



## AREA OVERVIEW

AOPA is proud to return to Palm Springs for the 2006 Expo. Palm Springs remains one of AOPA Expo's best venues, and this year is sure to please. With the ever-popular parade of planes, seminars, aircraft display, vendors, and general sessions, Expo has something for everyone. Combine that with world-class golf and great downtown shopping, and Palm Springs is the place to be in early November.

Three VFR arrival routes have been established to accommodate the anticipated number of aircraft flying in to the event. All routes lead to Palm Springs International (PSP), the primary arrival airport. Jacqueline Cochran Regional (TRM) and Bermuda Dunes (UDD) will also be available for overflow traffic, in the event parking becomes full at PSP. Pilots are reminded to remain extremely vigilant in scanning for other traffic due to the increased number of operations expected for the event.

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## VFR ARRIVALS

Pilots must use and be aware of the Los Angeles Sectional Chart for all navigation in to Palm Springs. The procedures and graphic below are to be used for reference only. Arrival routes are based upon VFR checkpoints printed on the sectional that pilots should become familiar with before flying in for the event.

Palm Springs is a terminal radar service area (TRSA), culminating in Class D at the airport. Thus, all pilots must contact Palm Springs Approach on 134.7 at the appropriate time for each arrival listed below.

PSP FREQUENCIES	
ATIS	118.25
APPROACH	134.7
TOWER WEST	119.7
TOWER EAST	126.4 (as instructed)
GROUND WEST	121.9
GROUND EAST	126.4 (as instructed)
CLEARANCE	128.35
VOR	115.5

### Arriving from the West:

The western arrival route begins at Banning Airport (BNG). Cross the Banning Airport (BNG) following the I-10 freeway at or below 5,000' MSL. If practical, remain at 5,000' MSL, as this allows for better see and avoid capability and a more orderly flow. Slower aircraft are to fly to the left and faster aircraft to the right.

Follow the I-10 freeway east to Highway 62 (N335500 W1163630). Remain approximately 1 mile north of the freeway to avoid opposite direction traffic.

Turn northeast toward the foothills. Follow the foothills east toward Cones Intersection (N334817 W1160106) and listen to the PSP ATIS on 118.25.

Contact Palm Springs Approach on 134.7 when 10 NM from Cones.

Upon positive radar identification, descend and maintain 2,500' MSL and proceed to the Cactus City freeway rest area.

**CAUTION: BE VIGILANT FOR CONVERGING AIRCRAFT FROM AHEAD AND TO THE LEFT ON OTHER ARRIVAL ROUTES.**

*In the event specific ATC instructions are not received, remain VFR north of Cones and contact PSP Approach on 134.7.*

Visually follow the preceding aircraft west along the I-10 freeway for a right downwind entry to Runway 31R or a left downwind entry to 13L. Do not overtake the preceding aircraft without ATC instructions, and do not contact the tower until instructed to do so.

### Arriving From the North, Northeast, and East:

**Note: Pilots arriving from the north must be aware and avoid Restricted Area 2501, 30 miles northeast of PSP.**

Pilots from all northern and eastern arrival routes should plan their arrival to merge with the I-10 freeway 10 miles east of Chiriaco Summit. Maintain at or below 6,000' MSL, terrain permitting. If practical, maintain 6,000' MSL, as this allows for better see and avoid capability and a more orderly flow. Slower aircraft are to fly to the left and faster aircraft to the right.

Remain east of the 140 degree radial off the Twenty Nine Palms (TNP) VOR until reaching the I-10 freeway.

Listen to the PSP ATIS on 118.25 and contact Palm Springs Approach within 10 miles of Chiriaco Summit on 134.7.

Upon positive radar identification, descend and maintain 2,500' MSL and proceed to the Cactus City freeway rest area.

**CAUTION: BE VIGILANT FOR CONVERGING AIRCRAFT FROM THE LEFT AND THE RIGHT ON OTHER ARRIVAL ROUTES.**

*In the event specific ATC instructions are not received, remain VFR east of Chiriaco and contact PSP Approach on 134.7.*

Visually follow the preceding aircraft west along the I-10 freeway for a right downwind entry to Runway 31R or a left downwind entry to 13L. Do not overtake the preceding aircraft without ATC instructions, and do not contact the tower until instructed to do so.

### Arriving From the South:

Pilots arriving from the south should plan to begin the arrival procedure at the North Shore of the Salton Sea (N333151 W1160000) at or below 4,500' MSL, terrain permitting. If practical, maintain 4,500' MSL, as this allows for better see and avoid capability and a more orderly flow. Slower aircraft are to fly to the left and faster aircraft to the right.

Listen to the PSP ATIS on 118.25 and contact Palm Springs Approach on 134.7 when 10 NM from the North Shore.

Upon positive radar identification, descend and maintain 2,500' MSL and proceed to the Cactus City freeway rest area.

**CAUTION: BE VIGILANT FOR CONVERGING AIRCRAFT AHEAD AND TO THE RIGHT ON OTHER ARRIVAL ROUTES.**

*In the event specific ATC instructions are not received, remain VFR south of the North Shore and contact PSP Approach on 134.7.*

Visually follow the preceding aircraft west along the I-10 freeway for a right downwind entry to Runway 31R or a left downwind entry to 13L. Do not overtake the preceding aircraft without ATC instructions, and do not contact the tower until instructed to do so.

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## **FULL PARKING AT PSP**

In the event aircraft parking becomes full at Palm Springs International, a notice will be broadcast on the Palm Springs ATIS alerting pilots to the condition.

Pilots shall fly the special arrival procedures as published for the initial segments, but plan to land at either Jacqueline Cochran Regional (TRM) or Bermuda Dunes (UDD) as alternates.

There will NOT be an operating control tower at either UDD or TRM during the event. Once established with PSP Approach, pilots will be directed toward UDD or TRM and released to contact the common traffic advisory frequency.

TRM FREQUENCIES	
ASOS	118.325
UNICOM	123.0
APPROACH	134.7
VOR	116.2

UDD FREQUENCIES	
UNICOM	122.8
APPROACH	134.7

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## IFR ARRIVALS

Due to heavy arrival traffic for the event and regular commercial traffic, IFR ARRIVALS AND DEPARTURES WILL BE SEVERLY LIMITED. You can expect SIGNIFICANT DELAYS at both your departure point and enroute to Palm Springs. VFR flight is highly recommended, if weather permits, due to the delays.

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## AFTER LANDING/PARKING

Expect to exit the runway as quickly and as safely as possible. ATC will not be providing taxi instructions. Instead, follow the marshallers and parkers to the designated parking areas.

After shutting down, stay with your aircraft. Palm Springs is a commercial service airport, and security is paramount. A van will transport you to the FBO's registration area. Additionally, pilots are required to bring their own chocks, as tiedowns and chocks may not be available for all aircraft. Expect parking and ramp fees to be reduced from standard PSP fees.

Free shuttle bus transportation will be available to and from the convention center from 12 p.m. to 7 p.m. on Wednesday, 7 a.m. to 7 p.m. Thursday and Friday, and 7 a.m. to 6 p.m. Saturday. All major rental car companies serve the airline terminal. Remember that Avis, Hertz, and Alamo offer deep discounts to AOPA members. You can find more information at <http://www.aopa.org/info/certified/pilot.html>.

## PARKING AT TRM

If parking is full at PSP and you are diverted to TRM, expect to follow standard procedures for nontowered airports. Marshallers will direct you to a parking spot, where a van will take you to

Signature Flight Services, the FBO on the field. Pilots can expect a 50¢/gal discount on fuel and a \$10/night charge for singles and \$15/night for light twins.

If parking becomes full at PSP and you are required to deviate to TRM, free shuttle bus service will be available to the convention center. Rental cars will also be available at the FBO upon arrival.

## PARKING AT UDD

If parking is full at PSP and you are diverted to UDD, expect to follow standard procedures for nontowered airports. Once on the ground at UDD, personnel will direct you to a parking spot, either on the grass or on the ramp. If you are parked near the grass, it is advised you shut down prior to reaching the grass area, where you will then be towed into your parking spot.

Expect to pay a nominal landing fee of \$5 for a single and \$8 for a twin. Also, expect an overnight fee of \$10 for a single and \$12 for a twin. AOPA will not be providing shuttle service to UDD. However, all the major rental car companies serve the airport, and a group limo-type shuttle is expect to be operating back and forth to Palm Springs for a fee.

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## DEPARTURE PROCEDURES

Prior to departure, pilots will be given a handout displaying detailed taxi and departure procedures.

*Turbojet, turboprop, and high-performance aircraft:* Contact clearance delivery on 128.35 prior to taxi.

*All other aircraft:* Taxi to the respective color-coded run-up area, as depicted on the departure procedures. Complete your run-up and preflight checks, and then contact clearance delivery on 128.35 for complete departure instructions.

**Do not call ground control for taxi instructions.** Clearance delivery will instruct pilots to monitor the appropriate frequency when appropriate.

**Do not call the tower for takeoff.** The tower will clear aircraft in sequence as they are lined up for takeoff.

### Runway 31L/31R Departures:

*Westbound*—Expect to turn left heading 290 until reaching Highway 111, then northwest to join the I-10 freeway. Climb unrestricted and squawk VFR. Note: After turning west, remain approximately 1 mile south of the freeway to avoid opposite-direction traffic.

*North, East, Southbound*—Expect to turn right heading 360 and remain on that heading until north of the Palm Springs VOR. Climb unrestricted and squawk VFR. Note: Southbound traffic should proceed approximately 10 miles east before turning south.

Runway 13R/13L Departures:

*Westbound*—Fly a right downwind, join Highway 111, then to the I-10 freeway. Climb unrestricted, squawk VFR. Note: After turning west, remain approximately 1 mile south of the freeway to avoid opposite-direction traffic.

*North and Northeast*—Fly a right downwind, join Highway 111, to Highway 62 northbound. Climb unrestricted, squawk VFR.

*East and South*—Fly runway heading until reaching the foothills before turning on course. Climb unrestricted, squawk VFR.

TRM AND UDD DEPARTURES

Pilots are to follow standard VFR departure procedures for uncontrolled airports. Be vigilant to avoid inbound aircraft flows to PSP.



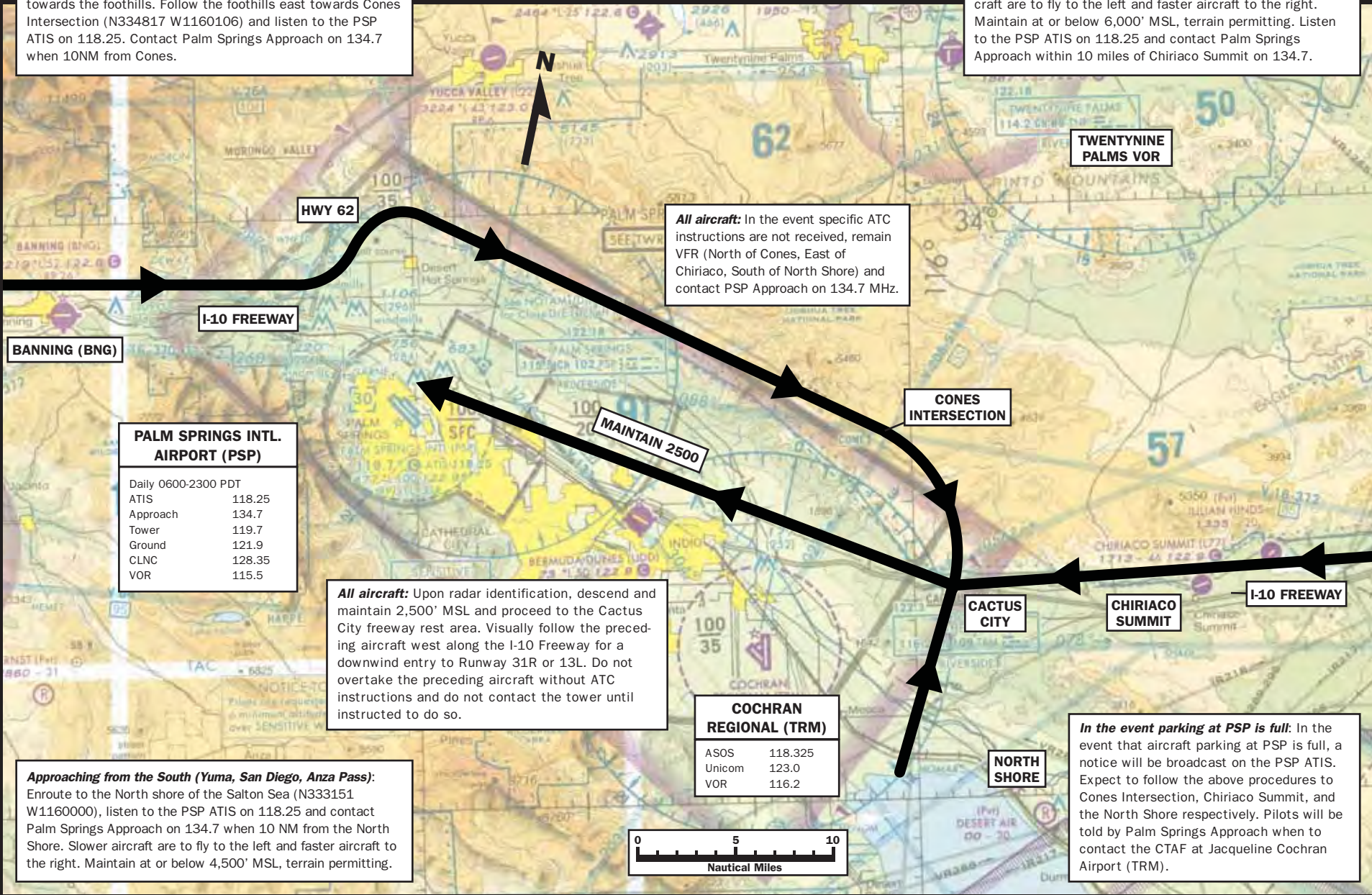
# AOPA EXPO 2006

## VFR Arrival Procedures

### November 9-11, 2006

**Approaching from the West:** Cross the Banning Airport (BNG) following the I-10 freeway at or below 5,000' MSL. Slower aircraft are to fly to the left and faster aircraft to the right. Follow the I-10 freeway east to Highway 62 (N335500 W1163630). Remain approximately 1 mile north of the freeway to avoid opposite direction traffic. Turn northeast towards the foothills. Follow the foothills east towards Cones Intersection (N334817 W1160106) and listen to the PSP ATIS on 118.25. Contact Palm Springs Approach on 134.7 when 10NM from Cones.

**Approaching from the North, Northeast, and East (BLH/TNP):** Pilots should merge with the I-10 Freeway 10 miles east of Chiriaco Summit. Remain east of the Twenty Nine Palms (TNP) VOR 155 degree radial until reaching the I-10 Freeway. Note: Pilots arriving from the North must be aware and avoid Restricted Area 2501, 30 miles Northeast of PSP. Slower aircraft are to fly to the left and faster aircraft to the right. Maintain at or below 6,000' MSL, terrain permitting. Listen to the PSP ATIS on 118.25 and contact Palm Springs Approach within 10 miles of Chiriaco Summit on 134.7.



**All aircraft:** In the event specific ATC instructions are not received, remain VFR (North of Cones, East of Chiriaco, South of North Shore) and contact PSP Approach on 134.7 MHz.

**All aircraft:** Upon radar identification, descend and maintain 2,500' MSL and proceed to the Cactus City freeway rest area. Visually follow the preceding aircraft west along the I-10 Freeway for a downwind entry to Runway 31R or 13L. Do not overtake the preceding aircraft without ATC instructions and do not contact the tower until instructed to do so.

**PALM SPRINGS INTL. AIRPORT (PSP)**

Daily	0600-2300 PDT
ATIS	118.25
Approach	134.7
Tower	119.7
Ground	121.9
CLNC	128.35
VOR	115.5

**COCHRAN REGIONAL (TRM)**

ASOS	118.325
Unicom	123.0
VOR	116.2

**Approaching from the South (Yuma, San Diego, Anza Pass):** Enroute to the North shore of the Salton Sea (N333151 W1160000), listen to the PSP ATIS on 118.25 and contact Palm Springs Approach on 134.7 when 10 NM from the North Shore. Slower aircraft are to fly to the left and faster aircraft to the right. Maintain at or below 4,500' MSL, terrain permitting.

**In the event parking at PSP is full:** In the event that aircraft parking at PSP is full, a notice will be broadcast on the PSP ATIS. Expect to follow the above procedures to Cones Intersection, Chiriaco Summit, and the North Shore respectively. Pilots will be told by Palm Springs Approach when to contact the CTAf at Jacqueline Cochran Airport (TRM).



# Palm Springs Regional Fuel Prices

Airport Identifier	Name	Nautical-Mile Distance and Direction From Palm Springs	Fuel Supplier	Notes	November 8, 2006	
					Jet	100LL
KPSP	Palm Springs	0	Atlantic Aviation	Volume discount, Saturday and Sunday \$.75/gal discount	5.58	5.72
			Signature	Volume discount, Saturday and Sunday \$.50/gal on 100LL	6.26	5.65
KUDD	Bermuda Dunes	14E	Bermuda Dunes	Volume discount on jet	5.35	5.34
KTRM	Cochran	23SE	Signature	Volume discount	5.56	6.12
			Thermal Aviation	No full service	3.50	3.53
KL35	Big Bear	30NW	Big Bear A/P District		2.60	3.10
	French Valley	33SW	French Valley	Chevron discount	4.30	3.77*
KL08	Borrego Valley	37S	Borrego Valley			4.37
KRAL	Riverside	46W	Zenith Flight Support	Volume discount	3.88	4.47*
KSEE	San Diego Gillespie	65S	Golden State Aviation	Volume discount	3.85	3.94*
			Jet Air	Volume discount	3.99	4.55
KSDM	San Diego Brown Field	63S	Lancair Jet Center	Volume discount	3.69	3.79*
KBLH	Blythe	92E	Wolf Enterprises	Additional \$.20/gal off 100LL and Jet for Expo attendees, volume discount	3.62	3.47
KEED	Needles	110NE	Paradise Aviation	Cash and Chevron discount	3.85	3.97
KHII	LakeHavasu City, AZ	117E	D2 Aero	Volume, cash, and Air BP discount, free smoothies and snacks	3.49	3.79*
			Sun Western Flyers	Free cold drinks for Expo attendees, additional \$.20/gal off 100LL and Jet for Expo attendees, Chevron discount, volume discounts	3.39	3.79
KYUM	Yuma, AZ	120SE	Bet-KO Executive Terminal	Volume and cash discount	3.89	3.89
			Diamond Air	Volume and cash discount for Jet A	3.43	3.43
			Sun Western Flyers	Free cold drinks for Expo attendees, additional \$.20/gal off 100LL and Jet for Expo attendees, Chevron discount, volume discounts	3.69	3.69
KIFP	Bullhead City, AZ	126NE	Sun Western Flyers	Hotels and casinos nearby, free cold drinks for Expo attendees, additional \$.20/gal off 100LL and Jet for Expo attendees, Chevron discount, volume discounts	3.59	3.99
KIPL	Imperial County	77SE	Imperial Flying Service	Volume discount	4.05	3.98*
KVCV	Victorville	62NW	MillionAir		3.88	4.69
KEMT	El Monte	76W	American Airport Corp.		3.50*	3.79*
KLGB	Long Beach	80W	Air Flite	Volume, Exxon, and Avcard discount	4.38	4.34
			Signature	Volume discount	5.74	4.95
			Rainbow Air Academy	Landing fee waived with 100-gal fuel purchase	4.23	4.09*

All prices include taxes. \* Full service available for additional charge.