

CHAPTER 2. GENERAL CONTROL

Approach General Airspace Ceilings:

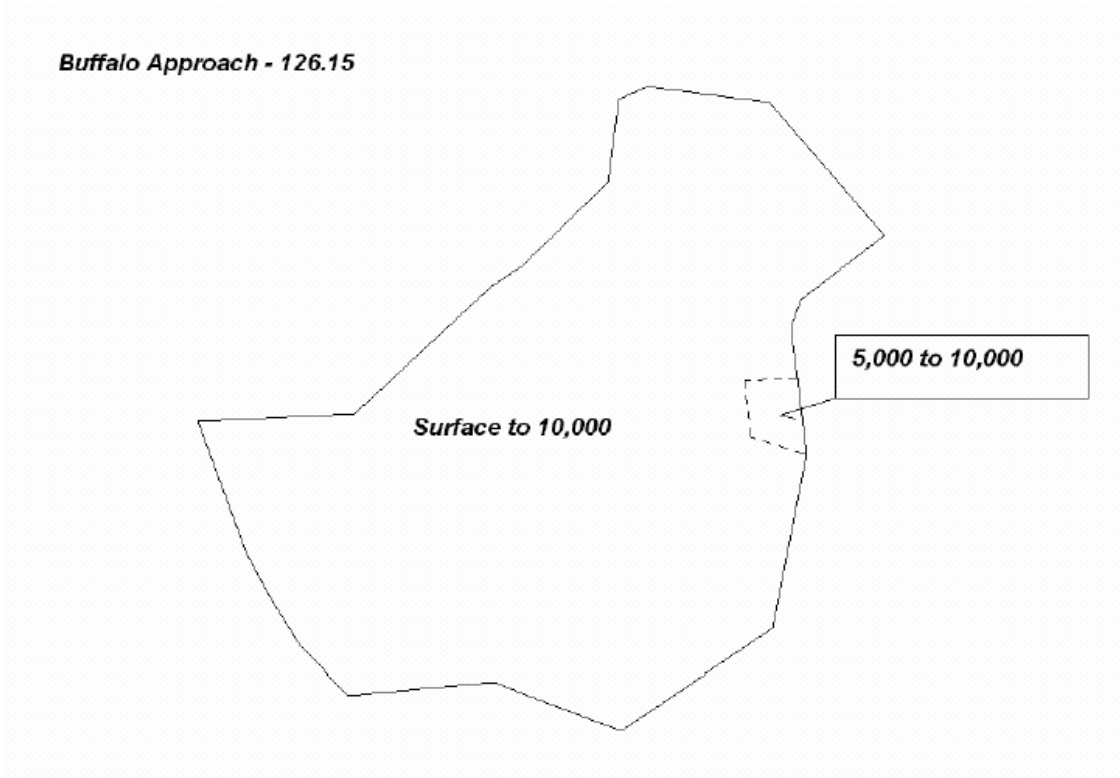
| Approach: | Airspace: | General Frequency: |
|------------------|--------------------|---------------------------|
| Detroit | Surface to 13,000' | 124.250 |
| Pittsburgh | Surface to 14,000' | 123.950 |
| Cleveland | Surface to 12,000' | 124.000 |
| Buffalo | Surface to 10,000' | 126.150 |
| Akron-Canton | Surface to 8,000' | 118.600 |
| Clarksburg | Surface to 8,000' | 121.150 |
| Mansfield | Surface to 8,000' | 124.200 |
| Selfridge | Surface to 10,000' | 119.600 |
| Saginaw | Surface to 10,000' | 126.450 |
| Lansing | Surface to 10,000' | 125.900 |
| Flint | Surface to 10,000' | 118.800 |
| Toledo | Surface to 10,000' | 126.100 |
| Erie | Surface to 10,000' | 121.000 |
| Rochester | Surface to 10,000' | 123.700 |
| Youngstown | Surface to 8,000' | 133.950 |

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Non-Bravo Approach Diagrams:

Buffalo

| | |
|------------------------------------|---------------|
| Airspace Type: | Class Charlie |
| Hours of Operation: | Always Open |
| Departure Procedures: | BUFFALO1 |
| Standard Terminal Arrivals: | None |

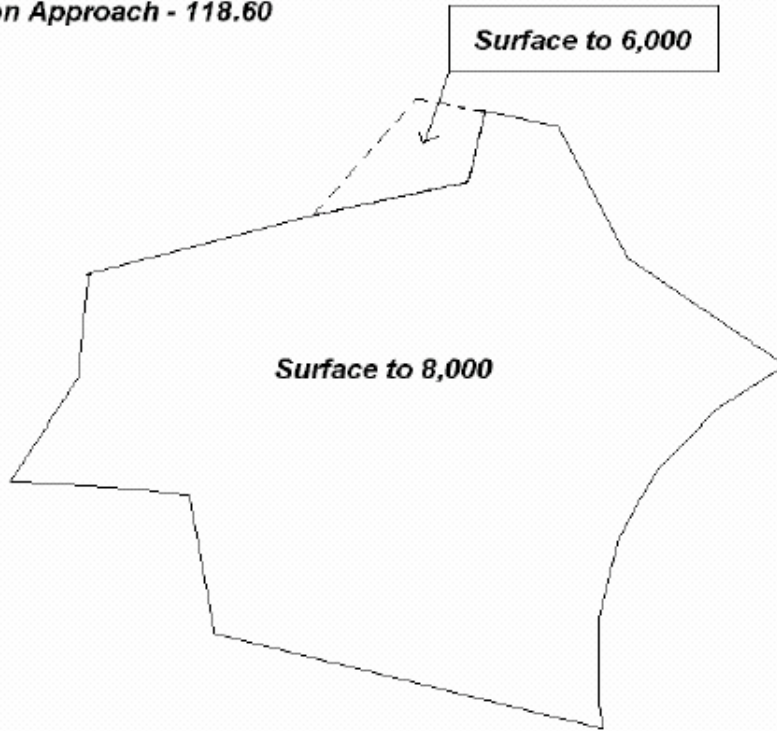


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Akron-Canton

| | |
|------------------------------------|---------------|
| Airspace Type: | Class Charlie |
| Hours of Operation: | 0600-0000 |
| Departure Procedures: | None |
| Standard Terminal Arrivals: | None |

Akron-Canton Approach - 118.60

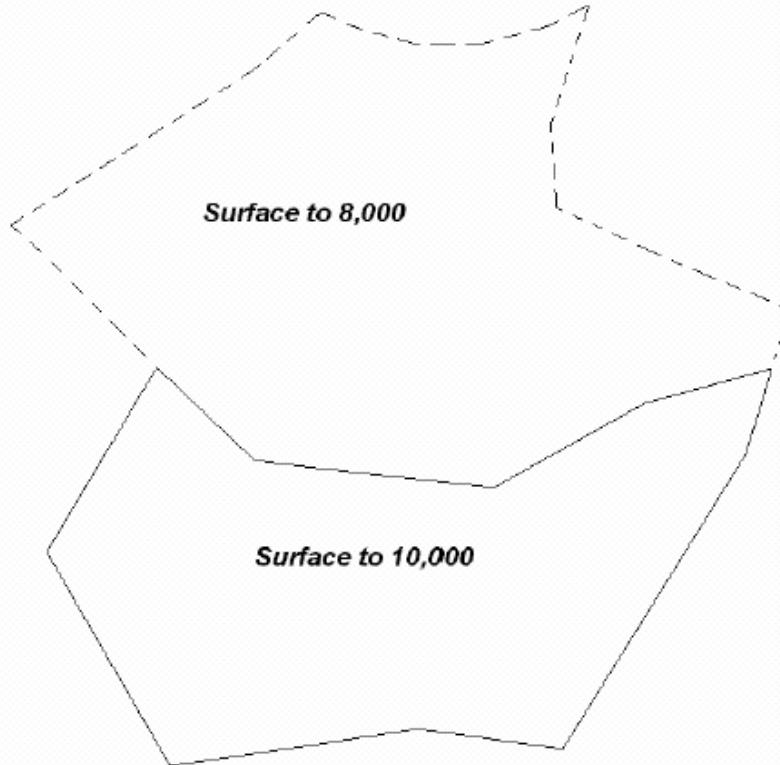


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Clarksburg

| | |
|------------------------------------|-------------|
| Airspace Type: | Class Delta |
| Hours of Operation: | 0700-2300 |
| Departure Procedures: | None |
| Standard Terminal Arrivals: | None |

Clarksburgh Approach - 121.15

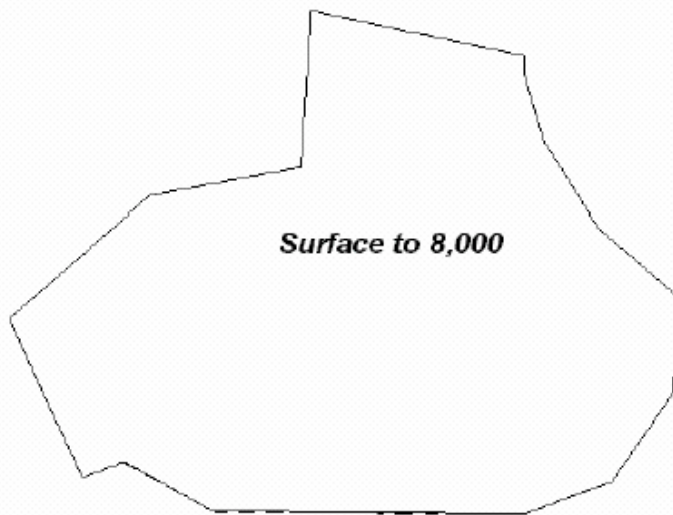


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Mansfield

| | |
|------------------------------------|-------------|
| Airspace Type: | Class Delta |
| Hours of Operation: | 0600-2300 |
| Departure Procedures: | None |
| Standard Terminal Arrivals: | None |

Mansfield Approach - 124.20

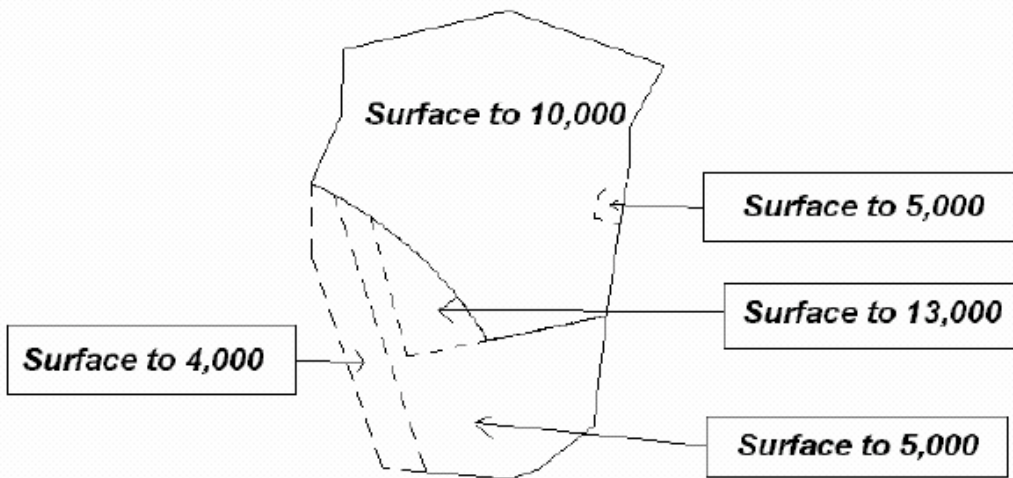


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Selfridge

| | |
|------------------------------------|-------------------|
| Airspace Type: | Class Delta |
| Hours of Operation: | 0730-2300 |
| Departure Procedures: | None |
| Standard Terminal Arrivals: | JUNKR1 and SPRTN3 |

Selfridge Approach - 119.60

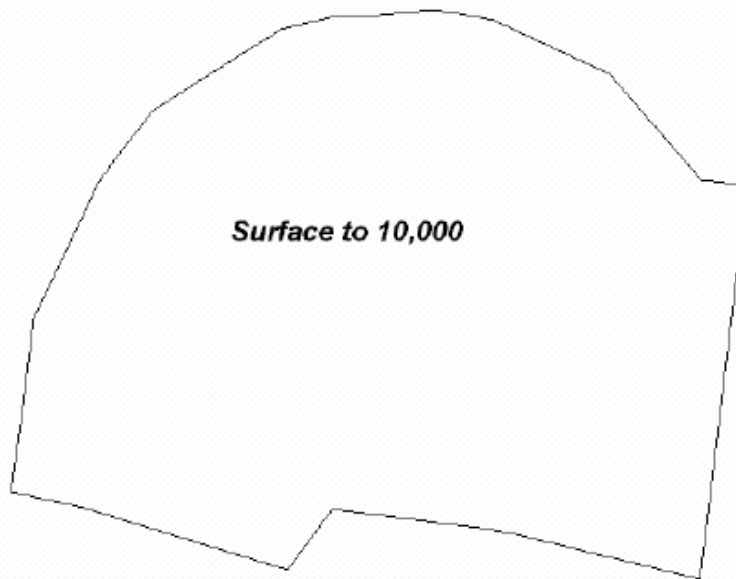


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Saginaw

| | |
|------------------------------------|-------------|
| Airspace Type: | Class Delta |
| Hours of Operation: | 0600-0000 |
| Departure Procedures: | None |
| Standard Terminal Arrivals: | None |

Saginaw Approach - 126.45

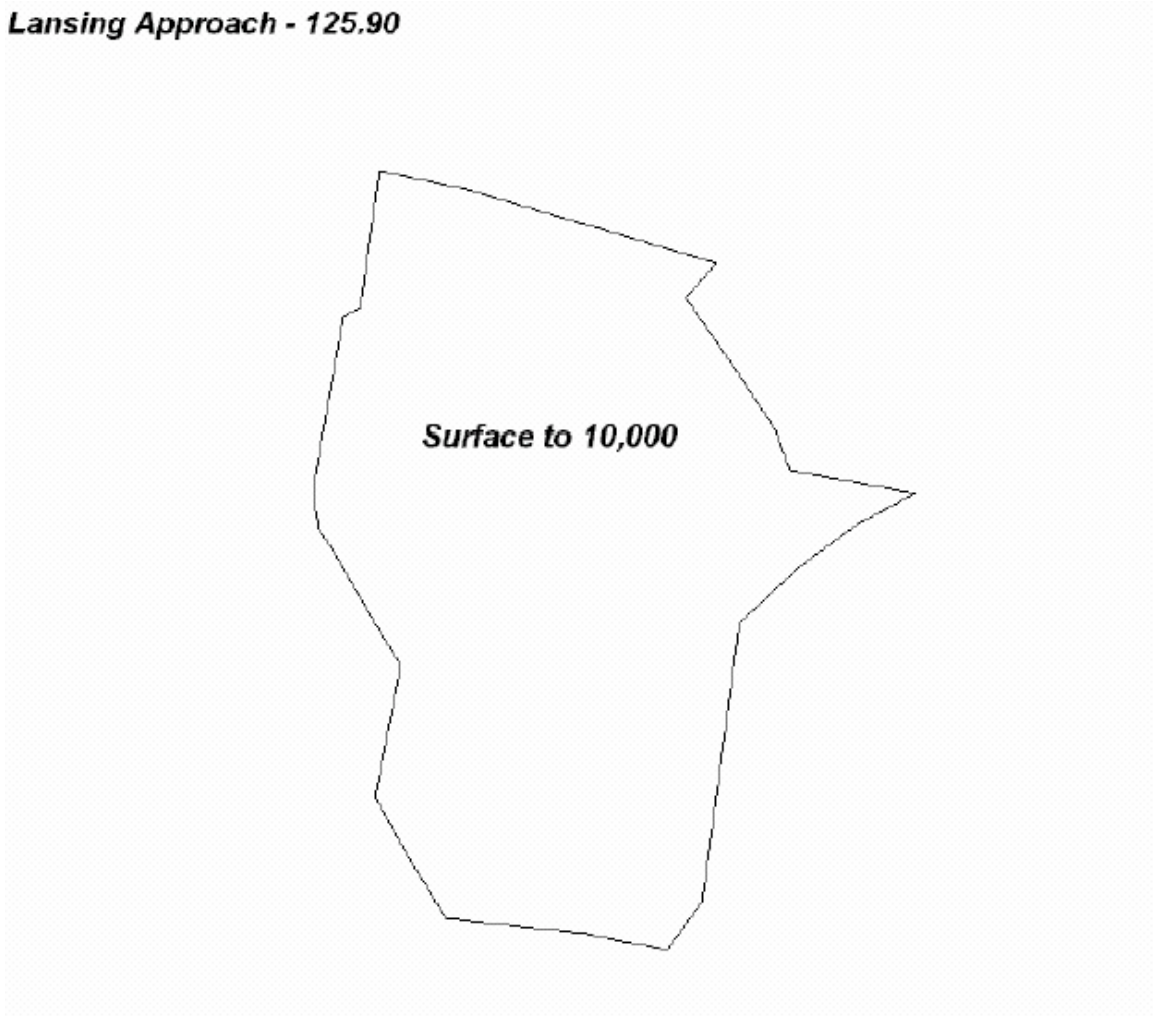


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Lansing

| | |
|------------------------------------|---------------|
| Airspace Type: | Class Charlie |
| Hours of Operation: | Always Open |
| Departure Procedures: | None |
| Standard Terminal Arrivals: | None |

Lansing Approach - 125.90

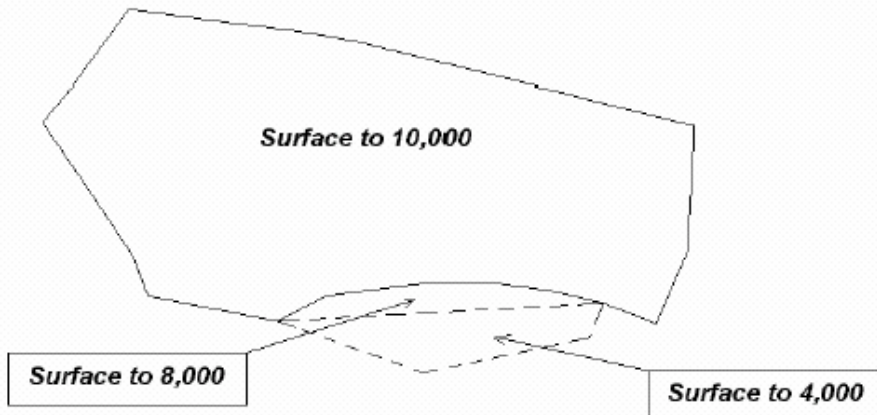


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Flint

| | |
|------------------------------------|---------------|
| Airspace Type: | Class Charlie |
| Hours of Operation: | 0545-2330 |
| Departure Procedures: | None |
| Standard Terminal Arrivals: | None |

Flint Approach - 118.80

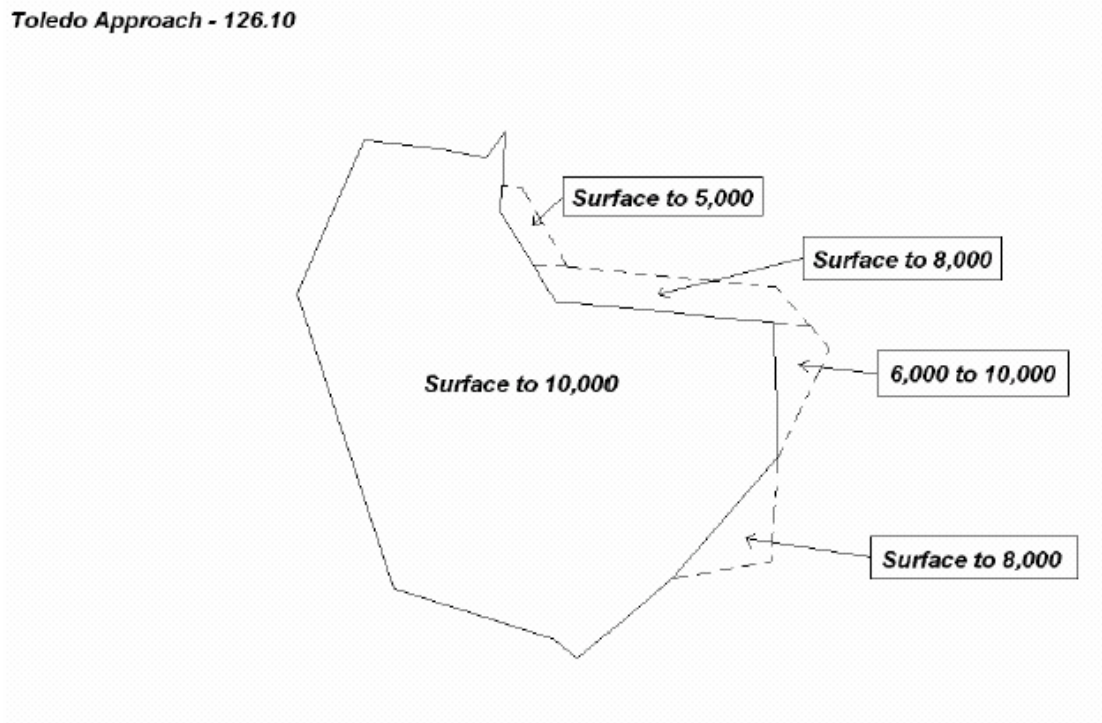


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Toledo

| | |
|------------------------------------|---------------|
| Airspace Type: | Class Charlie |
| Hours of Operation: | Always Open |
| Departure Procedures: | None |
| Standard Terminal Arrivals: | None |

Toledo Approach - 126.10

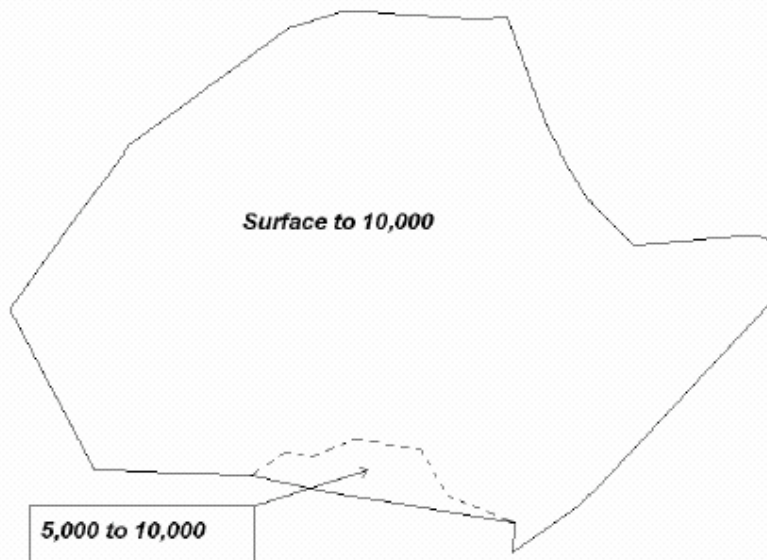


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Erie

| | |
|------------------------------------|-------------|
| Airspace Type: | Class Delta |
| Hours of Operation: | 0600-0000 |
| Departure Procedures: | None |
| Standard Terminal Arrivals: | None |

Erie Approach - 121.00

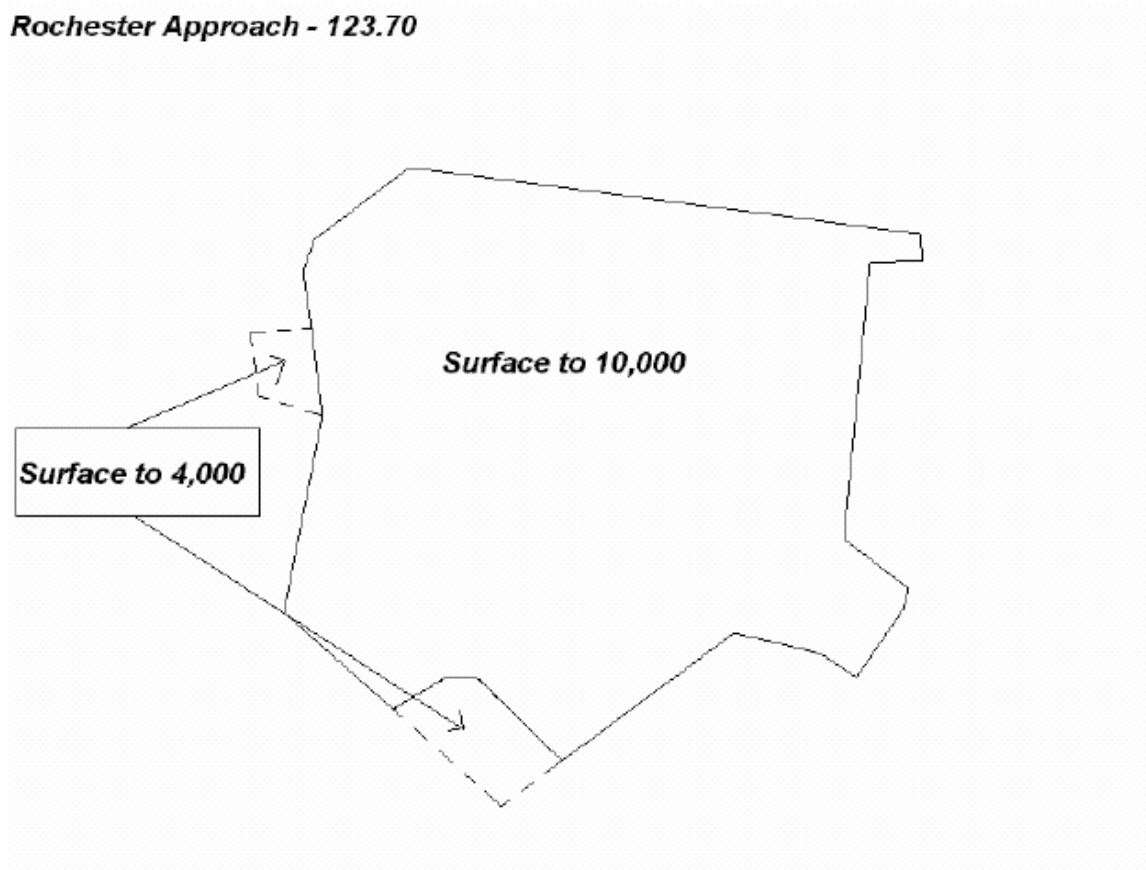


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Rochester

| | |
|------------------------------------|---------------|
| Airspace Type: | Class Charlie |
| Hours of Operation: | Always Open |
| Departure Procedures: | None |
| Standard Terminal Arrivals: | None |

Rochester Approach - 123.70

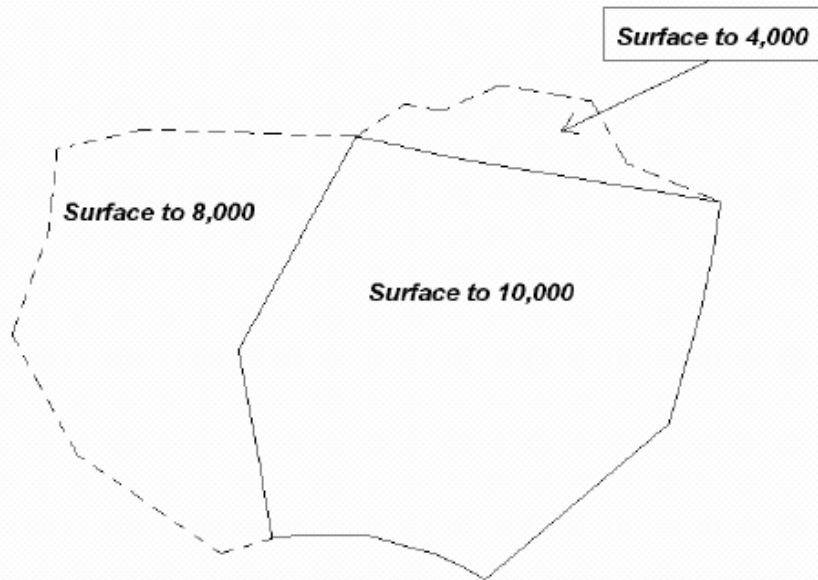


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Youngstown

| | |
|------------------------------------|-------------|
| Airspace Type: | Class Delta |
| Hours of Operation: | 0600-0000 |
| Departure Procedures: | None |
| Standard Terminal Arrivals: | None |

Youngstown Approach - 133.95



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Providing Tower Services:

Working Class B Approaches

For any uncontrolled/non-towered Class D, Class E or Class G airport, you must terminate VFR aircraft and switch IFR aircraft to advisories and have them cancel on your frequency on the ground or in the air (landing assured). If tower is not available, you must provide tower services to any aircraft flying into and departing any Class B or Class C airport that is normally towered.

Working Class C Approaches

For any uncontrolled/non-towered Class D, Class E or Class G airport, you must terminate VFR aircraft and switch IFR aircraft to advisories and have them cancel on your frequency on the ground or in the air (landing assured). If tower is not available, you must provide tower services to any aircraft flying into and departing any Class C airport that is normally towered.

Working Class D/TSRA/RAPCON Approaches

For any uncontrolled/non-towered Class E or Class G airport, you must terminate VFR aircraft and switch IFR aircraft to advisories and have them cancel on your frequency on the ground or in the air (landing assured). If tower is not available, you must provide tower services to any aircraft flying into and departing any Class D airport that is normally towered.

Working Center

For any uncontrolled/non-towered Class D, Class E or Class G airport, you must terminate VFR aircraft and switch IFR aircraft to advisories and have them cancel on your frequency on the ground or in the air (landing assured). If tower or approach control is not available, you must provide tower services to any aircraft flying into and departing any Class B or Class C airport that is normally towered.

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VOR Beacon Names:

| VOR: | Name: | Frequency: |
|-------------|---------------|-------------------|
| ACO | Akron | 114.40 |
| AGC | Allegheny | 110.00 |
| AIR | Bellaire | 117.10 |
| AOO | Altoona | 108.80 |
| APE | Appleton | 116.70 |
| ASP | Au Sable | 116.10 |
| BAX | Bad Axe | 108.20 |
| BFD | Bradford | 116.60 |
| BSV | Briggs | 112.40 |
| BUF | Buffalo | 116.40 |
| BVT | Boiler | 115.10 |
| CIP | Clarion | 112.90 |
| CRL | Carleton | 115.70 |
| CTW | Newcomerstown | 111.80 |
| CXR | Chardon | 112.70 |
| DJB | Dryer | 113.60 |
| DKK | Dunkirk | 116.20 |
| DQN | Dayton | 114.50 |
| DXO | Detroit | 113.40 |
| ECK | Peck | 114.00 |
| ELZ | Wellsville | 111.40 |
| ERI | Erie | 110.80 |
| ETG | Keating | 116.00 |
| EWC | Ellwood City | 115.80 |
| FDY | Findlay | 108.20 |
| FKL | Fanklin | 109.60 |
| FNT | Flint | 116.90 |
| FWA | Fort Wayne | 117.80 |
| GEE | Geneseo | 108.20 |
| GRR | Grand Rapids | 115.90 |
| GSH | Goshen | 113.70 |
| GIJ | Gipper | 115.40 |
| HLG | Wheeling | 112.20 |
| HNN | Henderson | 115.90 |
| HVQ | Charleston | 117.40 |
| ITH | Ithica | 111.80 |
| JFN | Jefferson | 115.20 |
| JST | Johnstown | 113.00 |
| JHW | Jamestown | 114.70 |
| JXN | Jackson | 109.60 |
| LAN | Lansing | 110.80 |
| LFD | Litchfield | 111.20 |

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| | | |
|-----|---------------|--------|
| MBS | Saginaw | 108.80 |
| MFD | Mansfield | 112.90 |
| MOP | Mt. Pleasant | 110.60 |
| MXQ | Midwest | 112.90 |
| OKK | Kokomo | 109.80 |
| OXI | Knox | 115.60 |
| PLN | Pellston | 111.80 |
| PMM | Pullman | 112.10 |
| PSB | Philipsburg | 115.50 |
| PTK | Pontiac | 111.00 |
| REC | Revloc | 110.60 |
| ROD | Rosewood | 117.50 |
| SFK | Stonyfork | 111.20 |
| SHB | Shelbyville | 112.00 |
| SLT | Slate Run | 113.90 |
| SVM | Salem | 114.30 |
| TDT | Tidiooute | 117.60 |
| THH | Terre Haute | 115.30 |
| TON | Tyron | 114.90 |
| TVC | Traverse City | 114.60 |
| TVT | Tiverton | 116.50 |
| ULW | Elmira | 113.70 |
| VAH | Ash | 115.00 |
| VHP | Brickyard | 116.30 |
| VWV | Waterville | 113.10 |
| YNG | Youngstown | 109.00 |
| YEE | Midland | 112.80 |
| YQG | Windsor | 113.80 |
| YQO | Aylmer | 114.20 |
| YMS | Mans | 114.50 |
| YTP | Pearson | 116.55 |
| YXU | London | 117.20 |
| YYZ | Toronto | 113.30 |
| YWT | Waterloo | 115.00 |

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9th District Refueling Operations:

- Track altitude for turbo and jet aircraft – Westbound FL220 & Eastbound FL210.
- Track altitude for helicopter and prop aircraft – Westbound 2,500' & Eastbound 2,500'.
- Indicated airspeed for turbo and jet aircraft is 210 knots.
- Indicated airspeed for helicopter and prop aircraft is 140 knots.
- Confirm heading with "Topcat 54" upon visual.

