Specific procedures contained with this NOTAM may be revised or unavailable at the time of the event. Users are encouraged to check NOTAMs frequently to verify they possess the most current revisions. This NOTAM does not supersede restrictions pertaining to the use of airspace contained in FDC NOTAMS.

In anticipation of a larger than normal number of aircraft operating to and from the Plymouth Municipal Airport (PYM) in conjunction with the AOPA Fly-In, the following procedures will be used to enhance safety and minimize delays.

IFR DELAYS
IFR delays may be incurred when arrival rates exceed airport capacity. Pilots should be prepared for the potential holding of IFR arrivals at Plymouth Municipal Airport. Please plan accordingly.

IMPORTANT INFORMATION
Pilots are urged to review all applicable NOTAMs and arrival/departure procedures prior to conducting flight to Plymouth Municipal Airport. IFR flight plans should be filed at least 6 hours prior to proposed departure time.

No VFR access to Boston Class B airspace will be granted during the AOPA Fly-In including aerial tours of downtown Boston.

LOCAL TRAINING AND PRACTICE APPROACHES
Local traffic pattern, closed traffic training, and practice instrument approaches will not be allowed at Plymouth Municipal Airport during the AOPA Fly-In.

CAUTIONS
Boston Class B Airspace
Providence Class C Airspace
New Bedford Class D Airspace
Groton-New London Class D Airspace
Quonset State (OQU) Class D Airspace
Parachute operations in the vicinity of Taunton-King (TAN), Cranland (28M), Newport State (UUU), and North Central State (SFZ)

AEROBATIC DEMONSTRATION
There will be a 10-15 minute aerobatic demonstration beginning at approximately 12:30 PM local during the AOPA Fly-In. Arrivals and departures will be stopped for the duration of the demonstration. Please plan accordingly.

PLYMOUTH MUNICIPAL AIRPORT
GENERAL INFORMATION
Parking areas: When operating in the parking areas, pilots are encouraged to be extra alert for taxiing aircraft, aircraft with engine(s) running, and vehicle/pedestrian traffic. Ground support personnel will be assisting aircraft to and from parking areas and run-up areas. For safety reasons, high RPM engine running is prohibited outside of designated run-up areas. Please review the parking map prior to landing and departure. This will brief you on the correct taxi routes.

Vehicular Traffic: Vehicles are not allowed on ramps except those belonging to airport operators and tenants, and exhibitors participating in the AOPA Plymouth Fly-In.
Pre-Flight Planning: Please ensure that you have reviewed the special flight information, departure procedures, and temporary taxi procedures prior to engine start. High traffic density is expected Saturday morning and afternoon. Consider arriving during off-peak hours.

PLYMOUTH MUNICIPAL AIRPORT FREQUENCIES

<table>
<thead>
<tr>
<th>PLYMOUTH MUNICIPAL AIRPORT</th>
<th>FREQUENCY</th>
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<tr>
<td>ASOS-3</td>
<td>ASOS 135.625</td>
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<tr>
<td>APPROACH/DEPARTURE</td>
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<td>123.0</td>
</tr>
<tr>
<td>AIRCRAFT PARKING</td>
<td>123.3</td>
</tr>
</tbody>
</table>

HOPEDALE INDUSTRIAL VFR ARRIVAL PROCEDURE
This arrival procedure begins over Hopedale Industrial Airport (1B6). Aircraft may contact ATC in advance of arriving over Hopedale Industrial for VFR traffic advisories. If unable to establish contact with ATC, follow the procedure and continue inbound. Use the frequency graphic to determine which ATC facility to contact. Caution: Stay alert for converging traffic.

There are two altitudes and speeds for this arrival route. Aircraft that are able to maintain 90 knots (or maximum cruise speed if less than 90 knots) should fly at 2000 feet MSL. If your aircraft is unable to fly as slow as 90 knots, then maintain 135 knots at 2500 feet MSL. Faster traffic should stay to the right of slower traffic. Ensure that you have at least a ½ mile minimum separation between you and the aircraft you are following. Proper spacing is critical so please pay attention to airspeed and minimum separation.

Proceed toward Mansfield Municipal Airport (1B9) at 90 knots/2000’ MSL or 135 knots/2500’ MSL. Just beyond Mansfield is a VFR holding pattern northeast of the arrival route called the Lake Sabbatia Holding Pattern. In the event traffic volume requires holding, be prepared to fly the Lake Sabbatia Holding Pattern at 90 knots/2000’ MSL or 135 knots/2500’ MSL, left turns. (Refer to Lake Sabbatia Holding Pattern graphic.)

Proceed southeast toward Taunton-King Municipal Airport (TAN). Then proceed to the southwest shore of Long Pond. Caution: Stay alert for traffic converging from the west and southwest. In the event traffic volume requires holding, be prepared to fly the Long Pond Holding Pattern at 90 knots/2000’ MSL or 135 knots/2500’ MSL, left turns. (Refer to Long Pond Holding Pattern graphic.) Switch to Plymouth Municipal CTAF on 123.0 upon passing Long Pond.

Depending on wind direction, proceed toward Plymouth Municipal Airport (PYM) for either a straight in approach to runway 6 or left downwind for runway 24. If runway 24 is in use, proceed to the shoreline before turning left base. Turn to final at pilot’s discretion. Proper spacing is critical so please pay attention to airspeed and minimum separation.

WESTERLY STATE VFR ARRIVAL PROCEDURE
This arrival procedure begins over Westerly State Airport (WST). Aircraft may contact ATC in advance of arriving over Westerly State for VFR traffic advisories. If unable to establish contact with ATC, follow the procedure and continue inbound. Use the frequency graphic to determine which ATC facility to contact. Caution: Stay alert for converging traffic.

There are two altitudes and speeds for this arrival route. Aircraft that are able to maintain 90 knots (or maximum cruise speed if less than 90 knots) should fly at 2000 feet MSL. If your aircraft is unable to fly as slow as 90 knots, then maintain 135 knots at 2500 feet MSL. Faster traffic should stay to the right of slower traffic. Ensure that you have at least a ½ mile minimum separation between you and the aircraft you are following. Proper spacing is critical so please pay attention to airspeed and minimum separation.

Proceed toward Newport State Airport (UUU) at 90 knots/2000’ MSL.
or 135 knots/2500' MSL. About halfway between Westerly State and Newport State is a VFR holding pattern north of the arrival route called the Worden Pond/Indian Lake Holding Pattern. In the event traffic volume requires holding, be prepared to fly the Worden Pond/Indian Lake Holding Pattern at 90 knots/2000' MSL or 135 knots/2500' MSL, left turns. (Refer to Worden Pond/Indian Lake Holding Pattern graphic).

**Caution: Quonset State Class D Airspace. Possible military traffic in the vicinity.**

Proceed northeast toward the location of the old (now closed) Fall River Municipal Airport (N41°45'18.69”/W71°06'36.24”). **Caution: Tiverton Tower 1049 MSL. Stay alert for traffic converging from the east (Cape and Islands).** Proceed east toward the south shore of Long Pond. **Stay alert for traffic converging from the northwest.** In the event traffic volume requires holding, be prepared to fly the Long Pond Holding Pattern at 90 knots/2000' MSL or 135 knots/2500' MSL, left turns. (Refer to Long Pond Holding Pattern graphic.) Switch to Plymouth Municipal CTAF on 123.0 upon passing Long Pond.

**Depending on wind direction,** proceed toward Plymouth Municipal Airport (PYM) for either a straight in approach to runway 6 or left downwind for runway 24. If runway 24 is in use, **proceed to the shoreline** before turning left base. Turn to final at pilot's discretion. **Proper spacing is critical so please pay attention to airspeed and minimum separation.**

**CAPE AND ISLANDS VFR ARRIVAL PROCEDURE**

There are two altitudes and speeds for this arrival route. Aircraft that are able to maintain 90 knots (or maximum cruise speed if less than 90 knots) should fly at 2000 feet MSL. If your aircraft is unable to fly as slow as 90 knots, then maintain 135 knots at 2500 feet MSL. Faster traffic should stay to the right of slower traffic. Ensure that you have at least a ½ mile minimum separation between you and the aircraft you are following. **Proper spacing is critical so please pay attention to airspeed and minimum separation.**

Proceed west toward New Bedford Regional Airport (KEWB). Stay south of the Class D airspace. Aircraft requesting VFR traffic advisories should contact ATC prior to crossing Buzzards Bay. If unable to establish contact with ATC, follow the procedure and continue inbound. Use the frequency graphic to determine which ATC facility to contact.

Proceed toward the south shore of South Watuppa Pond at 90 knots (or maximum cruise speed if less than 90 knots) /2000' MSL or 135 knots/2500’ MSL. After reaching the south shore of South Watuppa Pond proceed north toward the location of the old (now closed) Fall River Municipal Airport (N41°45’18.69”/W71°06’36.24”). **Caution: Stay alert for traffic converging from the southwest along the Westerly State Arrival Route.** Proceed east toward the south shore of Long Pond. **Stay alert for traffic converging from the northwest.** In the event traffic volume requires holding, be prepared to fly the Long Pond Holding Pattern at 90 knots/2000’ MSL or 135 knots/2500’ MSL, left turns. (Refer to Long Pond Holding Pattern graphic). Switch to Plymouth Municipal CTAF on 123.0 upon passing Long Pond.

**Depending on wind direction,** proceed toward Plymouth Municipal Airport (PYM) for either a straight in approach to runway 6 or left downwind for runway 24. If runway 24 is in use, **proceed to the shoreline** before turning left base. Turn to final at pilot’s discretion. **Proper spacing is critical so please pay attention to airspeed and minimum separation.**

**GO AROUND PROCEDURE AT PLYMOUTH**

If you have to go around, fly back to the Long Pond holding area, north shore of Assawompset Pond, 2000’ MSL at 90 knots (or maximum cruise speed if less than 90 knots) or 2500’ at 135 knots MSL and merge with traffic there before heading back to Plymouth. Left traffic for the Long Pond Holding Pattern. See Go Around Procedure Runway 6/24 graphic.

**SPECIFIC COORDINATES**
<table>
<thead>
<tr>
<th>LOCATIONS</th>
<th>COORDINATES</th>
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<tr>
<td>HOPEDALE INDUSTRIAL AIRPORT</td>
<td>N42°06'18.70&quot;/W71°30'34.88&quot;</td>
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<tr>
<td>LAKE SABBATIA</td>
<td>N41°56'22.42&quot;/W71°06'31.18&quot;</td>
</tr>
<tr>
<td>LAKE NIPPENICKET</td>
<td>N41°57'45.98&quot;/W71°02'14.88&quot;</td>
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<tr>
<td>WINNECUNNET POND</td>
<td>N41°58'25.85&quot;/W71°08'00.51&quot;</td>
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<tr>
<td>MANSFIELD MUNICIPAL AIRPORT</td>
<td>N42°00'02.37&quot;/W71°11'49.24&quot;</td>
</tr>
<tr>
<td>TAUNTON-KING MUNICIPAL AIRPORT</td>
<td>N41°52'24.22&quot;/W71°00'55.03&quot;</td>
</tr>
<tr>
<td>LONG POND</td>
<td>N41°46'47.61&quot;/W70°56'52.25&quot;</td>
</tr>
<tr>
<td>WESTERLY STATE AIRPORT</td>
<td>N41°20'57.40&quot;/W71°48'24.00&quot;</td>
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<tr>
<td>WORDEN POND</td>
<td>N41°45'18.69&quot;/W71°06'36.24&quot;</td>
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<tr>
<td>INDIAN LAKE</td>
<td>N41°28'29.28&quot;/W71°27'59.10&quot;</td>
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<tr>
<td>NEWPORT STATE AIRPORT</td>
<td>N41°31'56.83&quot;/W71°16'56.11&quot;</td>
</tr>
<tr>
<td>FALL RIVER MUNICIPAL (CLOSED)</td>
<td>N41°45'18.69&quot;/W71°06'36.24&quot;</td>
</tr>
<tr>
<td>SOUTH WATUPPA POND</td>
<td>N41°38'35.99&quot;/W71°07'22.33&quot;</td>
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<tr>
<td>PLYMOUTH MUNICIPAL AIRPORT</td>
<td>N41°54'35.05&quot;/W70°43'55.67&quot;</td>
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</tbody>
</table>

**PLYMOUTH MUNICIPAL AIRPORT DEPARTURE PROCEDURES**

All IFR departures will follow normal procedures and obtain their clearance through Cape Approach clearance delivery on 127.75.

All VFR departures should maintain runway heading until reaching pattern altitude before turning on course. **CAUTION: Boston Class B Airspace just north of Plymouth starting at 3000’ MSL.**

**VFR Traffic Advisories:** VFR aircraft desiring flight following should wait to make their request with the appropriate ATC facility until they are a **minimum** of 10 NM from Plymouth Municipal airport (KPYM).

**Prior to Start-Up:** Please ensure that you have reviewed the special flight information, departure procedures, and temporary taxi procedures prior to engine start.

**Run-up:** After start-up, proceed to the nearest designated run-up area. Follow directional signs and/or instructions from marshalls.

**Taxi:** Follow directional signs and or instructions from marshalls.

If you parked on the south side of runway 6/24 in Kilo, Sierra, or 33 parking, **BE EXTREMELY CAUTIOUS** if you need to cross runway 6/24 for departure. Monitor 123.3 for crossing advisories.

If runway 24 is in use, departures can be made at the intersection of runway 15/33 and runway 24. The useful length of runway 24 from the intersection is approximately 3,300 feet. Full length is 4,349 feet.

If you need to use the full length of runway 24 cross runway 6/24 at the intersection of runway 15/33 and runway 6/24. Monitor 123.3 for crossing advisories. **BE EXTREMELY CAUTIOUS** when crossing runway 6/24.

If runway 6 is in use, cross runway 6/24 at the intersection of runway 15/33 and runway 6/24. Marshalls will be present at the intersection to assist in spotting traffic. Monitor 123.3 for crossing advisories. **BE EXTREMELY CAUTIOUS** when crossing runway 6/24.

**PLYMOUTH MUNICIPAL AIRPORT AFTER LANDING PROCEDURES**

Exit the runway as quickly and as safely as possible. Do not stop on the runway unless absolutely necessary. Follow taxi instructions and directional signs to the designated parking areas. Marshalls will direct aircraft to the parking spaces. Expect to park on the north side of runway 6/24 in Echo or Mike parking, **DO NOT** exit to the south side of runway 6/24 unless instructed to do so or absolutely necessary.
PROVIDENCE APPROACH FREQUENCIES: RUNWAY 23 IN USE

- Providence Approach 119.45
- Providence Approach 123.67
- Providence Approach 128.7
- Providence Approach 127.9
- Bradley Approach 119.0
- Bradley Approach 127.8
- New York Approach 124.07
- New York Approach 125.97
- Boston Approach 127.2
- Cape Approach 118.2
- Providence Approach 119.7
- Providence Approach 118.2
- Providence Approach 119.45
- Providence Approach 127.9

FOR REFERENCE ONLY
PLYMOUTH REGIONAL FLY-IN/VFR ARRIVAL PROCEDURE

Fly 2000' MSL @ 90 knots or 2500' MSL @ 135 knots
PLYMOUTH REGIONAL FLY-IN/VFR ARRIVAL PROCEDURE

Hopedale Industrial

Fly 2000’ MSL @ 90 knots or 2500’ MSL @ 135 knots

Mansfield

Lake Sabbatia Hold

Plymouth

Taunton-King

Long Pond Hold

Fall River Municipal (closed)
N41° 45’ 18.69”
W71° 06’ 36.24”
Fly 2000’ MSL @ 90 knots or 2500’ MSL @ 135 knots
From Newport State

Fly 2000’ MSL @ 90 knots or 2500’ MSL @ 135 knots

FOR REFERENCE ONLY

HOPEDALE INDUSTRIAL
ARRIVAL—MANSFIELD
TO PLYMOUTH
Westerly State Arrival—Westerly St. to Newport St.

For Reference Only
CAUTION: TOWER

Fly 2000' MSL @ 90 knots
or 2500' MSL @ 135 knots

From Taunton-King
To Plymouth

Long Pond Hold

From Westerly State

Cape Traffic

South Watuppa Pond
N41° 38’ 35.99” W71° 07’ 22.33”

Fall River Municipal (closed)
N41° 45’ 18.69” W71° 06’ 36.24”

FOR REFERENCE ONLY
LAKE SABBATIA VFR HOLDING PATTERN

From Hopedale Industrial

MANSFIELD
220° ILM

LAKE SABBATIA VFR HOLDING PATTERN

FOR REFERENCE ONLY

Fly 2000’ MSL @ 90 knots or 2500’ MSL @ 135 knots

Lake Sabbatia
N41° 56’ 22.42”
W71° 06’ 31.18”

Winnecunnet Pond
N41° 58’ 25.85”
W71° 08’ 00.51”

Lake Nippenicket
N41° 57’ 45.98”
W71° 02’ 14.88”

Norton Reservoir
322 (211) tank
Chartley plant
WORDEN POND/INDIAN LAKE VFR HOLDING PATTERN

From Westerly State

Fly 2000' MSL @ 90 knots or 2500' MSL @ 135 knots

FOR REFERENCE ONLY
LONG POND VFR HOLDING PATTERN

To Plymouth

From Newport State

Fly 2000’ MSL @ 90 knots or 2500’ MSL @ 135 knots

Fall River Municipal (closed)

Long Pond
N41° 46' 47.61" W70° 56' 52.25"

To Plymouth

From Newport State

Fly 2000’ MSL @ 90 knots or 2500’ MSL @ 135 knots
GO AROUND PROCEDURE—
RUNWAY 6/24 PLYMOUTH (KPYM)

Fly 2000’ MSL @ 90 knots
or 2500’ MSL @ 135 knots

Go Around Runway 6

Go Around Runway 24

Landing/Takeoff 6

Landing/Takeoff 24

From Mansfield

Asswompset Pond
N41° 51’ 15.98”
W70° 55’ 46.09”

Long Pond
N41° 46’ 47.61”
W70° 56’ 52.25”

From Newport State
PLYMOUTH MUNICIPAL AIRPORT (KPYM)

Elevation: 148 ft (45.1 m)