCATED NORTH OF HAGERSTOWN, MD, THEN EAST TOWARDS YORK AIRPORT (THV), AND THEN FLY ARRIVAL ROUTE FROM WESTMINSTER VOR AS PUBLISHED.



ADIZ

NOT FOR NAVIGATION

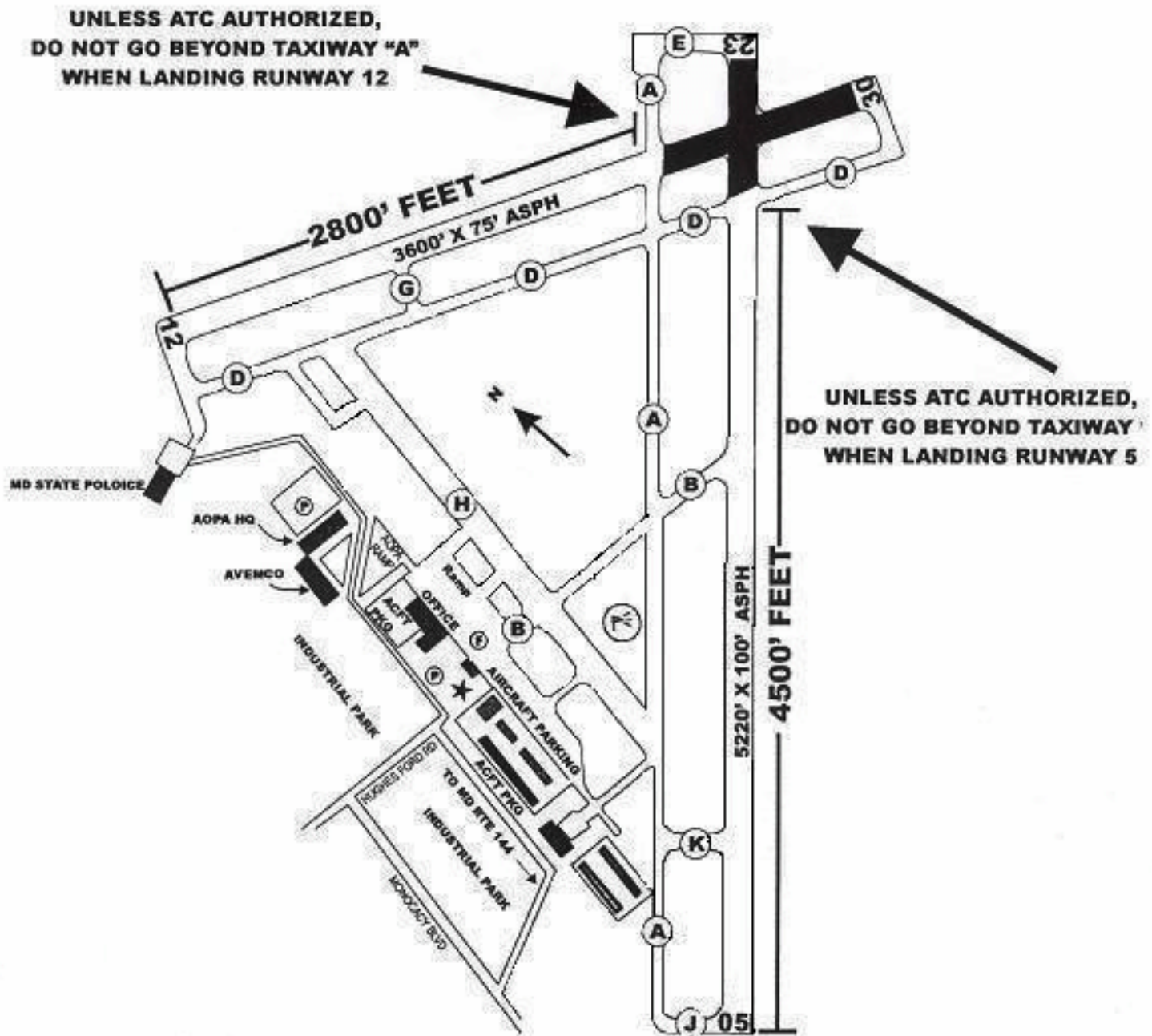


AOPA Fly-in & Open House

FREQUENCIES	
ATIS	128.525
FDK VOR (on field)	109.0
FDK Approach	118.0
FDK Clearance Delivery	124.275
Tower	120.95
AOPA Ground Advisory	121.85
AWOS	124.875
FDK UNICOM	122.725

Frederick Airport (FDK), Maryland

**UNLESS ATC AUTHORIZED,
WHEN LANDING RUNWAY 5, LAST 700 FEET UNUSABLE
AND
WHEN LANDING RUNWAY 12, LAST 800 FEET UNUSABLE**



AOPA Fly-In and Open House
Saturday, June 2, 2007
Temporary Tower in Effect 7 a.m. to 6 p.m.

Avoid P40 (Prohibited) area (15 nautical miles north of FDK) on all north and northwest departures and the Washington, D.C., ADIZ (9 nautical miles south of FDK) encompassing the Baltimore-Washington area to the east and south of Frederick (special flight rules area in effect—SFAR 94).

All Aircraft Monitor 121.85 When Taxiing

VFR DEPARTURES

Complete your aircraft pre-takeoff and runup preparations at parking location (at pilot's judgment for safety reasons). Monitor AOPA Advisory on frequency **121.85** and taxi to Taxiway B or nearest paved taxiway. Follow flagmen instructions and taxiway signs to the designated VFR departure runway. VFR traffic should expect to depart on Runway 30/12. Once in line for takeoff, monitor FDK Tower on **120.95**.

NOISE ABATEMENT: Reduce to climb power and climb to at least 1,300 feet as soon as practical. Fly straight out for 2 nm before turning on course, unless otherwise instructed by ATC.

NOTE: If you will be departing while arriving aircraft are still being parked, **flash** your landing light (if equipped) at the flagmen so they know you are a departure and can direct you along the proper taxiway route. If no landing light, be sure to display your departure sign {VFR} to flagmen as you taxi.

IFR DEPARTURES

IFR departures should expect delays during periods of high VMC/VFR departure activity. IFR flight plans should be filed with Leesburg FSS (located inside the AOPA building). Potomac Tracon **WILL NOT** accept pop-up IFR air files during periods of high IFR activity within the Frederick area.

Complete your aircraft pre-takeoff and runup preparations (*including contacting FDK Clearance Delivery on 124.275 for your clearance*) at parking location (at pilot's judgment for safety reasons). Monitor AOPA Advisory on **121.85** and taxi to Taxiway B or nearest paved taxiway. Follow flagmen instructions and taxiway signs to the designated IFR departure runway. Once in line for takeoff, change frequency and monitor FDK Tower on **120.95** for takeoff clearance. IFR traffic will depart Runway 23/05.

NOTE: If you will be departing while arriving aircraft are still being parked, display the **IFR paper** in your windshield and **flash** your landing light (if equipped) at the flagmen so they know you are a departure and can direct you along the proper taxiway route.