

MASTERS GOLF TOURNAMENT

SPECIAL AIR TRAFFIC PROCEDURES

AUGUSTA, GEORGIA AREA

APRIL 7 – 15, 2013

THESE PROCEDURES MAY BE REVISED OR UNAVAILABLE AT THE TIME OF THE EVENT. PILOTS SHOULD CHECK NOTAMS AND TRAFFIC ADVISORIES PRIOR TO DEPARTURE TO INSURE THE MOST CURRENT INFORMATION. THIS NOTAM DOES NOT SUPERCEDE RESTRICTIONS PERTAINING TO THE USE OF AIRSPACE CONTAINED IN FDC NOTAMS.

In anticipation of a large number of aircraft operating in the Augusta, Georgia area during the Masters Golf Tournament, the following special air traffic procedures will be used to minimize air traffic delays and enhance safety:

AGS PARKING RESERVATIONS

AGS Airport Authority has instituted a parking reservation requirement for the 2013 Masters Golf Tournament at Augusta Regional Airport (AGS). Contact the FBO (see August Airport information) to obtain your parking reservation **prior** to securing an STMP arrival slot. Parking reservations will be available beginning February 1, 2013.

SPECIAL TRAFFIC MANAGEMENT PROGRAM

The Federal Aviation Administration, Air Traffic Control System Command Center (ATCSCC) will implement a Special Traffic Management Program (STMP). Slot reservations will be required for **all domestic non-scheduled IFR arrivals** to the following airports:

AIRPORT	IDENTIFIER
Augusta Regional at Bush Field	AGS
Daniel Field	DNL
Aiken Municipal	AIK
Thomson-McDuffie County	HQU

Slot reservations will be required for **all domestic non-scheduled IFR ARRIVALS** during the following dates and times:

DATE	DAY	TIME (EDT)	TIME (UTC)
APRIL 8	MONDAY	0600 – 2300	1000 – 0300
APRIL 9	TUESDAY	0600 – 2300	1000 – 0300
APRIL 10	WEDNESDAY	0600 – 2300	1000 – 0300
APRIL 11	THURSDAY	0600 – 2300	1000 – 0300
APRIL 12	FRIDAY	0600 – 2300	1000 – 0300
APRIL 13	SATURDAY	0600 – 2300	1000 – 0300

APRIL 14	SUNDAY	0600 – 2300	1000 – 0300
APRIL 15	MONDAY	0600 – 2300	1000 – 0300

Arrival Slot reservations will be available beginning April 5, 2013 at 0600 EDT (1000 UTC) and **will NOT be assigned more than 72 hours in advance.**

Note: Scheduled IFR arrivals are air carrier/air taxi operations listed in the Official Airline Guide (OAG) and are exempt from this program. All other IFR arrivals at the above listed airports must obtain a slot reservation.

Note: The STMP program is used to manage air traffic congestion in the event area. The STMP slot grants you access to the airspace during the time period secured unless meteorological or emergency situations arise. The acquisition of an arrival STMP slot does **not** guarantee that parking will be available at the destination airport. Users should plan alternates in the event parking becomes unavailable at your airport of intended landing.

HOW TO OBTAIN A SLOT RESERVATION

Pilots may obtain a slot reservation by using computer interface (*e-STMP*) or touch-tone telephone interface.

- **e-STMP:** computer access is available to users with an Internet connection and Web Browser. The Internet address is www.fly.faa.gov/estmp. A user guide is available on the web site.
- **Touch-tone telephone:** dial (800) 875-9755 and follow the prompts.

Pilots should be prepared to provide their destination/departure airport, estimated UTC time of arrival/departure, UTC date, call sign, and type aircraft.

Aircraft are expected to arrive within +/- 15 minutes of the assigned reservation time. If a reservation requires change or cancellation, please do so as early as possible in order to release the slot for another flight.

The reservation system will be available 24 hours a day. Reservations should be made using the automated interfaces. The Airport Reservation Office at (540) 422-4246 is available for technical difficulties.

Flight plans should be filed AFTER receiving a slot reservation. The flight plan should be filed at least 4 hours, but not more than 22 hours, prior to the proposed time of departure.

Upon completion of a slot reservation, you will receive a preliminary reservation number. Between 24 and 12 hours prior to your reservation time you are required to confirm your reservation and will receive a confirmation number. If your reservation is not confirmed at least 12 hours prior to your reservation time, it will

be **CANCELED** and **AUTOMATICALLY** returned to the reservation system for reassignment. If the reservation is made within 24 hours of the reservation received, it will be **AUTOMATICALLY** confirmed with a confirmation number.

The confirmation number **MUST** be included in the remarks section of the flight plan.

GROUND DELAY PROGRAM

During periods of reduced capacity due to meteorological or surface issues, a Ground Delay Program (GDP) / General Aviation Airport Program (GAAP) may be utilized.

PREFERRED IFR ARRIVAL ROUTINGS (Effective April 7, 2013 through April 15, 2013)

Jet and turboprop aircraft filed into **AGS**, **DNL**, **HQU**, or **AIK** should file one of the following preferred routes:

AGS

RESTRICTION	ROUTE
AOA 150 ZTL internal departures only	ATL AHN V417 MSTRS AGS
AOA 150	MEM VUZ ATL AHN V417 MSTRS AGS
AOA 150	IGB VUZ ATL AHN V417 MSTRS AGS
AOA 150	BNA ATL AHN V417 MSTRS AGS
AOA 150	MEI MGM ATL AHN V417 MSTRS AGS
AOA 150	GCV MGM ATL AHN V417 MSTRS AGS
ZTL internal departures only	ODF AHN V417 MSTRS AGS
None	VXV SOT SUG GRD IRQ AGS
None	BULEY SUG GRD IRQ AGS
None	GSO STWRT2 AGS
Assigned by ZJX	CAE STWRT2 AGS
None	ALD STUGE3 AGS
None	PSK SPA GRD IRQ AGS
AOB 100	MCN060 MCN060045 AGS
AOB 100	GRD IRQ AGS
AOB 100	CAE CAE235 CAE235040 AGS

HQU

RESTRICTION	ROUTE
AOA 150 ZTL internal departures only	ATL AHN HQU
AOA 150	MEM VUZ ATL AHN HQU

AOA 150	IGB VUZ ATL AHN HQU
AOA 150	BNA ATL AHN HQU
AOA 150	MEI MGM ATL AHN HQU
AOA 150	GCV MGM ATL AHN HQU
ZTL internal departures only	ODF AHN HQU
South of J52 to AMG	MCN V56 HARLE HQU
None	BULEY SUG GRD IRQ HQU
None	VXV SOT SUG GRD IRQ HQU
None	GSO CAE V325 BLANE IRQ HQU
Assigned by ZJX	CAE V325 BLANE IRQ HQU
None	PSK SPA GRD IRQ HQU
AOB 100	GRD IRQ HQU

DNL

RESTRICTION	ROUTE
AOA 150 ZTL internal departures only	ATL AHN V325 BLANE IRQ DNL
AOA 150	MEM VUZ ATL AHN V325 BLANE IRQ DNL
AOA 150	IGB VUZ ATL AHN V325 BLANE IRQ DNL
AOA 150	BNA ATL AHN V325 BLANE IRQ DNL
AOA 150	MEI MGM ATL AHN V325 BLANE IRQ DNL
AOA 150	GCV MGM ATL AHN V325 BLANE IRQ DNL
None	VXV SOT SUG GRD IRQ DNL
None	BULEY SUG GRD IRQ DNL
ZTL internal departures only	ELW GRD IRQ DNL
South of J52 to AMG	MCN V56 IRQ DNL
None	GSO CAE V325 BLANE IRQ DNL
Assigned by ZJX	CAE V325 BLANE IRQ DNL
None	PSK SPA GRD IRQ DNL
AOB 100	GRD IRQ DNL

AIK

RESTRICTION	ROUTE
AOA 150 ZTL internal departures only	ATL AHN V325 BLANE AIK
AOA 150	MEM VUZ ATL AHN V325 BLANE AIK
AOA 150	IGB VUZ ATL AHN V325 BLANE AIK
AOA 150	BNA ATL AHN V325 BLANE AIK
AOA 150	MEI MGM ATL AHN V325 BLANE AIK

AOA 150	GCV MGM ATL AHN V325 BLANE AIK
ZTL internal departures only	ELW GRD AIK
ZTL internal departures only	MCN V56 IRQ AIK
None	VXV SOT SUG CAE AIK
None	BULEY SUG CAE AIK
None	GSO CAE AIK
None	PSK CAE AIK
Assigned by ZJX	CAE AIK

VFR ARRIVALS

Due to the high volume of traffic in the Augusta area, VFR arrivals expect lengthy delays outside Augusta Class D airspace during peak traffic periods. VFR advisory service within the Augusta terminal area will be on a workload-permitting basis.

DEPARTURE PROCEDURES

In order to keep traffic and frequency congestion to a minimum:

AUGUSTA REGIONAL AIRPORT (AGS) - All departing aircraft contact clearance delivery on 118.2. Advise if IFR or VFR.

DO NOT CALL GROUND CONTROL TO TAXI until you are the number one aircraft that can enter a taxiway from the ramp or parking area.

DO NOT TAXI until you have received taxi instructions and, if IFR, have received a clearance.

DO NOT CALL THE TOWER FOR DEPARTURE until you are in the number one position for the runway.

DANIEL FIELD (DNL) - All departing aircraft contact ground control on 121.175. Advise if IFR or VFR.

AIKEN MUNICIPAL (AIK) - All departing IFR aircraft contact Augusta Approach Control on 126.075 for IFR clearance prior to departure

PREFERRED IFR DEPARTURE ROUTINGS

Jet and turboprop aircraft filed out of **AGS, DNL, HQU, or AIK** should file one of the following preferred routes:

Note: Please ensure that the correct ICAO format is utilized when filing your flight plan. Flight plans without the correct ICAO RNAV designators will be assigned conventional procedures.

Note: Aircraft cleared via the SAMMI, DOVER, KAOLN, MISTY, NDINA, AZALA, or RDBUD SID's must remain on the published heading until advised by ATC. Aircraft cleared via the JUNPR or CHATT SID's may proceed on course after the last waypoint.

AGS and AIK - RNAV aircraft

TYPE RESTRICTION	ROUTE
None	JUNPR3 MCN or JUNPR3 AMG then on course
Turbojets only	KAOLN4 – expect on course with Atlanta ARTC Center (ZTL)
Turbojets only	CHATT3 HOGAP or CHATT3 GSO then on course
None	SAMMI2 SAMMI – expect on course with Jacksonville ARTC Center (ZJX) via CAE, ISO, or RDU
Turbojets only	DOVER3 DOVER – expect on course with ZJX
Non-turbojets only	RDBUD2 RDBUD – expect on course with GSP TRACON

AGS and AIK - CONVENTIONAL NAV aircraft

TYPE RESTRICTION	ROUTE
None	IRQ199R KNINE IRQ199050 - expect on course with ZTL
Turbojets only	IRQ222R KAOLN - expect on course with ZTL
Turbojets only	IRQ032R CHATT – expect on course with ZTL
None	IRQ084R SAMMI - expect on course with ZJX via CAE, ISO, or RDU
Turbojets only	IRQ154R DOVER - expect on course with ZJX

DNL and HQU - RNAV aircraft

TYPE RESTRICTION	ROUTE
Turbojets only	MISTY4 HADOC – expect on course with ZTL
Turbojets only	CHATT3 HOGAP or CHATT3 GSO then on course
None	SAMMI2 SAMMI - expect on course with ZJX
Non-turbojets only	AZALA2 AZALA - expect on course with GSP TRACON
Non-turbojets only	NDINA3 NDINA - expect on course with ATL TRACON

DNL and HQU - CONVENTIONAL NAV aircraft

TYPE RESTRICTION	ROUTE
Turbojets only	IRQ235R MISTY HADOC - expect on course with ZTL
None	IRQ032R CHATT - expect on course with ZTL

None	IRQ084R SAMMI - expect on course with ZJX
Non-turbojets only	IRQ247R ANNAN - expect on course with ZTL or Atlanta TRACON
Non-turbojets only	radar vector towards GRD - expect on course with ZTL or GSP TRACON

VFR DEPARTURES / IFR PICKUP

Due to the high volume of traffic, VFR departures should not expect to obtain an IFR clearance within 100 miles of AGS.

IFR OVERFLIGHTS

IFR overflights below 16,000 feet MSL expect a routing to avoid the Augusta area.

VFR ARRIVALS AND DEPARTURES TO/FROM DNL:

Due to the heavy congestion at DNL and due to the close proximity of the Augusta Regional Airport, VFR arrivals and departures operating to/from DNL are advised to operate between the IRQ250R and the IRQ010R:

AIR TRAFFIC CONTROL TOWER INFORMATION

The FAA Air Traffic Control Tower at **Augusta Regional (AGS)** will be operational during the following time periods:

DATE	TIME (EDT)	TIME (UTC)
April 8– 13	0600 - 2300	1000 – 0300
April 14	0600 - 0000	1000 – 0400
April 15	0600 - 2300	1000 – 0300

The Daniel Field Airport General Aviation Commission will operate a temporary Air Traffic Control Tower at **Daniel Field (DNL)** during the following time periods:

DATE	TIME (EDT)	TIME (UTC)
April 10 - 13	0700 – 2000	1100 – 0000
April 14	0700 – 2100	1100 - 0100

FREQUENCIES	
DNL ATCT –(Radio Call “DANIEL TOWER”)	124.85 MHz
DNL Ground Control	121.175 MHz
DNL Clearance Delivery	133.125 MHz
Macon AFSS	122.3 MHz
DNL ASOS Weather	135.275 MHz
Aiken (AIK) Clearance Delivery	126.075 MHz

RESTRICTED OPERATIONS

Formation flights, cargo flights, training flights, practice approaches, and touch-and-go operations are prohibited April 7-15, 2013 at Augusta area airports.

AIRPORT INFORMATION

AUGUSTA REGIONAL AIRPORT at BUSH FIELD (AGS)

Parking Prior Permission Required

Due to limited space, KAGS will now require prior permission (PPR) to park all aircraft except scheduled commercial aircraft. The PPR program will become effective on Monday April 1, 2013 and last through Monday April 15, 2013. A PPR number may be obtained by completing a Prior Permission Required (PPR) Request form @ flyags/general aviation.com or by calling the FBO @ 706.798.2656. In our efforts to ensure that a parking space is available, we encourage all operators to obtain a PPR # as soon as their travel plans have been confirmed. Please understand that all arrival/departure date or aircraft type changes must be coordinated and approved by the FBO no later than 5pm on Friday April 5, 2013. PPR numbers should be entered on flight plan along with slot number.

Fuel Orders

Fuel orders are taken only at the FBO customer service counter. Fuel servicing is provided on a first come, first served priority based on departure requirements. To meet your fueling requirements in a timely manner, we are bringing in additional personnel and fueling equipment. Due to additional personnel and equipment, we do not anticipate fuel delays.

Towing Aircraft

To make most efficient use of our limited ramp space, our linemen frequently need to “tighten up” the aircraft parked on the ramp. Pilots are therefore requested to leave their aircraft configured to tow. Please let the FBO CSR know if the aircraft is not configured to tow, if you would like to be contacted before moving your aircraft, or if you have any special concerns about towing the aircraft. For your convenience, we have wheel chocks available.

Active Taxiways

ATC approval is required to enter or cross an active taxiway. *Please do not allow your crew or passengers to cross an active taxiway on foot as this could result in civil penalties by both FAA and TSA. Contact the FBO on 122.95 for transportation.*

Commercial Aircraft Terminal Gate Area

The Commercial Aircraft Terminal Gate Area is defined as the commercial airline terminal, airline gates, and commercial airline aircraft parking areas, and is located just north of the FBO. This is a **restricted area**. Personnel entering the holding room must be screened by TSA. Personnel transiting the commercial aircraft parking area must be

escorted by badged airport personnel. ***Please do not allow crew or passengers to transit the Commercial Aircraft Terminal Gate Area without badged airport escort.***

Ramp (Parking) Areas

The ramps are non-movement areas and are not controlled by Air Traffic Control (ATC). Pilots operating in these areas do so at their own risk. When operating in non-movement areas, be alert for parked aircraft, taxiing aircraft, aircraft with engines running, and vehicle and pedestrian traffic. Taxiing during hours of darkness or limited visibility is more demanding and requires greater attention. Due to the large volume of traffic, all excessive engine running is prohibited. Pilots are reminded to contact ground control prior to entering an active taxiway.

Overflow Parking Areas

Due to the large amount of traffic associated with the Masters Tournament, the Airport may designate Taxiway A, and Taxiway D as aircraft overflow parking areas. When directed to one of these parking areas, please follow your signalman's instructions.

Ground Transportation

No ground vehicles are allowed on ramps except those belonging to the Airport or to Airport tenants and operated by airport-trained personnel.

FBO provides ground transportation for passengers and crew.

When parked on the main ramp (west of Taxiway C and south of the Commercial Aircraft Terminal Gate Area), passengers and crew may walk between their aircraft and the FBO or use FBO transportation.

When parked on the north ramp, Taxiway A, or Taxiway D the FBO will provide transportation. Pedestrian traffic is not allowed between the FBO and these parking areas. Please wait at your aircraft for transportation.

The active taxiways and Commercial Aircraft Terminal Gate Area, located between the parking areas and the FBO must not be entered on foot and without an airport escort. Please instruct your passengers and crew personnel that ***pedestrians are prohibited from entering or crossing active taxiways and the Commercial Aircraft Terminal Gate Area on foot. Contact the FBO on 122.95 for transportation.***

Engine Start-up and Taxi

Pilots are requested to delay engine start-up until you have your clearance and just immediately before taxi. Excessive engine running is prohibited. Pilots are requested to monitor ATIS on 132.75 before engine start.

Customs

US Customs service is not available at Augusta Regional Airport.

Landing Fees

All operators, 12,000 pounds maximum aircraft gross landing weight and above, will be imposed a landing fee based on aircraft weight and size.

Ramp Fees

In order to keep our fuel prices as low as possible while still providing the highest levels of customer service to you and your passengers, Augusta Regional Airport has implemented a very reasonable Ramp Fee. The Ramp Fee covers the costs of providing complimentary FBO services and security for those customers that do not purchase a designated minimum amount of fuel.

Helicopter Traffic

Helicopter traffic will not use the normal designated helicopter parking area east of the FBO. Helicopter pilots should follow the signalman's instructions and anticipate parking in the flagged grass areas either north or south of the main ramp.

DANIEL FIELD (DNL)

FBO/Services Info

For Daniel Field information, please visit the web site at: <http://www.augustaga.gov/index.aspx?nid=486> or visit Augusta Aviation's web site: www.augustaaviation.com, or call (706) 733-8970.

Ramp Fees

In order to keep our fuel prices as low as possible while still providing the highest levels of customer service to you and your passengers, each airport has implemented a very reasonable Ramp Fee. Ramp Fee is based on aircraft landing weight. The Ramp fee is a daily fee and it is charged per aircraft arrival. Please check with each FBO for special rules concerning their Ramp Fees.

AIKEN MUNICIPAL AIRPORT (AIK)

FBO Check-in

All pilots are requested to check in at the FBO customer service counter on arrival to provide local contact information, service requirements, and estimated departure information to aid in providing timely service and managing the ramp space.

Fuel Orders

Fuel orders are taken at the FBO customer service counter only and must be recorded on a Fuel Order form. Fuel servicing is provided on a first come, first served priority based on departure requirements. To meet your fueling requirements in a timely manner, we will have additional fuel trucks and line personnel on duty.

Towing Aircraft

Aiken Aviation has plenty of room for aircraft parking; however, there may be times when line personnel need to move parked aircraft to make the most efficient use of ramp space or to move up an aircraft to prepare for departure. Pilots are requested to leave their

aircraft configured to tow. When you check in at the FBO customer service counter, please let a Customer Service Representative (CSR) know if the aircraft is not configured to tow, if you would like to be contacted before moving your aircraft, or if you have special concerns about towing the aircraft. For your convenience, we have wheel chocks available.

Ramp (Parking) Area

Ramp (parking) areas are congested with aircraft, vehicles, and pedestrians. The ramps are non-movement areas and are not controlled by Air Traffic Control (ATC). Pilots operating in these areas do so at their own risk. When taxiing in a parking area, be alert for parked aircraft, taxiing aircraft, aircraft with engines running, and vehicle and pedestrian traffic. Taxiing during hours of darkness or limited visibility is more demanding and requires greater attention. Pilots are reminded to contact Aiken Unicom prior to entering an active taxiway.

Secondary Runway Closure

Runway 01/19 will be closed from April 7-15, 2013 for aircraft parking.

Landing Fees

The City of Aiken does not impose fees on any aircraft landing at the Aiken Municipal Airport regardless of weight or size.

Ramp Fees

In order to keep fuel prices as low as possible while still providing the highest levels of customer service, Aiken Aviation Enterprises has implemented a Ramp Fee for all Turbine and Jet aircraft. The fee covers the costs of providing complementary FBO services for those customers that do not purchase a designated minimum amount of fuel.

Helicopter Traffic

Helicopter traffic will not use the normal designated helicopter parking area. Helicopter pilots should follow the line personnel instructions and anticipate parking in the flagged grass areas.

THOMSON-McDUFFIE COUNTY (HQU)

FBO Check-in

All pilots are required to check in at the FBO Terminal customer service counter on arrival to provide local contact information, service requirements, and estimated departure information to aid in providing timely service and managing the ramp space.

Fuel Orders

Fuel orders are taken at the FBO customer service counter only and must be recorded on a Fuel Order form. Fuel servicing is provided on a first come, first served priority based on departure requirements. To meet your fueling requirements in a timely manner, we will have additional fuel trucks and line personnel on duty.

Towing Aircraft

Spirit Aviation (FBO) has ample room for aircraft parking; however, line personnel frequently need to move parked aircraft to make the most efficient use of ramp space or to move up an aircraft to prepare for departure. Pilots are requested to leave their aircraft configured to tow. When you check in at the FBO customer service counter, please let a Customer Service Representative (CSR) know if the aircraft is not configured to tow, if you would like to be contacted before moving your aircraft, or if you have special concerns about towing the aircraft.

Ramp (Parking) Area

Ramp (parking) areas are congested with aircraft, vehicles, and pedestrians. The ramps are non-movement areas and are not controlled by Air Traffic Control (ATC). Pilots operating in these areas do so at their own risk. When taxiing in a parking area, be alert for parked aircraft, taxiing aircraft, aircraft with engines running, and vehicle and pedestrian traffic. Taxiing during hours of darkness or limited visibility is more demanding and requires greater attention.

Ramp Fees and Parking Reservations

Daily ramp fees are imposed by the FBO and are mandatory for all aircraft to offset significant ground handling resources and personnel brought in for the event. Advance Parking Reservations are required for all turbine aircraft. Contact Spirit Aviation at (706) 595-1300 or visit website at www.spirit-aviation.com to make reservations. Aircraft landing without advance notice to FBO will incur additional handling fees.

COLUMBIA METROPOLITAN AIRPORT (CAE)

Due to the volume associated with the event in the vicinity of AGS, arrivals to CAE transitioning from the west can expect to cross MONET at 13,000 feet and 250 knots with the following route:

IRQ V155 WIDER CAE

LOCKHEED MARTIN FLIGHT SERVICES

Pilot briefing and flight planning services are available by telephoning Lockheed Martin Flight Services. For a briefer, dial: 1-800-WX-BRIEF (1-800-992-7433). Press 1 or say "Briefer"; then press 4-2-1 or say "Georgia".

Contact Macon Radio on 122.3 in the Augusta, Georgia area for VFR flight plan activation and closure. Contact Flight Service on the following frequencies for in-flight briefing services:

DIRECTION FROM AUGUSTA, GA	FREQUENCY
North	122.625 MHz
East	122.45 MHz
South	122.6 MHz

West	122.4 MHz
Northwest	122.55 MHz

In-flight pilot reports are encouraged on these frequencies or 122.0

****Remember to close your flight plan****

CUSTOMER COMMENTS

Customer comments regarding the Masters Golf Tournament may be supplied via:

<http://www.agsatct.faa.gov>